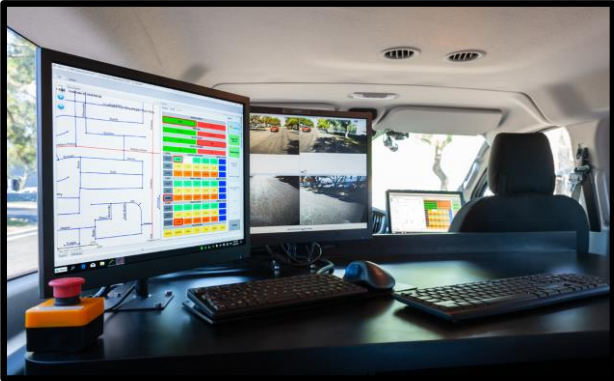


Bear Valley Springs , CA

Pavement Management Report

March, 2026



IMS
POWERED BY ICC

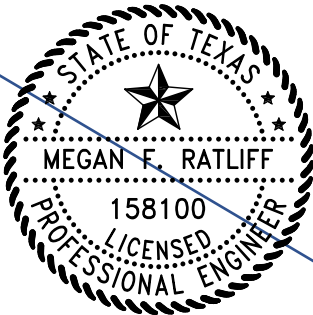


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Appendix A Street Inventory and Condition Summary by Segment

Appendix B 5-Year Rehab Plan

Appendix C Full-size Maps

APPENDED MAPS

Functional Classification

Current Pavement condition index (PCI)

5 Year Rehabilitation Plan: 3 Scenarios

Disclaimer Regarding Pavement Management System (PMS) Reports

The Parties acknowledge and agree that the Pavement Management System (PMS) report provided under this Agreement contains forecasts and recommendations pertaining to pavement conditions and treatment strategies. These forecasts and recommendations are based upon analytical parameters, assumptions, and models that have been specified and approved by the District.

The assumptions utilized in the preparation of the report—including, without limitation, treatment costs, treatment impacts, and performance deterioration models applicable to roadways and related infrastructure—may materially affect the results of the analysis. Accordingly, all forward-looking statements contained in the report are provided solely as estimates and projections, and are not guarantees of future outcomes.

The Consultant has made reasonable efforts to interpret and model the District infrastructure based on the data and parameters provided. However, the Consultant makes no representations or warranties, express or implied, regarding the accuracy, completeness, or reliability of the forecasts, and shall not be held liable for any variance between the projected outcomes and actual future conditions.

To improve the accuracy and reliability of future analyses, the District is encouraged to conduct regular and comprehensive data collection regarding the condition of its assets.

Community Services District of Bear Valley, CA

Abbreviations, Acronyms and terms used in the Analysis

Abbreviation or Acronym	Definition
10X Profile	A series of 10 unconstrained budget runs to establish the Post Rehab PCI curve
\$k	Dollars in thousands (\$,000)
\$M	Dollars in millions
%SP	Percent Spreadability - component of deflection analysis
AC	Asphalt Concrete - asphalt streets, flexible pavements, also known as ACP
ACP	Asphalt Concrete Pavement - asphalt streets, flexible pavements, also known as AC
ADA	American s with Disability Act - refers to handicap or para - ramps
APCI	Aged PCI - PCI aged to the start of the analysis period
ART	Arterial roadway functional classification
ASTM	American Society of Testing Methods
Avg	Average
BCI	Base Curvature Index - component of deflection analysis
BL or B/L	Backlog - percentage of network by area falling below a minimum PCI value
Brk	Break
C&G or CG	Curb and Gutter
CAL	Coarse Aggregate Loss
CDV	Corrected Deduct Value - part of the ASTM D6433 PCI calculation
COL	Collector roadway functional classification
Cndtn	Condition
Control	A series of budgets used to establish minimum budget requirements based on PCI and Backlog
Control PCI	Minimum recommended PCI to maintain a manageable network
Control Backlog	Maximum recommended backlog to maintain a manageable network
CPCI	Current PCI - PCI aged from date of survey to a specified date
CSDI	Current SDI - SDI aged from date of survey to a specified date
CSI	Current SI - SI aged from date of survey to a specified date
CRI	Current RI - RI aged from date of survey to a specified date
Crk	Crack
DefICON	Deflection Condition - structural load analysis based on traffic loading and deflection
DMD	Dynamic Maximum Deflection - temperature corrected deflection
Div Slab	Divided Slab - concrete distress
DynaCON	Dynamic Condition - structural layer analysis
EM or E/Mill	Edge mill
E/FWM	Edge Mill or Full Width Mill
ft or FT	Foot
ft2 or FT2	Square foot
Fall Thru Yr X	Year when a segment was in its Need Year but there was insufficient monies for its rehab
FunCL	Functional classification or simply classification
FWD	Falling weight deflectometer - device to measure pavement strength
FWM	Full Width Mill
GCI	Gravel Condition Index
GFP	Good - Fair - Poor
GIS	Geographic Information System
GISID	GIS segment identification number
H&V	Horizontal and Vertical
IRI	International Roughness Index, measure of pavement smoothness in mm/m or in/mi

Community Services District of Bear Valley, CA

Abbreviations, Acronyms and terms used in the Analysis

Abbreviation or Acronym	Definition
Jt or JNT	Joint
km or Km	Kilometer
L&T	Longitudinal and Transverse - generally refers to cracking
LAD or LADD	Load associated distress deducts - pavement distress related to heavy loading and trucks
LOC	Local roadway functional classification - same as RES
LOG	Lip of Gutter
m	Metre or meter
m ²	Square metre or square meter
MART	Major arterial roadway functional classification
Max	Maximum
MaxDV	Maximum Deduct Value
MCOL	Major collector roadway functional classification
mi or Mi	Mile
Min	Minimum
MnART	Minor arterial roadway functional classification
MnCOL	Minor collector roadway functional classification
MND	Must Not Do - project is included in the reporting, but excluded from the analysis
MOD	Moderate
NI	Network Index - 0 to 100 scoring of the manageability of the network, $NI = (PCI \times (100 - B/L))/100$
NLAD	Non-load associated distress deduct -materials related pavement distress
Need Year	Year when a pavement is optimally due for its next rehabilitation
Network Index	Aggregation of the Backlog and Condition score of a network. $NI = (PCI \times (100 - B/L))/100$
Non-Crtcl Yr X	Year when a segment was selected even though it is not in its need year
OCI	Overall condition index, also known as PCI
Olay	Overlay
OPCI	Override PCI
PART	Primary arterial roadway functional classification
Pavetype	Pavement Type
PCC	Portland Cement Concrete - concrete streets
PPCC	Peripheral PCC - curb and gutter, sidewalks, ramps, etc.
PCI	Pavement Condition Index - generic term for OCI, PCN, PQI etc.
P-CPCI	Project Current PCI - project PCI aged to current date
Profile Analysis	Series of 10 budget runs used to develop post rehab PCI and Backlog curves
PVT or Pvmnt	Pavement
R&R or RR	Remove and replace, structural patching
RART	Rural arterial roadway functional classification
PWF	Priority Weighting Factor
Recon	Reconstruction
Rehab	Rehabilitation
Rplcmnt	Rplcmnt
RES	Local roadway functional classification - same as LOC
RI or RCI	Roughness Index
Strng	Strong
SART	Secondary arterial roadway functional classification
SCI	Surface Curvature Index - component of deflection analysis

Community Services District of Bear Valley, CA

Abbreviations, Acronyms and terms used in the Analysis

Abbreviation or Acronym	Definition
SDI	Surface Distress Index - 0 to 100 measure of visible pavement condition
Selected Yr 1	Year a segment was selected for rehabilitation
SI	Structural Index - Estimate based on LAD
SN	Structural Number
SP or Strctrl Ptch	Structural Patching
STA	Station or chainage
Surf	Surface
Surf Trtmt	Surface Treatment
SW or S/W	Sidewalk
TDV	Total Deduct Value
V	Very
W	Weak
Yd2	Square Yard
Zone	Any user defined subdivision, neighborhood or district.
Zone Code	Assigned numeric ID to textural zones
Zone Rank	Ranking of the Zone Network Index Value compared to all other Zones

1.0 EXECUTIVE SUMMARY

1.1 Project and Methods Overview

In November of 2025, IMS Infrastructure Management Services, LP (IMS) utilized a cutting-edge Integrated Road Information System (IRISpro Pavé) (**Figure 1**) to capture continuous, high-resolution pavement images that were used to assess pavement cracking, rutting, and roughness on 97 miles of asphalt roadways in Bear Valley Springs, CA (District). IMS followed the American Society for Testing and Materials (ASTM) D6433 standard to analyze the images and distress data collected by the IRISpro to determine the Pavement Condition Index (PCI) for each segment of the road. PCI values were recorded to provide an indication of the surface conditions and structural integrity* of a pavement.

Using the Easy Street Analysis (ESA) pavement management system, IMS developed multi-year pavement maintenance and rehabilitation (M&R) recommendations for the roadways surveyed. The recommendations consider the severity, quantity, and type of pavement distresses, surface type, pavement strength and functional class. By utilizing these recommendations, the District can make informed decisions on how best to allocate their resources to ensure the longevity and safety of their roadways.



Figure 1 - IMS Integrated Road Information System platform (IRISpro Pavé)

The PCI method was used in accordance with a modified ASTM D6433 approach to assess the condition of the District's pavements and is explained further in section 3.4. This method is considered an objective and repeatable approach to assess pavement condition, which is preferable to alternative methods that rely upon potentially biased human ratings. Based on the PCI results, ESA prioritizes funding using a cost-of-deferral approach, recommending M&R activities that optimize funding by selecting rehabilitation candidates only when they approach the critical point where a heavier maintenance activity will soon be needed to restore the roadway to full service.

* Structural strength conditions are estimates only based on Load Associated Distresses, since true structural testing was not performed. This is covered in Section 3.4 of this report.

The analysis and data presented in this report are based on the inspections performed by IMS in November of 2025 on the District’s pavement network, using available work history and other assumptions that are elaborated later in this report. All pavement segments were deteriorated using the defined pavement deterioration models to reflect the conditions of the roadways at the time of analysis, July of 2026.

1.2 Results Overview and Recommendations

PCI values provide an indication of the surface conditions and structural integrity of a pavement. The 0–100 PCI range is commonly divided into categories using descriptive terms: *Very Poor*, *Poor*, *Marginal*, *Fair*, *Good*, *Very Good*, and *Excellent*. Divisions between the terms are not fixed but are meant to reflect common perceptions of pavement conditions. These divisions are discussed in more detail in Section 3.0.

The District’s roadways were generally found to be in Marginal condition with an **average PCI of 43**. **Figure 2** provides a visual breakdown of the distribution of pavement area across different PCI categories at the time of analysis. Approximately 13% of the District’s roadways were found to be in Excellent or Very Good condition. If structurally sound, these pavements are often suitable candidates for cost-effective preventive maintenance treatments. On the other hand, pavements with a PCI below 40 (i.e., pavements in Poor or Very Poor condition) comprise the District’s “backlog” of M&R. The District’s **backlog was found to be 50%**. These pavements typically require full or partial reconstruction. Pavements falling within the middle categories, such as Fair or Marginal condition, often benefit from mill and overlay projects. It's important to note that these are general recommendations, and the specific M&R strategy may vary based on factors such as distress types, soil conditions, structural adequacy, and other project-specific details.

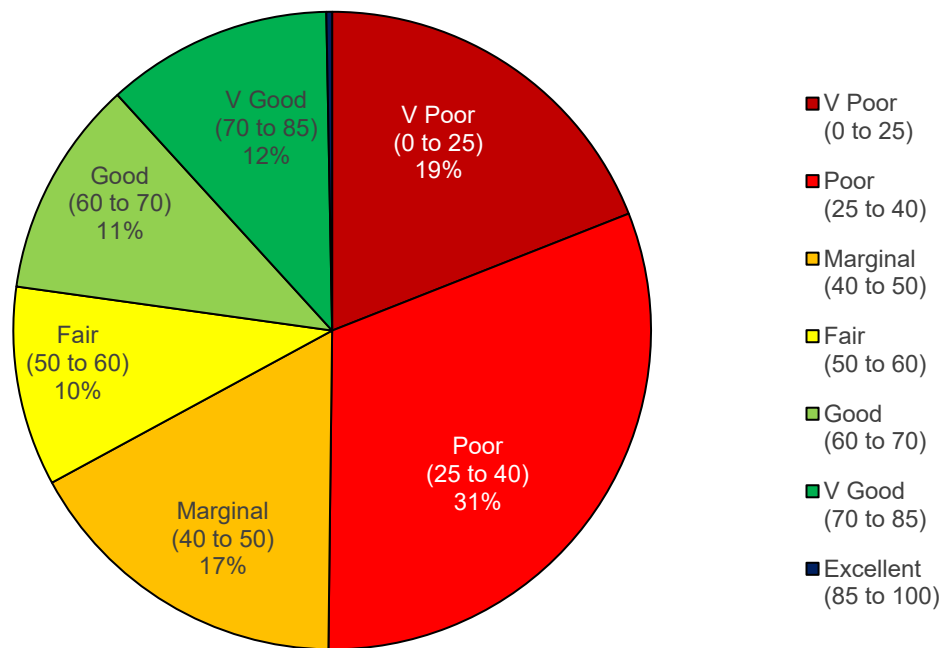


Figure 2 - Distribution of the District's Pavement System on a Condition Scale

Metrics of Health

The following three metrics are frequently used as indicators of overall pavement network health. The pavement analysis uses these metrics as benchmarks when determining budget goals.

Pavement Condition Index (PCI) – The PCI score is a ranking assessment on the overall health of a pavement segment on a scale of 0 to 100. The network average PCI is a good global indicator of a network's overall health.

Percent of Excellent Roads – Roads with a condition category of Excellent are those that score between a PCI of 85 to 100.

Backlog –Backlog is the Very Poor and Poor roads (between a PCI of 0 and 40) that represent a portion of the network in need of extensive rehabilitation such as full and partial reconstruction. Using sound pavement management and finance principles, a healthy network will have a backlog of 12% or less.

The District met none of the three metrics for evaluating the quality of its roadway network.

- The network average pavement condition score falls below the national average currently seen by IMS of 60 to 65, with the District's average scoring 43.
- The number of streets rated Excellent is below the minimum recommended target of 15% at 0%.
- The backlog amount is far above the maximum recommended target of 12% at 50%.

The analysis conducted by IMS using the ESA pavement management system has provided the District with valuable insights into the condition of its roadways. To assess the effect of annual budget on PCI over a five-year period, **Figure 3** has been generated to depict the anticipated PCI in five years relative to different annual budget allocations. The blue line allows the user to assess the effect of a given annual budget on the PCI in five years, serving as a valuable tool for understanding the potential effects of budget decisions on future pavement conditions.

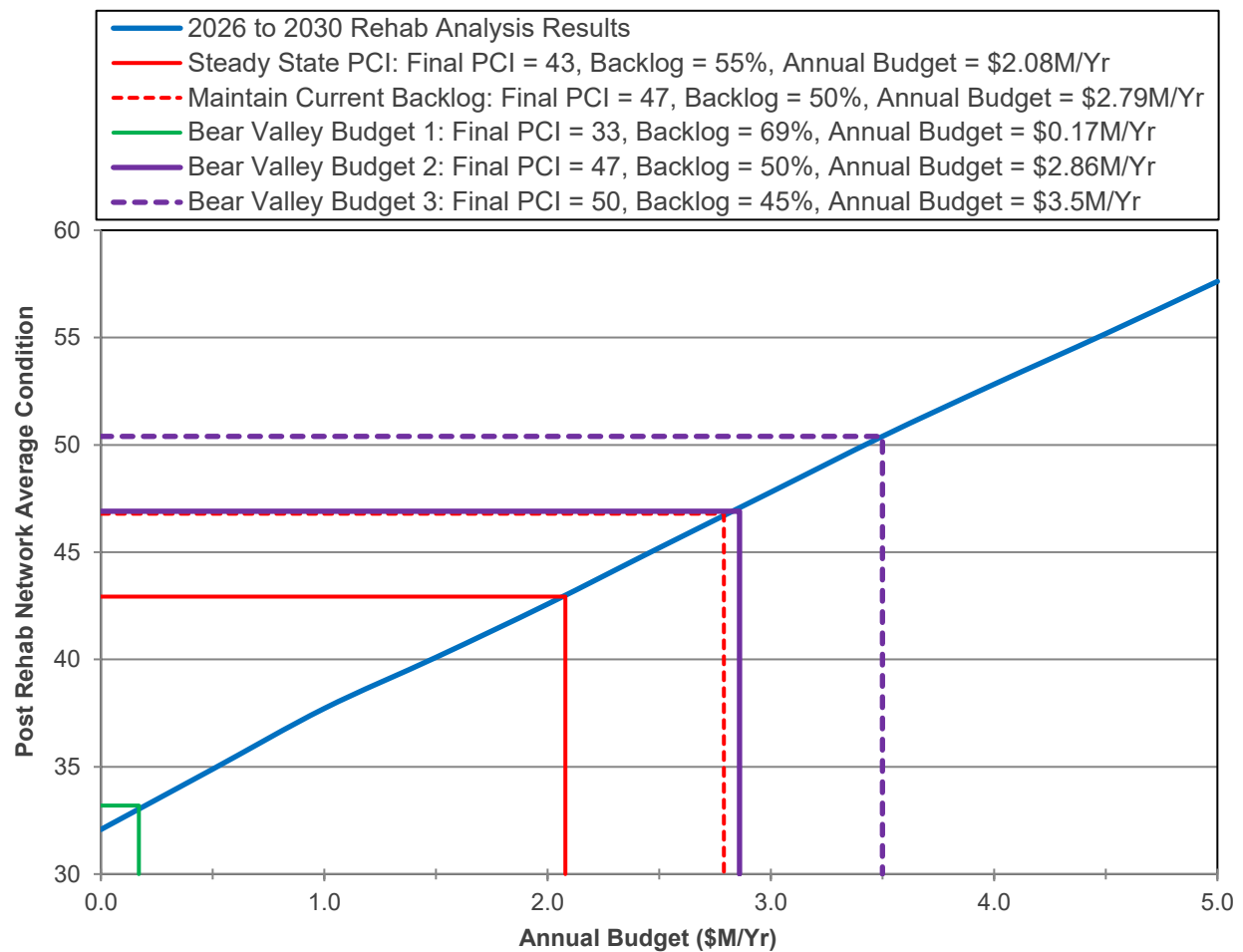


Figure 3 - PCI Based on Five-Year Annual Budget Funding Models

It is important to note that the information presented in the Executive Summary is condensed from various sections of this report.

2.0 PRINCIPLES OF PAVEMENT MANAGEMENT

This section provides an overview of pavement management, including its objectives and the best practices for M&R planning throughout the lifecycle of a pavement. It also highlights the integration of these concepts in the ESA pavement management system, which was used in this report to develop recommendations and analyze the District's pavement network. This context is important for understanding the content and findings of the report.

2.1 Pavement Management Principles

Pavement management is the process of assessing, prioritizing, and preserving or rehabilitating pavements through a logical system that attempts to use available funds in the most cost-effective manner possible. The process is iterative, and as more data becomes available, prediction models are refined to improve accuracy. **Figure 4** illustrates that pavements typically start deteriorating rapidly once they hit a specific threshold. Therefore, it is more cost-effective to invest in cheaper surface treatments during the first 40% of a pavement's lifespan than to defer maintenance until heavier overlays or reconstruction is required just a few years later. Streets that are repaired while in good condition will have an extended lifespan and will cost less to maintain over their lifetime than those left to deteriorate to a poor condition. Without an adequate routine pavement maintenance program, streets will require more frequent reconstruction, thereby requiring significantly greater funding.

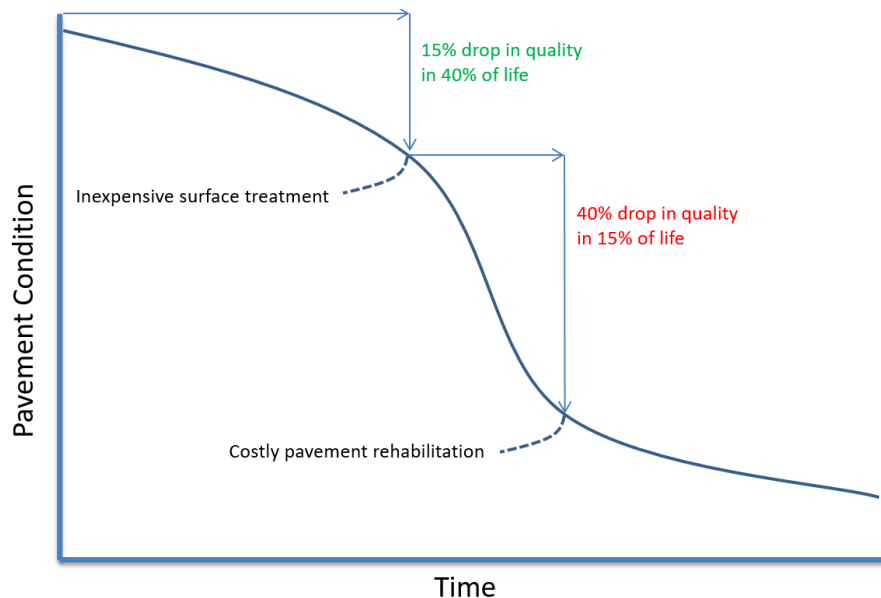


Figure 4 - Pavement Deterioration and Life Cycle Costs

The types of rehabilitation activities that the District chooses to deploy can have a significant effect on the longevity of a pavement. Depending on the PCI zone in which a pavement falls, a detailed rehabilitation strategy needs to be formed. Common rehabilitation types include localized preventive or stop gap activities (e.g. crack sealing, joint sealing, and patching), global preventive maintenance (e.g. fog seals, rejuvenators, slurry seals, microsurfacing, chip seals, cape seals, and thin overlays), major Rehabilitation (e.g. thin or thick mill and overlays), and major Reconstruction (e.g. surface reconstruction or full reconstruction). Popular examples of cost-effective preventative activities include:

- Crack and Joint Sealing
- Microsurfacing
- Fog Seal and Rejuvenators
- Patching
- Slurry and Chip Seals
- Thin Overlays

A proactive pavement management program focuses on the preventative maintenance category and advocates proper incorporation and application of cost-effective preventative activities. These activities help maintain and repair the surface integrity which can slow deterioration and, depending on the treatment, also extend the life of a pavement. The outcome of this exercise is to increase long-term cost savings and network-level pavement quality over time.

When completed within the target zone for preventative maintenance, a pavement's lifespan can be conveniently extended. The dashed curves in **Figure 5** show the typical lifespan of a pavement that does not undergo any preventive maintenance. Major reconstruction becomes necessary after approximately 20 years. The blue curves show the benefits of preventive maintenance during the first 40% of a pavement's lifespan. Eventually, all pavements will need to undergo reconstruction; however, proactive maintenance and rehabilitation can delay this process for up to an additional 40 years.

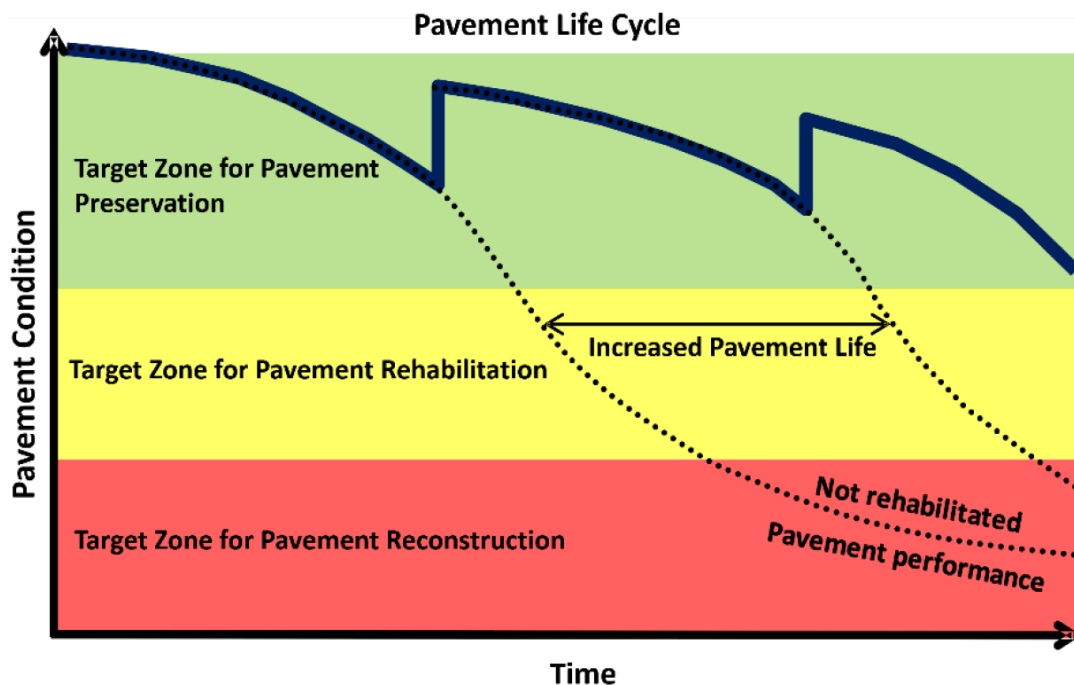


Figure 5 - Pavement Life Cycle Curve

The most effective approach to ensure optimal usage of available funds or to determine the necessary funding to achieve a predetermined level of service is by using a pavement management system. An effective pavement management system can assist agencies in developing an organized catalog of pavement assets, storing periodic condition assessments, and tracking spending and costs. This enables the District to compare trends in data to assess the effectiveness of maintenance activities and new technologies.

3.0 DATA COLLECTION AND ANALYSIS

3.1 Field Survey Methodology

IMS deployed one of its IrisPro Pave Integrated Road Information Systems for data collection. IrisPro Pave integrates industry-leading subsystems, including 3D pavement imaging systems, lasers, accelerometers, right-of-way cameras, GPS antenna, distance measurement instruments, computers and more (**Figure 6**). All collected data is captured with Drive™ data collection software, which is designed to simplify the collection of quality road data with built-in calibration schedules, real-time quality control, GIS maps, section tracking, audible alerts and voice memos, fly-by events, and exception reporting. The custom-designed hardware and software on IrisPro Pave provides sub-millisecond synchronization between all subsystems.

- ✓ **Teledyne FLIR Ladybug 5+**
Captures 360° Imagery at Defined Intervals
- ✓ **ASTM Class 1 IrisPRO Pavement Profiler**
Continuous Right and Left Wheel Path Roughness Measurements
- ✓ **Pavement Distress Imaging**
LCMS-2 Continuous 3D Imaging, 1mm Resolution
- ✓ **Drive™**
Automated Data Collection Paired with Field Observations
- ✓ **GPS Positioning**
GPS with Integrated IMU, Sub Meter Positional Accuracy
- ✓ **Samsara Monitoring**
Real-Time Tracking and Reporting
- ✓ **Texture**
Continuous Surface Texture Measurements
- ✓ **Linear Distance Positioning**
DMI for Precise Linear Distance Measurements
- ✓ **Safety Lighting**
Front and Back Facing Flashing Lights Ensure High Visibility



IrisPRO Pave

Figure 6 – LCMS-2 data collection vehicle

3D Pavement Imaging

The Laser Crack Measurement System (LCMS-2) captures continuous 2D and 3D images at 1 mm resolution in the lane of travel up to 4 m (13 ft) wide at highway speeds, allowing for the visualization and characterization of all features on the road surface. The system allows for collection rates up to 28,000 profiles per second, five times faster than the first edition of LCMS. This allows smaller cracks, especially transverse cracks, to be detected more consistently than in the past. The vertical accuracy has also improved from 0.50 mm to 0.25 mm.

High-Definition Imaging

The Ladybug 5+ captures high quality 30MP spherical images using six cameras for a 360-degree view of the roadway and surroundings. The images can be viewed in panoramic mode, 360 mode, or individual directional images can be extracted at any desired camera angle. Both the Pavement imaging and right of way cameras are triggered on a fixed-distance basis, image capture is precisely synchronized to GPSTime and DMI, and cameras are calibrated for asset inventory and geo-referenced image measurements.

3.2 Data Collection Vehicle Validation Testing

To verify the reliability of the survey data, each IRISpro Pave platform is subjected to a series of rigorous tests on a bi-annual basis. The primary objective of these procedures is to ensure the accuracy, reliability and performance of the vehicles' equipment and systems. Certification and validation play a vital role in guaranteeing that vehicles meet stringent quality standards and comply with specific acceptance criteria for any pavement data collection job.

The validations testing procedures include a focus on GPS accuracy, profiler certification, rutting and faulting measurements, pavement surface texture and crack detection capabilities.

GPS Validation

The GPS validation test involves a procedure in which a vehicle must successfully present data with a sub-meter precision in order to pass. This is accomplished using a 180-degree test which is shown in **Figure 7** below.

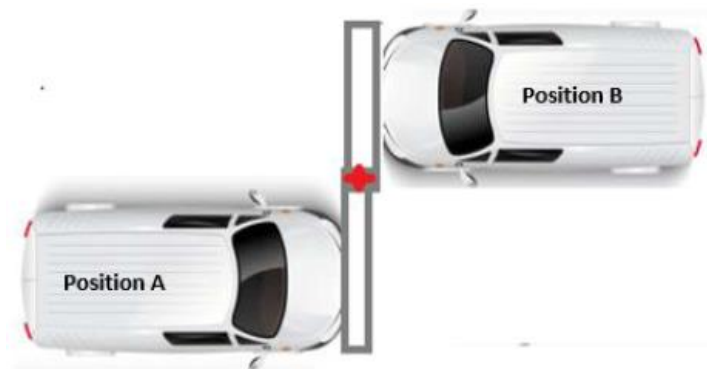


Figure 7 – GPS Validation Test

With the vehicle parked on the marked location (indicated by the red +) a data collection event is started. The collection vehicle is then maneuvered 180 degrees so that the marked location is in the same relative position to the vehicle, with the vehicle now facing the opposite direction. Here another collection event is initiated. This process is repeated several times to ensure the accuracy of the test. The accuracy of the internal GPS is then measured against the reference point (the red +) and scored for sub-meter accuracy.

Profiler Certification

The profiler certification is conducted according to the AASHTO R56 standard and using a design analysis software called ProVAL to ensure accuracy and repeatability. Prior to collecting the 10 repeated precision runs needed to validate the profiler for International Roughness Index (IRI) measurements, a series of additional vehicle checks are performed including:

- Laser Calibration
- Block Check
- Bounce Test
- Tire Pressure Check
- DMI Calibration

Validation Loop

The validation loop includes four preapproved pavement locations with pavement conditions specifically chosen to measure IRI, rutting, faulting, texture, and crack detection. The specific locations are selected ahead of the test and then all collected in a single run. The validation loop includes multiple pavement types and surface conditions, as well as segments with previously identified rutting and surface distresses. The total length of the validation loop is approximately 3.5 miles but may vary slightly when additional testing sites are chosen.

To score the survey results of the validation loop the data is compared to a baseline, which is an average gathered by other validated survey vehicles, combined with readings from the SurPro5000 walking profiler. These results are compared for a minimum passing repeatability score of 92% which identifies how closely the tested vehicle's survey results compare to the baseline.

The testing survey results are then analyzed through the Connect platform and subjected to similar quality control measures detailed in the following section. Connect is used to confirm that the profiler data, the LCMS pavement imagery, the forward camera imagery, and the GPS data are all perfectly synchronized. As shown in **Figure 8**.

- The pavement window (top left) shows that the profiler and the LCMS are in sync, as the target position (the white stripe in the LCMS pavement image marked by the green square) matches the position (profiler), indicated by the red vertical line centered on the red square.
- The map (top right) shows that the GPS position is correct, as the event position (profiler), indicated by the red square box is where the tape is on the ground.
- The forward image (bottom) shows that the target tape is close to the bottom of the image.

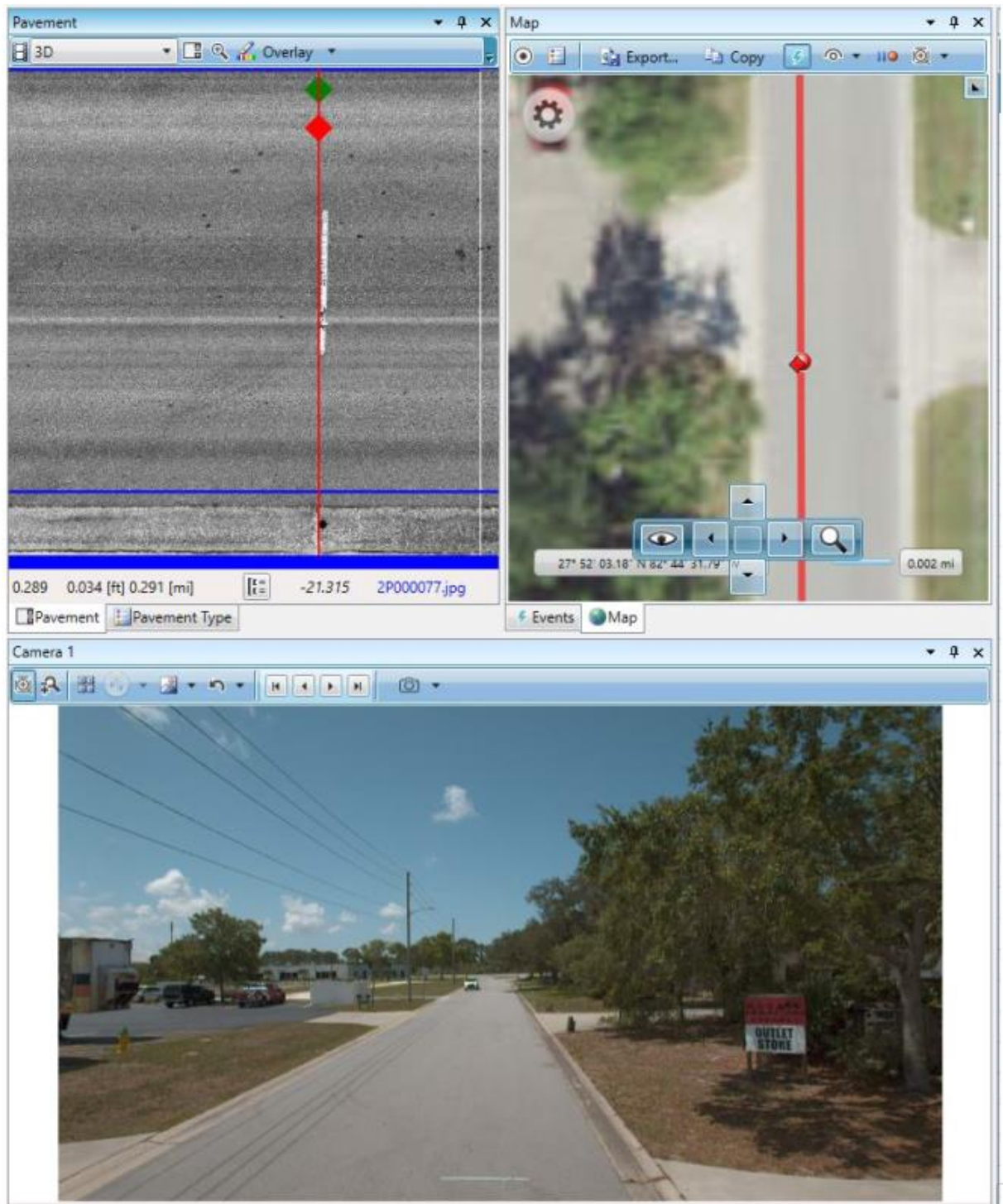


Figure 8 – Lever Arms Final Validations Check

3.3 Data Quality Assurance

The collected data is processed in the office using the Connect™ software. Connect provides a perfectly synchronized multi window platform to view and alter all collected data including profile, distress, slope, International Roughness Index (IRI), events, images, and GPS map. **Figure 9** shows some examples of how data can be viewed in Connect. Using Connect, the LCMS-2 3D pavement images are analyzed to identify and classify distresses, and the longitudinal profile of the road is analyzed to determine the IRI and ride quality under the wheel paths according to industry standards. All processed data is matched to the segment ID of the roadway.

To ensure the accurate determination of PCI scores, the field data undergoes a rigorous series of processing phases and quality checks. These checks encompass synchronized assessment of both processed and raw data streams. The automatic distress identification and classification process involves various steps: First, different rules and processing parameters are applied on different pavement types; next, the auto detected lane markings are manually adjusted to exclude non-pavement areas and limit the assessment area for cracking and rutting to between the lane markings and invalidation rules are applied to exclude additional anomalies (e.g. near railroad crossing or bridge decks) from the assessment area. Finally, a team of pavement raters who are well-versed in both the distress standards and the data in its digital format review images and make the necessary corrections on areas with gross under/over detection.

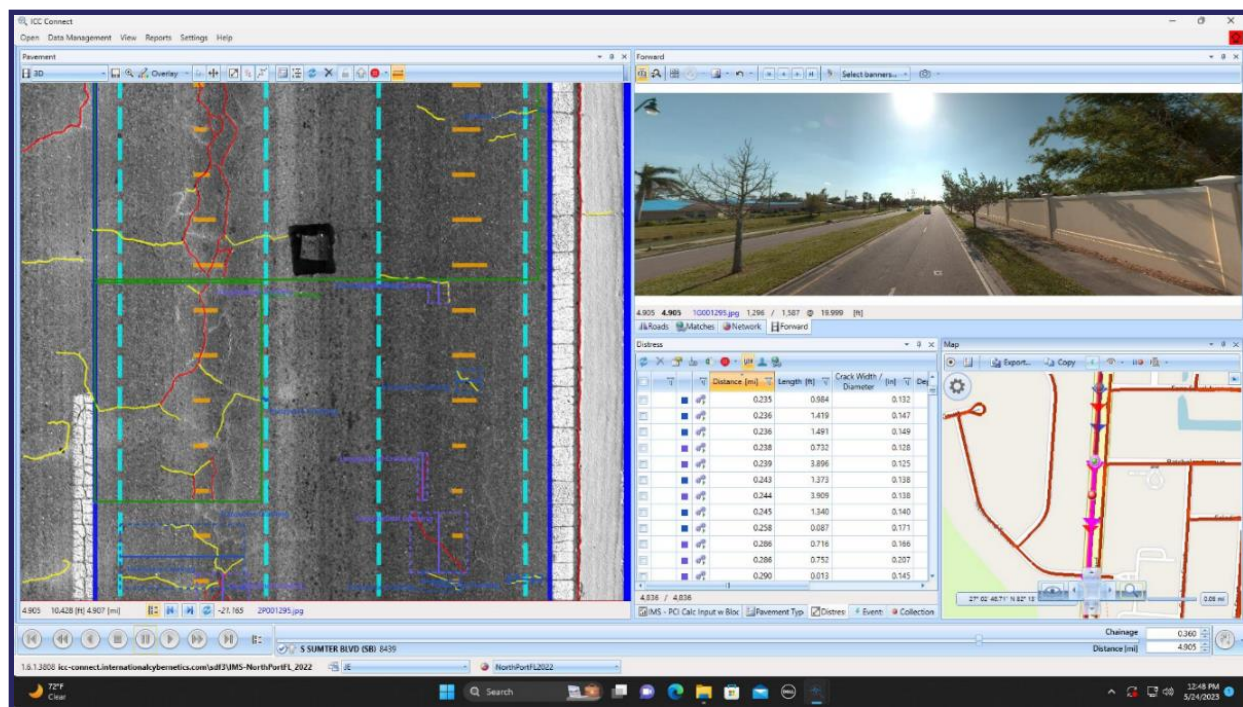


Figure 9 - QC Image from Connect™ Software

To further confirm the accuracy of our condition data, spot checks are conducted on a network-wide basis by both the QC team and engineering staff. These spot checks are carried out on a random selection of road sections across the entire network to verify that the condition data is consistent and accurate. They also help to identify any potential issues that may have been missed during the initial data collection and review process.

Once the QC team and engineering staff have established the integrity of the data, an initial condition spreadsheet with detailed data and summary tables and charts is prepared and submitted for review by the Client. This review process involves a careful examination of the condition data and includes a comprehensive analysis of the data's completeness, accuracy, and consistency before preparing data for import to District's pavement management system.

3.4 Pavement Condition Survey

The goal of the pavement condition survey is to determine an accurate rating for each pavement section. The process of collecting and assessing data involves both automated and manual observations that originate from the data collected with the IrisPro Pave equipped with LCMS-2 downward imaging lasers, an array of 4k cameras, and trained rating personnel.

Within the "Network Analysis" tab in ESA, IMS has populated values for Surface Distresses, Roughness score, and Strength Rating. These three indices form the foundation on which ESA operates. They allow weighing factors to be uniquely specified for PCI calculation.

Surface Distress Index (SDI)

ASTM D6433 provides a method of categorizing surface distress observations for both asphalt and concrete pavements, based on the extent and severity of distresses along the roadway.* The Surface Distress Index (SDI) is used to represent the observed pavement defects on a scale from 0 to 100. However, not all surface distresses are given equal weight. Load-associated distresses (LAD), such as rutting or alligator cracking on asphalt streets, and divided slabs on concrete streets, have a greater impact on the SDI than non-load associated distresses (NLAD), such as raveling or longitudinal and transverse cracking. Even when present in low extents and moderate severity, LAD can significantly decrease the SDI. The SDI inputs are shown in **Figure 10**.

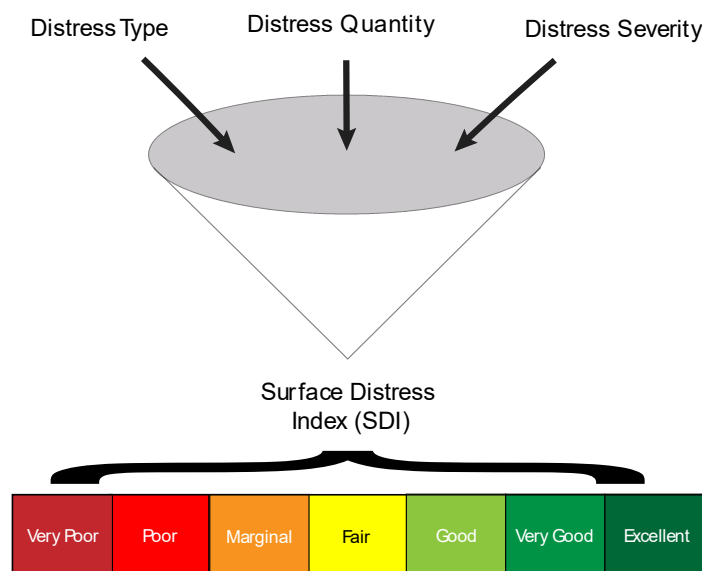


Figure 10 - SDI Inputs and Detailed Scale

*Factors such as culvert condition, drainage deficiencies, shoulder condition, edge-support loss, steep grades, snow exposure, freeze-thaw exposure, and snowplow damage were outside the scope of work.

ASTM D6433 covers nearly forty unique distress types that may or may not be present in an agency's road network. For that reason, IMS uses a modified approach that collects the most common and relevant and repeatable distresses. The descriptions in **Table 1** outline some of the most common distresses collected for the District:

Table 1 - Distress Descriptions

Distress Type	Pavement Type	Description	Example
Alligator Cracking	Asphalt	• Quantified by severity and square footage • Caused by the repeated bending from vehicle loads • Propagate from the bottom, meaning that structural failure has occurred • An LAD with significant impact on the condition score, even at low extents	
Rutting	Asphalt	• Caused by the permanent deformation of the pavement and/or subgrade layers • Even in Low densities can have a large impact on the final condition score due to their implication of possible structural failure	
Longitudinal & Transverse Cracking	Asphalt	• Quantified by their length and width • Results from pavement shrinkage due to natural daily and seasonal temperature cycles, construction issues, or other factors	

Roughness Index (RI)

The Roughness Index (RI) provides a quantifiable measure of ride quality, which is determined using the industry-standard ASTM E1926 for calculating the IRI. This value is derived from the longitudinal profile captured by the LCMS as it records the change in elevation over a distance. Once calculated, it is expressed as a slope and reported in millimeters per meter (mm/m). Typical IRI levels for new, older, and damaged pavements are displayed in **Figure 11**. The IRI is lower on average for roads or pavements that are normally used for higher speed travel.

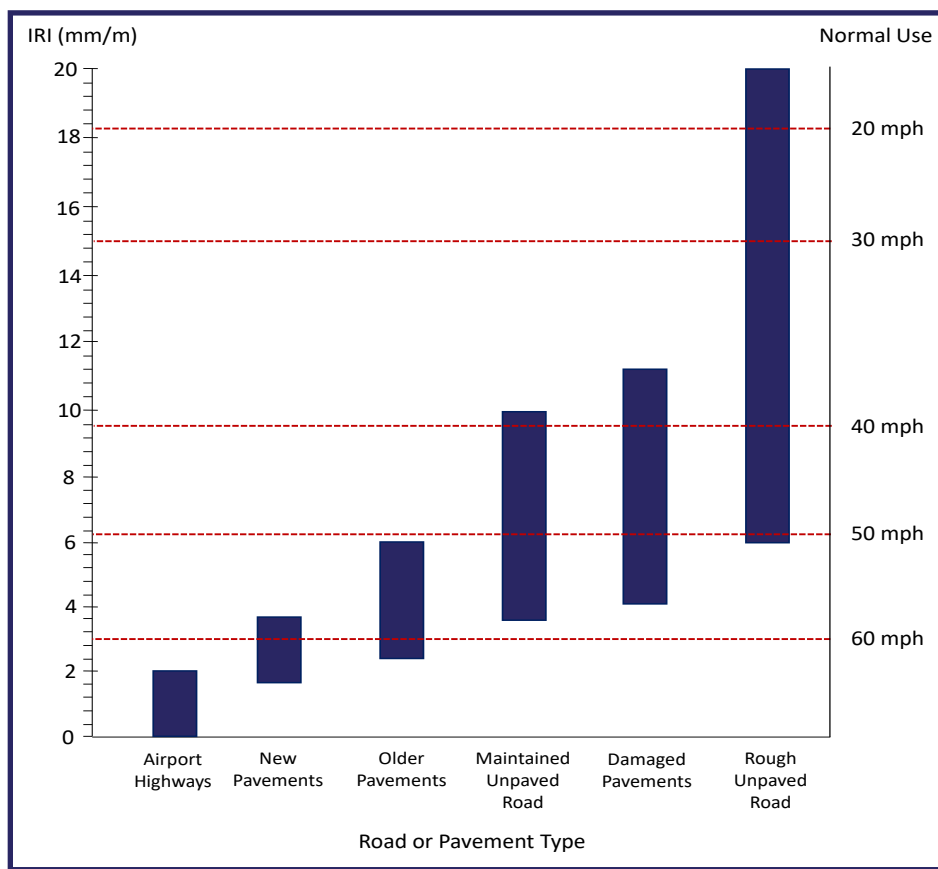


Figure 11 - IRI Scale Definitions

To provide some context, a newly constructed street would typically have an RI value of above 85, whereas a street that requires an overlay would fall within the range of 40 to 70. Lower quality paving practices can lead to a pavement surface with less-than-optimal smoothness, resulting in a low RI value. However, since the distress or imperfection is not caused by severe failures within the pavement structure, the blended PCI value may not be significantly affected.

Structural Index (SI)

Structural adequacy testing was not requested by the District. Instead, IMS investigated the relationship between the PCI and the number of LAD observed in each pavement section to generate structural indices. Based on this analysis, each section was assigned a rating of Weak, Moderate, or Strong in terms of its strength. These ratings were represented by an SI of 30, 60, or 80, respectively. The established SI was not used in calculating the overall pavement condition score but rather to help determine appropriate rehabilitation strategies based on the pavement strength rating.

Pavement condition index (PCI) – Following the field surveys, the condition data was imported to ESA for calculating the overall PCI. The PCI for each segment was calculated using the following percentages of weighing factors:

$$\text{PCI} = 100\% \text{ SDI}$$

Table 2 presents each PCI category along with a brief description of the typical distresses and recommended treatments for each.

Table 2 – Pavement Condition Categories

Category	Typical Distresses and M&R Recommendations	PCI Range
Excellent	Like new condition – little to no maintenance required. <i>Fog Seals and Rejuvenators</i> Monitor condition or preventive maintenance.	85<PCI≤100
Very Good	Minor cracking, raveling, and other NLAD Routine or preventive maintenance. <i>E.g., Crack sealing, surface treatment</i>	70<PCI≤85
Good	Minor to moderate cracking and low severity LAD such as alligator cracking and rutting. Surface treatments with localized repairs and overlays <i>E.g., Surface treatments, localized surface patching, thin overlay</i>	60<PCI≤70
Fair	More extensive and severe longitudinal and transverse cracking, as well as moderate severity LAD Localized repairs or major rehabilitation. <i>E.g., Localized surface and/or full-depth patching, moderate overlays, In-place recycling</i>	50<PCI≤60
Marginal	Localized high-severity alligator cracking, and rutting Major rehabilitation. <i>E.g., Localized full-depth patching, mill and overlay, traditional overlay, in-place recycling</i>	40<PCI≤50
Poor	A greater extent of severe alligator cracking, rutting Major rehabilitation. <i>E.g., More extensive full-depth patching, mill and overlay, traditional overlay, in-place recycling</i>	25<PCI≤40
Very Poor	Extensive and severe alligator cracking, more extensive and deeper rutting, and potholes. Major rehabilitation. <i>E.g., Full-depth reclamation, reconstruction</i>	0<PCI≤25

3.5 ESA Pavement Management System

The ESA software provides all the functionalities of a standalone software package while being user-friendly. It provides the District with a tool that can effectively catalog, classify, assess, track, and analyze condition data to aid in the processes of budget planning and pavement rehabilitation.



More specifically the program helps the District streamline its pavement management by giving structure to the basic information required for a management system:

- Pavement Section Inventory
- Pavement Deterioration Modeling
- Prioritization
- Funding Analysis
- Inspection Data
- Rehabilitation Selections & History
- Work Planning
- Reporting

Pavement Section Inventory

An accurate inventory of all District-owned streets is necessary to make any determinations, assumptions, or projections within a management system. Individual attributes such as length, width, location, traffic use, surface type, condition, and other factors may be tracked and tied back to a single management segment within ESA. Thereafter, they are given a unique ID within the program. These attributes are critical in determining appropriate rehabilitation activities, prioritizing the management segments within the system, and facilitating placement and sorting during reporting.

Inspection Data

ESA provides the District with the flexibility to use a blended condition index that can be tailored to meet specific goals and requirements. The inputs for this index rely on inspection data from the field survey. This custom reporting value is built based on various aspects considered while ranking the condition of a pavement. The inputs for this index are derived from inspection data collected during the field survey, including PCI and IRI data. Details on the individual components of the inspection are available earlier in Section 3.0.

Pavement Deterioration Modeling

Inspection data by itself is only capable of representing conditions at the time of collection. Nevertheless, within ESA there are customizable curves that can predict the rate of pavement deterioration based on a streets functional class, pavement type, and strength rating. These deterioration curves are critical in predicting future pavement conditions and determining appropriate rehabilitation strategies. The model assumes that pavements with similar attributes and usage will deteriorate at similar rates. For instance, high volume asphalt arterials that are already in poor condition are expected to deteriorate faster and are represented in **Figure 12** by a purple line. In contrast, low volume concrete local streets are expected to deteriorate slowly and are represented by a blue dashed line.

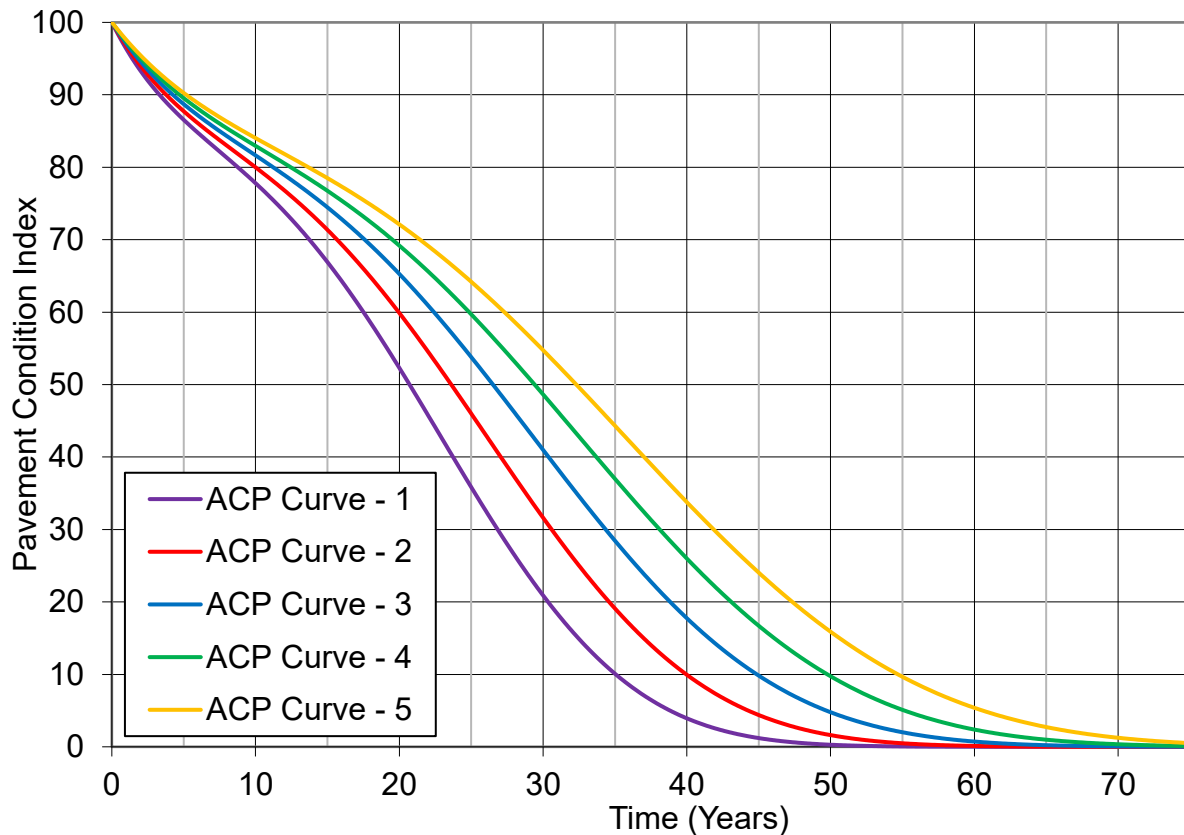


Figure 12 - Asphalt Concrete Pavement (ACP) and Portland Cement Concrete (PCC) Deterioration Curves

Table 3 - Performance Curves

ACP	Weak	Moderate	Strong
Arterial	1	2	3
Collector	2	3	4
Local	3	4	5

Rehabilitation Work Selections & History

ESA uses a set of protocols that allow for activities to be assigned to PCI ranges based on filter criteria that give the District the ability to create detailed rehabilitation strategy sets for each functional class and pavement type according to the best practices determined for that pavement.

As planned rehabilitation work is completed, a record of the work should be added to the pavement management system. This ensures that conditions are up to date for future selections and creates a repository of information to aid in planning.

Prioritization

Within ESA, the option is available to prioritize pavement projects for rehabilitation based on six main criteria: PCI, Cost of Deferral, Pavement Strength, Pavement Type, Functional Class, and the Area of a segment. Depending on the goals set forth at the beginning of the project, these criteria can be weighted differently based on their definition to create an overall priority factor for a project. Additional details on these factors are available in Section 5.

Project planning

The ability to plan work as needed allows the management program to better reflect the realities of a paving program. Certain constraints may be applied to funds that require their use within a certain year and activities relating to other assets may dictate the time and type of work to be performed. ESA allows for predefined projects to be entered into the management plan to account for work that is known. This ensures that the outcome is consistent with overall District planning and accurately reflects current funding allocations.

In terms of pavement management efficiency, a program based on worst-first, that is starting at the lowest-rated street and working up towards the highest, does not achieve an optimal expenditure of funds. Generally, under this scenario, agencies cannot sufficiently fund pavement rehabilitation and lose ground despite injecting large amounts of capital into the network.

The preferred basis of rehabilitation candidate selection is to examine the cost of deferral of a street against increased life expectancy.

Funding analysis

The actual process of determining where and when to spend funds is a function of the inputs mentioned in this section. Information from the street section inventory, condition survey, deterioration modeling, rehabilitation activity protocols, prioritization, and project planner are all assessed to predict the potential outcomes of funding scenarios. These can either be goal-based or budget-based. A more detailed description is available in Section 5.0.

Reporting

ESA has the ability to generate basic reports for common data requests through a set of predefined layouts. This allows for quick access to section condition summaries, inspection data, budget scenario summaries, and data charts. The GIS data used to generate this report is also linked to the section summary information to allow for quick and easy visualizations of the data if imported into a GIS utility.

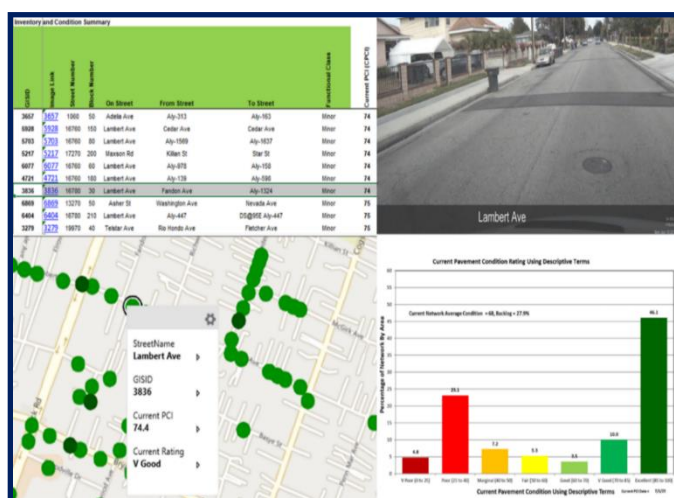


Figure 13 – Example of ESA Data

3.6 ICC Inform Pavement Network Condition Viewer

Included with every IMS pavement management project is an out-of-the-box, user friendly, browser-based image and condition viewer tool called ICC Inform. Inform provides a convenient medium through which the District may view the imagery collected during the pavement survey. This includes a forward view of the pavement, the downward LCMS view, and a panoramic 360-degree view allowing the District to view each pavement observation from several perspectives. Lastly, a complete map of the District will track the location of every pavement image, providing additional context to the individual pavement segments. An example of Inform can be seen in **Figure 14** below.

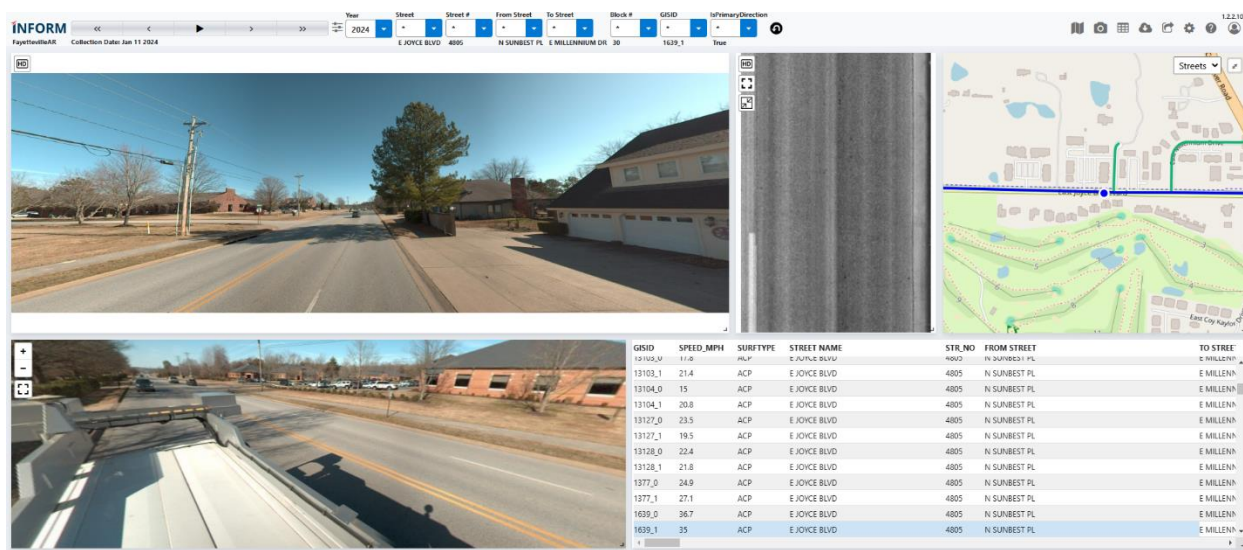


Figure 14 – ICC Inform Image Viewer

The “play” button in the top left of the Inform application provides the user a means to follow the survey vehicle as it drives the District streets. The drop-down menus in the top-center portion of the screen allow the user to quickly search for a particular street segment by GISID, and to even compare images from multiple years of surveys (if data is available from previous survey years).

The entirety of this proprietary image-viewing application can be accessed through a web browser by following a link that has been provided to the District staff.

3.7 Summary

This section outlined the fundamental concepts of pavement management and described the implementation process for the District’s pavement management system. The operating parameters of ESA were reviewed, and the inputs provided by the LCMS-2 technology were explained to provide context for calculating PCI, Roughness Index, and Pavement Strength.

4.0 PAVEMENT CONDITION SURVEY RESULTS

This section will review the results of the pavement condition survey performed in November of 2025. The segments were deteriorated using the defined pavement deterioration models to reflect the conditions of the roadways at the time of analysis (July of 2026). This section includes a summary of conditions in the functional classes used in the District's analysis, followed by a review of network photos taken from the survey vehicle. A series of charts will then summarize the findings of the condition survey and provide an overview of the PCI distribution across the District's pavement network.

4.1 District Street Inventory and Condition Summary

The District of Bear Valley is currently responsible for approximately 97 centerline miles of pavement with an overall PCI of 43 and a backlog of 50%. The following Table 4 presents the District's inventory and pavement condition breakdown across different functional classes. Detailed information for each management section is available in Appendix A.

Table 4 - Network Inventory Summary by Functional Class and Pavement Type

	Network	Arterial	Collector	Local
Segment (Block) Count	393	163	43	187
Network Length (mi):	97	47	12	38
Average Width (ft):	27	28	25	27
Network Area (yd2):	1,540,916	753,338	179,413	608,165
Current Pavement Condition	43	40	35	49
Current Backlog (%)	50			
Current Roughness Index (RI)	65	67	61	63

4.2 District Network Condition Imagery

The images presented in this section provide a sampling of the District's streets that fall into various condition categories. A discussion of potential rehabilitation strategies is included for each category.

Very Poor (PCI = 0 to 25) – Complete Reconstruction



Pinedale Drive (PCI = 7) – Rated as Very Poor, this street displays a large quantity of alligator cracking severe enough to suggest that the pavement structure is inadequate for current traffic loads. The rehabilitation of roads in this condition through a mill and overlay is generally ineffective, as the failures usually extend to the bottom of the pavement layer. Streets in this condition require rehabilitation that involves removal and replacement of the asphalt layer, base stabilization, or complete reconstruction based on design requirements.

Deferral of reconstruction of streets rated as Very Poor will not cause a substantial decrease in overall pavement quality. The streets have passed the opportunity for overlay-based strategies, meaning that reconstruction, which can be expensive, is the most suitable solution. Thus, Very Poor streets are often deferred in favor of maintaining and rehabilitating more streets at lower costs, resulting in a greater net benefit to the District. This strategy, however, must be sensitive to citizen complaints that may demand the prioritization of these street repairs. In addition, this type of street can pose a safety hazard for motorists since severe potholes and distortions may develop. It is important to consistently monitor these streets and check for potholes or other structural deficiencies until the street is eventually rebuilt.

Poor (PCI = 25 to 40) – Last Opportunity for Surface and Base Rehabilitation



Lower Valley Road (PCI = 30) – Rated as Poor, this segment still has some remaining life before it becomes a critical reconstruction need. As evident in the imagery, a fair amount of the segment contains alligator cracking. There are also deep longitudinal and transverse cracks, particularly along the edges of the pavement. If left untreated, a partial to full reconstruction would be required within a short period of time.

On heavily trafficked roadways, Poor streets often require partial to full reconstruction. On local roadways, they generally require removal of the pavement surface through grinding or excavation, base repairs, restoration of the curb line and drainage, and then placement of a new surface. These streets can also be good candidates for cold in-place recycling treatments.

Marginal (PCI = 40 to 50) – Thick Overlay



Cumberland Road (PCI = 46) – This street displays transverse and longitudinal cracking across the middle and edges of the pavement. Some, but not all cracks have been sealed. There are sections of alligator cracking dispersed along the segment as well.

Marginal streets that display high amounts of load associated distresses (LAD) are selected as a high priority for rehabilitation as they generally provide the best cost/benefit ratio to the District. If left untreated, Marginal streets with high amounts of LAD will deteriorate to become partial reconstruction or recycling candidates. Marginal streets that are failing due to materials issues or non-load associated failures may become suitable candidates for thick overlays or in-place recycling if deferred, without a significant cost increase.

Fair (PCI = 50 to 60) – Moderate Overlay



Greenwater Drive (PCI = 56) – Fair streets have similar characteristics to Marginal streets in that the distresses present tend to be localized and moderate in severity; however, the distresses will predominately be non-load related (i.e., caused by environmental or other factors). This street displays block cracking towards the middle of the pavement. There are moderate amounts of longitudinal and transverse cracking, with some cracks being deep but localized.

Like Marginal streets, Fair streets can provide a good cost/benefit ratio to an agency if addressed with an adequate rehabilitation technique. Stretching the application for surface treatments into this range can pose a cheap alternative to overlays but does not provide the appropriate renewal to the structural capacity of the pavement and may allow load related deterioration to continue unabated.

Good (PCI = 60 to 70) – Surface Treatments



Skyline Drive (PCI = 65) – Rated as Good, the primary cause of deterioration for this street is the longitudinal and transverse cracking. Some, but not all cracks have been previously sealed. The pavement surface could be restored with spot patching to remedy the more heavily distressed areas.

Preventive measures on streets considered Good can have a positive impact on the District's funding needs. While the expected life of a slurry seal is not as long as that of an overlay, its ability to slow deterioration and relatively low cost can free up funding for streets in worse condition.

Very Good (PCI = 70 to 85) – Surface Treatments and Localized Rehabilitation



Jacaranada Drive (PCI = 79) – Rated as Very Good, this street displays minor amounts of transverse cracking. It is an example of a candidate for preventive maintenance to extend the life of the roadway.

Also, routine maintenance prevents water intrusion by sealing and slowing crack growth. By keeping water out of the base layers, the pavement life is extended without the need for heavier rehabilitations.

Excellent (PCI = 85 to 100)



Bear Valley Road (PCI = 90) – Rated as Excellent, this pavement displays little to no surface distresses. The ride is smooth, and the surface and the base are intact. Excellent roads should be periodically assessed for crack development that would trigger routine maintenance activities such as fog seals and rejuvenators.

4.3 District Network Condition Distribution

Figure 15 shows the distribution of pavement condition for the roadway network in Bear Valley.

- Less than one percent (0%) of the network can be considered in Excellent condition and should be closely monitored to ensure timely application of early localized preventive measures.
- Approximately twelve percent (11.5%) of the network falls into the PCI range considered Very Good. These are roads that benefit most from preventive maintenance techniques, such as spot patching and slurry seals.
- Eleven percent (11%) of the streets are rated as Good and may still be candidates for slurry seals or thin overlays.
- Approximately twenty-seven percent (27%) of the network can be considered in Fair to Marginal condition and represents candidates for progressively thicker overlay-based rehabilitation. If left untreated, they will decline rapidly into reconstruction candidates.
- Fifty percent (50%) of the network is rated as Poor or Very Poor, meaning these roadways have deteriorated to the point where surface rehabilitation can no longer restore the pavement to a point of structural adequacy. Rehabilitation of the entire pavement structure is required for these segments.

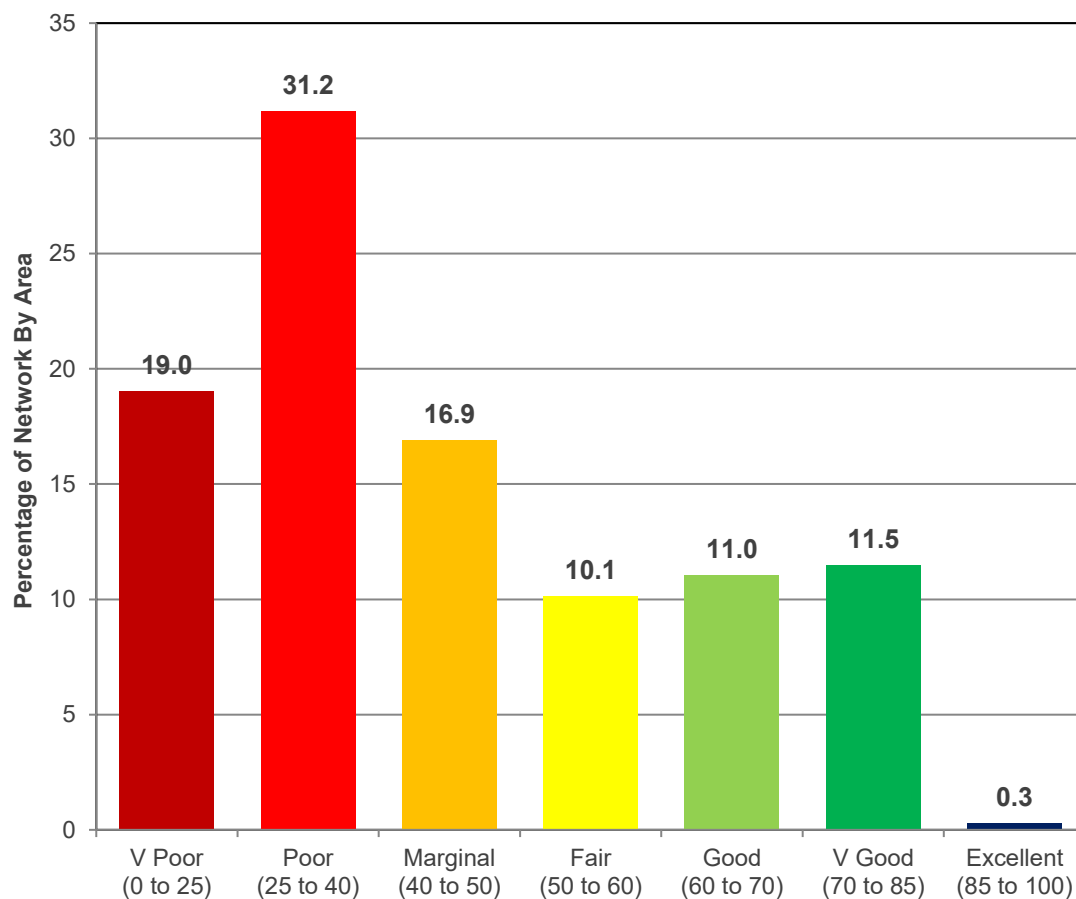


Figure 15 - Roadway Network Present Status Using Descriptive Terms

4.4 Condition By Functional Classification

Analyzing subsets of data in addition to the overall pavement condition can provide a better understanding of where an agency should focus its resources. **Figure 16** displays the distribution of pavement conditions for each functional class. Functional classifications were based on District-provided information.

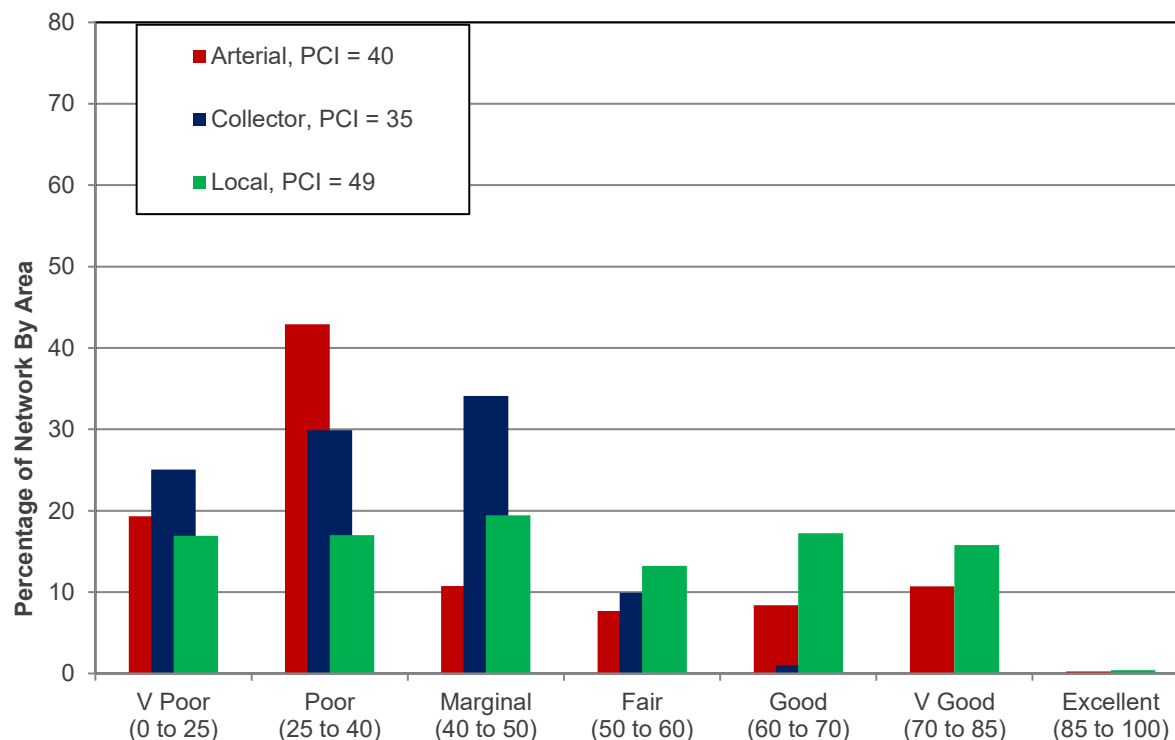


Figure 16 - Condition Rating by Functional Classification

When evaluating the condition of pavement based on the percentage of network it covers, the proportion of each class in the overall network must also be considered. This distribution is illustrated in **Figure 17**. Therefore, the District should focus its preventive maintenance efforts on the class types that contribute to a greater degree to the overall network.

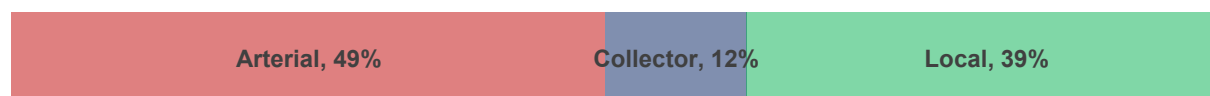


Figure 17 - Functional Classification Distribution By Area

4.5 Summary

Section 4.0 of the report provided a detailed analysis of the results obtained from the pavement condition survey conducted in the District of Bear Valley. The section covered the functional classifications in the District and their respective PCI values, which were further illustrated with pavement photographs taken during the survey. Additionally, the section provided a breakdown of the pavement condition distribution for each functional class and pavement type. Overall, the network average PCI for Bear Valley, CA was found to be 43 with a backlog of 50%.

5.0 REHABILITATION PLAN & BUDGET DEVELOPMENT

This section discusses the results of the pavement management analysis that was performed using the ESA pavement management system, starting with an overview of the assumptions that were used when implementing the system, such as the unit rates and the selection methodology for rehabilitation candidates. The subsequent section, **5.2**, details the results of each of the various budget runs, along with their predicted conditions. This is highlighted further through a series of charts that are used to demonstrate the advantages and disadvantages of various funding models.

5.1 Key Analysis Set Points and Assumptions

Pavement management analysis requires user input to complete its condition forecasting and prioritization. A series of operating parameters were developed to create an efficient program that is tailored to the District's needs.

Selecting Segments for Rehabilitation

The selection of rehabilitation candidates through a worst-first approach or subjective committee input is neither efficient nor cost effective. It is important to establish a set of criteria and determine their importance in the selection process. ESA has defined commonly used criteria within the program that allows different weighting factors to be applied depending on the District's goals. This approach can lead to more objective and effective selection of rehabilitation candidates.

- **PCI** – As mentioned earlier in this section, the results of the pavement condition survey are used to generate a PCI that ranges from 0-100 where 0 is considered the worst and 100 the best. This factor can be given a higher weight to give greater priority to poor condition streets.
- **Cost of Deferral** – As time passes a pavement will deteriorate and require more costly repairs as it ages. ESA can be configured to prioritize streets nearing the point where this cost increase occurs.
- **Projects and groups** – ESA assigns pavement M&R through the use of projects. Projects are pavements adjacent to one another with the same pavement type, functional class and a similar PCI. Groups are typically designated by entities such as zones, districts, neighborhoods, wards, etc... Grouping projects in ESA allows for all recommended projects within a given entity to occur in the same year, thus minimizing the overhead cost associated with maintenance work deployment and the mobilization of equipment.
- **Pavement Strength** – Through the use of deflection testing or the prevalence of LAD, the relative strength of a pavement can be determined. A prioritization factor can be applied that gives preference to streets that may deteriorate faster in order to apply more cost-effective rehabilitation early in the life cycle.
- **Functional Class** – Generally higher volume streets are given the greatest priority within a program since they serve the most vehicles.
- **Planned or Committed Projects** – When developing the rehabilitation plan, projects that are already scheduled to be completed are taken into consideration. This is done by adjusting the PCI scores to reflect the expected improvement resulting from these projects.

For the District, the weighting factors for these categories were established with the aim of maximizing the cost savings associated with the concept of deferred maintenance and addressing Weak pavements with lower PCI scores. The goal is to minimize the growth of the backlog.

Rehabilitation Strategies and Unit Rates

The funding requirements for the District are mainly determined by the rehabilitation strategies and unit rates used in the budget analysis. Table 5 presents a breakdown of the costs associated with different pavement rehabilitation activities and their application.

The parameters to consider when forming rehabilitation strategies include:

- **Rehab Activity*** – This includes the assigned identifier and name of each rehabilitation strategy. Various degrees of slurry sealing are outlined to highlight the increasing cost associated with additional patching requirements for lower PCI streets.
- **Min, Max, and Critical PCI** – The PCI range for the application of a specific rehabilitation activity is determined by the Min and Max values that set the upper and lower limits, while the Critical PCI indicates the threshold at which rehabilitation becomes a higher priority to leverage the cost of deferral factor. There can be overlap in the PCI range to allow for further differentiation based on pavement strength.
- **Unit Rates** – The cost of rehabilitation is presented per square yard for each combination of pavement type, functional class, and rehabilitation activity. A base unit rate is set for the lowest assumed cost of a work type, and it is adjusted for each functional class to account for additional work such as traffic control, intersection improvements, landscaping, utility adjustments, and right-of-way (ROW) infrastructure. IMS worked closely with the District to determine rates that accurately represent the cost of work. The model cost does not include mobilization, drainage repairs, traffic control, striping, shoulder repairs, utility adjustments, design, CEQA, permitting, construction management, inspection, materials testing, and contingency. It is assumed these values are for the cost of construction only.

Table 5 – Rehabilitation Rates

Rehab Activity	Base Unit Rate (\$/yd2)
Slurry Seal / Seal Coat	2.25
MicroSurface / Chip Seal	3.10
Edge Mill + Thin Overlay (1.5" - 2.0")	13.75
EM/FWM + Moderate Overlay (2.0" - 3.0")	18.25
FWM + Thick Overlay (> 2.0" - 3.0")	39.03
Surf Recon + Base Rehab / FWM + Strctrl Ptch + Olay	39.50
ACP Full Depth Reconstruction	58.50

*Note: Model-assigned treatments are planning-level recommendations and may require project-level verification before construction, particularly where drainage, edge support, shoulder condition, base condition, subgrade condition, steep grades, or other site constraints may affect treatment feasibility or service life.

5.2 Network Budget Analysis Models

The pavement management analysis using the ESA system involved combining the condition assessment, deterioration model, prioritization factors, and rehabilitation assignments to conduct a budget analysis. With this information, the program can predict the outcomes of different funding levels or suggest the funds necessary to achieve specific goals. To model network trends and estimate the funding levels needed to reach certain condition and distribution targets, IMS conducted an analysis using a series of budgets. The results of this analysis are detailed in this section.

Budget Targets

The following scenarios were generated to forecast the outcomes of the current estimated District budget compared to District's target PCI goals over the next five years. The models determine what level of funding may be appropriate going forward. The values for backlog and PCI have been rounded to the nearest whole number to improve legibility. Varying budget figures will have slightly different outcomes that are visible in the charts but may not be completely represented in the legend text.

Five-year Models:

- Bear Valley Budget 1 (Green Line) – This represents the District's current average annual budget of \$0.17M/Yr. dedicated to pavement preservation and rehabilitation. This level of funding will result in a network average PCI score of 33 and a backlog of around 69% after five years. The funding gap between this model and the steady state is \$2,080,000 representing a 91.8% funding shortfall.
- Bear Valley Budget 2 (Purple Line) - This represents the District' alternate average annual budget of \$2.86M/Yr. dedicated to pavement preservation and rehabilitation. This level of funding will result in a network average PCI score of 47 and a backlog of around 50% after five years.
- Bear Valley Budget 3 (Purple dashed Line) - This represents the District's alternate average annual budget of \$3.5M/Yr. dedicated to pavement preservation and rehabilitation. This level of funding will result in a network average PCI score of 50 and a backlog of around 45% after five years.
- Maintain Current Backlog (Red Dashed Line)– The Maintain Current Backlog budget was developed in order to maintain the current backlog of 50%. This results in a budget value of \$2.79M/Yr. and a PCI of 47 after five years.
- Steady State PCI (Red Line) – This is simply the funds required to maintain the current network average PCI at around 43. The annual budget required to do so is approximately \$2.08M/Yr. Backlog will increase to 55% of the network after five years.

Table 6 – Primary Funding Model Breakdown

Funding Model	5-year PCI	5-year Backlog	Rehab Area sq/yr
Model 1	33	69%	38,699
Model 2	47	50%	332,409
Model 3	50	45%	433,938

The results of the analysis are summarized in **Figure 18**. The x-axis highlights the annual budget, while the y-axis plots the five-year Post Rehab Network Average PCI values. The diagonal blue line is the network trend model developed to show estimated PCI along with a funding range up to \$5M/Yr.

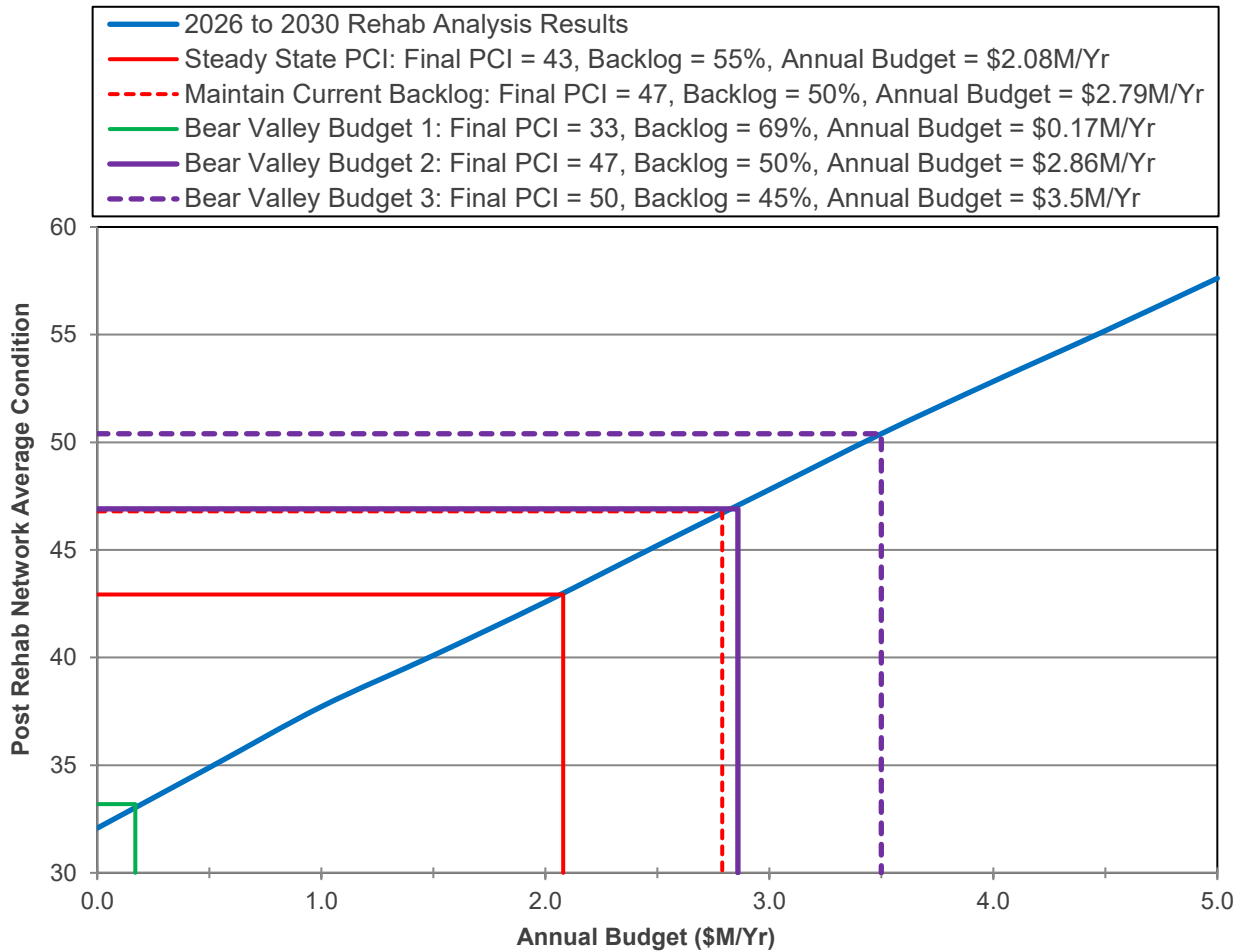


Figure 18 – Five-year Post Rehab Network PCI Analysis Results

Figure 19 presents the resultant network backlog against the annual budget. It is similar to **Figure 18**, but instead of plotting the average PCI score, it displays the total backlog after five years with a blue diagonal line. The District currently maintains a backlog of 50%. As the backlog grows, the funding required to return to the current level will increase.

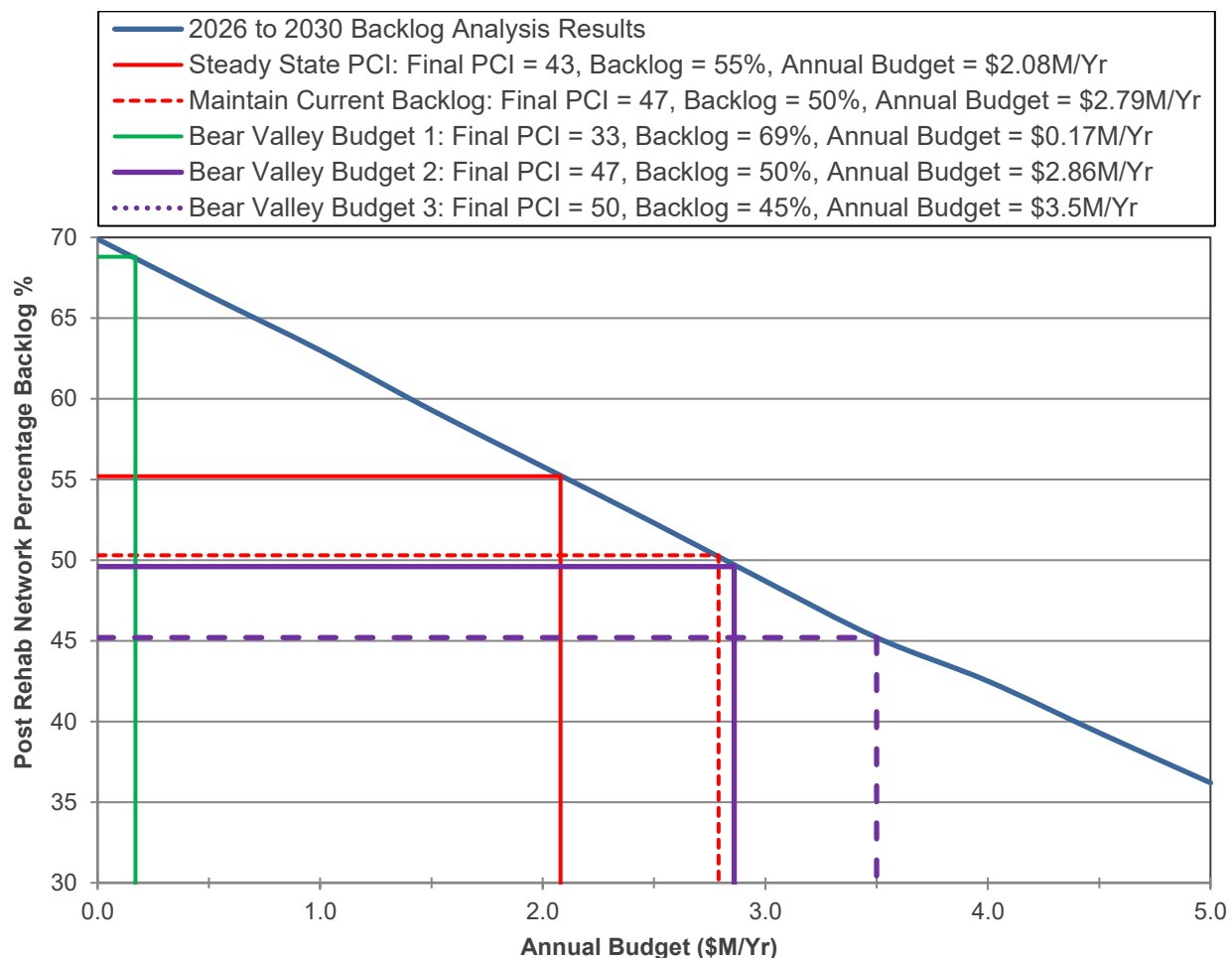


Figure 19 – Five-year Post Rehab Network Backlog Results

Figure 20 presents the analysis results on an annual basis. This shows that if the budget falls below \$2.08M/Yr. (Steady State PCI Budget), over time the overall condition of the roads is expected to deteriorate as the backlog grows.

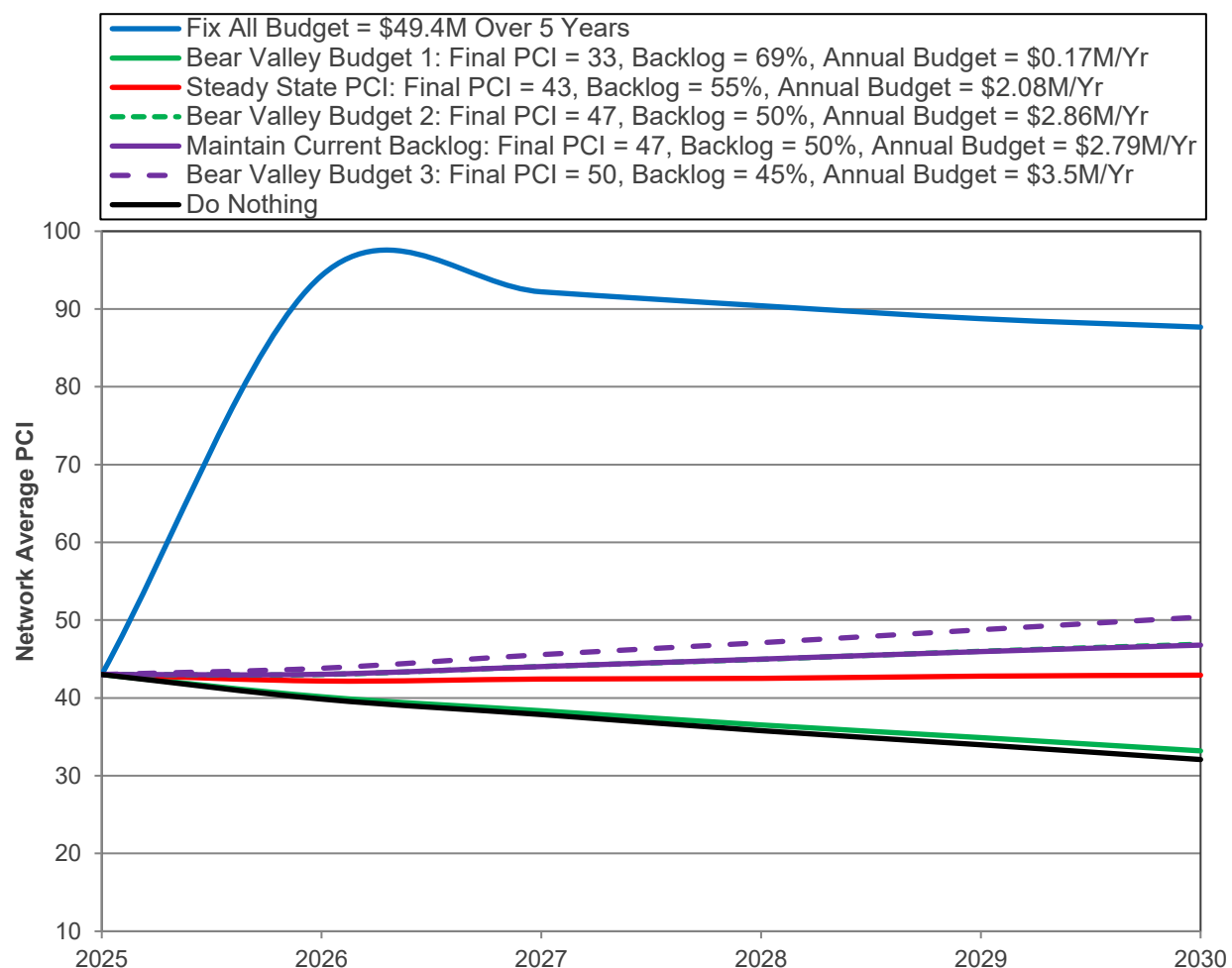


Figure 20 – Five-year Annual PCI

Note: The Fix All model is an unlimited funding model which attempts to rehabilitate every segment in the network within the first year of the analysis. This is contrasted with the Do-Nothing scenario which provides no funding across all 5-years. The two models are used to establish baseline funding needs within ESA. The Fix all results in a PCI of 88 with a backlog of 0% while the do nothing results in a PCI of 32 with a backlog of 70%.

The following **Figure 21** presents the rehabilitation and preservation activity breakdown across the various funding models. It presents each rehab activity with a total length of treated area across five years.

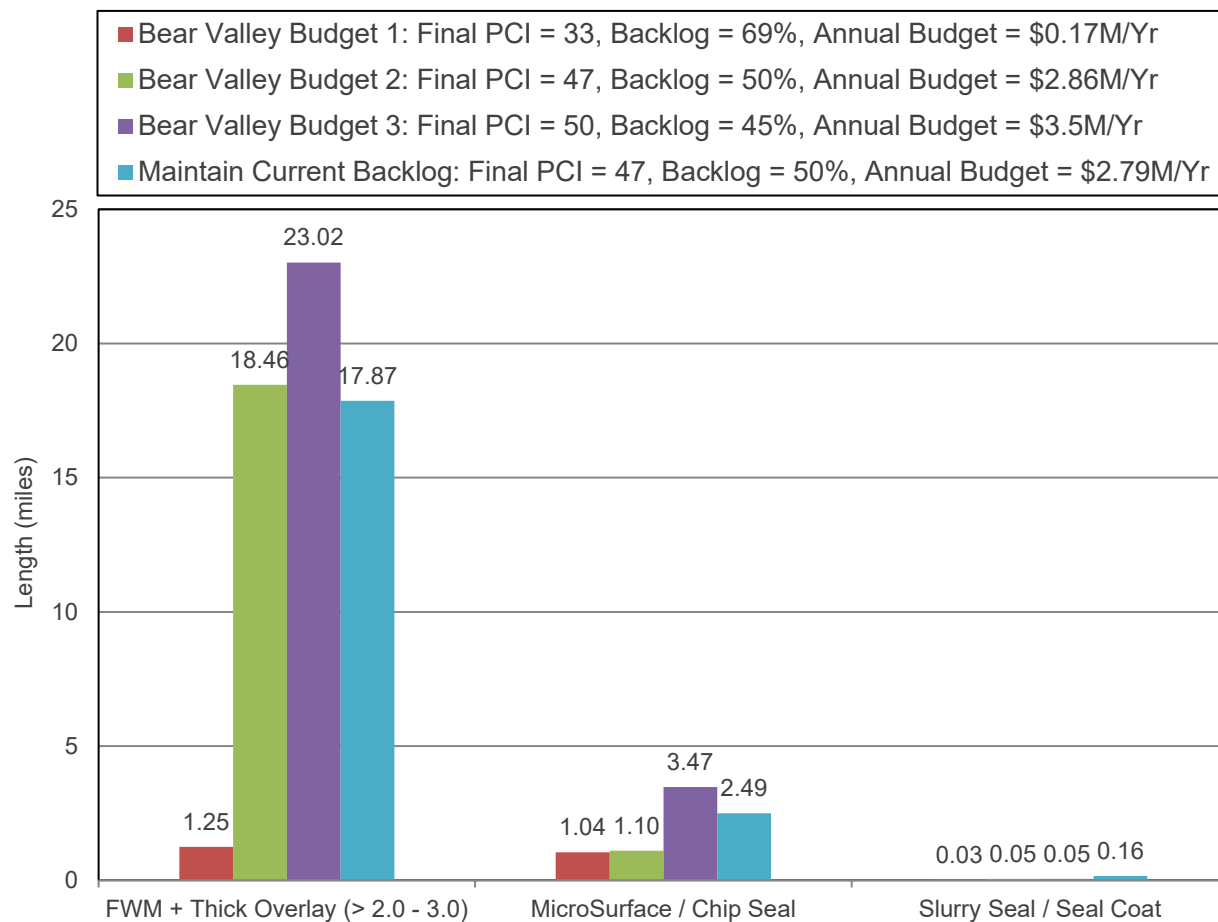


Figure 21 – Rehab Treatment by Area

5.3 Post Rehabilitation Condition

Figure 22 compares the percentage of the District's network area separated into each pavement condition category for four scenarios: the current network average condition (shown in red) and the projected condition in five years with the District's budget (shown in blue). The analysis shows that if the District's current budget is maintained, the average PCI is expected to decrease to 33 by the end of the five-year analysis period, and the backlog is projected to increase to approximately 69%. Alternate funding models for Scenario 2 and Scenario 3 are also shown with predictable results. Higher annual funding results in higher 5-year projected PCI and lower 5-year projected backlog.

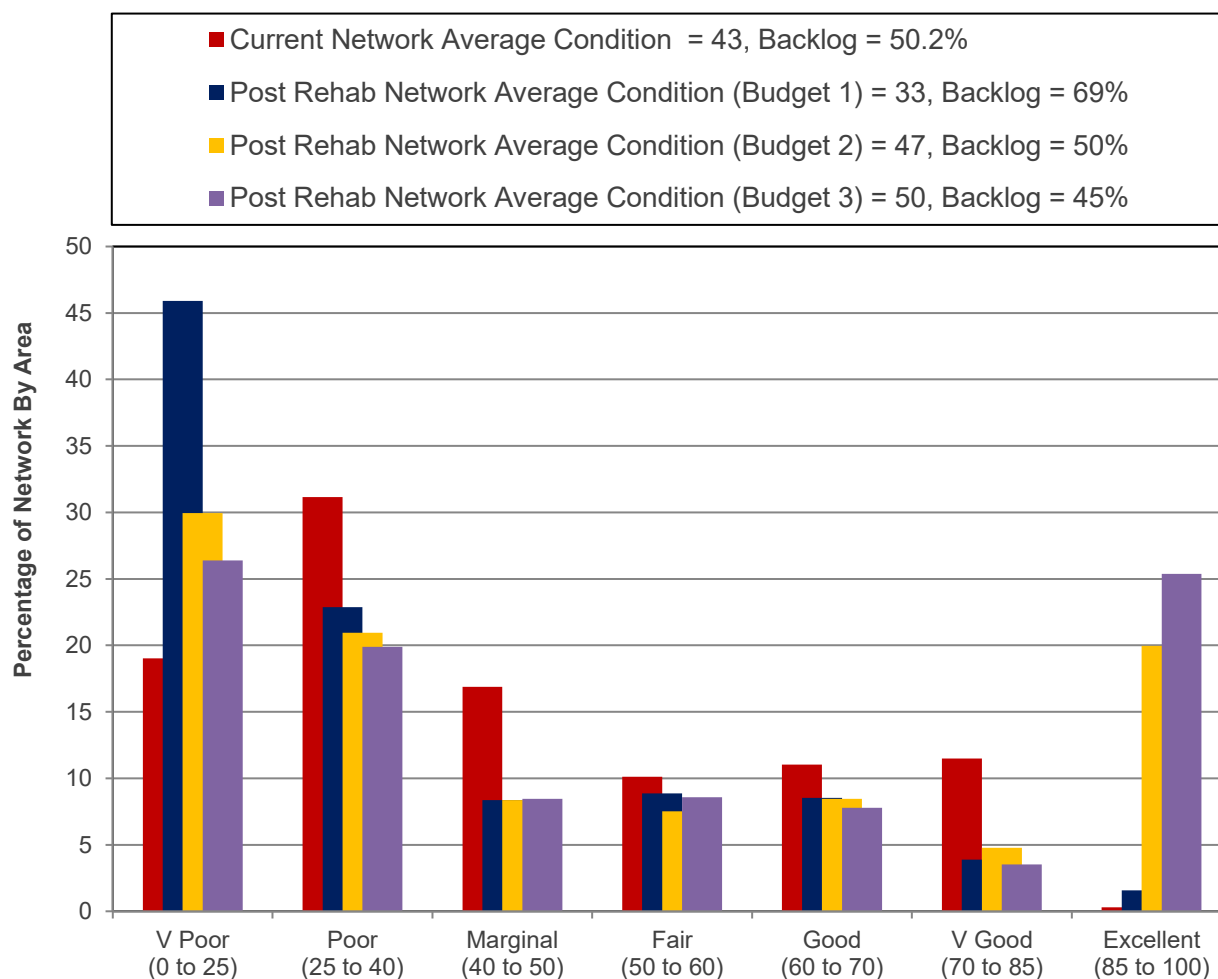


Figure 22 – Comparison of Pavement Condition (Current to 5-year Projection)

5.4 Summary

The pavement analysis models conducted using the ESA program showed that the current annual budget of \$0.17M for pavement management would result in decrease in pavement conditions over a period of five years, resulting in a five-year post rehab PCI of 33 and a backlog of 69%. Maintaining the current backlog level at 50% would require an annual budget of approximately \$2.79M and result in a PCI of 47.

6.0 PROJECT RECOMMENDATIONS & COMMENTS

6.1 Project Summary and Recommendations

A pavement condition survey was performed in November of 2025 on the full District pavement network. The results of the condition survey were aggregated into the ESA pavement management system. This system facilitated the creation of a georeferenced pavement inventory, enabled the development of a precise model of the network's current condition and anticipated future deterioration, and provided recommendations for funding to meet various level-of-service goals.

The following broad recommendations are presented to the District as an output from the pavement analysis and must be read in conjunction with the previous sections.

- The District should make efforts to keep the ESA spreadsheet up to date.

By maintaining and updating the rehabilitation unit rates, work history of the segments, and accuracy of the inventory, the District will be able to reliably forecast funding needs for future years. This allows the District to be proactive in maintaining the condition of the pavement network at an acceptable level.

- The District should periodically resurvey the pavement network.

Pavement performance over time involves many variables, such as traffic volumes, environmental factors, maintenance timing, and design standards. As these variables change, the rate at which a pavement deteriorates will change with them. The periodic resurvey of pavement conditions allows the District to track these changes and update models accordingly, ensuring that appropriate rehabilitation measures are being planned.

- The District should investigate new and additional rehabilitation activities.

Advancements in pavement rehabilitation technology are constantly being made, and it is recommended that the District periodically update its planned rehabilitation activities in the ESA program to take advantage of these advances.

- The District should strive to maintain or better its current condition if possible.

Maintaining a pavement network in good condition is more cost-effective than restoring conditions after deterioration. The District's current pavement network has an overall PCI of 43 with a backlog value of 50%. If the current annual budget of \$0.17M is maintained, the models show the PCI will decrease to 33 and the backlog will hover around 69% after five years.

6.2 Closing

The IMS Team greatly appreciates the opportunity to work with the District on this pavement management update. Over the course of this project, the team has observed the District staff's dedication to offering the best possible service to their District. IMS stands ready to assist the District with training and technical support as necessary and welcomes the opportunity to work with the District on future pavement management projects.

Appendix A

Street Inventory and Condition Summary by Segment

Appendix B

Rehabilitation Plan

Appendix A

Street Inventory and Condition Summary by Segment

Community of Bear Valley, CA

Street Inventory and Condition Summary

Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1000	ALLEN CT	PINEDALE DR	EOP	Local	33	358	67	1,398	50	66	0	59	50
1001	AMBERWOOD CT	SKYLINE DR	EOP	Local	21	1,951	226	4,746	25	48	14	62	25
1002	ANGUS CT	SAN JUAN DR	EOP	Local	31	588	100	2,096	61	53	0	59	61
1003	AQUA VILLA CT	SOP	CRYSTAL LAKE LN	Local	39	325	71	1,482	38	39	0	63	38
1004	ARROW CT	SOP	ROLLINGOAK DR	Local	33	1,205	221	4,631	62	66	0	61	62
1005	ARROYO CT	BEAR VALLEY RD	EOP	Local	27	745	112	2,356	54	50	0	63	54
1006	ARTESIAN CT	SOP	PARAMOUNT DR	Local	18	1,055	106	2,235	33	41	9	58	33
1007	BARKES WY	OAKFLAT DR	OAKFLAT DR	Local	21	2,637	308	6,461	60	61	0	61	60
1008	BASIN HARBOR CT	FAWN WY	CORAL SPRINGS LN	Local	30	587	98	2,055	43	77	0	64	42
1009	BASIN HARBOR CT	CORAL SPRINGS LN	EOP	Local	32	776	136	2,864	55	85	0	61	55
1010	BAY CT	BEAR VALLEY RD	EOP	Local	29	627	102	2,142	53	58	0	59	53
1046	BEAR VALLEY RD	SOP	EOP	Arterial	28	427	67	1,411	33	66	10	57	33
1040	BEAR VALLEY RD	CUMBERLAND RD	PHEASANT CT	Arterial	31	850	146	3,074	27	70	15	58	27
1041	BEAR VALLEY RD	PHEASANT CT	DS@799E PHEASANT CT	Arterial	31	799	138	2,890	37	68	7	56	37
1042	BEAR VALLEY RD	DS@799E PHEASANT CT	DS@1720E PHEASANT CT	Arterial	20	918	102	2,142	42	75	2	56	42
1049	BEAR VALLEY RD	DS@2392E SOP	DS@2507N SOP	Arterial	24	120	16	336	72	72	0	58	72
1050	BEAR VALLEY RD	DS@2507N SOP	EOP	Arterial	36	316	64	1,334	82	54	0	55	82
1048	BEAR VALLEY RD	DS@1117W SOP	DS@2392E SOP	Arterial	24	1,280	171	3,584	83	66	0	57	83
1047	BEAR VALLEY RD	SOP	DS@1117W SOP	Arterial	30	1,137	190	3,980	37	69	11	52	37
1043	BEAR VALLEY RD	DS@1720E PHEASANT CT	DS@3462E PHEASANT CT	Arterial	24	1,740	232	4,872	77	60	0	59	77
1044	BEAR VALLEY RD	DS@3462E PHEASANT CT	BUTTERCUP CT	Arterial	33	318	58	1,224	34	73	8	58	34
1045	BEAR VALLEY RD	BUTTERCUP CT	EOP	Arterial	44	5,221	1,276	26,801	31	70	8	62	30
1011	BEAR VALLEY RD	LOWER VALLEY RD	LOWER VALLEY RD	Arterial	36	2,552	510	10,718	32	84	11	57	32
1012	BEAR VALLEY RD	LOWER VALLEY RD	DEERTRAIL DR	Arterial	28	660	103	2,156	57	83	0	58	57
1013	BEAR VALLEY RD	DEERTRAIL DR	SILVER CREEK WY	Arterial	34	1,129	213	4,478	54	95	0	60	54
1014	BEAR VALLEY RD	SILVER CREEK WY	WILLOW PASS DR	Arterial	33	1,345	247	5,178	53	88	0	57	53
1015	BEAR VALLEY RD	WILLOW PASS DR	ARROYO CT	Arterial	35	738	144	3,014	33	76	11	56	33
1016	BEAR VALLEY RD	ARROYO CT	BLACKGOLD WY	Arterial	30	453	76	1,586	22	71	20	58	22
1017	BEAR VALLEY RD	BLACKGOLD WY	SAN JUAN DR	Arterial	27	782	117	2,463	55	77	0	56	55
1018	BEAR VALLEY RD	SAN JUAN DR	MARTINGALE WY	Arterial	23	983	126	2,638	57	87	0	58	57
1019	BEAR VALLEY RD	MARTINGALE WY	SAN JUAN DR	Arterial	26	863	125	2,618	18	53	27	56	17
1020	BEAR VALLEY RD	SAN JUAN DR	HART DR	Arterial	28	782	122	2,555	20	61	23	57	20
1021	BEAR VALLEY RD	HART DR	BAY CT	Arterial	32	669	119	2,498	15	52	30	55	15
1022	BEAR VALLEY RD	BAY CT	SORREL CT	Arterial	28	433	67	1,414	25	62	19	56	25

Community of Bear Valley, CA

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1023	BEAR VALLEY RD	SORREL CT	PUEBLO CT	Arterial	36	272	54	1,142	29	55	15	56	29
1024	BEAR VALLEY RD	PUEBLO CT	SERRA PL	Arterial	37	687	141	2,966	20	58	25	55	20
1025	BEAR VALLEY RD	SERRA PL	PALOMINO DR	Arterial	33	760	139	2,926	25	65	19	56	25
1026	BEAR VALLEY RD	PALOMINO DR	SERRA PL	Arterial	29	350	56	1,184	59	75	0	57	59
1027	BEAR VALLEY RD	SERRA PL	JACARANDA DR	Arterial	32	408	73	1,523	90	91	0	55	90
1028	BEAR VALLEY RD	JACARANDA DR	ROWEL CT	Arterial	29	1,285	207	4,348	38	72	4	58	38
1029	BEAR VALLEY RD	ROWEL CT	SUTTER CT	Arterial	29	642	103	2,172	51	73	0	57	50
1030	BEAR VALLEY RD	SUTTER CT	COLUMBIA WY	Arterial	33	1,120	205	4,312	33	75	12	56	32
1031	BEAR VALLEY RD	COLUMBIA WY	CHIA CT	Arterial	28	236	37	771	41	84	4	55	41
1032	BEAR VALLEY RD	CHIA CT	SENECA WY	Arterial	28	516	80	1,686	41	84	3	56	41
1033	BEAR VALLEY RD	SENECA WY	COYOTE CT	Arterial	29	276	44	934	29	73	13	58	29
1034	BEAR VALLEY RD	COYOTE CT	SAINT ELMO CT	Arterial	32	764	136	2,852	45	87	0	59	45
1035	BEAR VALLEY RD	SAINT ELMO CT	DS@1148E SAINT ELMO CT	Arterial	33	1,152	211	4,435	27	69	16	57	27
1036	BEAR VALLEY RD	DS@1148E SAINT ELMO CT	DS@1570S SAINT ELMO CT	Arterial	32	422	75	1,575	15	71	27	58	15
1037	BEAR VALLEY RD	DS@1570S SAINT ELMO CT	DS@2269S SAINT ELMO CT	Arterial	33	697	128	2,683	21	73	22	57	21
1038	BEAR VALLEY RD	DS@2269S SAINT ELMO CT	OAKFLAT DR	Arterial	29	732	118	2,477	30	74	13	57	30
1039	BEAR VALLEY RD	OAKFLAT DR	CUMBERLAND RD	Arterial	30	1,424	237	4,984	34	68	7	59	34
1051	BIG SKY CT	SHENANDOAH PL	EOP	Local	26	1,339	191	4,001	31	48	9	60	31
1052	BLACKGOLD WY	SAN JUAN DR	BEAR VALLEY RD	Local	22	2,412	295	6,191	62	76	0	60	62
1053	BOWEN CT	WILLOW PASS DR	EOP	Local	23	407	52	1,092	59	52	0	68	59
1054	BRASSIE CT	LOWER VALLEY RD	EOP	Local	37	508	106	2,219	31	58	10	59	31
1055	BREECH CT	DART DR	EOP	Local	35	361	70	1,462	74	48	0	53	74
1056	BRIAN PL	OAKFLAT DR	COLUMBIA WY	Local	24	1,376	183	3,853	35	72	5	60	35
1057	BUCKBOARD CT	OAKFLAT DR	EOP	Local	41	291	66	1,384	76	57	0	54	76
1058	BUCKTHORNE CT	SOP	SKYLINE DR	Local	23	2,101	274	5,750	35	62	3	63	34
1059	BUNKER CT	SOP	CADDY LN	Local	49	170	46	964	24	28	17	59	24
1060	BUTTERCUP CT	BEAR VALLEY RD	EOP	Local	27	638	96	2,010	58	53	0	65	58
1061	BUTTERFIELD WY	SKYLINE DR	HOMESTEAD WY	Local	27	778	117	2,451	46	75	0	56	45
1062	BUTTERFIELD WY	HOMESTEAD WY	HOMESTEAD WY	Local	25	2,635	366	7,685	49	74	0	58	49
1063	BUTTERFIELD WY	HOMESTEAD WY	LOWER VALLEY RD	Local	24	910	121	2,548	24	81	19	57	24
1064	CABRIOLET CT	TERRITORY WY	EOP	Local	25	787	111	2,330	43	50	0	62	43
1065	CADDY LN	LOWER VALLEY RD	BUNKER CT	Local	25	422	59	1,231	18	67	23	59	18
1066	CADDY LN	BUNKER CT	NIBLICK LN	Local	28	858	133	2,803	20	62	19	61	20
1067	CADDY LN	NIBLICK LN	JAMAICA DUNES DR	Local	30	530	88	1,855	17	59	22	61	17

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1068	CALICO CT	SOP	LOWER VALLEY RD	Local	28	417	64	1,342	71	50	0	59	71
1069	CAMPGROUND DR	PARAMOUNT DR	EOP	Local	18	1,695	170	3,560	48	65	0	63	48
1070	CANONERO CT	SOP	PARAMOUNT DR	Local	30	410	69	1,458	16	38	21	63	16
1071	CANTLE ST	SOP	SERRA PL	Local	31	592	102	2,134	63	58	0	63	63
1072	CANYON CT	PINEDALE DR	EOP	Local	31	636	108	2,278	76	69	0	63	76
1073	CEDAR CREEK CT	DEERTRAIL DR	EOP	Local	24	1,116	149	3,120	49	59	0	60	49
1074	CHATEAU CT	SOP	WILDERNESS WY	Local	28	458	72	1,516	54	38	0	63	54
1075	CHESTER CT	SOP	DEERTRAIL DR	Local	23	1,495	194	4,078	63	65	0	57	63
1076	CHIA CT	BEAR VALLEY RD	EOP	Local	35	291	57	1,189	84	69	0	56	84
1077	CHUKAR CT	SKYLINE DR	EOP	Local	26	1,917	275	5,779	23	46	16	61	23
1078	CODY CT	SOP	SKYLINE DR	Local	27	2,007	296	6,210	35	51	1	64	35
1079	COLUMBIA CT	COLUMBIA WY	EOP	Local	31	444	75	1,581	77	70	0	63	77
1080	COLUMBIA WY	BEAR VALLEY RD	SENECA WY	Local	25	4,054	563	11,824	70	83	0	61	69
1081	COLUMBIA WY	SENECA WY	BRIAN PL	Local	25	332	46	968	52	86	0	65	51
1082	COLUMBIA WY	SOP	BEAR VALLEY RD	Local	22	2,275	278	5,839	48	77	0	59	47
1083	COLUMBIA WY	BEAR VALLEY RD	COLUMBIA CT	Local	24	580	77	1,624	64	68	0	61	63
1084	COLUMBIA WY	COLUMBIA CT	EOP	Local	34	347	65	1,358	57	65	0	59	56
1085	COOL HAVEN DR	SOP	NIBLICK LN	Local	50	150	41	866	19	40	25	56	19
1086	COOL HAVEN DR	NIBLICK LN	JAMAICA DUNES DR	Local	30	320	53	1,120	12	61	22	66	12
1087	CORAL SPRINGS LN	FAWN WY	BASIN HARBOR CT	Local	27	865	130	2,725	63	84	0	60	63
1088	CORRAL CT	SAN JUAN DR	EOP	Local	35	373	72	1,510	62	57	0	59	62
1089	COTTONWOOD CT	SOP	SKYLINE DR	Local	19	869	92	1,926	34	60	4	62	34
1090	COYOTE CT	BEAR VALLEY RD	EOP	Local	28	672	104	2,181	77	67	0	62	77
1091	CROCKER CT	SOP	DEERTRAIL DR	Local	36	510	103	2,160	42	60	0	59	42
1092	CRYSTAL LAKE LN	PINEDALE DR	AQUA VILLA CT	Local	26	664	96	2,014	9	60	32	59	9
1093	CRYSTAL LAKE LN	AQUA VILLA CT	SHORELINE CT	Local	30	415	69	1,453	13	62	26	61	13
1094	CUB CT	GREENWATER DR	EOP	Local	32	382	68	1,424	54	65	0	63	54
1095	CUMBERLAND RD	LOWER VALLEY RD	RIDGEVIEW CT	Arterial	27	3,702	555	11,661	19	74	22	59	19
1096	CUMBERLAND RD	RIDGEVIEW CT	LAKEVIEW DR	Arterial	25	459	64	1,339	31	79	11	58	30
1097	CUMBERLAND RD	LAKEVIEW DR	SADDLEBACK DR	Arterial	27	235	35	740	41	74	4	55	41
1098	CUMBERLAND RD	SADDLEBACK DR	DART DR	Arterial	28	1,204	187	3,933	23	72	19	58	23
1099	CUMBERLAND RD	DART DR	SUNRISE CT	Arterial	26	2,475	358	7,508	46	86	0	59	46
1100	CUMBERLAND RD	SUNRISE CT	PRAIRIE CT	Arterial	28	1,295	201	4,230	22	74	20	58	22
1101	CUMBERLAND RD	PRAIRIE CT	FARGO WY	Arterial	31	939	162	3,396	26	76	17	57	26

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									Surface Distress Index (SDI)	Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1102	CUMBERLAND RD	FARGO WY	SKYLINE DR	Arterial	32	951	169	3,550	29	80	16	55	29
1103	CUMBERLAND RD	SKYLINE DR	FRONTIER WY	Arterial	31	1,555	268	5,624	31	80	12	57	31
1104	CUMBERLAND RD	FRONTIER WY	SAN JUAN DR	Arterial	27	447	67	1,408	27	74	15	58	27
1105	CUMBERLAND RD	SAN JUAN DR	FRONTIER WY	Arterial	29	1,280	206	4,331	56	88	0	62	56
1106	CUMBERLAND RD	FRONTIER WY	BEAR VALLEY RD	Arterial	28	4,538	706	14,824	26	74	16	58	26
1107	CUMBERLAND RD	BEAR VALLEY RD	EOP	Arterial	28	785	121	2,548	46	66	0	59	46
1108	DART DR	CUMBERLAND RD	GOSSETT WY	Local	24	2,474	330	6,927	77	71	0	55	77
1109	DART DR	GOSSETT WY	LAKEVIEW DR	Local	29	2,810	453	9,507	60	64	0	58	59
1381	DEERTRAIL DR	SOP	DERRICK CT	Arterial	25	2,794	388	8,149	25	37	18	57	25
1380	DEERTRAIL DR	SOP	DERRICK CT	Arterial	24	2,759	368	7,725	11	28	32	57	11
1379	DEERTRAIL DR	SOP	DERRICK CT	Arterial	24	2,757	368	7,720	15	31	28	57	15
1378	DEERTRAIL DR	SOP	DERRICK CT	Arterial	27	2,763	414	8,703	24	36	17	59	24
1377	DEERTRAIL DR	SOP	DERRICK CT	Arterial	25	2,629	365	7,668	30	34	13	57	30
1374	DEERTRAIL DR	SOP	DERRICK CT	Arterial	29	133	21	450	88	38	0	55	88
1376	DEERTRAIL DR	SOP	DERRICK CT	Arterial	21	2,739	320	6,711	38	40	5	57	38
1375	DEERTRAIL DR	SOP	DERRICK CT	Arterial	23	1,903	243	5,106	24	40	17	59	24
1373	DEERTRAIL DR	SOP	DERRICK CT	Arterial	25	854	119	2,491	27	40	14	59	27
1383	DEERTRAIL DR	SOP	DERRICK CT	Arterial	28	2,755	429	9,000	26	45	12	62	26
1111	DEERTRAIL DR	DERRICK CT	HAZELWOOD CT	Arterial	23	1,756	224	4,712	64	56	0	58	64
1112	DEERTRAIL DR	HAZELWOOD CT	CHESTER CT	Arterial	23	1,355	173	3,636	47	40	0	61	47
1113	DEERTRAIL DR	CHESTER CT	EL CAMINO RD	Arterial	26	2,229	322	6,761	47	50	0	60	46
1114	DEERTRAIL DR	EL CAMINO RD	STARLAND DR	Arterial	22	2,834	346	7,274	75	72	0	55	75
1115	DEERTRAIL DR	STARLAND DR	TEAL CT	Arterial	26	3,117	450	9,455	32	54	4	64	32
1116	DEERTRAIL DR	TEAL CT	OWL CT	Arterial	22	3,026	370	7,767	28	58	7	65	28
1117	DEERTRAIL DR	OWL CT	WINTER CT	Arterial	22	262	32	672	19	40	21	60	19
1118	DEERTRAIL DR	WINTER CT	MEDICINE BOW CT	Arterial	25	416	58	1,213	19	49	23	59	18
1119	DEERTRAIL DR	MEDICINE BOW CT	GOLDSPIKE RD	Arterial	20	2,984	332	6,963	28	52	10	62	28
1120	DEERTRAIL DR	GOLDSPIKE RD	CEDAR CREEK CT	Arterial	23	625	80	1,677	27	70	6	67	27
1121	DEERTRAIL DR	CEDAR CREEK CT	SURREY WY	Arterial	22	1,114	136	2,859	51	58	0	64	51
1122	DEERTRAIL DR	SURREY WY	GOLDSPIKE RD	Arterial	23	1,370	175	3,676	31	51	6	63	31
1123	DEERTRAIL DR	GOLDSPIKE RD	SURREY WY	Arterial	24	1,693	226	4,740	28	59	9	63	28
1124	DEERTRAIL DR	SURREY WY	SPRINGWOOD CT	Arterial	24	484	65	1,355	30	70	5	65	30
1125	DEERTRAIL DR	SPRINGWOOD CT	STARLAND DR	Arterial	24	2,021	269	5,659	36	51	1	63	36
1400	DEERTRAIL DR	STARLAND DR	PARAMOUNT DR	Arterial	24	3,366	449	9,425	26	63	15	59	26

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1399	DEERTRAIL DR	STARLAND DR	PARAMOUNT DR	Arterial	26	3,333	481	10,110	24	72	17	59	24
1131	DEERTRAIL DR	RAND CT	BEAR VALLEY RD	Arterial	24	427	57	1,196	24	73	17	59	24
1130	DEERTRAIL DR	FAWN WY	RAND CT	Arterial	24	1,199	160	3,357	21	74	23	56	20
1129	DEERTRAIL DR	CROCKER CT	FAWN WY	Arterial	24	601	80	1,683	22	79	23	55	22
1128	DEERTRAIL DR	WILLOW PASS DR	CROCKER CT	Arterial	24	207	28	580	13	68	31	56	12
1127	DEERTRAIL DR	SOP	WILLOW PASS DR	Arterial	25	748	104	2,182	20	65	24	56	20
1132	DEERTRAIL DR	SOP	EOP	Arterial	22	3,838	469	9,851	20	68	22	59	19
1133	DERRICK CT	SOP	DEERTRAIL DR	Local	27	980	146	3,072	79	51	0	51	79
1134	DIAMOND CT	JACARANDA DR	EOP	Local	23	1,805	231	4,853	35	52	3	62	35
1135	ECHO CT	SOP	SUNLAND WY	Local	34	362	68	1,431	23	36	19	58	23
1136	EL CAMINO RD	DEERTRAIL DR	DS@4715N DEERTRAIL DR	Local	21	4,737	553	11,606	23	46	16	61	23
1137	EL CAMINO RD	DS@4715N DEERTRAIL DR	EOP	Local	21	1,602	187	3,925	21	46	15	64	20
1138	EL RANCHO DR	SOP	DS@2341S SOP	Collector	21	2,324	271	5,694	19	65	19	62	19
1139	EL RANCHO DR	DS@2341S SOP	JACARANDA DR	Collector	22	5,282	646	13,557	33	69	4	63	32
1140	ELK CT	SOP	JACARANDA DR	Local	32	474	84	1,771	44	40	0	57	43
1141	FARGO CT	SOP	FARGO WY	Local	44	195	47	996	74	62	0	59	74
1142	FARGO WY	CUMBERLAND RD	FARGO CT	Local	21	1,088	127	2,666	77	74	0	59	77
1143	FARGO WY	FARGO CT	SKYLINE DR	Local	23	1,298	166	3,483	81	77	0	58	81
1144	FAWN WY	CORAL SPRINGS LN	BASIN HARBOR CT	Local	26	515	74	1,562	12	69	25	63	12
1145	FAWN WY	BASIN HARBOR CT	PEBBLE BEACH LN	Local	27	640	96	2,016	9	59	28	63	9
1146	FAWN WY	PEBBLE BEACH LN	PEBBLE BEACH LN	Local	31	1,095	189	3,960	8	72	25	67	8
1147	FAWN WY	PEBBLE BEACH LN	GOLFARI CT	Local	28	807	126	2,636	8	66	27	65	8
1148	FAWN WY	GOLFARI CT	LOWER VALLEY RD	Local	27	624	94	1,966	19	68	18	63	19
1149	FAWN WY	LOWER VALLEY RD	DEERTRAIL DR	Local	23	935	119	2,509	86	65	0	51	86
1150	FIRE CT	LOWER VALLEY RD	EOP	Local	25	734	102	2,141	40	62	0	62	40
1151	FLATIRON CT	ROLLINGOAK DR	EOP	Local	27	1,040	155	3,252	59	60	0	59	59
1401	FOX RIDGE CT	SOP	SUNLAND WY	Local	22	2,756	332	6,977	21	50	21	58	21
1402	FOX RIDGE CT	SOP	SUNLAND WY	Local	22	2,727	333	6,999	20	52	22	58	20
1153	FRONTIER WY	CUMBERLAND RD	CUMBERLAND RD	Local	21	2,497	291	6,118	58	63	0	63	58
1154	GARCES CT	SOP	GREENWATER DR	Local	38	300	64	1,339	51	54	0	62	51
1155	GARCES CT	GREENWATER DR	ROLLINGOAK DR	Local	25	811	113	2,365	59	82	0	58	59
1404	GOLDSPIKE RD	DEERTRAIL DR	DEERTRAIL DR	Collector	26	2,698	390	8,184	42	48	0	60	41
1403	GOLDSPIKE RD	DEERTRAIL DR	DEERTRAIL DR	Collector	22	2,712	331	6,961	49	48	0	61	49
1157	GOLFARI CT	FAWN WY	EOP	Local	46	258	66	1,388	33	33	7	60	32

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GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1158	GOSSETT WY	LAKEVIEW DR	DART DR	Local	23	544	70	1,460	84	75	0	57	84
1159	GREENWATER DR	GARCES CT	ROLLINGOAK DR	Collector	25	1,745	242	5,090	53	77	0	60	53
1160	GREENWATER DR	SOP	STEVENS CT	Collector	28	960	149	3,136	43	77	0	57	43
1161	GREENWATER DR	STEVENS CT	DS@1011E STEVENS CT	Collector	23	1,007	129	2,702	56	77	0	61	56
1162	GREENWATER DR	DS@1011E STEVENS CT	EOP	Collector	24	1,119	149	3,133	33	74	10	57	33
1163	GREENWATER DR	SOP	STINE CT	Collector	26	1,613	233	4,893	24	67	20	56	24
1164	GREENWATER DR	STINE CT	CUB CT	Collector	29	296	48	1,001	12	66	27	61	12
1165	GREENWATER DR	CUB CT	DEERTRAIL DR	Collector	25	632	88	1,843	19	57	26	55	19
1166	HALE CT	SAN JUAN DR	EOP	Local	30	517	85	1,784	83	82	0	57	83
1167	HART DR	BEAR VALLEY RD	EOP	Local	26	745	107	2,246	60	61	0	59	60
1168	HAZELWOOD CT	SOP	DEERTRAIL DR	Local	22	1,281	156	3,286	15	40	25	60	15
1169	HEATHER CT	SOP	ROLLINGOAK DR	Local	25	972	133	2,800	55	60	0	59	55
1170	HIGH ROCK CT	SOP	JACARANDA DR	Local	20	531	59	1,239	42	44	0	59	42
1171	HILLSIDE CT	SKYLINE DR	EOP	Local	24	2,087	277	5,827	29	49	9	63	28
1172	HOMESTEAD WY	BUTTERFIELD WY	BUTTERFIELD WY	Local	22	1,866	228	4,789	70	74	0	59	70
1173	HORIZON CT	SOP	SKYLINE DR	Local	24	2,915	391	8,205	32	57	5	63	32
1174	IRONWOOD CT	SOP	JACARANDA DR	Local	23	1,638	211	4,424	42	68	0	61	41
1189	JACARANDA DR	PALOMINO DR	BEAR VALLEY RD	Arterial	25	589	82	1,718	52	75	0	61	52
1188	JACARANDA DR	TIARA CT	PALOMINO DR	Arterial	28	1,881	293	6,145	59	71	0	58	59
1396	JACARANDA DR	IRONWOOD CT	TIARA CT	Arterial	28	1,880	292	6,141	44	71	0	56	44
1394	JACARANDA DR	IRONWOOD CT	TIARA CT	Arterial	24	2,634	351	7,375	58	79	0	58	57
1395	JACARANDA DR	IRONWOOD CT	TIARA CT	Arterial	24	2,622	350	7,342	33	78	10	57	33
1175	JACARANDA DR	IRONWOOD CT	EL RANCHO DR	Arterial	24	1,765	235	4,942	44	66	0	60	43
1176	JACARANDA DR	EL RANCHO DR	DIAMOND CT	Arterial	24	2,412	322	6,754	38	78	1	61	38
1177	JACARANDA DR	DIAMOND CT	ELK CT	Arterial	24	214	29	599	27	80	13	60	27
1178	JACARANDA DR	ELK CT	SANDPIPER CT	Arterial	24	1,211	161	3,391	37	81	3	60	37
1179	JACARANDA DR	SANDPIPER CT	KEENE CT	Arterial	23	225	29	604	51	72	0	56	51
1180	JACARANDA DR	KEENE CT	WINCHESTER CT	Arterial	23	1,259	161	3,378	70	81	0	59	69
1181	JACARANDA DR	WINCHESTER CT	STIRRUP WY	Arterial	22	1,398	171	3,588	65	80	0	60	65
1182	JACARANDA DR	STIRRUP WY	RIFLE CT	Arterial	27	1,780	267	5,607	79	83	0	59	79
1183	JACARANDA DR	RIFLE CT	TERRITORY WY	Arterial	24	2,682	358	7,510	79	86	0	63	78
1184	JACARANDA DR	TERRITORY WY	REMINGTON CT	Arterial	25	346	48	1,009	83	81	0	63	83
1185	JACARANDA DR	REMINGTON CT	HIGH ROCK CT	Arterial	25	563	78	1,642	50	78	0	59	50
1186	JACARANDA DR	HIGH ROCK CT	EOP	Arterial	25	1,936	270	5,670	74	77	0	62	74

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1190	JAMAICA DUNES DR	LOWER VALLEY RD	COOL HAVEN DR	Local	33	397	73	1,528	24	66	17	59	24
1191	JAMAICA DUNES DR	COOL HAVEN DR	CADDY LN	Local	32	915	163	3,416	23	67	16	61	23
1192	JAMAICA DUNES DR	CADDY LN	MASHIE CT	Local	27	374	56	1,178	25	61	14	61	25
1193	JAMAICA DUNES DR	MASHIE CT	RYDER CUP LN	Local	30	1,227	205	4,295	25	62	13	62	25
1194	JAMAICA DUNES DR	RYDER CUP LN	PINEDALE DR	Local	28	736	114	2,404	39	65	0	63	39
1195	KEENE CT	JACARANDA DR	EOP	Local	26	713	105	2,201	60	50	0	61	60
1196	KNIGHT CT	SOP	LOWER VALLEY RD	Local	27	1,052	158	3,308	49	66	0	59	49
1197	LAKEVIEW DR	CUMBERLAND RD	GOSSETT WY	Local	23	2,408	308	6,461	49	66	0	59	49
1198	LAKEVIEW DR	GOSSETT WY	DART DR	Local	27	3,009	451	9,478	79	71	0	58	79
1216	LOWER VALLEY RD	CALICO CT	BEAR VALLEY RD	Arterial	32	899	160	3,356	69	82	0	55	68
1215	LOWER VALLEY RD	PINEDALE DR	CALICO CT	Arterial	30	2,031	339	7,109	22	70	19	59	22
1214	LOWER VALLEY RD	BUTTERFIELD WY	PINEDALE DR	Arterial	28	1,017	158	3,322	30	75	12	58	30
1213	LOWER VALLEY RD	SKYLINE DR	BUTTERFIELD WY	Arterial	27	2,048	307	6,451	8	83	38	54	8
1212	LOWER VALLEY RD	SUNLAND WY	SKYLINE DR	Arterial	31	2,247	387	8,127	40	71	2	58	40
1211	LOWER VALLEY RD	SHEEPTRAIL CT	SUNLAND WY	Arterial	28	429	67	1,401	43	65	0	58	43
1199	LOWER VALLEY RD	SHEEPTRAIL CT	CADDY LN	Arterial	31	263	45	951	46	76	0	60	46
1200	LOWER VALLEY RD	CADDY LN	TIMBERLINE WY	Arterial	33	540	99	2,079	46	75	0	60	46
1201	LOWER VALLEY RD	TIMBERLINE WY	JAMAICA DUNES DR	Arterial	28	221	34	722	24	75	16	60	24
1202	LOWER VALLEY RD	JAMAICA DUNES DR	BRASSIE CT	Arterial	25	459	64	1,339	17	73	24	59	17
1203	LOWER VALLEY RD	BRASSIE CT	KNIGHT CT	Arterial	27	598	90	1,884	25	79	16	59	25
1204	LOWER VALLEY RD	KNIGHT CT	PINEDALE DR	Arterial	27	394	59	1,241	34	72	4	62	34
1205	LOWER VALLEY RD	PINEDALE DR	ROLLINGOAK DR	Arterial	30	2,659	443	9,307	43	79	0	57	43
1206	LOWER VALLEY RD	ROLLINGOAK DR	OAKTREE CT	Arterial	33	941	173	3,623	33	76	11	56	33
1207	LOWER VALLEY RD	OAKTREE CT	FIRE CT	Arterial	30	1,203	201	4,211	48	74	0	56	48
1208	LOWER VALLEY RD	FIRE CT	ROLLINGOAK DR	Arterial	28	379	59	1,238	36	73	9	55	36
1209	LOWER VALLEY RD	ROLLINGOAK DR	FAWN WY	Arterial	32	1,315	234	4,909	28	71	19	54	27
1210	LOWER VALLEY RD	FAWN WY	BEAR VALLEY RD	Arterial	32	1,771	315	6,612	31	79	14	55	31
1217	MARINA CT	PINEDALE DR	EOP	Local	49	149	40	847	32	34	13	55	32
1218	MARTINGALE WY	SAN JUAN DR	BEAR VALLEY RD	Local	23	3,855	493	10,344	50	69	0	61	50
1219	MASHIE CT	SOP	JAMAICA DUNES DR	Local	42	216	51	1,064	53	41	0	64	53
1220	MC CRAY CT	SOP	SILVER CREEK WY	Local	27	576	86	1,814	65	64	0	66	65
1221	MEADOWVIEW CT	SAN JUAN DR	EOP	Local	35	595	117	2,460	76	68	0	59	75
1222	MEDICINE BOW CT	DEERTRAIL DR	EOP	Local	29	2,405	382	8,021	45	46	0	59	45
1223	MOUNTAIN WY	SOP	SAN JUAN DR	Local	31	1,342	233	4,891	67	74	0	63	67

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1224	NIBLICK LN	COOL HAVEN DR	CADDY LN	Local	29	659	106	2,230	41	66	0	63	41
1225	OAKFLAT DR	SAN JUAN DR	BARKES WY	Local	30	1,052	175	3,682	27	70	17	56	27
1226	OAKFLAT DR	BARKES WY	WAGONWHEEL WY	Local	25	183	25	534	20	47	21	59	20
1227	OAKFLAT DR	WAGONWHEEL WY	BUCKBOARD CT	Local	25	936	130	2,730	37	64	4	59	37
1228	OAKFLAT DR	BUCKBOARD CT	DS@3107S BUCKBOARD CT	Local	26	3,096	455	9,565	62	72	0	60	62
1229	OAKFLAT DR	BARKES WY	BRIAN PL	Local	23	2,382	304	6,392	75	84	0	59	75
1230	OAKFLAT DR	BRIAN PL	BEAR VALLEY RD	Local	28	4,606	716	15,046	72	75	0	59	72
1231	OAKTREE CT	LOWER VALLEY RD	EOP	Local	32	482	85	1,794	60	72	0	59	60
1232	OWL CT	DEERTRAIL DR	EOP	Local	27	1,271	189	3,968	38	63	3	59	38
1233	PALOMINO DR	BEAR VALLEY RD	JACARANDA DR	Local	26	1,489	215	4,517	70	75	0	62	70
1234	PARAMOUNT DR	SOP	DEERTRAIL DR	Arterial	25	1,083	153	3,210	31	50	9	60	31
1235	PARAMOUNT DR	DEERTRAIL DR	CANONERO CT	Arterial	24	2,519	336	7,053	57	67	0	65	57
1236	PARAMOUNT DR	CANONERO CT	ARTESIAN CT	Arterial	25	505	70	1,473	50	61	0	62	50
1237	PARAMOUNT DR	ARTESIAN CT	CAMPGROUND DR	Arterial	23	895	114	2,402	30	50	11	59	30
1388	PARAMOUNT DR	CAMPGROUND DR	WILDERNESS WY	Arterial	25	2,822	392	8,231	67	70	0	63	66
1387	PARAMOUNT DR	CAMPGROUND DR	WILDERNESS WY	Arterial	25	2,837	394	8,275	35	54	6	59	35
1389	PARAMOUNT DR	CAMPGROUND DR	WILDERNESS WY	Arterial	23	2,845	364	7,634	40	64	2	59	40
1239	PARAMOUNT DR	WILDERNESS WY	STIRRUP WY	Arterial	24	780	104	2,184	23	61	18	59	23
1240	PARAMOUNT DR	STIRRUP WY	JACARANDA DR	Arterial	25	1,465	203	4,273	41	68	0	61	41
1241	PARAMOUNT DR	JACARANDA DR	WILDERNESS WY	Arterial	25	2,236	311	6,522	61	66	0	69	61
1242	PARAMOUNT DR	WILDERNESS WY	EOP	Arterial	23	1,307	167	3,507	56	66	0	62	56
1243	PARKE CT	SOP	PINEDALE DR	Local	25	967	136	2,849	76	68	0	64	76
1244	PEBBLE BEACH LN	FAWN WY	FAWN WY	Local	26	1,021	147	3,097	15	74	23	62	15
1245	PESO CT	SOP	ROLLINGOAK DR	Local	36	397	79	1,651	49	51	0	58	48
1246	PHEASANT CT	SOP	BEAR VALLEY RD	Local	29	1,625	263	5,513	70	77	0	59	70
1247	PINEDALE DR	SOP	WOODBINE CT	Collector	22	5,207	636	13,364	42	42	0	62	42
1248	PINEDALE DR	WOODBINE CT	CANYON CT	Collector	23	1,465	187	3,931	45	69	0	62	45
1249	PINEDALE DR	CANYON CT	TIMBERLINE WY	Collector	26	501	72	1,520	22	69	15	63	22
1250	PINEDALE DR	TIMBERLINE WY	PARKE CT	Collector	25	2,001	278	5,836	37	68	5	59	37
1251	PINEDALE DR	PARKE CT	ALLEN CT	Collector	26	248	36	752	29	57	15	56	29
1252	PINEDALE DR	ALLEN CT	WIBLE CT	Collector	24	529	71	1,481	28	69	13	59	27
1253	PINEDALE DR	WIBLE CT	LOWER VALLEY RD	Collector	25	560	78	1,633	19	78	20	61	19
1254	PINEDALE DR	LOWER VALLEY RD	SHORELINE CT	Collector	31	723	125	2,615	13	68	21	66	13
1255	PINEDALE DR	SHORELINE CT	CRYSTAL LAKE LN	Collector	25	1,496	208	4,363	19	74	19	62	19

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1256	PINEDALE DR	CRYSTAL LAKE LN	MARINA CT	Collector	29	1,216	196	4,114	10	60	27	63	10
1257	PINEDALE DR	MARINA CT	JAMAICA DUNES DR	Collector	25	201	28	586	8	72	29	63	8
1258	PINEDALE DR	JAMAICA DUNES DR	RYDER CUP LN	Collector	25	478	66	1,394	7	72	35	58	7
1259	PINEDALE DR	RYDER CUP LN	LOWER VALLEY RD	Collector	26	557	80	1,690	8	60	30	62	8
1260	PIONEER CT	SHEEPTRAIL CT	EOP	Local	33	330	61	1,289	74	62	0	59	74
1261	PLANTATION CT	SOP	SAN JUAN DR	Local	24	1,361	179	3,762	74	68	0	55	74
1262	PLATEAU WY	SENECA WY	BEAR VALLEY RD	Local	24	2,130	284	5,964	68	77	0	60	68
1263	PLATEAU WY	BEAR VALLEY RD	EOP	Local	31	619	105	2,209	73	66	0	57	73
1264	PORT ROYAL CT	SOP	SHORELINE CT	Local	40	325	73	1,523	24	26	20	57	23
1265	PRAIRIE CT	SOP	CUMBERLAND RD	Local	26	669	98	2,051	74	78	0	63	74
1266	PUEBLO CT	BEAR VALLEY RD	EOP	Local	24	898	119	2,507	62	61	0	65	62
1267	PUENTE RD	SOP	DS@477N SOP	Local	29	459	73	1,531	33	59	3	64	32
1268	PUENTE RD	DS@477N SOP	EOP	Local	28	761	120	2,521	41	55	0	62	41
1269	RAND CT	DEERTRAIL DR	EOP	Local	45	210	52	1,092	22	42	15	63	22
1270	RANGER CT	STIRRUP WY	EOP	Local	40	149	33	694	46	46	0	57	46
1271	REBEL CT	STIRRUP WY	EOP	Local	38	319	68	1,423	60	54	0	61	60
1272	REMINGTON CT	JACARANDA DR	EOP	Local	24	524	70	1,467	59	51	0	60	59
1273	RIDGEVIEW CT	SOP	CUMBERLAND RD	Local	23	3,015	387	8,119	38	68	0	67	38
1274	RIFLE CT	JACARANDA DR	EOP	Local	23	1,662	214	4,486	46	49	0	61	45
1282	ROLLINGOAK DR	FLATIRON CT	EOP	Collector	26	3,417	494	10,365	41	70	0	62	41
1281	ROLLINGOAK DR	ARROW CT	FLATIRON CT	Collector	27	209	31	658	26	46	17	57	25
1275	ROLLINGOAK DR	ARROW CT	HEATHER CT	Collector	26	1,569	227	4,759	51	70	0	63	51
1276	ROLLINGOAK DR	HEATHER CT	PESO CT	Collector	24	1,024	137	2,867	38	67	2	60	38
1277	ROLLINGOAK DR	PESO CT	GARCES CT	Collector	25	1,611	224	4,699	28	62	13	60	27
1278	ROLLINGOAK DR	GARCES CT	GREENWATER DR	Collector	23	653	83	1,752	15	73	26	59	15
1279	ROLLINGOAK DR	GREENWATER DR	LOWER VALLEY RD	Collector	25	949	132	2,768	16	79	25	59	16
1280	ROLLINGOAK DR	LOWER VALLEY RD	EOP	Collector	26	983	142	2,982	59	73	0	61	59
1283	ROLLINGOAK DR	SOP	LOWER VALLEY RD	Collector	22	1,212	148	3,111	49	55	0	54	48
1284	ROSS CT	SOP	SILVER CREEK WY	Local	37	236	49	1,025	44	56	0	66	43
1285	ROWEL CT	BEAR VALLEY RD	EOP	Local	25	1,170	165	3,460	73	64	0	66	73
1286	RYDER CUP LN	JAMAICA DUNES DR	PINEDALE DR	Local	27	951	143	2,996	14	69	23	63	14
1390	SADDLEBACK DR	SKYLINE DR	EOP	Arterial	23	2,647	338	7,103	27	63	14	59	27
1391	SADDLEBACK DR	SKYLINE DR	EOP	Arterial	25	2,669	371	7,785	28	62	13	59	28
1392	SADDLEBACK DR	SKYLINE DR	EOP	Arterial	18	2,647	265	5,559	22	54	19	59	22

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1393	SADDLEBACK DR	SKYLINE DR	EOP	Arterial	22	242	30	621	23	48	19	58	23
1288	SAGELAND CT	BEAR VALLEY RD	EOP	Local	36	302	60	1,270	70	48	0	58	69
1289	SAINT ELMO CT	BEAR VALLEY RD	EOP	Local	33	367	68	1,426	66	52	0	55	66
1290	SAN JUAN DR	CUMBERLAND RD	ANGUS CT	Arterial	27	3,106	466	9,784	30	57	12	58	30
1291	SAN JUAN DR	ANGUS CT	MEADOWVIEW CT	Arterial	27	696	104	2,192	49	79	0	58	49
1292	SAN JUAN DR	MEADOWVIEW CT	OAKFLAT DR	Arterial	29	707	114	2,392	27	67	17	56	27
1293	SAN JUAN DR	OAKFLAT DR	PLANTATION CT	Arterial	32	712	127	2,658	47	78	0	59	47
1294	SAN JUAN DR	PLANTATION CT	CORRAL CT	Arterial	29	184	30	623	60	77	0	64	60
1295	SAN JUAN DR	CORRAL CT	MARTINGALE WY	Arterial	29	1,297	209	4,388	38	78	6	56	38
1296	SAN JUAN DR	MARTINGALE WY	MOUNTAIN WY	Arterial	28	754	117	2,463	36	92	4	60	36
1297	SAN JUAN DR	MOUNTAIN WY	HALE CT	Arterial	27	199	30	627	32	79	9	59	32
1298	SAN JUAN DR	HALE CT	BLACKGOLD WY	Arterial	32	1,000	178	3,733	31	80	9	60	31
1299	SAN JUAN DR	BLACKGOLD WY	BEAR VALLEY RD	Arterial	30	889	148	3,112	29	64	12	59	29
1300	SAN JUAN DR	BEAR VALLEY RD	BEAR VALLEY RD	Arterial	20	2,979	331	6,951	34	63	1	65	34
1301	SANDPIPER CT	SOP	JACARANDA DR	Local	27	462	69	1,441	64	46	0	52	64
1302	SENECA WY	COLUMBIA WY	DS@281N COLUMBIA WY	Local	23	282	36	757	42	47	3	55	42
1303	SENECA WY	DS@281N COLUMBIA WY	BEAR VALLEY RD	Local	26	1,122	162	3,403	33	79	11	56	32
1304	SERRA PL	BEAR VALLEY RD	CANTLE ST	Local	26	1,544	223	4,683	79	69	0	59	79
1305	SERRA PL	CANTLE ST	BEAR VALLEY RD	Local	22	714	87	1,833	64	66	0	68	64
1306	SERRA PL	BEAR VALLEY RD	EOP	Local	26	1,157	170	3,564	65	67	0	63	65
1307	SHEEPTRAIL CT	SOP	PIONEER CT	Local	26	2,721	387	8,122	47	64	0	60	47
1308	SHEEPTRAIL CT	PIONEER CT	LOWER VALLEY RD	Local	25	809	112	2,360	37	83	5	59	37
1309	SHENANDOAH PL	SKYLINE DR	BIG SKY CT	Local	20	1,294	144	3,019	78	70	0	55	78
1310	SHENANDOAH PL	BIG SKY CT	EOP	Local	27	1,831	276	5,806	64	75	0	57	64
1311	SHORELINE CT	PINEDALE DR	PORT ROYAL CT	Local	25	442	61	1,289	10	67	30	60	10
1312	SHORELINE CT	PORT ROYAL CT	CRYSTAL LAKE LN	Local	28	443	69	1,447	10	66	26	64	10
1313	SHORELINE CT	CRYSTAL LAKE LN	EOP	Local	41	223	50	1,056	26	42	17	57	26
1314	SILVER CREEK WY	WILLOW PASS DR	MC CRAY CT	Local	26	623	90	1,890	48	83	0	61	48
1315	SILVER CREEK WY	MC CRAY CT	ROSS CT	Local	25	1,093	152	3,188	26	79	13	61	26
1316	SILVER CREEK WY	ROSS CT	BEAR VALLEY RD	Local	26	1,084	157	3,288	37	89	2	61	37
1329	SKYLINE DR	BUTTERFIELD WY	LOWER VALLEY RD	Arterial	26	609	88	1,847	55	78	0	59	55
1317	SKYLINE DR	BUTTERFIELD WY	SUNLAND WY	Arterial	27	203	30	639	30	66	15	55	30
1318	SKYLINE DR	SUNLAND WY	HILLSIDE CT	Arterial	28	5,184	806	16,934	65	68	0	57	65
1319	SKYLINE DR	HILLSIDE CT	AMBERWOOD CT	Arterial	23	3,419	437	9,174	73	75	0	55	73

Community of Bear Valley, CA

Street Inventory and Condition Summary

Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1320	SKYLINE DR	AMBERWOOD CT	CODY CT	Arterial	25	633	88	1,846	62	77	0	55	62
1321	SKYLINE DR	CODY CT	CHUKAR CT	Arterial	24	882	118	2,470	68	89	0	59	68
1322	SKYLINE DR	CHUKAR CT	BUCKTHORNE CT	Arterial	24	1,287	172	3,604	76	92	0	54	76
1323	SKYLINE DR	BUCKTHORNE CT	COTTONWOOD CT	Arterial	25	1,011	140	2,949	65	94	0	56	65
1324	SKYLINE DR	COTTONWOOD CT	SADDLEBACK DR	Arterial	22	2,709	331	6,953	72	85	0	56	72
1325	SKYLINE DR	SADDLEBACK DR	HORIZON CT	Arterial	26	2,504	362	7,595	73	84	0	55	73
1385	SKYLINE DR	HORIZON CT	SHENANDOAH PL	Arterial	25	2,838	394	8,278	81	82	0	56	81
1384	SKYLINE DR	HORIZON CT	SHENANDOAH PL	Arterial	28	2,849	443	9,307	68	76	0	58	68
1386	SKYLINE DR	HORIZON CT	SHENANDOAH PL	Arterial	24	2,853	380	7,988	72	76	0	57	72
1327	SKYLINE DR	SHENANDOAH PL	FARGO WY	Arterial	27	5,273	791	16,610	34	60	7	59	34
1328	SKYLINE DR	FARGO WY	CUMBERLAND RD	Arterial	24	1,583	211	4,432	49	60	0	59	48
1330	SONORA CT	SOP	WILDERNESS WY	Local	26	1,057	152	3,184	29	64	7	64	29
1331	SORREL CT	SOP	BEAR VALLEY RD	Local	26	1,111	159	3,341	57	60	0	63	56
1332	SPRINGWOOD CT	SOP	DEERTRAIL DR	Local	30	650	109	2,296	80	63	0	54	80
1333	STACY CT	BEAR VALLEY RD	EOP	Local	36	355	71	1,481	73	71	0	60	73
1398	STARLAND DR	DEERTRAIL DR	TUTTLE CT	Arterial	24	3,334	445	9,335	31	62	3	67	30
1397	STARLAND DR	DEERTRAIL DR	TUTTLE CT	Arterial	20	3,343	371	7,800	34	55	5	61	34
1335	STARLAND DR	TUTTLE CT	DEERTRAIL DR	Arterial	22	4,133	505	10,608	25	49	13	62	25
1336	STEVENS CT	SOP	GREENWATER DR	Local	38	361	76	1,602	67	64	0	56	67
1337	STINE CT	SOP	GREENWATER DR	Local	33	502	93	1,943	43	63	0	60	42
1338	STIRRUP WY	PARAMOUNT DR	REBEL CT	Collector	23	671	86	1,801	66	65	0	70	66
1339	STIRRUP WY	REBEL CT	RANGER CT	Collector	26	1,241	179	3,764	28	59	5	67	28
1340	STIRRUP WY	RANGER CT	TERRITORY WY	Collector	19	2,213	234	4,905	36	55	0	66	35
1341	STIRRUP WY	TERRITORY WY	DS@4119W TERRITORY WY	Collector	25	4,118	572	12,011	38	55	0	67	38
1342	STIRRUP WY	SUNSET WY	JACARANDA DR	Collector	23	294	38	789	17	54	20	63	17
1343	SUNLAND WY	SKYLINE DR	ECHO CT	Local	23	1,062	136	2,850	37	67	4	59	37
1344	SUNLAND WY	ECHO CT	FOX RIDGE CT	Local	27	1,741	261	5,484	61	73	0	60	61
1345	SUNLAND WY	FOX RIDGE CT	LOWER VALLEY RD	Local	21	1,034	121	2,533	27	72	18	56	27
1346	SUNRISE CT	SOP	CUMBERLAND RD	Local	21	553	65	1,365	37	43	1	62	37
1347	SUNSET WY	WINCHESTER CT	STIRRUP WY	Local	22	1,557	190	3,996	42	48	0	63	41
1349	SURREY WY	DEERTRAIL DR	WOODVIEW CT	Collector	18	3,963	396	8,322	25	51	12	63	25
1348	SURREY WY	WOODVIEW CT	DEERTRAIL DR	Collector	21	1,347	157	3,300	47	43	0	57	47
1350	SUTTER CT	SOP	BEAR VALLEY RD	Local	28	598	92	1,928	65	67	0	68	65
1351	TEAL CT	SOP	DEERTRAIL DR	Local	26	622	89	1,863	24	38	16	60	24

Community of Bear Valley, CA

Street Inventory and Condition Summary

Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1352	TERRITORY WY	STIRRUP WY	CABRIOLET CT	Local	21	549	64	1,345	30	54	7	63	30
1353	TERRITORY WY	CABRIOLET CT	JACARANDA DR	Local	24	678	90	1,898	54	55	0	63	54
1354	TIARA CT	SOP	JACARANDA DR	Local	23	1,399	178	3,741	42	55	2	57	41
1355	TIMBERLINE WY	LOWER VALLEY RD	PINEDALE DR	Local	24	4,495	592	12,428	51	72	0	62	51
1356	TIMBERLINE WY	PINEDALE DR	EOP	Local	27	816	121	2,539	29	44	3	68	29
1357	TUTTLE CT	SOP	STARLAND DR	Local	25	891	124	2,598	25	36	12	63	25
1358	WAGONWHEEL WY	SOP	OAKFLAT DR	Local	28	570	90	1,881	38	43	2	60	38
1359	WIBLE CT	PINEDALE DR	EOP	Local	32	273	48	1,012	71	73	0	64	71
1360	WILDERNESS WY	PARAMOUNT DR	SONORA CT	Collector	24	2,353	314	6,588	44	57	0	63	44
1361	WILDERNESS WY	SONORA CT	CHATEAU CT	Collector	24	808	108	2,262	44	59	0	67	43
1362	WILDERNESS WY	CHATEAU CT	PARAMOUNT DR	Collector	19	1,009	107	2,237	54	53	0	60	54
1363	WILLOW PASS DR	DEERTRAIL DR	SILVER CREEK WY	Local	23	737	94	1,978	64	84	0	61	63
1364	WILLOW PASS DR	SILVER CREEK WY	DS@3439E SILVER CREEK WY	Local	28	3,438	535	11,231	41	69	0	63	41
1365	WILLOW PASS DR	DS@3439E SILVER CREEK WY	BEAR VALLEY RD	Local	25	434	60	1,266	43	73	0	63	43
1366	WILLOW PASS DR	BEAR VALLEY RD	EOP	Local	30	872	147	3,093	74	72	0	59	74
1367	WINCHESTER CT	SOP	SUNSET WY	Local	20	1,415	153	3,222	30	46	7	64	30
1368	WINCHESTER CT	SUNSET WY	JACARANDA DR	Local	21	495	58	1,213	45	51	0	66	45
1369	WINTER CT	SOP	DEERTRAIL DR	Local	41	268	60	1,268	24	57	17	59	24
1370	WOODBINE CT	SOP	PINEDALE DR	Local	17	728	69	1,444	18	46	22	60	18
1371	WOODBINE CT	PINEDALE DR	EOP	Local	30	2,060	342	7,190	60	63	0	64	60
1372	WOODVIEW CT	SURREY WY	EOP	Local	26	1,028	148	3,112	46	57	0	60	46

Appendix B

Rehabilitation Plan

Community of Bear Valley, CA

Street Inventory and Five Year Rehabilitation Plan By Year

\$170k/Year Rehabilitation Plan

GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	Year of First Rehab	Rehab Activity	Avg Unit Rate (\$/yd2)	Segment Total Cost (\$)	5 Year Post Rehab PCI
1002	ANGUS CT	SAN JUAN DR	EOP	61	1	MicroSurface / Chip Seal + Strctrl Ptch	4.60	9,642	83
1292	SAN JUAN DR	MEADOWVIEW CT	OAKFLAT DR	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	102,856	88
1317	SKYLINE DR	BUTTERFIELD WY	SUNLAND WY	30	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	27,477	88
1386	SKYLINE DR	HORIZON CT	SHENANDOAH PL	72	1	MicroSurface / Chip Seal	3.10	24,763	82
1359	WIBLE CT	PINEDALE DR	EOP	71	1	MicroSurface / Chip Seal	3.10	3,137	83
1141	FARGO CT	SOP	FARGO WY	74	2	MicroSurface / Chip Seal	3.19	3,180	84
1237	PARAMOUNT DR	ARTESIAN CT	CAMPGROUND DR	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	106,385	90
1352	TERRITORY WY	STIRRUP WY	CABRIOLET CT	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	59,570	91
1055	BREECH CT	DART DR	EOP	74	3	MicroSurface / Chip Seal	3.29	4,808	86
1234	PARAMOUNT DR	SOP	DEERTRAIL DR	31	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	146,436	91
1338	STIRRUP WY	PARAMOUNT DR	REBEL CT	66	3	MicroSurface / Chip Seal + Strctrl Ptch	4.88	8,789	85
1350	SUTTER CT	SOP	BEAR VALLEY RD	65	3	MicroSurface / Chip Seal + Strctrl Ptch	4.88	9,409	86
1057	BUCKBOARD CT	OAKFLAT DR	EOP	76	4	MicroSurface / Chip Seal	3.39	4,688	87
1096	CUMBERLAND RD	RIDGEVIEW CT	LAKEVIEW DR	30	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	62,916	94
1097	CUMBERLAND RD	LAKEVIEW DR	SADDLEBACK DR	41	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	34,771	94
1374	DEERTRAIL DR	SOP	DERRICK CT	88	4	Slurry Seal / Seal Coat	2.46	1,106	84
1157	GOLFARI CT	FAWN WY	EOP	32	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	65,218	94
1079	COLUMBIA CT	COLUMBIA WY	EOP	77	5	MicroSurface / Chip Seal	3.49	5,516	88
1288	SAGELAND CT	BEAR VALLEY RD	EOP	69	5	MicroSurface / Chip Seal + Strctrl Ptch	5.18	6,575	88
1346	SUNRISE CT	SOP	CUMBERLAND RD	37	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	66,062	96
1358	WAGONWHEEL WY	SOP	OAKFLAT DR	38	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	91,035	96

Community of Bear Valley, CA

Street Inventory and Five Year Rehabilitation Plan By Year

\$2860k/Year Rehabilitation Plan

GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	Year of First Rehab	Rehab Activity	Avg Unit Rate (\$/yd2)	Segment Total Cost (\$)	5 Year Post Rehab PCI
1002	ANGUS CT	SAN JUAN DR	EOP	61	1	MicroSurface / Chip Seal + Strctrl Ptch	4.60	9,642	83
1040	BEAR VALLEY RD	CUMBERLAND RD	PHEASANT CT	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	132,182	88
1035	BEAR VALLEY RD	SAINT ELMO CT	DS@1148E SAINT ELMO CT	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	190,705	88
1036	BEAR VALLEY RD	DS@1148E SAINT ELMO CT	DS@1570S SAINT ELMO CT	15	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	67,725	88
1037	BEAR VALLEY RD	DS@1570S SAINT ELMO CT	DS@2269S SAINT ELMO CT	21	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	115,369	88
1038	BEAR VALLEY RD	DS@2269S SAINT ELMO CT	OAKFLAT DR	30	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	106,511	88
1039	BEAR VALLEY RD	OAKFLAT DR	CUMBERLAND RD	34	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	214,312	88
1100	CUMBERLAND RD	SUNRISE CT	PRAIRIE CT	22	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	181,890	88
1101	CUMBERLAND RD	PRAIRIE CT	FARGO WY	26	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	146,028	88
1102	CUMBERLAND RD	FARGO WY	SKYLINE DR	29	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	152,650	88
1103	CUMBERLAND RD	SKYLINE DR	FRONTIER WY	31	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	241,832	88
1104	CUMBERLAND RD	FRONTIER WY	SAN JUAN DR	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	60,544	88
1373	DEERTRAIL DR	SOP	DERRICK CT	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	107,113	88
1383	DEERTRAIL DR	SOP	DERRICK CT	26	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	387,000	88
1390	SADDLEBACK DR	SKYLINE DR	EOP	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	305,429	88
1391	SADDLEBACK DR	SKYLINE DR	EOP	28	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	334,755	88
1292	SAN JUAN DR	MEADOWVIEW CT	OAKFLAT DR	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	102,856	88
1359	WIBLE CT	PINEDALE DR	EOP	71	1	MicroSurface / Chip Seal	3.10	3,137	83
1045	BEAR VALLEY RD	BUTTERCUP CT	EOP	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	1,187,016	90
1015	BEAR VALLEY RD	WILLOW PASS DR	ARROYO CT	33	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	133,490	90
1016	BEAR VALLEY RD	ARROYO CT	BLACKGOLD WY	22	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	70,244	90
1377	DEERTRAIL DR	SOP	DERRICK CT	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	339,616	90
1374	DEERTRAIL DR	SOP	DERRICK CT	88	2	Slurry Seal / Seal Coat	2.32	1,043	84
1122	DEERTRAIL DR	SURREY WY	GOLDSPIKE RD	31	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	162,810	90
1123	DEERTRAIL DR	GOLDSPIKE RD	SURREY WY	28	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	209,935	90
1124	DEERTRAIL DR	SURREY WY	SPRINGWOOD CT	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	60,013	90
1208	LOWER VALLEY RD	FIRE CT	ROLLINGOAK DR	36	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	54,831	90
1209	LOWER VALLEY RD	ROLLINGOAK DR	FAWN WY	27	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	217,420	90
1210	LOWER VALLEY RD	FAWN WY	BEAR VALLEY RD	31	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	292,845	90
1217	MARINA CT	PINEDALE DR	EOP	32	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	37,514	91
1317	SKYLINE DR	BUTTERFIELD WY	SUNLAND WY	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	28,301	90
1333	STACY CT	BEAR VALLEY RD	EOP	73	2	MicroSurface / Chip Seal	3.19	4,729	84
1352	TERRITORY WY	STIRRUP WY	CABRIOLET CT	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	59,570	91

Community of Bear Valley, CA

Street Inventory and Five Year Rehabilitation Plan By Year

\$2860k/Year Rehabilitation Plan

GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	Year of First Rehab	Rehab Activity	Avg Unit Rate (\$/yd2)	Segment Total Cost (\$)	5 Year Post Rehab PCI
1011	BEAR VALLEY RD	LOWER VALLEY RD	LOWER VALLEY RD	32	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	488,941	91
1055	BREECH CT	DART DR	EOP	74	3	MicroSurface / Chip Seal	3.29	4,808	86
1096	CUMBERLAND RD	RIDGEVIEW CT	LAKEVIEW DR	30	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	61,083	91
1097	CUMBERLAND RD	LAKEVIEW DR	SADDLEBACK DR	41	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	33,758	91
1376	DEERTRAIL DR	SOP	DERRICK CT	38	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	306,147	91
1375	DEERTRAIL DR	SOP	DERRICK CT	24	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	232,929	91
1115	DEERTRAIL DR	STARLAND DR	TEAL CT	32	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	431,325	91
1162	GREENWATER DR	DS@1011E STEVENS CT	EOP	33	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	142,923	92
1395	JACARANDA DR	IRONWOOD CT	TIARA CT	33	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	334,932	91
1234	PARAMOUNT DR	SOP	DEERTRAIL DR	31	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	146,436	91
1297	SAN JUAN DR	MOUNTAIN WY	HALE CT	32	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	28,603	91
1298	SAN JUAN DR	HALE CT	BLACKGOLD WY	31	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	170,295	91
1299	SAN JUAN DR	BLACKGOLD WY	BEAR VALLEY RD	29	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	141,965	91
1300	SAN JUAN DR	BEAR VALLEY RD	BEAR VALLEY RD	34	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	45.62	317,096	91
1338	STIRRUP WY	PARAMOUNT DR	REBEL CT	66	3	MicroSurface / Chip Seal + Strctrl Ptch	4.88	8,789	85
1350	SUTTER CT	SOP	BEAR VALLEY RD	65	3	MicroSurface / Chip Seal + Strctrl Ptch	4.88	9,409	86
1047	BEAR VALLEY RD	SOP	DS@1117W SOP	37	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	187,009	94
1057	BUCKBOARD CT	OAKFLAT DR	EOP	76	4	MicroSurface / Chip Seal	3.39	4,688	87
1125	DEERTRAIL DR	SPRINGWOOD CT	STARLAND DR	36	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	265,901	94
1157	GOLFARI CT	FAWN WY	EOP	32	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	65,218	94
1216	LOWER VALLEY RD	CALICO CT	BEAR VALLEY RD	68	4	MicroSurface / Chip Seal + Strctrl Ptch	5.03	16,869	87
1387	PARAMOUNT DR	CAMPGROUND DR	WILDERNESS WY	35	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	388,820	94
1389	PARAMOUNT DR	CAMPGROUND DR	WILDERNESS WY	40	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	358,701	94
1239	PARAMOUNT DR	WILDERNESS WY	STIRRUP WY	23	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	102,620	94
1295	SAN JUAN DR	CORRAL CT	MARTINGALE WY	38	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	206,180	94
1296	SAN JUAN DR	MARTINGALE WY	MOUNTAIN WY	36	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	115,730	94
1327	SKYLINE DR	SHENANDOAH PL	FARGO WY	34	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	780,458	94
1397	STARLAND DR	DEERTRAIL DR	TUTTLE CT	34	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	366,501	94
1041	BEAR VALLEY RD	PHEASANT CT	DS@799E PHEASANT CT	37	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	139,867	96
1042	BEAR VALLEY RD	DS@799E PHEASANT CT	DS@1720E PHEASANT CT	42	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	103,666	96
1030	BEAR VALLEY RD	SUTTER CT	COLUMBIA WY	32	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	208,687	96
1031	BEAR VALLEY RD	COLUMBIA WY	CHIA CT	41	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	37,314	96
1032	BEAR VALLEY RD	CHIA CT	SENECA WY	41	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	81,597	96

Community of Bear Valley, CA

Street Inventory and Five Year Rehabilitation Plan By Year

\$2860k/Year Rehabilitation Plan

GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	Year of First Rehab	Rehab Activity	Avg Unit Rate (\$/yd2)	Segment Total Cost (\$)	5 Year Post Rehab PCI
1033	BEAR VALLEY RD	SENECA WY	COYOTE CT	29	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	45,203	96
1034	BEAR VALLEY RD	COYOTE CT	SAINT ELMO CT	45	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	138,028	96
1176	JACARANDA DR	EL RANCHO DR	DIAMOND CT	38	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	326,873	96
1177	JACARANDA DR	DIAMOND CT	ELK CT	27	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	28,990	96
1178	JACARANDA DR	ELK CT	SANDPIPER CT	37	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	164,114	96
1212	LOWER VALLEY RD	SUNLAND WY	SKYLINE DR	40	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	393,321	96
1211	LOWER VALLEY RD	SHEEPTRAIL CT	SUNLAND WY	43	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	67,804	96
1233	PALOMINO DR	BEAR VALLEY RD	JACARANDA DR	70	5	MicroSurface / Chip Seal + Strctrl Ptch	5.18	23,386	88
1240	PARAMOUNT DR	STIRRUP WY	JACARANDA DR	41	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	206,800	96
1288	SAGELAND CT	BEAR VALLEY RD	EOP	69	5	MicroSurface / Chip Seal + Strctrl Ptch	5.18	6,575	88
1302	SENECA WY	COLUMBIA WY	DS@281N COLUMBIA WY	42	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	36,636	96
1303	SENECA WY	DS@281N COLUMBIA WY	BEAR VALLEY RD	32	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	164,695	96
1341	STIRRUP WY	TERRITORY WY	DS@4119W TERRITORY WY	38	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	581,295	96
1342	STIRRUP WY	SUNSET WY	JACARANDA DR	17	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	38,185	96
1346	SUNRISE CT	SOP	CUMBERLAND RD	37	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	66,062	96

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1040	BEAR VALLEY RD	CUMBERLAND RD	PHEASANT CT	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	132,182	826,804	88
1015	BEAR VALLEY RD	WILLOW PASS DR	ARROYO CT	33	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	129,602	197,800	88
1016	BEAR VALLEY RD	ARROYO CT	BLACKGOLD WY	22	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	68,198	197,800	88
1035	BEAR VALLEY RD	SAINT ELMO CT	DS@1148E SAINT ELMO CT	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	190,705	826,804	88
1036	BEAR VALLEY RD	DS@1148E SAINT ELMO CT	DS@1570S SAINT ELMO CT	15	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	67,725	826,804	88
1037	BEAR VALLEY RD	DS@1570S SAINT ELMO CT	DS@2269S SAINT ELMO CT	21	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	115,369	826,804	88
1038	BEAR VALLEY RD	DS@2269S SAINT ELMO CT	OAKFLAT DR	30	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	106,511	826,804	88
1039	BEAR VALLEY RD	OAKFLAT DR	CUMBERLAND RD	34	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	214,312	826,804	88
1100	CUMBERLAND RD	SUNRISE CT	PRAIRIE CT	22	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	181,890	782,944	88
1101	CUMBERLAND RD	PRAIRIE CT	FARGO WY	26	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	146,028	782,944	88
1102	CUMBERLAND RD	FARGO WY	SKYLINE DR	29	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	152,650	782,944	88
1103	CUMBERLAND RD	SKYLINE DR	FRONTIER WY	31	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	241,832	782,944	88
1104	CUMBERLAND RD	FRONTIER WY	SAN JUAN DR	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	60,544	782,944	88
1373	DEERTRAIL DR	SOP	DERRICK CT	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	107,113	494,113	88
1383	DEERTRAIL DR	SOP	DERRICK CT	26	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	387,000	494,113	88
1119	DEERTRAIL DR	MEDICINE BOW CT	GOLDSPIKE RD	28	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	299,409	371,520	88
1120	DEERTRAIL DR	GOLDSPIKE RD	CEDAR CREEK CT	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	72,111	371,520	88
1141	FARGO CT	SOP	FARGO WY	74	1	MicroSurface / Chip Seal	3.10	3,088	3,088	83
1390	SADDLEBACK DR	SKYLINE DR	EOP	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	305,429	305,429	88
1391	SADDLEBACK DR	SKYLINE DR	EOP	28	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	334,755	334,755	88
1292	SAN JUAN DR	MEADOWVIEW CT	OAKFLAT DR	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	102,856	102,856	88
1317	SKYLINE DR	BUTTERFIELD WY	SUNLAND WY	30	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	43.00	27,477	27,477	88
1319	SKYLINE DR	HILLSIDE CT	AMBERWOOD CT	73	1	MicroSurface / Chip Seal	3.10	28,439	28,439	82
1386	SKYLINE DR	HORIZON CT	SHENANDOAH PL	72	1	MicroSurface / Chip Seal	3.10	24,763	24,763	82
1045	BEAR VALLEY RD	BUTTERCUP CT	EOP	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	1,187,016	1,187,016	90
1377	DEERTRAIL DR	SOP	DERRICK CT	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	339,616	339,616	90
1111	DEERTRAIL DR	DERRICK CT	HAZELWOOD CT	64	2	MicroSurface / Chip Seal + Strctrl Ptch	4.74	22,325	22,325	84
1122	DEERTRAIL DR	SURREY WY	GOLDSPIKE RD	31	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	162,810	432,758	90
1123	DEERTRAIL DR	GOLDSPIKE RD	SURREY WY	28	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	209,935	432,758	90
1124	DEERTRAIL DR	SURREY WY	SPRINGWOOD CT	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	60,013	432,758	90
1208	LOWER VALLEY RD	FIRE CT	ROLLINGOAK DR	36	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	54,831	565,096	90
1209	LOWER VALLEY RD	ROLLINGOAK DR	FAWN WY	27	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	217,420	565,096	90
1210	LOWER VALLEY RD	FAWN WY	BEAR VALLEY RD	31	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	44.29	292,845	565,096	90

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1237	PARAMOUNT DR	ARTESIAN CT	CAMPGROUND DR	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	44.29	106,385	106,385	90
1290	SAN JUAN DR	CUMBERLAND RD	ANGUS CT	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	44.29	433,333	433,333	90
1398	STARLAND DR	DEERTRAIL DR	TUTTLE CT	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	44.29	413,447	413,447	90
1011	BEAR VALLEY RD	LOWER VALLEY RD	LOWER VALLEY RD	32	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	488,941	488,941	91
1096	CUMBERLAND RD	RIDGEVIEW CT	LAKEVIEW DR	30	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	61,083	94,841	91
1097	CUMBERLAND RD	LAKEVIEW DR	SADDLEBACK DR	41	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	33,758	94,841	91
1374	DEERTRAIL DR	SOP	DERRICK CT	88	3	Slurry Seal / Seal Coat	2.39	1,074	1,074	85
1376	DEERTRAIL DR	SOP	DERRICK CT	38	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	306,147	539,076	91
1375	DEERTRAIL DR	SOP	DERRICK CT	24	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	232,929	539,076	91
1115	DEERTRAIL DR	STARLAND DR	TEAL CT	32	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	431,325	431,325	91
1395	JACARANDA DR	IRONWOOD CT	TIARA CT	33	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	334,932	334,932	91
1217	MARINA CT	PINEDALE DR	EOP	32	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	38,639	38,639	92
1234	PARAMOUNT DR	SOP	DEERTRAIL DR	31	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	146,436	146,436	91
1297	SAN JUAN DR	MOUNTAIN WY	HALE CT	32	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	28,603	657,959	91
1298	SAN JUAN DR	HALE CT	BLACKGOLD WY	31	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	170,295	657,959	91
1299	SAN JUAN DR	BLACKGOLD WY	BEAR VALLEY RD	29	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	141,965	657,959	91
1300	SAN JUAN DR	BEAR VALLEY RD	BEAR VALLEY RD	34	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	317,096	657,959	91
1327	SKYLINE DR	SHENANDOAH PL	FARGO WY	34	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	45.62	757,727	757,727	91
1338	STIRRUP WY	PARAMOUNT DR	REBEL CT	66	3	MicroSurface / Chip Seal + Strctrl Pch	4.88	8,789	8,789	85
1006	ARTESIAN CT	SOP	PARAMOUNT DR	33	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	105,017	105,017	94
1047	BEAR VALLEY RD	SOP	DS@1117W SOP	37	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	187,009	187,009	94
1043	BEAR VALLEY RD	DS@1720E PHEASANT CT	DS@3462E PHEASANT CT	77	4	MicroSurface / Chip Seal	3.39	16,504	16,504	86
1030	BEAR VALLEY RD	SUTTER CT	COLUMBIA WY	32	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	202,609	495,951	94
1031	BEAR VALLEY RD	COLUMBIA WY	CHIA CT	41	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	36,227	495,951	94
1032	BEAR VALLEY RD	CHIA CT	SENECA WY	41	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	79,221	495,951	94
1033	BEAR VALLEY RD	SENECA WY	COYOTE CT	29	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	43,886	495,951	94
1034	BEAR VALLEY RD	COYOTE CT	SAINT ELMO CT	45	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	134,008	495,951	94
1089	COTTONWOOD CT	SOP	SKYLINE DR	34	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	90,497	90,497	94
1125	DEERTRAIL DR	SPRINGWOOD CT	STARLAND DR	36	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	265,901	265,901	94
1157	GOLFARI CT	FAWN WY	EOP	32	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	65,218	65,218	94
1162	GREENWATER DR	DS@1011E STEVENS CT	EOP	33	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	147,211	147,211	94
1176	JACARANDA DR	EL RANCHO DR	DIAMOND CT	38	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	317,352	504,831	94
1177	JACARANDA DR	DIAMOND CT	ELK CT	27	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	46.99	28,145	504,831	94

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1178	JACARANDA DR	ELK CT	SANDPIPER CT	37	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	159,334	504,831	94
1216	LOWER VALLEY RD	CALICO CT	BEAR VALLEY RD	68	4	MicroSurface / Chip Seal + Strctrl Ptch	5.03	16,869	16,869	87
1387	PARAMOUNT DR	CAMPGROUND DR	WILDERNESS WY	35	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	388,820	388,820	94
1389	PARAMOUNT DR	CAMPGROUND DR	WILDERNESS WY	40	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	358,701	461,321	94
1239	PARAMOUNT DR	WILDERNESS WY	STIRRUP WY	23	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	102,620	461,321	94
1295	SAN JUAN DR	CORRAL CT	MARTINGALE WY	38	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	206,180	321,910	94
1296	SAN JUAN DR	MARTINGALE WY	MOUNTAIN WY	36	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	115,730	321,910	94
1397	STARLAND DR	DEERTRAIL DR	TUTTLE CT	34	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	366,501	366,501	94
1346	SUNRISE CT	SOP	CUMBERLAND RD	37	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	46.99	64,138	64,138	94
1003	AQUA VILLA CT	SOP	CRYSTAL LAKE LN	38	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	71,724	71,724	96
1041	BEAR VALLEY RD	PHEASANT CT	DS@799E PHEASANT CT	37	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	139,867	243,533	96
1042	BEAR VALLEY RD	DS@799E PHEASANT CT	DS@1720E PHEASANT CT	42	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	103,666	243,533	96
1056	BRIAN PL	OAKFLAT DR	COLUMBIA WY	35	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	186,473	186,473	96
1058	BUCKTHORNE CT	SOP	SKYLINE DR	34	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	278,282	278,282	96
1078	CODY CT	SOP	SKYLINE DR	35	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	300,545	300,545	96
1079	COLUMBIA CT	COLUMBIA WY	EOP	77	5	MicroSurface / Chip Seal	3.49	5,516	5,516	88
1133	DERRICK CT	SOP	DEERTRAIL DR	79	5	MicroSurface / Chip Seal	3.49	10,718	10,718	88
1134	DIAMOND CT	JACARANDA DR	EOP	35	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	234,870	234,870	96
1182	JACARANDA DR	STIRRUP WY	RIFLE CT	79	5	MicroSurface / Chip Seal	3.49	19,563	49,286	88
1183	JACARANDA DR	RIFLE CT	TERRITORY WY	78	5	MicroSurface / Chip Seal	3.49	26,203	49,286	88
1184	JACARANDA DR	TERRITORY WY	REMINGTON CT	83	5	MicroSurface / Chip Seal	3.49	3,520	49,286	88
1212	LOWER VALLEY RD	SUNLAND WY	SKYLINE DR	40	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	393,321	461,125	96
1211	LOWER VALLEY RD	SHEEPTRAIL CT	SUNLAND WY	43	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	67,804	461,125	96
1232	OWL CT	DEERTRAIL DR	EOP	38	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	192,039	192,039	96
1240	PARAMOUNT DR	STIRRUP WY	JACARANDA DR	41	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	206,800	206,800	96
1267	PUENTE RD	SOP	DS@477N SOP	32	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	74,096	196,105	96
1268	PUENTE RD	DS@477N SOP	EOP	41	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	122,009	196,105	96
1288	SAGELAND CT	BEAR VALLEY RD	EOP	69	5	MicroSurface / Chip Seal + Strctrl Ptch	5.18	6,575	6,575	88
1302	SENECA WY	COLUMBIA WY	DS@281N COLUMBIA WY	42	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	36,636	201,331	96
1303	SENECA WY	DS@281N COLUMBIA WY	BEAR VALLEY RD	32	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	164,695	201,331	96
1341	STIRRUP WY	TERRITORY WY	DS@4119W TERRITORY WY	38	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	581,295	619,480	96
1342	STIRRUP WY	SUNSET WY	JACARANDA DR	17	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	38,185	619,480	96
1343	SUNLAND WY	SKYLINE DR	ECHO CT	37	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	137,931	137,931	96

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1358	WAGONWHEEL WY	SOP	OAKFLAT DR	38	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	91,035	91,035	96
1359	WIBLE CT	PINEDALE DR	EOP	71	5	MicroSurface / Chip Seal + Strctrl Ptch	5.18	5,239	5,239	88





Current PCI

(1 - 25) Very Poor

(26 - 40) Poor

(41 - 50) Marginal

(51 - 60) Fair

(61 - 70) Good

(71 - 85) Very Good

(86 - 100) Excellent



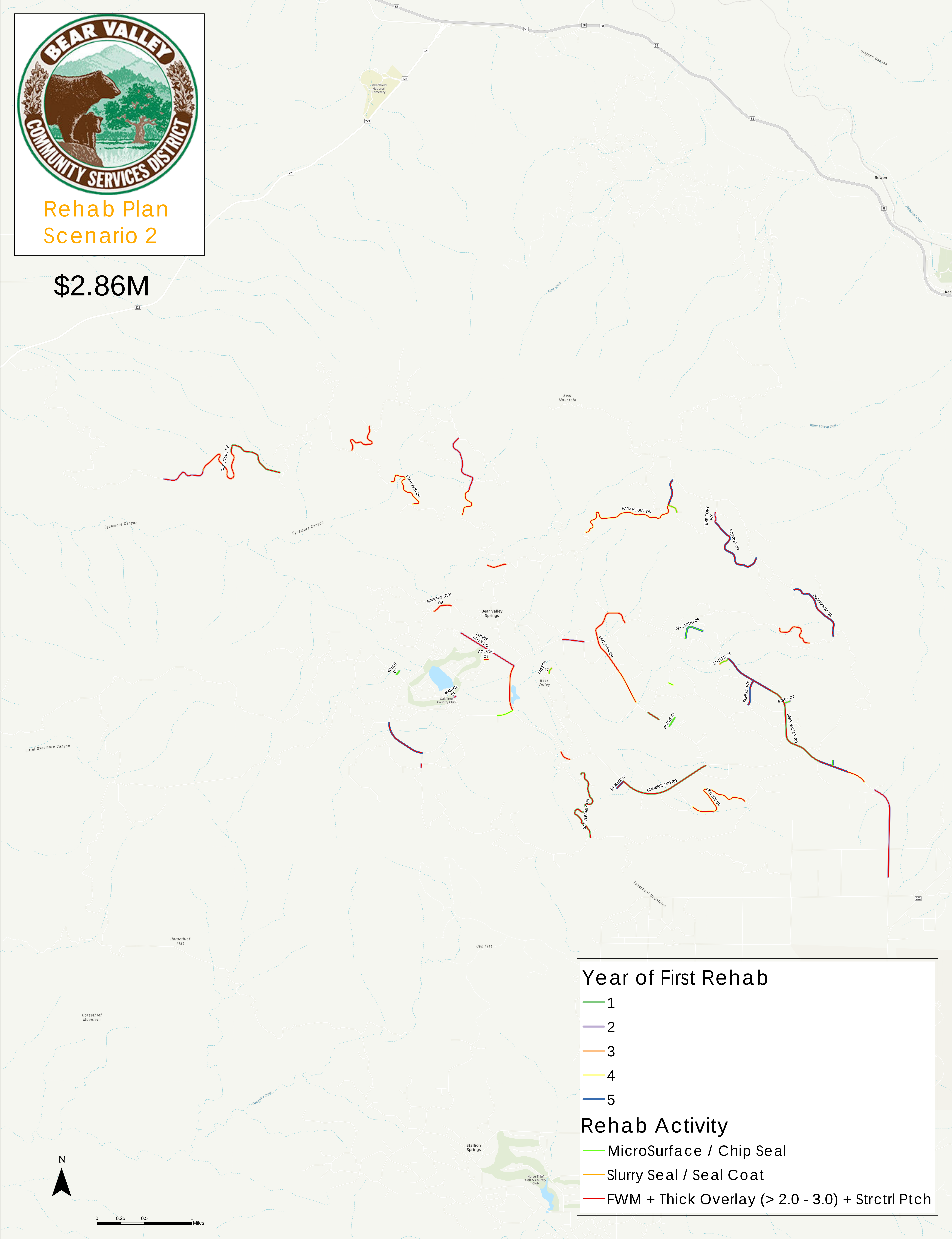
\$170K/Yr.





Rehab Plan
Scenario 2

\$2.86M



Year of First Rehab

- 1
- 2
- 3
- 4
- 5

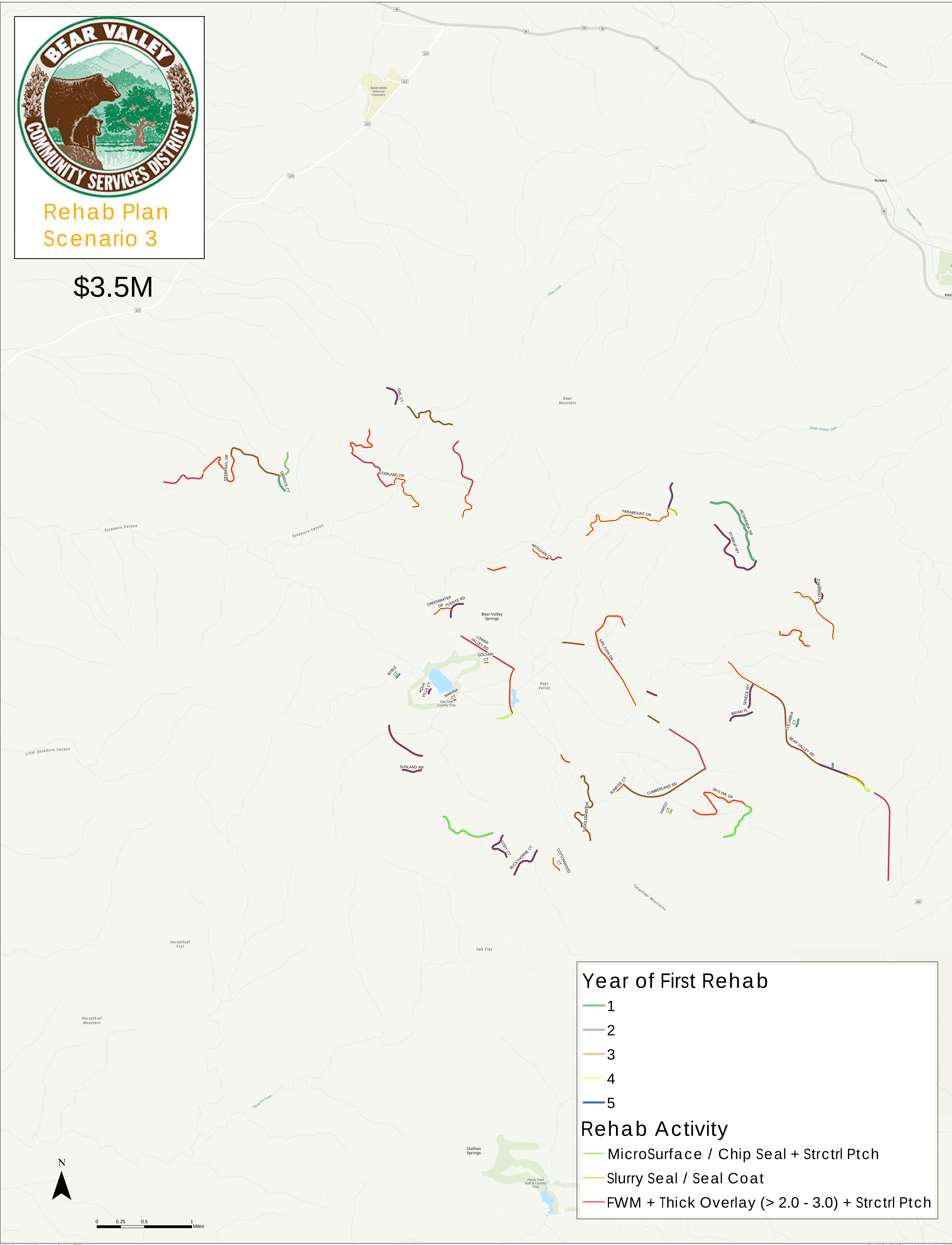
Rehab Activity

- MicroSurface / Chip Seal
- Slurry Seal / Seal Coat
- FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch



Rehab Plan
Scenario 3

\$3.5M

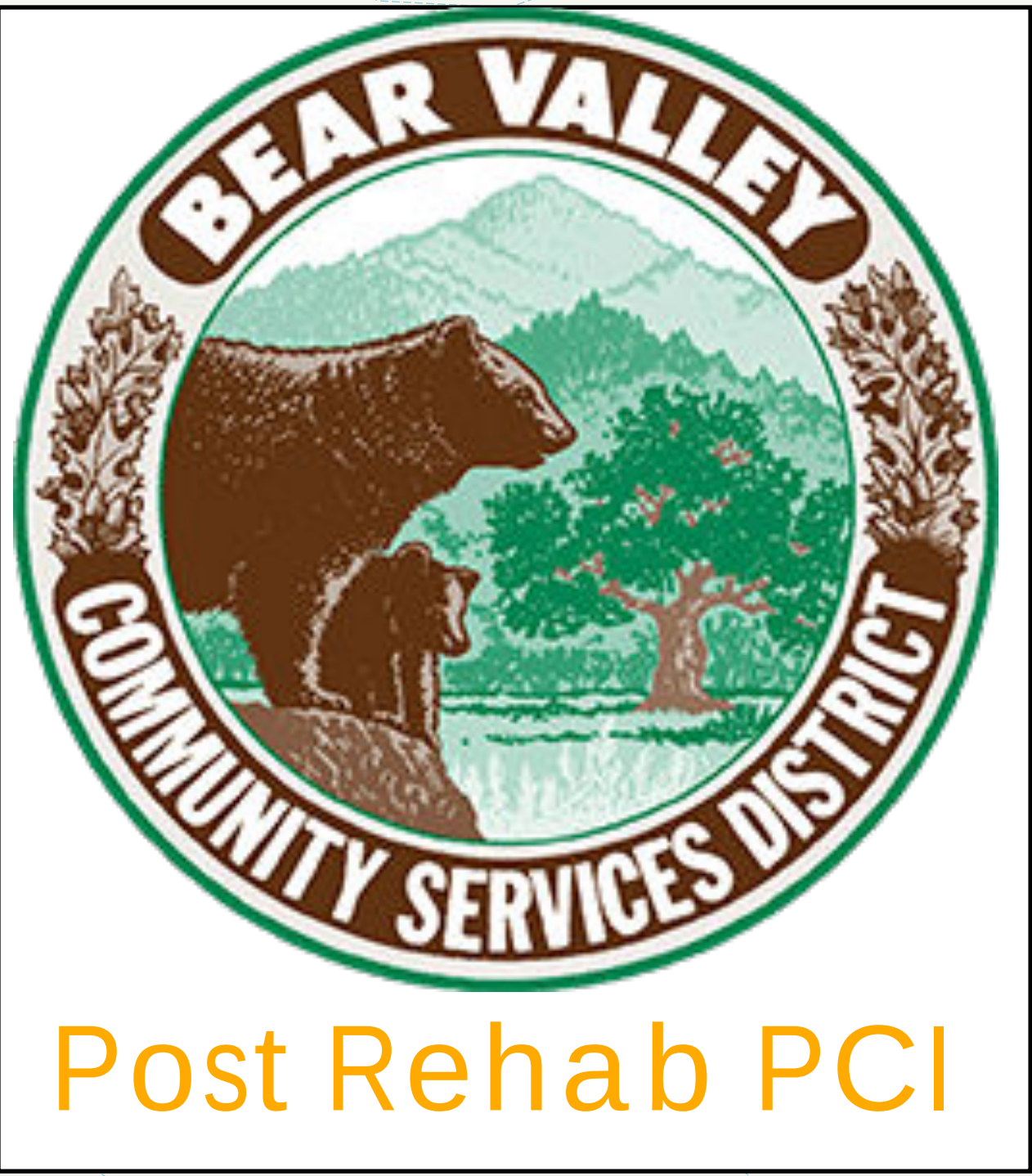


Year of First Rehab

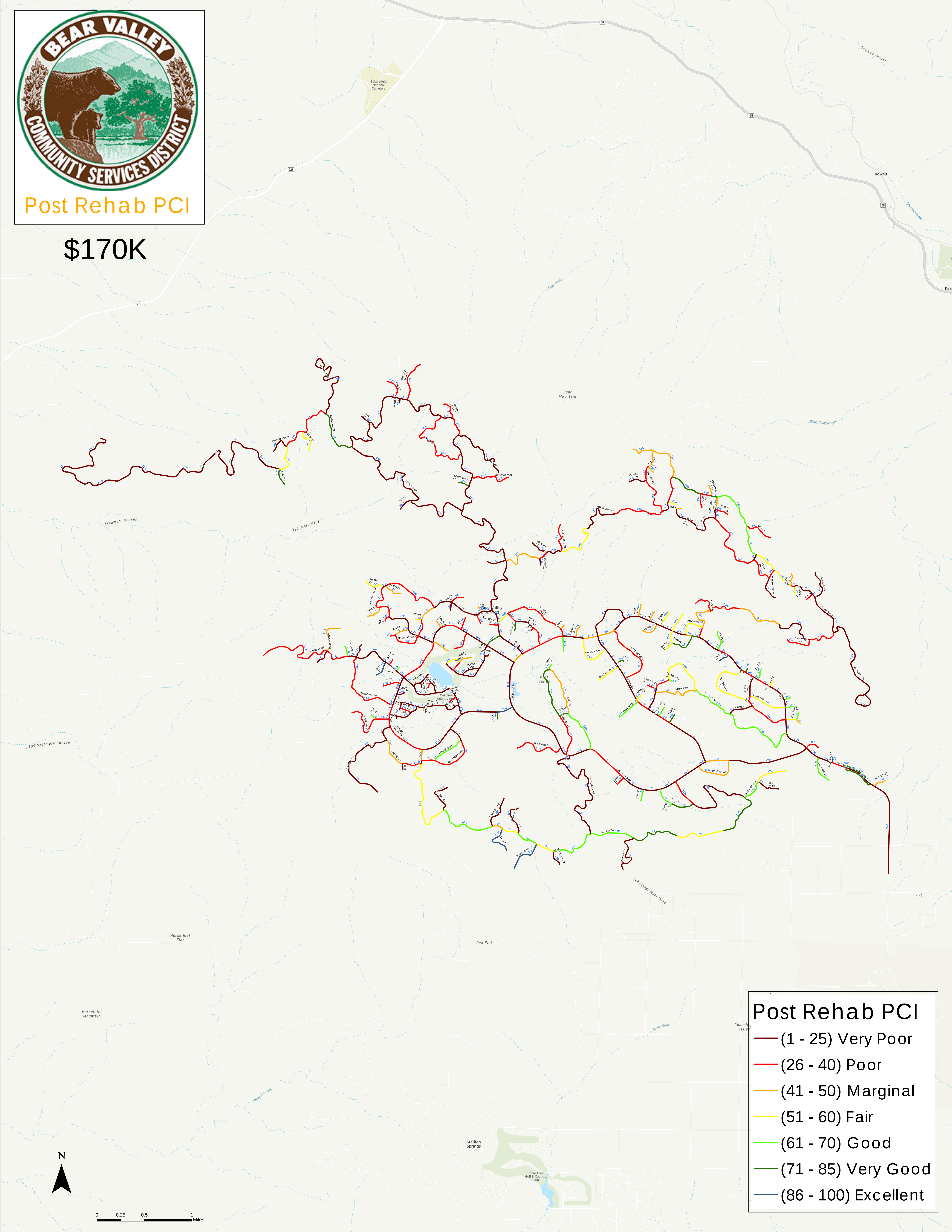
- 1
- 2
- 3
- 4
- 5

Rehab Activity

- MicroSurface / Chip Seal + Strctrl Ptch
- Slurry Seal / Seal Coat
- FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch



\$170K





Projected PCI
Scenario 2

\$2.86M

Post Rehab PCI

(1 - 25) Very Poor

(26 - 40) Poor

(41 - 50) Marginal

(51 - 60) Fair

(61 - 70) Good

(71 - 85) Very Good

(86 - 100) Excellent



Projected PCI
Scenario 3

\$3.5M

Post Rehab PCI

(1 - 25) Very Poor

(26 - 40) Poor

(41 - 50) Marginal

(51 - 60) Fair

(61 - 70) Good

(71 - 85) Very Good

(86 - 100) Excellent