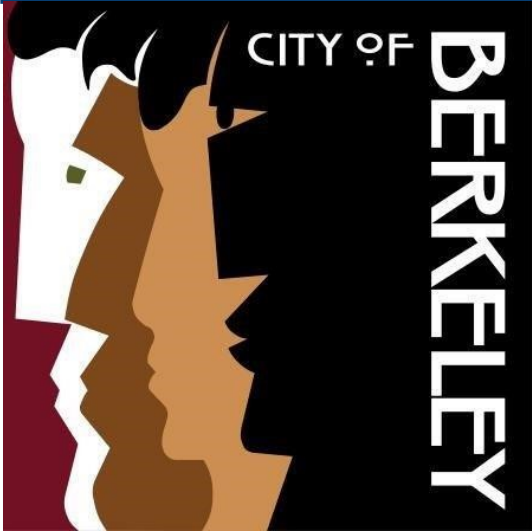


CITY OF BERKELEY



**2020 PMP Update
P-TAP Round 21
Final Report
January 2021**



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Section I
Executive Summary

EXECUTIVE SUMMARY

The City of Berkeley currently maintains approximately 214.74 centerline miles of roads representing 39,749,827 square feet of pavement with a replacement value of approximately \$792,965,000 as calculated by StreetSaver®.

Pavement Engineering Inc. (PEI) updated all the streets in the City's Pavement Management System, using the Metropolitan Transportation Commission's (MTC) StreetSaver® program. The purpose of a Pavement Management System is to track inventory, store work history and furnish budget estimates to optimize funding for improving the city's pavement system.

INTRODUCTION

A Pavement Management System has several distinctive uses:

- As a budgeting tool, a Pavement Management System uses treatment costs that are based on recently bid projects, by the participating agency, so that budgets reflect historical costs for the area.
- As an inventory tool, a Pavement Management System provides a quick and easy reference for pavement areas and use.
- As a pavement condition record, a Pavement Management System provides age, load-related, non-load related and climate-related pavement condition and deterioration information. The Pavement Management System uses pavement deterioration curves, based on nationwide research, which allow the program to predict a pavement's future condition.

A Pavement Management System is not capable of providing detailed engineering designs for a street. The Pavement Management System instead helps the user identify candidate streets for potential repair and maintenance. Project level pavement analysis and engineering is an essential feature of future pavement maintenance and rehabilitation projects. Additional investigation, or project level analysis, can optimize the City's pavement management dollars. Project level engineering examines the pavements in significantly more detail than the visual evaluation required for the Pavement Management System Update and optimizes designs for all of the peculiar constraints of a set of project streets.



WORK PERFORMED

Pavement Distress Survey and Database Update

For this update, PEI performed inspections on approximately 214.74 centerline miles of road. Field inspections were completed in July 2020.

PEI measured the following distress types as part of our review: alligator cracking (fatigue), block cracking, distortions, longitudinal & transverse cracking, patching & utility cut patching, rutting / depressions, weathering, and raveling. All the collected data was entered into the City's StreetSaver® database.

As part of our field review, all the streets were measured to confirm lengths and widths. Lengths were measured using a vehicle-mounted electronic measuring device and widths were measured using a hand-held measuring wheel. Measurement discrepancies were tabulated and reviewed with the City to determine if corrections were needed.

PEI performed a quality control (QC) check on our work. PEI's QC check consists of performing a field review of any street segment where the PCI showed a decrease of 3 or more points per year, or an increase of 1 PCI point without a documented M&R treatment, when compared to the last inspection for the same road segment in the StreetSaver® database. Each segment in the QC process was visually reviewed to determine if the StreetSaver® calculated PCI was representative of the observed overall pavement condition for that road segment. Variations found were re-inspected by a Senior Engineering Technician, or the Project Manager, and the segments' PCI was recalculated.

FINDINGS

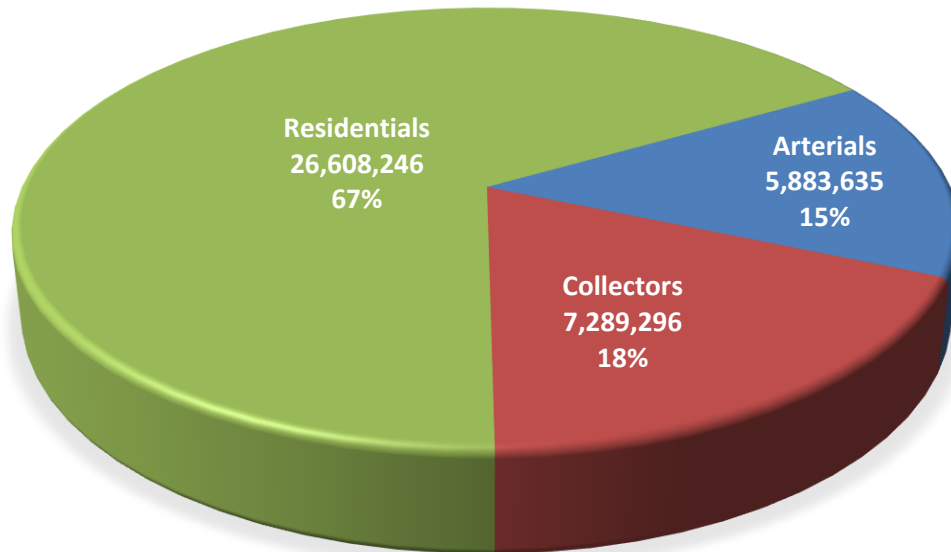
The updated Pavement Management System showed that the City's overall average PCI is **57**.

The breakdown by functional classification is as follows:

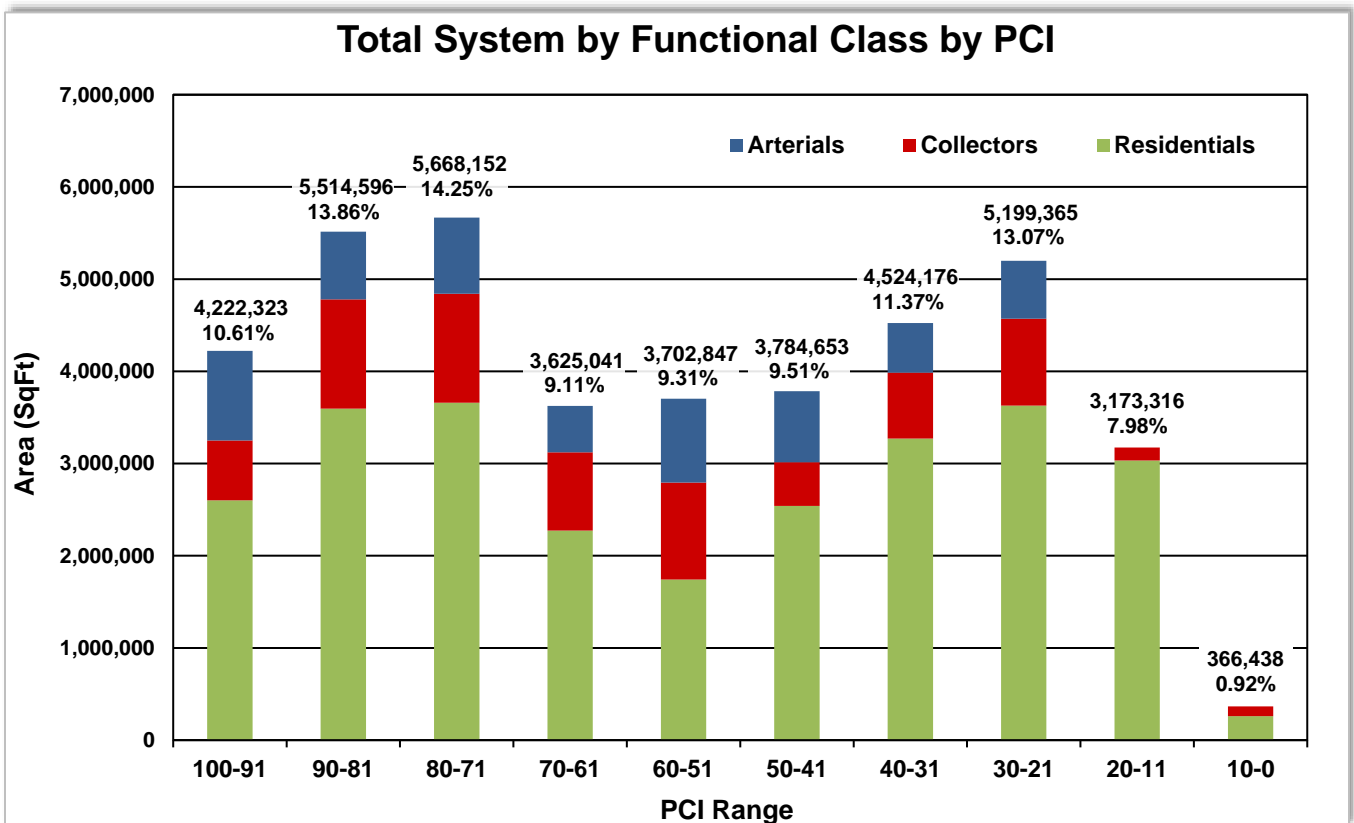
Functional Classification	Centerline Miles	Lane Miles	Pavement Area (sq. ft.)	Percent of System	Average PCI
Arterial	21.81	62.11	5,883,635	14.79%	63
Collector	37.14	76.21	7,289,296	18.32%	61
Residential	155.78	310.54	26,608,246	66.89%	55
Totals	214.74	448.86	39,780,907	100.00%	57



The pie graph below shows the percentage of each functional classification, by area.



The bar graph below shows the City's street system broken down into 10-point PCI ranges.





The breakdown by Condition Category and corresponding PCI range is shown below:

Condition Category Breakdown				
Condition	PCI Range	% Of Total	Square Feet	Centerline Miles
Excellent	100-91	10.61%	4,222,323	22.65
Good	90-71	28.11%	11,182,748	60.38
Fair	70-51	18.42%	7,327,888	37.92
Poor	50-31	20.89%	8,303,829	45.72
Failed	30-0	21.97%	8,739,119	48.07
		100.00%	39,780,907	214.74

The analysis shows that **46.53%** of the City's pavement are in **Good** to **Fair** condition. Details of each street segment are provided in **Section IV: Reference Reports**.

BUDGET ANALYSIS

StreetSaver[®] uses a decision tree to model the decision-making process that agencies follow to select a maintenance or rehabilitation strategy. The decision tree contains "branches" for each functional classification, surface type and condition category. Jurisdictions can outline their maintenance and rehabilitation strategy by choosing a treatment for each branch.

The treatments listed in the decision tree are generalized to provide a range of treatments. Typical treatments within each generalized treatment range are listed below. The exact treatment would need to be determined during the design phase of the project.

StreetSaver[®] assigns a treatment action and estimated cost to each street segment based on the pavement's current PCI.



Treatment Category	Typical Treatment
Light Maintenance	<ul style="list-style-type: none"> • Slurry Seal or Micro-Surface • Fog Seal or Scrub Seal
Heavy Maintenance	<ul style="list-style-type: none"> • Chip Seal, Cape Seal • Slurry Seal or Micro-Surface with Digouts • Thin Maintenance Overlay (TMO)
Light Rehab.	<ul style="list-style-type: none"> • Overlay (2" and under) or Thin Mill and Fill
Heavy Rehab.	<ul style="list-style-type: none"> • Overlay (greater than 2") or Thick Mill and Fill • Cold-In-Place Recycling • Full Depth Reclamation • Pulverize and Resurfacing
Reconstruct	<ul style="list-style-type: none"> • Full Section Reconstruction

Decision Tree Unit Prices

As a minimum, recent bid tabulations should be used to determine the appropriate unit costs. Further, the unit costs include other costs such as design, construction management, contingencies or other related construction costs (ADA ramps, curb & gutters, striping etc.) to form a more comprehensive unit cost for the selected treatments.

For the City of Berkeley, the unit costs on the following table were used:

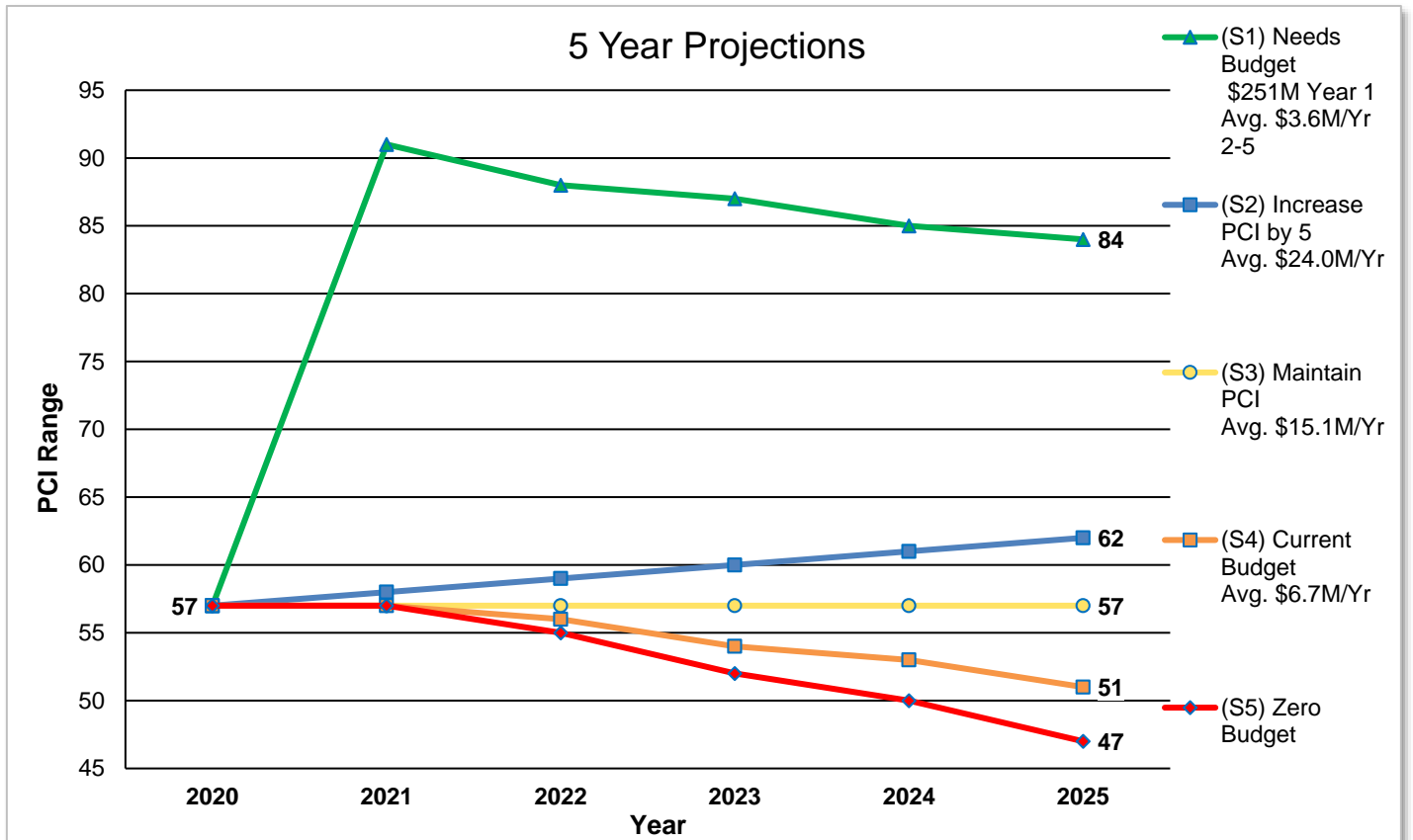
Treatment	Arterial	Collector	Residential
Cost/ Sq Yd			
Crack Seal (\$\$/LF)	\$2.20	\$1.80	\$1.60
Light Maintenance	\$12.00	\$10.00	\$8.00
Heavy Maintenance	\$27.00	\$23.00	\$20.00
Light Rehab	\$81.00	\$61.00	\$52.00
Heavy Rehab	\$104.00	\$93.00	\$80.00
Reconstruct	\$240.00	\$187.00	\$164.00



For this update, PEI analyzed several scenarios, which are summarized below:

Budget Scenario Projections (MTC Standard Scenarios)

PEI generated Five (5) scenario projections which are represented graphically below:



A summary of each of the scenario projections are as follows:

Scenario 1: Unconstrained Budget/ Funds Needed to obtain Optimum PCI (\$251M for Year 1, \$3.6M/Yr Avg. for Years 2-5.)

Scenario 2: Amount of funding to increase PCI by 5 (Avg. \$24.0M/Yr.)

Scenario 3: Amount of funding to maintain PCI of 57 (Avg. \$15.1M/Yr.)

Scenario 4: Impact of the current funding amount (\$6.7M/Yr.) the current PCI would decline from 57 to 51, a 6-point overall drop.

Scenario 5: Represents the impact to the PCI if Zero dollars are spent

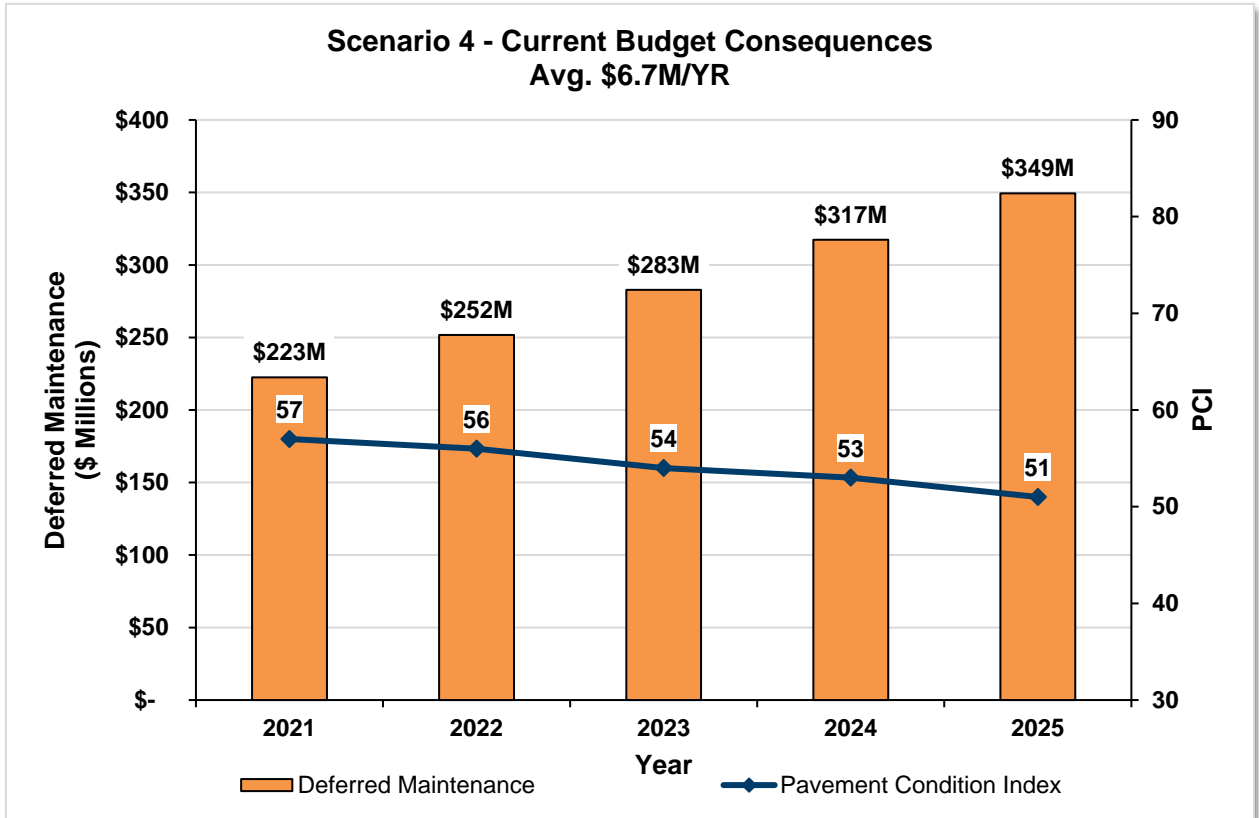
The full report for the various budget scenarios can be found in **Appendix B**.



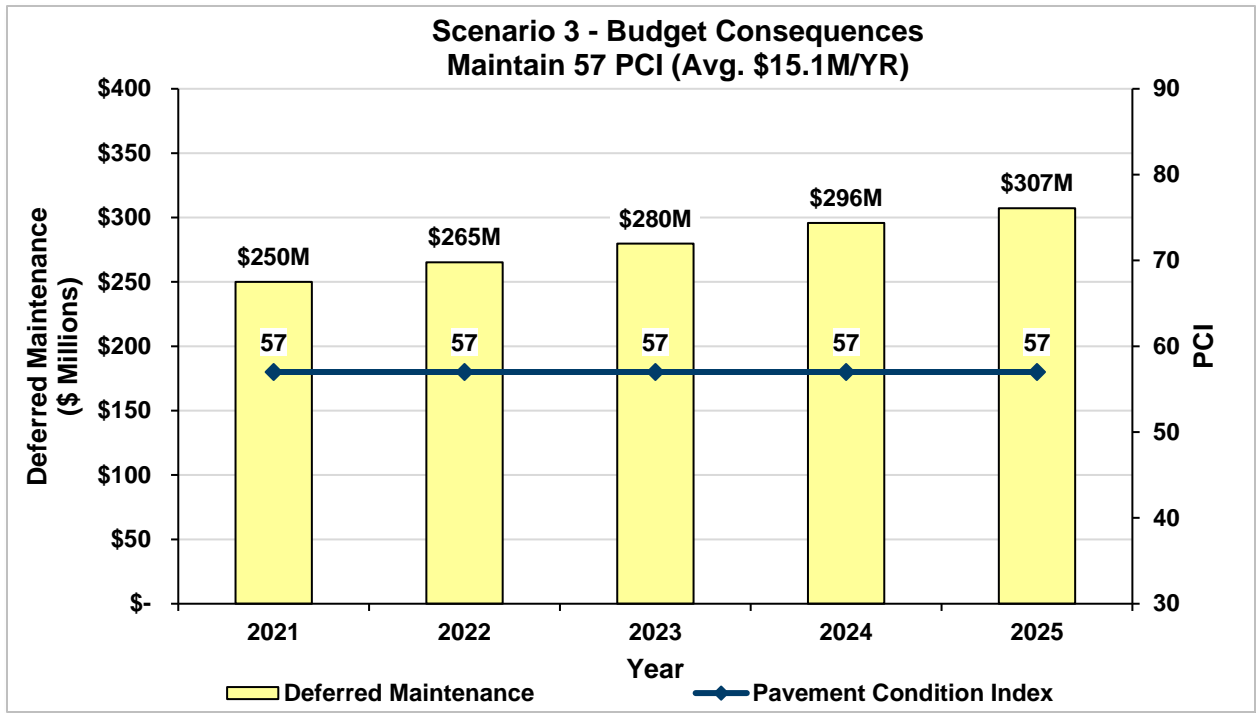
Budget Consequences

The following graphs illustrate the consequences to the City's overall weighted PCI and Deferred Maintenance Amount, based on the scenario projections:

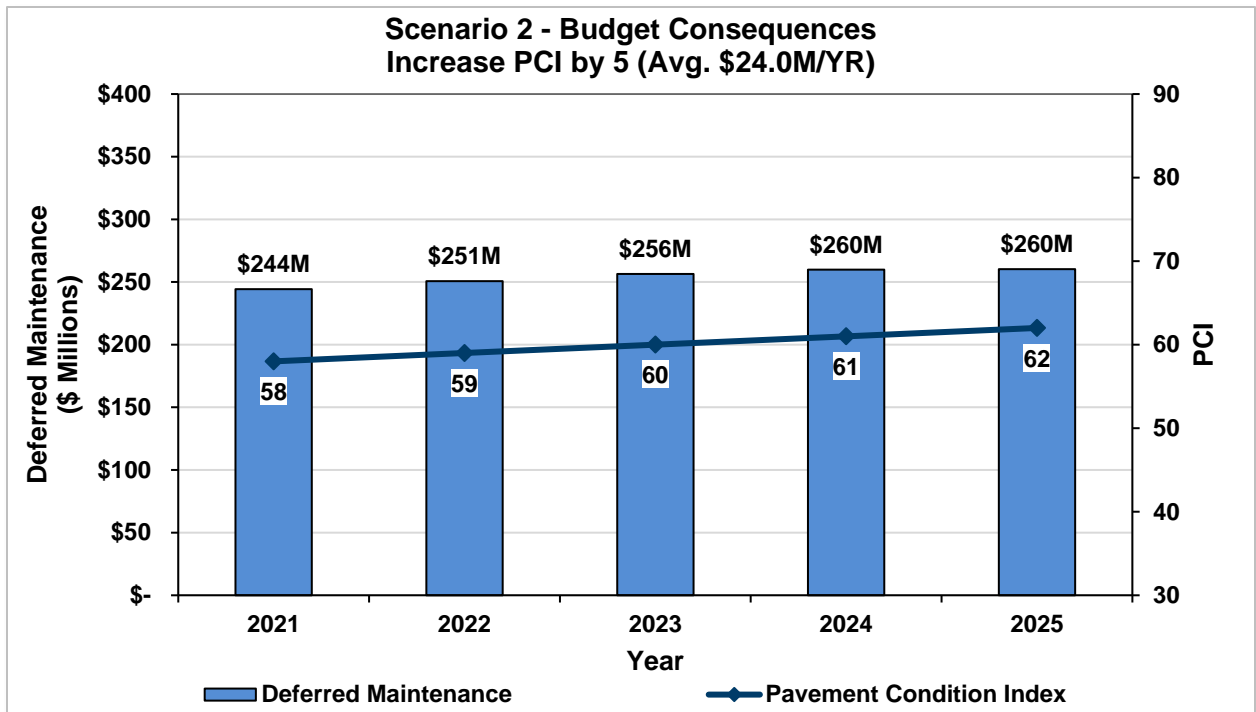
At the current funding level of \$6.7M/Yr., the PCI of the entire system will deteriorate from 57 to 51, a 6 PCI point drop over the next 5 years. In addition, the backlog of deferred maintenance grows from \$223 million to \$349 million, an increase of 57%.



To maintain the current PCI of 57, it is projected that an average funding level of \$15.1M/YR is necessary. At this funding level the backlog of deferred maintenance grows from \$250 million to \$307 million, an increase of 23%.



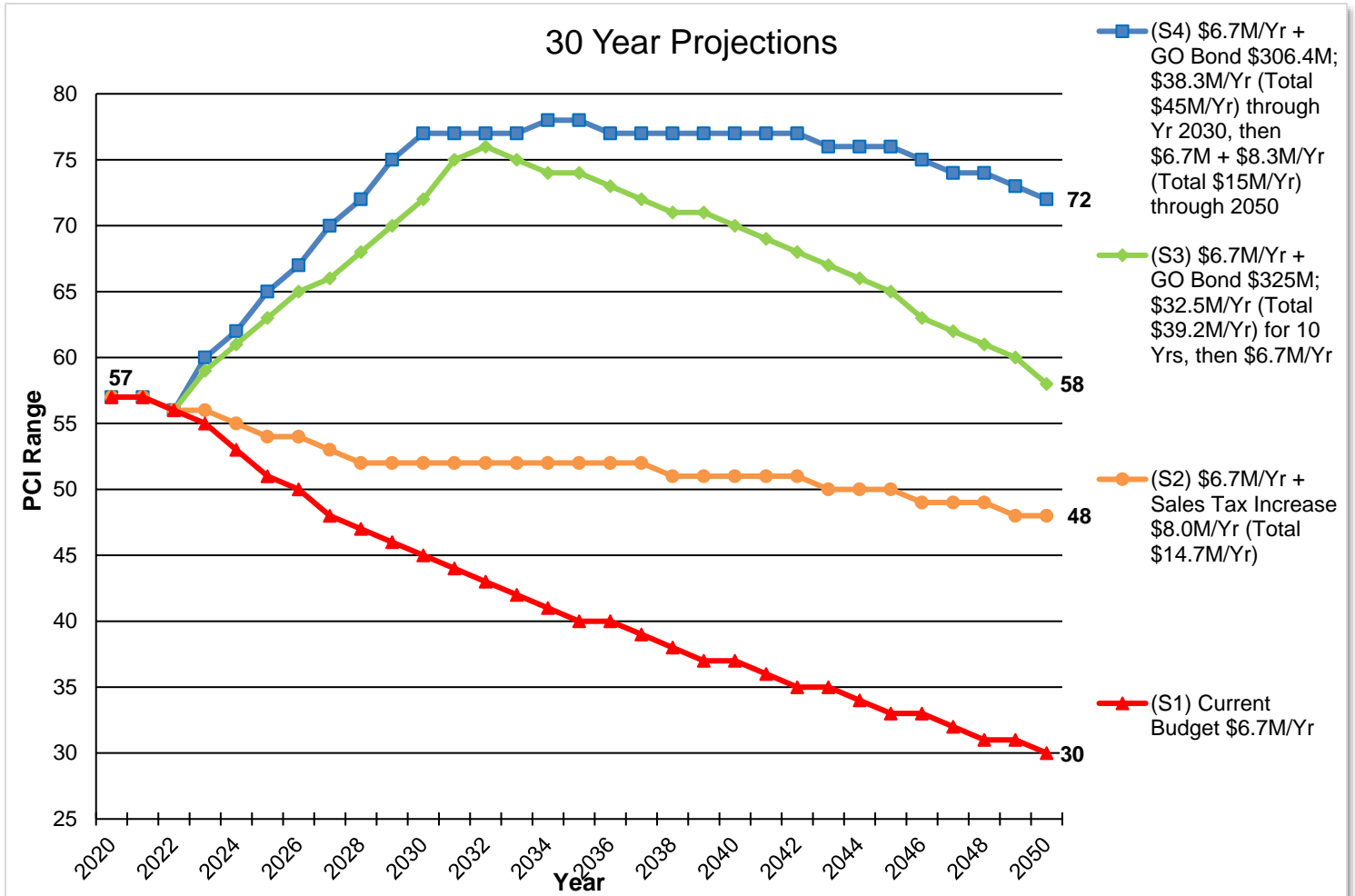
To increase the PCI 5 points from 57 to 62, it is projected that an average funding level of \$24.0M/YR is necessary. At this funding level the backlog of deferred maintenance grows from \$244 million to \$260 million, an increase of 7%.





Additional 30 Year Budget Scenario Projections

The City of Berkeley was interested in exploring system impacts from additional funding sources. The funding sources included bond measures and sales tax increases. PEI



generated Four (4) scenario projections which are represented graphically below:

A summary of each of the scenario projections are as follows:

- Scenario 1: Current Budget \$6.7M/Yr
- Scenario 2: \$6.7M/Yr + Sales Tax Increase \$8.0M/Yr (Total \$14.7M/Yr)
- Scenario 3: \$6.7M/Yr + GO Bond \$325M; \$32.5M/Yr (Total \$39.2M/Yr) for 10 Yrs, then \$6.7M/Yr
- Scenario 4: \$6.7M/Yr + GO Bond \$306.4M; \$38.3M/Yr (Total \$45M/Yr) through Yr 2030, then \$6.7M + \$8.3M/Yr (Total \$15M/Yr) through 2050

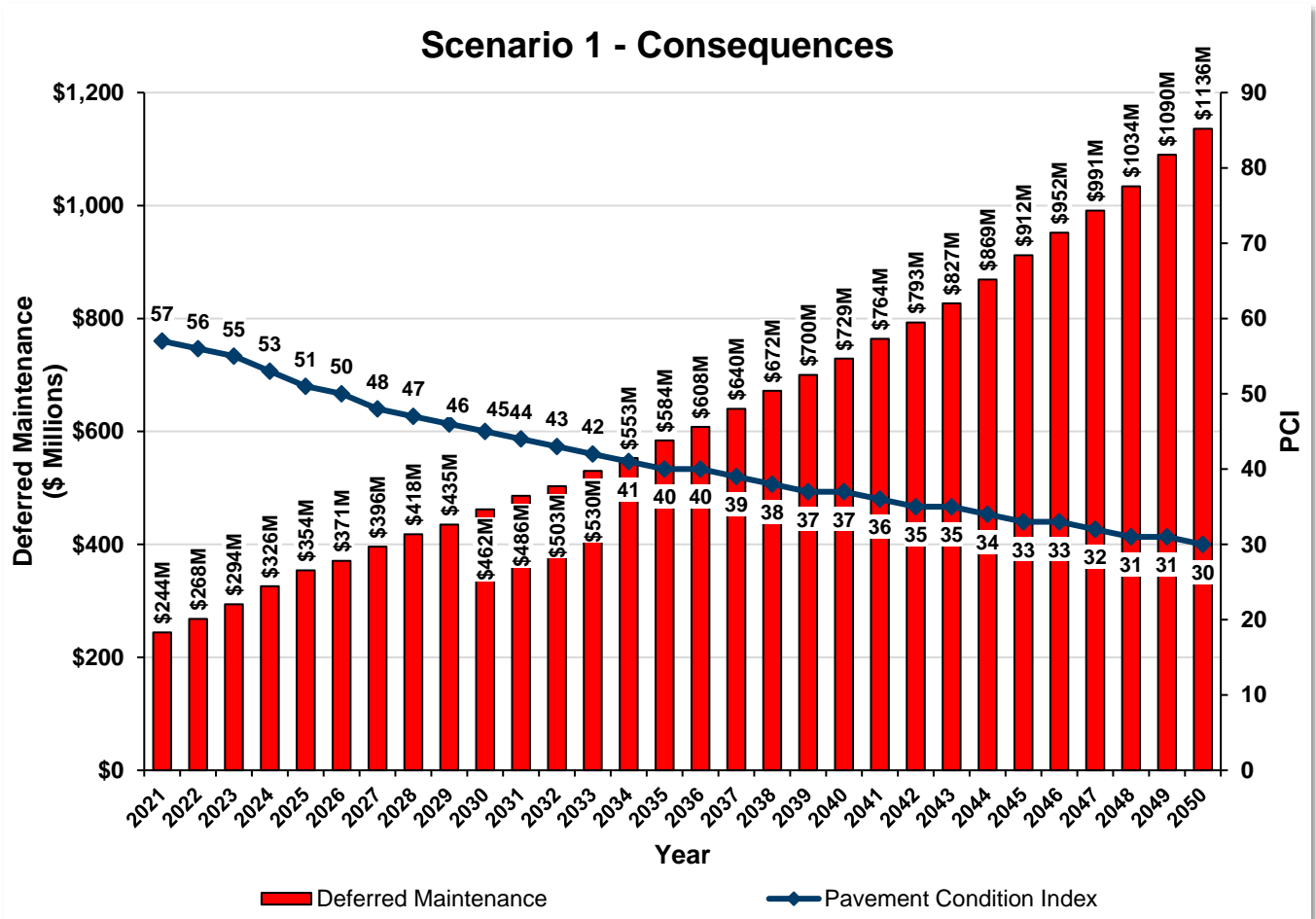
The full report for the various budget scenarios can be found in **Appendix B-1**.



Budget Consequences

The following graphs illustrate the consequences to the City's overall weighted PCI and Deferred Maintenance Amount, based on the scenario projections:

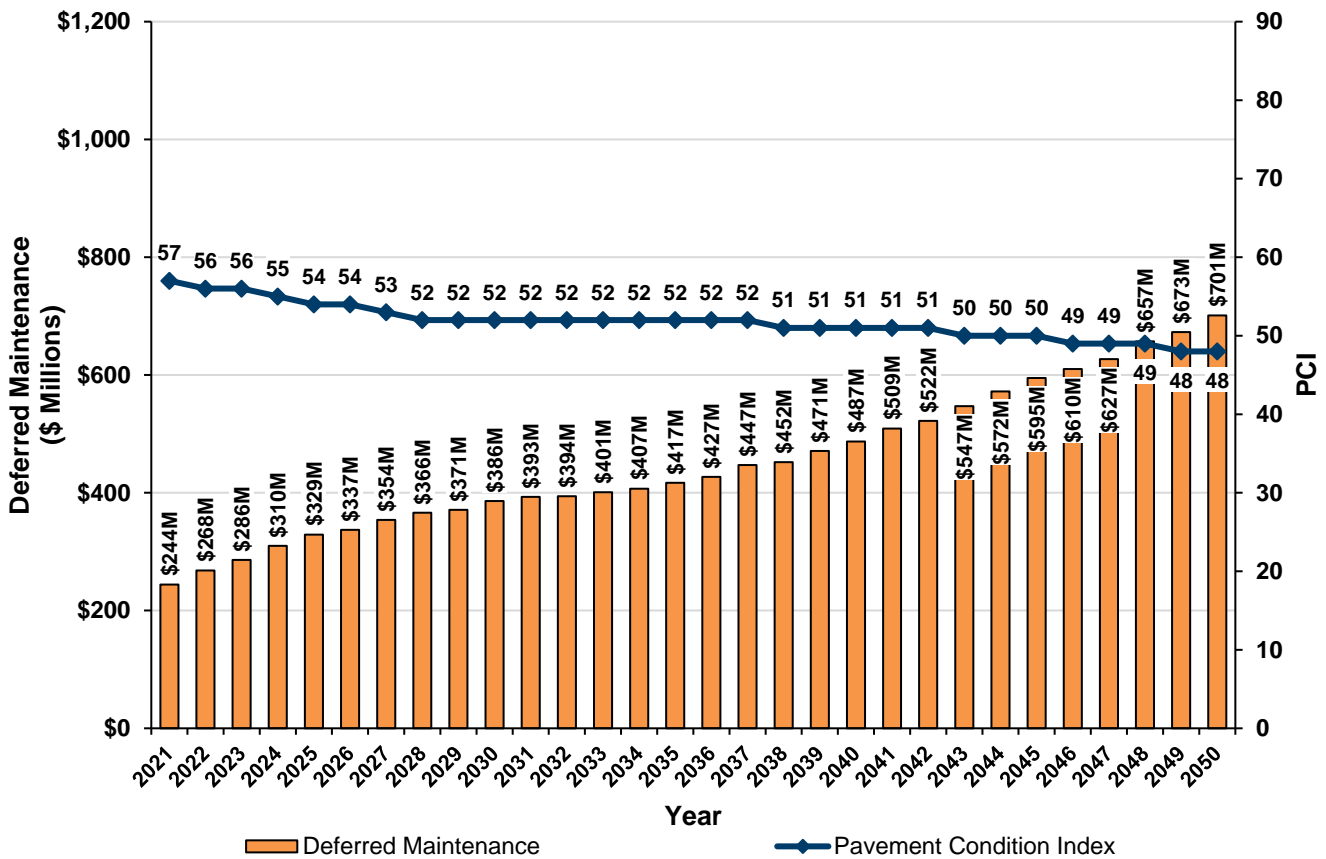
For Scenario 1 (Current Budget \$6.7M/Yr), the PCI of the entire system will deteriorate from 57 to 30, a 27 PCI point drop over the next 30 years. In addition, the backlog of deferred maintenance grows from \$244 million to \$1.13 Billion, an increase of 366%.





For Scenario 2 (\$6.7M/Yr + Sales Tax Increase \$8.0M/Yr (Total \$14.7M/Yr)), the PCI of the entire system will deteriorate from 57 to 48, a 9 PCI point drop over the next 30 years. In addition, the backlog of deferred maintenance grows from \$244 million to \$701 million, an increase of 187%.

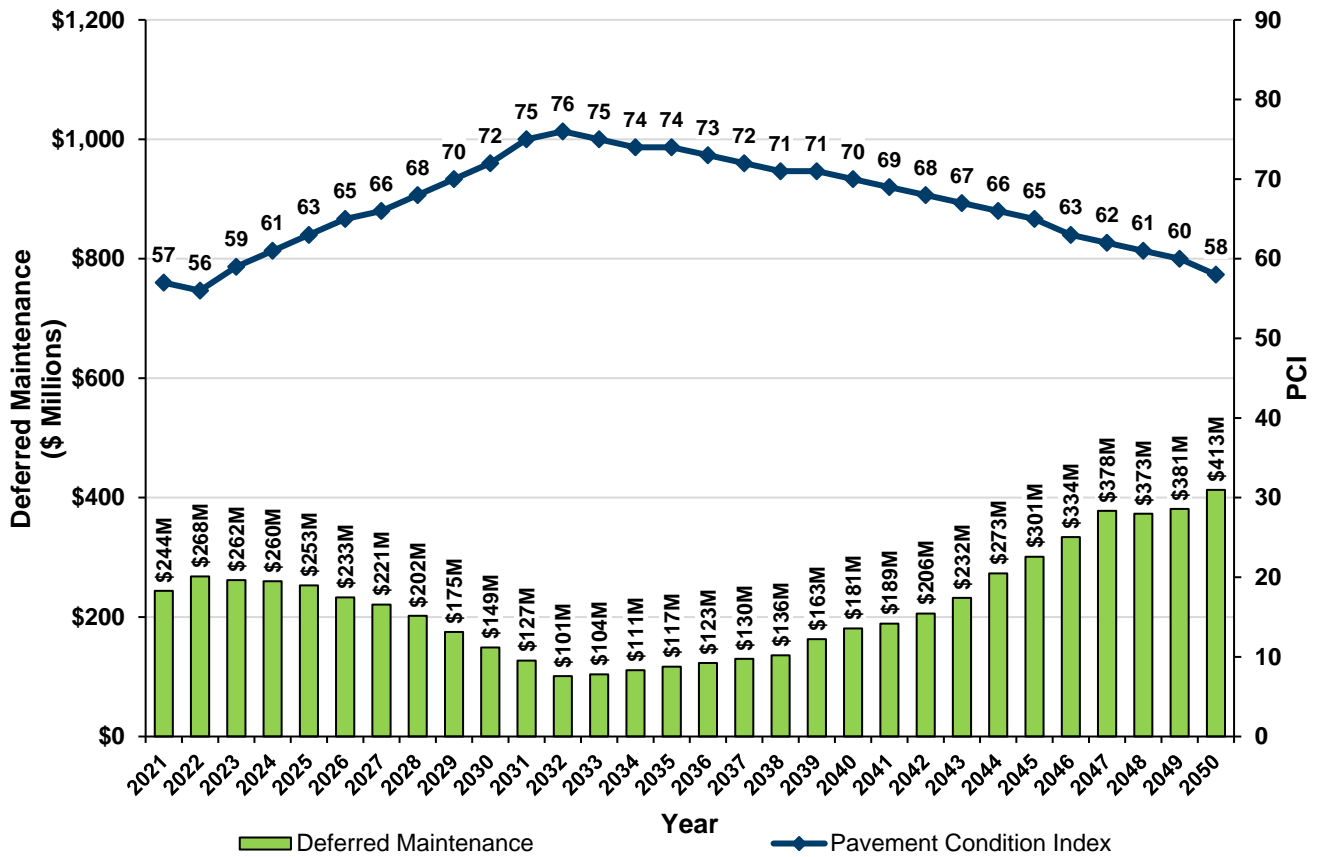
Scenario 2 - Consequences





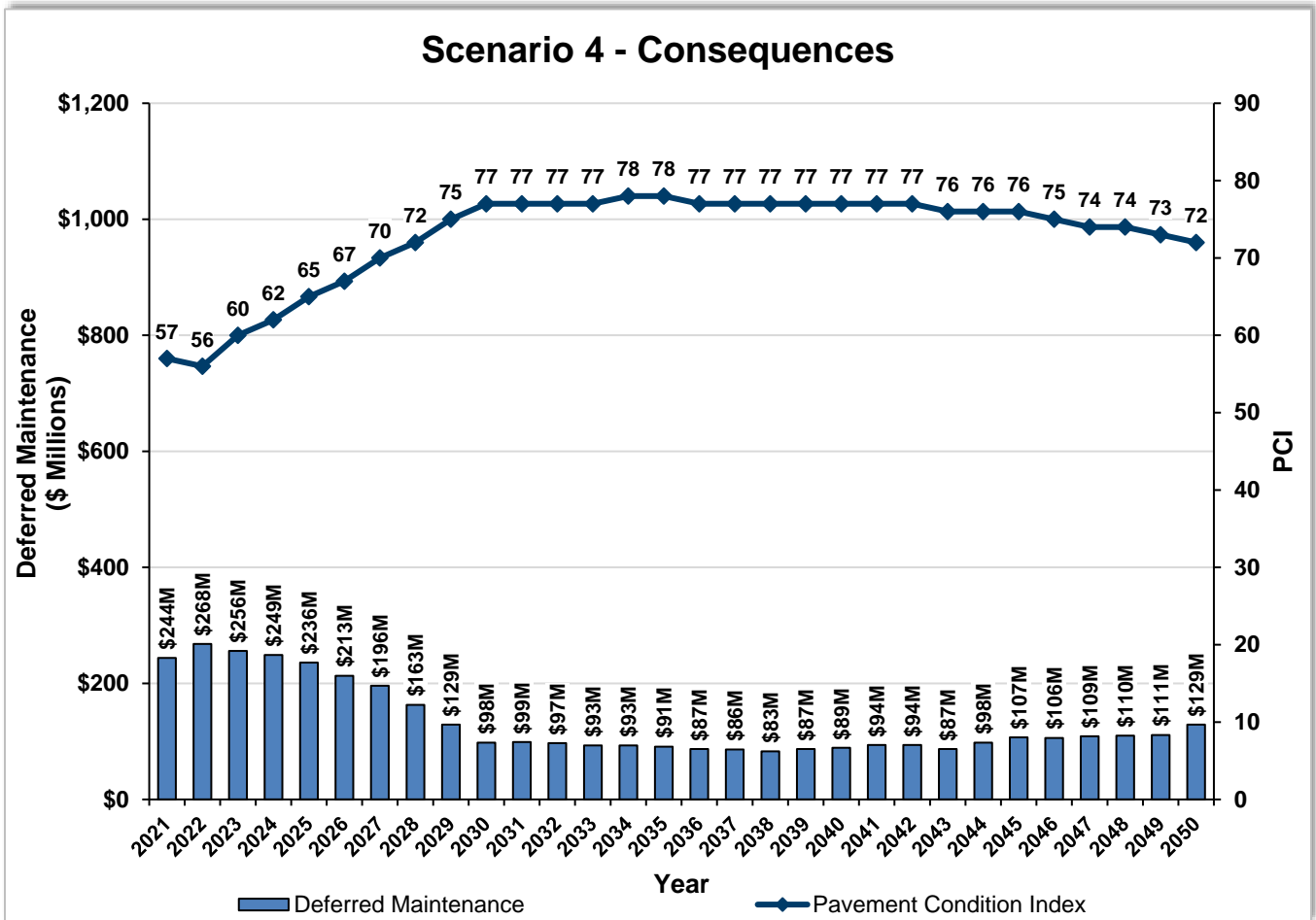
For Scenario 3 (\$6.7M/Yr + G.O. Bond of \$325M; \$32.5M/Yr (Total \$39.2M/Yr) for 10 Years, then \$6.7M/Yr through 2050), the PCI of the entire system will increase from 57 to 58, a 1 PCI point increase over the next 30 years. In addition, the backlog of deferred maintenance grows from \$244 million to \$413 million, an increase of 69%.

Scenario 3 - Consequences





For Scenario 4 (\$6.7M/Yr + G.O. Bond of \$306.4M; \$38.3M/Yr (Total \$45M/Yr) through Year 2030, then \$6.7M + \$8.3M/Yr (Total \$15M/Yr) through 2050), the PCI of the entire system will increase from 57 to 72, a 15 PCI point increase over the next 30 years. In addition, the backlog of deferred maintenance drops from \$244 million to \$129 million, a decrease of 47%.





CONCLUSIONS AND RECOMMENDATIONS

This Executive Summary provides a review of the 2020 Pavement Management System Update performed by PEI. PEI inspected all road segments in the City of Berkeley. The average overall PCI for the City is 57. 46.53% of the City's pavement is in Good to Fair condition.

To maintain the system at its current overall PCI of 57, the City will need to spend an average of \$15.1 Million annually over the next 5 years. Maintaining the current funding level of approximately \$6.7 Million annually will result in a PCI loss of 6 points in 5 years to a PCI of 51.

A review of the City's street system, by functional classification, shows that the Arterial streets have the highest average PCI of 63, the Collector streets have an average PCI of 61, and the Residential streets have an average PCI of 55. As a general rule, agencies typically try to keep their arterials in the best condition because they carry the bulk of the traffic and loading, followed by collectors, then the residential/ local streets.

The City of Berkeley is experiencing the same frustrations as other California Cities, where their pavement continues to deteriorate, and not having sufficient funding to even maintain their pavements but doing their best to work with what they have. The additional scenarios the City is looking at with sales tax increases and bond measures have shown to be successful ways to help jumpstart their system.

PEI recommends that the City continue to look into bond measures as a way to help jumpstart their system to get it to a level that will become more easily manageable with the current budget the City is working with.

Section II

Background

BACKGROUND

This section is intended to introduce important pavement design definitions and calculations as a background for understanding the Pavement Management System (PMS) assumptions.

PAVEMENT DESIGN BASICS

Pavements are a structural support system generally considered to act like a beam. But unlike beams in buildings, which generally have static loads, the pavement structure is flexed many times from traffic loading. Cars and light trucks have little impact on the pavement structure. Larger/Heavier trucks have very significant impacts on the pavement due to the high axle weights. The impact of trucks is measured in equivalent single 18,000-pound axle loads (EALs). The total EALs are converted into a design Traffic Index (TI). As an example, a design TI of 5 is equal to 7,160 EALs. A Design TI of 8 is equal to 372,000 EALs. Therefore, the design TI is the total number of EALs that the pavement will support before it begins to fail, regardless of the passage of time. Normally for a new pavement, the EALs over a 20-year period are used. For rehabilitation procedures such as overlays, 10 years is generally used.

The other element of pavement design is the support of the beam. The support is provided by the sub-grade soils. The support value is designated by the R-value test.

Using the design TI and R-value, the pavement designer chooses various materials to construct the structural section. The most common pavement section is a thin layer of asphalt concrete over aggregate base(s). Many options are available depending on specific project requirements and conditions.

The design methods used in California is based on a 50 percent reliability. This means that the average pavement life of all pavements constructed using the design procedure will last the design life. It also means that about half will not last that long and the other half will last longer. To express this concept, a design life is often expressed in a span of years, such as 17 to 23 years for 20-year design life.

PAVEMENT DETERIORATION

Pavement deteriorates from two processes. There are **fatigue** and **aging**. The processes occur simultaneously. In a well-designed and constructed pavement, the two processes result in the need to rehabilitate the pavement at approximately the same time. This is called the design life. The design life for most new pavements is 20 years. Each aging process has its own set of pavement defects, which are related to the process.

Fatigue

The first deterioration process is fatigue from heavy axle loads. As the pavement structure flexes or bends from heavy wheel loads, the asphalt concrete layer's ability to flex is consumed. With enough bending, the asphalt concrete layer begins to break at the bottom. These cracks progress upward until they reach the surface and appear as



alligator cracking. These areas are repaired by removal and replacement of the asphalt concrete in the affected areas. These repairs are commonly called digouts.

As the pavement structure, its supporting soils, and the precise loading from wheel loads vary, so does the time it takes for alligator cracking to appear. As alligator cracking appears, the pavement is repaired with digouts. Generally, when total cumulative quantity of digouts reaches approximately 10 percent, or more, of the total area, the pavement is considered to have reached its service life and requires major rehabilitation.

Aging

The major element of the pavement structure that ages is the asphalt concrete layer. To a minor extent, aggregate bases can age if contaminated by fine soil particles, which are transported from the subsoil into the aggregate base.

Asphalt concrete is composed of aggregates and asphalt cement. The aggregates used are generally of fair quality and do experience some breakdown over time. Aggregate aging problems need to be addressed in maintenance procedures. The asphalt concrete binder ages as well. As the asphalt binder ages, it loses volume through the loss of volatile components in the asphalt. As the volume decreases, the pavement will progressively crack from the resulting tensile strain in the layer. Normally, these cracks first show up as transverse cracks. They also show up in weak areas, such as paving joints. These cracks widen and increase over time until the pavement has a checkerboard appearance.

The aging process also causes the pavement to become more brittle. The increased stiffness results in additional cracking from loaded vehicles. This load induced cracking from the brittleness of the asphalt concrete is very similar to fatigue cracking in appearance.

The major agent for deterioration of the asphalt concrete binder is oxygen. The carrier of the oxygen is water. Water enters the pavement either from the surface or as water vapor from underneath.

TYPICAL PAVEMENT DEFECTS

StreetSaver® identifies eight different Asphalt Concrete distress types. These are:

1. Alligator Cracking (Fatigue)
2. Block Cracking
3. Distortions
4. Longitudinal and Transverse Cracking
5. Patching and Utility Cut Patching
6. Rutting and Depression
7. Raveling
8. Weathering

These defects are common to virtually the entire pavement as aging progresses.

Age cracking begins with longitudinal and transverse cracking and progresses to block shrinkage cracking.



For purposes of understanding the levels of these distresses, the condition level descriptions from the rating manual are included herein:

Alligator Cracking (Fatigue)

Description:

Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface under repeated traffic loading. Cracking begins at the bottom of the asphalt surface (or stabilized base) where tensile stress and strain are highest under wheel load. The cracks propagate to the surface initially as a series of parallel longitudinal cracks. After repeated traffic loading, the cracks connect, forming many sided, sharp-angled pieces that develop a pattern resembling chicken wire or the skin of an alligator. The pieces are generally less than 0.6 m (2 ft) on the longest side. Alligator cracking occurs only in areas subjected to repeated traffic loading, such as wheel paths. Therefore, it would not occur over an entire area unless the entire area were subject to traffic loading (pattern-type cracking that occurs over an entire area not subjected to loading is called “block cracking,” which is not a load-associated distress).

Severity Levels:

- L** Fine, longitudinal hairline cracks running parallel to each other with no, or only a few interconnecting cracks. The cracks are not spalled.
- M** Further development of light alligator cracks into a pattern or network of cracks that may be lightly spalled.
- H** Network or pattern cracking has progressed so that the pieces are well defined and spalled at the edges. Some of the pieces may rock under traffic.

Block Cracking

Description:

Block cracks are interconnected cracks that divide the pavement into approximately rectangular pieces. The blocks may range in size from approximately 0.3 by 0.3 m (1 by 1 ft) to 3 by 3 m (10 by 10 ft). Block cracking is caused mainly by shrinkage of the asphalt concrete and daily temperature cycling (which results in daily stress/strain cycling). It is not load-associated. Block cracking usually indicates that the asphalt has hardened significantly. Block cracking normally occurs over a large portion of the pavement area, but sometimes will occur only in non-traffic areas. This type of distress differs from alligator cracking in that alligator cracks form smaller, many-sided pieces with sharp angles. Also, unlike block cracks, alligator cracks are caused by repeated traffic loadings and therefore found only in traffic areas (i.e., wheel paths).

Severity Levels: ([*See definitions of longitudinal transverse cracking.](#))

- L** Blocks are defined by low-severity* cracks.
- M** Blocks are defined by medium-severity* cracks.
- H** Blocks are defined by high-severity* cracks.



Distortions

Description:

Distortions are usually caused by corrugations, bumps, sags and shoving. They are localized abrupt upward or downward displacements in the pavement surface, a series of closely spaced ridges and valley or localized longitudinal displacements of the pavement surface. Distortions affect ride quality.

Severity Levels:

- L** Distortion produces vehicle vibrations, which are noticeable, but no reduction in speed is necessary for comfort or safety and/or individual distortions cause the vehicle to bounce slightly but create little discomfort.
- M** Distortion produces vehicle vibrations, which are significant, and some reduction in speed is necessary for safety and comfort.
- H** Distortion produces vehicle vibrations, which are so excessive that speed must be reduced considerably for safety and comfort.

Longitudinal and Transverse Cracking (Non-PCC Slab Joint Reflective)

Description:

Longitudinal cracks are parallel to the pavement's centerline or laydown direction. They may be caused by:

1. A poorly constructed paving lane joint.
2. Shrinkage of the AC surface due to low temperature or hardening of the asphalt and/or daily temperature cycling.
3. A reflective crack caused by cracking beneath the surface course, including crack in PCC slabs.
4. Decreased support or thickness near the edge of the pavement.

Transverse cracks extend across the pavement at approximately right angles to the pavement centerline or direction of laydown. These may be caused by conditions (2) and (3) above. These types of cracks are not usually load-associated.

Severity Levels:

- L** One of the following conditions exists:
 - (1) non-filling crack width is less than 10 mm (3/8 in.) or
 - (2) filled crack of any width (filler in satisfactory condition).
- M** One of the following conditions exists:
 - (1) non-filled crack width is greater than or equal to 10 mm and less than 75 mm (3/8 to 3 in.)
 - (2) non-filled crack is less than or equal to 75 mm (3 in.) surrounded by light and random cracking, or
 - (3) filled crack is of any width surrounded by light random cracking.



- H** One of the following conditions exists:
- (1) any crack filled or non-filled surrounded by medium or high severity random cracking,
 - (2) non-filled crack greater than 75 mm (3 in.) or
 - (3) A crack of any width where approximately 100 mm (4 in.) of pavement around the crack is severely broken.

Patching and Utility Cut Patching

Description:

A patch is an area of pavement that has been replaced with new material to repair the existing pavement. A patch is considered a defect no matter how well it is performed (a patched area or adjacent area usually does not perform as well as an original pavement section). Generally, some roughness is associated with this distress.

Severity Levels:

- L** Patch is in good condition and satisfactory. Ride quality* is rated as low severity or better.
- M** Patch is moderately deteriorated and/or ride quality* is rated as medium severity.
- H** Patch is badly deteriorated and/or ride quality* is rated as high severity. Needs replacement soon.

*Ride quality is defined in the severity levels of distortions.

Rutting and Depressions

Description:

A rut is a surface depression in the wheel paths. Pavement uplift may occur along the sides of the rut, but in many instances, ruts are noticeable only after a rainfall when the paths are filled with water. Rutting stems from a permanent deformation in any of the pavement layers or sub-grades, usually caused by consolidated or lateral movement of the materials due to traffic load. Significant rutting can lead to major structural failure of the pavement.

Depressions are localized areas where the pavement structure is lower than the surrounding area, but the transition is not abrupt enough to be considered a distortion. They are often referred to as “bird baths”.

Severity Levels: (Average Rut or Depression Depth)

- L** 1/2" to less than 1" (13 to 25mm).
- M** 1" to less than 2" (25 to 50mm).
- H** equal to or greater than 2" (over 50mm).



Raveling

Description:

Raveling is the dislodging of coarse aggregate particles. Raveling may be caused by insufficient asphalt binder, poor mixture quality, insufficient compaction, segregation, or stripping.

Coarse aggregate refers to the predominant coarse aggregate size of the asphalt mix, and aggregate clusters refers to when more than one adjoining coarse aggregate piece is missing. If in doubt about a severity level, three representative areas of one square yard each (square meter) should be examined and the number of missing aggregate particles/clusters is counted.

Severity Levels:

- M** Considerable loss of coarse aggregate greater than 20 per square yard (square meter), and/ or clusters of missing coarse aggregate are present.
- H** Surface is rough and pitted, and it may be completely removed in places.

Weathering

Description:

Weathering is the wearing away of the asphalt binder and fine aggregate matrix.

Coarse aggregate refers to predominant coarse aggregate size of the asphalt mix. Loss or dislodging of coarse aggregate is covered under Raveling. Surface wear is normally caused by oxidation, inadequate compaction, insufficient asphalt content, excessive natural sand, surface water erosion, and traffic. Weathering occurs faster in areas with high solar radiation.

Severity Levels:

- L** Asphalt surface beginning to show signs of aging which may be accelerated by climatic conditions loss of fine aggregate mix is noticeable and may be accompanied by fading of the asphalt color. Edges of the aggregates are beginning to be exposed (less than 0.05 inches or 1 mm).
- M** Loss of the fine aggregate matrix is noticeable and the edges of the coarse aggregate have been exposed up to 1/4th of the width (of the longest side) of the coarse aggregate due to the loss of fine aggregate matrix.
- H** Edges of the coarse aggregate have been exposed greater than 1/4th of the width (of the longest side) of the coarse aggregate. There is considerable loss of fine aggregate matrix leading to potential or some loss of coarse aggregate.



PAVEMENT MAINTENANCE PROCEDURES

Pavement maintenance procedures are designed to slow the pavement aging process. Mainly, the procedures are designed to protect the pavement from the adverse effects of water and to some extent vehicle traffic.

Maintenance procedures, which protect the pavement from aging, are crack sealing, digouts, slurry seals, and cape seals. When pavements have extensive cracking and are beyond their design life, interim holding measures including skin patches and thin overlays are used as a stop gap prior to major rehabilitation.

The following outlines some of the more common types of maintenance procedures:

Crack Sealing

Crack sealing prevents surface water from getting beneath the asphalt concrete layer into the aggregate bases. Crack sealing is generally performed using hot rubberized crack sealing material. The procedure includes routing small cracks, cleaning and sealing.

Digouts

Digouts are small areas of deteriorated pavements, which are removed and replaced with new asphalt concrete. Pavement removal is accomplished by cold planning or saw cutting and excavation. New asphalt is installed in at least two lifts. The digout depth is determined depending on the street type and construction.

Slurry Seals

Slurry seals consist of a combination of fine aggregate and emulsified oil. A new type of slurry seal called Rubberized Asphalt Slurry (RAS) is in the development stage. Currently, the cost of RAS is 2 to 3 times as much as a conventional slurry seal, which makes the product economically unattractive. Slurry seals are used when the existing pavement surface is severely raveled.

Cape Seals

Cape seals consist of a chip seal over coated with a slurry seal. A chip seal is an application of small angular rock (chips) approximately 1/4" to 3/8" in a maximum size embedded into a thick application of asphalt emulsion. Most chip seals incorporate polymer modified binders.

Cape seals are used on residential and collector streets to maintain a pavement, which may need an overlay, but there are not sufficient funds available. Chip seals are placed over low to moderate alligator cracks and block shrinkage cracking. Due to the distress covered by the chip seal, small areas of disbanding or failure may occur and will require patching.



Cape sealed surfaces are fairly coarse compared to new paving. Due to this characteristic, they may not be acceptable to some segments of the public.

Interim Holding Measures (or “Stop Gap” in StreetSaver® Terms)

Interim holding measures or stop gap treatments are used to “hold” the pavement together until funds become available for major rehabilitation. The common holding measures used by City include skin patches and thin overlays.

Skin patches are thin lifts of fine asphalt concrete placed over deteriorated areas.

Thin maintenance overlays are placed to hold the surface together. The asphalt concrete layer is generally 1 to 1-1/2 inches thick. A 3/8 inch aggregate is used with a Terminally Blended Asphalt Rubber Binder.

PAVEMENT REHABILITATION PROCEDURES

Pavement rehabilitation consists of procedures used to restore the existing pavement quality or to add additional structural support to the pavement. Rehabilitation procedures include conventional overlays; pulverization and resurfacing; ARHM (asphalt rubber hot mix) overlays; AC removal and replacement (Mill and Fill); and reconstruction.

The following outlines some of the more common types of rehabilitation procedures:

Conventional Overlays

Conventional overlays generally consist of surface preparation, pavement fabric and varying thicknesses of asphalt concrete. Surface preparation can consist of crack filling, pavement repairs of base failures and leveling courses.

Pavement fabric is often used as a water inhibiting membrane and to retard reflective cracking. Care must be used with fabric to avoid intersections with heavy truck breaking, steep grades (generally over 8 percent), and areas where subsurface water might be trapped.

The overlay thickness is determined by the structural requirement of the deflection analysis and reflective cracking criteria. The reflective cracking criteria requires the thickness of the overlay to be a minimum 1/2 the thickness of the existing bonded layers. Pavement fabric can account for 0.10 ft of asphalt for reflective cracking criteria if the structural requirements from the deflection analysis are met.

Conventional overlays have an expected service life of 7 to 13 years if they are designed to meet structural and reflective cracking criteria and are well constructed.



Pulverization and Resurfacing

Pulverization and resurfacing is an alternative to conventional overlays for streets that are structurally adequate but exhibit sufficient cracking to warrant improvement to the asphalt surface.

Pulverization and resurfacing are an intermediate step between overlays and reconstruction. The existing asphalt concrete is recycled into aggregate base and the recycled base increases the total structural section. The surface is re-graded to conform to flush facilities similar to the way the pavement is keycut for overlays. The re-grading allows for some improvement to the cross section and profile. This method eliminates the stress history and cracking of the old asphalt concrete pavement, thus eliminating negative impacts on the new asphalt concrete surface.

Some instability can be encountered when the pulverization method is used. PEI typically recommends budgeting 5 to 10 percent of the pulverized sub-grade area for stabilization. Stabilization can be performed using 6-inch deep lift asphalt concrete.

Pulverization and resurfacing has a life expectancy of 13 to 18 years. The life expectancy is slightly less than full reconstruction because some residual deficiencies in thickness or quality of the unaffected layers may still exist. Additional testing is necessary to determine if pulverization is a viable alternative. This testing includes measuring the existing structural section and testing the native soil for bearing capacity (R-value).

RHMA Overlays

RHMA is the shortened reference for Rubberized Hot Mix Asphalt. This new material uses crumb rubber mixed with traditional asphalt binders to produce a more flexible paving material than conventional dense graded hot mix asphalt (HMA).

Caltrans has developed design criteria for use of this material based on accelerated performance testing using its dual wheel accelerated pavement testing equipment. The Caltrans criteria allows RHMA to be used in a one to two ratio to conventional hot mix asphalt. Thus 1 inch of RHMA is equal to two inches of conventional hot mix asphalt. This is true for both structural and reflective cracking criteria.

RHMA costs approximately 1-3/4 times as much as conventional asphalt and provides a similar service life to that of conventional hot mix asphalt, 7 to 13 years. RHMA is generally only feasible when vertical constraints such as curb and gutter restrict the thickness of the overlay. RHMA typically has more open surface than conventional hot mix asphalt and is more difficult to obtain a high quality finished product.



AC Removal and Replacement (Mill and Fill)

On some thick asphalt concrete pavements, the most economical approach to rehabilitating the pavement is to remove some of the existing asphalt concrete surface, which matches the existing profile. The replacement material can be either conventional hot mix asphalt (HMA) or RHMA, depending on the design criteria.

In other cases, due to drainage or other physical constraints, additional thickness cannot be placed. If the underlying base is sufficient to support anticipated loading, the asphalt layer can be removed and replaced. Depending on existing conditions, this method should have a life of 15 to 20 years.

Reconstruction

When the pavement has severe cross section deficiencies or requires significant structural strengthening, reconstruction may be the only alternative. Generally, existing pavement materials are recycled and incorporated into the new pavement structure. Structural section material alternatives include treated soils, full depth asphalt concrete, recycled materials and Portland cement concrete.

Section III
Pavement Management System Specifics

PAVEMENT MANAGEMENT SYSTEM SPECIFICS

This section discusses the characteristics of the Pavement Management System and its application for The City of Berkeley.

BACKGROUND (STREETSAVER®)

During the early years of Pavement Management software development, many companies developed private software packages focused on management of municipal street systems. Though these programs were versatile and sophisticated, the user was also dependent upon the software vendor for training, program updates, and software servicing. Many of the vendors had difficulty maintaining their software, leaving agencies stranded after making a substantial investment.

In 1982, the Metropolitan Transportation Commission (MTC) completed a study of local road and street maintenance needs and revenue short falls in the San Francisco Bay Area. The results of the study indicated that local jurisdictions were spending only 60 percent of funds required to maintain roads in a condition considered adequate. This indicated a need to improve pavement maintenance and rehabilitation techniques and practices. A committee was formed to evaluate pavement management efforts. At approximately the same time, six public works directors reviewed a proposal to develop a prototype Pavement Management System (PMS); however, it was felt that the proposed system was too complex. This group strongly emphasized that simplicity was the most important objective to be developed in a PMS if it was to be adopted and used by cities and counties.

In 1983, a consultant was retained to assist MTC in determining PMS needs, PMS resources, and problems. In addition, they were to develop three basic elements of a standardized prototype PMS: a pavement condition index (PCI), effective maintenance treatments for the Bay Area, and a network level assignment procedure. The result was the first version of the MTC PMS. Since that time the program has evolved into StreetSaver®.

Today, the Metropolitan Transportation Commission (MTC) for California's San Francisco Bay Area uses StreetSaver® to help local cities and counties better allocate resources, predict the future condition of their pavements at different levels of funding, and demonstrate the effects of underfunded road programs. The Bay Area was one of the first regions in the country to implement a pavement management system that is used by nearly all of its localities. Using StreetSaver®, cities and counties can plan and manage road improvement projects, document budget needs and shortfalls, and use the collected data to build support for additional transportation funding.



StreetSaver® manages a collection of related data organized for easy storage and retrieval. The StreetSaver® program includes a database comprised of several sets of related data ("tables") that contain information about the street network in the jurisdiction. This information includes pavement condition, the available maintenance/rehabilitation treatments and their costs, and the history of the network. Based on this information, budget analyses are performed. A budget analysis allows the user to project network maintenance and rehabilitation needs, and costs to evaluate the consequences of various budget allocation alternatives. Alternatives can be evaluated in terms of maintenance and rehabilitation that can actually be performed, future pavement condition, and deferred costs. For some agencies, use of the StreetSaver® program is cyclical. For others, pavement management is integrated into an ongoing effort to manage their street networks.

Implementation

There are several steps involved in implementing an effective Pavement Management System. These tasks should be completed on a periodic basis. These tasks include:

1. Collect pavement condition and maintenance/rehabilitation data.
2. Enter re-inspection data and/or applied maintenance and rehabilitation information.
3. Check/update maintenance treatment definitions and pavement category definitions.
4. Calculate Pavement Condition Index (PCI)
5. Evaluate system and current Maintenance/Rehabilitation strategies. Determine Budget needs and if necessary develop alternate Budget Summaries.
6. Present analysis outputs to funding bodies.
7. Acquire funds and apply maintenance/rehabilitation treatments.

SYSTEM ASSUMPTIONS

The goal of the Pavement Management System is to furnish budgetary amounts in order to achieve system wide improvements in the overall pavement condition. The goal of project engineering is to obtain the maximum economical affect for a given subset of the system to be maintained. Using the Pavement Management System, management is able to realistically budget for economically maintaining The City's pavement system. Annually updating maintenance activity and costs keeps the system current.



PAVEMENT MAINTENANCE AND REHABILITATION (M&R) UNIT COSTS

The reliability and accuracy of any PMS is based on the information contained in its Decision Tree. The listed treatments in the Decision Tree are generalized to provide a range of treatments. The exact treatment would need to be determined during the design phase of a project.

Typical treatments within each generalized treatment range are listed below.

Treatment Category	Typical Treatment
Light Maintenance	<ul style="list-style-type: none">• Slurry Seal or Micro-Surface• Fog Seal or Scrub Seal
Heavy Maintenance	<ul style="list-style-type: none">• Chip Seal, Cape Seal• Slurry Seal or Micro-Surface with Digouts• Thin Maintenance Overlay (TMO)
Light Rehab.	<ul style="list-style-type: none">• Overlay (2" and under) or Thin Mill and Fill
Heavy Rehab.	<ul style="list-style-type: none">• Overlay (greater than 2") or Thick Mill and Fill• Cold-In-Place Recycling• Full Depth Reclamation• Pulverize and Resurfacing
Reconstruct	<ul style="list-style-type: none">• Full Section Reconstruction

Based on a street segment's current PCI condition, StreetSaver[®] assigns a treatment action and estimated cost to perform the suggested treatment. This cost is not just what is paid to the contractor but should include all the "Soft Costs" incurred by The City.

Soft Costs can include the surface preparation, engineering cost, materials testing, and construction inspection. Even if these tasks are done "in-house", the inclusion in combination with the construction costs will tend to show the "true picture" of the cost of a specific project.

The following costs were used to develop the indicated budget numbers for each street segment PEI reviewed. The costs include miscellaneous work such as transitions, striping, dig outs, etc.

The costs are averages. Small systems will have higher unit costs and large systems will have lower unit costs. The larger the annual project size, the better the economies of scale. Timing is also important. Bidding the work in early spring will result in significantly lower prices than bids solicited in the late summer or fall. If small packages are used, costs could be 25 to 50 percent higher.

The unit costs include a 20% increase to account for potential PCC repairs that may be triggered by applying a maintenance or rehabilitation treatment to a street section. The unit costs also include a 15% allowance to account for engineering design fees and inspection. As well as a 10% contingency. These prices are in today's dollars (2020) and do not account for inflation.



TREATMENT	ARTERIAL	COLLECTOR	RESIDENTIAL
Cost/ Sq Yd			
Crack Seal (\$\$/LF)	\$2.20	\$1.80	\$1.60
Light Maintenance	\$12.00	\$10.00	\$8.00
Heavy Maintenance	\$27.00	\$23.00	\$20.00
Light Rehab.	\$81.00	\$61.00	\$52.00
Heavy Rehab.	\$104.00	\$93.00	\$80.00
Reconstruct	\$240.00	\$187.00	\$164.00

Decision Trees / Treatment Strategies

The Decision Trees are broken down into two main areas; Preventive Maintenance (PM) and Rehabilitation. StreetSaver® makes preventive maintenance a top priority. The longer a segment can be kept in good condition the lower the overall cost of its treatments. Preventive Maintenance addresses the sections that have a PCI of 71 and greater. This area is further broken down to specific treatments that could be better termed as Crack Sealing, Surface Treating and Restoration Treatments.

The Decision Tree allows the user to program these treatments on a cyclical basis. As part of this cyclical process, once a road has reached the point where it can no longer be maintained by a crack seal or a surface seal the program will shift to a Restoration Treatment. The program uses this treatment to restore the pavement in long term budgeting scenarios to the Very Good category.

The Decision Tree for Preventive Maintenance and Rehabilitation was reviewed with The City of Berkeley and updated by PEI. The decision tree customizes the logic for how and what maintenance and rehabilitation treatments StreetSaver® selects.

Five general pavement treatment categories were used to account for the various treatments in the decision tree: reconstruction, heavy overlays, light overlays, heavy maintenance, light maintenance and no action. Specifying a general treatment category allows the user to stay focused on a budget level analysis rather than moving to a project level analysis.

The PMS software assumes average construction and material quality. Pavement life is very sensitive to materials and workmanship quality. Poor quality new construction may result in up to a 50 percent loss in the pavement life. In other words, poor quality new construction may last 10 to 15 years, whereas excellent quality construction may last 20 to 30 years. Investing in quality, both in design and construction, provides significant returns in extended pavement life resulting in lowered annual maintenance costs.



The Decision Tree for The City of Berkeley can be found in **Appendix A** of this report.

ANNUAL PAVEMENT MAINTENANCE / REHABILITATION PROGRAM

The PCI range of 0 to 100 is broken down into five condition categories for budget calculation purposes. StreetSaver® default PCI breakpoints were used during the update of The City of Berkeley's Pavement Management System.

The breakpoints are as follows:

PCI BREAKPOINTS																																																																										
Arterials	Collectors	Residential																																																																								
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When a pavement section is identified for maintenance or rehabilitation, a user defined network-level cost category for a pavement of that functional class, type and condition is used to determine the needed funds for that section. For sections falling within the preventive maintenance category, or category one (1), a time sequence is used to identify the appropriate treatment and cost.

For those sections falling into a rehabilitation category, or categories two (2), three (3), four (4), or five (5), the PCI is used to determine the repair category for a pavement section.

The repair category is combined with functional classification (as a surrogate for traffic index) and surface type (as a surrogate for structural adequacy) to identify the appropriate treatment and cost. The treatment and cost identified for the section is a network-level budget planning treatment and is generally considered as a cost category for budgeting purposes rather than an actual treatment. Some sections will require more money than



estimated, some will require less. A project-level analysis is used to determine the actual treatment to be used for a given section based on condition, structural capacity and other factors.

The funding needs are summed for all sections needing work for each year of the analysis period to determine the annual budget needs. The needs analysis provides a list of sections needing work over the selected analysis period and an estimate of the funds needed. In StreetSaver[®], this analysis period is 5 years. It identifies maintenance and rehabilitation needs without considering funding constraints, i.e. the Needs Analysis is unconstrained by the available budget. StreetSaver[®] identifies candidate sections and funds needed to provide the level of service to meet agency-defined goals.

When an agency has a considerable backlog of maintenance and repair needs, the first-year needs will include the bulk of sections needing work. From a funding standpoint, this may appear unrealistic; however, the needs analysis is only the first step in planning and programming. The information from the needs analysis is generally best presented to management as the total 5 year needs or the average needs per year of the 5-year period. Few agencies will be able to meet the first year needs as developed by the program.

The StreetSaver[®] Needs Analysis provides information on the condition of the network over the analysis period with and without application of the treatments. Since the application of treatments assume no limit on funds, this can be considered the upper limit of condition that could be reached by the agency and the condition without treatment can be considered the lower limit.

StreetSaver[®] uses a ranking process based on cost-effectiveness concepts. Basically, the longer a pavement is in good condition, the more benefit the user gets from the pavement. This can be approximated by the area under the PCI vs Time curve.

The larger that area, the longer the pavement provides the desired level of service. That area is divided by annualized costs per unit area. This ratio is weighted for different usage so that arterial streets are selected for repair before collectors in the same condition, which are selected for repair before residential/locals in the same condition. Sections of pavements that provide the best service for the least money are then selected as those that should be repaired first. StreetSaver[®] provides a ranked listing based on this cost-effectiveness analysis. StreetSaver[®] also shows the condition with and without treatment, the estimated costs for each section, the calculations used to determine the ranking, and a listing of sections not recommended for treatment.



VISUAL EVALUATIONS

PEI's technical staff evaluated all of the pavements. The streets were rated based on the StreetSaver® system described in the Background. Once the data was entered into the program, PEI completed a quality assurance review of the system and verified the results in the field. The street inventory was based on visual evaluations.

SYSTEM UPDATES

The Pavement Management System is a dynamic program. It is expected that The City will continue to visually rate the street network and update the database at least every three years. In addition to the visual review, The City should update the database by adding new streets incorporated into The City as well as new maintenance and rehabilitation work performed to any particular street segment.

Section IV
Reference Reports

Street List Alphabetical

**City of Berkeley
Reference Report - Alphabetical**

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
10TH ST	030	NORTH CITY LIMIT	HARRISON ST	2	450	36	R	95
10TH ST	033	HARRISON ST	CAMELIA ST	2	1270	36	R	95
10TH ST	042	CAMELIA ST	CEDAR ST	2	1320	36	R	68
10TH ST	044	CEDAR ST	VIRGINIA ST	2	675	36	R	51
10TH ST	045	VIRGINIA ST	DELAWARE ST	2	675	36	R	16
10TH ST	047	DELAWARE ST	UNIVERSITY AVE	2	950	36	R	15
10TH ST	060	DWIGHT WAY	HEINZ AVE	2	2520	36	R	19
10TH ST	050	UNIVERSITY AVE	DWIGHT WAY	2	3005	36	R	94
2ND ST	030	NORTH CITY LIMIT	GILMAN ST	2	1305	63	R	50
2ND ST	035	GILMAN ST	CAMELIA ST	2	655	40	R	41
2ND ST	040	CAMELIA ST	PAGE ST	2	450	40	R	28
2ND ST	043	PAGE ST	CEDAR ST	2	820	40	R	8
2ND ST	044	CEDAR ST	VIRGINIA ST	2	740	40	R	9
2ND ST	045	VIRGINIA ST	HEARST AVE	2	1115	42	R	46
2ND ST	047	DELAWARE ST	HEARST AVE	2	475	42	R	12
2ND ST	048	HEARST AVE	UNIVERSITY AVE	2	490	40	R	33
2ND ST	050	UNIVERSITY AVE	ADDISON ST	2	450	35	R	34
4TH ST	030	HARRISON ST	CAMELIA ST	2	1375	36	R	82
4TH ST	040	CAMELIA ST	CEDAR ST	2	1330	36	R	79
4TH ST	044	CEDAR ST	VIRGINIA ST	2	665	36	R	73
4TH ST	046	VIRGINIA ST	DELAWARE ST	2	665	36	R	90
4TH ST	048	DELAWARE ST	UNIVERSITY AVE	2	950	28	R	89
4TH ST	050	UNIVERSITY AVE	ADDISON ST	2	450	35	R	70
4TH ST	054	ADDISON ST	CHANNING WAY	2	1810	36	C	33
4TH ST	056	CHANNING WAY	DWIGHT WAY	2	615	36	C	66
4TH ST	060	DWIGHT WAY	PARKER ST	2	600	21	NCR	96
5TH ST	030	NORTH CITY LIMIT	HARRISON ST	2	400	41	R	82
5TH ST	033	HARRISON ST	CAMELIA ST	2	1305	48	R	86
5TH ST	040	CAMELIA ST	CEDAR ST	2	1320	48	R	27
5TH ST	044	CEDAR ST	VIRGINIA ST	2	675	44	R	71

**City of Berkeley
Reference Report - Alphabetical**

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
5TH ST	045	VIRGINIA ST	UNIVERSITY AVE	2	1650	44	R	76
5TH ST	050	UNIVERSITY AVE	DWIGHT WAY	2	2990	34	R	29
5TH ST	065	END NORTH OF ANTHONY ST	POTTER ST	2	390	36	R	35
62ND ST	060	MARTIN LUTHER KING JR WAY	CITY LIMIT (DOVER ST)	2	525	36	R	30
62ND ST	050	WEST CITY LIMIT (CALIFORNIA)	ADELINE ST	2	985	36	R	36
63RD ST	060	MARTIN LUTHER KING JR WAY	CITY LIMIT (DOVER ST)	2	400	36	R	28
63RD ST	050	WEST CITY LIMIT (CALIFORNIA)	ADELINE ST	2	1220	36	R	40
65TH ST	060	ADELINE ST	680' E/O ADELINE ST	2	680	36	R	32
65TH ST	045	WEST CITY LIMIT (IDAHO)	IDAHO ST	2	191	33	R	47
66TH ST	045	WEST CITY LIMIT (MABEL)	SACRAMENTO ST	2	1418	36	R	54
67TH ST	045	WEST CITY LIMIT (MABEL)	SACRAMENTO ST	2	1465	30	R	85
6TH ST	030	NORTH CITY LIMIT	GILMAN ST	2	1140	42	R	85
6TH ST	035	GILMAN ST	CAMELIA ST	2	640	48	C	84
6TH ST	040	CAMELIA ST	CEDAR ST	2	1320	48	C	75
6TH ST	044	CEDAR ST	VIRGINIA ST	4	675	59	C	54
6TH ST	045	VIRGINIA ST	UNIVERSITY AVE	4	1625	59	C	63
6TH ST	050	UNIVERSITY AVE	ALLSTON WAY	2	1000	48	C	93
6TH ST	055	ALLSTON WAY	DWIGHT WAY	2	1955	48	C	97
7TH ST	030	HARRISON ST	CAMELIA ST	2	1350	34	R	37
7TH ST	040	CAMELIA ST	VIRGINIA ST	2	1995	36	R	41
7TH ST	045	VIRGINIA ST	UNIVERSITY AVE	2	1625	36	R	36
7TH ST	060	DWIGHT WAY	GRAYSON ST	2	1844	41	C	74
7TH ST	065	GRAYSON ST	HEINZ AVE	2	690	41	C	80
7TH ST	067	HEINZ AVE	ASHBY AVE	2	1010	46	C	84
7TH ST	070	ASHBY AVE	FOLGER AVE	2	364	34	C	38
7TH ST	050	UNIVERSITY AVE	BANCROFT WAY	2	1670	36	R	31
7TH ST	055	BANCROFT WAY	DWIGHT WAY	2	1330	36	R	32
8TH ST	030	NORTH CITY LIMIT	GILMAN ST	2	1185	36	R	84
8TH ST	034	GILMAN ST	CAMELIA ST	2	625	35	R	35
8TH ST	040	CAMELIA ST	PAGE ST	2	440	34	R	42

**City of Berkeley
Reference Report - Alphabetical**

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
8TH ST	042	PAGE ST	JONES ST	2	460	35	R	16
8TH ST	044	JONES ST	VIRGINIA ST	2	1095	35	R	19
8TH ST	045	VIRGINIA ST	UNIVERSITY AVE	2	1625	37	R	18
8TH ST	061	DWIGHT WAY	PARKER ST	2	660	36	R	78
8TH ST	062	PARKER ST	CARLETON ST	2	545	33	R	80
8TH ST	063	CARLETON ST	PARDEE ST	2	304	34	R	25
8TH ST	065	PARDEE ST	HEINZ AVE	2	962	36	R	75
8TH ST	050	UNIVERSITY AVE	ALLSTON WAY	2	1010	36	R	29
8TH ST	055	COLUMBUS SCHOOL	DWIGHT WAY	2	1705	36	R	20
9TH ST	030	NORTH CITY LIMIT	CAMELIA ST	2	1720	46	R	89
9TH ST	040	CAMELIA ST	CEDAR ST	2	1330	47	R	86
9TH ST	043	CEDAR ST	DELAWARE ST	2	1330	48	R	70
9TH ST	046	DELAWARE ST	HEARST AVE	2	480	48	R	68
9TH ST	048	HEARST AVE	UNIVERSITY AVE	2	480	48	R	65
9TH ST	060	DWIGHT WAY	PARDEE ST	2	1444	43	R	86
9TH ST	063	PARDEE ST	HEINZ AVE	2	1000	48	R	24
9TH ST	066	HEINZ AVE	JOG JUST NORTH OF ANTHONY	2	410	36	R	87
9TH ST	068	JOG JUST NORTH OF ANTHONY	ASHBY ST	2	340	38	R	95
9TH ST	069	ASHBY ST	MURRAY ST	2	150	36	R	79
9TH ST	052	UNIVERSITY AVE	BANCROFT WAY	2	1635	48	R	80
9TH ST	054	BANCROFT WAY	CHANNING WAY	2	705	48	R	87
9TH ST	056	CHANNING WAY	DWIGHT WAY	2	665	48	R	85
ACACIA AVE	070	CRAGMONT AVE	EUCLID AVE	2	500	22	R	16
ACROFT CT	040	ACTON ST	DEAD END (ACTON ST)	2	270	20	R	63
ACTON CIRCLE	050	DEAD END (ACTON CRESCENT)	ACTON CRESCENT	2	120	21	R	29
ACTON CRESCENT	040	ACTON ST	EAST DEAD END (ACTON ST)	2	470	21	R	30
ACTON ST	030	NORTH CITY LIMIT	HOPKINS ST	2	1085	36	R	65
ACTON ST	035	HOPKINS ST	ROSE ST	2	640	28	R	22
ACTON ST	038	ROSE ST	CEDAR ST	2	635	34	R	23
ACTON ST	040	CEDAR ST	UNIVERSITY AVE	2	2260	34	R	44

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ACTON ST	050	ADDISON ST	BANCROFT WAY	2	1350	26	R	43
ACTON ST	052	ADDISON ST	UNIVERSITY AVE	2	340	30	R	42
ACTON ST	055	BANCROFT WAY	DWIGHT WAY	2	1330	36	R	20
ACTON ST	060	DWIGHT WAY	BLAKE ST	2	320	36	R	42
ACTON ST	061	BLAKE ST	PARKER ST	2	325	36	R	17
ACTON ST	063	PARKER ST	WARD ST	2	895	36	R	15
ACTON ST	065	WARD ST	RUSSELL ST	2	1154	36	R	19
ACTON ST	069	RUSSELL ST	ASHBY AVE	2	491	36	R	79
ACTON ST	070	ASHBY ST	66TH ST	2	1234	36	R	86
ADA ST	045	ORDWAY ST	SACRAMENTO ST	2	1350	30	R	25
ADA ST	050	SACRAMENTO ST	CALIFORNIA ST	2	500	36	R	79
ADA ST	055	CALIFORNIA ST	MC GEE ST	2	360	36	R	71
ADDISON ST	062	MILVIA ST	SHATTUCK AVE	2	700	31	R	35
ADDISON ST	064	SHATTUCK AVE	SHATTUCK AVE	2	180	39	R	100
ADDISON ST	066	SHATTUCK AVE	OXFORD ST	2	490	37	R	90
ADDISON ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	670	37	R	52
ADDISON ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2620	36	R	40
ADDISON ST	010	AQUATIC PARK	RRX	2	466	36	R	75
ADDISON ST	015	RRX	4TH ST	2	322	36	R	83
ADDISON ST	025	4TH ST	6TH ST	2	680	36	R	19
ADDISON ST	040	SAN PABLO AVE	CURTIS ST	2	730	36	R	23
ADDISON ST	044	BROWNING ST	SACRAMENTO ST	2	1900	36	R	55
ADDISON ST	030	6TH ST	SAN PABLO AVE	2	1642	36	R	16
ADELINE (NB)	076	ALCATRAZ AVE	MLK/ ADELINE ST	2	890	37	A	75
ADELINE ST	060	DERBY ST	STUART ST	4	750	85	A	100
ADELINE ST	064	STUART ST	ASHBY AVE	4	1480	84	A	100
ADELINE ST	070	ASHBY AVE	MLK/ ADELINE ST	4	1420	85	A	73
ADELINE ST	078	ALCATRAZ AVE	SOUTH CITY LIMIT (KING ST)	5	1045	70	A	75
ADELINE ST (SB)	074	ADELINE ST/ MARTIN LUTHER KING J	ALCATRAZ AVE	2	945	36	A	69
AJAX PL	080	AJAX LANE	SUMMIT RD	2	305	20	R	13

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ALAMO AVE	010	SPRUCE ST	HALKIN LANE	2	840	20	R	20
ALBINA AVE	030	NORTH CITY LIMIT	HOPKINS ST	2	730	32	R	82
ALCATRAZ AVE	080	CITY LIMIT (COLLEGE AVE)	CLAREMONT AVE	2	670	36	C	56
ALCATRAZ AVE	060	ADELINE ST	CITY LIMIT (DOVER ST)	2	910	48	C	95
ALCATRAZ AVE	050	SACRAMENTO ST	ADELINE ST	2	1840	38	C	65
ALCATRAZ AVE	045	WEST CITY LIMIT (IDAHO)	SACRAMENTO ST	2	1225	38	C	90
ALLSTON WAY	063	MILVIA ST	SHATTUCK AVE	2	715	36	R	45
ALLSTON WAY	065	SHATTUCK AVE	OXFORD ST	2	590	32	R	100
ALLSTON WAY	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	660	42	R	100
ALLSTON WAY	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2660	36	R	90
ALLSTON WAY	020	DEAD END	6TH ST	2	930	36	R	20
ALLSTON WAY	040	SAN PABLO AVE	STRAWBERRY CK PARK	2	1430	36	R	33
ALLSTON WAY	045	STRAWBERRY CK PARK	ACTON ST	2	530	36	R	69
ALLSTON WAY	047	ACTON ST	SACRAMENTO ST	2	640	36	R	69
ALLSTON WAY	030	6TH ST	9TH ST	2	985	36	R	21
ALLSTON WAY	035	9TH ST	SAN PABLO AVE	2	657	36	R	24
ALTA RD	070	SPRUCE ST	CRAGMONT AVE	2	390	22	R	20
ALVARADO RD	090	TUNNEL RD	NORTH CITY LIMIT	2	770	24	R	95
ALVARADO RD	092	NORTH CITY LIMIT	BRIDGE RD	2	450	24	R	93
ALVARADO RD	094	BRIDGE RD	NORTH CITY LIMIT AB WILLOW W	2	1890	24	R	44
AMADOR AVE	060	SUTTER ST	SHATTUCK AVE	2	920	32	R	57
ANTHONY ST	030	5TH ST	7TH ST	2	650	36	R	19
ANTHONY ST	040	7TH ST	9TH ST	2	564	36	R	37
ARCADE AVE	030	GRIZZLY PEAK BLVD	FAIRLAWN DR	2	310	23	R	100
ARCH ST	020	SPRUCE ST	EUNICE ST	2	1175	35	R	16
ARCH ST	030	GLEN AVE	CEDAR ST	2	1995	36	R	11
ARCH ST	040	CEDAR ST	HEARST AVE	2	1735	31	R	79
ARDEN RD	050	MOSSWOOD RD	PANORAMIC WAY	2	610	15	R	97
ARLINGTON AVE	010	NORTH CITY LIMIT (BOYNTON)	THOUSAND OAKS BLVD	2	2695	44	C	69
ARLINGTON AVE	015	THOUSAND OAKS BLVD	THE CIRCLE	2	2940	49	C	69

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ASHBY PL	080	ASHBY AVE & ELMWOOD AVE	ASHBY AVE & PIEDMONT AVE	2	600	34	R	90
ATHERTON ST	050	CHANNING WAY	HASTE ST	2	325	35	R	20
ATLAS PL	080	HILL RD	SUMMIT RD	2	200	20	R	10
AVALON AVE	082	AVALON WALK	OAK KNOLL TERR	2	630	20	R	30
AVALON AVE	083	OAK KNOLL TERR	CLAREMONT BLVD	2	525	36	R	28
AVALON AVE	084	CLAREMONT BLVD	CLAREMONT AVE	2	300	25	R	37
AVENIDA DR	080	QUEENS RD	GRIZZLY PEAK BLVD	2	1315	24	R	38
AVENIDA DR	034	CAMPUS DR	QUEENS RD	2	445	24	R	81
AVIS RD	060	SAN ANTONIO AVE	SAN LUIS RD	2	440	20	R	80
BAKER ST	075	66TH ST	SOUTH CITY LIMIT (ALCATRAZ)	2	1019	36	R	62
BANCROFT WAY	080	PIEDMONT AVE	COLLEGE AVE	2	670	36	C	26
BANCROFT WAY	082	PIEDMONT AVE	WARRING ST	2	350	36	R	28
BANCROFT WAY	086	PROSPECT ST	PANORAMIC WAY	2	135	30	R	97
BANCROFT WAY	078	COLLEGE AVE	BOWDITCH ST	2	670	40	C	54
BANCROFT WAY	072	TELEGRAPH AVE	DANA ST	2	1200	48	C	90
BANCROFT WAY	074	DANA ST	FULTON ST	2	1305	48	C	90
BANCROFT WAY	076	BOWDITCH ST	TELEGRAPH AVE	2	670	40	C	48
BANCROFT WAY	060	MILVIA WAY	SHATTUCK AVE	2	710	40	C	46
BANCROFT WAY	065	FULTON ST	SHATTUCK AVE	2	500	40	C	41
BANCROFT WAY	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2640	36	R	33
BANCROFT WAY	022	AQUATIC PARK	3RD ST (RR TRACKS)	2	300	36	R	75
BANCROFT WAY	024	3RD ST (RR TRACKS)	6TH ST	2	1000	36	R	78
BANCROFT WAY	040	SAN PABLO AVE	WEST ST	2	1524	36	R	56
BANCROFT WAY	045	WEST ST	SACRAMENTO ST	2	1121	36	R	75
BANCROFT WAY	030	6TH ST	7TH ST	2	660	36	R	52
BANCROFT WAY	035	7TH ST	SAN PABLO AVE	2	1000	36	R	55
BATAAN AVE	030	7TH ST	8TH ST	2	330	22	R	16
BATEMAN ST	070	WEBSTER ST	108 N/O PRINCE ST.	2	475	18	R	85
BATEMAN ST	080	108 N/O PRINCE ST.	WOOLSEY	2	323	20	R	88
BAY ST	010	ASHYBY AVE OVERPASS	POTTER ST	2	560	26	A	95

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BAY VIEW PL	070	SCENIC AVE	EUCLID AVE	2	800	30	R	74
BELROSE AVE	060	DERBY ST	CLAREMONT BLVD/ GARBER ST	2	650	40	C	97
BELVEDERE AVE	035	ROSE ST	CEDAR ST	2	350	30	R	47
BELVEDERE AVE	040	CEDAR ST	VIRGINIA ST	2	660	30	R	68
BENVENUE AVE	060	DWIGHT WAY	RUSSELL ST	2	2660	36	R	34
BENVENUE AVE	065	RUSSELL ST	ASHBY AVE	2	530	36	R	42
BENVENUE AVE	070	ASHBY AVE	CITY LIMIT (WOOLSEY ST)	2	1165	36	R	47
BERKELEY WAY	045	CHESTNUT ST	WEST ST PATHWAY	2	435	24	R	48
BERKELEY WAY	046	WEST ST PATHWAY	SACRAMENTO ST	2	1320	30	R	23
BERKELEY WAY	050	SACRAMENTO ST	GRANT ST	2	1920	32	R	41
BERKELEY WAY	058	GRANT ST	MARTIN LUTHER KING JR WAY	2	670	36	R	48
BERKELEY WAY	060	MARTIN LUTHER KING JR WAY	MILVIA WAY	2	700	34	R	65
BERKELEY WAY	063	MILVIA WAY	SHATTUCK AVE	2	645	40	R	70
BERKELEY WAY	065	SHATTUCK AVE	OXFORD ST	2	740	47	R	76
BERRYMAN ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	640	36	R	82
BERRYMAN ST	055	WEST END	MARTIN LUTHER KING JR WAY	2	495	36	R	80
BERRYMAN ST	063	MILVIA ST	HENRY ST	2	303	36	R	57
BERRYMAN ST	064	HENRY ST	SHATTUCK AVE	2	367	36	R	76
BEVERLY PL	050	WEST CITY LIMIT COP W/O MONTEREY	HOPKINS ST	2	1830	36	R	68
BLAKE ST	063	MILVIA ST	SHATTUCK AVE	2	688	48	R	19
BLAKE ST	065	SHATTUCK AVE	FULTON ST	2	575	36	R	34
BLAKE ST	070	FULTON ST	TELEGRAPH AVE	2	1910	36	R	20
BLAKE ST	050	SACRAMENTO ST	MC GEE ST	2	1270	36	R	76
BLAKE ST	055	MC GEE ST	MARTIN LUTHER KING JR WAY	2	1280	36	R	20
BLAKE ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	48	R	19
BLAKE ST	040	SAN PABLO AVE	SACRAMENTO ST	2	2442	36	R	19
BOISE ST	075	66TH ST	HARMON ST	2	505	36	R	65
BONAR ST	051	UNIVERSITY AVE	ADDISON ST	2	314	36	R	97
BONAR ST	053	ADDISON ST	ALLSTON WAY	2	670	36	R	97
BONAR ST	055	ALLSTON WAY	DWIGHT WAY	2	1982	36	R	97

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BONITA AVE	030	YOLO AVE	BERRYMAN ST	2	745	30	R	82
BONITA AVE	032	BERRYMAN ST	ROSE ST	2	665	36	R	79
BONITA AVE	034	ROSE ST	VINE ST	2	660	36	R	26
BONITA AVE	036	VINE ST	CEDAR ST	2	655	36	R	78
BONITA AVE	040	CEDAR ST	VIRGINIA ST	2	670	36	R	19
BONITA AVE	045	UNIVERSITY AVE	NORTH END	2	210	36	R	87
BONITA AVE	050	BERKLEY WAY	NORTH OF HEARST	2	475	36	R	93
BONITA AVE	055	DELAWARE ST	SOUTH END	2	180	36	R	92
BONNIE LANE	010	HILLDALE AVE	MARIN AVE	2	750	21	R	61
BOWDITCH ST	050	BANCROFT WAY	DURANT AVE	2	330	36	R	20
BOWDITCH ST	052	DURANT AVE	HASTE ST	2	660	36	R	23
BOWDITCH ST	056	HASTE ST	DWIGHT WAY	2	330	36	R	40
BOYNTON AVE	015	COLORADO AVE	FLORIDA AVE	2	280	26	R	59
BOYNTON AVE (NB)	010	ARLINGTON AVE	COLORADO AVE	2	1540	16	R	42
BOYNTON AVE (SB)	011	COLORADO AVE	ARLINGTON AVE	2	1540	16	R	44
BRET HARTE RD	070	KEITH AVE	CREGMONT AVE	2	300	21	R	65
BRET HARTE RD	075	CRAGMONT AVE	KEELER RD	2	750	22	R	79
BRIDGE RD	070	ALVARADO RD	TUNNEL RD	2	450	24	R	95
BROOKSIDE AVE	080	CLAREMONT AVE	DEAD END (CLAREMONT AVE)	2	425	26	R	95
BROOKSIDE CT	070	DEAD END NR BROOKSIDE DR	BROOKSIDE DR	2	110	24	R	95
BROOKSIDE DR	070	CLAREMONT AVE	CLAREMONT AVE	2	535	24	R	95
BROWNING ST	050	ADDISON ST	DWIGHT WAY	2	2650	36	R	33
BUENA AVE	050	WEST DEAD END (HOLLY ST)	MCGEE AVE	2	904	37	R	95
BUENA AVE	055	MCGEE AVE	CYPRESS ST	2	400	25	R	27
BUENA VISTA WAY	070	EUCLID AVE	DEL MAR AVE	2	3775	30	R	21
BUENA VISTA WAY	074	DELMAR AVE	260' NORTH OF PRIVATE PROP	2	470	22	R	10
BUENA VISTA WAY	078	260' NORTH OF PRIVATE PROP	PRIVATE PROPERTY	2	260	14	R	8
BURNETT ST	040	SAN PABLO AVE	MABEL ST	2	874	36	R	22
BURNETT ST	042	MABEL ST	ACTON ST	2	704	36	R	76
BYRON ST	050	ADDISON ST	BANCROFT WAY	2	1320	36	R	85

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BYRON ST	055	CHANNING WAY	DWIGHT WAY	2	660	30	R	17
CALIFORNIA ST	020	HOPKINS ST	ADA ST	2	345	40	R	83
CALIFORNIA ST	030	ADA ST	CEDAR ST	2	1405	45	R	71
CALIFORNIA ST	040	CEDAR ST	OHLONE PARK	2	1455	42	R	58
CALIFORNIA ST	045	HEARST AVE	UNIVERSITY AVE	2	600	42	R	37
CALIFORNIA ST	050	UNIVERSITY AVE	DWIGHT WAY	2	3015	48	R	71
CALIFORNIA ST	060	DWIGHT WAY	OREGON ST	2	2270	42	R	83
CALIFORNIA ST	066	OREGON ST	ASHBY AVE	2	950	42	R	35
CALIFORNIA ST	072	ASHBY AVE	ALCATRAZ AVE	2	2000	42	R	77
CALIFORNIA ST	076	ALCATRAZ AVE	SOUTH CITY LIMIT	2	840	42	R	77
CAMELIA ST	040	SAN PABLO AVE	SANTA FE AVE	2	1050	36	R	89
CAMELIA ST	020	2ND ST	3RD ST (RR TRACKS)	2	345	35	R	19
CAMELIA ST	024	3RD ST (RR TRACKS)	4TH ST	2	330	36	R	18
CAMELIA ST	026	4TH ST	6TH ST	2	637	36	R	48
CAMELIA ST	030	6TH ST	8TH ST	2	620	36	R	27
CAMELIA ST	034	8TH ST	SAN PABLO AVE	2	1030	36	R	19
CAMPUS DR	030	SHASTA RD	QUAIL AVE	2	370	22	R	42
CAMPUS DR	032	QUAIL AVE	GLENDALE AVE	2	450	24	R	46
CAMPUS DR	033	GLENDALE AVE	DELMAR AVE	2	1090	24	R	79
CAMPUS DR	035	DELMAR AVE	AVENIDA DRIVE	2	525	22	R	85
CAMPUS DR	036	AVENIDA DR	PARNASSUS RD	2	540	22	R	93
CAMPUS DR	037	PARNASSUS RD	DEAD END, U C PLOT 82	2	760	19	R	93
CANYON RD	080	PANORAMIC WAY	RIM ROAD (UC CAMPUS)	2	275	30	R	97
CANYON RD	085	RIM ROAD (UC CAMPUS)	DEAD END	2	583	15	R	97
CAPISTRANO AVE	060	THE ALAMEDA	CONTRA COSTA AVE	2	340	19	R	74
CAPISTRANO AVE	050	PERALTA AVE	THE ALAMEDA	2	2645	26	R	38
CARLETON ST	063	MILVIA ST	SHATTUCK AVE	2	675	42	R	57
CARLETON ST	065	SHATTUCK AVE	FULTON ST	2	622	36	R	60
CARLETON ST	070	FULTON ST	TELEGRAPH AVE	2	1720	36	R	16
CARLETON ST	078	TELEGRAPH AVE	DEAD END ABOVE TELEGRAPH AVE	2	160	27	R	29

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CARLETON ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2540	36	R	35
CARLETON ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	42	R	24
CARLETON ST	030	3RD ST	5TH ST	2	630	36	NCR	80
CARLETON ST	040	5TH ST	7TH ST	2	615	36	R	77
CARLETON ST	050	7TH ST	SAN PABLO	2	1330	36	R	33
CARLETON ST	040	SAN PABLO AVE	MATHEWS ST	2	500	36	R	82
CARLETON ST	042	MATHEWS ST	SACRAMENTO ST	2	1912	36	R	28
CARLOTTA AVE	020	POSEN AVE	HOPKINS ST	2	865	36	R	71
CARLOTTA AVE	030	HOPKINS ST	ROSE ST	2	880	30	R	73
CARRISON ST	040	SAN PABLO AVE	ACTON ST	2	1528	36	R	73
CATALINA AVE	050	COLUSA AVE	THE ALAMEDA	2	980	27	R	97
CATHERINE DR	030	KEONCREST DR (N)	KEONCREST DR (S)	2	410	25	R	20
CEDAR ST	040	SAN PABLO AVE	CHESTNUT ST	2	1485	37	C	95
CEDAR ST	045	CHESTNUT ST	ACTON ST	2	1140	37	C	93
CEDAR ST	049	ACTON ST	SACRAMENTO ST	2	665	34	C	95
CEDAR ST	020	EAST FRONTAGE RD (STATE P/L)	4TH ST	2	925	36	A	23
CEDAR ST	025	4TH ST	6TH ST	2	670	43	A	42
CEDAR ST	030	6TH ST	SAN PABLO AVE	2	1650	37	C	100
CEDAR ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	36	C	91
CEDAR ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2600	40	C	24
CEDAR ST	070	SPRUCE ST	EUCLID AVE	2	1380	35	C	70
CEDAR ST	075	EUCLID AVE	LA LOMA AVE	2	920	34	C	74
CEDAR ST	078	END W/O LA VEREDA	LA VEREDA	2	105	12	R	19
CEDAR ST	063	MILVIA ST	SHATTUCK AVE	2	660	36	C	90
CEDAR ST	064	SHATTUCK AVE	OXFORD ST	2	635	38	C	93
CEDAR ST	065	OXFORD ST	SPRUCE ST	2	335	36	C	86
CEDARWOOD LANE	030	HARRISON ST	PARK WAY	2	330	36	R	0
CENTER ST	062	MILVIA ST	SHATTUCK AVE	2	730	47	R	100
CENTER ST	064	SHATTUCK AVE	OXFORD ST	2	620	47	R	64
CENTER ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	670	53	R	100

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CHABOLYN TERRACE	080	SOUTH CITY LIMIT	SOUTH CITY LIMIT	2	420	26	R	90
CHANNING WAY	080	COLLEGE AVE	PIEDMONT AVE	2	630	36	R	78
CHANNING WAY	084	PIEDMONT AVE	PROSPECT ST	2	630	36	R	30
CHANNING WAY	078	BOWDITCH ST	COLLEGE AVE	2	670	37	R	76
CHANNING WAY	070	FULTON ST	DANA ST	2	1340	36	R	93
CHANNING WAY	075	DANA ST	BOWDITCH ST	2	1340	40	R	78
CHANNING WAY	063	MILVIA ST	SHATTUCK AVE	2	710	36	R	30
CHANNING WAY	066	SHATTUCK AVE	FULTON ST	2	560	36	R	93
CHANNING WAY	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	670	36	R	17
CHANNING WAY	050	SACRAMENTO ST	ROOSEVELT AVE	2	1620	36	R	34
CHANNING WAY	057	ROOSEVELT AVE	MARTIN LUTHER KING JR WAY	2	1000	36	R	18
CHANNING WAY	020	3RD ST	6TH ST	2	935	36	R	87
CHANNING WAY	040	SAN PABLO AVE	SACRAMENTO ST	2	2775	36	R	50
CHANNING WAY	030	6TH ST	10TH ST	2	1397	36	R	69
CHANNING WAY	038	10TH ST	SAN PABLO AVE	2	330	36	R	56
CHAUCER ST	040	SAN PABLO AVE	CURTIS ST	2	550	30	R	21
CHERRY ST	065	STUART ST	RUSSELL ST	2	500	36	R	85
CHESTNUT ST	035	ROSE ST	CEDAR ST	2	350	34	R	20
CHESTNUT ST	042	CEDAR ST	VIRGINIA ST	2	650	36	R	39
CHESTNUT ST	044	VIRGINIA ST	UNIVERSITY AVE	2	1620	36	R	24
CHILTON WAY	060	BLAKE ST	PARKER ST	2	335	30	R	27
CLAREMONT AVE	060	EAST CITY LIMIT NR GARBER RD	RUSSELL AVE	2	600	38	C	27
CLAREMONT AVE	065	RUSSELL ST	ASHBY AVE	2	425	56	C	24
CLAREMONT AVE	070	ASHBY AVE	SOUTH CITY LIMIT (ALCATRAZ)	4	2985	56	C	54
CLAREMONT BLVD	060	DERBY ST	CUL-DE-SAC	2	560	40	R	32
CLAREMONT BLVD	065	BELROSE AVE	CLAREMONT AVE	2	875	37	C	94
CLAREMONT CRESCENT	070	CLAREMONT AVE	ASHBY AVE	2	410	24	R	90
CODORNICES RD	030	DEAD END (EUCLID AVE)	EUCLID AVE	2	600	15	R	72
COLBY ST	070	ASHBY AVE	WEBSTER ST.	2	299	36	R	52
COLBY ST	080	WEBSTER ST.	END	2	385	32	R	80

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
COLLEGE AVE	050	BANCROFT WAY	DWIGHT WAY	2	1340	36	C	89
COLLEGE AVE	060	DWIGHT WAY	DERBY ST (S)	2	1430	36	A	40
COLLEGE AVE	065	DERBY ST (S)	ASHBY AVE	2	1785	36	A	45
COLLEGE AVE	070	ASHBY AVE	SOUTH CITY LIMIT (ALCATRAZ)	2	2155	36	A	42
COLORADO AVE	060	BOYNTON AVE	VERMONT AVE	2	250	24	R	58
COLORADO AVE	065	VERMONT AVE	MICHIGAN AVE	2	260	24	R	55
COLUMBIA CIRCLE	080	COLUMBIA PATH	FAIRLAWN DR	2	230	21	R	91
COLUSA AVE	010	NORTH CITY LIMIT (VISALIA)	SOLANO AVE	2	3565	36	C	37
COLUSA AVE	020	SOLANO AVE	MARIN AVE	2	670	46	C	73
COLUSA AVE	022	MARIN AVE	MONTEREY AVE	2	870	46	C	56
COLUSA AVE	025	MONTEREY AVE	POSEN AVE	2	1233	36	C	23
COLUSA AVE	026	POSEN AVE	HOPKINS ST	2	520	36	C	25
COMSTOCK CT	035	JAYNES ST	CEDAR ST	2	300	24	R	80
CONTRA COSTA AVE	010	YOSEMITE RD	SOLANO AVE	2	2375	20	R	89
CONTRA COSTA AVE	018	SOLANO AVE	LOS ANGELES AVE	2	185	25	R	95
CORNELL AVE	030	NORTH CITY LIMIT	GILMAN ST	2	765	30	R	46
CORNELL AVE	035	GILMAN ST	PAGE ST	2	1000	30	R	74
CORNELL AVE	036	PAGE ST	HOPKINS ST	2	695	30	R	72
CORNELL AVE	039	HOPKINS ST	CEDAR ST	2	345	29	R	98
CORNELL AVE	040	CEDAR ST	VIRGINIA ST	2	660	30	R	98
CORONA CT	070	ARCH ST	DEAD END (ARCH ST)	2	320	24	R	50
COWPER ST	040	SAN PABLO AVE	BYRON ST	2	370	30	R	91
CRAGMONT AVE	010	GRIZZLY PEAK BLVD	MARIN AVE	2	4100	22	C	38
CRAGMONT AVE	021	MARIN AVE	SANTA BARBARA RD	2	1110	23	R	87
CRAGMONT AVE	023	SANTA BARBARA RD	EUCLID AVE	2	830	22	R	87
CRAGMONT AVE	025	EUCLID AVE	BRET HARTE RD	2	1420	20	R	88
CRAGMONT AVE	027	BRET HARTE RD	SHASTA RD	2	1625	21	R	85
CRESTON RD	010	GRIZZLY PEAK BLVD (N)	SUNSET LANE	2	1910	22	R	61
CRESTON RD	020	SUNSET LANE	GRIZZLY PEAK BLVD (S)	2	2699	22	R	57
CRYSTAL WAY	020	EUCLID AVE (WEST)	EUCLID AVE (EAST)	1	80	24	R	37

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
CURTIS ST	030	NORTH CITY LIMIT	HOPKINS ST	2	2400	29	R	28
CURTIS ST	038	HOPKINS ST	CEDAR ST	2	370	30	R	11
CURTIS ST	040	CEDAR ST	VIRGINIA ST	2	660	30	R	16
CURTIS ST	045	VIRGINIA ST	UNIVERSITY AVE	2	1615	36	R	66
CURTIS ST	050	UNIVERSITY AVE	DWIGHT WAY	2	2990	36	R	14
CYPRESS ST	031	ROSE ST	BUENA AVE	2	325	26	R	81
DANA ST	050	BANCROFT WAY	DWIGHT WAY	2	1320	36	R	47
DANA ST	060	DWIGHT WAY	BLAKE ST	2	330	36	R	56
DANA ST	065	BLAKE ST	WARD ST	2	1320	36	R	61
DANA ST	070	WEBSTER ST	CITY LIMIT (WOOLSEY ST)	2	765	32	R	70
DEAKIN ST	068	RUSSELL ST	ASHBY AVE	2	525	36	R	100
DEAKIN ST	070	ASHBY AVE	PRINCE ST	2	820	36	R	89
DEAKIN ST	075	PRINCE ST	CITY LIMIT (WOOLSEY ST)	2	385	36	R	79
DEL MAR AVE	083	BUENA VISTA WAY	GLENDALE AVE	2	795	21	R	22
DEL MAR AVE	085	GLENDALE AVE	CAMPUS DR	2	480	24	R	12
DEL NORTE CT	020	DEL NORTE ST	DEAD END (DEL NORTE ST)	2	110	12	R	74
DEL NORTE ST	020	THE CIRCLE	SUTTER ST	2	690	28	C	91
DELAWARE ST	030	6TH ST	9TH ST	2	955	48	C	76
DELAWARE ST	035	9TH ST	SAN PABLO AVE	2	670	48	C	76
DELAWARE ST	040	SAN PABLO AVE	ACTON ST	2	2435	48	C	28
DELAWARE ST	048	ACTON ST	SACRAMENTO ST	2	665	48	C	57
DELAWARE ST	052	DEAD END WEST OF CALIFORNIA	CALIFORNIA ST	2	375	36	R	93
DELAWARE ST	055	CALIFORNIA ST	MARTIN LUTHER KING JR WAY	2	2000	36	R	97
DELAWARE ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	34	R	38
DELAWARE ST	063	MILVIA ST	WALNUT ST	2	975	34	R	40
DERBY ST	078	HILLEGASS AVE (S)	COLLEGE AVE	2	760	36	R	23
DERBY ST	080	COLLEGE AVE	PIEDMONT AVE	2	653	37	R	31
DERBY ST	082	PIEDMONT AVE	WARRING ST	2	322	37	R	27
DERBY ST	085	WARRING ST	BELROSE AVE & TANGLEWOOD R	2	1205	36	A	95
DERBY ST	063	MILVIA ST	SHATTUCK AVE	2	633	42	R	16

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DERBY ST	065	SHATTUCK AVE	FULTON ST	2	675	36	R	22
DERBY ST	070	FULTON ST	TELEGRAPH AVE	2	1630	36	R	15
DERBY ST	075	TELEGRAPH AVE	HILLEGASS AVE (S)	2	860	38	R	19
DERBY ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2510	36	R	20
DERBY ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	42	R	86
DERBY ST	042	SAN PABLO AVE	MATHEWS ST	2	455	36	R	97
DERBY ST	044	MATHEWS ST	MABEL ST	2	608	36	R	97
DERBY ST	045	MABEL ST	SACRAMENTO ST	2	1311	36	R	32
DOHR ST	065	WARD ST	RUSSELL ST	2	1170	36	R	19
DOHR ST	068	RUSSELL ST	ASHBY AVE	2	489	22	R	21
DOHR ST	070	ASHBY AVE	PRINCE ST	2	764	26	R	100
DOMINGO AVE	068	CITY LIMIT NR RUSSELL ST	TUNNEL RD	2	220	40	R	39
DOMINGO AVE	070	TUNNEL RD	THE PLAZA DR	2	1130	40	R	73
DOVER ST	075	ALCATRAZ AVE	CITY LIMIT (63RD ST)	2	130	32	R	21
DOWLING PL	070	TELEGRAPH AVE	DANA ST	2	385	36	R	84
DURANT AVE	080	COLLEGE AVE	PIEDMONT AVE	2	640	33	C	67
DURANT AVE	078	BOWDITCH ST	COLLEGE AVE	2	670	48	C	64
DURANT AVE	070	FULTON ST	BOWDITCH ST	2	2650	48	C	52
DURANT AVE	060	MILVIA ST	SHATTUCK AVE	2	710	47	C	15
DURANT AVE	064	SHATTUCK AVE	FULTON ST	2	530	48	C	29
DWIGHT CRESCENT	055	6TH ST	7TH ST	2	420	45	C	98
DWIGHT WAY	080	COLLEGE AVE	PIEDMONT AVE	2	775	36	A	93
DWIGHT WAY	083	PIEDMONT AVE	HILLSIDE AVE	2	765	36	R	14
DWIGHT WAY	085	HILLSIDE AVE	DEAD END ABOVE HILLSIDE AVE	2	590	36	R	18
DWIGHT WAY	090	PANORAMIC WAY	EAST CITY LIMIT	2	100	28	R	97
DWIGHT WAY	078	BOWDITCH ST	COLLEGE AVE	2	660	36	A	93
DWIGHT WAY	070	FULTON ST	DANA ST	2	1325	40	A	85
DWIGHT WAY	073	DANA ST	TELEGRAPH AVE	2	670	40	A	79
DWIGHT WAY	075	TELEGRAPH AVE	BOWDITCH ST	2	660	36	A	86
DWIGHT WAY	064	MILVIA WAY	SHATTUCK AVE	2	710	38	A	57

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DWIGHT WAY	066	SHATTUCK AVE	FULTON ST	2	600	40	A	91
DWIGHT WAY	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	36	A	59
DWIGHT WAY	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2615	39	A	23
DWIGHT WAY	020	4TH ST	6TH ST	2	650	36	C	12
DWIGHT WAY	040	SAN PABLO AVE	SACRAMENTO ST	2	2430	36	A	95
DWIGHT WAY	030	6TH ST	7TH ST	2	310	36	C	30
DWIGHT WAY	032	7TH ST	SAN PABLO AVE	2	1350	36	A	43
EAST BOLIVAR DR	050	ADDISON ST	DEAD END NR CHANNING	2	1800	24	R	29
EAST FRONTAGE RD	030	NORTH CITY LIMIT	GILMAN ST	2	1350	32	C	43
EAST FRONTAGE RD	040	GILMAN ST	HEARST AVE	2	3696	34	C	30
EAST PARNASSUS CT	080	PARNASSUS RD	DEAD END (PARNASSUS RD)	2	210	22	R	93
EDITH ST	030	ROSE ST	CEDAR ST	2	1295	32	R	71
EDITH ST	040	CEDAR ST	VIRGINIA ST	2	638	30	R	55
EDWARDS ST	055	BANCROFT WAY	DWIGHT WAY	2	1330	36	R	56
EL CAMINO REAL	070	DOMINGO AVE	THE UPLANDS	2	1840	24	R	86
EL CAMINO REAL	075	THE UPLANDS	DEAD END ABOVE THE UPLANDS	2	485	24	R	87
EL DORADO AVE	060	THE ALAMEDA	SUTTER ST	2	1290	33	R	25
EL PORTAL CT	030	DEAD END (LA LOMA AVE)	LA LOMA AVE	2	250	18	R	10
ELLIS ST	068	RUSSELL ST	ASHBY AVE	2	650	37	R	47
ELLIS ST	070	ASHBY AVE	ALCATRAZ AVE	2	2005	37	R	78
ELLSWORTH ST	050	BANCROFT WAY	DWIGHT WAY	2	1320	36	R	22
ELLSWORTH ST	060	DWIGHT WAY	CARLETON ST	2	1000	36	R	90
ELLSWORTH ST	062	CARLETON ST	WARD ST	2	620	42	R	87
ELLSWORTH ST	065	WARD ST	ASHBY AVE	2	1520	42	R	92
ELMWOOD AVE	080	ASHBY AVE & ASHBY PL	PIEDMONT AVE	2	570	34	R	20
ELMWOOD CT	070	ASHBY AVE	DEAD END (ASHBY AVE)	2	270	32	R	76
EMERSON ST	060	ADELINE ST	SHATTUCK AVE	2	805	36	R	55
EMERSON ST	065	SHATTUCK AVE	WHEELER ST	2	575	36	R	24
ENCINA PL	070	THE PLAZA DR	THE UPLANDS	2	350	40	R	93
ENSENADA AVE	010	PERALTA AVE	SOLANO AVE	2	2255	27	R	62

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ENSENADA AVE	020	SOLANO AVE	MARIN AVE	2	545	36	R	27
EOLA ST	040	VIRGINIA ST	FRANCISCO ST	2	325	22	R	28
ESSEX ST	062	TREMONT ST	SHATTUCK AVE	2	580	36	R	61
ESSEX ST	064	SHATTUCK AVE	WHEELER ST	2	585	36	R	26
ESSEX ST	060	ADELINE ST	TREMONT ST	2	340	36	R	68
ETNA ST	062	DWIGHT WAY	PARKER ST	2	665	36	R	29
ETNA ST	064	PARKER ST	DERBY ST	2	665	36	R	31
ETON AVE	070	WOOLSEY ST	CLAREMONT AVE	2	750	36	R	86
ETON CT	070	CLAREMONT AVE	DEAD END (CLAREMONT AVE)	2	150	25	R	25
EUCALYPTUS RD	070	HILLCREST RD	SOUTH CITY LIMIT	2	440	25	R	56
EUCLID AVE	010	GRIZZLY PEAK BLVD	MARIN AVE	2	3054	32	C	77
EUCLID AVE	015	MARIN AVE	REGAL RD	2	600	32	R	73
EUCLID AVE	020	REGAL RD	CRAGMONT AVE	2	1475	40	C	74
EUCLID AVE	024	CRAGMONT AVE	BEG OF DIVIDED ROAD	2	650	41	R	77
EUCLID AVE	028	END OF DIVIDED ROAD	EUNICE ST	2	900	42	R	83
EUCLID AVE	030	EUNICE ST	BAYVIEW PL	2	870	36	C	100
EUCLID AVE	032	BAYVIEW PL	CEDAR ST	2	1890	34	C	28
EUCLID AVE	040	CEDAR ST	HEARST AVE	2	1625	35	C	41
EUCLID AVE (NB)	026	BEG OF DIVIDED ROAD	END OF DIVIDED ROAD	2	850	18	R	82
EUCLID AVE (SB)	027	BEG OF DIVIDED ROAD	END OF DIVIDED ROAD	2	845	31	R	81
EUNICE ST	060	MILVIA ST	CUL-DE-SAC	2	225	36	R	93
EUNICE ST	064	HENRY ST	SPRUCE ST	2	1370	34	R	39
EUNICE ST	070	SPRUCE ST	EUCLID AVE	2	1235	35	R	26
EVELYN AVE	030	NORTH CITY LIMIT	SANTA FE AVE	2	980	30	R	90
FAIRLAWN DR	030	QUEENS RD	AVENIDA DR	2	2575	21	R	93
FAIRLAWN DR	038	AVENIDA DR	OLYMPUS DR	2	615	23	R	46
FAIRVIEW ST	060	ADELINE ST	CITY LIMIT (DOVER ST)	2	530	36	R	27
FAIRVIEW ST	050	SACRAMENTO ST	ADELINE ST	2	2145	36	R	23
FAIRVIEW ST	047	BAKER ST	SACRAMENTO ST	2	630	36	R	73
FLORENCE ST	068	RUSSELL ST	ASHBY AVE	2	530	36	R	30

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FLORIDA AVE	060	SANTA BARBARA RD	DEAD END (FLORIDA WALK)	2	400	26	R	82
FOLGER AVE	020	WEST END	HOLLIS ST	2	365	42	R	97
FOLGER AVE	024	HOLLIS ST	7TH ST	2	365	42	C	86
FOLGER AVE	025	7TH ST	SAN PABLO AVE	2	1325	42	C	87
FOREST AVE	080	COLLEGE AVE	CLAREMONT BLVD	2	1875	36	R	39
FORREST LANE	070	HILLDALE AVE	KEELER AVE	2	520	19	R	38
FORREST LANE	072	KEELER AVE	GRIZZLY PEAK BLVD	2	615	22	R	22
FORREST LANE	073	GRIZZY PARK	CRESTON RD	2	337	22	R	18
FRANCISCO ST	040	SAN PABLO AVE	CHESTNUT ST	2	1370	30	R	19
FRANCISCO ST	045	CHESTNUT ST	DEAD END	2	1130	30	R	25
FRANCISCO ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2610	36	R	21
FRANCISCO ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	670	36	R	27
FRANCISCO ST	063	MILVIA ST	SHATTUCK AVE	2	670	36	R	28
FRANKLIN ST	042	CEDAR ST	FRANCISCO ST	2	1025	38	R	80
FRANKLIN ST	044	FRANCISCO ST	HEARST AVE	2	745	38	R	87
FRESNO AVE	020	SOLANO AVE	MARIN AVE	2	900	36	R	45
FRESNO AVE	022	MARIN AVE	SONOMA AVE	2	1310	36	R	33
FULTON ST	048	KITTREDGE ST	BANCROFT WAY	4	315	67	A	83
FULTON ST	050	BANCROFT WAY	DURANT AVE	2	330	54	A	90
FULTON ST	052	DURANT AVE	DWIGHT WAY	2	990	36	A	90
FULTON ST	060	DWIGHT WAY	BLAKE ST	2	312	36	R	54
FULTON ST	061	BLAKE ST	PARKER ST	2	348	36	R	63
FULTON ST	063	PARKER ST	STUART ST	2	1318	36	R	54
FULTON ST	065	STUART ST	ASHBY AVE	2	1166	36	R	85
FULTON ST	070	ASHBY ST	PRINCE ST	2	810	36	R	75
GARBER ST	080	COLLEGE AVE	EAST END	2	1010	36	R	33
GARBER ST	085	WEST END	OAK KNOLL TERRACE	2	550	22	R	32
GARBER ST	088	BELROSE AVE	EAST CITY LIMIT (TANGLEWOOD)	2	450	24	R	36
GILMAN ST	040	SAN PABLO AVE	SANTA FE AVE	2	1445	38	A	48
GILMAN ST	045	SANTA FE AVE	HOPKINS ST	2	1595	36	A	43

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GILMAN ST	015	ENTRANCE OF FWY	2ND ST	2	700	62	R	59
GILMAN ST	020	2ND ST	3RD ST (RR TRACKS)	2	485	48	A	70
GILMAN ST	024	3RD ST (RR TRACKS)	6TH ST	2	1000	48	A	59
GILMAN ST	030	6TH ST	8TH ST	2	655	48	A	74
GILMAN ST	035	8TH ST	SAN PABLO AVE	2	995	48	A	38
GLEN AVE	020	OAK ST	EUNICE ST	2	510	28	R	90
GLEN AVE	030	EUNICE ST	CORNER BETWEEN SUMMER/ARCH	2	620	22	R	14
GLEN AVE	033	CORNER BETWEEN SUMMER/ARCH	SPRUCE ST	2	380	23	R	12
GLENDALE AVE	030	CAMPUS DR	LA LOMA AVE	2	640	32	C	88
GLENDALE AVE	034	LA LOMA AVE	DEL MAR AVE	2	675	22	R	31
GRANT ST	030	NORTH END	ROSE ST	2	310	36	R	54
GRANT ST	032	ROSE ST	CEDAR ST	2	1325	36	R	65
GRANT ST	040	CEDAR ST	LINCOLN ST	2	318	36	R	56
GRANT ST	041	LINCOLN ST	VIRGINIA ST	2	320	36	R	48
GRANT ST	042	VIRGINIA ST	FRANCISCO ST	2	318	36	R	25
GRANT ST	044	FRANCISCO ST	OHLONE PARK	2	525	36	R	97
GRANT ST	048	HEARST AVE	UNIVERSITY AVE	2	600	36	R	78
GRANT ST	051	UNIVERSITY AVE	ADDISON ST	2	335	42	R	93
GRANT ST	053	ADDISON ST	ALLSTON WAY	2	665	42	R	43
GRANT ST	055	ALLSTON WAY	BANCROFT WAY	2	670	42	R	90
GRANT ST	057	BANCROFT WAY	CHANNING WAY	2	670	42	R	45
GRANT ST	059	CHANNING WAY	DWIGHT	2	665	42	R	83
GRANT ST	060	DWIGHT WAY	OREGON ST	2	2266	36	R	33
GRANT ST	061	N. END	RUSSELL ST	2	196	36	R	43
GRAYSON ST	020	3RD ST (WEST END)	SAN PABLO AVE	2	2568	36	R	70
GREENWOOD TERRACE	030	ROSE ST	BUENA VISTA WAY	2	850	17	R	21
GRIZZLY PEAK BLVD	010	NORTH CITY LIMIT (SPRUCE ST)	EUCLID AVE	2	1050	35	C	24
GRIZZLY PEAK BLVD	015	EUCLID AVE	KEELER AVE	2	1250	30	C	19
GRIZZLY PEAK BLVD	017	KEELER AVE	MARIN AVE	2	1400	33	C	19
GRIZZLY PEAK BLVD	020	MARIN AVE	SHASTA RD (S)	2	4065	34	C	88

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GRIZZLY PEAK BLVD	029	SHASTA RD (S)	ARCADE AVE	2	1065	32	C	76
GRIZZLY PEAK BLVD	032	ARCADE AVE	(EXTENTION OF EUNICE) HILL RD	2	785	32	C	94
GRIZZLY PEAK BLVD	035	HILL RD	EAST CITY LIMIT	2	2515	32	C	51
HALCYON CT	070	WEBSTER ST	PRINCE ST	2	460	57	R	89
HALKIN LANE	070	SPRUCE ST	CRAGMONT AVE	2	515	22	R	52
HARDING CIRCLE	030	OLYMPUS AVE	END	2	65	38	R	48
HARMON ST	050	SACRAMENTO ST	ADELINE ST	2	1985	36	R	67
HARMON ST	045	IDAHO ST	SACRAMENTO ST	2	1025	36	R	15
HAROLD WAY	050	ALLSTON WAY	KITTREDGE ST	2	325	36	R	53
HARPER ST	068	RUSSELL ST	ASHBY AVE	2	665	36	R	70
HARPER ST	070	ASHBY AVE	WOOLSEY ST	2	935	36	R	64
HARPER ST	072	WOOLSEY ST	FAIRVIEW ST	2	306	36	R	78
HARRISON ST	040	SAN PABLO AVE	STANNAGE AVE	2	495	36	R	83
HARRISON ST	020	EASTSHORE HWY	2ND ST	2	270	49	R	48
HARRISON ST	022	3RD ST	6TH ST	2	935	34	R	73
HARRISON ST	030	6TH ST	8TH ST	2	645	35	R	78
HARRISON ST	034	8TH ST	SAN PABLO AVE	2	990	35	R	84
HARVARD CIRCLE	030	FAIRLAWN DR & SENIOR AVE	FAIRLAWN DR	2	100	30	R	38
HASKELL ST	040	SAN PABLO AVE	ACTON ST	2	1505	36	R	77
HASTE ST	080	PIEDMONT AVE	COLLEGE AVE	2	650	36	A	43
HASTE ST	078	COLLEGE AVE	BODWITCH ST	2	670	39	A	41
HASTE ST	070	BOWDITCH ST	FULTON ST	2	2680	40	A	35
HASTE ST	060	FULTON ST	SHATTUCK AVE	2	580	36	A	29
HASTE ST	063	SHATTUCK AVE	MILVIA ST	2	705	36	A	83
HASTE ST	065	MILVIA ST	MARTIN LUTHER KING JR WAY	2	670	36	A	76
HAWTHORNE TERRACE	030	LE ROY AVE	EUCLID AVE	2	365	24	R	62
HAWTHORNE TERRACE	035	EUCLID AVE	CEDAR ST	2	1465	24	R	87
HAZEL RD	090	CLAREMONT AVE	DOMINGO AVE	2	830	30	R	85
HEARST AVE	020	EAST FRONTAGE RD (STATE P/L)	6TH ST	2	1515	48	C	33
HEARST AVE	030	6TH ST	SAN PABLO AVE	2	1650	36	C	25

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
HEARST AVE	040	SAN PABLO AVE	ACTON ST	2	2350	36	R	29
HEARST AVE	045	ACTON ST	SACRAMENTO ST	2	676	36	R	26
HEARST AVE	052	SACRAMENTO ST	CALIFORNIA ST	2	600	36	C	67
HEARST AVE	054	CALIFORNIA ST	MC GEE AVE	2	660	36	C	71
HEARST AVE	055	MC GEE AVE	MARTIN LUTHER KING JR WAY	2	1355	36	C	68
HEARST AVE	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	670	34	A	47
HEARST AVE	062	MILVIA ST	HENRY ST	2	335	46	A	100
HEARST AVE	064	HENRY ST	SHATTUCK AVE	2	330	55	A	93
HEARST AVE	065	SHATTUCK AVE	WALNUT ST	2	325	57	A	93
HEARST AVE	067	WALNUT ST	OXFORD ST	2	355	57	A	93
HEARST AVE	068	OXFORD ST	SPRUCE ST	2	250	58	A	93
HEARST AVE	077	LA LOMA AVE	HIGHLAND PL	2	340	35	A	83
HEARST AVE	070	SPRUCE ST	ARCH ST	2	425	56	A	93
HEARST AVE	075	EUCLID AVE	LA LOMA AVE	2	975	39	A	93
HEARST AVE	078	HIGHLAND PL	DEAD END (COP @ CL)	2	140	23	R	82
HEARST AVE (EB)	072	ARCH ST	EUCLID AVE	2	1160	20	A	95
HEARST AVE (WB)	073	EUCLID AVE	ARCH ST	2	1160	23	A	95
HEINZ AVE	030	3RD ST (WEST END)	7TH ST	2	1197	36	R	83
HEINZ AVE	040	7TH ST	SAN PABLO AVE	2	1368	36	R	22
HENRY ST	030	EUNICE ST	ROSE ST	2	1375	62	A	36
HENRY ST	034	ROSE ST	VINE ST	2	660	36	R	97
HENRY ST	035	VINE ST	CEDAR ST	2	655	36	R	97
HENRY ST	045	HEARST AVE	BERKELEY WAY	2	335	34	R	73
HIGH COURT	020	DEAD END	OAK ST	2	645	24	R	26
HIGHLAND PL	040	NORTH END	RIDGE RD	2	215	15	R	5
HIGHLAND PL	042	RIDGE RD	HEARST AVE	2	345	36	R	97
HILGARD AVE	070	ARCH ST	SCENIC AVE	2	440	36	R	61
HILGARD AVE	072	SCENIC AVE	EUCLID AVE	2	595	36	R	81
HILGARD AVE	074	EUCLID AVE	LA LOMA AVE	2	1050	35	R	88
HILGARD AVE	078	LA LOMA AVE	LA VEREDA	2	490	17	R	93

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
HILGARD AVE	080	LA VEREDA	DEAD END	2	220	24	R	97
HILL CT	070	EUCLID AVE	DEAD END (EUCLID AVE)	2	310	15	R	100
HILL RD	025	SHASTA RD	DEAD END	2	575	18	R	9
HILL RD	030	DEAD END NR AJAX LANE	GRIZZLY PEAK BLVD (SOUTH)	2	945	20	R	22
HILLCREST CT	070	THE FOOTWAY	HILLCREST RD	2	190	20	R	47
HILLCREST RD	080	CLAREMONT AVE	ROANOK RD	2	3150	25	R	45
HILLCREST RD	088	ROANOK RD	DEAD END ABOVE ROANOK RD	2	390	24	R	30
HILLDALE AVE	010	GRIZZLY PEAK BLVD	MARIN AVE	2	1870	21	R	20
HILLDALE AVE	020	MARIN AVE	REGAL RD	2	1265	20	R	17
HILLEGASS AVE	060	DWIGHT WAY	ASHBY AVE	2	3200	36	R	67
HILLEGASS AVE	070	ASHBY AVE	CITY LIMIT (WOOLSEY ST)	2	855	36	R	75
HILLSIDE AVE	050	PROSPECT ST	DWIGHT WAY	2	760	30	R	90
HILLSIDE CT	050	DEAD END (HILLSIDE AVE)	HILLSIDE AVE	2	290	16	R	95
HILLVIEW RD	020	WOODSIDE RD	PARK HILLS RD	2	1265	22	R	88
HOLLIS ST	070	FOLGER AVE	SOUTH CITY LIMIT	2	175	43	C	74
HOLLY ST	030	ROSE ST	CEDAR ST	2	910	36	R	7
HOPKINS CT	020	ALBINA AVE	HOPKINS ST	2	570	25	R	87
HOPKINS ST	060	THE ALAMEDA	SUTTER ST	2	1375	60	C	30
HOPKINS ST	049	SACRAMENTO ST	HOPKINS CT	2	200	36	A	45
HOPKINS ST	050	HOPKINS CT	MONTEREY AVE	2	250	36	C	41
HOPKINS ST	052	MONTEREY AVE	MC GEE AVE	2	250	40	C	46
HOPKINS ST	053	MC GEE AVE	CARLOTTA AVE	2	320	45	C	45
HOPKINS ST	055	CARLOTTA AVE	JOSEPHINE ST	2	1525	45	C	41
HOPKINS ST	059	JOSEPHINE ST	THE ALAMEDA	2	335	60	C	49
HOPKINS ST	040	SAN PABLO AVE	STANNAGE AVE	2	500	40	R	74
HOPKINS ST	042	STANNAGE AVE	NORTHSIDE AVE	2	915	40	R	69
HOPKINS ST	045	NORTHSIDE AVE	PERALTA AVE	2	545	35	R	72
HOPKINS ST	046	PERALTA AVE	GILMAN ST	2	1442	36	R	51
HOPKINS ST	047	GILMAN ST	SACRAMENTO ST	2	530	36	R	29
HOWE ST	070	ELLSWORTH ST	TELEGRAPH AVE	2	545	36	R	23

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
IDAHO ST	072	66TH ST	ALCATRAZ AVE	2	823	36	R	18
IDAHO ST	076	ALCATRAZ AVE	SOUTH CITY LIMIT	2	135	36	R	85
INDIAN ROCK AVE	062	ARLINGTON AVE	SAN LUIS RD	2	1600	30	R	51
INDIAN ROCK AVE	064	SAN LUIS RD	SANTA BARBARA RD	2	565	30	R	20
JAYNES ST	050	CALIFORNIA ST	EDITH ST	2	990	36	R	91
JEFFERSON AVE	050	UNIVERSITY AVE	ADDISON ST	2	335	24	R	35
JEFFERSON AVE	052	ALLSTON WAY	DWIGHT WAY	2	2000	39	R	35
JONES ST	040	SAN PABLO AVE	STANNAGE AVE	2	505	36	R	66
JONES ST	020	EASTSHORE HWY	2ND ST	2	280	37	R	97
JONES ST	025	4TH ST	6TH ST	2	685	36	R	97
JONES ST	030	6TH ST	SAN PABLO AVE	2	1650	36	R	68
JOSEPHINE ST	020	THE ALAMEDA	HOPKINS ST	2	575	36	R	97
JOSEPHINE ST	032	HOPKINS ST	ROSE ST	2	1290	36	R	82
JOSEPHINE ST	036	ROSE ST	CEDAR ST	2	1320	36	R	67
JOSEPHINE ST	040	CEDAR ST	VIRGINIA ST	2	660	36	R	30
JUANITA WAY	035	ROSE ST	CEDAR ST	2	595	25	R	29
JULIA ST	050	SACRAMENTO ST	KING ST	2	1415	36	R	80
KAINS AVE	030	NORTH CITY LIMIT	HOPKINS ST	2	2730	30	R	86
KAINS AVE	040	CEDAR ST	VIRGINIA ST	2	660	30	R	72
KALA BAGAI WAY	052	ADDISON ST	CENTER ST	2	330	48	A	100
KALA BAGAI WAY	050	UNIVERSITY AVE	ADDISON ST	3	356	50	A	100
KEELER AVE	010	GRIZZLY PEAK BLVD	MARIN AVE	2	1350	20	R	89
KEELER AVE	020	MARIN AVE	MILLER AVE	2	1025	19	R	14
KEELER AVE	023	MILLER AVE	POPPY LANE	2	600	18	R	18
KEELER AVE	025	STERLING AVE	BRET HARTE RD	2	400	20	R	46
KEELER AVE	027	BRET HARTE RD	SHASTA RD	2	1760	25	R	55
KEITH AVE	020	SPRUCE ST	EUCLID AVE	2	1472	22	C	75
KEITH AVE	025	EUCLID AVE	SHASTA RD	2	2570	25	C	80
KELSEY ST	060	STUART ST	RUSSELL ST	2	500	36	R	80
KENTUCKY AVE	010	VASSAR AVE	MARYLAND AVE	2	475	26	R	55

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KENTUCKY AVE (NB)	015	MARYLAND AVE	MICHIGAN AVE	2	840	15	R	48
KENTUCKY AVE (SB)	020	MICHIGAN AVE	MARYLAND AVE	2	840	15	R	50
KEONCREST DR	040	ROSE ST	ACTON ST	2	950	25	R	24
KING ST	068	RUSSELL ST	ASHBY AVE	2	635	37	R	77
KING ST	070	ASHBY AVE	FAIRVIEW ST	2	1325	37	R	78
KING ST	075	FAIRVIEW ST	SOUTH CITY LIMIT (62ND ST)	2	1500	37	R	75
KITTREDGE ST	063	MILVIA ST	SHATTUCK AVE	2	705	36	R	27
KITTREDGE ST	066	SHATTUCK AVE	FUTON ST	2	440	32	R	17
LA LOMA AVE	030	GLENDALE AVE	EL PORTAL CT	2	250	36	C	71
LA LOMA AVE	032	EL PORTAL CT	QUARRY RD	2	155	35	C	77
LA LOMA AVE	034	START PCC	END PCC	2	575	27	C	79
LA LOMA AVE	036	END PCC	BUENA VISTA WAY	2	630	28	C	30
LA LOMA AVE	038	BUENA VISTA WAY	CEDAR ST	2	765	32	C	34
LA LOMA AVE	040	CEDAR ST	VIRGINIA ST	2	660	34	C	84
LA LOMA AVE	045	VIRGINIA ST	LA CONTE	2	273	25	C	40
LA LOMA AVE	050	LA CONTE	HEARST AVE	2	729	36	C	52
LA VEREDA RD	030	LA LOMA AVE	CEDAR ST	2	550	18	R	80
LA VEREDA RD	040	CEDAR ST	DEAD END ABOVE VIRGINIA ST	2	820	18	R	93
LASSEN ST	020	MARIN AVE	EL DORADO AVE	2	370	32	R	44
LATHAM LANE	080	MILLER AVE	GRIZZLY PEAK	2	485	21	R	45
LATHAM LANE	083	CRESTON RD	OVERLOOK RD	2	275	23	R	70
LAUREL LN	010	CAPISTRANO AVE	SAN PEDRO AVE	2	500	20	R	32
LAUREL ST	020	OAK ST	EUNICE ST	2	510	32	R	37
LE CONTE AVE	072	ARCH ST & HEARST AVE	SCENIC AVE	2	746	32	R	90
LE CONTE AVE	074	SCENIC AVE	EAST END	2	2147	36	R	80
LE ROY AVE	032	ROSE ST	HAWTHORNE TERRACE	2	390	30	R	51
LE ROY AVE	034	HAWTHORNE TERRACE	CEDAR ST	2	1235	30	R	92
LE ROY AVE	040	CEDAR ST	HILGARD AVE	2	375	34	R	84
LE ROY AVE	044	CUL-DE-SAC	RIDGE RD	2	805	35	R	26
LE ROY AVE	048	RIDGE RD	HEARST AVE	2	350	37	R	93

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LEWISTON AVE	070	WOOLSEY ST	ALCATRAZ AVE	2	880	36	R	87
LINCOLN ST	040	CHESTNUT ST	DEAD END	2	440	36	R	47
LINCOLN ST	045	ACTON ST	SACRAMENTO ST	2	750	24	R	46
LINCOLN ST	050	SACRAMENTO ST	GRANT ST	2	1935	36	R	87
LINCOLN ST	060	MILVIA ST	SHATTUCK AVE	2	665	32	R	93
LINDEN AVE	070	ASHBY AVE	WEBSTER ST	2	660	27	R	31
LORINA ST	068	RUSSELL ST	ASHBY AVE	2	550	30	R	55
LOS ANGELES AVE	065	THE CIRCLE	SPRUCE ST	2	1755	30	C	74
LOS ANGELES AVE	060	THE ALAMEDA	CONTRA COSTA AVE	2	420	48	R	39
LOS ANGELES AVE	065	CONTRA COSTA AVE	THE CIRCLE	2	845	24	R	76
MABEL ST	060	DWIGHT WAY	PARKER ST	2	645	36	R	31
MABEL ST	062	PARKER ST	DERBY ST	2	650	36	R	21
MABEL ST	064	DERBY ST	WARD ST	2	295	36	R	33
MABEL ST	065	WARD ST	RUSSELL ST	2	1197	36	R	31
MABEL ST	067	RUSSELL ST	ASHBY AVE	2	523	36	R	33
MABEL ST	070	ASHBY ST	66TH ST	2	1248	36	R	74
MADERA ST	050	TULARE AVE	COLUSA AVE	2	827	32	R	75
MAGNOLIA ST	070	ASHBY AVE	WEBSTER ST	2	660	24	R	40
MARIN AVE	070	SPRUCE ST	EUCLID AVE	2	1050	23	C	65
MARIN AVE	074	EUCLID AVE	GRIZZLY PEAK BLVD	2	1078	23	C	45
MARIN AVE	078	GRIZZLY PEAK BLVD	CRESTON RD	2	330	28	R	19
MARIN AVE	079	CRESTON RD	DEAD END (PACIFIC LUTHERAN)	2	450	30	R	42
MARIN AVE	065	THE CIRCLE	SPRUCE ST	2	1646	23	C	58
MARIN AVE	060	THE ALAMEDA	THE CIRCLE	2	1150	60	A	87
MARIN AVE	050	WEST CITY LIMIT (TULARE AVE)	THE ALAMEDA	2	1655	60	A	86
MARINA BLVD	010	SPINNAKER WAY	UNIVERSITY AVE	2	2250	27	C	39
MARIPOSA AVE	020	LOS ANGELES AVE	AMADOR AVE	2	1070	36	R	84
MARTIN LUTHER KING J	030	YOLO AVE	CEDAR ST	2	2610	40	A	54
MARTIN LUTHER KING J	040	CEDAR ST	UNIVERSITY AVE	2	2955	56	A	64
MARTIN LUTHER KING J	050	UNIVERSITY AVE	ALLSTON WAY	4	1000	60	A	41

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MARTIN LUTHER KING JR	055	ALLSTON WAY	DWIGHT WAY	4	1980	56	A	56
MARTIN LUTHER KING JR	060	DWIGHT WAY	ASHBY AVE	4	3383	56	A	54
MARTIN LUTHER KING JR	070	ASHBY AVE	WOOLSEY ST & ADELINE ST	2	985	65	A	67
MARTIN LUTHER KING JR	075	63RD ST	MARTIN LUTHER KING JR WAY	2	520	24	R	35
MARTIN LUTHER KING JR	078	ADELINE ST	SOUTH CITY LIMIT	3	335	72	A	71
MARYLAND AVE	060	VERMONT AVE	KENTUCKY AVE	2	635	26	R	50
MASONIC AVE	030	NORTH CITY LIMIT	SANTA FE AVE	2	480	30	R	88
MATHEWS ST	060	DWIGHT WAY	PARKER ST	2	645	36	R	17
MATHEWS ST	063	PARKER ST	WARD ST	2	954	36	R	20
MATHEWS ST	066	WARD ST	RUSSELL ST	2	1208	36	R	29
MC GEE AVE	030	HOPKINS ST	ROSE ST	2	807	36	R	60
MC GEE AVE	035	ROSE ST	CEDAR ST	2	1105	36	R	14
MC GEE AVE	040	CEDAR ST	VIRGINIA ST	2	645	36	R	42
MC GEE AVE	043	VIRGINIA ST	OHLONE PARK	2	848	36	R	43
MC GEE AVE	047	HEARST AVE	UNIVERSITY AVE	2	600	36	R	63
MC GEE AVE	050	UNIVERSITY AVE	DWIGHT WAY	2	3005	42	R	32
MC GEE AVE	060	DWIGHT WAY	DERBY ST	2	1350	36	R	60
MC GEE AVE	065	DERBY ST	RUSSELL ST	2	1343	36	R	49
MC KINLEY AVE	050	ADDISON ST	DWIGHT WAY	2	2670	42	R	41
MENDOCINO AVE	015	ARLINGTON AVE	LOS ANGELES AVE	2	1650	24	R	23
MENDOCINO PL	017	MENDOCINO AVE	LOS ANGELES AVE	2	110	26	R	25
MENLO PL	050	THOUSAND OAKS BLVD	SANTA ROSA AVE	2	490	24	R	93
MENLO PL	055	SANTA ROSA AVE	THE ALAMEDA	2	450	24	R	93
MERCED ST	020	MADERA ST	SONOMA AVE	2	965	32	R	24
MICHIGAN AVE	010	MARYLAND AVE	SPRUCE ST	2	1480	24	R	100
MIDDLEFIELD RD	020	DEAD END	THE CROSSWAYS	2	415	18	R	86
MIDDLEFIELD RD	022	THE CROSSWAYS	THE SHORTCUT	2	360	21	R	60
MIDDLEFIELD RD	025	THE SHORTCUT	PARK HILLS RD	2	545	21	R	82
MILLER AVE	070	POPPY LN	SHASTA RD	2	3510	21	R	45
MILVIA ST	020	HOPKINS ST	YOLO AVE	2	435	32	R	91

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MILVIA ST	025	YOLO AVE	EUNICE ST	2	217	32	R	53
MILVIA ST	030	EUNICE ST	BERRYMAN ST	2	670	26	R	90
MILVIA ST	032	BERRYMAN ST	ROSE ST	2	665	36	R	90
MILVIA ST	034	ROSE ST	CEDAR ST	2	1325	36	R	24
MILVIA ST	040	CEDAR ST	HEARST AVE	2	1665	36	C	31
MILVIA ST	047	HEARST AVE	UNIVERSITY AVE	2	615	40	C	69
MILVIA ST	050	UNIVERSITY AVE	CENTER ST	2	660	40	C	86
MILVIA ST	052	CENTER ST	CHANNING WAY	2	1655	51	C	88
MILVIA ST	058	CHANNING WAY	BLAKE ST	2	990	36	C	85
MILVIA ST	060	BLAKE ST	RUSSELL ST	2	2340	36	R	100
MIRAMAR AVE	010	SAN LORENZO AVE	CAPISTRANO AVE	2	380	26	R	40
MIRAMONTE CT	030	ADA ST	SOUTH DEAD END (ADA ST)	2	180	21	R	71
MODOC ST	020	SOLANO AVE	MARIN AVE	2	560	36	R	97
MONTEREY AVE	022	THE ALAMEDA	HOPKINS ST	2	3035	48	C	100
MONTEREY AVE	020	MARIN AVE	THE ALAMEDA	2	500	61	C	93
MONTROSE RD	060	SAN LUIS RD	SANTA BARBARA RD	2	375	23	R	45
MONTROSE RD	065	SANTA BARBARA RD	SPRUCE ST	2	640	24	R	51
MOSSWOOD RD	070	PANORAMIC WAY	DEAD END ABOVE ARDEN RD	2	800	15	R	97
MUIR WAY	080	GRIZZLY PEAK BLVD	PARK HILLS RD	2	385	25	R	63
MURRAY ST	030	7TH ST	SAN PABLO AVE	2	1322	29	R	97
MYSTIC ST	080	ROCKWELL ST	DEAD END NR ETON CT	2	110	26	R	78
NAPA AVE	060	HOPKINS ST	BLOCKADE @ THE ALAMEDA	2	970	32	R	42
NEILSON ST	010	VISALIA AVE	SOLANO AVE	2	2635	26	R	71
NEILSON ST	030	NORTH CITY LIMIT	BARTD	2	890	26	R	14
NEILSON ST	035	BARTD	HOPKINS ST	2	1200	26	R	24
NEWBURY ST	068	RUSSELL ST	ASHBY AVE	2	550	30	R	55
NOGALES ST	070	THE PLAZA DR	PARKSIDE DR	2	285	40	R	77
NORTH ST	035	NORTH DEAD END (JAYNES ST)	JAYNES ST	2	155	24	R	94
NORTH VALLEY ST	050	NORTH DEAD END (ALLSTON)	ALLSTON WAY	2	375	23	R	73
NORTHAMPTON AVE	060	SANTA BARBARA RD	SPRUCE ST	2	1150	23	R	27

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NORTHBRAE TUNNEL	065	CONTRA COSTA AVE	DEL NORTE ST	2	1410	24	C	95
NORTHGATE AVE	080	DEAD END (NORTHGATE PATH)	SHASTA RD	2	880	21	R	93
NORTHSIDE AVE	030	GILMAN ST	BARTD	2	430	30	R	29
NORTHSIDE AVE	035	BARTD	HOPKINS ST	2	880	30	R	27
OAK KNOLL TERRACE	060	GARBER ST	AVALON AVE	2	475	36	R	21
OAK RIDGE RD	070	TUNNEL RD	DEAD END (OAK RIDGE STEPS)	2	1200	17	R	81
OAK ST	070	ARCH ST	GLEN ANE	2	313	24	R	11
OAK ST	075	WEST END	HIGH CT	2	141	24	R	8
OAKVALE AVE	090	CLAREMONT AVE	DOMINGO AVE	2	1190	30	R	87
OLYMPUS AVE	030	AVENIDA DR	FAIRLAWN DR	2	825	25	R	31
OLYMPUS AVE	035	FAIRLAWN DR	DEAD END (U C PLOT 82)	2	760	21	R	20
ORDWAY ST	030	NORTH CITY LIMIT	HOPKINS ST	2	1390	36	R	24
ORDWAY ST	035	HOPKINS ST	ROSE ST	2	490	26	R	67
OREGON ST	063	MILVIA ST	ADELINE ST	2	560	42	R	60
OREGON ST	064	ADELINE ST	SHATTUCK AVE	2	262	42	R	76
OREGON ST	066	SHATTUCK AVE	FULTON ST	2	850	36	R	40
OREGON ST	070	FULTON ST	REGENT ST	2	2050	36	R	79
OREGON ST	050	SACRAMENTO ST	CALIFORNIA ST	2	620	36	R	86
OREGON ST	052	CALIFORNIA ST	GRANT ST	2	1319	36	R	13
OREGON ST	055	GRANT ST	MARTIN LUTHER KING JR WAY	2	450	36	R	36
OREGON ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	675	42	R	39
OREGON ST	040	SAN PABLO AVE	MABEL ST	2	790	36	R	18
OREGON ST	045	PARK ST	SACRAMENTO ST	2	977	36	R	24
OTIS ST	065	RUSSELL ST	ASHBY AVE	2	700	36	R	40
OVERLOOK RD	020	END NORTH OF THE CROSSWAYS	PARK HILLS RD	2	1715	22	R	60
OXFORD ST	010	INDIAN ROCK AVE	MARIN AVE	2	975	23	R	46
OXFORD ST	020	MARIN AVE	LOS ANGELES AVE	2	1400	23	R	76
OXFORD ST	025	LOS ANGELES AVE	EUNICE ST	2	1170	30	R	79
OXFORD ST	048	BERKELEY WAY	UNIVERSITY AVE	4	315	69	A	72
OXFORD ST	030	EUNICE ST	ROSE ST	2	1350	36	R	50

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OXFORD ST	035	ROSE ST	CEDAR ST	2	1318	33	A	63
OXFORD ST	041	CEDAR ST	161' N/O HEARST AVE	2	1326	43	A	48
OXFORD ST	042	161' N/O HEARST AVE	HEARST AVE	2	161	43	A	100
OXFORD ST	045	HEARST AVE	BERKELEY WAY	4	290	68	A	83
OXFORD ST	052	UNIVERSITY AVE	ADDISON ST	4	350	64	A	80
OXFORD ST	054	ADDISON ST	KITTREDGE ST	4	1015	62	A	82
PAGE ST	040	SAN PABLO AVE	CORNELL AVE	2	765	36	R	43
PAGE ST	020	EAST FRONTAGE RD	2ND ST	2	270	36	R	95
PAGE ST	022	2ND ST	RAILROAD TRACKS	2	345	16	R	95
PAGE ST	026	3RD ST	4TH ST	2	330	30	R	97
PAGE ST	028	4TH ST	6TH ST	2	637	30	R	71
PAGE ST	030	6TH ST	10TH ST	2	1335	30	R	69
PAGE ST	035	10TH ST	SAN PABLO AVE	2	335	36	R	54
PALM CT	080	KELSEY ST	DEAD END (KELSEY ST)	2	150	25	R	87
PANORAMIC WAY	082	CANYON RD	1ST TURN	2	670	17	R	97
PANORAMIC WAY	084	1ST TURN	ARDEN RD	2	1215	15	R	97
PANORAMIC WAY	086	ARDEN RD	BEG OF PCC (DWIGHT WAY)	2	342	15	R	97
PANORAMIC WAY	088	BEG OF PCC (DWIGHT WAY)	END OF PCC (#222)	2	517	15	R	98
PANORAMIC WAY	090	END OF PCC	EAST CITY LIMIT	2	836	15	R	97
PARDEE ST	030	7TH ST	SAN PABLO AVE	2	1330	30	R	20
PARK GATE	020	PARK HILLS RD	SHASTA RD	2	920	40	R	86
PARK HILLS RD	020	WILDCAT CANYON RD	MIDDLEFIELD RD	2	850	22	R	87
PARK HILLS RD	023	MIDDLEFIELD RD	PARK GATE	2	1305	22	R	67
PARK HILLS RD	025	PARK GATE	SHASTA RD	2	920	22	R	70
PARK ST	065	WARD ST	BURNETTE ST	2	1363	36	R	20
PARK WAY	020	3RD ST	4TH ST	2	250	36	R	0
PARKER ST	078	HILLEGASS AVE	COLLEGE AVE	2	760	36	R	8
PARKER ST	080	COLLEGE AVE	PIEDMONT AVE	2	665	36	R	94
PARKER ST	085	PIEDMONT AVE	WARRING ST	2	325	36	R	93
PARKER ST	066	SHATTUCK AVE	FULTON ST	2	650	36	R	88

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PARKER ST	063	MILVIA ST	SHATTUCK ST	2	718	42	R	81
PARKER ST	072	FULTON ST	ELLSWORTH ST	2	660	36	R	90
PARKER ST	074	ELLSWORTH ST	DANA ST	2	670	36	R	28
PARKER ST	075	DANA ST	HILLEGASS AVE	2	1175	36	R	56
PARKER ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2560	36	R	78
PARKER ST	060A	MARTIN LUTHER KING	374' E/O MARTIN LUTHER KING JR	2	374	42	R	90
PARKER ST	060B	374' E/O MARTIN LUTHER KING JR W	MILVIA WAY	2	291	42	R	85
PARKER ST	030	4TH ST	25' W/O 7TH ST	2	975	36	NCR	77
PARKER ST	032	25' W/O 7TH ST	7TH ST	4	25	50	R	78
PARKER ST	035	7TH ST	SAN PABLO AVE	2	1350	36	R	71
PARKER ST	040	SAN PABLO AVE	MATHEWS ST	2	560	36	R	21
PARKER ST	042	MATHEWS ST	MABEL ST	2	560	36	R	21
PARKER ST	045	MABEL ST	SACRAMENTO ST	2	1320	36	R	20
PARKSIDE DR	080	ENCINA PL	THE PLAZA DR	2	1700	28	R	85
PARNASSUS RD	030	DEL MAR AVE	CAMPUS DR	2	1145	24	R	93
PERALTA AVE	010	COLUSA AVE	SOLANO AVE	2	2250	26	R	77
PERALTA AVE	030	NORTH CITY LIMIT	HOPKINS ST	2	1750	42	R	23
PIEDMONT AVE	040	AT END OF GAYLEY RD	BANCROFT WAY	2	723	46	C	69
PIEDMONT AVE	060	BANCROFT WAY	DWIGHT WAY	2	1392	46	C	82
PIEDMONT AVE	060	DWIGHT WAY	PARKER ST	2	622	36	R	93
PIEDMONT AVE	062	PARKER ST	DERBY ST	2	708	36	R	93
PIEDMONT AVE	063	DERBY ST	STUART ST	2	825	36	R	47
PIEDMONT AVE	065	STUART ST	RUSSELL ST	2	455	36	R	60
PIEDMONT AVE	066	RUSSELL ST	ASHBY AVE	2	325	36	R	76
PIEDMONT AVE	070	ASHBY AVE	WEBSTER ST	2	660	34	R	32
PIEDMONT CRESCENT	060	DWIGHT WAY	WARRING ST	2	285	56	C	93
PINE AVE	068	RUSSELL ST	ASHBY AVE	2	325	32	R	45
PINE AVE	070	ASHBY AVE	WEBSTER ST	2	660	26	R	29
POE ST	040	BONAR ST	DEAD END (BONAR ST)	2	175	30	R	97
POPLAR ST	070	CRAGMONT AVE	EUCLID AVE	2	545	20	R	26

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POPLAR ST	080	EUCLID AVE	HILLDALE AVE	2	575	20	R	23
POPPY LANE	070	HILLDALE AVE	KEELER AVE	2	980	22	R	43
PORTLAND AVE	050	WEST CITY LIMIT (NEILSON)	COLUSA AVE	2	1250	36	R	60
POSEN AVE	050	WEST CITY LIMIT (MONTEREY)	COLUSA AVE	2	683	49	R	28
POTTER ST	020	3RD ST (WESTEND)	9TH ST	2	1700	34	R	93
POTTER ST	030	BAY ST	I-80 FREEWAY RAMP	2	700	23	A	90
PRINCE ST	080	CLAREMONT AVE	COLLEGE AVE	2	1510	36	R	93
PRINCE ST	065	TREMONT ST	SHATTUCK AVE	2	601	36	R	95
PRINCE ST	067	SHATTUCK AVE	TELEGRAPH AVE	2	1784	36	R	97
PRINCE ST	070	TELEGRAPH AVE	DANA ST	2	406	36	R	40
PRINCE ST	075	DANA ST	BATEMAN ST	2	771	24	R	46
PRINCE ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2220	36	R	45
PRINCE ST	045	ACTON ST	STANTON ST	2	523	24	R	90
PROSPECT ST	052	BANCROFT WAY	HILLSIDE AVE	2	710	36	R	97
PROSPECT ST	056	HILLSIDE AVE	DWIGHT WAY	2	530	36	R	92
QUAIL AVE	080	NORTHGATE AVE	CAMPUS DR	2	340	21	R	82
QUAIL AVE	085	CAMPUS DR	QUEENS RD	2	325	23	R	54
QUARRY RD	030	DEAD END (LA LOMA AVE)	LA LOMA AVE	2	340	12	R	39
QUEENS RD	030	SHASTA RD	QUAIL AVE	2	640	22	R	38
QUEENS RD	031	QUAIL AVE	FAIRLAWN DR	2	880	21	R	38
QUEENS RD	033	FAIRLAWN DR	AVENIDA DR	2	975	21	R	51
REGAL RD	070	SPRUCE ST	MARIN AVE	2	1050	24	R	21
REGAL RD	075	MARIN AVE	EUCLID AVE	2	550	24	R	32
REGAL RD	076	EUCLID AVE	CRAGMONT AVE	2	1325	22	R	34
REGENT ST	060	DWIGHT WAY	DERBY ST	2	1345	36	R	36
REGENT ST	065	WILLARD PARK SCHOOL (WARD ST)	ASHBY AVE	2	1440	36	R	32
REGENT ST	070	ASHBY AVE	DEAD END	2	720	36	R	66
REGENT ST	075	DEAD END	CITY LIMIT (WOOLSEY ST)	2	370	36	R	69
RIDGE RD	070	SCENIC AVE	EUCLID AVE	2	670	36	R	93
RIDGE RD	072	EUCLID AVE	LA LOMA AVE	2	975	36	R	93

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RIDGE RD	077	LA LOMA AVE	HIGHLAND PL	2	340	36	R	93
ROANOKE RD	070	HILLCREST RD & THE UPLANDS	SOUTH CITY LIMIT	2	300	24	R	41
ROBLE CT	090	DEAD END (ROBLE RD)	ROBLE RD	2	430	24	R	8
ROBLE RD	070	TUNNEL RD	SOUTH CITY LIMIT (ROBLE CT)	2	920	24	R	95
ROCK LANE	010	POPLAR ST	CRAGMONT AVE	2	800	22	R	20
ROOSEVELT AVE	050	ADDISON ST	CHANNING WAY	2	1995	42	R	29
ROOSEVELT AVE	058	CHANNING WAY	DWIGHT WAY	2	660	42	R	70
ROSE ST	040	HOPKINS ST	CHESTNUT ST	2	703	36	R	90
ROSE ST	044	CHESTNUT ST	ORDWAY	2	655	36	R	93
ROSE ST	045	ORDWAY ST	SACRAMENTO ST	2	1250	36	R	93
ROSE ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	40	C	93
ROSE ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2559	36	C	21
ROSE ST	070	SPRUCE ST	ARCH ST	2	315	36	R	90
ROSE ST	072	ARCH ST	SCENIC AVE	2	455	24	R	91
ROSE ST	075	LE ROY AVE	EAST END	2	750	18	R	100
ROSE ST	063	MILVIA ST	SHATTUCK AVE	2	675	40	C	90
ROSE ST	065	SHATTUCK AVE	SPRUCE ST	2	945	36	C	87
ROSEMONT AVE	070	CRESTON RD	VISTAMONT AVE	2	540	24	R	38
ROSLYN CT	080	THE SOUTH CROSSWAYS	CHABOLYN TERRACE	2	150	20	R	90
RUGBY AVE	010	NORTH CITY LIMIT (VERMONT)	VERMONT AVE	2	210	25	R	97
RUSSELL ST	076	HILLEGASS AVE	BENVENUE AVE	2	360	35	R	76
RUSSELL ST	077	BENVENUE AVE	COLLEGE AVE	2	360	35	R	93
RUSSELL ST	080	COLLEGE AVE	PIEDMONT AVE	2	585	36	R	59
RUSSELL ST	085	PIEDMONT AVE	CLAREMONT BLVD	2	1590	36	R	73
RUSSELL ST	088	CLAREMONT BLVD	EAST CITY LIMIT (DOMINGO AVE)	2	135	36	R	35
RUSSELL ST	061	MILVIA ST	ADELINE ST	2	115	38	R	98
RUSSELL ST	062	ADELINE ST	SHATTUCK AVE	2	465	36	R	44
RUSSELL ST	063	SHATTUCK AVE	FULTON ST	2	855	36	R	32
RUSSELL ST	070	FULTON ST	TELEGRAPH AVE	2	1265	36	R	32
RUSSELL ST	075	TELEGRAPH AVE	HILLEGASS AVE	2	1125	35	R	72

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RUSSELL ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2375	36	R	93
RUSSELL ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	715	36	R	71
RUSSELL ST	040	SAN PABLO AVE	PARK ST	2	1230	36	R	29
RUSSELL ST	045	PARK ST	SACRAMENTO ST	2	1021	36	R	31
SACRAMENTO ST	030	HOPKINS ST	ROSE ST	2	789	36	A	60
SACRAMENTO ST	034	ROSE ST	CEDAR ST	4	845	66	A	69
SACRAMENTO ST	035	CEDAR ST	VIRGINIA ST	2	660	68	A	50
SACRAMENTO ST	040	VIRGINIA ST	UNIVERSITY AVE	2	1587	80	A	93
SACRAMENTO ST	050	UNIVERSITY AVE	DWIGHT WAY	4	3001	56	A	76
SACRAMENTO ST	064	OREGON ST	ASHBY AVE	4	1021	63	A	90
SACRAMENTO ST	070	ASHBY AVE	SOUTH CITY LIMIT (ALCATRAZ)	4	2164	64	A	89
SACRAMENTO ST (NB)	062	OREGON ST	DWIGHT WAY	2	2310	33	A	87
SACRAMENTO ST (SB)	060	DWIGHT WAY	OREGON ST	2	2310	32	A	78
SAN ANTONIO AVE	062	ARLINGTON AVE	300 FT +/- EAST OF AVIS RD	2	525	17	R	34
SAN ANTONIO AVE	060	SAN RAMON AVE & THE ALAMEDA	ARLINGTON AVE	2	865	24	R	70
SAN BENITO RD	020	MARIN AVE	SPRUCE ST	2	810	24	R	61
SAN DIEGO RD	010	SOUTHAMPTON AVE	INDIAN ROCK AVE	2	1850	19	R	56
SAN FERNANDO AVE	010	ARLINGTON AVE	YOSEMITE RD	2	1055	24	R	87
SAN JUAN AVE	060	SANTA CLARA AVE	SAN FERNANDO AVE	2	900	24	R	91
SAN LORENZO AVE	050	WEST CITY LIMIT (NEILSON)	PERALTA AVE	2	370	26	R	70
SAN LORENZO AVE	052	PERALTA AVE	THE ALAMEDA	2	2145	26	R	56
SAN LUIS RD	010	ARLINGTON AVE	INDIAN ROCK AVE	2	3430	22	R	64
SAN MATEO RD	010	DEAD END (CUL-DE-SAC)	INDIAN ROCK AVE	2	780	24	R	18
SAN MIGUEL AVE	010	THOUSAND OAKS BLVD	SANTA ROSA AVE	2	470	22	R	88
SAN PEDRO AVE	050	COLUSA AVE	THE ALAMEDA	2	1050	26	R	81
SAN RAMON AVE	060	SAN ANTONIO AVE & THE ALAMEDA	SAN FERNANDO AVE	2	1060	24	R	34
SANTA BARBARA RD	010	ARLINGTON AVE	FLORIDA AVE	2	1040	26	R	40
SANTA BARBARA RD	012	FLORIDA AVE	MARIN AVE	2	3250	26	R	62
SANTA BARBARA RD	020	MARIN AVE	SPRUCE ST	2	510	24	R	61
SANTA BARBARA RD	025	SPRUCE ST	CRAGMONT AVE	2	605	24	R	20

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
SANTA CLARA AVE	010	SAN RAMON AVE	THOUSAND OAKS BLVD	2	870	24	R	91
SANTA FE AVE	030	NORTH CITY LIMIT	GILMAN ST	2	587	30	R	97
SANTA FE AVE	035	GILMAN ST	CORNELL AVE & PAGE ST	2	1450	31	R	100
SANTA ROSA AVE	015	MENLO PLACE	THOUSAND OAKS BLVD	2	455	22	R	87
SANTA ROSA AVE	020	THOUSAND OAKS BLVD	SAN LORENZO AVE	2	1280	24	R	86
SCENIC AVE	030	BAYVIEW PL/ ROSE ST	VINE ST	2	1030	24	R	66
SCENIC AVE	035	VINE ST	CEDAR ST	2	645	36	R	82
SCENIC AVE	040	CEDAR ST	HEARST AVE	2	1600	36	R	16
SEAWALL DR	010	NORTH END	UNIVERSITY AVE	2	1350	28	R	22
SEAWALL DR	020	UNIVERSITY AVE	SOUTH END	2	1100	31	R	23
SENIOR AVE	080	FAIRLAWN DR	GRIZZLY PEAK BLVD	2	700	24	R	31
SHASTA RD	072	TAMALPAIS RD	KEITH AVE	2	565	20	R	51
SHASTA RD	073	KEITH AVE	CRAGMONT AVE	2	1000	24	C	56
SHASTA RD	074	CRAGMONT AVE	KEELER AVE	2	680	25	C	87
SHASTA RD	075	KEELER AVE	QUEENS RD	2	1315	24	C	90
SHASTA RD	076	QUEENS RD	GRIZZLY PEAK BLVD	2	1130	25	C	75
SHASTA RD	077	GRIZZLY PEAK BLVD	PARK GATE	2	250	29	C	100
SHASTA RD	079	PARK GATE	EAST CITY LIMIT (GOLF COURSE)	2	565	20	C	100
SHASTA RD	070	TAMALPAIS RD AND ROSE ST	TAMALPAIS RD	2	1540	22	R	51
SHATTUCK AVE	010	INDIAN ROCK AVE	MARIN AVE	2	615	24	R	35
SHATTUCK AVE	020	MARIN AVE	LOS ANGELES AVE	2	950	24	R	80
SHATTUCK AVE	025	LOS ANGELES AVE	EUNICE ST	2	1590	30	R	77
SHATTUCK AVE	030	EUNICE ST	ROSE ST	2	1335	40	R	48
SHATTUCK AVE	036	ROSE ST	VINE ST	4	660	60	A	33
SHATTUCK AVE	038	VINE ST	CEDAR ST	4	660	60	A	23
SHATTUCK AVE	040	CEDAR ST	HEARST AVE	4	1670	60	A	23
SHATTUCK AVE	048	HEARST AVE	UNIVERSITY AVE	4	620	60	A	35
SHATTUCK AVE	050	ALLSTON WAY	DWIGHT WAY	4	1980	48	A	49
SHATTUCK AVE	055	CENTER ST	ALLSTON WAY	4	340	69	A	100
SHATTUCK AVE	060	DWIGHT WAY	WARD ST	4	1340	48	A	57

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SHATTUCK AVE	066	WARD ST	ASHBY AVE	2	1510	46	C	64
SHATTUCK AVE	070	ASHBY AVE	CITY LIMIT (WOOLSEY ST)	2	1210	46	C	54
SHATTUCK AVE (SB)	057	UNIVERSITY AVE	CENTER ST	3	660	52	A	100
SHATTUCK PL	030	HENRY ST & ROSE ST	SHATTUCK AVE	4	525	61	A	24
SHORT ST	040	LINCOLN AVE	VIRGINIA ST	2	360	30	R	87
SHORT ST	045	DELAWARE ST	HEARST ST	2	345	36	R	23
SIERRA ST	020	MADERA ST	SONOMA AVE	2	940	30	R	58
SOJOURNER TRUTH CT	065	WARD ST	CUL DE SAC	2	440	30	R	67
SOLANO AVE	060	THE ALAMEDA	CONTRA COSTA AVE	2	510	43	C	71
SOLANO AVE	050	TULARE AVE	COLUSA AVE	2	762	57	C	83
SOLANO AVE	055	COLUSA AVE	THE ALAMEDA	2	756	60	C	82
SOMERSET PL	060	SOUTHAMPTON AVE	DEAD END (JOHN HINKEL PARK)	2	425	22	R	84
SONOMA AVE	050	WEST CITY LIMIT (TULARE AVE)	JOSEPHINE ST	2	1975	36	R	80
SOUTH HOSPITAL DRIVE	075	COLBY ST	REGENT ST	2	300	30	R	66
SOUTHAMPTON AVE	060	ARLINGTON AVE	SAN LUIS RD	2	2050	24	R	84
SOUTHAMPTON AVE	068	SAN LUIS RD	SANTA BARBARA RD	2	400	24	R	76
SPAULDING AVE	050	ADDISON ST	DWIGHT WAY	2	2675	48	R	36
SPINNAKER WAY	010	BREAKWATER DR	MARINA BLVD	2	1500	40	R	18
SPRING WAY	030	DEAD END	SCENIC AVE	2	220	18	R	85
SPRUCE ST	010	GRIZZLY PEAK AVE	ALTA RD	2	800	36	C	75
SPRUCE ST	015	ALTA RD	MARIN AVE	2	4375	36	C	79
SPRUCE ST	020	MARIN AVE	ARCH ST	2	1738	36	C	85
SPRUCE ST	025	ARCH ST	EUNICE ST	2	980	37	C	37
SPRUCE ST	045	VIRGINIA ST	HEARST AVE	2	1040	36	R	69
SPRUCE ST	030	EUNICE ST	ROSE ST	2	1365	36	C	66
SPRUCE ST	033	ROSE ST	VINE ST	2	665	36	R	71
SPRUCE ST	036	VINE ST	CEDAR ST	2	660	36	R	69
SPRUCE ST	040	CEDAR ST	VIRGINIA ST	2	670	36	R	93
STANNAGE AVE	030	NORTH CITY LIMIT	GILMAN ST	2	700	30	R	85
STANNAGE AVE	034	GILMAN ST	HOPKINS ST	2	1685	30	R	82

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STANNAGE AVE	038	HOPKINS ST	CEDAR ST	2	210	30	R	63
STANNAGE AVE	040	CEDAR ST	VIRGINIA ST	2	660	30	R	83
STANTON ST	065	OREGON ST	RUSSELL ST	2	428	30	R	74
STANTON ST	067	RUSSELL ST	ASHBY AVE	2	560	26	R	71
STANTON ST	070	ASHBY AVE	PRINCE ST	2	706	26	R	73
STATION PL	010	CATALINA AVE	SOUTH DEAD END (CATALINA AVE)	2	210	36	R	97
STERLING AVE	020	KEELER AVE	SHASTA RD	2	2310	20	R	35
STEVENSON AVE	020	GRIZZLY PEAK BLVD	MILLER AVE	2	520	24	R	49
STODDARD WAY	020	DEAD END	GRIZZLY PEAK BLVD	2	260	20	R	24
STUART ST	078	HILLEGASS AVE	COLLEGE AVE	2	715	36	R	30
STUART ST	080	COLLEGE AVE	KELSEY ST & PALM CT	2	900	36	R	56
STUART ST	063	MILVIA ST	ADELINE ST	2	385	42	R	56
STUART ST	065	ADELINE ST	FULTON ST	2	995	36	R	43
STUART ST	070	FULTON ST	HILLEGASS AVE	2	2450	36	R	37
STUART ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2405	36	R	20
STUART ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	660	42	R	28
SUMMER ST	070	SPRUCE ST	GLEN AVE	2	660	25	R	18
SUMMIT LANE	030	SUMMIT RD NR GRIZZLY PEAK	DEAD END	2	180	6	R	21
SUMMIT RD	030	AJAX LANE	ATLAS PL	2	240	20	R	20
SUMMIT RD	032	ATLAS PL	GRIZZLY PEAK BLVD	2	2530	23	R	18
SUMMIT RD	038	GRIZZLY PEAK BLVD	END SOUTH OF GRIZZLY PEAK BLVD	2	740	26	R	13
SUNSET LANE	070	WOODMONT RD	WILDCAT CANYON RD	2	370	17	R	27
SUNSET LANE	075	GRIZZLY PEAK BLVD	WOODMONT RD	2	344	22	R	20
SUTTER ST	020	DEL NORTE ST	EUNICE ST	4	1340	50	A	28
TACOMA AVE	050	SOLANO AVE	COLUSA AVE	2	1360	26	R	73
TACOMA AVE	055	COLUSA AVE	THE ALAMEDA	2	1010	26	R	42
TALBOT AVE	030	NORTH CITY LIMIT	SANTA FE AVE	2	1350	30	R	85
TAMALPAIS RD	030	SHASTA RD	ROSE ST	2	2075	22	R	43
TANGLEWOOD RD	060	BELROSE AVE	EAST CITY LIMIT (CLAREMONT)	2	900	26	R	39
TELEGRAPH AVE	050	DWIGHT WAY	BANCROFT WAY	2	1320	31	C	38

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TELEGRAPH AVE	060	DWIGHT WAY	WARD ST	4	1725	68	A	26
TELEGRAPH AVE	065	WARD ST	ASHBY AVE	4	1580	74	A	25
TELEGRAPH AVE	070	ASHBY AVE	CITY LIMIT (WOOLSEY ST)	4	1255	68	A	39
TEVLIN ST	030	NORTH END	WATKINS ST	2	300	21	R	6
TEVLIN ST	035	WATKINS ST	END SOUTH OF GILMAN ST	2	425	25	R	3
THE ALAMEDA	028	HOPKINS ST	YOLO AVE	2	210	66	A	71
THE ALAMEDA	010	SAN ANTONIO AVE	THOUSAND OAKS BLVD	2	1385	24	R	78
THE ALAMEDA	012	THOUSAND OAKS BLVD	CAPISTRANO AVE	2	1510	28	R	76
THE ALAMEDA	015	CAPISTRANO AVE	TACOMA AVE	2	245	36	R	75
THE ALAMEDA	016	TACOMA AVE	SOLANO AVE	2	1250	36	R	95
THE ALAMEDA	018	SOLANO AVE	MARIN AVE	2	935	60	A	95
THE ALAMEDA	020	MARIN AVE	HOPKINS ST	4	1370	61	A	95
THE CIRCLE	060	INTERSECTION MARIN AVE, ETC.	INTERSECTION ARLINGTON AVE	2	246	50	A	75
THE CRESCENT	020	PARK HILLS RD (NORTH)	PARK HILLS RD (SOUTH)	2	1020	23	R	88
THE CROSSWAYS	080	OVERLOOK RD	MIDDLEFIELD RD	2	230	21	R	58
THE PLAZA DR	080	ENCINA PL	PARKSIDE DR	2	1380	40	R	85
THE SHORT CUT	080	MIDDLEFIELD RD	PARK HILLS RD	2	200	22	R	85
THE SPIRAL	080	DEAD END	WILDCAT CANYON RD	2	305	25	R	93
THE UPLANDS	090	CLAREMONT AVE	ENCINA PL	2	320	56	R	39
THE UPLANDS	091	ENCINA PL	HILLCREST RD	2	1685	28	R	61
THE UPLANDS	093	HILLCREST RD	EL CAMINO REAL	2	495	28	R	39
THE UPLANDS	097	EL CAMINO REAL	TUNNEL RD	2	1048	25	R	40
THE UPLANDS	099	TUNNEL RD	DEAD END	2	340	14	R	20
THOUSAND OAKS BLVD	060	THE ALAMEDA	ARLINGTON AVE	2	1605	26	C	79
THOUSAND OAKS BLVD	050	WEST CITY LIMIT (NEILSON)	COLUSA AVE	2	450	36	R	48
THOUSAND OAKS BLVD	053	COLUSA AVE	VINCENTE AVE	2	380	24	C	76
THOUSAND OAKS BLVD	055	VINCENTE AVE	THE ALAMEDA	2	850	24	C	73
TOMLEE DR	045	JUANITA WAY	ACTON ST	2	330	25	R	19
TREMONT ST	070	EMERSON ST	CITY LIMIT (WOOLSEY ST)	2	925	34	R	29
TULARE AVE	020	SOLANO AVE	SONOMA AVE	2	1715	36	R	95

**City of Berkeley
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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
TWAIN AVE	070	KEELER AVE	STERLING AVE	2	740	20	R	26
TYLER ST	050	SACRAMENTO ST	KING ST	2	1333	36	R	29
UNIVERSITY AVE	010	SEAWALL DR	MARINA BLVD	2	1950	40	C	31
UNIVERSITY AVE	015	MARINA BLVD	WEST FRONTAGE RD	2	1600	66	C	8
UNIVERSITY AVE	025	3RD ST	5TH ST	4	400	115	A	52
UNIVERSITY AVE	028	5TH ST	6TH ST	4	185	84	A	52
UNIVERSITY AVE	030	6TH ST	SAN PABLO AVE	4	1638	72	A	66
UNIVERSITY AVE	040	SAN PABLO AVE	SACRAMENTO ST	4	2940	69	A	54
UNIVERSITY AVE	052	SACRAMENTO ST	MCGEE AVE	4	1325	73	A	72
UNIVERSITY AVE	055	MCGEE AVE	MARTIN LUTHER KING JR WAY	4	1329	63	A	72
UNIVERSITY AVE	060	MARTIN LUTHER KING JR WAY	MILVIA ST	4	715	63	A	36
UNIVERSITY AVE	063	MILVIA ST	SHATTUCK AVE	4	630	63	A	37
UNIVERSITY AVE	064	SHATTUCK AVE	SHATTUCK AVE	4	260	70	A	55
UNIVERSITY AVE	065	SHATTUCK AVE	OXFORD ST	4	450	65	A	59
UNIVERSITY AVE OVER	018	I-80 ON/OFF RAMPS	6TH ST	4	2100	52	A	46
VALLEJO ST	060	THE ALAMEDA	SAN RAMON AVE	2	460	24	R	30
VALLEY ST	055	NORTH DEAD END (BANCROFT)	DWIGHT WAY	2	1245	36	R	45
VASSAR AVE (NB)	010	NORTH CITY LIMIT (KENTUCKY)	KENTUCKY AVE	2	375	19	R	78
VASSAR AVE (NB)	012	KENTUCKY AVE	SPRUCE ST	2	1160	16	R	79
VASSAR AVE (SB)	011	KENTUCKY AVE	NORTH CITY LIMIT (KENTUCKY)	2	375	17	R	78
VASSAR AVE (SB)	013	SPRUCE ST	KENTUCKY AVE	2	1160	14	R	79
VERMONT AVE	010	NORTH WEST DEAD END (RUGBY)	MARYLAND AVE	2	770	23	R	97
VERMONT AVE	015	MARYLAND AVE	COLORADO AVE	2	750	25	R	27
VICENTE RD	070	ALVARADO RD	EAST CITY LIMIT NR GRAND VIEW	2	550	24	R	45
VICENTE RD	075	EAST CITY LIMIT NR GRAND VIEW	TUNNEL RD	2	1310	24	R	30
VINCENTE AVE	010	NORTH END (VINCENTE WALK)	THOUSAND OAKS BLVD	2	1400	24	R	75
VINCENTE AVE	013	THOUSAND OAKS BLVD	COLUSA AVE	2	1165	24	R	70
VINCENTE AVE	016	COLUSA AVE	PERALTA AVE	2	1000	24	R	77
VINE ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	36	R	32
VINE ST	050	MC GEE AVE	EDITH ST	2	575	26	R	91

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
VINE ST	052	EDITH ST	GRANT ST	2	335	36	R	33
VINE ST	055	GRANT ST	MARTIN LUTHER KING JR WAY	2	665	36	R	29
VINE ST	070	SPRUCE ST	SCENIC AVE	2	635	36	R	68
VINE ST	080	SCENIC AVE	HAWTHORNE TERRACE	2	315	30	R	95
VINE ST	063	MILVIA ST	SHATTUCK AVE	2	670	36	R	25
VINE ST	065	SHATTUCK AVE	WALNUT ST	2	335	36	R	49
VINE ST	067	WALNUT ST	SPRUCE ST	2	665	36	R	63
VIRGINIA GARDENS	040	NORTH DEAD END (CEDAR)	VIRGINIA ST	2	470	20	R	90
VIRGINIA ST	020	EAST FRONTAGE RD (STATE P/L)	2ND ST	2	350	37	R	98
VIRGINIA ST	030	2ND ST	6TH ST	2	1325	36	R	39
VIRGINIA ST	030	6TH ST	SAN PABLO AVE	2	1650	36	R	36
VIRGINIA ST	040	SAN PABLO AVE	ACTON ST	2	2500	36	R	85
VIRGINIA ST	047	ACTON ST	SACRAMENTO ST	2	710	51	R	76
VIRGINIA ST	050	SACRAMENTO ST	MC GEE AVE	2	1270	36	C	54
VIRGINIA ST	055	MC GEE AVE	GRANT ST	2	665	36	C	66
VIRGINIA ST	057	GRANT ST	MARTIN LUTHER KING JR WAY	2	670	36	C	83
VIRGINIA ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	680	36	R	71
VIRGINIA ST	062	MILVIA ST	SHATTUCK AVE	2	615	36	R	83
VIRGINIA ST	064	SHATTUCK AVE	SPRUCE ST	2	1000	36	R	67
VIRGINIA ST	070	SPRUCE ST	ARCH ST	2	450	36	R	68
VIRGINIA ST	072	ARCH ST	EUCLID AVE	2	1060	36	R	68
VIRGINIA ST	076	EUCLID AVE	LA LOMA AVE	2	1000	34	R	47
VIRGINIA ST	078	LA LOMA AVE	DEAD END (AT LA VEREDA)	2	220	17	R	95
VISALIA AVE	053	WEST CITY LIMIT COP W/O NEILSON	COLUSA AVE	2	325	24	R	27
VISALIA AVE	055	COLUSA AVE	VINCENTE AVE	2	890	24	R	48
VISTAMONT AVE	010	WOODMONT AVE	WOODMONT AVE NR SUNSET LAN	2	1340	22	R	42
VISTAMONT AVE	110	NORTH END	WOODMONT AVE	2	415	22	R	14
WALKER ST	060	DERBY ST	WARD ST	2	330	18	R	40
WALLACE ST	065	WARD ST	RUSSELL ST	2	1220	35	R	18
WALNUT ST	020	SHATTUCK AVE	EUNICE ST	2	900	33	R	27

**City of Berkeley
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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
WALNUT ST	030	EUNICE ST	CEDAR ST	2	2645	36	R	44
WALNUT ST	040	CEDAR ST	HEARST AVE	2	1680	36	R	54
WALNUT ST	049	BERKELEY WAY	UNIVERSITY AVE	2	315	36	R	20
WARD ST	063	MILVIA ST	ADELINE ST	2	500	45	R	62
WARD ST	066	SHATTUCK AVE	FULTON ST	2	780	36	R	30
WARD ST	070	FULTON ST	ELLSWORTH ST	2	660	36	R	21
WARD ST	075	ELLSWORTH ST	TELEGRAPH AVE	2	880	36	R	14
WARD ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2437	36	R	25
WARD ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	660	42	R	27
WARD ST	040	SAN PABLO AVE	ACTON ST	2	1658	36	R	100
WARD ST	046	ACTON ST	SACRAMENTO ST	2	727	36	R	18
WARRING ST	050	BANCROFT WAY	DWIGHT WAY	2	1270	36	R	27
WARRING ST	060	DWIGHT WAY	DERBY ST	2	1545	43	C	95
WATKINS ST	040	NEILSON ST	TEVLIN ST	2	250	26	R	21
WEBSTER ST	080	COLLEGE AVE	CLAREMONT AVE	2	1760	36	R	92
WEBSTER ST	078	HILLEGASS AVE	COLLEGE AVE	2	600	36	R	59
WEBSTER ST	072	DEAKIN ST	TELEGRAPH AVE	2	670	36	R	93
WEBSTER ST	074	TELEGRAPH AVE	COLBY ST	2	645	36	R	63
WEBSTER ST	076	REGENT ST	DEAD END	2	202	20	R	85
WEBSTER ST	077	DEAD END	HILLEGASS AVE	2	268	36	R	85
WEST BOLIVAR DR	040	PARKER ST	GATE	2	50	22	R	89
WEST BOLIVAR DR	050	GATE	END NR ANTHONY ST	2	6515	22	R	83
WEST FRONTAGE RD	040	GILMAN ST	UNIVERSITY AVE	2	4400	30	C	55
WEST FRONTAGE RD	050	UNIVERSITY AVE	OPP DWIGHT WAY	2	3170	26	C	59
WEST FRONTAGE RD	060	OPP DWIGHT WAY	SOUTH CITY LIMIT	2	4250	26	C	59
WEST PARNASSUS CT	080	PARNASSUS PATH	PARNASSUS RD	2	230	22	R	93
WEST ST	053	ADDISON ST	DEAD END	2	265	21	R	93
WEST ST	055	BANCROFT WAY	DWIGHT WAY	2	1325	32	R	100
WHEELER ST	068	RUSSELL ST	ASHBY AVE	2	530	36	R	30
WHEELER ST	070	ASHBY AVE	WOOLSEY ST	2	1105	36	R	72

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
WHITAKER AVE	020	MILLER AVE	STERLING AVE	2	550	18	R	35
WHITNEY ST	070	WOOLSEY ST	SOUTH CITY LIMIT	2	130	36	R	75
WILDCAT CANYON RD	010	GRIZZLY PEAK BLVD	SUNSET LANE	2	3730	29	C	81
WILDCAT CANYON RD	020	SUNSET LN	THE SPIRAL	2	2400	27	C	79
WILDCAT CANYON RD	025	THE SPIRAL	EAST CITY LIMIT(NR SHASTA RD)	2	3590	28	C	77
WILSON CIRCLE	080	OLYMPUS DR	CUL-DE-SAC	2	180	23	R	40
WOODMONT AVE	012	WILDCAT CANYON & GRIZZLY PEAK	ROSEMONT AVE	2	1175	20	R	24
WOODMONT AVE	014	ROSEMONT AVE	SUNSET LANE	2	1700	20	R	55
WOODMONT AVE	020	SUNSET LANE	DEAD END	2	175	12	R	43
WOODMONT CT	070	WOODMONT AVE (NORTH)	WOODMONT AVE (SOUTH)	2	285	23	R	42
WOODSIDE RD	020	THE CRESCENT	PARK HILLS RD	2	1450	24	R	41
WOOLSEY ST	080	COLLEGE ST	CLAREMONT AVE	2	1250	36	R	20
WOOLSEY ST	078	HILLEGASS AVE	COLLEGE AVE	2	600	37	R	18
WOOLSEY ST	065	TREMONT ST	SHATTUCK AVE	2	579	42	R	59
WOOLSEY ST	066	SHATTUCK AVE	WHEELER ST	2	680	42	R	63
WOOLSEY ST	067	WHEELER ST	TELEGRAPH AVE	2	1036	36	R	63
WOOLSEY ST	072	TELEGRAPH AVE	HILLEGASS AVE	2	1555	36	R	90
WOOLSEY ST	060	ADELIN ST	TREMONT ST	2	600	42	R	90
WOOLSEY ST	050	SACRAMENTO ST	KING ST	2	1275	36	R	50
WOOLSEY ST	055	KING ST	MARTIN LUTHER KING JR WAY	2	905	36	R	79
YOLO AVE	060	THE ALAMEDA	MILVIA ST	2	570	36	R	93
YOLO AVE	065	MILVIA AVE	SUTTER ST	2	375	36	R	93
YOSEMITE RD	062	THE ALAMEDA	SAN FERNANDO AVE	2	870	26	R	91
YOSEMITE RD	064	SAN FERNANDO AVE	CONTRA COSTA AVE	2	400	26	R	37
YOSEMITE RD	066	CONTRA COSTA AVE	ARLINGTON AVE	2	1090	24	R	48

Street List PCI High to Low

City of Berkeley
Reference Report - PCI High to Low

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
ADDISON ST	064	SHATTUCK AVE	SHATTUCK AVE	2	180	39	R	100
ADELINE ST	060	DERBY ST	STUART ST	4	750	85	A	100
ADELINE ST	064	STUART ST	ASHBY AVE	4	1480	84	A	100
ALLSTON WAY	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	660	42	R	100
ALLSTON WAY	065	SHATTUCK AVE	OXFORD ST	2	590	32	R	100
ARCADE AVE	030	GRIZZLY PEAK BLVD	FAIRLAWN DR	2	310	23	R	100
CEDAR ST	030	6TH ST	SAN PABLO AVE	2	1650	37	C	100
CENTER ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	670	53	R	100
CENTER ST	062	MILVIA ST	SHATTUCK AVE	2	730	47	R	100
DEAKIN ST	068	RUSSELL ST	ASHBY AVE	2	525	36	R	100
DOHR ST	070	ASHBY AVE	PRINCE ST	2	764	26	R	100
EUCLID AVE	030	EUNICE ST	BAYVIEW PL	2	870	36	C	100
HEARST AVE	062	MILVIA ST	HENRY ST	2	335	46	A	100
HILL CT	070	EUCLID AVE	DEAD END (EUCLID AVE)	2	310	15	R	100
KALA BAGAI WAY	050	UNIVERSITY AVE	ADDISON ST	3	356	50	A	100
KALA BAGAI WAY	052	ADDISON ST	CENTER ST	2	330	48	A	100
MICHIGAN AVE	010	MARYLAND AVE	SPRUCE ST	2	1480	24	R	100
MILVIA ST	060	BLAKE ST	RUSSELL ST	2	2340	36	R	100
MONTEREY AVE	022	THE ALAMEDA	HOPKINS ST	2	3035	48	C	100
OXFORD ST	042	161' N/O HEARST AVE	HEARST AVE	2	161	43	A	100
ROSE ST	075	LE ROY AVE	EAST END	2	750	18	R	100
SANTA FE AVE	035	GILMAN ST	CORNELL AVE & PAGE ST	2	1450	31	R	100
SHASTA RD	077	GRIZZLY PEAK BLVD	PARK GATE	2	250	29	C	100
SHASTA RD	079	PARK GATE	EAST CITY LIMIT (GOLF COURSE)	2	565	20	C	100
SHATTUCK AVE	055	CENTER ST	ALLSTON WAY	4	340	69	A	100
SHATTUCK AVE (SB)	057	UNIVERSITY AVE	CENTER ST	3	660	52	A	100
WARD ST	040	SAN PABLO AVE	ACTON ST	2	1658	36	R	100
WEST ST	055	BANCROFT WAY	DWIGHT WAY	2	1325	32	R	100
CORNELL AVE	039	HOPKINS ST	CEDAR ST	2	345	29	R	98
CORNELL AVE	040	CEDAR ST	VIRGINIA ST	2	660	30	R	98

City of Berkeley
Reference Report - PCI High to Low

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
DWIGHT CRESCENT	055	6TH ST	7TH ST	2	420	45	C	98
PANORAMIC WAY	088	BEG OF PCC (DWIGHT WAY)	END OF PCC (#222)	2	517	15	R	98
RUSSELL ST	061	MILVIA ST	ADELINE ST	2	115	38	R	98
VIRGINIA ST	020	EAST FRONTAGE RD (STATE P/L)	2ND ST	2	350	37	R	98
6TH ST	055	ALLSTON WAY	DWIGHT WAY	2	1955	48	C	97
ARDEN RD	050	MOSSWOOD RD	PANORAMIC WAY	2	610	15	R	97
BANCROFT WAY	086	PROSPECT ST	PANORAMIC WAY	2	135	30	R	97
BELROSE AVE	060	DERBY ST	CLAREMONT BLVD/ GARBER ST	2	650	40	C	97
BONAR ST	051	UNIVERSITY AVE	ADDISON ST	2	314	36	R	97
BONAR ST	053	ADDISON ST	ALLSTON WAY	2	670	36	R	97
BONAR ST	055	ALLSTON WAY	DWIGHT WAY	2	1982	36	R	97
CANYON RD	080	PANORAMIC WAY	RIM ROAD (UC CAMPUS)	2	275	30	R	97
CANYON RD	085	RIM ROAD (UC CAMPUS)	DEAD END	2	583	15	R	97
CATALINA AVE	050	COLUSA AVE	THE ALAMEDA	2	980	27	R	97
DELAWARE ST	055	CALIFORNIA ST	MARTIN LUTHER KING JR WAY	2	2000	36	R	97
DERBY ST	042	SAN PABLO AVE	MATHEWS ST	2	455	36	R	97
DERBY ST	044	MATHEWS ST	MABEL ST	2	608	36	R	97
DWIGHT WAY	090	PANORAMIC WAY	EAST CITY LIMIT	2	100	28	R	97
FOLGER AVE	020	WEST END	HOLLIS ST	2	365	42	R	97
GRANT ST	044	FRANCISCO ST	OHLONE PARK	2	525	36	R	97
HENRY ST	034	ROSE ST	VINE ST	2	660	36	R	97
HENRY ST	035	VINE ST	CEDAR ST	2	655	36	R	97
HIGHLAND PL	042	RIDGE RD	HEARST AVE	2	345	36	R	97
HILGARD AVE	080	LA VEREDA	DEAD END	2	220	24	R	97
JONES ST	020	EASTSHORE HWY	2ND ST	2	280	37	R	97
JONES ST	025	4TH ST	6TH ST	2	685	36	R	97
JOSEPHINE ST	020	THE ALAMEDA	HOPKINS ST	2	575	36	R	97
MODOC ST	020	SOLANO AVE	MARIN AVE	2	560	36	R	97
MOSSWOOD RD	070	PANORAMIC WAY	DEAD END ABOVE ARDEN RD	2	800	15	R	97
MURRAY ST	030	7TH ST	SAN PABLO AVE	2	1322	29	R	97

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
PAGE ST	026	3RD ST	4TH ST	2	330	30	R	97
PANORAMIC WAY	082	CANYON RD	1ST TURN	2	670	17	R	97
PANORAMIC WAY	084	1ST TURN	ARDEN RD	2	1215	15	R	97
PANORAMIC WAY	086	ARDEN RD	BEG OF PCC (DWIGHT WAY)	2	342	15	R	97
PANORAMIC WAY	090	END OF PCC	EAST CITY LIMIT	2	836	15	R	97
POE ST	040	BONAR ST	DEAD END (BONAR ST)	2	175	30	R	97
PRINCE ST	067	SHATTUCK AVE	TELEGRAPH AVE	2	1784	36	R	97
PROSPECT ST	052	BANCROFT WAY	HILLSIDE AVE	2	710	36	R	97
RUGBY AVE	010	NORTH CITY LIMIT (VERMONT)	VERMONT AVE	2	210	25	R	97
SANTA FE AVE	030	NORTH CITY LIMIT	GILMAN ST	2	587	30	R	97
STATION PL	010	CATALINA AVE	SOUTH DEAD END (CATALINA AVE)	2	210	36	R	97
VERMONT AVE	010	NORTH WEST DEAD END (RUGBY)	MARYLAND AVE	2	770	23	R	97
4TH ST	060	DWIGHT WAY	PARKER ST	2	600	21	NCR	96
10TH ST	030	NORTH CITY LIMIT	HARRISON ST	2	450	36	R	95
10TH ST	033	HARRISON ST	CAMELIA ST	2	1270	36	R	95
9TH ST	068	JOG JUST NORTH OF ANTHONY	ASHBY ST	2	340	38	R	95
ALCATRAZ AVE	060	ADELINE ST	CITY LIMIT (DOVER ST)	2	910	48	C	95
ALVARADO RD	090	TUNNEL RD	NORTH CITY LIMIT	2	770	24	R	95
BAY ST	010	ASHBY AVE OVERPASS	POTTER ST	2	560	26	A	95
BRIDGE RD	070	ALVARADO RD	TUNNEL RD	2	450	24	R	95
BROOKSIDE AVE	080	CLAREMONT AVE	DEAD END (CLAREMONT AVE)	2	425	26	R	95
BROOKSIDE CT	070	DEAD END NR BROOKSIDE DR	BROOKSIDE DR	2	110	24	R	95
BROOKSIDE DR	070	CLAREMONT AVE	CLAREMONT AVE	2	535	24	R	95
BUENA AVE	050	WEST DEAD END (HOLLY ST)	MCGEE AVE	2	904	37	R	95
CEDAR ST	040	SAN PABLO AVE	CHESTNUT ST	2	1485	37	C	95
CEDAR ST	049	ACTON ST	SACRAMENTO ST	2	665	34	C	95
CONTRA COSTA AVE	018	SOLANO AVE	LOS ANGELES AVE	2	185	25	R	95
DERBY ST	085	WARRING ST	BELROSE AVE & TANGLEWOOD R	2	1205	36	A	95
DWIGHT WAY	040	SAN PABLO AVE	SACRAMENTO ST	2	2430	36	A	95
HEARST AVE (EB)	072	ARCH ST	EUCLID AVE	2	1160	20	A	95

City of Berkeley
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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
HEARST AVE (WB)	073	EUCLID AVE	ARCH ST	2	1160	23	A	95
HILLSIDE CT	050	DEAD END (HILLSIDE AVE)	HILLSIDE AVE	2	290	16	R	95
NORTHBRAE TUNNEL	065	CONTRA COSTA AVE	DEL NORTE ST	2	1410	24	C	95
PAGE ST	020	EAST FRONTAGE RD	2ND ST	2	270	36	R	95
PAGE ST	022	2ND ST	RAILROAD TRACKS	2	345	16	R	95
PRINCE ST	065	TREMONT ST	SHATTUCK AVE	2	601	36	R	95
ROBLE RD	070	TUNNEL RD	SOUTH CITY LIMIT (ROBLE CT)	2	920	24	R	95
THE ALAMEDA	016	TACOMA AVE	SOLANO AVE	2	1250	36	R	95
THE ALAMEDA	018	SOLANO AVE	MARIN AVE	2	935	60	A	95
THE ALAMEDA	020	MARIN AVE	HOPKINS ST	4	1370	61	A	95
TULARE AVE	020	SOLANO AVE	SONOMA AVE	2	1715	36	R	95
VINE ST	080	SCENIC AVE	HAWTHORNE TERRACE	2	315	30	R	95
VIRGINIA ST	078	LA LOMA AVE	DEAD END (AT LA VEREDA)	2	220	17	R	95
WARRING ST	060	DWIGHT WAY	DERBY ST	2	1545	43	C	95
10TH ST	050	UNIVERSITY AVE	DWIGHT WAY	2	3005	36	R	94
CLAREMONT BLVD	065	BELROSE AVE	CLAREMONT AVE	2	875	37	C	94
GRIZZLY PEAK BLVD	032	ARCADE AVE	(EXTENTION OF EUNICE) HILL RD	2	785	32	C	94
NORTH ST	035	NORTH DEAD END (JAYNES ST)	JAYNES ST	2	155	24	R	94
PARKER ST	080	COLLEGE AVE	PIEDMONT AVE	2	665	36	R	94
6TH ST	050	UNIVERSITY AVE	ALLSTON WAY	2	1000	48	C	93
ALVARADO RD	092	NORTH CITY LIMIT	BRIDGE RD	2	450	24	R	93
BONITA AVE	050	BERKLEY WAY	NORTH OF HEARST	2	475	36	R	93
CAMPUS DR	036	AVENIDA DR	PARNASSUS RD	2	540	22	R	93
CAMPUS DR	037	PARNASSUS RD	DEAD END, U C PLOT 82	2	760	19	R	93
CEDAR ST	045	CHESTNUT ST	ACTON ST	2	1140	37	C	93
CEDAR ST	064	SHATTUCK AVE	OXFORD ST	2	635	38	C	93
CHANNING WAY	066	SHATTUCK AVE	FULTON ST	2	560	36	R	93
CHANNING WAY	070	FULTON ST	DANA ST	2	1340	36	R	93
DELAWARE ST	052	DEAD END WEST OF CALIFORNIA	CALIFORNIA ST	2	375	36	R	93
DWIGHT WAY	078	BOWDITCH ST	COLLEGE AVE	2	660	36	A	93

City of Berkeley
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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
DWIGHT WAY	080	COLLEGE AVE	PIEDMONT AVE	2	775	36	A	93
EAST PARNASSUS CT	080	PARNASSUS RD	DEAD END (PARNASSUS RD)	2	210	22	R	93
ENCINA PL	070	THE PLAZA DR	THE UPLANDS	2	350	40	R	93
EUNICE ST	060	MILVIA ST	CUL-DE-SAC	2	225	36	R	93
FAIRLAWN DR	030	QUEENS RD	AVENIDA DR	2	2575	21	R	93
GRANT ST	051	UNIVERSITY AVE	ADDISON ST	2	335	42	R	93
HEARST AVE	064	HENRY ST	SHATTUCK AVE	2	330	55	A	93
HEARST AVE	065	SHATTUCK AVE	WALNUT ST	2	325	57	A	93
HEARST AVE	067	WALNUT ST	OXFORD ST	2	355	57	A	93
HEARST AVE	068	OXFORD ST	SPRUCE ST	2	250	58	A	93
HEARST AVE	070	SPRUCE ST	ARCH ST	2	425	56	A	93
HEARST AVE	075	EUCLID AVE	LA LOMA AVE	2	975	39	A	93
HILGARD AVE	078	LA LOMA AVE	LA VEREDA	2	490	17	R	93
LA VEREDA RD	040	CEDAR ST	DEAD END ABOVE VIRGINIA ST	2	820	18	R	93
LE ROY AVE	048	RIDGE RD	HEARST AVE	2	350	37	R	93
LINCOLN ST	060	MILVIA ST	SHATTUCK AVE	2	665	32	R	93
MENLO PL	050	THOUSAND OAKS BLVD	SANTA ROSA AVE	2	490	24	R	93
MENLO PL	055	SANTA ROSA AVE	THE ALAMEDA	2	450	24	R	93
MONTEREY AVE	020	MARIN AVE	THE ALAMEDA	2	500	61	C	93
NORTHGATE AVE	080	DEAD END (NORTHGATE PATH)	SHASTA RD	2	880	21	R	93
PARKER ST	085	PIEDMONT AVE	WARRING ST	2	325	36	R	93
PARNASSUS RD	030	DEL MAR AVE	CAMPUS DR	2	1145	24	R	93
PIEDMONT AVE	060	DWIGHT WAY	PARKER ST	2	622	36	R	93
PIEDMONT AVE	062	PARKER ST	DERBY ST	2	708	36	R	93
PIEDMONT CRESCENT	060	DWIGHT WAY	WARRING ST	2	285	56	C	93
POTTER ST	020	3RD ST (WESTEND)	9TH ST	2	1700	34	R	93
PRINCE ST	080	CLAREMONT AVE	COLLEGE AVE	2	1510	36	R	93
RIDGE RD	070	SCENIC AVE	EUCLID AVE	2	670	36	R	93
RIDGE RD	072	EUCLID AVE	LA LOMA AVE	2	975	36	R	93
RIDGE RD	077	LA LOMA AVE	HIGHLAND PL	2	340	36	R	93

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
ROSE ST	044	CHESTNUT ST	ORDWAY	2	655	36	R	93
ROSE ST	045	ORDWAY ST	SACRAMENTO ST	2	1250	36	R	93
ROSE ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	40	C	93
RUSSELL ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2375	36	R	93
RUSSELL ST	077	BENVENUE AVE	COLLEGE AVE	2	360	35	R	93
SACRAMENTO ST	040	VIRGINIA ST	UNIVERSITY AVE	2	1587	80	A	93
SPRUCE ST	040	CEDAR ST	VIRGINIA ST	2	670	36	R	93
THE SPIRAL	080	DEAD END	WILDCAT CANYON RD	2	305	25	R	93
WEBSTER ST	072	DEAKIN ST	TELEGRAPH AVE	2	670	36	R	93
WEST PARNASSUS CT	080	PARNASSUS PATH	PARNASSUS RD	2	230	22	R	93
WEST ST	053	ADDISON ST	DEAD END	2	265	21	R	93
YOLO AVE	060	THE ALAMEDA	MILVIA ST	2	570	36	R	93
YOLO AVE	065	MILVIA AVE	SUTTER ST	2	375	36	R	93
BONITA AVE	055	DELAWARE ST	SOUTH END	2	180	36	R	92
ELLSWORTH ST	065	WARD ST	ASHBY AVE	2	1520	42	R	92
LE ROY AVE	034	HAWTHORNE TERRACE	CEDAR ST	2	1235	30	R	92
PROSPECT ST	056	HILLSIDE AVE	DWIGHT WAY	2	530	36	R	92
WEBSTER ST	080	COLLEGE AVE	CLAREMONT AVE	2	1760	36	R	92
CEDAR ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	36	C	91
COLUMBIA CIRCLE	080	COLUMBIA PATH	FAIRLAWN DR	2	230	21	R	91
COWPER ST	040	SAN PABLO AVE	BYRON ST	2	370	30	R	91
DEL NORTE ST	020	THE CIRCLE	SUTTER ST	2	690	28	C	91
DWIGHT WAY	066	SHATTUCK AVE	FULTON ST	2	600	40	A	91
JAYNES ST	050	CALIFORNIA ST	EDITH ST	2	990	36	R	91
MILVIA ST	020	HOPKINS ST	YOLO AVE	2	435	32	R	91
ROSE ST	072	ARCH ST	SCENIC AVE	2	455	24	R	91
SAN JUAN AVE	060	SANTA CLARA AVE	SAN FERNANDO AVE	2	900	24	R	91
SANTA CLARA AVE	010	SAN RAMON AVE	THOUSAND OAKS BLVD	2	870	24	R	91
VINE ST	050	MC GEE AVE	EDITH ST	2	575	26	R	91
YOSEMITE RD	062	THE ALAMEDA	SAN FERNANDO AVE	2	870	26	R	91

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
4TH ST	046	VIRGINIA ST	DELAWARE ST	2	665	36	R	90
ADDISON ST	066	SHATTUCK AVE	OXFORD ST	2	490	37	R	90
ALCATRAZ AVE	045	WEST CITY LIMIT (IDAHO)	SACRAMENTO ST	2	1225	38	C	90
ALLSTON WAY	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2660	36	R	90
ASHBY PL	080	ASHBY AVE & ELMWOOD AVE	ASHBY AVE & PIEDMONT AVE	2	600	34	R	90
BANCROFT WAY	072	TELEGRAPH AVE	DANA ST	2	1200	48	C	90
BANCROFT WAY	074	DANA ST	FULTON ST	2	1305	48	C	90
CEDAR ST	063	MILVIA ST	SHATTUCK AVE	2	660	36	C	90
CHABOLYN TERRACE	080	SOUTH CITY LIMIT	SOUTH CITY LIMIT	2	420	26	R	90
CLAREMONT CRESCENT	070	CLAREMONT AVE	ASHBY AVE	2	410	24	R	90
ELLSWORTH ST	060	DWIGHT WAY	CARLETON ST	2	1000	36	R	90
EVELYN AVE	030	NORTH CITY LIMIT	SANTA FE AVE	2	980	30	R	90
FULTON ST	050	BANCROFT WAY	DURANT AVE	2	330	54	A	90
FULTON ST	052	DURANT AVE	DWIGHT WAY	2	990	36	A	90
GLEN AVE	020	OAK ST	EUNICE ST	2	510	28	R	90
GRANT ST	055	ALLSTON WAY	BANCROFT WAY	2	670	42	R	90
HILLSIDE AVE	050	PROSPECT ST	DWIGHT WAY	2	760	30	R	90
LE CONTE AVE	072	ARCH ST & HEARST AVE	SCENIC AVE	2	746	32	R	90
MILVIA ST	030	EUNICE ST	BERRYMAN ST	2	670	26	R	90
MILVIA ST	032	BERRYMAN ST	ROSE ST	2	665	36	R	90
PARKER ST	072	FULTON ST	ELLSWORTH ST	2	660	36	R	90
PARKER ST	060A	MARTIN LUTHER KING	374' E/O MARTIN LUTHER KING JR	2	374	42	R	90
POTTER ST	030	BAY ST	I-80 FREEWAY RAMP	2	700	23	A	90
PRINCE ST	045	ACTON ST	STANTON ST	2	523	24	R	90
ROSE ST	040	HOPKINS ST	CHESTNUT ST	2	703	36	R	90
ROSE ST	063	MILVIA ST	SHATTUCK AVE	2	675	40	C	90
ROSE ST	070	SPRUCE ST	ARCH ST	2	315	36	R	90
ROSLYN CT	080	THE SOUTH CROSSWAYS	CHABOLYN TERRACE	2	150	20	R	90
SACRAMENTO ST	064	OREGON ST	ASHBY AVE	4	1021	63	A	90
SHASTA RD	075	KEELER AVE	QUEENS RD	2	1315	24	C	90

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
VIRGINIA GARDENS	040	NORTH DEAD END (CEDAR)	VIRGINIA ST	2	470	20	R	90
WOOLSEY ST	060	ADELINE ST	TREMONT ST	2	600	42	R	90
WOOLSEY ST	072	TELEGRAPH AVE	HILLEGASS AVE	2	1555	36	R	90
4TH ST	048	DELAWARE ST	UNIVERSITY AVE	2	950	28	R	89
9TH ST	030	NORTH CITY LIMIT	CAMELIA ST	2	1720	46	R	89
CAMELIA ST	040	SAN PABLO AVE	SANTA FE AVE	2	1050	36	R	89
COLLEGE AVE	050	BANCROFT WAY	DWIGHT WAY	2	1340	36	C	89
CONTRA COSTA AVE	010	YOSEMITE RD	SOLANO AVE	2	2375	20	R	89
DEAKIN ST	070	ASHBY AVE	PRINCE ST	2	820	36	R	89
HALCYON CT	070	WEBSTER ST	PRINCE ST	2	460	57	R	89
KEELER AVE	010	GRIZZLY PEAK BLVD	MARIN AVE	2	1350	20	R	89
SACRAMENTO ST	070	ASHBY AVE	SOUTH CITY LIMIT (ALCATRAZ)	4	2164	64	A	89
WEST BOLIVAR DR	040	PARKER ST	GATE	2	50	22	R	89
BATEMAN ST	080	108 N/O PRINCE ST.	WOOLSEY	2	323	20	R	88
CRAGMONT AVE	025	EUCLID AVE	BRET HARTE RD	2	1420	20	R	88
GLENDALE AVE	030	CAMPUS DR	LA LOMA AVE	2	640	32	C	88
GRIZZLY PEAK BLVD	020	MARIN AVE	SHASTA RD (S)	2	4065	34	C	88
HILGARD AVE	074	EUCLID AVE	LA LOMA AVE	2	1050	35	R	88
HILLVIEW RD	020	WOODSIDE RD	PARK HILLS RD	2	1265	22	R	88
MASONIC AVE	030	NORTH CITY LIMIT	SANTA FE AVE	2	480	30	R	88
MILVIA ST	052	CENTER ST	CHANNING WAY	2	1655	51	C	88
PARKER ST	066	SHATTUCK AVE	FULTON ST	2	650	36	R	88
SAN MIGUEL AVE	010	THOUSAND OAKS BLVD	SANTA ROSA AVE	2	470	22	R	88
THE CRESCENT	020	PARK HILLS RD (NORTH)	PARK HILLS RD (SOUTH)	2	1020	23	R	88
9TH ST	054	BANCROFT WAY	CHANNING WAY	2	705	48	R	87
9TH ST	066	HEINZ AVE	JOG JUST NORTH OF ANTHONY	2	410	36	R	87
BONITA AVE	045	UNIVERSITY AVE	NORTH END	2	210	36	R	87
CHANNING WAY	020	3RD ST	6TH ST	2	935	36	R	87
CRAGMONT AVE	021	MARIN AVE	SANTA BARBARA RD	2	1110	23	R	87
CRAGMONT AVE	023	SANTA BARBARA RD	EUCLID AVE	2	830	22	R	87

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
EL CAMINO REAL	075	THE UPLANDS	DEAD END ABOVE THE UPLANDS	2	485	24	R	87
ELLSWORTH ST	062	CARLETON ST	WARD ST	2	620	42	R	87
FOLGER AVE	025	7TH ST	SAN PABLO AVE	2	1325	42	C	87
FRANKLIN ST	044	FRANCISCO ST	HEARST AVE	2	745	38	R	87
HAWTHORNE TERRACE	035	EUCLID AVE	CEDAR ST	2	1465	24	R	87
HOPKINS CT	020	ALBINA AVE	HOPKINS ST	2	570	25	R	87
LEWISTON AVE	070	WOOLSEY ST	ALCATRAZ AVE	2	880	36	R	87
LINCOLN ST	050	SACRAMENTO ST	GRANT ST	2	1935	36	R	87
MARIN AVE	060	THE ALAMEDA	THE CIRCLE	2	1150	60	A	87
OAKVALE AVE	090	CLAREMONT AVE	DOMINGO AVE	2	1190	30	R	87
PALM CT	080	KELSEY ST	DEAD END (KELSEY ST)	2	150	25	R	87
PARK HILLS RD	020	WILDCAT CANYON RD	MIDDLEFIELD RD	2	850	22	R	87
ROSE ST	065	SHATTUCK AVE	SPRUCE ST	2	945	36	C	87
SACRAMENTO ST (NB)	062	OREGON ST	DWIGHT WAY	2	2310	33	A	87
SAN FERNANDO AVE	010	ARLINGTON AVE	YOSEMITE RD	2	1055	24	R	87
SANTA ROSA AVE	015	MENLO PLACE	THOUSAND OAKS BLVD	2	455	22	R	87
SHASTA RD	074	CRAGMONT AVE	KEELER AVE	2	680	25	C	87
SHORT ST	040	LINCOLN AVE	VIRGINIA ST	2	360	30	R	87
5TH ST	033	HARRISON ST	CAMELIA ST	2	1305	48	R	86
9TH ST	040	CAMELIA ST	CEDAR ST	2	1330	47	R	86
9TH ST	060	DWIGHT WAY	PARDEE ST	2	1444	43	R	86
ACTON ST	070	ASHBY ST	66TH ST	2	1234	36	R	86
CEDAR ST	065	OXFORD ST	SPRUCE ST	2	335	36	C	86
DERBY ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	42	R	86
DWIGHT WAY	075	TELEGRAPH AVE	BOWDITCH ST	2	660	36	A	86
EL CAMINO REAL	070	DOMINGO AVE	THE UPLANDS	2	1840	24	R	86
ETON AVE	070	WOOLSEY ST	CLAREMONT AVE	2	750	36	R	86
FOLGER AVE	024	HOLLIS ST	7TH ST	2	365	42	C	86
KAINS AVE	030	NORTH CITY LIMIT	HOPKINS ST	2	2730	30	R	86
MARIN AVE	050	WEST CITY LIMIT (TULARE AVE)	THE ALAMEDA	2	1655	60	A	86

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
MIDDLEFIELD RD	020	DEAD END	THE CROSSWAYS	2	415	18	R	86
MILVIA ST	050	UNIVERSITY AVE	CENTER ST	2	660	40	C	86
OREGON ST	050	SACRAMENTO ST	CALIFORNIA ST	2	620	36	R	86
PARK GATE	020	PARK HILLS RD	SHASTA RD	2	920	40	R	86
SANTA ROSA AVE	020	THOUSAND OAKS BLVD	SAN LORENZO AVE	2	1280	24	R	86
67TH ST	045	WEST CITY LIMIT (MABEL)	SACRAMENTO ST	2	1465	30	R	85
6TH ST	030	NORTH CITY LIMIT	GILMAN ST	2	1140	42	R	85
9TH ST	056	CHANNING WAY	DWIGHT WAY	2	665	48	R	85
BATEMAN ST	070	WEBSTER ST	108 N/O PRINCE ST.	2	475	18	R	85
BYRON ST	050	ADDISON ST	BANCROFT WAY	2	1320	36	R	85
CAMPUS DR	035	DELMAR AVE	AVENIDA DRIVE	2	525	22	R	85
CHERRY ST	065	STUART ST	RUSSELL ST	2	500	36	R	85
CRAGMONT AVE	027	BRET HARTE RD	SHASTA RD	2	1625	21	R	85
DWIGHT WAY	070	FULTON ST	DANA ST	2	1325	40	A	85
FULTON ST	065	STUART ST	ASHBY AVE	2	1166	36	R	85
HAZEL RD	090	CLAREMONT AVE	DOMINGO AVE	2	830	30	R	85
IDAHO ST	076	ALCATRAZ AVE	SOUTH CITY LIMIT	2	135	36	R	85
MILVIA ST	058	CHANNING WAY	BLAKE ST	2	990	36	C	85
PARKER ST	060B	374' E/O MARTIN LUTHER KING JR W	MILVIA WAY	2	291	42	R	85
PARKSIDE DR	080	ENCINA PL	THE PLAZA DR	2	1700	28	R	85
SPRING WAY	030	DEAD END	SCENIC AVE	2	220	18	R	85
SPRUCE ST	020	MARIN AVE	ARCH ST	2	1738	36	C	85
STANNAGE AVE	030	NORTH CITY LIMIT	GILMAN ST	2	700	30	R	85
TALBOT AVE	030	NORTH CITY LIMIT	SANTA FE AVE	2	1350	30	R	85
THE PLAZA DR	080	ENCINA PL	PARKSIDE DR	2	1380	40	R	85
THE SHORT CUT	080	MIDDLEFIELD RD	PARK HILLS RD	2	200	22	R	85
VIRGINIA ST	040	SAN PABLO AVE	ACTON ST	2	2500	36	R	85
WEBSTER ST	076	REGENT ST	DEAD END	2	202	20	R	85
WEBSTER ST	077	DEAD END	HILLEGASS AVE	2	268	36	R	85
6TH ST	035	GILMAN ST	CAMELIA ST	2	640	48	C	84

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
7TH ST	067	HEINZ AVE	ASHBY AVE	2	1010	46	C	84
8TH ST	030	NORTH CITY LIMIT	GILMAN ST	2	1185	36	R	84
DOWLING PL	070	TELEGRAPH AVE	DANA ST	2	385	36	R	84
HARRISON ST	034	8TH ST	SAN PABLO AVE	2	990	35	R	84
LA LOMA AVE	040	CEDAR ST	VIRGINIA ST	2	660	34	C	84
LE ROY AVE	040	CEDAR ST	HILGARD AVE	2	375	34	R	84
MARIPOSA AVE	020	LOS ANGELES AVE	AMADOR AVE	2	1070	36	R	84
SOMERSET PL	060	SOUTHAMPTON AVE	DEAD END (JOHN HINKEL PARK)	2	425	22	R	84
SOUTHAMPTON AVE	060	ARLINGTON AVE	SAN LUIS RD	2	2050	24	R	84
ADDISON ST	015	RRX	4TH ST	2	322	36	R	83
CALIFORNIA ST	020	HOPKINS ST	ADA ST	2	345	40	R	83
CALIFORNIA ST	060	DWIGHT WAY	OREGON ST	2	2270	42	R	83
EUCLID AVE	028	END OF DIVIDED ROAD	EUNICE ST	2	900	42	R	83
FULTON ST	048	KITTREDGE ST	BANCROFT WAY	4	315	67	A	83
GRANT ST	059	CHANNING WAY	DWIGHT	2	665	42	R	83
HARRISON ST	040	SAN PABLO AVE	STANNAGE AVE	2	495	36	R	83
HASTE ST	063	SHATTUCK AVE	MILVIA ST	2	705	36	A	83
HEARST AVE	077	LA LOMA AVE	HIGHLAND PL	2	340	35	A	83
HEINZ AVE	030	3RD ST (WEST END)	7TH ST	2	1197	36	R	83
OXFORD ST	045	HEARST AVE	BERKELEY WAY	4	290	68	A	83
SOLANO AVE	050	TULARE AVE	COLUSA AVE	2	762	57	C	83
STANNAGE AVE	040	CEDAR ST	VIRGINIA ST	2	660	30	R	83
VIRGINIA ST	057	GRANT ST	MARTIN LUTHER KING JR WAY	2	670	36	C	83
VIRGINIA ST	062	MILVIA ST	SHATTUCK AVE	2	615	36	R	83
WEST BOLIVAR DR	050	GATE	END NR ANTHONY ST	2	6515	22	R	83
4TH ST	030	HARRISON ST	CAMELIA ST	2	1375	36	R	82
5TH ST	030	NORTH CITY LIMIT	HARRISON ST	2	400	41	R	82
ALBINA AVE	030	NORTH CITY LIMIT	HOPKINS ST	2	730	32	R	82
BERRYMAN ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	640	36	R	82
BONITA AVE	030	YOLO AVE	BERRYMAN ST	2	745	30	R	82

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
CARLETON ST	040	SAN PABLO AVE	MATHEWS ST	2	500	36	R	82
EUCLID AVE (NB)	026	BEG OF DIVIDED ROAD	END OF DIVIDED ROAD	2	850	18	R	82
FLORIDA AVE	060	SANTA BARBARA RD	DEAD END (FLORIDA WALK)	2	400	26	R	82
HEARST AVE	078	HIGHLAND PL	DEAD END (COP @ CL)	2	140	23	R	82
JOSEPHINE ST	032	HOPKINS ST	ROSE ST	2	1290	36	R	82
MIDDLEFIELD RD	025	THE SHORTCUT	PARK HILLS RD	2	545	21	R	82
OXFORD ST	054	ADDISON ST	KITTREDGE ST	4	1015	62	A	82
PIEDMONT AVE	060	BANCROFT WAY	DWIGHT WAY	2	1392	46	C	82
QUAIL AVE	080	NORTHGATE AVE	CAMPUS DR	2	340	21	R	82
SCENIC AVE	035	VINE ST	CEDAR ST	2	645	36	R	82
SOLANO AVE	055	COLUSA AVE	THE ALAMEDA	2	756	60	C	82
STANNAGE AVE	034	GILMAN ST	HOPKINS ST	2	1685	30	R	82
AVENIDA DR	034	CAMPUS DR	QUEENS RD	2	445	24	R	81
CYPRESS ST	031	ROSE ST	BUENA AVE	2	325	26	R	81
EUCLID AVE (SB)	027	BEG OF DIVIDED ROAD	END OF DIVIDED ROAD	2	845	31	R	81
HILGARD AVE	072	SCENIC AVE	EUCLID AVE	2	595	36	R	81
OAK RIDGE RD	070	TUNNEL RD	DEAD END (OAK RIDGE STEPS)	2	1200	17	R	81
PARKER ST	063	MILVIA ST	SHATTUCK ST	2	718	42	R	81
SAN PEDRO AVE	050	COLUSA AVE	THE ALAMEDA	2	1050	26	R	81
WILDCAT CANYON RD	010	GRIZZLY PEAK BLVD	SUNSET LANE	2	3730	29	C	81
7TH ST	065	GRAYSON ST	HEINZ AVE	2	690	41	C	80
8TH ST	062	PARKER ST	CARLETON ST	2	545	33	R	80
9TH ST	052	UNIVERSITY AVE	BANCROFT WAY	2	1635	48	R	80
AVIS RD	060	SAN ANTONIO AVE	SAN LUIS RD	2	440	20	R	80
BERRYMAN ST	055	WEST END	MARTIN LUTHER KING JR WAY	2	495	36	R	80
CARLETON ST	030	3RD ST	5TH ST	2	630	36	NCR	80
COLBY ST	080	WEBSTER ST.	END	2	385	32	R	80
COMSTOCK CT	035	JAYNES ST	CEDAR ST	2	300	24	R	80
FRANKLIN ST	042	CEDAR ST	FRANCISCO ST	2	1025	38	R	80
JULIA ST	050	SACRAMENTO ST	KING ST	2	1415	36	R	80

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
KEITH AVE	025	EUCLID AVE	SHASTA RD	2	2570	25	C	80
KELSEY ST	060	STUART ST	RUSSELL ST	2	500	36	R	80
LA VEREDA RD	030	LA LOMA AVE	CEDAR ST	2	550	18	R	80
LE CONTE AVE	074	SCENIC AVE	EAST END	2	2147	36	R	80
OXFORD ST	052	UNIVERSITY AVE	ADDISON ST	4	350	64	A	80
SHATTUCK AVE	020	MARIN AVE	LOS ANGELES AVE	2	950	24	R	80
SONOMA AVE	050	WEST CITY LIMIT (TULARE AVE)	JOSEPHINE ST	2	1975	36	R	80
4TH ST	040	CAMELIA ST	CEDAR ST	2	1330	36	R	79
9TH ST	069	ASHBY ST	MURRAY ST	2	150	36	R	79
ACTON ST	069	RUSSELL ST	ASHBY AVE	2	491	36	R	79
ADA ST	050	SACRAMENTO ST	CALIFORNIA ST	2	500	36	R	79
ARCH ST	040	CEDAR ST	HEARST AVE	2	1735	31	R	79
BONITA AVE	032	BERRYMAN ST	ROSE ST	2	665	36	R	79
BRET HARTE RD	075	CRAGMONT AVE	KEELER RD	2	750	22	R	79
CAMPUS DR	033	GLENDALE AVE	DELMAR AVE	2	1090	24	R	79
DEAKIN ST	075	PRINCE ST	CITY LIMIT (WOOLSEY ST)	2	385	36	R	79
DWIGHT WAY	073	DANA ST	TELEGRAPH AVE	2	670	40	A	79
LA LOMA AVE	034	START PCC	END PCC	2	575	27	C	79
OREGON ST	070	FULTON ST	REGENT ST	2	2050	36	R	79
OXFORD ST	025	LOS ANGELES AVE	EUNICE ST	2	1170	30	R	79
SPRUCE ST	015	ALTA RD	MARIN AVE	2	4375	36	C	79
THOUSAND OAKS BLVD	060	THE ALAMEDA	ARLINGTON AVE	2	1605	26	C	79
VASSAR AVE (NB)	012	KENTUCKY AVE	SPRUCE ST	2	1160	16	R	79
VASSAR AVE (SB)	013	SPRUCE ST	KENTUCKY AVE	2	1160	14	R	79
WILDCAT CANYON RD	020	SUNSET LN	THE SPIRAL	2	2400	27	C	79
WOOLSEY ST	055	KING ST	MARTIN LUTHER KING JR WAY	2	905	36	R	79
8TH ST	061	DWIGHT WAY	PARKER ST	2	660	36	R	78
BANCROFT WAY	024	3RD ST (RR TRACKS)	6TH ST	2	1000	36	R	78
BONITA AVE	036	VINE ST	CEDAR ST	2	655	36	R	78
CHANNING WAY	075	DANA ST	BOWDITCH ST	2	1340	40	R	78

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
CHANNING WAY	080	COLLEGE AVE	PIEDMONT AVE	2	630	36	R	78
ELLIS ST	070	ASHBY AVE	ALCATRAZ AVE	2	2005	37	R	78
GRANT ST	048	HEARST AVE	UNIVERSITY AVE	2	600	36	R	78
HARPER ST	072	WOOLSEY ST	FAIRVIEW ST	2	306	36	R	78
HARRISON ST	030	6TH ST	8TH ST	2	645	35	R	78
KING ST	070	ASHBY AVE	FAIRVIEW ST	2	1325	37	R	78
MYSTIC ST	080	ROCKWELL ST	DEAD END NR ETON CT	2	110	26	R	78
PARKER ST	032	25' W/O 7TH ST	7TH ST	4	25	50	R	78
PARKER ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2560	36	R	78
SACRAMENTO ST (SB)	060	DWIGHT WAY	OREGON ST	2	2310	32	A	78
THE ALAMEDA	010	SAN ANTONIO AVE	THOUSAND OAKS BLVD	2	1385	24	R	78
VASSAR AVE (NB)	010	NORTH CITY LIMIT (KENTUCKY)	KENTUCKY AVE	2	375	19	R	78
VASSAR AVE (SB)	011	KENTUCKY AVE	NORTH CITY LIMIT (KENTUCKY)	2	375	17	R	78
CALIFORNIA ST	072	ASHBY AVE	ALCATRAZ AVE	2	2000	42	R	77
CALIFORNIA ST	076	ALCATRAZ AVE	SOUTH CITY LIMIT	2	840	42	R	77
CARLETON ST	040	5TH ST	7TH ST	2	615	36	R	77
EUCLID AVE	010	GRIZZLY PEAK BLVD	MARIN AVE	2	3054	32	C	77
EUCLID AVE	024	CRAGMONT AVE	BEG OF DIVIDED ROAD	2	650	41	R	77
HASKELL ST	040	SAN PABLO AVE	ACTON ST	2	1505	36	R	77
KING ST	068	RUSSELL ST	ASHBY AVE	2	635	37	R	77
LA LOMA AVE	032	EL PORTAL CT	QUARRY RD	2	155	35	C	77
NOGALES ST	070	THE PLAZA DR	PARKSIDE DR	2	285	40	R	77
PARKER ST	030	4TH ST	25' W/O 7TH ST	2	975	36	NCR	77
PERALTA AVE	010	COLUSA AVE	SOLANO AVE	2	2250	26	R	77
SHATTUCK AVE	025	LOS ANGELES AVE	EUNICE ST	2	1590	30	R	77
VINCENTE AVE	016	COLUSA AVE	PERALTA AVE	2	1000	24	R	77
WILDCAT CANYON RD	025	THE SPIRAL	EAST CITY LIMIT(NR SHASTA RD)	2	3590	28	C	77
5TH ST	045	VIRGINIA ST	UNIVERSITY AVE	2	1650	44	R	76
BERKELEY WAY	065	SHATTUCK AVE	OXFORD ST	2	740	47	R	76
BERRYMAN ST	064	HENRY ST	SHATTUCK AVE	2	367	36	R	76

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
BLAKE ST	050	SACRAMENTO ST	MC GEE ST	2	1270	36	R	76
BURNETT ST	042	MABEL ST	ACTON ST	2	704	36	R	76
CHANNING WAY	078	BOWDITCH ST	COLLEGE AVE	2	670	37	R	76
DELAWARE ST	030	6TH ST	9TH ST	2	955	48	C	76
DELAWARE ST	035	9TH ST	SAN PABLO AVE	2	670	48	C	76
ELMWOOD CT	070	ASHBY AVE	DEAD END (ASHBY AVE)	2	270	32	R	76
GRIZZLY PEAK BLVD	029	SHASTA RD (S)	ARCADE AVE	2	1065	32	C	76
HASTE ST	065	MILVIA ST	MARTIN LUTHER KING JR WAY	2	670	36	A	76
LOS ANGELES AVE	065	CONTRA COSTA AVE	THE CIRCLE	2	845	24	R	76
OREGON ST	064	ADELINE ST	SHATTUCK AVE	2	262	42	R	76
OXFORD ST	020	MARIN AVE	LOS ANGELES AVE	2	1400	23	R	76
PIEDMONT AVE	066	RUSSELL ST	ASHBY AVE	2	325	36	R	76
RUSSELL ST	076	HILLEGASS AVE	BENVENUE AVE	2	360	35	R	76
SACRAMENTO ST	050	UNIVERSITY AVE	DWIGHT WAY	4	3001	56	A	76
SOUTHAMPTON AVE	068	SAN LUIS RD	SANTA BARBARA RD	2	400	24	R	76
THE ALAMEDA	012	THOUSAND OAKS BLVD	CAPISTRANO AVE	2	1510	28	R	76
THOUSAND OAKS BLVD	053	COLUSA AVE	VINCENTE AVE	2	380	24	C	76
VIRGINIA ST	047	ACTON ST	SACRAMENTO ST	2	710	51	R	76
6TH ST	040	CAMELIA ST	CEDAR ST	2	1320	48	C	75
8TH ST	065	PARDEE ST	HEINZ AVE	2	962	36	R	75
ADDISON ST	010	AQUATIC PARK	RRX	2	466	36	R	75
ADELINE (NB)	076	ALCATRAZ AVE	MLK/ ADELINE ST	2	890	37	A	75
ADELINE ST	078	ALCATRAZ AVE	SOUTH CITY LIMIT (KING ST)	5	1045	70	A	75
BANCROFT WAY	022	AQUATIC PARK	3RD ST (RR TRACKS)	2	300	36	R	75
BANCROFT WAY	045	WEST ST	SACRAMENTO ST	2	1121	36	R	75
FULTON ST	070	ASHBY ST	PRINCE ST	2	810	36	R	75
HILLEGASS AVE	070	ASHBY AVE	CITY LIMIT (WOOLSEY ST)	2	855	36	R	75
KEITH AVE	020	SPRUCE ST	EUCLID AVE	2	1472	22	C	75
KING ST	075	FAIRVIEW ST	SOUTH CITY LIMIT (62ND ST)	2	1500	37	R	75
MADERA ST	050	TULARE AVE	COLUSA AVE	2	827	32	R	75

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SHASTA RD	076	QUEENS RD	GRIZZLY PEAK BLVD	2	1130	25	C	75
SPRUCE ST	010	GRIZZLY PEAK AVE	ALTA RD	2	800	36	C	75
THE ALAMEDA	015	CAPISTRANO AVE	TACOMA AVE	2	245	36	R	75
THE CIRCLE	060	INTERSECTION MARIN AVE, ETC.	INTERSECTION ARLINGTON AVE	2	246	50	A	75
VINCENTE AVE	010	NORTH END (VINCENTE WALK)	THOUSAND OAKS BLVD	2	1400	24	R	75
WHITNEY ST	070	WOOLSEY ST	SOUTH CITY LIMIT	2	130	36	R	75
7TH ST	060	DWIGHT WAY	GRAYSON ST	2	1844	41	C	74
BAY VIEW PL	070	SCENIC AVE	EUCLID AVE	2	800	30	R	74
CAPISTRANO AVE	060	THE ALAMEDA	CONTRA COSTA AVE	2	340	19	R	74
CEDAR ST	075	EUCLID AVE	LA LOMA AVE	2	920	34	C	74
CORNELL AVE	035	GILMAN ST	PAGE ST	2	1000	30	R	74
DEL NORTE CT	020	DEL NORTE ST	DEAD END (DEL NORTE ST)	2	110	12	R	74
EUCLID AVE	020	REGAL RD	CRAGMONT AVE	2	1475	40	C	74
GILMAN ST	030	6TH ST	8TH ST	2	655	48	A	74
HOLLIS ST	070	FOLGER AVE	SOUTH CITY LIMIT	2	175	43	C	74
HOPKINS ST	040	SAN PABLO AVE	STANNAGE AVE	2	500	40	R	74
LOS ANGELES AVE	065	THE CIRCLE	SPRUCE ST	2	1755	30	C	74
MABEL ST	070	ASHBY ST	66TH ST	2	1248	36	R	74
STANTON ST	065	OREGON ST	RUSSELL ST	2	428	30	R	74
4TH ST	044	CEDAR ST	VIRGINIA ST	2	665	36	R	73
ADELINE ST	070	ASHBY AVE	MLK/ ADELINE ST	4	1420	85	A	73
CARLOTTA AVE	030	HOPKINS ST	ROSE ST	2	880	30	R	73
CARRISON ST	040	SAN PABLO AVE	ACTON ST	2	1528	36	R	73
COLUSA AVE	020	SOLANO AVE	MARIN AVE	2	670	46	C	73
DOMINGO AVE	070	TUNNEL RD	THE PLAZA DR	2	1130	40	R	73
EUCLID AVE	015	MARIN AVE	REGAL RD	2	600	32	R	73
FAIRVIEW ST	047	BAKER ST	SACRAMENTO ST	2	630	36	R	73
HARRISON ST	022	3RD ST	6TH ST	2	935	34	R	73
HENRY ST	045	HEARST AVE	BERKELEY WAY	2	335	34	R	73
NORTH VALLEY ST	050	NORTH DEAD END (ALLSTON)	ALLSTON WAY	2	375	23	R	73

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
RUSSELL ST	085	PIEDMONT AVE	CLAREMONT BLVD	2	1590	36	R	73
STANTON ST	070	ASHBY AVE	PRINCE ST	2	706	26	R	73
TACOMA AVE	050	SOLANO AVE	COLUSA AVE	2	1360	26	R	73
THOUSAND OAKS BLVD	055	VINCENTE AVE	THE ALAMEDA	2	850	24	C	73
CODORNICES RD	030	DEAD END (EUCLID AVE)	EUCLID AVE	2	600	15	R	72
CORNELL AVE	036	PAGE ST	HOPKINS ST	2	695	30	R	72
HOPKINS ST	045	NORTHSIDE AVE	PERALTA AVE	2	545	35	R	72
KAINS AVE	040	CEDAR ST	VIRGINIA ST	2	660	30	R	72
OXFORD ST	048	BERKELEY WAY	UNIVERSITY AVE	4	315	69	A	72
RUSSELL ST	075	TELEGRAPH AVE	HILLEGASS AVE	2	1125	35	R	72
UNIVERSITY AVE	052	SACRAMENTO ST	MCGEE AVE	4	1325	73	A	72
UNIVERSITY AVE	055	MCGEE AVE	MARTIN LUTHER KING JR WAY	4	1329	63	A	72
WHEELER ST	070	ASHBY AVE	WOOLSEY ST	2	1105	36	R	72
5TH ST	044	CEDAR ST	VIRGINIA ST	2	675	44	R	71
ADA ST	055	CALIFORNIA ST	MC GEE ST	2	360	36	R	71
CALIFORNIA ST	030	ADA ST	CEDAR ST	2	1405	45	R	71
CALIFORNIA ST	050	UNIVERSITY AVE	DWIGHT WAY	2	3015	48	R	71
CARLOTTA AVE	020	POSEN AVE	HOPKINS ST	2	865	36	R	71
EDITH ST	030	ROSE ST	CEDAR ST	2	1295	32	R	71
HEARST AVE	054	CALIFORNIA ST	MC GEE AVE	2	660	36	C	71
LA LOMA AVE	030	GLENDALE AVE	EL PORTAL CT	2	250	36	C	71
MARTIN LUTHER KING J	078	ADELINE ST	SOUTH CITY LIMIT	3	335	72	A	71
MIRAMONTE CT	030	ADA ST	SOUTH DEAD END (ADA ST)	2	180	21	R	71
NEILSON ST	010	VISALIA AVE	SOLANO AVE	2	2635	26	R	71
PAGE ST	028	4TH ST	6TH ST	2	637	30	R	71
PARKER ST	035	7TH ST	SAN PABLO AVE	2	1350	36	R	71
RUSSELL ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	715	36	R	71
SOLANO AVE	060	THE ALAMEDA	CONTRA COSTA AVE	2	510	43	C	71
SPRUCE ST	033	ROSE ST	VINE ST	2	665	36	R	71
STANTON ST	067	RUSSELL ST	ASHBY AVE	2	560	26	R	71

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
THE ALAMEDA	028	HOPKINS ST	YOLO AVE	2	210	66	A	71
VIRGINIA ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	680	36	R	71
4TH ST	050	UNIVERSITY AVE	ADDISON ST	2	450	35	R	70
9TH ST	043	CEDAR ST	DELAWARE ST	2	1330	48	R	70
BERKELEY WAY	063	MILVIA WAY	SHATTUCK AVE	2	645	40	R	70
CEDAR ST	070	SPRUCE ST	EUCLID AVE	2	1380	35	C	70
DANA ST	070	WEBSTER ST	CITY LIMIT (WOOLSEY ST)	2	765	32	R	70
GILMAN ST	020	2ND ST	3RD ST (RR TRACKS)	2	485	48	A	70
GRAYSON ST	020	3RD ST (WEST END)	SAN PABLO AVE	2	2568	36	R	70
HARPER ST	068	RUSSELL ST	ASHBY AVE	2	665	36	R	70
LATHAM LANE	083	CRESTON RD	OVERLOOK RD	2	275	23	R	70
PARK HILLS RD	025	PARK GATE	SHASTA RD	2	920	22	R	70
ROOSEVELT AVE	058	CHANNING WAY	DWIGHT WAY	2	660	42	R	70
SAN ANTONIO AVE	060	SAN RAMON AVE & THE ALAMEDA	ARLINGTON AVE	2	865	24	R	70
SAN LORENZO AVE	050	WEST CITY LIMIT (NEILSON)	PERALTA AVE	2	370	26	R	70
VINCENTE AVE	013	THOUSAND OAKS BLVD	COLUSA AVE	2	1165	24	R	70
ADELINE ST (SB)	074	ADELINE ST/ MARTIN LUTHER KING J	ALCATRAZ AVE	2	945	36	A	69
ALLSTON WAY	045	STRAWBERRY CK PARK	ACTON ST	2	530	36	R	69
ALLSTON WAY	047	ACTON ST	SACRAMENTO ST	2	640	36	R	69
ARLINGTON AVE	010	NORTH CITY LIMIT (BOYNTON)	THOUSAND OAKS BLVD	2	2695	44	C	69
ARLINGTON AVE	015	THOUSAND OAKS BLVD	THE CIRCLE	2	2940	49	C	69
CHANNING WAY	030	6TH ST	10TH ST	2	1397	36	R	69
HOPKINS ST	042	STANNAGE AVE	NORTHSIDE AVE	2	915	40	R	69
MILVIA ST	047	HEARST AVE	UNIVERSITY AVE	2	615	40	C	69
PAGE ST	030	6TH ST	10TH ST	2	1335	30	R	69
PIEDMONT AVE	040	AT END OF GAYLEY RD	BANCROFT WAY	2	723	46	C	69
REGENT ST	075	DEAD END	CITY LIMIT (WOOLSEY ST)	2	370	36	R	69
SACRAMENTO ST	034	ROSE ST	CEDAR ST	4	845	66	A	69
SPRUCE ST	036	VINE ST	CEDAR ST	2	660	36	R	69
SPRUCE ST	045	VIRGINIA ST	HEARST AVE	2	1040	36	R	69

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10TH ST	042	CAMELIA ST	CEDAR ST	2	1320	36	R	68
9TH ST	046	DELAWARE ST	HEARST AVE	2	480	48	R	68
BELVEDERE AVE	040	CEDAR ST	VIRGINIA ST	2	660	30	R	68
BEVERLY PL	050	WEST CITY LIMIT COP W/O MONTERE	HOPKINS ST	2	1830	36	R	68
ESSEX ST	060	ADELINE ST	TREMONT ST	2	340	36	R	68
HEARST AVE	055	MC GEE AVE	MARTIN LUTHER KING JR WAY	2	1355	36	C	68
JONES ST	030	6TH ST	SAN PABLO AVE	2	1650	36	R	68
VINE ST	070	SPRUCE ST	SCENIC AVE	2	635	36	R	68
VIRGINIA ST	070	SPRUCE ST	ARCH ST	2	450	36	R	68
VIRGINIA ST	072	ARCH ST	EUCLID AVE	2	1060	36	R	68
DURANT AVE	080	COLLEGE AVE	PIEDMONT AVE	2	640	33	C	67
HARMON ST	050	SACRAMENTO ST	ADELINE ST	2	1985	36	R	67
HEARST AVE	052	SACRAMENTO ST	CALIFORNIA ST	2	600	36	C	67
HILLEGASS AVE	060	DWIGHT WAY	ASHBY AVE	2	3200	36	R	67
JOSEPHINE ST	036	ROSE ST	CEDAR ST	2	1320	36	R	67
MARTIN LUTHER KING J	070	ASHBY AVE	WOOLSEY ST & ADELINE ST	2	985	65	A	67
ORDWAY ST	035	HOPKINS ST	ROSE ST	2	490	26	R	67
PARK HILLS RD	023	MIDDLEFIELD RD	PARK GATE	2	1305	22	R	67
SOJOURNER TRUTH CT	065	WARD ST	CUL DE SAC	2	440	30	R	67
VIRGINIA ST	064	SHATTUCK AVE	SPRUCE ST	2	1000	36	R	67
4TH ST	056	CHANNING WAY	DWIGHT WAY	2	615	36	C	66
CURTIS ST	045	VIRGINIA ST	UNIVERSITY AVE	2	1615	36	R	66
JONES ST	040	SAN PABLO AVE	STANNAGE AVE	2	505	36	R	66
REGENT ST	070	ASHBY AVE	DEAD END	2	720	36	R	66
SCENIC AVE	030	BAYVIEW PL/ ROSE ST	VINE ST	2	1030	24	R	66
SOUTH HOSPITAL DRIV	075	COLBY ST	REGENT ST	2	300	30	R	66
SPRUCE ST	030	EUNICE ST	ROSE ST	2	1365	36	C	66
UNIVERSITY AVE	030	6TH ST	SAN PABLO AVE	4	1638	72	A	66
VIRGINIA ST	055	MC GEE AVE	GRANT ST	2	665	36	C	66
9TH ST	048	HEARST AVE	UNIVERSITY AVE	2	480	48	R	65

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
ACTON ST	030	NORTH CITY LIMIT	HOPKINS ST	2	1085	36	R	65
ALCATRAZ AVE	050	SACRAMENTO ST	ADELINE ST	2	1840	38	C	65
BERKELEY WAY	060	MARTIN LUTHER KING JR WAY	MILVIA WAY	2	700	34	R	65
BOISE ST	075	66TH ST	HARMON ST	2	505	36	R	65
BRET HARTE RD	070	KEITH AVE	CREGMONT AVE	2	300	21	R	65
GRANT ST	032	ROSE ST	CEDAR ST	2	1325	36	R	65
MARIN AVE	070	SPRUCE ST	EUCLID AVE	2	1050	23	C	65
CENTER ST	064	SHATTUCK AVE	OXFORD ST	2	620	47	R	64
DURANT AVE	078	BOWDITCH ST	COLLEGE AVE	2	670	48	C	64
HARPER ST	070	ASHBY AVE	WOOLSEY ST	2	935	36	R	64
MARTIN LUTHER KING J	040	CEDAR ST	UNIVERSITY AVE	2	2955	56	A	64
SAN LUIS RD	010	ARLINGTON AVE	INDIAN ROCK AVE	2	3430	22	R	64
SHATTUCK AVE	066	WARD ST	ASHBY AVE	2	1510	46	C	64
6TH ST	045	VIRGINIA ST	UNIVERSITY AVE	4	1625	59	C	63
ACROFT CT	040	ACTON ST	DEAD END (ACTON ST)	2	270	20	R	63
FULTON ST	061	BLAKE ST	PARKER ST	2	348	36	R	63
MC GEE AVE	047	HEARST AVE	UNIVERSITY AVE	2	600	36	R	63
MUIR WAY	080	GRIZZLY PEAK BLVD	PARK HILLS RD	2	385	25	R	63
OXFORD ST	035	ROSE ST	CEDAR ST	2	1318	33	A	63
STANNAGE AVE	038	HOPKINS ST	CEDAR ST	2	210	30	R	63
VINE ST	067	WALNUT ST	SPRUCE ST	2	665	36	R	63
WEBSTER ST	074	TELEGRAPH AVE	COLBY ST	2	645	36	R	63
WOOLSEY ST	066	SHATTUCK AVE	WHEELER ST	2	680	42	R	63
WOOLSEY ST	067	WHEELER ST	TELEGRAPH AVE	2	1036	36	R	63
BAKER ST	075	66TH ST	SOUTH CITY LIMIT (ALCATRAZ)	2	1019	36	R	62
ENSENADA AVE	010	PERALTA AVE	SOLANO AVE	2	2255	27	R	62
HAWTHORNE TERRACE	030	LE ROY AVE	EUCLID AVE	2	365	24	R	62
SANTA BARBARA RD	012	FLORIDA AVE	MARIN AVE	2	3250	26	R	62
WARD ST	063	MILVIA ST	ADELINE ST	2	500	45	R	62
BONNIE LANE	010	HILLDALE AVE	MARIN AVE	2	750	21	R	61

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
CRESTON RD	010	GRIZZLY PEAK BLVD (N)	SUNSET LANE	2	1910	22	R	61
DANA ST	065	BLAKE ST	WARD ST	2	1320	36	R	61
ESSEX ST	062	TREMONT ST	SHATTUCK AVE	2	580	36	R	61
HILGARD AVE	070	ARCH ST	SCENIC AVE	2	440	36	R	61
SAN BENITO RD	020	MARIN AVE	SPRUCE ST	2	810	24	R	61
SANTA BARBARA RD	020	MARIN AVE	SPRUCE ST	2	510	24	R	61
THE UPLANDS	091	ENCINA PL	HILLCREST RD	2	1685	28	R	61
CARLETON ST	065	SHATTUCK AVE	FULTON ST	2	622	36	R	60
MC GEE AVE	030	HOPKINS ST	ROSE ST	2	807	36	R	60
MC GEE AVE	060	DWIGHT WAY	DERBY ST	2	1350	36	R	60
MIDDLEFIELD RD	022	THE CROSSWAYS	THE SHORTCUT	2	360	21	R	60
OREGON ST	063	MILVIA ST	ADELINE ST	2	560	42	R	60
OVERLOOK RD	020	END NORTH OF THE CROSSWAYS	PARK HILLS RD	2	1715	22	R	60
PIEDMONT AVE	065	STUART ST	RUSSELL ST	2	455	36	R	60
PORTLAND AVE	050	WEST CITY LIMIT (NEILSON)	COLUSA AVE	2	1250	36	R	60
SACRAMENTO ST	030	HOPKINS ST	ROSE ST	2	789	36	A	60
BOYNTON AVE	015	COLORADO AVE	FLORIDA AVE	2	280	26	R	59
DWIGHT WAY	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	36	A	59
GILMAN ST	015	ENTRANCE OF FWY	2ND ST	2	700	62	R	59
GILMAN ST	024	3RD ST (RR TRACKS)	6TH ST	2	1000	48	A	59
RUSSELL ST	080	COLLEGE AVE	PIEDMONT AVE	2	585	36	R	59
UNIVERSITY AVE	065	SHATTUCK AVE	OXFORD ST	4	450	65	A	59
WEBSTER ST	078	HILLEGASS AVE	COLLEGE AVE	2	600	36	R	59
WEST FRONTAGE RD	050	UNIVERSITY AVE	OPP DWIGHT WAY	2	3170	26	C	59
WEST FRONTAGE RD	060	OPP DWIGHT WAY	SOUTH CITY LIMIT	2	4250	26	C	59
WOOLSEY ST	065	TREMONT ST	SHATTUCK AVE	2	579	42	R	59
CALIFORNIA ST	040	CEDAR ST	OHLONE PARK	2	1455	42	R	58
COLORADO AVE	060	BOYNTON AVE	VERMONT AVE	2	250	24	R	58
MARIN AVE	065	THE CIRCLE	SPRUCE ST	2	1646	23	C	58
SIERRA ST	020	MADERA ST	SONOMA AVE	2	940	30	R	58

City of Berkeley
Reference Report - PCI High to Low

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
THE CROSSWAYS	080	OVERLOOK RD	MIDDLEFIELD RD	2	230	21	R	58
AMADOR AVE	060	SUTTER ST	SHATTUCK AVE	2	920	32	R	57
BERRYMAN ST	063	MILVIA ST	HENRY ST	2	303	36	R	57
CARLETON ST	063	MILVIA ST	SHATTUCK AVE	2	675	42	R	57
CRESTON RD	020	SUNSET LANE	GRIZZLY PEAK BLVD (S)	2	2699	22	R	57
DELAWARE ST	048	ACTON ST	SACRAMENTO ST	2	665	48	C	57
DWIGHT WAY	064	MILVIA WAY	SHATTUCK AVE	2	710	38	A	57
SHATTUCK AVE	060	DWIGHT WAY	WARD ST	4	1340	48	A	57
ALCATRAZ AVE	080	CITY LIMIT (COLLEGE AVE)	CLAREMONT AVE	2	670	36	C	56
BANCROFT WAY	040	SAN PABLO AVE	WEST ST	2	1524	36	R	56
CHANNING WAY	038	10TH ST	SAN PABLO AVE	2	330	36	R	56
COLUSA AVE	022	MARIN AVE	MONTEREY AVE	2	870	46	C	56
DANA ST	060	DWIGHT WAY	BLAKE ST	2	330	36	R	56
EDWARDS ST	055	BANCROFT WAY	DWIGHT WAY	2	1330	36	R	56
EUCALYPTUS RD	070	HILLCREST RD	SOUTH CITY LIMIT	2	440	25	R	56
GRANT ST	040	CEDAR ST	LINCOLN ST	2	318	36	R	56
MARTIN LUTHER KING J	055	ALLSTON WAY	DWIGHT WAY	4	1980	56	A	56
PARKER ST	075	DANA ST	HILLEGASS AVE	2	1175	36	R	56
SAN DIEGO RD	010	SOUTHAMPTON AVE	INDIAN ROCK AVE	2	1850	19	R	56
SAN LORENZO AVE	052	PERALTA AVE	THE ALAMEDA	2	2145	26	R	56
SHASTA RD	073	KEITH AVE	CRAGMONT AVE	2	1000	24	C	56
STUART ST	063	MILVIA ST	ADELINE ST	2	385	42	R	56
STUART ST	080	COLLEGE AVE	KELSEY ST & PALM CT	2	900	36	R	56
ADDISON ST	044	BROWNING ST	SACRAMENTO ST	2	1900	36	R	55
BANCROFT WAY	035	7TH ST	SAN PABLO AVE	2	1000	36	R	55
COLORADO AVE	065	VERMONT AVE	MICHIGAN AVE	2	260	24	R	55
EDITH ST	040	CEDAR ST	VIRGINIA ST	2	638	30	R	55
EMERSON ST	060	ADELINE ST	SHATTUCK AVE	2	805	36	R	55
KEELER AVE	027	BRET HARTE RD	SHASTA RD	2	1760	25	R	55
KENTUCKY AVE	010	VASSAR AVE	MARYLAND AVE	2	475	26	R	55

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
LORINA ST	068	RUSSELL ST	ASHBY AVE	2	550	30	R	55
NEWBURY ST	068	RUSSELL ST	ASHBY AVE	2	550	30	R	55
UNIVERSITY AVE	064	SHATTUCK AVE	SHATTUCK AVE	4	260	70	A	55
WEST FRONTAGE RD	040	GILMAN ST	UNIVERSITY AVE	2	4400	30	C	55
WOODMONT AVE	014	ROSEMONT AVE	SUNSET LANE	2	1700	20	R	55
66TH ST	045	WEST CITY LIMIT (MABEL)	SACRAMENTO ST	2	1418	36	R	54
6TH ST	044	CEDAR ST	VIRGINIA ST	4	675	59	C	54
BANCROFT WAY	078	COLLEGE AVE	BOWDITCH ST	2	670	40	C	54
CLAREMONT AVE	070	ASHBY AVE	SOUTH CITY LIMIT (ALCATRAZ)	4	2985	56	C	54
FULTON ST	060	DWIGHT WAY	BLAKE ST	2	312	36	R	54
FULTON ST	063	PARKER ST	STUART ST	2	1318	36	R	54
GRANT ST	030	NORTH END	ROSE ST	2	310	36	R	54
MARTIN LUTHER KING J	030	YOLO AVE	CEDAR ST	2	2610	40	A	54
MARTIN LUTHER KING J	060	DWIGHT WAY	ASHBY AVE	4	3383	56	A	54
PAGE ST	035	10TH ST	SAN PABLO AVE	2	335	36	R	54
QUAIL AVE	085	CAMPUS DR	QUEENS RD	2	325	23	R	54
SHATTUCK AVE	070	ASHBY AVE	CITY LIMIT (WOOLSEY ST)	2	1210	46	C	54
UNIVERSITY AVE	040	SAN PABLO AVE	SACRAMENTO ST	4	2940	69	A	54
VIRGINIA ST	050	SACRAMENTO ST	MC GEE AVE	2	1270	36	C	54
WALNUT ST	040	CEDAR ST	HEARST AVE	2	1680	36	R	54
HAROLD WAY	050	ALLSTON WAY	KITTREDGE ST	2	325	36	R	53
MILVIA ST	025	YOLO AVE	EUNICE ST	2	217	32	R	53
ADDISON ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	670	37	R	52
BANCROFT WAY	030	6TH ST	7TH ST	2	660	36	R	52
COLBY ST	070	ASHBY AVE	WEBSTER ST.	2	299	36	R	52
DURANT AVE	070	FULTON ST	BOWDITCH ST	2	2650	48	C	52
HALKIN LANE	070	SPRUCE ST	CRAGMONT AVE	2	515	22	R	52
LA LOMA AVE	050	LA CONTE	HEARST AVE	2	729	36	C	52
UNIVERSITY AVE	025	3RD ST	5TH ST	4	400	115	A	52
UNIVERSITY AVE	028	5TH ST	6TH ST	4	185	84	A	52

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
10TH ST	044	CEDAR ST	VIRGINIA ST	2	675	36	R	51
GRIZZLY PEAK BLVD	035	HILL RD	EAST CITY LIMIT	2	2515	32	C	51
HOPKINS ST	046	PERALTA AVE	GILMAN ST	2	1442	36	R	51
INDIAN ROCK AVE	062	ARLINGTON AVE	SAN LUIS RD	2	1600	30	R	51
LE ROY AVE	032	ROSE ST	HAWTHORNE TERRACE	2	390	30	R	51
MONTROSE RD	065	SANTA BARBARA RD	SPRUCE ST	2	640	24	R	51
QUEENS RD	033	FAIRLAWN DR	AVENIDA DR	2	975	21	R	51
SHASTA RD	070	TAMALPAIS RD AND ROSE ST	TAMALPAIS RD	2	1540	22	R	51
SHASTA RD	072	TAMALPAIS RD	KEITH AVE	2	565	20	R	51
2ND ST	030	NORTH CITY LIMIT	GILMAN ST	2	1305	63	R	50
CHANNING WAY	040	SAN PABLO AVE	SACRAMENTO ST	2	2775	36	R	50
CORONA CT	070	ARCH ST	DEAD END (ARCH ST)	2	320	24	R	50
KENTUCKY AVE (SB)	020	MICHIGAN AVE	MARYLAND AVE	2	840	15	R	50
MARYLAND AVE	060	VERMONT AVE	KENTUCKY AVE	2	635	26	R	50
OXFORD ST	030	EUNICE ST	ROSE ST	2	1350	36	R	50
SACRAMENTO ST	035	CEDAR ST	VIRGINIA ST	2	660	68	A	50
WOOLSEY ST	050	SACRAMENTO ST	KING ST	2	1275	36	R	50
HOPKINS ST	059	JOSEPHINE ST	THE ALAMEDA	2	335	60	C	49
MC GEE AVE	065	DERBY ST	RUSSELL ST	2	1343	36	R	49
SHATTUCK AVE	050	ALLSTON WAY	DWIGHT WAY	4	1980	48	A	49
STEVENSON AVE	020	GRIZZLY PEAK BLVD	MILLER AVE	2	520	24	R	49
VINE ST	065	SHATTUCK AVE	WALNUT ST	2	335	36	R	49
BANCROFT WAY	076	BOWDITCH ST	TELEGRAPH AVE	2	670	40	C	48
BERKELEY WAY	045	CHESTNUT ST	WEST ST PATHWAY	2	435	24	R	48
BERKELEY WAY	058	GRANT ST	MARTIN LUTHER KING JR WAY	2	670	36	R	48
CAMELIA ST	026	4TH ST	6TH ST	2	637	36	R	48
GILMAN ST	040	SAN PABLO AVE	SANTA FE AVE	2	1445	38	A	48
GRANT ST	041	LINCOLN ST	VIRGINIA ST	2	320	36	R	48
HARDING CIRCLE	030	OLYMPUS AVE	END	2	65	38	R	48
HARRISON ST	020	EASTSHORE HWY	2ND ST	2	270	49	R	48

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
KENTUCKY AVE (NB)	015	MARYLAND AVE	MICHIGAN AVE	2	840	15	R	48
OXFORD ST	041	CEDAR ST	161' N/O HEARST AVE	2	1326	43	A	48
SHATTUCK AVE	030	EUNICE ST	ROSE ST	2	1335	40	R	48
THOUSAND OAKS BLVD	050	WEST CITY LIMIT (NEILSON)	COLUSA AVE	2	450	36	R	48
VISALIA AVE	055	COLUSA AVE	VINCENTE AVE	2	890	24	R	48
YOSEMITE RD	066	CONTRA COSTA AVE	ARLINGTON AVE	2	1090	24	R	48
65TH ST	045	WEST CITY LIMIT (IDAHO)	IDAHO ST	2	191	33	R	47
BELVEDERE AVE	035	ROSE ST	CEDAR ST	2	350	30	R	47
BENVENUE AVE	070	ASHBY AVE	CITY LIMIT (WOOLSEY ST)	2	1165	36	R	47
DANA ST	050	BANCROFT WAY	DWIGHT WAY	2	1320	36	R	47
ELLIS ST	068	RUSSELL ST	ASHBY AVE	2	650	37	R	47
HEARST AVE	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	670	34	A	47
HILLCREST CT	070	THE FOOTWAY	HILLCREST RD	2	190	20	R	47
LINCOLN ST	040	CHESTNUT ST	DEAD END	2	440	36	R	47
PIEDMONT AVE	063	DERBY ST	STUART ST	2	825	36	R	47
VIRGINIA ST	076	EUCLID AVE	LA LOMA AVE	2	1000	34	R	47
2ND ST	045	VIRGINIA ST	HEARST AVE	2	1115	42	R	46
BANCROFT WAY	060	MILVIA WAY	SHATTUCK AVE	2	710	40	C	46
CAMPUS DR	032	QUAIL AVE	GLENDALE AVE	2	450	24	R	46
CORNELL AVE	030	NORTH CITY LIMIT	GILMAN ST	2	765	30	R	46
FAIRLAWN DR	038	AVENIDA DR	OLYMPUS DR	2	615	23	R	46
HOPKINS ST	052	MONTEREY AVE	MC GEE AVE	2	250	40	C	46
KEELER AVE	025	STERLING AVE	BRET HARTE RD	2	400	20	R	46
LINCOLN ST	045	ACTON ST	SACRAMENTO ST	2	750	24	R	46
OXFORD ST	010	INDIAN ROCK AVE	MARIN AVE	2	975	23	R	46
PRINCE ST	075	DANA ST	BATEMAN ST	2	771	24	R	46
UNIVERSITY AVE OVERPASS	018	I-80 ON/OFF RAMPS	6TH ST	4	2100	52	A	46
ALLSTON WAY	063	MILVIA ST	SHATTUCK AVE	2	715	36	R	45
COLLEGE AVE	065	DERBY ST (S)	ASHBY AVE	2	1785	36	A	45
FRESNO AVE	020	SOLANO AVE	MARIN AVE	2	900	36	R	45

City of Berkeley
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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
GRANT ST	057	BANCROFT WAY	CHANNING WAY	2	670	42	R	45
HILLCREST RD	080	CLAREMONT AVE	ROANOK RD	2	3150	25	R	45
HOPKINS ST	049	SACRAMENTO ST	HOPKINS CT	2	200	36	A	45
HOPKINS ST	053	MC GEE AVE	CARLOTTA AVE	2	320	45	C	45
LATHAM LANE	080	MILLER AVE	GRIZZLY PEAK	2	485	21	R	45
MARIN AVE	074	EUCLID AVE	GRIZZLY PEAK BLVD	2	1078	23	C	45
MILLER AVE	070	POPPY LN	SHASTA RD	2	3510	21	R	45
MONTROSE RD	060	SAN LUIS RD	SANTA BARBARA RD	2	375	23	R	45
PINE AVE	068	RUSSELL ST	ASHBY AVE	2	325	32	R	45
PRINCE ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2220	36	R	45
VALLEY ST	055	NORTH DEAD END (BANCROFT)	DWIGHT WAY	2	1245	36	R	45
VICENTE RD	070	ALVARADO RD	EAST CITY LIMIT NR GRAND VIEW	2	550	24	R	45
ACTON ST	040	CEDAR ST	UNIVERSITY AVE	2	2260	34	R	44
ALVARADO RD	094	BRIDGE RD	NORTH CITY LIMIT AB WILLOW W	2	1890	24	R	44
BOYNTON AVE (SB)	011	COLORADO AVE	ARLINGTON AVE	2	1540	16	R	44
LASSEN ST	020	MARIN AVE	EL DORADO AVE	2	370	32	R	44
RUSSELL ST	062	ADELINE ST	SHATTUCK AVE	2	465	36	R	44
WALNUT ST	030	EUNICE ST	CEDAR ST	2	2645	36	R	44
ACTON ST	050	ADDISON ST	BANCROFT WAY	2	1350	26	R	43
DWIGHT WAY	032	7TH ST	SAN PABLO AVE	2	1350	36	A	43
EAST FRONTAGE RD	030	NORTH CITY LIMIT	GILMAN ST	2	1350	32	C	43
GILMAN ST	045	SANTA FE AVE	HOPKINS ST	2	1595	36	A	43
GRANT ST	053	ADDISON ST	ALLSTON WAY	2	665	42	R	43
GRANT ST	061	N. END	RUSSELL ST	2	196	36	R	43
HASTE ST	080	PIEDMONT AVE	COLLEGE AVE	2	650	36	A	43
MC GEE AVE	043	VIRGINIA ST	OHLONE PARK	2	848	36	R	43
PAGE ST	040	SAN PABLO AVE	CORNELL AVE	2	765	36	R	43
POPPY LANE	070	HILLDALE AVE	KEELER AVE	2	980	22	R	43
STUART ST	065	ADELINE ST	FULTON ST	2	995	36	R	43
TAMALPAIS RD	030	SHASTA RD	ROSE ST	2	2075	22	R	43

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
WOODMONT AVE	020	SUNSET LANE	DEAD END	2	175	12	R	43
8TH ST	040	CAMELIA ST	PAGE ST	2	440	34	R	42
ACTON ST	052	ADDISON ST	UNIVERSITY AVE	2	340	30	R	42
ACTON ST	060	DWIGHT WAY	BLAKE ST	2	320	36	R	42
BENVENUE AVE	065	RUSSELL ST	ASHBY AVE	2	530	36	R	42
BOYNTON AVE (NB)	010	ARLINGTON AVE	COLORADO AVE	2	1540	16	R	42
CAMPUS DR	030	SHASTA RD	QUAIL AVE	2	370	22	R	42
CEDAR ST	025	4TH ST	6TH ST	2	670	43	A	42
COLLEGE AVE	070	ASHBY AVE	SOUTH CITY LIMIT (ALCATRAZ)	2	2155	36	A	42
MARIN AVE	079	CRESTON RD	DEAD END (PACIFIC LUTHERAN)	2	450	30	R	42
MC GEE AVE	040	CEDAR ST	VIRGINIA ST	2	645	36	R	42
NAPA AVE	060	HOPKINS ST	BLOCKADE @ THE ALAMEDA	2	970	32	R	42
TACOMA AVE	055	COLUSA AVE	THE ALAMEDA	2	1010	26	R	42
VISTAMONT AVE	010	WOODMONT AVE	WOODMONT AVE NR SUNSET LAN	2	1340	22	R	42
WOODMONT CT	070	WOODMONT AVE (NORTH)	WOODMONT AVE (SOUTH)	2	285	23	R	42
2ND ST	035	GILMAN ST	CAMELIA ST	2	655	40	R	41
7TH ST	040	CAMELIA ST	VIRGINIA ST	2	1995	36	R	41
BANCROFT WAY	065	FULTON ST	SHATTUCK AVE	2	500	40	C	41
BERKELEY WAY	050	SACRAMENTO ST	GRANT ST	2	1920	32	R	41
EUCLID AVE	040	CEDAR ST	HEARST AVE	2	1625	35	C	41
HASTE ST	078	COLLEGE AVE	BODWITCH ST	2	670	39	A	41
HOPKINS ST	050	HOPKINS CT	MONTEREY AVE	2	250	36	C	41
HOPKINS ST	055	CARLOTTA AVE	JOSEPHINE ST	2	1525	45	C	41
MARTIN LUTHER KING J	050	UNIVERSITY AVE	ALLSTON WAY	4	1000	60	A	41
MC KINLEY AVE	050	ADDISON ST	DWIGHT WAY	2	2670	42	R	41
ROANOKE RD	070	HILLCREST RD & THE UPLANDS	SOUTH CITY LIMIT	2	300	24	R	41
WOODSIDE RD	020	THE CRESCENT	PARK HILLS RD	2	1450	24	R	41
63RD ST	050	WEST CITY LIMIT (CALIFORNIA)	ADELINE ST	2	1220	36	R	40
ADDISON ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2620	36	R	40
BOWDITCH ST	056	HASTE ST	DWIGHT WAY	2	330	36	R	40

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
COLLEGE AVE	060	DWIGHT WAY	DERBY ST (S)	2	1430	36	A	40
DELAWARE ST	063	MILVIA ST	WALNUT ST	2	975	34	R	40
LA LOMA AVE	045	VIRGINIA ST	LA CONTE	2	273	25	C	40
MAGNOLIA ST	070	ASHBY AVE	WEBSTER ST	2	660	24	R	40
MIRAMAR AVE	010	SAN LORENZO AVE	CAPISTRANO AVE	2	380	26	R	40
OREGON ST	066	SHATTUCK AVE	FULTON ST	2	850	36	R	40
OTIS ST	065	RUSSELL ST	ASHBY AVE	2	700	36	R	40
PRINCE ST	070	TELEGRAPH AVE	DANA ST	2	406	36	R	40
SANTA BARBARA RD	010	ARLINGTON AVE	FLORIDA AVE	2	1040	26	R	40
THE UPLANDS	097	EL CAMINO REAL	TUNNEL RD	2	1048	25	R	40
WALKER ST	060	DERBY ST	WARD ST	2	330	18	R	40
WILSON CIRCLE	080	OLYMPUS DR	CUL-DE-SAC	2	180	23	R	40
CHESTNUT ST	042	CEDAR ST	VIRGINIA ST	2	650	36	R	39
DOMINGO AVE	068	CITY LIMIT NR RUSSELL ST	TUNNEL RD	2	220	40	R	39
EUNICE ST	064	HENRY ST	SPRUCE ST	2	1370	34	R	39
FOREST AVE	080	COLLEGE AVE	CLAREMONT BLVD	2	1875	36	R	39
LOS ANGELES AVE	060	THE ALAMEDA	CONTRA COSTA AVE	2	420	48	R	39
MARINA BLVD	010	SPINNAKER WAY	UNIVERSITY AVE	2	2250	27	C	39
OREGON ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	675	42	R	39
QUARRY RD	030	DEAD END (LA LOMA AVE)	LA LOMA AVE	2	340	12	R	39
TANGLEWOOD RD	060	BELROSE AVE	EAST CITY LIMIT (CLAREMONT)	2	900	26	R	39
TELEGRAPH AVE	070	ASHBY AVE	CITY LIMIT (WOOLSEY ST)	4	1255	68	A	39
THE UPLANDS	090	CLAREMONT AVE	ENCINA PL	2	320	56	R	39
THE UPLANDS	093	HILLCREST RD	EL CAMINO REAL	2	495	28	R	39
VIRGINIA ST	030	2ND ST	6TH ST	2	1325	36	R	39
7TH ST	070	ASHBY AVE	FOLGER AVE	2	364	34	C	38
AVENIDA DR	080	QUEENS RD	GRIZZLY PEAK BLVD	2	1315	24	R	38
CAPISTRANO AVE	050	PERALTA AVE	THE ALAMEDA	2	2645	26	R	38
CRAGMONT AVE	010	GRIZZLY PEAK BLVD	MARIN AVE	2	4100	22	C	38
DELAWARE ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	34	R	38

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Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
FORREST LANE	070	HILLDALE AVE	KEELER AVE	2	520	19	R	38
GILMAN ST	035	8TH ST	SAN PABLO AVE	2	995	48	A	38
HARVARD CIRCLE	030	FAIRLAWN DR & SENIOR AVE	FAIRLAWN DR	2	100	30	R	38
QUEENS RD	030	SHASTA RD	QUAIL AVE	2	640	22	R	38
QUEENS RD	031	QUAIL AVE	FAIRLAWN DR	2	880	21	R	38
ROSEMONT AVE	070	CRESTON RD	VISTAMONT AVE	2	540	24	R	38
TELEGRAPH AVE	050	DWIGHT WAY	BANCROFT WAY	2	1320	31	C	38
7TH ST	030	HARRISON ST	CAMELIA ST	2	1350	34	R	37
ANTHONY ST	040	7TH ST	9TH ST	2	564	36	R	37
AVALON AVE	084	CLAREMONT BLVD	CLAREMONT AVE	2	300	25	R	37
CALIFORNIA ST	045	HEARST AVE	UNIVERSITY AVE	2	600	42	R	37
COLUSA AVE	010	NORTH CITY LIMIT (VISALIA)	SOLANO AVE	2	3565	36	C	37
CRYSTAL WAY	020	EUCLID AVE (WEST)	EUCLID AVE (EAST)	1	80	24	R	37
LAUREL ST	020	OAK ST	EUNICE ST	2	510	32	R	37
SPRUCE ST	025	ARCH ST	EUNICE ST	2	980	37	C	37
STUART ST	070	FULTON ST	HILLEGASS AVE	2	2450	36	R	37
UNIVERSITY AVE	063	MILVIA ST	SHATTUCK AVE	4	630	63	A	37
YOSEMITE RD	064	SAN FERNANDO AVE	CONTRA COSTA AVE	2	400	26	R	37
62ND ST	050	WEST CITY LIMIT (CALIFORNIA)	ADELINE ST	2	985	36	R	36
7TH ST	045	VIRGINIA ST	UNIVERSITY AVE	2	1625	36	R	36
GARBER ST	088	BELROSE AVE	EAST CITY LIMIT (TANGLEWOOD)	2	450	24	R	36
HENRY ST	030	EUNICE ST	ROSE ST	2	1375	62	A	36
OREGON ST	055	GRANT ST	MARTIN LUTHER KING JR WAY	2	450	36	R	36
REGENT ST	060	DWIGHT WAY	DERBY ST	2	1345	36	R	36
SPAULDING AVE	050	ADDISON ST	DWIGHT WAY	2	2675	48	R	36
UNIVERSITY AVE	060	MARTIN LUTHER KING JR WAY	MILVIA ST	4	715	63	A	36
VIRGINIA ST	030	6TH ST	SAN PABLO AVE	2	1650	36	R	36
5TH ST	065	END NORTH OF ANTHONY ST	POTTER ST	2	390	36	R	35
8TH ST	034	GILMAN ST	CAMELIA ST	2	625	35	R	35
ADDISON ST	062	MILVIA ST	SHATTUCK AVE	2	700	31	R	35

**City of Berkeley
Reference Report - PCI High to Low**

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
CALIFORNIA ST	066	OREGON ST	ASHBY AVE	2	950	42	R	35
CARLETON ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2540	36	R	35
HASTE ST	070	BOWDITCH ST	FULTON ST	2	2680	40	A	35
JEFFERSON AVE	050	UNIVERSITY AVE	ADDISON ST	2	335	24	R	35
JEFFERSON AVE	052	ALLSTON WAY	DWIGHT WAY	2	2000	39	R	35
MARTIN LUTHER KING J	075	63RD ST	MARTIN LUTHER KING JR WAY	2	520	24	R	35
RUSSELL ST	088	CLAREMONT BLVD	EAST CITY LIMIT (DOMINGO AVE)	2	135	36	R	35
SHATTUCK AVE	010	INDIAN ROCK AVE	MARIN AVE	2	615	24	R	35
SHATTUCK AVE	048	HEARST AVE	UNIVERSITY AVE	4	620	60	A	35
STERLING AVE	020	KEELER AVE	SHASTA RD	2	2310	20	R	35
WHITAKER AVE	020	MILLER AVE	STERLING AVE	2	550	18	R	35
2ND ST	050	UNIVERSITY AVE	ADDISON ST	2	450	35	R	34
BENVENUE AVE	060	DWIGHT WAY	RUSSELL ST	2	2660	36	R	34
BLAKE ST	065	SHATTUCK AVE	FULTON ST	2	575	36	R	34
CHANNING WAY	050	SACRAMENTO ST	ROOSEVELT AVE	2	1620	36	R	34
LA LOMA AVE	038	BUENA VISTA WAY	CEDAR ST	2	765	32	C	34
REGAL RD	076	EUCLID AVE	CRAGMONT AVE	2	1325	22	R	34
SAN ANTONIO AVE	062	ARLINGTON AVE	300 FT +/- EAST OF AVIS RD	2	525	17	R	34
SAN RAMON AVE	060	SAN ANTONIO AVE & THE ALAMEDA	SAN FERNANDO AVE	2	1060	24	R	34
2ND ST	048	HEARST AVE	UNIVERSITY AVE	2	490	40	R	33
4TH ST	054	ADDISON ST	CHANNING WAY	2	1810	36	C	33
ALLSTON WAY	040	SAN PABLO AVE	STRAWBERRY CK PARK	2	1430	36	R	33
BANCROFT WAY	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2640	36	R	33
BROWNING ST	050	ADDISON ST	DWIGHT WAY	2	2650	36	R	33
CARLETON ST	050	7TH ST	SAN PABLO	2	1330	36	R	33
FRESNO AVE	022	MARIN AVE	SONOMA AVE	2	1310	36	R	33
GARBER ST	080	COLLEGE AVE	EAST END	2	1010	36	R	33
GRANT ST	060	DWIGHT WAY	OREGON ST	2	2266	36	R	33
HEARST AVE	020	EAST FRONTAGE RD (STATE P/L)	6TH ST	2	1515	48	C	33
MABEL ST	064	DERBY ST	WARD ST	2	295	36	R	33

City of Berkeley
Reference Report - PCI High to Low

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
MABEL ST	067	RUSSELL ST	ASHBY AVE	2	523	36	R	33
SHATTUCK AVE	036	ROSE ST	VINE ST	4	660	60	A	33
VINE ST	052	EDITH ST	GRANT ST	2	335	36	R	33
65TH ST	060	ADELINE ST	680' E/O ADELINE ST	2	680	36	R	32
7TH ST	055	BANCROFT WAY	DWIGHT WAY	2	1330	36	R	32
CLAREMONT BLVD	060	DERBY ST	CUL-DE-SAC	2	560	40	R	32
DERBY ST	045	MABEL ST	SACRAMENTO ST	2	1311	36	R	32
GARBER ST	085	WEST END	OAK KNOLL TERRACE	2	550	22	R	32
LAUREL LN	010	CAPISTRANO AVE	SAN PEDRO AVE	2	500	20	R	32
MC GEE AVE	050	UNIVERSITY AVE	DWIGHT WAY	2	3005	42	R	32
PIEDMONT AVE	070	ASHBY AVE	WEBSTER ST	2	660	34	R	32
REGAL RD	075	MARIN AVE	EUCLID AVE	2	550	24	R	32
REGENT ST	065	WILLARD PARK SCHOOL (WARD ST)	ASHBY AVE	2	1440	36	R	32
RUSSELL ST	063	SHATTUCK AVE	FULTON ST	2	855	36	R	32
RUSSELL ST	070	FULTON ST	TELEGRAPH AVE	2	1265	36	R	32
VINE ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	36	R	32
7TH ST	050	UNIVERSITY AVE	BANCROFT WAY	2	1670	36	R	31
DERBY ST	080	COLLEGE AVE	PIEDMONT AVE	2	653	37	R	31
ETNA ST	064	PARKER ST	DERBY ST	2	665	36	R	31
GLENDALE AVE	034	LA LOMA AVE	DEL MAR AVE	2	675	22	R	31
LINDEN AVE	070	ASHBY AVE	WEBSTER ST	2	660	27	R	31
MABEL ST	060	DWIGHT WAY	PARKER ST	2	645	36	R	31
MABEL ST	065	WARD ST	RUSSELL ST	2	1197	36	R	31
MILVIA ST	040	CEDAR ST	HEARST AVE	2	1665	36	C	31
OLYMPUS AVE	030	AVENIDA DR	FAIRLAWN DR	2	825	25	R	31
RUSSELL ST	045	PARK ST	SACRAMENTO ST	2	1021	36	R	31
SENIOR AVE	080	FAIRLAWN DR	GRIZZLY PEAK BLVD	2	700	24	R	31
UNIVERSITY AVE	010	SEAWALL DR	MARINA BLVD	2	1950	40	C	31
62ND ST	060	MARTIN LUTHER KING JR WAY	CITY LIMIT (DOVER ST)	2	525	36	R	30
ACTON CRESCENT	040	ACTON ST	EAST DEAD END (ACTON ST)	2	470	21	R	30

City of Berkeley
Reference Report - PCI High to Low

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
AVALON AVE	082	AVALON WALK	OAK KNOLL TERR	2	630	20	R	30
CHANNING WAY	063	MILVIA ST	SHATTUCK AVE	2	710	36	R	30
CHANNING WAY	084	PIEDMONT AVE	PROSPECT ST	2	630	36	R	30
DWIGHT WAY	030	6TH ST	7TH ST	2	310	36	C	30
EAST FRONTAGE RD	040	GILMAN ST	HEARST AVE	2	3696	34	C	30
FLORANCE ST	068	RUSSELL ST	ASHBY AVE	2	530	36	R	30
HILLCREST RD	088	ROANOK RD	DEAD END ABOVE ROANOK RD	2	390	24	R	30
HOPKINS ST	060	THE ALAMEDA	SUTTER ST	2	1375	60	C	30
JOSEPHINE ST	040	CEDAR ST	VIRGINIA ST	2	660	36	R	30
LA LOMA AVE	036	END PCC	BUENA VISTA WAY	2	630	28	C	30
STUART ST	078	HILLEGASS AVE	COLLEGE AVE	2	715	36	R	30
VALLEJO ST	060	THE ALAMEDA	SAN RAMON AVE	2	460	24	R	30
VICENTE RD	075	EAST CITY LIMIT NR GRAND VIEW	TUNNEL RD	2	1310	24	R	30
WARD ST	066	SHATTUCK AVE	FULTON ST	2	780	36	R	30
WHEELER ST	068	RUSSELL ST	ASHBY AVE	2	530	36	R	30
5TH ST	050	UNIVERSITY AVE	DWIGHT WAY	2	2990	34	R	29
8TH ST	050	UNIVERSITY AVE	ALLSTON WAY	2	1010	36	R	29
ACTON CIRCLE	050	DEAD END (ACTON CRESCENT)	ACTON CRESCENT	2	120	21	R	29
CARLETON ST	078	TELEGRAPH AVE	DEAD END ABOVE TELEGRAPH A	2	160	27	R	29
DURANT AVE	064	SHATTUCK AVE	FULTON ST	2	530	48	C	29
EAST BOLIVAR DR	050	ADDISON ST	DEAD END NR CHANNING	2	1800	24	R	29
ETNA ST	062	DWIGHT WAY	PARKER ST	2	665	36	R	29
HASTE ST	060	FULTON ST	SHATTUCK AVE	2	580	36	A	29
HEARST AVE	040	SAN PABLO AVE	ACTON ST	2	2350	36	R	29
HOPKINS ST	047	GILMAN ST	SACRAMENTO ST	2	530	36	R	29
JUANITA WAY	035	ROSE ST	CEDAR ST	2	595	25	R	29
MATHEWS ST	066	WARD ST	RUSSELL ST	2	1208	36	R	29
NORTHSIDE AVE	030	GILMAN ST	BARTD	2	430	30	R	29
PINE AVE	070	ASHBY AVE	WEBSTER ST	2	660	26	R	29
ROOSEVELT AVE	050	ADDISON ST	CHANNING WAY	2	1995	42	R	29

**City of Berkeley
Reference Report - PCI High to Low**

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
RUSSELL ST	040	SAN PABLO AVE	PARK ST	2	1230	36	R	29
TREMONT ST	070	EMERSON ST	CITY LIMIT (WOOLSEY ST)	2	925	34	R	29
TYLER ST	050	SACRAMENTO ST	KING ST	2	1333	36	R	29
VINE ST	055	GRANT ST	MARTIN LUTHER KING JR WAY	2	665	36	R	29
2ND ST	040	CAMELIA ST	PAGE ST	2	450	40	R	28
63RD ST	060	MARTIN LUTHER KING JR WAY	CITY LIMIT (DOVER ST)	2	400	36	R	28
AVALON AVE	083	OAK KNOLL TERR	CLAREMONT BLVD	2	525	36	R	28
BANCROFT WAY	082	PIEDMONT AVE	WARRING ST	2	350	36	R	28
CARLETON ST	042	MATHEWS ST	SACRAMENTO ST	2	1912	36	R	28
CURTIS ST	030	NORTH CITY LIMIT	HOPKINS ST	2	2400	29	R	28
DELAWARE ST	040	SAN PABLO AVE	ACTON ST	2	2435	48	C	28
EOLA ST	040	VIRGINIA ST	FRANCISCO ST	2	325	22	R	28
EUCLID AVE	032	BAYVIEW PL	CEDAR ST	2	1890	34	C	28
FRANCISCO ST	063	MILVIA ST	SHATTUCK AVE	2	670	36	R	28
PARKER ST	074	ELLSWORTH ST	DANA ST	2	670	36	R	28
POSEN AVE	050	WEST CITY LIMIT (MONTEREY)	COLUSA AVE	2	683	49	R	28
STUART ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	660	42	R	28
SUTTER ST	020	DEL NORTE ST	EUNICE ST	4	1340	50	A	28
5TH ST	040	CAMELIA ST	CEDAR ST	2	1320	48	R	27
BUENA AVE	055	MCGEE AVE	CYPRESS ST	2	400	25	R	27
CAMELIA ST	030	6TH ST	8TH ST	2	620	36	R	27
CHILTON WAY	060	BLAKE ST	PARKER ST	2	335	30	R	27
CLAREMONT AVE	060	EAST CITY LIMIT NR GARBER RD	RUSSELL AVE	2	600	38	C	27
DERBY ST	082	PIEDMONT AVE	WARRING ST	2	322	37	R	27
ENSENADA AVE	020	SOLANO AVE	MARIN AVE	2	545	36	R	27
FAIRVIEW ST	060	ADELINE ST	CITY LIMIT (DOVER ST)	2	530	36	R	27
FRANCISCO ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	670	36	R	27
KITTREDGE ST	063	MILVIA ST	SHATTUCK AVE	2	705	36	R	27
NORTHAMPTON AVE	060	SANTA BARBARA RD	SPRUCE ST	2	1150	23	R	27
NORTHSIDE AVE	035	BARTD	HOPKINS ST	2	880	30	R	27

**City of Berkeley
Reference Report - PCI High to Low**

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
SUNSET LANE	070	WOODMONT RD	WILDCAT CANYON RD	2	370	17	R	27
VERMONT AVE	015	MARYLAND AVE	COLORADO AVE	2	750	25	R	27
VISALIA AVE	053	WEST CITY LIMIT COP W/O NEILSON	COLUSA AVE	2	325	24	R	27
WALNUT ST	020	SHATTUCK AVE	EUNICE ST	2	900	33	R	27
WARD ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	660	42	R	27
WARRING ST	050	BANCROFT WAY	DWIGHT WAY	2	1270	36	R	27
BANCROFT WAY	080	PIEDMONT AVE	COLLEGE AVE	2	670	36	C	26
BONITA AVE	034	ROSE ST	VINE ST	2	660	36	R	26
ESSEX ST	064	SHATTUCK AVE	WHEELER ST	2	585	36	R	26
EUNICE ST	070	SPRUCE ST	EUCLID AVE	2	1235	35	R	26
HEARST AVE	045	ACTON ST	SACRAMENTO ST	2	676	36	R	26
HIGH COURT	020	DEAD END	OAK ST	2	645	24	R	26
LE ROY AVE	044	CUL-DE-SAC	RIDGE RD	2	805	35	R	26
POPLAR ST	070	CRAGMONT AVE	EUCLID AVE	2	545	20	R	26
TELEGRAPH AVE	060	DWIGHT WAY	WARD ST	4	1725	68	A	26
TWAIN AVE	070	KEELER AVE	STERLING AVE	2	740	20	R	26
8TH ST	063	CARLETON ST	PARDEE ST	2	304	34	R	25
ADA ST	045	ORDWAY ST	SACRAMENTO ST	2	1350	30	R	25
COLUSA AVE	026	POSEN AVE	HOPKINS ST	2	520	36	C	25
EL DORADO AVE	060	THE ALAMEDA	SUTTER ST	2	1290	33	R	25
ETON CT	070	CLAREMONT AVE	DEAD END (CLAREMONT AVE)	2	150	25	R	25
FRANCISCO ST	045	CHESTNUT ST	DEAD END	2	1130	30	R	25
GRANT ST	042	VIRGINIA ST	FRANCISCO ST	2	318	36	R	25
HEARST AVE	030	6TH ST	SAN PABLO AVE	2	1650	36	C	25
MENDOCINO PL	017	MENDOCINO AVE	LOS ANGELES AVE	2	110	26	R	25
TELEGRAPH AVE	065	WARD ST	ASHBY AVE	4	1580	74	A	25
VINE ST	063	MILVIA ST	SHATTUCK AVE	2	670	36	R	25
WARD ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2437	36	R	25
9TH ST	063	PARDEE ST	HEINZ AVE	2	1000	48	R	24
ALLSTON WAY	035	9TH ST	SAN PABLO AVE	2	657	36	R	24

City of Berkeley
Reference Report - PCI High to Low

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
CARLETON ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	42	R	24
CEDAR ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2600	40	C	24
CHESTNUT ST	044	VIRGINIA ST	UNIVERSITY AVE	2	1620	36	R	24
CLAREMONT AVE	065	RUSSELL ST	ASHBY AVE	2	425	56	C	24
EMERSON ST	065	SHATTUCK AVE	WHEELER ST	2	575	36	R	24
GRIZZLY PEAK BLVD	010	NORTH CITY LIMIT (SPRUCE ST)	EUCLID AVE	2	1050	35	C	24
KEONCREST DR	040	ROSE ST	ACTON ST	2	950	25	R	24
MERCED ST	020	MADERA ST	SONOMA AVE	2	965	32	R	24
MILVIA ST	034	ROSE ST	CEDAR ST	2	1325	36	R	24
NEILSON ST	035	BARTD	HOPKINS ST	2	1200	26	R	24
ORDWAY ST	030	NORTH CITY LIMIT	HOPKINS ST	2	1390	36	R	24
OREGON ST	045	PARK ST	SACRAMENTO ST	2	977	36	R	24
SHATTUCK PL	030	HENRY ST & ROSE ST	SHATTUCK AVE	4	525	61	A	24
STODDARD WAY	020	DEAD END	GRIZZLY PEAK BLVD	2	260	20	R	24
WOODMONT AVE	012	WILDCAT CANYON & GRIZZLY PEAK	ROSEMONT AVE	2	1175	20	R	24
ACTON ST	038	ROSE ST	CEDAR ST	2	635	34	R	23
ADDISON ST	040	SAN PABLO AVE	CURTIS ST	2	730	36	R	23
BERKELEY WAY	046	WEST ST PATHWAY	SACRAMENTO ST	2	1320	30	R	23
BOWDITCH ST	052	DURANT AVE	HASTE ST	2	660	36	R	23
CEDAR ST	020	EAST FRONTAGE RD (STATE P/L)	4TH ST	2	925	36	A	23
COLUSA AVE	025	MONTEREY AVE	POSEN AVE	2	1233	36	C	23
DERBY ST	078	HILLEGASS AVE (S)	COLLEGE AVE	2	760	36	R	23
DWIGHT WAY	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2615	39	A	23
FAIRVIEW ST	050	SACRAMENTO ST	ADELIN ST	2	2145	36	R	23
HOWE ST	070	ELLSWORTH ST	TELEGRAPH AVE	2	545	36	R	23
MENDOCINO AVE	015	ARLINGTON AVE	LOS ANGELES AVE	2	1650	24	R	23
PERALTA AVE	030	NORTH CITY LIMIT	HOPKINS ST	2	1750	42	R	23
POPLAR ST	080	EUCLID AVE	HILLDALE AVE	2	575	20	R	23
SEAWALL DR	020	UNIVERSITY AVE	SOUTH END	2	1100	31	R	23
SHATTUCK AVE	038	VINE ST	CEDAR ST	4	660	60	A	23

**City of Berkeley
Reference Report - PCI High to Low**

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
SHATTUCK AVE	040	CEDAR ST	HEARST AVE	4	1670	60	A	23
SHORT ST	045	DELAWARE ST	HEARST ST	2	345	36	R	23
ACTON ST	035	HOPKINS ST	ROSE ST	2	640	28	R	22
BURNETT ST	040	SAN PABLO AVE	MABEL ST	2	874	36	R	22
DEL MAR AVE	083	BUENA VISTA WAY	GLENDALE AVE	2	795	21	R	22
DERBY ST	065	SHATTUCK AVE	FULTON ST	2	675	36	R	22
ELLSWORTH ST	050	BANCROFT WAY	DWIGHT WAY	2	1320	36	R	22
FORREST LANE	072	KEELER AVE	GRIZZLY PEAK BLVD	2	615	22	R	22
HEINZ AVE	040	7TH ST	SAN PABLO AVE	2	1368	36	R	22
HILL RD	030	DEAD END NR AJAX LANE	GRIZZLY PEAK BLVD (SOUTH)	2	945	20	R	22
SEAWALL DR	010	NORTH END	UNIVERSITY AVE	2	1350	28	R	22
ALLSTON WAY	030	6TH ST	9TH ST	2	985	36	R	21
BUENA VISTA WAY	070	EUCLID AVE	DEL MAR AVE	2	3775	30	R	21
CHAUCER ST	040	SAN PABLO AVE	CURTIS ST	2	550	30	R	21
DOHR ST	068	RUSSELL ST	ASHBY AVE	2	489	22	R	21
DOVER ST	075	ALCATRAZ AVE	CITY LIMIT (63RD ST)	2	130	32	R	21
FRANCISCO ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2610	36	R	21
GREENWOOD TERRACE	030	ROSE ST	BUENA VISTA WAY	2	850	17	R	21
MABEL ST	062	PARKER ST	DERBY ST	2	650	36	R	21
OAK KNOLL TERRACE	060	GARBER ST	AVALON AVE	2	475	36	R	21
PARKER ST	040	SAN PABLO AVE	MATHEWS ST	2	560	36	R	21
PARKER ST	042	MATHEWS ST	MABEL ST	2	560	36	R	21
REGAL RD	070	SPRUCE ST	MARIN AVE	2	1050	24	R	21
ROSE ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2559	36	C	21
SUMMIT LANE	030	SUMMIT RD NR GRIZZLY PEAK	DEAD END	2	180	6	R	21
WARD ST	070	FULTON ST	ELLSWORTH ST	2	660	36	R	21
WATKINS ST	040	NEILSON ST	TEVLIN ST	2	250	26	R	21
8TH ST	055	COLUMBUS SCHOOL	DWIGHT WAY	2	1705	36	R	20
ACTON ST	055	BANCROFT WAY	DWIGHT WAY	2	1330	36	R	20
ALAMO AVE	010	SPRUCE ST	HALKIN LANE	2	840	20	R	20

City of Berkeley
Reference Report - PCI High to Low

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
ALLSTON WAY	020	DEAD END	6TH ST	2	930	36	R	20
ALTA RD	070	SPRUCE ST	CRAGMONT AVE	2	390	22	R	20
ATHERTON ST	050	CHANNING WAY	HASTE ST	2	325	35	R	20
BLAKE ST	055	MC GEE ST	MARTIN LUTHER KING JR WAY	2	1280	36	R	20
BLAKE ST	070	FULTON ST	TELEGRAPH AVE	2	1910	36	R	20
BOWDITCH ST	050	BANCROFT WAY	DURANT AVE	2	330	36	R	20
CATHERINE DR	030	KEONCREST DR (N)	KEONCREST DR (S)	2	410	25	R	20
CHESTNUT ST	035	ROSE ST	CEDAR ST	2	350	34	R	20
DERBY ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2510	36	R	20
ELMWOOD AVE	080	ASHBY AVE & ASHBY PL	PIEDMONT AVE	2	570	34	R	20
HILLDALE AVE	010	GRIZZLY PEAK BLVD	MARIN AVE	2	1870	21	R	20
INDIAN ROCK AVE	064	SAN LUIS RD	SANTA BARBARA RD	2	565	30	R	20
MATHEWS ST	063	PARKER ST	WARD ST	2	954	36	R	20
OLYMPUS AVE	035	FAIRLAWN DR	DEAD END (U C PLOT 82)	2	760	21	R	20
PARDEE ST	030	7TH ST	SAN PABLO AVE	2	1330	30	R	20
PARK ST	065	WARD ST	BURNETTE ST	2	1363	36	R	20
PARKER ST	045	MABEL ST	SACRAMENTO ST	2	1320	36	R	20
ROCK LANE	010	POPLAR ST	CRAGMONT AVE	2	800	22	R	20
SANTA BARBARA RD	025	SPRUCE ST	CRAGMONT AVE	2	605	24	R	20
STUART ST	050	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	2	2405	36	R	20
SUMMIT RD	030	AJAX LANE	ATLAS PL	2	240	20	R	20
SUNSET LANE	075	GRIZZLY PEAK BLVD	WOODMONT RD	2	344	22	R	20
THE UPLANDS	099	TUNNEL RD	DEAD END	2	340	14	R	20
WALNUT ST	049	BERKELEY WAY	UNIVERSITY AVE	2	315	36	R	20
WOOLSEY ST	080	COLLEGE ST	CLAREMONT AVE	2	1250	36	R	20
10TH ST	060	DWIGHT WAY	HEINZ AVE	2	2520	36	R	19
8TH ST	044	JONES ST	VIRGINIA ST	2	1095	35	R	19
ACTON ST	065	WARD ST	RUSSELL ST	2	1154	36	R	19
ADDISON ST	025	4TH ST	6TH ST	2	680	36	R	19
ANTHONY ST	030	5TH ST	7TH ST	2	650	36	R	19

City of Berkeley
Reference Report - PCI High to Low

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
BLAKE ST	040	SAN PABLO AVE	SACRAMENTO ST	2	2442	36	R	19
BLAKE ST	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	665	48	R	19
BLAKE ST	063	MILVIA ST	SHATTUCK AVE	2	688	48	R	19
BONITA AVE	040	CEDAR ST	VIRGINIA ST	2	670	36	R	19
CAMELIA ST	020	2ND ST	3RD ST (RR TRACKS)	2	345	35	R	19
CAMELIA ST	034	8TH ST	SAN PABLO AVE	2	1030	36	R	19
CEDAR ST	078	END W/O LA VEREDA	LA VEREDA	2	105	12	R	19
DERBY ST	075	TELEGRAPH AVE	HILLEGASS AVE (S)	2	860	38	R	19
DOHR ST	065	WARD ST	RUSSELL ST	2	1170	36	R	19
FRANCISCO ST	040	SAN PABLO AVE	CHESTNUT ST	2	1370	30	R	19
GRIZZLY PEAK BLVD	015	EUCLID AVE	KEELER AVE	2	1250	30	C	19
GRIZZLY PEAK BLVD	017	KEELER AVE	MARIN AVE	2	1400	33	C	19
MARIN AVE	078	GRIZZLY PEAK BLVD	CRESTON RD	2	330	28	R	19
TOMLEE DR	045	JUANITA WAY	ACTON ST	2	330	25	R	19
8TH ST	045	VIRGINIA ST	UNIVERSITY AVE	2	1625	37	R	18
CAMELIA ST	024	3RD ST (RR TRACKS)	4TH ST	2	330	36	R	18
CHANNING WAY	057	ROOSEVELT AVE	MARTIN LUTHER KING JR WAY	2	1000	36	R	18
DWIGHT WAY	085	HILLSIDE AVE	DEAD END ABOVE HILLSIDE AVE	2	590	36	R	18
FORREST LANE	073	GRIZZY PARK	CRESTON RD	2	337	22	R	18
IDAHO ST	072	66TH ST	ALCATRAZ AVE	2	823	36	R	18
KEELER AVE	023	MILLER AVE	POPPY LANE	2	600	18	R	18
OREGON ST	040	SAN PABLO AVE	MABEL ST	2	790	36	R	18
SAN MATEO RD	010	DEAD END (CUL-DE-SAC)	INDIAN ROCK AVE	2	780	24	R	18
SPINNAKER WAY	010	BREAKWATER DR	MARINA BLVD	2	1500	40	R	18
SUMMER ST	070	SPRUCE ST	GLEN AVE	2	660	25	R	18
SUMMIT RD	032	ATLAS PL	GRIZZLY PEAK BLVD	2	2530	23	R	18
WALLACE ST	065	WARD ST	RUSSELL ST	2	1220	35	R	18
WARD ST	046	ACTON ST	SACRAMENTO ST	2	727	36	R	18
WOOLSEY ST	078	HILLEGASS AVE	COLLEGE AVE	2	600	37	R	18
ACTON ST	061	BLAKE ST	PARKER ST	2	325	36	R	17

City of Berkeley
Reference Report - PCI High to Low

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
BYRON ST	055	CHANNING WAY	DWIGHT WAY	2	660	30	R	17
CHANNING WAY	060	MARTIN LUTHER KING JR WAY	MILVIA ST	2	670	36	R	17
HILLDALE AVE	020	MARIN AVE	REGAL RD	2	1265	20	R	17
KITTREDGE ST	066	SHATTUCK AVE	FUTON ST	2	440	32	R	17
MATHEWS ST	060	DWIGHT WAY	PARKER ST	2	645	36	R	17
10TH ST	045	VIRGINIA ST	DELAWARE ST	2	675	36	R	16
8TH ST	042	PAGE ST	JONES ST	2	460	35	R	16
ACACIA AVE	070	CRAGMONT AVE	EUCLID AVE	2	500	22	R	16
ADDISON ST	030	6TH ST	SAN PABLO AVE	2	1642	36	R	16
ARCH ST	020	SPRUCE ST	EUNICE ST	2	1175	35	R	16
BATAAN AVE	030	7TH ST	8TH ST	2	330	22	R	16
CARLETON ST	070	FULTON ST	TELEGRAPH AVE	2	1720	36	R	16
CURTIS ST	040	CEDAR ST	VIRGINIA ST	2	660	30	R	16
DERBY ST	063	MILVIA ST	SHATTUCK AVE	2	633	42	R	16
SCENIC AVE	040	CEDAR ST	HEARST AVE	2	1600	36	R	16
10TH ST	047	DELAWARE ST	UNIVERSITY AVE	2	950	36	R	15
ACTON ST	063	PARKER ST	WARD ST	2	895	36	R	15
DERBY ST	070	FULTON ST	TELEGRAPH AVE	2	1630	36	R	15
DURANT AVE	060	MILVIA ST	SHATTUCK AVE	2	710	47	C	15
HARMON ST	045	IDAHO ST	SACRAMENTO ST	2	1025	36	R	15
CURTIS ST	050	UNIVERSITY AVE	DWIGHT WAY	2	2990	36	R	14
DWIGHT WAY	083	PIEDMONT AVE	HILLSIDE AVE	2	765	36	R	14
GLEN AVE	030	EUNICE ST	CORNER BETWEEN SUMMER/ARC	2	620	22	R	14
KEELER AVE	020	MARIN AVE	MILLER AVE	2	1025	19	R	14
MC GEE AVE	035	ROSE ST	CEDAR ST	2	1105	36	R	14
NEILSON ST	030	NORTH CITY LIMIT	BARTD	2	890	26	R	14
VISTAMONT AVE	110	NORTH END	WOODMONT AVE	2	415	22	R	14
WARD ST	075	ELLSWORTH ST	TELEGRAPH AVE	2	880	36	R	14
AJAX PL	080	AJAX LANE	SUMMIT RD	2	305	20	R	13
OREGON ST	052	CALIFORNIA ST	GRANT ST	2	1319	36	R	13

City of Berkeley
Reference Report - PCI High to Low

Road Name	Section ID	Beg Location	End Location	Lanes	Length	Width	Functional Class	PCI
SUMMIT RD	038	GRIZZLY PEAK BLVD	END SOUTH OF GRIZZLY PEAK BL	2	740	26	R	13
2ND ST	047	DELAWARE ST	HEARST AVE	2	475	42	R	12
DEL MAR AVE	085	GLENDALE AVE	CAMPUS DR	2	480	24	R	12
DWIGHT WAY	020	4TH ST	6TH ST	2	650	36	C	12
GLEN AVE	033	CORNER BETWEEN SUMMER/ARCH	SPRUCE ST	2	380	23	R	12
ARCH ST	030	GLEN AVE	CEDAR ST	2	1995	36	R	11
CURTIS ST	038	HOPKINS ST	CEDAR ST	2	370	30	R	11
OAK ST	070	ARCH ST	GLEN ANE	2	313	24	R	11
ATLAS PL	080	HILL RD	SUMMIT RD	2	200	20	R	10
BUENA VISTA WAY	074	DELMAR AVE	260' NORTH OF PRIVATE PROP	2	470	22	R	10
EL PORTAL CT	030	DEAD END (LA LOMA AVE)	LA LOMA AVE	2	250	18	R	10
2ND ST	044	CEDAR ST	VIRGINIA ST	2	740	40	R	9
HILL RD	025	SHASTA RD	DEAD END	2	575	18	R	9
2ND ST	043	PAGE ST	CEDAR ST	2	820	40	R	8
BUENA VISTA WAY	078	260' NORTH OF PRIVATE PROP	PRIVATE PROPERTY	2	260	14	R	8
OAK ST	075	WEST END	HIGH CT	2	141	24	R	8
PARKER ST	078	HILLEGASS AVE	COLLEGE AVE	2	760	36	R	8
ROBLE CT	090	DEAD END (ROBLE RD)	ROBLE RD	2	430	24	R	8
UNIVERSITY AVE	015	MARINA BLVD	WEST FRONTAGE RD	2	1600	66	C	8
HOLLY ST	030	ROSE ST	CEDAR ST	2	910	36	R	7
TEVLIN ST	030	NORTH END	WATKINS ST	2	300	21	R	6
HIGHLAND PL	040	NORTH END	RIDGE RD	2	215	15	R	5
TEVLIN ST	035	WATKINS ST	END SOUTH OF GILMAN ST	2	425	25	R	3
CEDARWOOD LANE	030	HARRISON ST	PARK WAY	2	330	36	R	0
PARK WAY	020	3RD ST	4TH ST	2	250	36	R	0

City of Berkeley

2020 PMP Update (PTAP Round 21)

Data Quality Management Report

For the 2020 Pavement Management Program update for the City of Berkeley, Pavement Engineering Inc. (PEI) rated about 214 centerline miles of Arterial, Collector, and Residential roadways. Those 214 centerline miles are broken down into 1185 different management segments of varying lengths and widths. PEI completed their initial rating assessment in July 2020.

Once the initial ratings were completed, the field crew then preformed a 2nd rating on a randomly selected 10% of segments. This 2nd rating is intended as a consistency check, which ensures that our raters are performing evaluations consistent with our allowable range of +/- 5 PCI points. Of the 119 segments that were part of the 10% QC, 14 were found to be outside of the allowable range. Those 14 segments were re-rated by The Project Manager. Following the 10% Field Crew QC, an additional randomly selected 5% of segments were reviewed by The Project Manager.

Furthermore, an analysis was performed on the initial ratings to see how each segment's PCI has changed since the last rating was performed. Any segment found to have deteriorated more than 3 PCI points per year, or a total of 6 PCI points (since the City of Berkeley's PCIs were last updated in 2018) or have increased more than 1 PCI point without a documented M&R treatment, was then reviewed by The Project Manager.

Of the 1185 segments reviewed, a total of 43.9%, or 520 segments, were outside of the allowable range. These segments were then reviewed by The Project Manager. We found that of the 43.9% (520 segments), 55.8% (290 segments) were deemed to be accurate in the amount they had deteriorated. 26.5% (138 segments) were found to be rated harsher than deemed necessary, and 17.7% (92 segments) were rated too leniently. Those segments' PCIs were re-rated and now reflect the proper deterioration amount and coinciding PCI.



Section V

GIS Toolbox

GIS TOOLBOX

This section is intended to introduce the new feature in StreetSaver®. The GIS portion of the program is specifically designed for those agencies that do not have “in-house” GIS departments.

GIS TOOLBOX

The GIS toolbox is a new feature available within StreetSaver®. This is one of the most powerful tools available in StreetSaver®. The ability to link the existing road segments to a base map and produce maps displaying the Current Condition, Age of Pavement, Needs Treatments, Scenario Treatments, Last Treatment and Last Year Inspected are now available with just a few key strokes. No longer does an agency need to access “outside resources” or “wait” for graphical representations of their road system.

Maps that reflect the current condition of an agency’s road system are a valuable asset when meeting with City Councils and the general public. A map of future maintenance treatments can be used to inform the residents when future work is scheduled on their road.

A basic “shapefile” is already loaded into the StreetSaver® system. From this shapefile it is just a matter of “linking” or “assigning” the beginning location and ending location of each management section found in the database.

There are a few cautions that the City of Berkeley should be aware of in regard to the GIS mapping. GIS is a “node” to “node” application. It uses intersections or nodes as its way to pinpoint a specific location. This means that each of the City’s management sections needs to begin and end at a point that can be defined or found by the GIS link. Using house numbers or change in pavements will need to be defined as “feet” from the nearest “node”. This will produce a more precise map. Next the Street Names will need to match and that will mean a more precise accounting of “street tags”. The difference between calling a tag a “drive” or an “avenue” can hinder the linking process.

TERMINOLOGY

Once the GIS Toolbox is opened there will be two master items that can be accessed.







First there is the “GIS Reporting”. This screen is used to “mine” StreetSaver® data for display in GIS format. Queries can be performed using the standard StreetSaver® filter screen, using pre-defined criteria defined by the system, or by selecting an area of the map. If Section data is returned those shapes can be exported to GIS shapefiles or printed out in a map format.












Then there is the “Section Link” screen which will match segments in the basemap based on street name, type (street tag) and/or direction. Each Section can be linked to a segment or segments in the basemap.

Explanations of the toolbars and the buttons available on the GIS Reporting screen are outlined below:

Navigation Toolbar

 Select Sections from Map (Area Filter)	Click and Drag the mouse over an area on the map to search and retrieve sections within that area. Note: This works in conjunction with an applied Filter
 Clear Area Filter	Clears the current selected area filter
 Filter	Loads the Filter screen and retrieves sections based on the filter defined Note: This works in conjunction with an applied Area Filter
 Clear Filter	Restores the shape to it's state before any Add or Edits had occurred
 Export Shapefiles	For each shape type currently showing on the map, a shapefile is created and stuffed in a ZIP file for download. This file will contain 3 files for every shape type. Those 3 files make up the Shapefile that can be used in other GIS applications
 Print Map	Launches a Print Preview screen of the current Map and will resize based on the type of printer you choose

Reporting Toolbar

	
 Select	Shows a tooltip of information regarding the section the mouse is pointing to an object.
 Track Zoom In	Click and drag the mouse over an area of the map you want to Zoom in on.
 Zoom In	Each click will Zoom the map in by 20%.
 Zoom Out	Each click will Zoom the map OUT by 20%.
 Pan	Click and drag the map around to navigate a specified direction.
 Full Extent	Zooms out to the full border of your state.
 Toggle Extent	Will toggle between the current Map extent and previous Map extent.
 Previous Extent	Will cycle through each previous Map extent.

BASE MAP IMPLEMENTATION

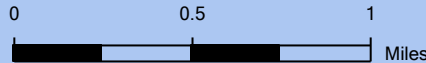
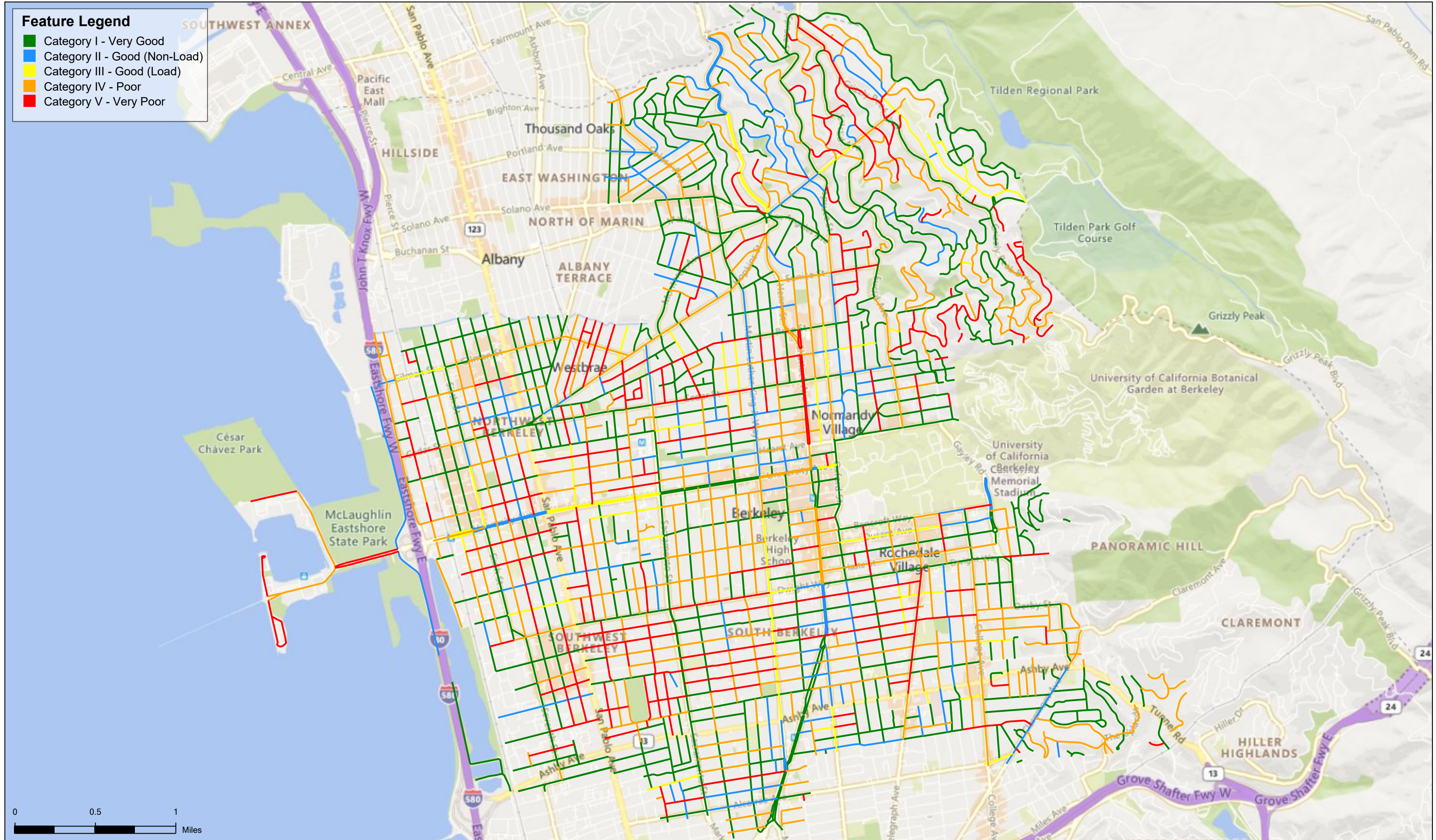
Pavement Engineering Inc. reviewed the base map included with StreetSaver® and the automatic linking process. The review found most of the segments were linked correctly. Any of the segments that were not previously linked were fixed so they were linked.

Current PCI Condition

Printed: 1/15/2021

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor



Appendix A
Summarized System Information

	Total Sections	Total Center Miles	Total Lane Miles	Total Area (sq. ft.)	PCI
Arterial	108	21.85	62.11	5,890,565	62
Collector	152	37.11	76.21	7,283,446	61
Residential/Local	930	155.62	311.23	26,575,816	55
Total	1,190	214.58	449.55	39,749,827	
Overall Network PCI as of 1/6/2021:					57
**Combined	2	0.11	0.22	20,880	N/A
Gravel	2	0.11	0.22	20,880	N/A

** Combined Sections are excluded from totals. These Sections do not have a PCI Date - they have not been inspected or had a Treatment applied.

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace (in thousands)
Arterial	AC	21.9	\$26.67	1,950,090	\$52,002
	AC/AC	37.5	\$26.67	3,651,893	\$97,384
	AC/PCC	1.7	\$26.67	188,070	\$5,015
	PCC	1.0	\$18.89	100,512	\$1,899
Collector	AC	17.0	\$20.78	1,737,239	\$36,096
	AC/AC	56.4	\$20.78	5,324,460	\$110,630
	AC/PCC	0.9	\$20.78	85,400	\$1,774
	PCC	2.0	\$18.89	136,347	\$2,575
Proposed; Private; Non-County	AC/AC	0.8	\$18.22	70,380	\$1,282
Residential/Local	AC	153.9	\$18.22	12,502,393	\$227,821
	AC/AC	155.9	\$18.22	13,962,949	\$254,436
	AC/PCC	0.8	\$18.22	53,915	\$982
	PCC	0.7	\$18.89	56,559	\$1,068
Grand Total:		450.4		39,820,207	\$792,965

Decision Tree

Printed: 11/11/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.20	3		
			Surface Treatment	LIGHT MAINTENANCE	\$12.00		7	
			Restoration Treatment	LIGHT REHAB	\$81.00			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$27.00		7	
		III - Good, Load Related		LIGHT REHAB	\$81.00			
		IV - Poor		HEAVY REHAB	\$104.00			
	V - Very Poor		RECONSTRUCT SURFACE (AC)	\$240.00				
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.20	3		
			Surface Treatment	LIGHT MAINTENANCE	\$12.00		7	
			Restoration Treatment	LIGHT REHAB	\$81.00			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$27.00		7	
		III - Good, Load Related		LIGHT REHAB	\$81.00			
		IV - Poor		HEAVY REHAB	\$104.00			
	V - Very Poor		RECONSTRUCT SURFACE (AC)	\$240.00				
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.20	3		
			Surface Treatment	LIGHT MAINTENANCE	\$12.00		7	
			Restoration Treatment	LIGHT REHAB	\$81.00			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$27.00		7	
III - Good, Load Related			LIGHT REHAB	\$81.00				
IV - Poor			HEAVY REHAB	\$104.00				
V - Very Poor		RECONSTRUCT SURFACE (AC)	\$240.00					
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
		Surface Treatment	DO NOTHING	\$0.00		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$0.00				
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		CONCRETE REPAIR	\$99.00				
V - Very Poor		CONCRETE REPAIR	\$170.00					

- Functional Class and Surface combination not used
- Selected Treatment is not a Surface Seal

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

- Functional Class and Surface combination not used
- Selected Treatment is not a Surface Seal

Decision Tree

Printed: 11/11/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.80	4		
			Surface Treatment	LIGHT MAINTENANCE	\$10.00		7	
			Restoration Treatment	LIGHT REHAB	\$61.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$23.00		7	
		III - Good, Load Related		LIGHT REHAB	\$61.00			
		IV - Poor		HEAVY REHAB	\$93.00			
	V - Very Poor		RECONSTRUCT SURFACE (AC)	\$187.00				
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.80	4		
			Surface Treatment	LIGHT MAINTENANCE	\$10.00		7	
			Restoration Treatment	LIGHT REHAB	\$61.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$23.00		7	
		III - Good, Load Related		LIGHT REHAB	\$61.00			
		IV - Poor		HEAVY REHAB	\$93.00			
	V - Very Poor		RECONSTRUCT SURFACE (AC)	\$187.00				
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.80	4		
			Surface Treatment	LIGHT MAINTENANCE	\$10.00		7	
			Restoration Treatment	LIGHT REHAB	\$61.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$23.00		7	
III - Good, Load Related			LIGHT REHAB	\$61.00				
IV - Poor			HEAVY REHAB	\$93.00				
V - Very Poor		RECONSTRUCT SURFACE (AC)	\$187.00					
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
		Surface Treatment	DO NOTHING	\$0.00		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$0.00				
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		CONCRETE REPAIR	\$99.00				
	V - Very Poor		CONCRETE REPAIR	\$170.00				

- Functional Class and Surface combination not used
- Selected Treatment is not a Surface Seal

Decision Tree

Printed: 11/11/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

- Functional Class and Surface combination not used
- Selected Treatment is not a Surface Seal

Decision Tree

Printed: 11/11/2020



Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
			Surface Treatment	LIGHT MAINTENANCE	\$8.00		8	
			Restoration Treatment	LIGHT REHAB	\$52.00			
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$20.00		8	
		III - Good, Load Related		LIGHT REHAB	\$52.00			
		IV - Poor		HEAVY REHAB	\$80.00			
	V - Very Poor		RECONSTRUCT SURFACE (AC)	\$164.00				
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
			Surface Treatment	LIGHT MAINTENANCE	\$8.00		8	
			Restoration Treatment	LIGHT REHAB	\$52.00			
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$20.00		8	
		III - Good, Load Related		LIGHT REHAB	\$52.00			
		IV - Poor		HEAVY REHAB	\$80.00			
	V - Very Poor		RECONSTRUCT SURFACE (AC)	\$164.00				
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
Surface Treatment			LIGHT MAINTENANCE	\$8.00		8		
Restoration Treatment			LIGHT REHAB	\$52.00				3
II - Good, Non-Load Related			HEAVY MAINTENANCE	\$20.00		8		
III - Good, Load Related			LIGHT REHAB	\$52.00				
IV - Poor			HEAVY REHAB	\$80.00				
V - Very Poor		RECONSTRUCT SURFACE (AC)	\$164.00					
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
		Surface Treatment	DO NOTHING	\$0.00		99		
		Restoration Treatment	DO NOTHING	\$0.00				100
	II - Good, Non-Load Related		DO NOTHING	\$0.00				
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		CONCRETE REPAIR	\$99.00				
	V - Very Poor		CONCRETE REPAIR	\$170.00				

- Functional Class and Surface combination not used
- Selected Treatment is not a Surface Seal

Decision Tree

Printed: 11/11/2020



Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

-  Functional Class and Surface combination not used
-  Selected Treatment is not a Surface Seal

Decision Tree

Printed: 11/11/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
			Surface Treatment	LIGHT MAINTENANCE	\$8.00		8	
			Restoration Treatment	LIGHT REHAB	\$52.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$20.00		8	
		III - Good, Load Related		LIGHT REHAB	\$52.00			
		IV - Poor		HEAVY REHAB	\$80.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$164.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
			Surface Treatment	LIGHT MAINTENANCE	\$8.00		8	
			Restoration Treatment	LIGHT REHAB	\$52.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$20.00		8	
		III - Good, Load Related		LIGHT REHAB	\$52.00			
		IV - Poor		HEAVY REHAB	\$80.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$164.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
Surface Treatment			LIGHT MAINTENANCE	\$8.00		8		
Restoration Treatment			LIGHT REHAB	\$52.00			3	
II - Good, Non-Load Related			HEAVY MAINTENANCE	\$20.00		8		
III - Good, Load Related			LIGHT REHAB	\$52.00				
IV - Poor			HEAVY REHAB	\$80.00				
V - Very Poor			RECONSTRUCT SURFACE (AC)	\$164.00				
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
		Surface Treatment	DO NOTHING	\$0.00		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$0.00				
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		CONCRETE REPAIR	\$99.00				
	V - Very Poor		CONCRETE REPAIR	\$170.00				

 Functional Class and Surface combination not used
 Selected Treatment is not a Surface Seal

Decision Tree

Printed: 11/11/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

- Functional Class and Surface combination not used
- Selected Treatment is not a Surface Seal

Appendix B
MTC
Budget Scenarios

**Needs Analysis
&
Zero Budget
(\$265 Million over 5 Years)**

- Projected PCI/Cost Summary

Needs - Projected PCI/Cost Summary

Inflation Rate = 3.00 % Printed: 1/6/2021

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2021	91	57	\$6,500,232	\$244,162,119	\$250,671,464
2022	88	55	\$2,108,419	\$2,623,653	\$4,741,605
2023	87	52	\$1,025,591	\$3,258,261	\$4,295,336
2024	85	50	\$1,138,278	\$1,546,013	\$2,705,609
2025	84	47	\$1,621,078	\$841,107	\$2,540,879
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		4.73%	\$12,523,740	\$252,431,153	\$264,954,893

Current Funding **(\$6.7 Million over 5 Years)**

- Network Condition Summary
- Cost Summary
- Sections Selected for Treatment
- GIS Maps of Treatments by year

Scenarios - Network Condition Summary

Interest: 0%

Inflation: 3%

Printed: 1/6/2021

Scenario: 5 Yr Plan (FY21-25)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$5,845,355	\$0	2023	\$7,300,559	\$382,262	2025	\$7,291,391	\$0
2022	\$5,891,686	\$359,347	2024	\$7,284,998	\$490,632			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	57	57	2.18	4.36
2022	55	56	3.25	6.51
2023	52	54	3.04	6.09
2024	50	53	4.42	8.85
2025	47	51	2.11	4.22

Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.4%	8.2%	25.7%	0.0%	40.3%
II / III	3.6%	4.6%	9.4%	0.0%	17.6%
IV	3.5%	3.9%	18.9%	0.0%	26.3%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.4%	8.3%	26.4%	0.0%	41.2%
II / III	3.6%	4.6%	9.3%	0.0%	17.5%
IV	3.5%	3.7%	18.8%	0.0%	26.1%
V	1.4%	1.6%	12.3%	0.0%	15.3%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	4.6%	7.4%	25.4%	0.0%	37.3%
II / III	3.2%	4.5%	10.6%	0.0%	18.3%
IV	3.8%	2.9%	10.3%	0.0%	17.0%
V	3.2%	3.6%	20.6%	0.0%	27.4%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 0.00%

Inflation: 3.00%

Printed: 1/6/2021

Scenario: 5 Yr Plan (FY21-25)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap					
2021	\$0	\$5,845,355	II	\$0	Non-Project	\$10	\$0	\$222,518,027	Funded	\$0		
			III	\$0					Unmet		\$758,951	
			IV	\$0								
			V	\$0								
			Total Project	\$0					\$5,845,348			
2022	\$359,347	\$5,891,686	II	\$0	Non-Project	\$10	\$0	\$251,761,043	Funded	\$0		
			III	\$0					Unmet		\$11,048	
			IV	\$0					Project			\$359,338
			V	\$0								
			Total Project	\$0					\$5,532,342			
2023	\$382,262	\$7,300,559	II	\$0	Non-Project	\$9	\$0	\$282,804,006	Funded	\$0		
			III	\$0					Unmet		\$16,377	
			IV	\$0					Project			\$382,255
			V	\$0								
			Total Project	\$0					\$6,918,304			
2024	\$490,632	\$7,284,998	II	\$0	Non-Project	\$3	\$0	\$317,369,658	Funded	\$0		
			III	\$0					Unmet		\$21,972	
			IV	\$0					Project			\$490,623
			V	\$0								
			Total Project	\$0					\$6,794,379			
2025	\$0	\$7,291,391	II	\$0	Non-Project	\$0	\$0	\$349,657,427	Funded	\$0		
			III	\$0					Unmet		\$13,564	
			IV	\$0					Project			\$0
			V	\$0								
			Total Project	\$0					\$7,291,385			

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$856,796	\$9	\$0	\$108,530
Collector	\$8,381,073	\$0	\$0	\$107,610
Residential/Local	\$23,143,889	\$1,232,239	\$0	\$605,772
Grand Total:	\$32,381,758	\$1,232,248	\$0	\$821,912

Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 1/6/2021

Scenario: 5 Yr Plan (FY21-25)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$5,845,355	\$0	2023	\$7,300,559	\$382,262	2025	\$7,291,391	\$0
2022	\$5,891,686	\$359,347	2024	\$7,284,998	\$490,632			

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment			Cost	Rating	Treatment
												PCI Before	PCI After				
**ADA ST	ORDWAY ST	SACRAMENTO ST	319006	045	1,350	30	40,500	R	AC/AC	0	23	23	100	\$805,770	3,998	RECONSTRUCT	
**CURTIS ST	HOPKINS ST	CEDAR ST	319129	038	370	30	11,100	R	AC/AC	0	9	9	100	\$228,056	3,871	RECONSTRUCT	
**SPINNAKER WAY	BREAKWATER DR	MARINA BLVD	320686	010	1,500	40	60,000	R	AC/AC	0	16	16	100	\$1,025,800	4,652	RECONSTRUCT	
**CURTIS ST	CEDAR ST	VIRGINIA ST	322129	040	660	30	19,800	R	AC/AC	0	14	14	100	\$386,584	4,074	RECONSTRUCT	
**HOLLY ST	ROSE ST	CEDAR ST	418290	030	910	36	32,760	R	AC/AC	0	5	5	100	\$622,732	4,184	RECONSTRUCT	
**CHANNING WAY	MARTIN LUTHER KING JR WAY	MILVIA ST	829104	060	670	36	24,120	R	AC/AC	0	15	15	100	\$488,698	3,926	RECONSTRUCT	
													Treatment Total		\$3,557,640		
**SPRUCE ST	ARCH ST	EUNICE ST	115550	025	980	37	36,260	C	AC/PCC	0	35	35	100	\$405,629	8,182	HEAVY REHAB	
**CHANNING WAY	MILVIA ST	SHATTUCK AVE	729104	063	710	36	25,560	R	AC/AC	0	28	28	100	\$293,429	7,762	HEAVY REHAB	
**DURANT AVE	SHATTUCK AVE	FULTON ST	729152	064	530	48	25,440	C	AC/AC	0	27	27	100	\$294,680	7,991	HEAVY REHAB	
**2ND ST	UNIVERSITY AVE	ADDISON ST	920528	050	450	35	15,750	R	AC/AC	0	32	32	100	\$585,795	2,380	HEAVY REHAB	
													Treatment Total		\$1,579,533		
**ESSEX ST	ADELINE ST	TREMONT ST	839191	060	340	36	12,240	R	AC	0	67	67	76	\$113,941	2,083	HEAVY MAINTENANCE	
**BANCROFT WAY	6TH ST	7TH ST	932042	030	660	36	23,760	R	AC/AC	0	51	51	64	\$96,598	4,568	HEAVY MAINTENANCE	
**BANCROFT WAY	7TH ST	SAN PABLO AVE	932042	035	1,000	36	36,000	R	AC	0	53	54	66	\$111,800	4,413	HEAVY MAINTENANCE	
													Treatment Total		\$322,339		
**EMERSON ST	ADELINE ST	SHATTUCK AVE	739186	060	805	36	28,980	R	AC	0	53	53	100	\$218,123	10,496	LIGHT REHAB	
**ESSEX ST	TREMONT ST	SHATTUCK AVE	739191	062	580	36	20,880	R	AC	0	60	60	100	\$167,713	9,033	LIGHT REHAB	
													Treatment Total		\$385,836		
Year 2021 Area Total										413,150	Year 2021 Total		\$5,845,348				

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment			Cost	Rating	Treatment
												PCI Before	PCI After				
**ELLSWORTH ST	BANCROFT WAY	DWIGHT WAY	728180	050	1,320	36	47,520	R	AC/AC	0	20	17	100	\$380,525	9,932	RECONSTRUCT	
**HEINZ AVE	7TH ST	SAN PABLO AVE	920275	040	1,368	36	49,248	R	AC/AC	0	20	17	100	\$988,977	3,961	RECONSTRUCT	
													Treatment Total		\$1,369,502		

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 1/6/2021

Scenario: 5 Yr Plan (FY21-25)

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
**COLUSA AVE	NORTH CITY LIMIT	SOLANO AVE	213119	010	3,565	36	128,340	C	AC/AC	0	35	31	100	\$1,615,805	7,326	HEAVY REHAB	
**STUART ST	HILLEGASS AVE	COLLEGE AVE	636561	078	715	36	25,740	R	AC	0	28	25	100	\$269,954	8,510	HEAVY REHAB	
**STUART ST	FULTON ST	HILLEGASS AVE	736561	070	2,450	36	88,200	R	AC	0	35	32	100	\$582,424	13,434	HEAVY REHAB	
**BROWNING ST	ADDISON ST	DWIGHT WAY	931073	050	2,650	36	95,400	R	AC/AC	0	31	28	100	\$1,033,498	8,226	HEAVY REHAB	
											Treatment Total			\$3,501,681			
**FULTON ST	DWIGHT WAY	BLAKE ST	736227	060	312	36	11,232	R	AC/AC	0	53	51	64	\$136,373	1,350	HEAVY MAINTENANCE	
**FULTON ST	BLAKE ST	PARKER ST	736227	061	348	36	12,528	R	AC		62	60	70	\$79,947	2,465	HEAVY MAINTENANCE	
**FULTON ST	PARKER ST	STUART ST	736227	063	1,318	36	47,448	R	AC/AC	0	53	51	64	\$444,839	1,702	HEAVY MAINTENANCE	
											Treatment Total			\$661,159			
**ELLSWORTH ST	DWIGHT WAY	CARLETON ST	736180	060	1,000	36	36,000	R	AC	0	89	87	93	\$97,480	4,701	LIGHT MAINTENANCE	
**ELLSWORTH ST	CARLETON ST	WARD ST	736180	062	620	42	26,040	R	AC		86	84	91	\$70,510	5,266	LIGHT MAINTENANCE	
**ELLSWORTH ST	WARD ST	ASHBY AVE	736180	065	1,520	42	63,840	R	AC	0	90	88	94	\$191,348	3,526	LIGHT MAINTENANCE	
											Treatment Total			\$359,338			
Year 2022 Area Total									631,536		Year 2022 Total			\$5,891,680			

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
**DWIGHT WAY	PIEDMONT AVE	HILLSIDE AVE	627155	083	765	36	27,540	R	AC/AC	0	12	6	100	\$589,863	3,713	RECONSTRUCT	
**DWIGHT WAY	HILLSIDE AVE	DEAD END ABOVE HILLSIDE AVE	627155	085	590	36	21,240	R	AC	0	16	8	100	\$444,787	3,798	RECONSTRUCT	
											Treatment Total			\$1,034,650			
**HOPKINS ST	SACRAMENTO ST	HOPKINS CT	213293	049	200	36	7,200	A	AC/AC	0	43	37	100	\$118,677	7,651	HEAVY REHAB	
**HOPKINS ST	MONTEREY AVE	MC GEE AVE	213293	052	250	40	10,000	C	AC	0	44	35	100	\$170,735	5,384	HEAVY REHAB	
**HOPKINS ST	GILMAN ST	SACRAMENTO ST	319293	047	530	36	19,080	R	AC/AC	0	27	22	100	\$292,497	5,825	HEAVY REHAB	
**BANCROFT WAY	PIEDMONT AVE	COLLEGE AVE	627042	080	670	36	24,120	C	AC/AC	0	24	15	100	\$313,863	7,128	HEAVY REHAB	
**FOREST AVE	COLLEGE AVE	CLAREMONT BLVD	637217	080	1,875	36	67,500	R	AC	0	37	32	100	\$699,956	8,560	HEAVY REHAB	
**DANA ST	BANCROFT WAY	DWIGHT WAY	728140	050	1,320	36	47,520	R	AC/AC	0	46	41	100	\$531,140	7,649	HEAVY REHAB	
**TELEGRAPH AVE	DWIGHT WAY	BANCROFT WAY	728584	050	1,320	31	40,920	C	AC/AC	0	36	29	100	\$546,172	6,935	HEAVY REHAB	
**BANCROFT WAY	MILVIA WAY	SHATTUCK AVE	729042	060	710	40	28,400	C	AC/AC	0	44	38	100	\$488,133	5,274	HEAVY REHAB	
**BANCROFT WAY	FULTON ST	SHATTUCK AVE	729042	065	500	40	20,000	C	AC/AC	0	39	33	100	\$406,207	4,529	HEAVY REHAB	

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 1/6/2021

Scenario: 5 Yr Plan (FY21-25)

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
**OTIS ST	RUSSELL ST	ASHBY AVE	835431	065	700	36	25,200	R	AC	0	38	33	100	\$281,962	7,911	HEAVY REHAB		
											Treatment Total		\$3,849,342					
**HOPKINS ST	STANNAGE AVE	NORTHSIDE AVE	319293	042	915	40	36,600	R	AC/AC	0	68	65	75	\$237,030	3,194	HEAVY MAINTENANCE		
**HOPKINS ST	PERALTA AVE	GILMAN ST	319293	046	1,442	36	51,912	R	AC/AC	0	49	45	60	\$567,379	1,187	HEAVY MAINTENANCE		
**BANCROFT WAY	COLLEGE AVE	BOWDITCH ST	628042	078	670	40	26,800	C	AC/AC	0	52	47	62	\$215,168	2,213	HEAVY MAINTENANCE		
**BANCROFT WAY	BOWDITCH ST	TELEGRAPH AVE	728042	076	670	40	26,800	C	AC/AC	0	46	40	58	\$185,757	2,301	HEAVY MAINTENANCE		
											Treatment Total		\$1,205,334					
**HOPKINS ST	HOPKINS CT	MONTEREY AVE	213293	050	250	36	9,000	C	AC/AC		39	33	100	\$148,346	5,581	LIGHT REHAB		
**DANA ST	DWIGHT WAY	BLAKE ST	736140	060	330	36	11,880	R	AC/AC	0	55	51	100	\$141,314	6,596	LIGHT REHAB		
**DANA ST	BLAKE ST	WARD ST	736140	065	1,320	36	47,520	R	AC	0	59	54	100	\$539,318	6,990	LIGHT REHAB		
											Treatment Total		\$828,978					
**HOPKINS ST	SAN PABLO AVE	STANNAGE AVE	319293	040	500	40	20,000	R	AC/AC	0	73	70	79	\$83,764	5,982	LIGHT MAINTENANCE		
**HOPKINS ST	NORTHSIDE AVE	PERALTA AVE	319293	045	545	35	19,075	R	AC/AC	0	71	68	77	\$298,491	1,478	LIGHT MAINTENANCE		
											Treatment Total		\$382,255					
Year 2023 Area Total							588,307					Year 2023 Total		\$7,300,559				

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
**GRIZZLY PEAK BLVD	KEELER AVE	MARIN AVE	111249	017	1,400	33	46,200	C	AC/AC	0	16	2	100	\$929,916	4,143	RECONSTRUCT	
**DERBY ST	HILLEGASS AVE (S)	COLLEGE AVE	636146	078	760	36	27,360	R	AC/AC	0	21	12	100	\$624,815	3,483	RECONSTRUCT	
**DURANT AVE	MILVIA ST	SHATTUCK AVE	729152	060	710	47	33,370	C	AC/AC	0	12	0	100	\$750,071	3,710	RECONSTRUCT	
**CHANNING WAY	ROOSEVELT AVE	MARTIN LUTHER KING JR WAY	830104	057	1,000	36	36,000	R	AC/AC	0	16	7	100	\$752,409	3,805	RECONSTRUCT	
											Treatment Total		\$3,057,211				
**HOPKINS ST	MC GEE AVE	CARLOTTA AVE	213293	053	320	45	14,400	C	AC	0	43	28	100	\$161,916	8,221	HEAVY REHAB	
**HOPKINS ST	CARLOTTA AVE	JOSEPHINE ST	213293	055	1,525	45	68,625	C	AC/AC	0	39	29	100	\$946,104	6,714	HEAVY REHAB	
**CHANNING WAY	SACRAMENTO ST	ROOSEVELT AVE	830104	050	1,620	36	58,320	R	AC/AC	0	32	24	100	\$753,759	6,909	HEAVY REHAB	
											Treatment Total		\$1,861,779				
**CRESTON RD	GRIZZLY PEAK BLVD (N)	SUNSET LANE	111127	010	1,910	22	42,020	R	AC	0	60	54	66	\$101,017	6,797	HEAVY MAINTENANCE	

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 1/6/2021

Scenario: 5 Yr Plan (FY21-25)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
**CRESTON RD	SUNSET LANE	GRIZZLY PEAK BLVD (S)	115127	020	2,699	22	59,378	R	AC	0	56	50	63	\$125,803	7,977	HEAVY MAINTENANCE	
**LATHAM LANE	MILLER AVE	GRIZZLY PEAK	115344	080	485	21	10,185	R	AC	0	43	36	56	\$41,649	2,913	HEAVY MAINTENANCE	
**DELAWARE ST	ACTON ST	SACRAMENTO ST	322142	048	665	48	31,920	C	AC/AC	0	55	48	62	\$117,042	4,795	HEAVY MAINTENANCE	
Treatment Total													\$385,511				
**MILLER AVE	POPPY LN	SHASTA RD	115380	070	3,510	21	73,710	R	AC	0	43	36	100	\$486,671	13,321	LIGHT REHAB	
**MC GEE AVE	DWIGHT WAY	DERBY ST	834371	060	1,350	36	48,600	R	AC/AC	0	59	54	100	\$600,281	6,100	LIGHT REHAB	
**MC GEE AVE	DERBY ST	RUSSELL ST	834371	065	1,343	36	48,348	R	AC	0	47	40	100	\$402,926	10,404	LIGHT REHAB	
Treatment Total													\$1,489,878				
**HILLEGASS AVE	DWIGHT WAY	ASHBY AVE	736285	060	3,200	36	115,200	R	AC	0	66	61	71	\$400,446	5,149	LIGHT MAINTENANCE	
**HILLEGASS AVE	ASHBY AVE	CITY LIMIT (WOOLSEY ST)	739285	070	855	36	30,780	R	AC	0	74	70	79	\$90,177	7,899	LIGHT MAINTENANCE	
Treatment Total													\$490,623				
Year 2024 Area Total									744,416	Year 2024 Total		\$7,285,002					

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
**GRIZZLY PEAK BLVD	EUCLID AVE	KEELER AVE	111249	015	1,250	30	37,500	C	AC/AC	0	16	0	100	\$685,529	4,561	RECONSTRUCT	
**WOOLSEY ST	HILLEGASS AVE	COLLEGE AVE	639671	078	600	37	22,200	R	AC	0	16	1	100	\$469,521	3,761	RECONSTRUCT	
**DERBY ST	FULTON ST	TELEGRAPH AVE	736146	070	1,630	36	58,680	R	AC/AC	0	13	0	100	\$1,155,345	4,040	RECONSTRUCT	
**DERBY ST	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	834146	050	2,510	36	90,360	R	AC/AC	0	18	6	100	\$1,824,516	3,939	RECONSTRUCT	
**CURTIS ST	UNIVERSITY AVE	DWIGHT WAY	931129	050	2,990	36	107,640	R	AC/AC	0	12	0	100	\$2,171,139	3,943	RECONSTRUCT	
Treatment Total													\$6,306,050				
**GILMAN ST	SAN PABLO AVE	SANTA FE AVE	319241	040	1,445	38	54,910	A	AC/AC	0	46	33	100	\$738,119	9,467	HEAVY REHAB	
**ALLSTON WAY	MILVIA ST	SHATTUCK AVE	729014	063	715	36	25,740	R	AC/AC	0	44	35	100	\$247,216	9,165	HEAVY REHAB	
Treatment Total													\$985,335				
Year 2025 Area Total									397,030	Year 2025 Total		\$7,291,385					
Grand Total Section Area:									2,774,439	Grand Total		\$33,613,974					

** - Treatment from Project Selection



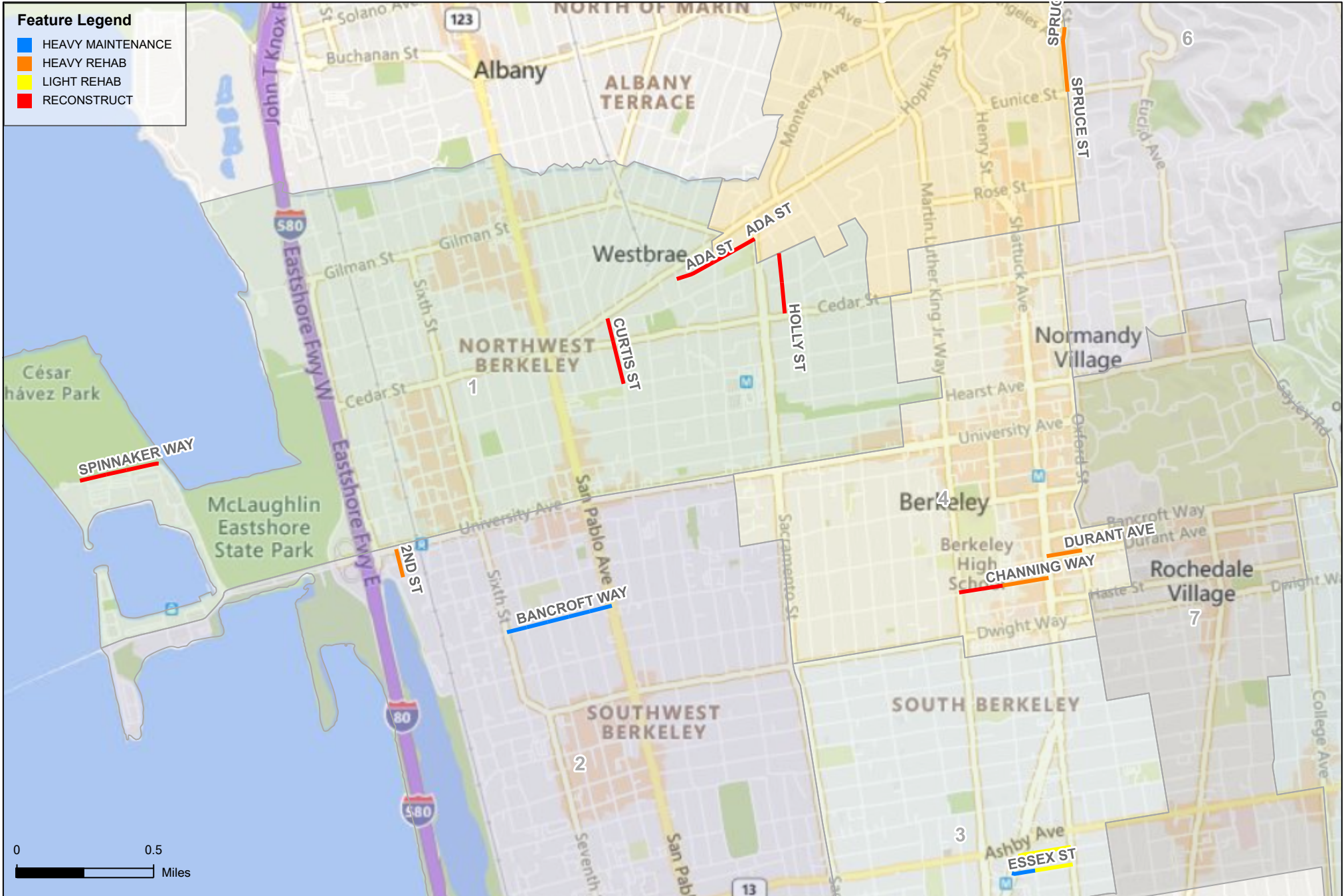
CITY OF BERKELEY

Scenario Treatments

5 Yr Plan (FY21-25) - 2021 Project Period - Printed: 1/6/2021

Feature Legend

- HEAVY MAINTENANCE
- HEAVY REHAB
- LIGHT REHAB
- RECONSTRUCT





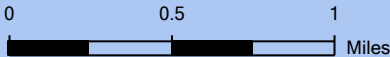
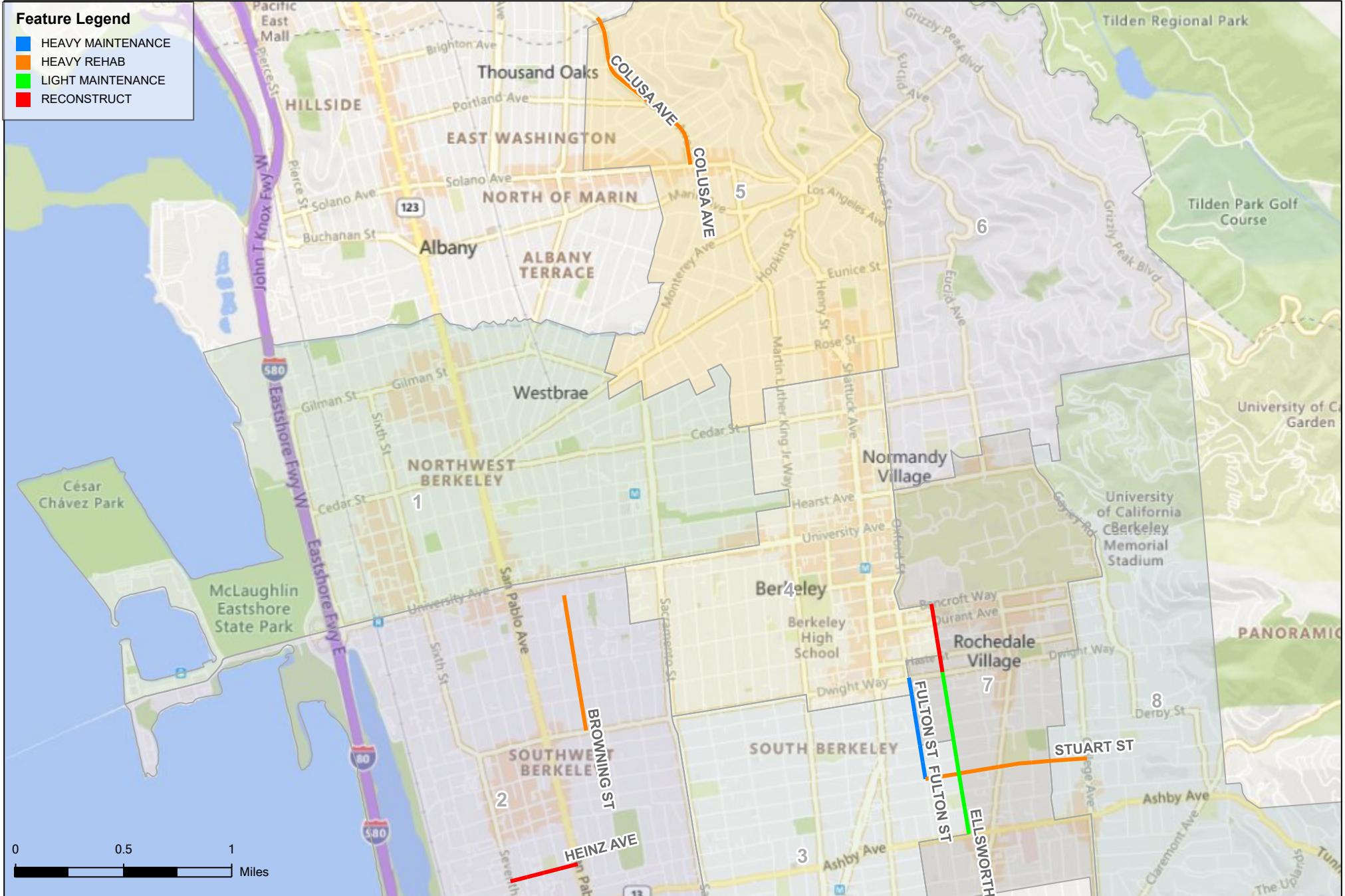
CITY OF BERKELEY

Scenario Treatments

5 Yr Plan (FY21-25) - 2022 Project Period - Printed: 1/6/2021

Feature Legend

- HEAVY MAINTENANCE
- HEAVY REHAB
- LIGHT MAINTENANCE
- RECONSTRUCT





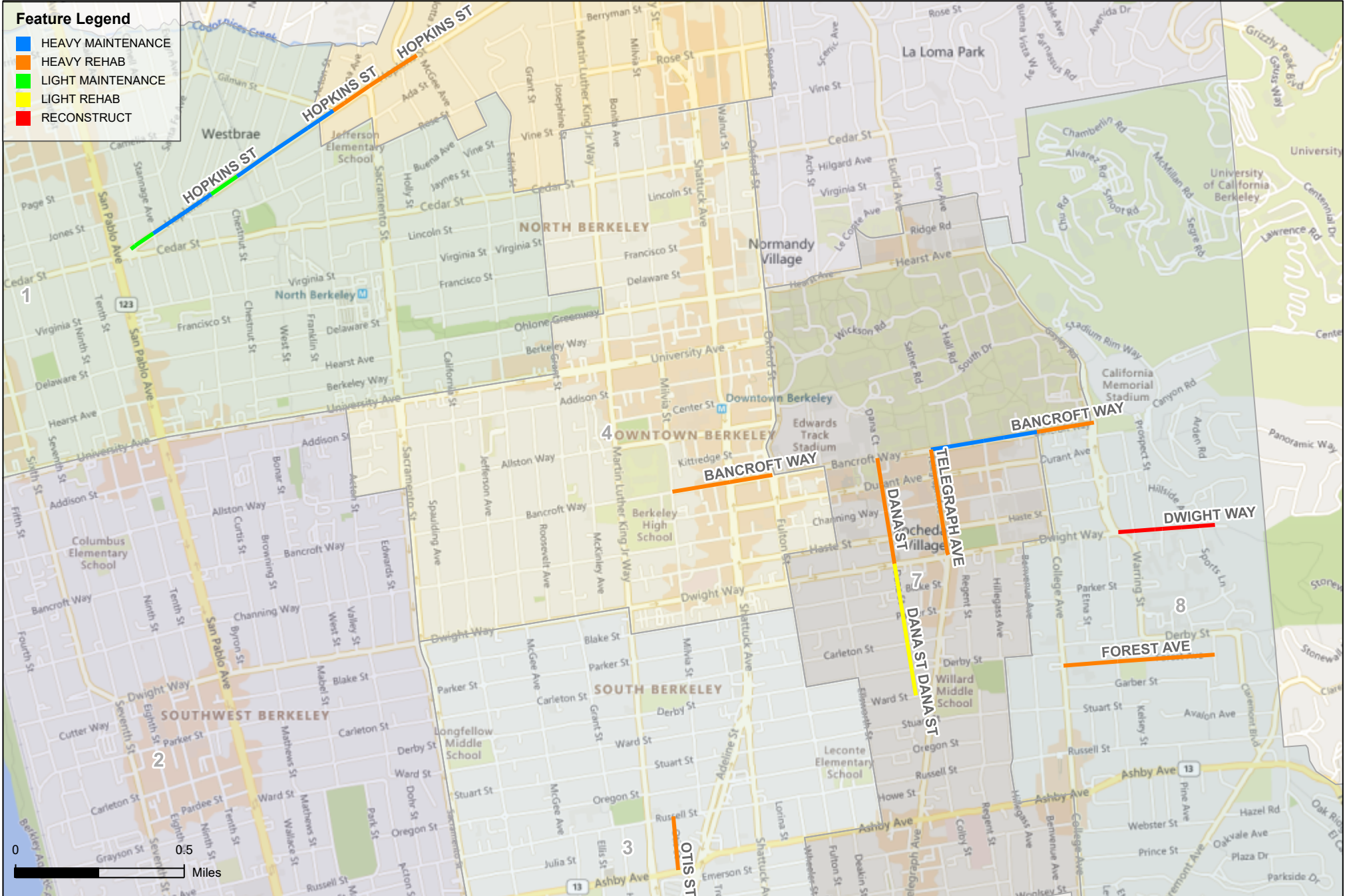
CITY OF BERKELEY

Scenario Treatments

5 Yr Plan (FY21-25) - 2023 Project Period - Printed: 1/6/2021

Feature Legend

- HEAVY MAINTENANCE
- HEAVY REHAB
- LIGHT MAINTENANCE
- LIGHT REHAB
- RECONSTRUCT





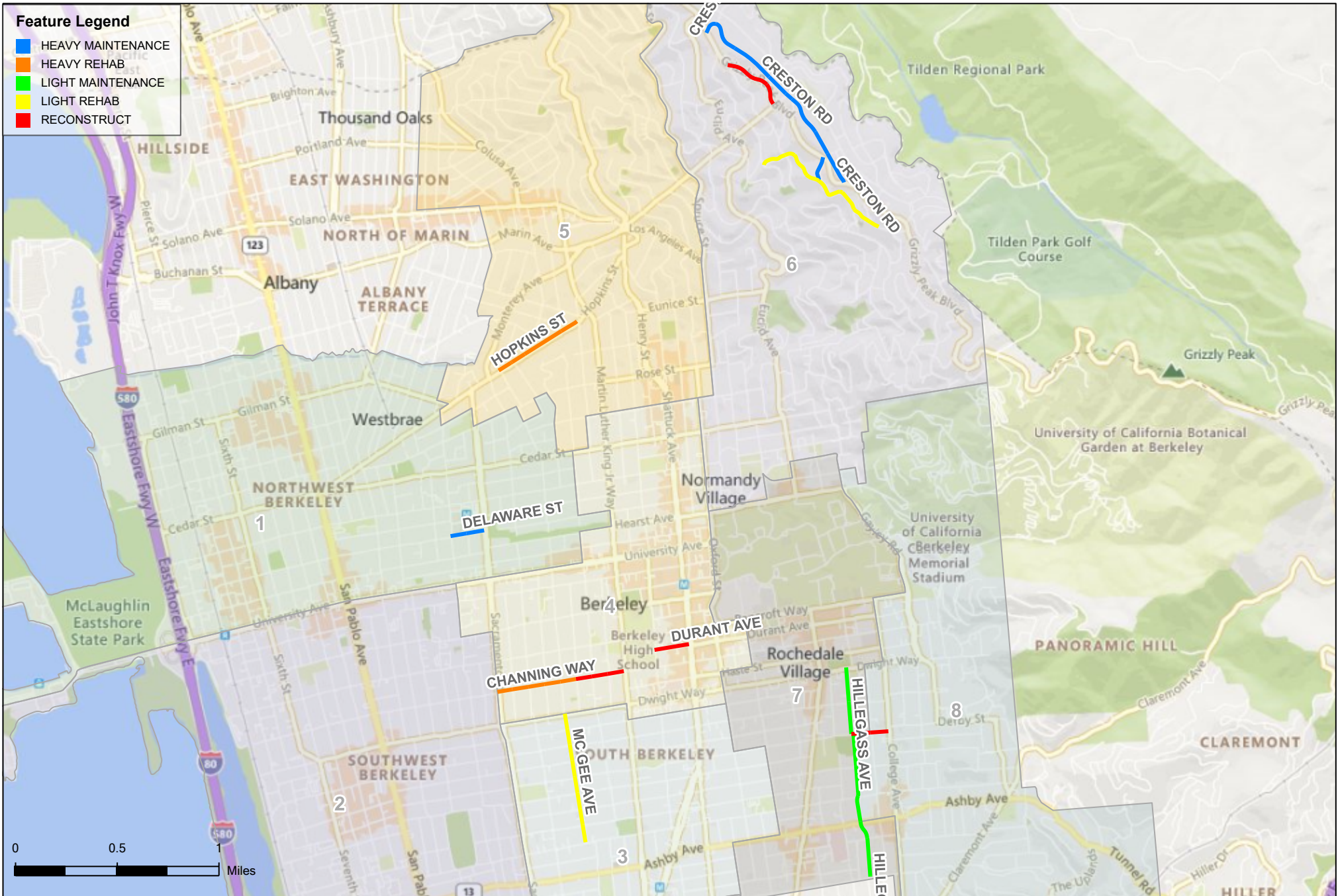
CITY OF BERKELEY

Scenario Treatments

5 Yr Plan (FY21-25) - 2024 Project Period - Printed: 1/6/2021

Feature Legend

- HEAVY MAINTENANCE
- HEAVY REHAB
- LIGHT MAINTENANCE
- LIGHT REHAB
- RECONSTRUCT



Maintain PCI
(\$15.1 Million over 5 Years)

- Pavement Network Condition Lane Miles
 - Network Condition Summary
 - Cost Summary
-

Target-Driven Scenarios Pavement Network Condition Lane Miles

Interest: .00%

Inflation: 3.00%

Printed: 01/06/2021

Scenario: Maintain

Objective: Minimum Network Average PCI

Target: Overall 57

Annual budget needs to meet target objectives

Year	Arterial	Collector	Res/Loc	Other	Preventative Maintenance	Total
2021	\$258,240	\$0	\$380,059	\$0	\$638,299	\$638,299
2022	\$4,858,328	\$3,404,402	\$7,185,127	\$0	\$8,036,314	\$15,447,857
2023	\$11,312,849	\$1,057,588	\$6,301,847	\$0	\$1,138,803	\$18,672,284
2024	\$2,841,734	\$458,752	\$16,061,566	\$0	\$1,138,278	\$19,362,052
2025	\$1,712,037	\$10,829,076	\$8,667,040	\$0	\$1,246,216	\$21,208,153
Average Yearly Total:						\$15,065,729
Grand Total:						\$75,328,645

Pavement Network prior to treatments in lane miles.

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	62	6.4%	4.9%	14
Collector	61	8.2%	5.5%	13
Residential	55	25.7%	31.7%	15

Pavement Network after schedulable treatments applied in lane miles.

2021

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	62	6.4%	4.9%	14
Collector	61	8.2%	5.5%	13
Residential	55	25.7%	31.7%	16

2022

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	63	6.5%	4.9%	16
Collector	61	8.5%	5.9%	14
Residential	54	25.5%	31.9%	16

2023

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	69	8.5%	3.8%	18
Collector	60	7.9%	7.2%	14
Residential	54	26.4%	31.9%	16

Pavement Network after schedulable treatments applied in lane miles.

2024				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	67	9.3%	3.8%	19
Collector	57	8.0%	7.3%	14
Residential	55	31.6%	29.2%	18

2025				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	65	10.0%	3.8%	18
Collector	62	10.9%	5.9%	16
Residential	54	34.8%	29.1%	18

Scenario: Maintain	
Objective: Minimum Network Average PCI	Target: Overall 57

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment
2021	57	57
2022	55	57
2023	52	57
2024	50	57
2025	47	57

Percent Network Area by Functional Classification and Condition Class

Condition in base year 2021, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	6.4%	8.2%	25.7%	0.0%	40.3%
II / III	3.6%	4.6%	9.4%	0.0%	17.6%
IV	3.5%	3.9%	18.9%	0.0%	26.3%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	6.4%	8.2%	25.7%	0.0%	40.3%
II / III	3.6%	4.6%	9.4%	0.0%	17.6%
IV	3.5%	3.9%	18.9%	0.0%	26.3%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	10.0%	10.9%	34.8%	0.0%	55.7%
II / III	1.1%	1.6%	2.9%	0.0%	5.6%
IV	0.5%	1.3%	6.2%	0.0%	8.0%
V	3.2%	4.6%	22.9%	0.0%	30.7%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Scenario: Maintain

Objective: Minimum Network Average PCI

Target: Overall 57

Year		Rehabilitation	Preventive Maintenance	Total Cost	Deferred
2021	II	\$0	Non-Project	\$638,299	\$250,032,948
	III	\$0	Project	\$0	
	IV	\$0			
	V	\$0			
	Total	\$0			
	Project	\$0			
2022	II	\$582,895	Non-Project	\$8,036,314	\$265,192,593
	III	\$3,279,546	Project	\$0	
	IV	\$3,348,320			
	V	\$200,782			
	Total	\$7,411,543			
	Project	\$0			
2023	II	\$1,009,715	Non-Project	\$1,138,803	\$279,758,890
	III	\$1,883,404	Project	\$0	
	IV	\$14,640,362			
	V	\$0			
	Total	\$17,533,481			
	Project	\$0			
2024	II	\$2,234,874	Non-Project	\$1,138,278	\$295,836,198
	III	\$209,227	Project	\$0	
	IV	\$15,779,673			
	V	\$0			
	Total	\$18,223,774			
	Project	\$0			
2025	II	\$3,684,837	Non-Project	\$1,246,216	\$307,171,181
	III	\$0	Project	\$0	
	IV	\$14,955,903			
	V	\$1,321,197			
	Total	\$19,961,937			
	Project	\$0			

Functional Class	Rehabilitation	Prev. Maint.	Summary
Arterial	\$18,443,238	\$2,539,950	
Collector	\$12,992,120	\$2,757,698	
Residential/Local	\$31,695,377	\$6,900,262	
Total:	\$63,130,735	\$12,197,910	Grand Total: \$75,328,645

Increase PCI by 5
(\$24.0 Million over 5 Years)

- Pavement Network Condition Lane Miles
- Network Condition Summary
- Cost Summary

Target-Driven Scenarios Pavement Network Condition Lane Miles

Interest: .00%

Inflation: 3.00%

Printed: 01/06/2021

Scenario: Increase by 5
Objective: Minimum Network Average PCI **Target: By Year**

Year	Value	Year	Value	Year	Value	Year	Value
Year 1	58	Year 2	59	Year 3	60	Year 4	61
Year 5	62						

Annual budget needs to meet target objectives

Year	Arterial	Collector	Res/Loc	Other	Preventative Maintenance	Total
2021	\$1,942,585	\$1,425,200	\$3,062,699	\$0	\$5,530,552	\$6,430,484
2022	\$9,051,979	\$1,986,435	\$12,988,392	\$0	\$3,070,552	\$24,026,806
2023	\$6,238,369	\$4,347,250	\$16,406,942	\$0	\$1,063,331	\$26,992,561
2024	\$2,732,161	\$7,756,152	\$20,786,972	\$0	\$1,138,278	\$31,275,285
2025	\$1,061,203	\$3,139,706	\$26,959,987	\$0	\$1,246,216	\$31,160,896

Average Yearly Total: \$23,977,206
 Grand Total: \$119,886,032

Pavement Network prior to treatments in lane miles.

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	62	6.4%	4.9%	14
Collector	61	8.2%	5.5%	13
Residential	55	25.7%	31.7%	15

Pavement Network after schedulable treatments applied in lane miles.

2021				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	63	6.5%	4.8%	15
Collector	63	8.2%	5.5%	14
Residential	56	25.7%	31.7%	16

2022				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	68	7.9%	3.8%	17
Collector	62	8.5%	5.9%	14
Residential	56	28.5%	30.0%	17

2023				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	69	9.3%	3.8%	19
Collector	62	8.9%	6.5%	15
Residential	58	32.4%	27.1%	19

Pavement Network after schedulable treatments applied in lane miles.

2024				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	67	10.1%	3.8%	19
Collector	64	11.2%	5.2%	17
Residential	59	37.4%	25.3%	20

2025				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	65	10.1%	3.8%	18
Collector	63	11.7%	5.2%	17
Residential	61	41.6%	22.7%	21

Scenario: Increase by 5								
Objective: Minimum Network Average PCI						Target: By Year		
Year	Value	Year	Value	Year	Value	Year	Value	Year
Year 1	58	Year 2	59	Year 3	60	Year 4	61	Year 5
Year 5	62							

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment
2021	57	58
2022	55	59
2023	52	60
2024	50	61
2025	47	62

Percent Network Area by Functional Classification and Condition Class

Condition in base year 2021, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	6.4%	8.2%	25.7%	0.0%	40.3%
II / III	3.6%	4.6%	9.4%	0.0%	17.6%
IV	3.5%	3.9%	18.9%	0.0%	26.3%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	6.5%	8.2%	25.7%	0.0%	40.5%
II / III	3.6%	4.6%	9.4%	0.0%	17.6%
IV	3.4%	3.8%	18.9%	0.0%	26.1%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	10.1%	11.7%	41.6%	0.0%	63.4%
II / III	1.0%	1.5%	2.5%	0.0%	4.9%
IV	0.5%	0.6%	4.0%	0.0%	5.2%
V	3.2%	4.6%	18.7%	0.0%	26.5%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Scenario: Increase by 5

Objective: Minimum Network Average PCI

Target: By Year

Year	Value	Year	Value	Year	Value	Year	Value
Year 1	58	Year 2	59	Year 3	60	Year 4	61
Year 5	62						

Year	Rehabilitation	Preventive Maintenance	Total Cost	Deferred		
2021	II	\$0	Non-Project	\$5,530,552	\$6,430,484	\$244,240,803
	III	\$0	Project	\$0		
	IV	\$899,932				
	V	\$0				
	Total	\$899,932				
	Project	\$0				
2022	II	\$1,388,917	Non-Project	\$3,070,552	\$24,026,806	\$250,647,694
	III	\$4,622,704	Project	\$0		
	IV	\$14,743,851				
	V	\$200,782				
	Total	\$20,956,254				
	Project	\$0				
2023	II	\$2,592,789	Non-Project	\$1,063,331	\$26,992,561	\$256,457,384
	III	\$703,083	Project	\$0		
	IV	\$22,633,358				
	V	\$0				
	Total	\$25,929,230				
	Project	\$0				
2024	II	\$3,704,413	Non-Project	\$1,138,278	\$31,275,285	\$259,926,280
	III	\$0	Project	\$0		
	IV	\$12,213,973				
	V	\$14,218,621				
	Total	\$30,137,007				
	Project	\$0				
2025	II	\$764,526	Non-Project	\$1,246,216	\$31,160,896	\$260,245,267
	III	\$0	Project	\$0		
	IV	\$8,126,320				
	V	\$21,023,834				
	Total	\$29,914,680				
	Project	\$0				

Functional Class	Rehabilitation	Prev. Maint.	Summary
Arterial	\$18,518,063	\$2,508,234	
Collector	\$15,933,119	\$2,721,624	
Residential/Local	\$73,385,921	\$6,819,071	
Total:	\$107,837,103	\$12,048,929	Grand Total: \$119,886,032

Appendix B-1
Additional 30 Year
Budget Scenario Projections

(S1)
Current Budget \$6.7M/Yr

- Network Condition Summary
- Cost Summary

Scenarios - Network Condition Summary

Interest: 0%

Inflation: 3%

Printed: 1/6/2021

Scenario: 2050 (6.7M per Year)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$6,700,000	5%	2032	\$6,700,000	5%	2043	\$6,700,000	5%
2022	\$6,700,000	5%	2033	\$6,700,000	5%	2044	\$6,700,000	5%
2023	\$6,700,000	5%	2034	\$6,700,000	5%	2045	\$6,700,000	5%
2024	\$6,700,000	5%	2035	\$6,700,000	5%	2046	\$6,700,000	5%
2025	\$6,700,000	5%	2036	\$6,700,000	5%	2047	\$6,700,000	5%
2026	\$6,700,000	5%	2037	\$6,700,000	5%	2048	\$6,700,000	5%
2027	\$6,700,000	5%	2038	\$6,700,000	5%	2049	\$6,700,000	5%
2028	\$6,700,000	5%	2039	\$6,700,000	5%	2050	\$6,700,000	5%
2029	\$6,700,000	5%	2040	\$6,700,000	5%			
2030	\$6,700,000	5%	2041	\$6,700,000	5%			
2031	\$6,700,000	5%	2042	\$6,700,000	5%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	57	57	6.09	12.19
2022	55	56	4.70	12.02
2023	52	55	4.14	9.55
2024	50	53	5.68	14.00
2025	47	51	6.86	14.49
2026	45	50	6.35	13.84
2027	43	48	5.52	11.66
2028	41	47	5.33	10.66
2029	39	46	5.69	12.70
2030	37	45	4.43	9.87
2031	35	44	4.52	9.58
2032	33	43	5.40	10.79
2033	32	42	6.98	14.10
2034	30	41	6.62	14.99
2035	28	40	5.84	11.91
2036	27	40	6.24	12.48
2037	25	39	5.73	12.32
2038	24	38	4.32	10.36
2039	23	37	4.48	9.11
2040	21	37	3.86	8.84
2041	20	36	4.29	10.47
2042	19	35	3.28	8.02
2043	18	35	3.40	7.93
2044	17	34	3.04	6.70
2045	16	33	4.29	8.58
2046	14	33	4.68	9.76
2047	13	32	2.91	6.82
2048	12	31	2.36	6.00
2049	11	31	3.28	6.84
2050	10	30	2.98	6.94

Scenarios Criteria:

Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.4%	8.2%	25.7%	0.0%	40.3%
II / III	3.6%	4.6%	9.4%	0.0%	17.6%
IV	3.5%	3.9%	18.9%	0.0%	26.3%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.1%	8.2%	27.1%	0.0%	42.5%
II / III	3.6%	4.6%	8.0%	0.0%	16.2%
IV	2.8%	3.8%	18.9%	0.0%	25.5%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2050 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.6%	0.8%	13.7%	0.0%	22.1%
II / III	2.4%	1.7%	6.4%	0.0%	10.5%
IV	1.3%	2.0%	8.7%	0.0%	12.0%
V	3.6%	13.8%	38.0%	0.0%	55.5%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 0.00%

Inflation: 3.00%

Printed: 1/6/2021

Scenario: 2050 (6.7M per Year)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2021	5%	\$6,700,000	II	\$431,512	Non-Project	\$340,243	\$0	\$243,971,249	Funded	\$0
			III	\$2,108,469					Unmet	\$848,127
			IV	\$3,624,848					Project	\$0
			V	\$194,934						
			Total	\$6,359,763						
			Project	\$0						
2022	5%	\$6,700,000	II	\$268,990	Non-Project	\$339,324	\$0	\$267,697,520	Funded	\$0
			III	\$1,700,613					Unmet	\$8,740
			IV	\$4,391,090					Project	\$0
			V	\$0						
			Total	\$6,360,693						
			Project	\$0						
2023	5%	\$6,700,000	II	\$275,926	Non-Project	\$341,627	\$0	\$294,311,620	Funded	\$0
			III	\$1,075,928					Unmet	\$14,613
			IV	\$5,006,530					Project	\$0
			V	\$0						
			Total	\$6,358,384						
			Project	\$0						
2024	5%	\$6,700,000	II	\$1,125,900	Non-Project	\$349,926	\$0	\$326,349,463	Funded	\$0
			III	\$389,940					Unmet	\$15,098
			IV	\$4,834,249					Project	\$0
			V	\$0						
			Total	\$6,350,089						
			Project	\$0						
2025	5%	\$6,700,000	II	\$1,488,697	Non-Project	\$343,488	\$0	\$354,001,380	Funded	\$0
			III	\$1,040,368					Unmet	\$6,582
			IV	\$3,827,468					Project	\$0
			V	\$0						
			Total	\$6,356,533						
			Project	\$0						
2026	5%	\$6,700,000	II	\$486,061	Non-Project	\$346,616	\$0	\$370,524,712	Funded	\$0
			III	\$2,930,237					Unmet	\$1,474,646
			IV	\$2,937,112					Project	\$0
			V	\$0						
			Total	\$6,353,410						
			Project	\$0						
2027	5%	\$6,700,000	II	\$818,872	Non-Project	\$337,108	\$0	\$396,298,483	Funded	\$0
			III	\$1,005,153					Unmet	\$19,489
			IV	\$4,538,887					Project	\$0
			V	\$0						
			Total	\$6,362,912						
			Project	\$0						
2028	5%	\$6,700,000	II	\$898,846	Non-Project	\$338,200	\$0	\$418,485,189	Funded	\$0
			III	\$801,879					Unmet	\$20,550
			IV	\$4,661,090					Project	\$0
			V	\$0						
			Total	\$6,361,815						
			Project	\$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2029	5%	\$6,700,000	II	\$1,501,129	Non-Project	\$335,119	\$0	\$434,659,778	Funded	\$0
			III	\$362,297					Unmet	\$18,574
			IV	\$4,501,477					Project	\$0
			V	\$0						
			Total Project	\$6,364,903						
2030	5%	\$6,700,000	II	\$328,182	Non-Project	\$340,050	\$0	\$462,228,329	Funded	\$0
			III	\$9,952					Unmet	\$15,236
			IV	\$6,021,837					Project	\$0
			V	\$0						
			Total Project	\$6,359,971						
2031	5%	\$6,700,000	II	\$619,980	Non-Project	\$335,908	\$0	\$485,732,815	Funded	\$0
			III	\$0					Unmet	\$1,990,979
			IV	\$5,744,130					Project	\$0
			V	\$0						
			Total Project	\$6,364,110						
2032	5%	\$6,700,000	II	\$1,418,538	Non-Project	\$335,272	\$0	\$503,489,520	Funded	\$0
			III	\$0					Unmet	\$36,218
			IV	\$4,946,209					Project	\$0
			V	\$0						
			Total Project	\$6,364,747						
2033	5%	\$6,700,000	II	\$2,187,615	Non-Project	\$345,231	\$0	\$529,620,051	Funded	\$0
			III	\$669,102					Unmet	\$33,034
			IV	\$3,498,070					Project	\$0
			V	\$0						
			Total Project	\$6,354,787						
2034	5%	\$6,700,000	II	\$4,112,050	Non-Project	\$337,716	\$0	\$553,244,720	Funded	\$0
			III	\$112,474					Unmet	\$38,484
			IV	\$2,137,782					Project	\$0
			V	\$0						
			Total Project	\$6,362,306						
2035	5%	\$6,700,000	II	\$1,523,296	Non-Project	\$340,543	\$0	\$583,620,187	Funded	\$0
			III	\$3,374,436					Unmet	\$41,851
			IV	\$1,461,749					Project	\$0
			V	\$0						
			Total Project	\$6,359,481						
2036	5%	\$6,700,000	II	\$2,009,809	Non-Project	\$336,233	\$0	\$607,639,197	Funded	\$0
			III	\$3,127,548					Unmet	\$2,426,778
			IV	\$1,226,433					Project	\$0
			V	\$0						
			Total Project	\$6,363,790						
2037	5%	\$6,700,000	II	\$1,992,702	Non-Project	\$336,426	\$0	\$640,389,703	Funded	\$0
			III	\$4,021,726					Unmet	\$90,621
			IV	\$349,156					Project	\$0
			V	\$0						
			Total Project	\$6,363,584						
2038	5%	\$6,700,000	II	\$868,284	Non-Project	\$338,848	\$0	\$672,162,907	Funded	\$0
			III	\$2,238,262					Unmet	\$78,475
			IV	\$3,254,625					Project	\$0
			V	\$0						
			Total Project	\$6,361,171						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2039	5%	\$6,700,000	II	\$1,210,938	Non-Project	\$337,278	\$0	\$699,950,664	Funded	\$0
			III	\$5,151,788					Unmet	\$72,923
			IV	\$0						
			V	\$0						
			Total	\$6,362,726						
		Project	\$0							
2040	5%	\$6,700,000	II	\$452,138	Non-Project	\$344,084	\$0	\$728,513,710	Funded	\$0
			III	\$5,903,790					Unmet	\$67,879
			IV	\$0						
			V	\$0						
			Total	\$6,355,928						
		Project	\$0							
2041	5%	\$6,700,000	II	\$1,677,081	Non-Project	\$335,916	\$0	\$764,284,027	Funded	\$0
			III	\$4,687,020					Unmet	\$2,885,439
			IV	\$0						
			V	\$0						
			Total	\$6,364,101						
		Project	\$0							
2042	5%	\$6,700,000	II	\$274,032	Non-Project	\$346,453	\$0	\$792,700,565	Funded	\$0
			III	\$6,079,524					Unmet	\$114,794
			IV	\$0						
			V	\$0						
			Total	\$6,353,556						
		Project	\$0							
2043	5%	\$6,700,000	II	\$228,869	Non-Project	\$343,662	\$0	\$826,641,926	Funded	\$0
			III	\$6,127,485					Unmet	\$139,876
			IV	\$0						
			V	\$0						
			Total	\$6,356,354						
		Project	\$0							
2044	5%	\$6,700,000	II	\$145,783	Non-Project	\$347,720	\$0	\$869,489,236	Funded	\$0
			III	\$6,206,512					Unmet	\$146,178
			IV	\$0						
			V	\$0						
			Total	\$6,352,295						
		Project	\$0							
2045	5%	\$6,700,000	II	\$650,067	Non-Project	\$351,859	\$0	\$911,741,094	Funded	\$0
			III	\$5,698,094					Unmet	\$127,604
			IV	\$0						
			V	\$0						
			Total	\$6,348,161						
		Project	\$0							
2046	5%	\$6,700,000	II	\$1,332,206	Non-Project	\$345,783	\$0	\$951,751,292	Funded	\$0
			III	\$5,022,021					Unmet	\$3,400,109
			IV	\$0						
			V	\$0						
			Total	\$6,354,227						
		Project	\$0							
2047	5%	\$6,700,000	II	\$249,806	Non-Project	\$341,073	\$0	\$991,110,434	Funded	\$0
			III	\$5,740,824					Unmet	\$203,139
			IV	\$368,292						
			V	\$0						
			Total	\$6,358,922						
		Project	\$0							
2048	5%	\$6,700,000	II	\$0	Non-Project	\$345,063	\$0	\$1,034,145,930	Funded	\$0
			III	\$6,354,912					Unmet	\$229,905
			IV	\$0						
			V	\$0						
			Total	\$6,354,912						
		Project	\$0							

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2049	5%	\$6,700,000	II	\$441,329	Non-Project	\$356,448	\$0	\$1,089,778,383	Funded	\$0
			III	\$5,902,227					Unmet	\$234,182
			IV	\$0	Project	\$0				
			V	\$0						
			Total Project	\$6,343,556						
2050	5%	\$6,700,000	II	\$0	Non-Project	\$368,974	\$0	\$1,135,826,135	Funded	\$0
			III	\$5,677,477					Unmet	\$221,556
			IV	\$653,555	Project	\$0				
			V	\$0						
			Total Project	\$6,331,032						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$90,852,210	\$3,179,001	\$0	\$1,136,814
Collector	\$10,940,897	\$770,866	\$0	\$3,335,120
Residential/Local	\$88,925,112	\$6,332,324	\$0	\$10,549,745
Grand Total:	\$190,718,219	\$10,282,191	\$0	\$15,021,680

(S2)
\$6.7M/Yr + Sales Tax Increase \$8.0M/Yr
(Total \$14.7M/Yr)

- Network Condition Summary
- Cost Summary

Scenarios - Network Condition Summary

Interest: 0%

Inflation: 3%

Printed: 1/6/2021

Scenario: 2050 Sales Tax Increase (\$8M) Per Year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$6,700,000	5%	2032	\$14,700,000	5%	2043	\$14,700,000	5%
2022	\$6,700,000	5%	2033	\$14,700,000	5%	2044	\$14,700,000	5%
2023	\$14,700,000	5%	2034	\$14,700,000	5%	2045	\$14,700,000	5%
2024	\$14,700,000	5%	2035	\$14,700,000	5%	2046	\$14,700,000	5%
2025	\$14,700,000	5%	2036	\$14,700,000	5%	2047	\$14,700,000	5%
2026	\$14,700,000	5%	2037	\$14,700,000	5%	2048	\$14,700,000	5%
2027	\$14,700,000	5%	2038	\$14,700,000	5%	2049	\$14,700,000	5%
2028	\$14,700,000	5%	2039	\$14,700,000	5%	2050	\$14,700,000	5%
2029	\$14,700,000	5%	2040	\$14,700,000	5%			
2030	\$14,700,000	5%	2041	\$14,700,000	5%			
2031	\$14,700,000	5%	2042	\$14,700,000	5%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	57	57	6.09	12.19
2022	55	56	4.70	12.02
2023	52	56	10.96	25.31
2024	50	55	14.18	29.46
2025	47	54	13.87	29.05
2026	45	54	15.78	32.23
2027	43	53	13.27	27.77
2028	41	52	10.52	22.17
2029	39	52	10.78	22.87
2030	37	52	10.02	21.43
2031	35	52	11.82	24.23
2032	33	52	10.70	21.72
2033	32	52	11.31	22.76
2034	30	52	14.35	30.16
2035	28	52	14.88	29.76
2036	27	52	10.51	23.68
2037	25	52	9.77	20.90
2038	24	51	8.67	20.27
2039	23	51	10.34	21.98
2040	21	51	11.37	22.74
2041	20	51	10.69	22.22
2042	19	51	8.37	17.42
2043	18	50	10.46	21.66
2044	17	50	8.12	18.18
2045	16	50	6.88	14.76
2046	14	49	8.90	18.77
2047	13	49	7.17	14.49
2048	12	49	5.66	12.97
2049	11	48	5.90	13.12
2050	10	48	4.76	11.62

Scenarios Criteria:

Criteria:

Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.4%	8.2%	25.7%	0.0%	40.3%
II / III	3.6%	4.6%	9.4%	0.0%	17.6%
IV	3.5%	3.9%	18.9%	0.0%	26.3%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.1%	8.2%	27.1%	0.0%	42.5%
II / III	3.6%	4.6%	8.0%	0.0%	16.2%
IV	2.8%	3.8%	18.9%	0.0%	25.5%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2050 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.1%	7.6%	29.6%	0.0%	46.3%
II / III	2.6%	1.3%	8.7%	0.0%	12.5%
IV	0.0%	1.3%	4.3%	0.0%	5.6%
V	3.2%	8.1%	24.2%	0.0%	35.5%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 0.00%

Inflation: 3.00%

Printed: 1/6/2021

Scenario: 2050 Sales Tax Increase (\$8M) Per Year

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2021	5%	\$6,700,000	II	\$431,512	Non-Project	\$340,243	\$0	\$243,971,249	Funded	\$0
			III	\$2,108,469					Unmet	\$848,127
			IV	\$3,624,848						
			V	\$194,934						
			Total Project	\$6,359,763						
				\$0						
2022	5%	\$6,700,000	II	\$268,990	Non-Project	\$339,324	\$0	\$267,697,520	Funded	\$0
			III	\$1,700,613					Unmet	\$8,740
			IV	\$4,391,090						
			V	\$0						
			Total Project	\$6,360,693						
				\$0						
2023	5%	\$14,700,000	II	\$803,171	Non-Project	\$741,619	\$0	\$286,311,618	Funded	\$0
			III	\$1,454,511					Unmet	\$11,065
			IV	\$11,700,723						
			V	\$0						
			Total Project	\$13,958,405						
				\$0						
2024	5%	\$14,700,000	II	\$2,040,757	Non-Project	\$745,361	\$0	\$310,109,748	Funded	\$0
			III	\$209,227					Unmet	\$10,540
			IV	\$11,704,697						
			V	\$0						
			Total Project	\$13,954,681						
				\$0						
2025	5%	\$14,700,000	II	\$1,212,024	Non-Project	\$738,188	\$0	\$329,274,399	Funded	\$0
			III	\$3,294,013					Unmet	\$5,048
			IV	\$9,455,812						
			V	\$0						
			Total Project	\$13,961,849						
				\$0						
2026	5%	\$14,700,000	II	\$2,947,022	Non-Project	\$737,656	\$0	\$337,190,849	Funded	\$0
			III	\$666,630					Unmet	\$1,401,723
			IV	\$10,348,727						
			V	\$0						
			Total Project	\$13,962,379						
				\$0						
2027	5%	\$14,700,000	II	\$2,181,738	Non-Project	\$739,695	\$0	\$353,769,312	Funded	\$0
			III	\$1,005,153					Unmet	\$7,752
			IV	\$10,773,459						
			V	\$0						
			Total Project	\$13,960,350						
				\$0						
2028	5%	\$14,700,000	II	\$2,472,503	Non-Project	\$748,369	\$0	\$366,282,351	Funded	\$0
			III	\$505,233					Unmet	\$5,965
			IV	\$5,648,439						
			V	\$5,325,498						
			Total Project	\$13,951,673						
				\$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2029	5%	\$14,700,000	II	\$2,262,930	Non-Project	\$770,506	\$0	\$371,450,250	Funded	\$0
			III	\$362,297					Unmet	\$5,023
			IV	\$3,082,804					Project	\$0
			V	\$8,221,501						
			Total	\$13,929,532						
		Project	\$0							
2030	5%	\$14,700,000	II	\$1,858,217	Non-Project	\$740,088	\$0	\$386,112,058	Funded	\$0
			III	\$9,952					Unmet	\$2,326
			IV	\$9,079,896					Project	\$0
			V	\$3,011,883						
			Total	\$13,959,948						
		Project	\$0							
2031	5%	\$14,700,000	II	\$2,712,871	Non-Project	\$743,609	\$0	\$392,811,886	Funded	\$0
			III	\$0					Unmet	\$1,696,458
			IV	\$4,104,544					Project	\$0
			V	\$7,139,008						
			Total	\$13,956,423						
		Project	\$0							
2032	5%	\$14,700,000	II	\$2,176,366	Non-Project	\$790,347	\$0	\$393,744,063	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$2,387,393					Project	\$0
			V	\$9,345,935						
			Total	\$13,909,694						
		Project	\$0							
2033	5%	\$14,700,000	II	\$2,992,953	Non-Project	\$740,866	\$0	\$400,779,095	Funded	\$0
			III	\$669,102					Unmet	\$3,068
			IV	\$2,271,154					Project	\$0
			V	\$8,025,966						
			Total	\$13,959,175						
		Project	\$0							
2034	5%	\$14,700,000	II	\$5,901,204	Non-Project	\$735,851	\$0	\$406,548,560	Funded	\$0
			III	\$2,554,044					Unmet	\$1,217
			IV	\$0					Project	\$0
			V	\$5,508,941						
			Total	\$13,964,189						
		Project	\$0							
2035	5%	\$14,700,000	II	\$5,128,655	Non-Project	\$774,885	\$0	\$417,470,394	Funded	\$0
			III	\$4,727,699					Unmet	\$6,984
			IV	\$0					Project	\$0
			V	\$4,068,818						
			Total	\$13,925,172						
		Project	\$0							
2036	5%	\$14,700,000	II	\$3,371,499	Non-Project	\$802,622	\$0	\$426,939,920	Funded	\$0
			III	\$6,266,279					Unmet	\$1,820,153
			IV	\$2,172,984					Project	\$0
			V	\$2,086,638						
			Total	\$13,897,400						
		Project	\$0							
2037	5%	\$14,700,000	II	\$1,696,142	Non-Project	\$743,120	\$0	\$447,156,765	Funded	\$0
			III	\$12,003,758					Unmet	\$18,651
			IV	\$257,010					Project	\$0
			V	\$0						
			Total	\$13,956,910						
		Project	\$0							
2038	5%	\$14,700,000	II	\$1,929,130	Non-Project	\$748,876	\$0	\$451,593,120	Funded	\$0
			III	\$9,097,443					Unmet	\$6,794
			IV	\$2,924,577					Project	\$0
			V	\$0						
			Total	\$13,951,150						
		Project	\$0							

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2039	5%	\$14,700,000	II	\$2,125,392	Non-Project	\$744,392	\$0	\$471,112,721	Funded	\$0
			III	\$10,824,369					Unmet	\$19,607
			IV	\$1,005,875						
			V	\$0						
			Total Project	\$13,955,636						
2040	5%	\$14,700,000	II	\$1,422,471	Non-Project	\$739,450	\$0	\$487,440,327	Funded	\$0
			III	\$10,953,748					Unmet	\$20,909
			IV	\$1,584,362						
			V	\$0						
			Total Project	\$13,960,581						
2041	5%	\$14,700,000	II	\$1,792,180	Non-Project	\$737,361	\$0	\$509,483,165	Funded	\$0
			III	\$12,170,490					Unmet	\$2,146,331
			IV	\$0						
			V	\$0						
			Total Project	\$13,962,670						
2042	5%	\$14,700,000	II	\$617,596	Non-Project	\$741,944	\$0	\$521,531,493	Funded	\$0
			III	\$12,821,976					Unmet	\$33,958
			IV	\$518,502						
			V	\$0						
			Total Project	\$13,958,074						
2043	5%	\$14,700,000	II	\$1,263,630	Non-Project	\$735,263	\$0	\$546,832,299	Funded	\$0
			III	\$11,581,788					Unmet	\$55,406
			IV	\$1,119,346						
			V	\$0						
			Total Project	\$13,964,764						
2044	5%	\$14,700,000	II	\$1,350,463	Non-Project	\$736,047	\$0	\$572,266,986	Funded	\$0
			III	\$5,015,681					Unmet	\$37,785
			IV	\$7,597,857						
			V	\$0						
			Total Project	\$13,964,001						
2045	5%	\$14,700,000	II	\$217,465	Non-Project	\$737,123	\$0	\$595,365,086	Funded	\$0
			III	\$13,006,907					Unmet	\$62,177
			IV	\$738,528						
			V	\$0						
			Total Project	\$13,962,900						
2046	5%	\$14,700,000	II	\$1,092,426	Non-Project	\$748,919	\$0	\$609,622,481	Funded	\$0
			III	\$8,237,493					Unmet	\$2,472,455
			IV	\$4,621,205						
			V	\$0						
			Total Project	\$13,951,124						
2047	5%	\$14,700,000	II	\$908,321	Non-Project	\$735,603	\$0	\$627,374,034	Funded	\$0
			III	\$9,284,646					Unmet	\$60,674
			IV	\$3,771,455						
			V	\$0						
			Total Project	\$13,964,422						
2048	5%	\$14,700,000	II	\$31,888	Non-Project	\$758,050	\$0	\$656,568,490	Funded	\$0
			III	\$6,288,979					Unmet	\$74,044
			IV	\$7,621,108						
			V	\$0						
			Total Project	\$13,941,975						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2049	5%	\$14,700,000	II	\$26,846	Non-Project	\$737,034	\$0	\$673,331,477	Funded	\$0
			III	\$9,457,452					Unmet	\$25,949
			IV	\$4,478,688	Project	\$0				
			V	\$0						
			Total Project	\$13,962,986						
2050	5%	\$14,700,000	II	\$0	Non-Project	\$805,726	\$0	\$701,212,235	Funded	\$0
			III	\$10,283,782					Unmet	\$70,121
			IV	\$3,610,513	Project	\$0				
			V	\$0						
			Total Project	\$13,894,295						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$99,740,112	\$8,144,035	\$0	\$1,004,676
Collector	\$68,801,743	\$2,904,475	\$0	\$2,183,219
Residential/Local	\$234,780,959	\$10,629,627	\$0	\$7,751,153
Grand Total:	\$403,322,814	\$21,678,137	\$0	\$10,939,048

(S3)
\$6.7M/Yr + GO Bond \$325M; \$32.5M/Yr
(Total \$39.2M/Yr) for 10 Yrs, then \$6.7M/Yr

- Network Condition Summary
- Cost Summary

Scenarios - Network Condition Summary

Interest: 0%

Inflation: 3%

Printed: 1/6/2021

Scenario: 30yrs Bond Scenarios #2

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$6,700,000	15%	2032	\$39,200,000	5%	2043	\$6,700,000	50%
2022	\$6,700,000	15%	2033	\$6,700,000	50%	2044	\$6,700,000	50%
2023	\$39,200,000	5%	2034	\$6,700,000	50%	2045	\$6,700,000	50%
2024	\$39,200,000	5%	2035	\$6,700,000	50%	2046	\$6,700,000	50%
2025	\$39,200,000	5%	2036	\$6,700,000	50%	2047	\$6,700,000	50%
2026	\$39,200,000	5%	2037	\$6,700,000	50%	2048	\$6,700,000	50%
2027	\$39,200,000	0%	2038	\$6,700,000	50%	2049	\$6,700,000	10%
2028	\$39,200,000	5%	2039	\$6,700,000	50%	2050	\$6,700,000	10%
2029	\$39,200,000	0%	2040	\$6,700,000	50%			
2030	\$39,200,000	5%	2041	\$6,700,000	50%			
2031	\$39,200,000	5%	2042	\$6,700,000	50%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	57	57	9.39	19.61
2022	55	56	8.45	17.87
2023	52	59	35.73	78.93
2024	50	61	30.42	63.09
2025	47	63	24.18	49.44
2026	45	65	23.69	47.50
2027	43	66	13.47	28.79
2028	41	68	17.35	36.36
2029	39	70	11.95	24.09
2030	37	72	19.02	39.91
2031	35	75	23.54	47.69
2032	33	76	15.97	35.37
2033	32	75	12.62	31.24
2034	30	74	13.53	29.03
2035	28	74	15.93	32.71
2036	27	73	15.85	31.71
2037	25	72	15.84	31.66
2038	24	71	14.43	29.11
2039	23	71	16.55	33.11
2040	21	70	9.92	23.66
2041	20	69	9.82	22.46
2042	19	68	12.96	25.92
2043	18	67	13.59	27.18
2044	17	66	12.62	25.25
2045	16	65	11.11	22.20
2046	14	63	7.09	14.43
2047	13	62	9.81	19.61
2048	12	61	5.17	10.34
2049	11	60	3.63	7.26
2050	10	58	4.28	8.57

Scenarios Criteria:

Criteria:

Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.4%	8.2%	25.7%	0.0%	40.3%
II / III	3.6%	4.6%	9.4%	0.0%	17.6%
IV	3.5%	3.9%	18.9%	0.0%	26.3%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.0%	8.2%	27.1%	0.0%	42.4%
II / III	3.6%	4.6%	8.0%	0.0%	16.2%
IV	2.9%	3.8%	18.9%	0.0%	25.6%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2050 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.3%	3.8%	38.7%	0.0%	44.8%
II / III	7.8%	2.1%	16.7%	0.0%	26.7%
IV	1.8%	4.4%	10.9%	0.0%	17.2%
V	3.0%	8.0%	0.4%	0.0%	11.4%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 0.00%

Inflation: 3.00%

Printed: 1/6/2021

Scenario: 30yrs Bond Scenarios #2

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2021	15%	\$6,700,000	II	\$497,912	Non-Project	\$1,008,141	\$0	\$243,971,249	Funded	\$0
			III	\$1,833,909					Unmet	\$849,255
			IV	\$3,165,115					Project	\$0
			V	\$194,934						
			Total	\$5,691,870						
			Project	\$0						
2022	15%	\$6,700,000	II	\$256,630	Non-Project	\$1,007,685	\$0	\$267,697,081	Funded	\$0
			III	\$1,889,680					Unmet	\$8,740
			IV	\$3,546,032					Project	\$0
			V	\$0						
			Total	\$5,692,342						
			Project	\$0						
2023	5%	\$39,200,000	II	\$4,560,417	Non-Project	\$1,967,855	\$0	\$261,812,652	Funded	\$0
			III	\$1,754,186					Unmet	\$3,064
			IV	\$30,917,636					Project	\$0
			V	\$0						
			Total	\$37,232,239						
			Project	\$0						
2024	5%	\$39,200,000	II	\$3,715,718	Non-Project	\$1,963,553	\$0	\$260,328,500	Funded	\$0
			III	\$2,397,232					Unmet	\$0
			IV	\$8,429,451					Project	\$0
			V	\$22,694,135						
			Total	\$37,236,536						
			Project	\$0						
2025	5%	\$39,200,000	II	\$1,245,412	Non-Project	\$1,962,991	\$0	\$252,770,600	Funded	\$0
			III	\$0					Unmet	\$498
			IV	\$8,126,320					Project	\$0
			V	\$27,865,355						
			Total	\$37,237,087						
			Project	\$0						
2026	5%	\$39,200,000	II	\$915,676	Non-Project	\$1,977,842	\$0	\$233,482,617	Funded	\$0
			III	\$387,013					Unmet	\$970,556
			IV	\$3,877,282					Project	\$0
			V	\$32,042,258						
			Total	\$37,222,229						
			Project	\$0						
2027	0%	\$39,200,000	II	\$689,869	Non-Project	\$25,784	\$0	\$221,299,415	Funded	\$0
			III	\$478,899					Unmet	\$0
			IV	\$12,353,225					Project	\$0
			V	\$25,652,284						
			Total	\$39,174,277						
			Project	\$0						
2028	5%	\$39,200,000	II	\$196,652	Non-Project	\$1,992,726	\$0	\$201,792,122	Funded	\$0
			III	\$0					Unmet	\$1,010
			IV	\$1,488,969					Project	\$0
			V	\$35,521,692						
			Total	\$37,207,313						
			Project	\$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2029	0%	\$39,200,000	II	\$1,388,644	Non-Project	\$51,452	\$0	\$175,045,824	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$1,491,976					Project	\$0
			V	\$36,267,956						
			Total Project	\$39,148,576						
2030	5%	\$39,200,000	II	\$2,229,663	Non-Project	\$1,965,572	\$0	\$148,853,197	Funded	\$0
			III	\$9,952					Unmet	\$1,848
			IV	\$0					Project	\$0
			V	\$34,994,862						
			Total Project	\$37,234,477						
2031	5%	\$39,200,000	II	\$4,131,776	Non-Project	\$2,039,686	\$0	\$126,617,240	Funded	\$0
			III	\$894,081					Unmet	\$435,398
			IV	\$0					Project	\$0
			V	\$32,134,524						
			Total Project	\$37,160,381						
2032	5%	\$39,200,000	II	\$2,881,108	Non-Project	\$2,029,155	\$0	\$101,481,601	Funded	\$0
			III	\$333,878					Unmet	\$1,149
			IV	\$1,002,123					Project	\$0
			V	\$32,953,794						
			Total Project	\$37,170,903						
2033	50%	\$6,700,000	II	\$1,520,207	Non-Project	\$3,367,331	\$0	\$103,995,727	Funded	\$0
			III	\$628,375					Unmet	\$7,997
			IV	\$1,184,129					Project	\$0
			V	\$0						
			Total Project	\$3,332,711						
2034	50%	\$6,700,000	II	\$1,149,776	Non-Project	\$3,353,992	\$0	\$110,557,484	Funded	\$0
			III	\$532,475					Unmet	\$11,750
			IV	\$1,663,797					Project	\$0
			V	\$0						
			Total Project	\$3,346,048						
2035	50%	\$6,700,000	II	\$649,266	Non-Project	\$3,351,130	\$0	\$116,975,855	Funded	\$0
			III	\$2,196,989					Unmet	\$14,800
			IV	\$502,664					Project	\$0
			V	\$0						
			Total Project	\$3,348,919						
2036	50%	\$6,700,000	II	\$270,807	Non-Project	\$3,358,216	\$0	\$123,346,248	Funded	\$0
			III	\$2,392,586					Unmet	\$391,714
			IV	\$678,445					Project	\$0
			V	\$0						
			Total Project	\$3,341,838						
2037	50%	\$6,700,000	II	\$1,040,849	Non-Project	\$3,357,785	\$0	\$130,174,355	Funded	\$0
			III	\$1,566,847					Unmet	\$14,414
			IV	\$734,572					Project	\$0
			V	\$0						
			Total Project	\$3,342,268						
2038	50%	\$6,700,000	II	\$218,820	Non-Project	\$3,352,191	\$0	\$135,647,969	Funded	\$0
			III	\$3,023,246					Unmet	\$23,041
			IV	\$105,783					Project	\$0
			V	\$0						
			Total Project	\$3,347,849						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2039	50%	\$6,700,000	II	\$197,635	Non-Project	\$3,353,591	\$0	\$162,558,580	Funded	\$0
			III	\$3,148,830					Unmet	\$68,865
			IV	\$0						
			V	\$0						
			Total Project	\$3,346,465						
2040	50%	\$6,700,000	II	\$89,079	Non-Project	\$3,353,958	\$0	\$181,145,312	Funded	\$0
			III	\$3,257,000					Unmet	\$83,056
			IV	\$0						
			V	\$0						
			Total Project	\$3,346,079						
2041	50%	\$6,700,000	II	\$35,320	Non-Project	\$3,352,157	\$0	\$189,476,724	Funded	\$0
			III	\$3,312,561					Unmet	\$464,432
			IV	\$0						
			V	\$0						
			Total Project	\$3,347,881						
2042	50%	\$6,700,000	II	\$4,548	Non-Project	\$3,350,061	\$0	\$206,449,049	Funded	\$0
			III	\$3,345,434					Unmet	\$67,256
			IV	\$0						
			V	\$0						
			Total Project	\$3,349,982						
2043	50%	\$6,700,000	II	\$17,245	Non-Project	\$3,351,038	\$0	\$232,215,095	Funded	\$0
			III	\$3,331,771					Unmet	\$106,815
			IV	\$0						
			V	\$0						
			Total Project	\$3,349,016						
2044	50%	\$6,700,000	II	\$0	Non-Project	\$3,360,998	\$0	\$272,566,627	Funded	\$0
			III	\$3,339,072					Unmet	\$135,068
			IV	\$0						
			V	\$0						
			Total Project	\$3,339,072						
2045	50%	\$6,700,000	II	\$0	Non-Project	\$3,370,023	\$0	\$300,881,725	Funded	\$0
			III	\$3,330,007					Unmet	\$140,922
			IV	\$0						
			V	\$0						
			Total Project	\$3,330,007						
2046	50%	\$6,700,000	II	\$0	Non-Project	\$3,209,658	\$140,342	\$334,493,000	Funded	\$0
			III	\$3,348,743					Unmet	\$628,069
			IV	\$0						
			V	\$0						
			Total Project	\$3,348,743						
2047	50%	\$6,700,000	II	\$0	Non-Project	\$3,287,856	\$62,144	\$377,735,707	Funded	\$0
			III	\$2,956,089					Unmet	\$119,319
			IV	\$368,292						
			V	\$0						
			Total Project	\$3,324,381						
2048	50%	\$6,700,000	II	\$0	Non-Project	\$3,362,755	\$0	\$373,298,278	Funded	\$0
			III	\$3,337,351					Unmet	\$174,228
			IV	\$0						
			V	\$0						
			Total Project	\$3,337,351						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2049	10%	\$6,700,000	II	\$0	Non-Project	\$675,677	\$0	\$381,229,046	Funded	\$0
			III	\$6,024,338					Project	\$0
			IV	\$0						
			V	\$0						
			Total Project	\$6,024,338						
2050	10%	\$6,700,000	II	\$0	Non-Project	\$674,833	\$0	\$412,663,013	Funded	\$0
			III	\$6,025,176					Project	\$0
			IV	\$0						
			V	\$0						
			Total Project	\$6,025,176						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$60,429,740	\$16,305,943	\$0	\$905,787
Collector	\$37,713,096	\$7,881,891	\$0	\$2,042,527
Residential/Local	\$354,793,518	\$48,647,858	\$0	\$2,136,320
Grand Total:	\$452,936,354	\$72,835,692	\$0	\$5,084,634

(S4)
\$6.7M/Yr + GO Bond \$306.4M; \$38.3M/Yr
(Total \$45M/Yr) through Yr 2030, then
\$6.7M + \$8.3M/Yr (Total \$15M/Yr) through 2050

- Network Condition Summary
- Cost Summary

Scenarios - Network Condition Summary

Interest: 0%

Inflation: 3%

Printed: 1/6/2021

Scenario: 30yrs Bond Scenarios Current Budget Raise

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$6,700,000	0%	2032	\$15,000,000	50%	2043	\$15,000,000	50%
2022	\$6,700,000	0%	2033	\$15,000,000	50%	2044	\$15,000,000	50%
2023	\$45,000,000	5%	2034	\$15,000,000	50%	2045	\$15,000,000	20%
2024	\$45,000,000	5%	2035	\$15,000,000	50%	2046	\$15,000,000	20%
2025	\$45,000,000	5%	2036	\$15,000,000	50%	2047	\$15,000,000	20%
2026	\$45,000,000	5%	2037	\$15,000,000	50%	2048	\$15,000,000	20%
2027	\$45,000,000	5%	2038	\$15,000,000	50%	2049	\$15,000,000	20%
2028	\$45,000,000	5%	2039	\$15,000,000	50%	2050	\$15,000,000	20%
2029	\$45,000,000	5%	2040	\$15,000,000	50%			
2030	\$45,000,000	5%	2041	\$15,000,000	50%			
2031	\$15,000,000	50%	2042	\$15,000,000	50%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	57	57	6.88	13.75
2022	55	56	6.07	12.14
2023	52	60	38.93	86.33
2024	50	62	31.90	66.03
2025	47	65	31.21	62.60
2026	45	67	25.82	52.28
2027	43	70	23.64	49.13
2028	41	72	17.93	37.42
2029	39	75	16.53	33.07
2030	37	77	20.07	44.44
2031	35	77	36.96	79.19
2032	33	77	30.69	62.70
2033	32	77	27.57	56.40
2034	30	78	28.83	59.50
2035	28	78	21.98	45.65
2036	27	77	18.28	36.94
2037	25	77	24.74	50.91
2038	24	77	21.64	47.95
2039	23	77	31.00	63.80
2040	21	77	27.28	56.05
2041	20	77	26.60	54.77
2042	19	77	26.19	52.50
2043	18	76	20.31	41.01
2044	17	76	22.20	44.63
2045	16	76	13.89	28.29
2046	14	75	14.99	31.36
2047	13	74	12.18	24.37
2048	12	74	16.13	32.32
2049	11	73	13.16	26.32
2050	10	72	14.39	28.76

Scenarios Criteria:

Criteria:

 Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.4%	8.2%	25.7%	0.0%	40.3%
II / III	3.6%	4.6%	9.4%	0.0%	17.6%
IV	3.5%	3.9%	18.9%	0.0%	26.3%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.5%	8.6%	28.1%	0.0%	43.3%
II / III	3.6%	4.3%	7.4%	0.0%	15.2%
IV	3.4%	3.8%	18.5%	0.0%	25.7%
V	1.4%	1.6%	12.8%	0.0%	15.8%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Condition in year 2050 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.9%	13.4%	59.4%	0.0%	76.7%
II / III	6.7%	5.0%	7.2%	0.0%	18.9%
IV	0.5%	0.0%	0.2%	0.0%	0.7%
V	3.7%	0.0%	0.0%	0.0%	3.7%
Total	14.8%	18.4%	66.8%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 0.00%

Inflation: 3.00%

Printed: 1/6/2021

Scenario: 30yrs Bond Scenarios Current Budget Raise

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2021	0%	\$6,700,000	II	\$830,820	Non-Project	\$704	\$243,971,247	Funded	\$0
			III	\$3,424,899				Unmet	\$844,469
			IV	\$2,248,655					
			V	\$194,934					
			Total Project	\$6,699,308				\$0	
2022	0%	\$6,700,000	II	\$362,801	Non-Project	\$10,176	\$267,697,520	Funded	\$0
			III	\$1,055,641				Unmet	\$6,678
			IV	\$5,271,391					
			V	\$0					
			Total Project	\$6,689,833				\$0	
2023	5%	\$45,000,000	II	\$5,420,451	Non-Project	\$2,256,838	\$256,011,507	Funded	\$0
			III	\$925,363				Unmet	\$786
			IV	\$33,793,511					
			V	\$2,603,924					
			Total Project	\$42,743,249				\$0	
2024	5%	\$45,000,000	II	\$2,993,443	Non-Project	\$2,285,811	\$248,606,758	Funded	\$0
			III	\$2,405,566				Unmet	\$0
			IV	\$6,395,622					
			V	\$30,919,652					
			Total Project	\$42,714,283				\$0	
2025	5%	\$45,000,000	II	\$1,621,299	Non-Project	\$2,291,215	\$236,245,669	Funded	\$0
			III	\$748,779				Unmet	\$498
			IV	\$8,126,320					
			V	\$32,212,481					
			Total Project	\$42,708,879				\$0	
2026	5%	\$45,000,000	II	\$915,676	Non-Project	\$2,288,953	\$213,233,807	Funded	\$0
			III	\$666,630				Unmet	\$870,432
			IV	\$3,292,938					
			V	\$37,835,907					
			Total Project	\$42,711,151				\$0	
2027	5%	\$45,000,000	II	\$1,139,555	Non-Project	\$2,283,038	\$195,635,177	Funded	\$0
			III	\$478,899				Unmet	\$0
			IV	\$10,479,764					
			V	\$30,618,846					
			Total Project	\$42,717,064				\$0	
2028	5%	\$45,000,000	II	\$196,652	Non-Project	\$2,212,380	\$37,620	Funded	\$0
			III	\$0				Unmet	\$1,010
			IV	\$1,488,969					
			V	\$41,028,753					
			Total Project	\$42,714,374				\$0	

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2029	5%	\$45,000,000	II	\$1,052,461	Non-Project	\$1,169,110	\$1,080,890	\$128,693,996	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$1,491,976						
			V	\$40,204,442						
			Total Project	\$42,748,879						
2030	5%	\$45,000,000	II	\$3,008,436	Non-Project	\$2,444,460	\$0	\$97,975,717	Funded	\$0
			III	\$0					Unmet	\$6,657
			IV	\$0						
			V	\$39,547,189						
			Total Project	\$42,555,625						
2031	50%	\$15,000,000	II	\$3,380,524	Non-Project	\$7,513,431	\$0	\$98,796,292	Funded	\$0
			III	\$0					Unmet	\$341,474
			IV	\$2,786,011						
			V	\$1,320,228						
			Total Project	\$7,486,763						
2032	50%	\$15,000,000	II	\$1,537,998	Non-Project	\$6,990,841	\$509,159	\$96,713,122	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$1,002,123						
			V	\$4,883,211						
			Total Project	\$7,423,332						
2033	50%	\$15,000,000	II	\$2,387,908	Non-Project	\$7,489,515	\$10,485	\$93,093,743	Funded	\$0
			III	\$628,375					Unmet	\$0
			IV	\$1,184,129						
			V	\$3,289,486						
			Total Project	\$7,489,898						
2034	50%	\$15,000,000	II	\$1,505,561	Non-Project	\$7,452,748	\$47,252	\$93,354,073	Funded	\$0
			III	\$0					Unmet	\$921
			IV	\$2,359,413						
			V	\$3,599,787						
			Total Project	\$7,464,761						
2035	50%	\$15,000,000	II	\$592,189	Non-Project	\$7,844,224	\$0	\$90,535,598	Funded	\$0
			III	\$0					Unmet	\$1,367
			IV	\$768,063						
			V	\$5,795,686						
			Total Project	\$7,155,938						
2036	50%	\$15,000,000	II	\$496,230	Non-Project	\$7,578,518	\$0	\$86,813,094	Funded	\$0
			III	\$0					Unmet	\$293,834
			IV	\$1,456,027						
			V	\$5,469,423						
			Total Project	\$7,421,680						
2037	50%	\$15,000,000	II	\$1,439,202	Non-Project	\$7,702,476	\$0	\$85,689,428	Funded	\$0
			III	\$0					Unmet	\$3,906
			IV	\$1,443,882						
			V	\$4,414,513						
			Total Project	\$7,297,597						
2038	50%	\$15,000,000	II	\$467,812	Non-Project	\$7,254,841	\$245,159	\$83,225,499	Funded	\$0
			III	\$0					Unmet	\$2,333
			IV	\$2,206,315						
			V	\$4,309,779						
			Total Project	\$6,983,906						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2039	50%	\$15,000,000	II	\$1,958,327	Non-Project	\$7,776,677	\$0	\$87,113,974	Funded	\$0
			III	\$0					Unmet	\$5,493
			IV	\$4,365,243						
			V	\$899,884						
			Total Project	\$7,223,454						
2040	50%	\$15,000,000	II	\$1,625,382	Non-Project	\$8,325,769	\$0	\$88,985,140	Funded	\$0
			III	\$0					Unmet	\$5,563
			IV	\$4,073,026						
			V	\$852,555						
			Total Project	\$6,550,963						
2041	50%	\$15,000,000	II	\$1,820,414	Non-Project	\$7,708,203	\$0	\$93,724,224	Funded	\$0
			III	\$516,548					Unmet	\$294,245
			IV	\$4,954,961						
			V	\$0						
			Total Project	\$7,291,923						
2042	50%	\$15,000,000	II	\$851,775	Non-Project	\$7,585,039	\$0	\$93,817,663	Funded	\$0
			III	\$0					Unmet	\$1,495
			IV	\$4,364,898						
			V	\$2,198,378						
			Total Project	\$7,415,051						
2043	50%	\$15,000,000	II	\$0	Non-Project	\$7,273,486	\$226,514	\$87,130,072	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$825,306						
			V	\$6,452,608						
			Total Project	\$7,277,914						
2044	50%	\$15,000,000	II	\$0	Non-Project	\$7,975,364	\$0	\$98,104,704	Funded	\$0
			III	\$0					Unmet	\$8,220
			IV	\$7,024,701						
			V	\$0						
			Total Project	\$7,024,701						
2045	20%	\$15,000,000	II	\$647,468	Non-Project	\$3,203,876	\$0	\$106,681,554	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$7,516,776						
			V	\$3,631,926						
			Total Project	\$11,796,170						
2046	20%	\$15,000,000	II	\$0	Non-Project	\$3,489,791	\$0	\$105,937,284	Funded	\$0
			III	\$11,030,071					Unmet	\$290,232
			IV	\$480,174						
			V	\$0						
			Total Project	\$11,510,245						
2047	20%	\$15,000,000	II	\$0	Non-Project	\$3,333,468	\$0	\$109,174,274	Funded	\$0
			III	\$3,334,409					Unmet	\$0
			IV	\$368,292						
			V	\$7,963,862						
			Total Project	\$11,666,563						
2048	20%	\$15,000,000	II	\$0	Non-Project	\$3,253,210	\$0	\$109,794,230	Funded	\$0
			III	\$10,770,554					Unmet	\$6,398
			IV	\$976,292						
			V	\$0						
			Total Project	\$11,746,846						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2049	20%	\$15,000,000	II	\$0	Non-Project	\$3,038,956	\$0	\$110,920,450	Funded	\$0
			III	\$11,961,085					Project	\$0
			IV	\$0						
			V	\$0						
			Total Project	\$11,961,085						
2050	20%	\$15,000,000	II	\$0	Non-Project	\$3,240,099	\$0	\$129,083,510	Funded	\$0
			III	\$11,759,934					Project	\$0
			IV	\$0						
			V	\$0						
			Total Project	\$11,759,934						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$50,797,212	\$18,273,109	\$0	\$1,248,718
Collector	\$137,712,746	\$21,867,255	\$0	\$601,789
Residential/Local	\$338,441,411	\$103,132,853	\$0	\$1,158,817
Grand Total:	\$526,951,369	\$143,273,217	\$0	\$3,009,324

Appendix C

Definitions

DEFINITIONS

This section is intended to define important pavement design acronyms and terms used when discussing a Pavement Management System (PMS).

GENERAL TERMS

PMS - Pavement Management System - A program to aid in tracking the condition of roads and a means to help quantify the cost of maintaining the roads in a given area.

TI - Traffic Index - Cars and light trucks have little impact on the pavement structure. Larger/Heavier trucks have very significant impacts on the pavement due to the high axle weights. The total EALs is converted into a design Traffic Index (TI). The design TI is the total number of EALs that the pavement will support before it begins to fail, regardless of the passage of time. Normally for a new pavement, the EALs over a 20_year period are used. For rehabilitation procedures such as overlays, 10 years is generally used.

PCI - Pavement Condition Index - A rating scale for the condition of a road segment. 100 represents no defects and recent major rehabilitation.

CRITICAL PCI - The PCI value at which the rate of loss increases with time, or the cost of applying a maintenance treatment increases significantly.

CLS / FC - Functional Classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic.

Arterials - provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.

Collectors - provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.

Residential/Local - consists of all roads not defined as arterials or collectors and primarily provides access to land with little or no through movement.

- *(Excerpted from the U.S. Department of Transportation, Federal Highway Administration web site on "Functional Classification".)*

EMULSION - A chemical added to water and asphalt that keeps the asphalt in a stable suspension in the water.

AC - Asphaltic Concrete - A plant mixed asphalt binder (asphalt cement that is classified according to the Standard Specification for Performance Graded Asphalt Binder) and aggregate (rocks) thoroughly mixed and compacted into a mass.



PCC - Portland Cement Concrete

OVERLAY - The placement of asphaltic concrete mix over an existing asphaltic concrete or portland cement concrete surface.

Light Overlay - would include any overlay of less than 2 inches of asphalt.

Heavy Overlay - is a thicker layer of asphalt and might include such items/operations as, but not limited to fabric, milling/grinding and reconstruction.

PREVENTIVE MAINTENANCE - Provides budget dollars for localized pavement repairs such as digouts and crack filling.

SLURRY SEAL - Includes a graded aggregate along with emulsion and water. Generally squeegeed and generally consists of two layers.

REFLECTIVE CRACKING - Cracks that occur in new “thin” overlays that are identical to the cracks that were present in the existing pavement.

ALLIGATOR CRACKING - Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface under repeated traffic loading. Cracking begins at the bottom of the asphalt surface (or stabilized base) where the stress and strain are highest under a wheel load. The cracks propagate to the surface initially as a series of parallel longitudinal cracks. After repeated traffic loading, the cracks connect, forming many sided, sharp-angled pieces that develop a pattern resembling chicken wire or the skin of an alligator. Alligator cracking occurs only in areas subjected to repeated traffic loading, such as wheel paths. (Pattern-type cracking that occurs over an entire area not subjected to loading is called “block cracking,” which is not a load-associated distress.)

BLOCK CRACKING - Block cracks are interconnected cracks that divide the pavement into approximately rectangular pieces. Block cracking is caused mainly by shrinkage of the asphalt concrete and daily temperature cycling (which results in daily stress/strain cycling). It is not load-associated. Block cracking usually indicates that the asphalt has hardened significantly. Block cracking normally occurs over a large portion of the pavement area, but sometimes will occur only in non-traffic areas. This type of distress differs from alligator cracking in that alligator cracks form smaller, many-sided pieces with sharp angles. Also, unlike block, alligator cracks are caused by repeated traffic loadings, and are therefore found only in traffic areas (i.e., wheel paths).

LONGITUDINAL / TRANSVERSE CRACKING - Longitudinal cracks are parallel to the pavement’s centerline or laydown direction. Transverse cracks extend across the pavement at approximately right angles to the pavement centerline or direction of laydown. These types of cracks are not usually load-associated.



WEATHERING & RAVELING - Weathering and raveling is the wearing away of the pavement surface due to a loss of asphalt or tar and dislodged aggregate particles. These distresses indicate that either the asphalt binder has hardened appreciably or that a poor quality mixture is present. In addition, raveling may be caused by certain types of traffic, i.e., tracked vehicles. Softening of the surface and dislodging of the aggregates due to oil spillage are also included under raveling.

BUMPS & SAGS - Bumps are small, localized, upward displacements of the pavement surface. They are different from shoves in that shoves are caused by unstable pavement. Sags are small, abrupt, downward displacements of the pavement surface. If bumps appear in pattern perpendicular to traffic flow and are spaced at less than 3 m (10 ft), the distress is called corrugation. Distortion and displacement that occur over large areas of the pavement surface causing large and/or long dips in the pavement should be recorded at “swelling.”

RUTTING / SHOVING - A rut is a surface depression in the wheel paths. Pavement uplift may occur along the sides of the rut, but, in many instances, ruts are noticeable only after a rainfall when the paths are filled with water. Rutting stems from a permanent deformation in any of the pavement layers or subgrades, usually caused by consolidated or lateral movement of the materials due to traffic load.

Shoving is a permanent, longitudinal displacement of a localized area of the pavement surface caused by traffic loading. When traffic pushes against the pavement, it produces a short, abrupt wave in the pavement surface. This distress normally occurs only in unstable liquid asphalt mix (cutback or emulsion) pavements.

PATCHING & UTILITY CUTS - A patch is an area of pavement that has been replaced with new material to repair the existing pavement. A patch is considered a defect no matter how well it is performing (a patched area or adjacent area usually does not perform as well as an original pavement section). Generally, some roughness is associated with this distress.

POTHOLES - Most often are structurally related distresses and should not be confused with raveling and weathering.

PAVEMENT PRESERVATION - Applying the Right Treatment to the Right Pavement at the Right Time using the Right Materials.

R-VALUE - A test to evaluate the base, subbase and subgrades of an area to be used in pavement designing for thickness of asphalt.

ESAL - The impact of trucks is measured in equivalent single 18,000 pound axle loads (EALs).



STREETSAYER DEFINITIONS

MANAGEMENT SECTION - This is used to maintain an inventory of all the roads and road sections in your jurisdiction.

EVENTS – This provides for viewing and maintaining of Events or changes that have been made on a management section. The Events that are included are:

- Management Section Creation.
- Results from Maintenance and Rehabilitation treatments that have been applied to the Management Section.
- Results from Visual Inspections of Management Sections.
- Listing of changes/edits of information on a Management Section.

DETERIORATION CURVE - This provides a graphical representation of the current pavement condition index and the historical PCIs for each section of road in your jurisdiction.

MAINTENANCE/REHABILITATION - This is used to review the proposed maintenance, new maintenance, and rehabilitation for any road section in your jurisdiction.

BRANCH - Generally a road name or a road name with a direction of travel.

SECTION - Usually a branch or road is large and needs to be divided into smaller pieces to maintain. These smaller pieces are labeled as “sections” and designated with a number and a beginning and ending location.

DISTRESSES - Defects found in asphalt concrete pavements or portland cement concrete. These defects degrade the condition of the road.

RATING - The rating is the weight cost - effectiveness ratio of the recommended treatment.

% OF ENVIRONMENT - The percentage of the pavement distress in a management section that is an environment related distress.

% LOAD RELATED - The percentage of the pavement distress in a management section that is load related distress (caused by excessive weight on the pavement surface).

% OTHER - Is the percentage of the pavement section that is not a load related or environment related distress.

ACTIVE - Indicates whether or not the current record is active.



AREA - Contains the area of a section in square feet. This is automatically calculated using the values that are entered in the Length and Width fields. However, if the section is irregularly shaped the area can be entered by the user.

AREA ID - Is an optional, jurisdiction defined field to identify the area in which the section is located. For example, each neighborhood or subdivision, or each geographic type (mountain, valley, coast, etc.) in the jurisdiction may be assigned a letter of the alphabet.

BASE BUDGET - Provides an area for you to enter the dollar amount of your base budget.

BASE BUDGET INCREASE FACTOR - Stores the percent that the base budget will increase each year.

BASE PM SPLIT - Percent of the base budget that has been set aside for preventive maintenance.

BEGINNING LOCATION - Identifies the point that defines the beginning of the section. This is generally the name of a cross road or other landmark.

CONDITION - Column lists the condition levels (2-5) that require stop-gap treatments.

COST/ SQ YD - Indicates the cost per square yard of road for the suggested treatment.

CURRENT PCI - Calculated from either a visual inspection or a maintenance treatment.

DESCRIPTION - Displays a description of the item named in the previous column in a grid.

DISTRESS - Contains the type of distress present on a section of a road.

END LOCATION - Identifies the point that defines the end of the section. This is generally the name of a cross road or other landmark.

EVENT ACTIVE - Indicates whether an Event is currently part of the active history for the current Section.

EVENT PCI - The PCI after the selected Event occurred.

EVENT TRANSACTION TYPE - Includes: Creation, Inspection, Treatment, Split, Combine, Attribute Change and Core Data Change.

EVENT VALID - Indicates if an Event can be activated and made part of the valid events for the current section.

FUNDING SOURCE - Is an optional, jurisdiction defined field to identify the funding source for the section; an example might be G for general fund.



GENERAL CODE - Is an optional, jurisdiction defined field used to identify sections of pavement sharing common characteristics, i.e., drainage type.

INFLATION RATE - Is the inflation used throughout your jurisdiction. You may wish to consult your financial department with this value.

INSPECTION AREA - Is the total area of the inspection unit.

INTEREST RATE - Contains the interest rate used throughout your jurisdiction.

LIFE EXTENSION - Is the number of years that a maintenance treatment extends the life of a pavement surface.

MAINTENANCE DATE - Displays the date the maintenance was completed.

MANAGEMENT UNIT - Relates a project to a management unit.

MILEPOSTS - Display the beginning and ending points of a management section.

NEW PCI - Stores the PCI value that was calculated after a treatment was applied.

NUMBER OF SURFACE SEALS BEFORE OVERLAY - Displays the recommended number of surface seals before the application of an overlay.

OLD PCI - Displays the pavement condition index before a treatment was applied.

OTHER - Displays the weighting factor applied to management sections with functional classes other than arterial, collector, and residential.

OVERLAY - Displays the overlay code that corresponds to an overlay procedure.

OVERLAY CODE - Is an identifier for the treatment type; use one of the six codes from the pop-up list that appears when this is activated.

PCI CAP - Stores the maximum PCI value that will be included in needs and scenario calculations. If a PCI value is larger than the PCI Cap value, it will not be included.

PCI EFFECTIVENESS CUT-OFF - Contains the minimum PCI value used in calculating the area under the projected performance curve. That area is used in ranking sections needing work, and the area below the PCI Cut-Off value is not included in that area. It should generally be the lowest PCI value that defines the minimum acceptable condition for all of the pavement types and functional classification groupings.



PCI HIGH - LOW > 25 - Is marked if the difference between the high and low PCI values is greater than 25.

PCI HIGH VALUE - Is the maximum PCI value for an inspection unit used in the last PCI calculation for a management unit.

PCI LOW VALUE - Is the minimum PCI value for an inspection unit used in the last PCI calculation for a management unit.

PM% - Scenarios based on a yearly budget, this column stores the percent that has been set aside for preventive maintenance.

REPLACEMENT COST - Is the cost per square yard to install a new pavement surface.

RESIDENTIAL \$ - Indicates the cost of a stop-gap treatment per square yard when applied to a road with a residential functional class and a given condition.

ROAD ID - Contains a two-character identifier that was assigned to the road. The combination of Road Number, Road Name, and Road ID must be unique for each road section.

ROAD NAME - Displays the name of the road that corresponds to the road number and road ID. The combination of Road Number, Road Name, and Road ID must be unique for each road section.

ROAD NUMBER - Contains the number that was assigned to a road. The combination of Road Number, Road Name, and Road ID must be unique for each road section.

SECTION ID - Is an identifier that is unique for each section of a given street. Note that the Street ID and the Section ID combined describe the individual section. Therefore, that combination must be unique. The same Section ID can be reused as long as it is used in conjunction with a different Street ID each time.

SEGMENT LENGTH - Is the length in feet of the management section.

SELECT MANAGEMENT SECTIONS - Allows you to calculate PCI values based on selected management sections. If this button is marked, the management sections that have had records updated since the last calculations are displayed in a grid. Select the management sections you want included in the calculations from this grid.

SPECIAL - Check box is marked if the displayed inspection unit is non-representative of a section as a whole.



SPECIAL UNIT - The information will either be Y or blank. Y is an indication that this inspection unit is in some way non-representative of the section as a whole, and would receive a different maintenance/rehabilitation treatment from the rest of the section.

STANDARD INSPECTION UNITS - Is the typical number of inspection units that would be used for a particular management section.

STOP-GAP APPLICATION INTERVAL - Indicates the number of years between the applications of stop-gap treatments.

STREET ID - Is an identifier that is unique for each street. The Street ID usually bears some similarity to the actual street name.

STREET NAME - Is the full name of the street including “Street”, “Way”, “Court” etc.

SURFACE - Describes the type of surface for a specific section of road. The options for this field are:

- **A - AC** for asphalt concrete,
- **C - AC/PCC** for asphalt concrete over Portland cement concrete,
- **O - AC/AC** for overlays of asphalt concrete over asphalt concrete,
- **P - PCC** for Portland cement concrete,
- **S - ST** for surface treatment (This Surface Type is not used very often, as it refers to roads that have neither AC or PCC, but have a surface treatment over dirt or gravel.)

TREATMENT - Contains the type of treatment the road received or will receive.

TREATMENT COST - Is an optional field giving the cost in dollars and cents of the treatment.

UNIT OF MEASURE - Displays the units of measure used to measure an item.

UNIT PRICE - Displays the price paid for an inventory item.

VISUAL PCI - Used to identify PCI calculations that have been determined based upon a visual inspection. If this check box is blank, then the PCI was extrapolated based upon the maintenance treatment that has been applied to a management section.

WEIGHTING FACTORS - Section displays the weighting factors established by your jurisdiction for the functional classes.

YEAR OF MAINTENANCE - Stores the proposed year of a treatment.

YEARS BETWEEN CRACK SEALS - Displays the number of years between the application of crack seals for the functional class with a specific severity.



YEARS BETWEEN SURFACE SEALS - Displays the recommended number of years that should come between surface seal application for the functional class with the indicated severity.

YEARS TO CALCULATE - Stores the number of years you want to include in the Budget Needs calculation. The number of years cannot be less than 5 or more than 20.

REPORT DEFINITIONS

ZONES - Geographical areas of the city defined by city staff to aid in the development of a maintenance plan for residential roads.

CL - Centerline Mile - a measuring of the length of a road regardless of the width of the road.

LM - Lane Mile - a measurement of the length of all the lanes for a given FC or area.

ACTION / TREATMENT - A proposed type of rehabilitation work that should be used on a given road segment, based on PCI, FC and engineering evaluation.

ANNUAL BUDGET - The amount of money that is available each year to be used for pavement maintenance. These funds can come from various sources and can vary from year to year, although it is generally a fixed figure.