

FY 2013/14 to
FY 2022/23

Road Overlay Report



Prepared for the
Development of Ten Year
Pavement Maintenance &
Management Plan



Adopted by the City Council on August 12, 2013 by Resolution 13-93

Department of
Public Works
AUGUST 2013

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

Auburn's street infrastructure is critical to the operation of the City in numerous ways. Auburn's 67.5 center line miles of roadway are valued at replacement cost estimated at \$80 million. The City of Auburn's Pavement Maintenance and Management Plan (PMMP) was developed to implement the goals and policies set forth in the City's General Plan under the Circulation Element relating to the street network. Auburn's network of streets represents the arteries, veins and capillaries of the City's infrastructure. Residents and visitors depend heavily on the street system and the delivery of public safety would be seriously compromised without a dependable road network.

In an ideal scenario the City would be based on a 20 year pavement overlay cycle requiring somewhere in the range of 3.5 to 4.0 miles of roadway to be paved annually at a cost of approximately \$870,000 per year. In addition, the City would require another \$464,000 per year in reconstruction projects, \$174,000 in surface sealing, \$116,000 in storm drain system repairs, and \$116,000 in sidewalk, ADA ramps, bike lanes and other related improvements. In 2005, the total of these costs was estimated at \$1.5 million annually. In today's dollars the amount has increased to an estimated \$1.74 million. Although the City has not been able to devote the full \$1.5 million annually to the overlay program there have been several significant capital projects over the last ten years (\$700,000 spent annually) that have resulted in the City's roadways improving.

The following report provides the proposed City of Auburn's PMMP for Fiscal Years 2013-14 to 2022-23 recognizing the effort is a plan with inherent flexibility and subject to revisions depending on a number of factors most likely related to available funding. The goal of the plan is to set forth a workable, reasonable and affordable solution for improving the integrity and service life of City streets over the long term, while reducing the costs associated with deferred maintenance.

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INTRODUCTION

Potholes, chuckholes, road ruts, long cracks, alligator cracking, loose pavement and bumps, jolts and uneven pavement we observe increasing everyday. This is because, as the City's street system continues to grow, it also continues to deteriorate and suffer from increase costs in labor and materials, while funding sources decrease or at best remain constant each year. Hence, the impact on roadways is a gradual decline in ride quality and pavement smoothness experienced by motorist. City roads are suffering from a case of old age and neglect even though our road system represents the Cities largest investment. If we had to replace our entire street system it would cost over \$80 million dollars.

Whether large or small, all agencies are experiencing a shortage in funding available for pavement maintenance. However, realistically, there are ways of minimizing the impact of these increased maintenance costs and maximizing pavement longevity by implementation of an aggressive pavement management program.

California Division of Transportation (Caltrans) has spent millions of dollars to develop standards of measuring pavement conditions and strategies in which to best increase the longevity of pavement. These principals along with many other factors have allowed the Public Works Department to annually evaluate City streets and decide which road segments are best candidates for that given year. In 2005, the City adopted the Ten Year Pavement Overlay Plan (Plan). The Plan provided a street overlay master plan based on known factors at that given time. The Plan, however, is re-evaluated and typically revised annually based on change in traffic patterns, unanticipated failures, utility projects and available funding.

PURPOSE

Pursuant to Auburn City Council direction in November 2012, the purpose of this road report is to update the “Street Pavement Inventory Report and Ten Year Overlay Plan” prepared by Public Works Director Charles Clark in 2005. The goal and primary focus of this effort is to determine how many centerline miles of overlay and/or preventative maintenance would need to be completed each year to achieve a 20- year road repair cycle and what would be the cost each year to adequately fund that program.

A Pavement Maintenance and Management System (PMMS) is utilized to lay forth a workable and affordable plan for improving the service life of City streets over a long term while reducing the costs associated with deferred maintenance. The key to effective pavement maintenance or rehabilitation is knowing *when* to carry out *what type* of maintenance or rehabilitation and then carrying out the planned program *on time*.¹

BACKGROUND

The Local Maintenance Problem

Recognizing the City has celebrated 125 years of incorporation, there are many roads that began as dirt wagon trails and constructed in the 1900’s. Few, but some roads even remain mixtures of dirt, oil and asphalt chips. Many of the roads have been paved without the benefit of a competent structural base and proper engineering. Through the course of time these roads in particular have failed pre-maturely and required total re-construction specifically to provide a competent sub-base for the asphalt pavement to be placed upon. Even roads that have been properly engineered, designed and constructed will fail prematurely without some form of preventative maintenance.

There are over 90 centerline miles of streets and roads in the City Limits with the City being responsible for three quarters of the streets (67.5 miles); the rest are either State, County or private roads. The City is responsible for the operation, maintenance, repair, and/or replacement (O&M/R&R) over 9 million square feet of asphalt pavement.

The City is also responsible for the O&M/R&R of associated street drainage, signage pavement markings, street lighting, roadside maintenance, and other street related facilities. The condition of these facilities is considered in the decision making process of the City’s Annual Overlay Program as it can significant influence the costs of the project.

¹ International City Management Association and American Public Works Association, Management of Local Public Works

Based on the latest PMS network analysis, about **1.5** million square feet (about **10%** of our total asphalt pavement area) are in poor to failed condition, over half (**60%**) is in fair to good condition and a third is in very good to excellent condition.

The Street Failure Process

As pavement progresses through its performance life cycle it begins to deteriorate. The sun causes a chemical oxidation process turning the once dark black color of the pavement to a lighter grey color. Asphalt binders begin to breakdown and the pavement is more brittle (hard) and subject to wear and cracking. In addition to hardening, the pavement begins to experience raveling. Raveling is the degradation of the fines (binder) that surround the aggregates and hold them together. This along with general cracking was amongst the most noted conditions existing on City streets in need of resurfacing.

Because of advancements in pavement technology the “useful life” of a typical street remains around 25-30 years (defined as a street where there is no structural damage and the surface defects do not cause a noticeably poor ride quality). The useful life of a pavement varies dramatically depending on factors such as climate, traffic loads and preventative maintenance. For example, in the City of Auburn when two streets are designed and built alike, the heavy truck route may only have half the useful life as a road traveled primarily by passenger type vehicles. On the other hand, when a well engineered street is lightly traveled (light weight vehicles) and is provided preventative maintenance the street can provide a useful life of 40 years before a pavement overlay is required.

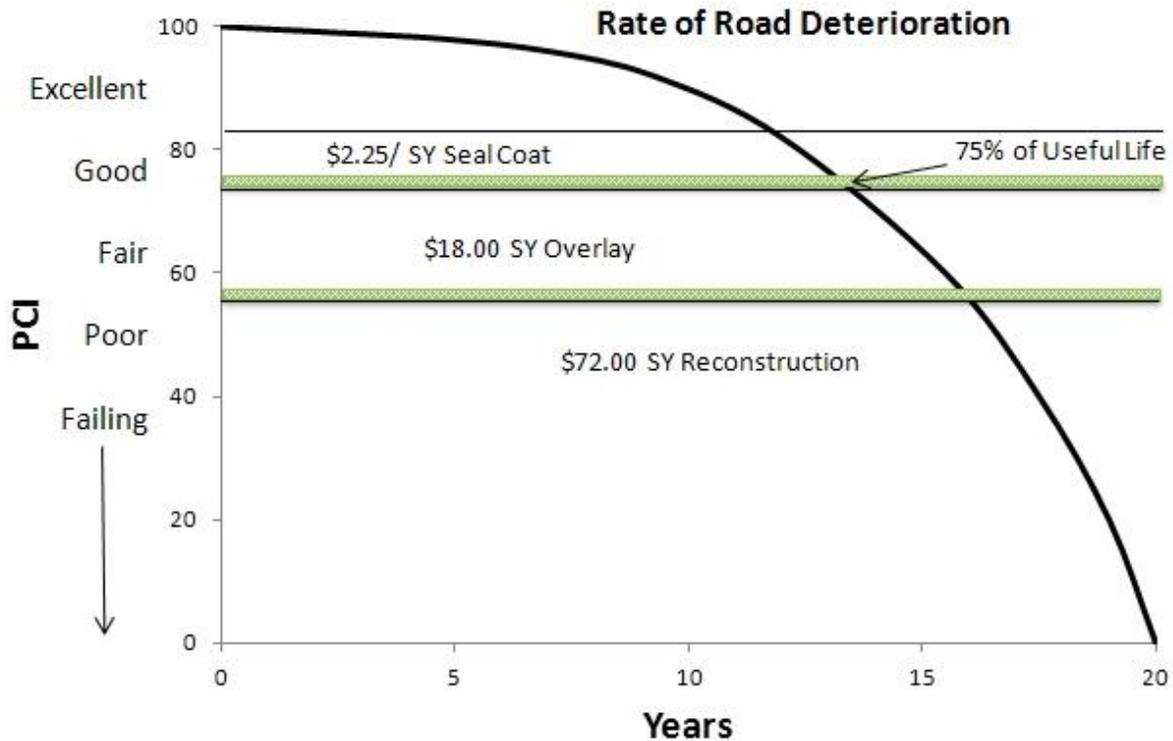
Without a pavement maintenance and management plan (PMMP), preventative and/or maintenance needs are often pre-empted by major repair or reconstruction needs. Roads that need preventative maintenance but are at a minimally acceptable level are often considered lower priority than major new construction or reconstruction. Unfortunately, in the long run, such an approach is much more expensive because it costs far more expensive to rebuild a road after failure than it would have been to rehabilitate the same road only a few years earlier.²

The following “Cost of Timely Maintenance “ Graph³ shows how the quality of the road decreases rapidly after it deteriorates below a “good” quality, and how the cost of the maintenance increases rapidly once the road has reached that point. For the first 75% of the roadways life the quality of the road remains good and the costs of preventative maintenance are relatively low.

² City of Longview, Texas [Establishing the Level of Service of Our Streets](#). December 11, 2002

³ American Public Works Association, [The Hole Story](#)

COST OF TIMELY MAINTENANCE



Time varies depending on traffic, climate, pavement design, etc.

Once a roadway passes a “useful life” stage, structural damage begins with resulting cracks and potholes developing. Pre-mature failures require overlaying with partial or full reconstruction, which are often a result of deferred or no preventative maintenance of a street. In other words, an overlay should be considered as a last resort in attacking the challenges of road maintenance and that less expensive surface application prior to reaching the end of a streets useful life is a much better bang for the buck.

How Does the PMS Work?

The City of Auburn’s Pavement Management System (PMS) has evolved over the years. Many factors are applied to the PMS including the physical inventory of our streets, periodic surface condition inspections, the application of sound engineering principals, funding availability, the effective use of our resources, traffic loading, and many other factors that come into play in developing a pavement maintenance program or overlay plan.

The Ten Year Overlay Plan developed in 2005 was prepared utilizing much of the information provided in a previous (late 1980-to early 1990) effort. The principals and theories noted in that report remain valid. The steps utilized to prepare the PMS began by developing a complete street inventory that defines the street network by segments and uses; survey the pavement conditions, documents the maintenance or repairs completed and needed, prioritize the projects, schedule the work, obtain support and approval of the plan, and implementation

of the plan by completing the work within the time frame with available funding. The cycle from inventory to implementation is a continuous one that often times must be modified to address current needs, available funding and changing priorities.

PMS DEVELOPMENT -STREET CONDITION AND ANALYSIS

Street Inventory Organization

The first step in street analysis is to review and update the excel spread sheet of the City's Street Inventory. As new roads are added or repairs are made, changes in the roadway condition are entered into the database on an ongoing basis. The results provided an inventory of street information including pavement conditions identified in five categories: Very Good, Good, Fair, Poor and Very Poor.

As stated earlier, this list was originally prepared sometime in the early 1990's and although useful as the best available data, this information could be better utilized with updated software programs specifically designed to manage assets rather than just store data. Later in this report a suggested lists of actions will be presented which will include the conversion of the existing street inventory to an asset management program similar to a database software package the City currently utilizes in the sanitary sewer collection system maintenance program.

The Base Map

The City's Mapping System is part of its geographic information system or GIS. There are many layers of data in the GIS system but they are established on the Base Map of the city's street network. Public Works uses this base map for its Street Pavement Master Plan, which is part of the City's Strategic Plan for the operation, maintenance, repair, and replacement of the infrastructure, facilities, and equipment. The Base Map is used to divide the City Streets into approximately **387** street sections that are typically whole streets (except Auburn Folsom and Auburn Ravine Road). These streets sections are further grouped into **36 neighborhoods (as shown on attached Exhibit A)** and utilized to facilitate programming of the City's overlay projects.

UPDATING THE TEN YEAR OVERLAY PLAN

Determining Current Street Conditions – Analysis

Based on current department resources a complete re-inspection of each individual roadway was not conducted with this report nor was the street information placed into an updated database software package. However, a systematic approach was utilized placing roadways into segments and conducting a survey of a representative of that segment and grouped areas. In addition, the past eight years of contracted overlays and street projects were reviewed and included in the City's street inventory. An average of 1.5 centerline miles were paved per year. Based on this data the City is on an approximate 45 year (Total number of city miles divided by

average number of centerline miles paved per year) pavement cycle to overlay of the entire street network.

The approach utilized to evaluate remaining City streets was based primarily on visual inspection and ride comfort. Factors including raveling, cracking, potholes, rutting and undulations are noted in evaluating road segments into the noted Very Good, Good, Fair, Poor and Very Poor categories.

Pavement Condition Index (PCI) Examples

5 - Very Good



4 - Good



3 – Fair



2 – Poor



1 – Very Poor



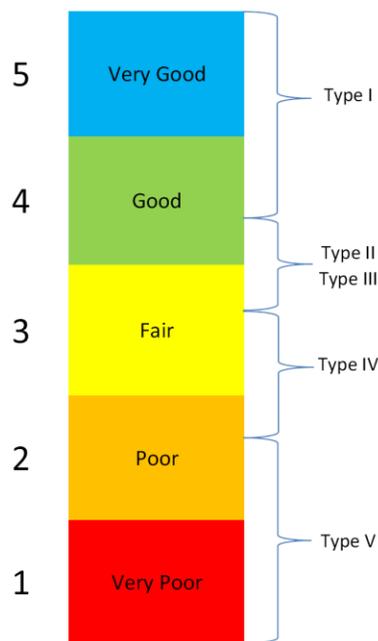
Condition Assessment Factors Considered in Prioritizing Road Maintenance

There are several factors utilized to prioritize maintenance activities in the PMMP, included are severity and state of road condition, coordination with utility replacement or land development activity, efficiency of scale, traffic volume, targeted funding based on classification of road, community priority, professional judgment and of course available funding. Other factors of significance that impact the availability of funds relates to the costs of other City road related needs, such as street and signal light replacement needs, public transit operations, staff allocations for storm drain and street maintenance activities and matching fund requirements for grant related capital projects such as Palm Avenue Sidewalk Project. All of these are vital operations and compete for funding that would otherwise go directly to overlay projects.

Street Resurfacing and Maintenance Techniques

A number of different types of maintenance techniques can be utilized depending on the street condition. Pavement Condition Index Treatment Chart provides a typical approach in determining which treatment is appropriate for a given street however other factors are taken into account.

Pavement Condition Index (PCI) Treatment Chart
PCI # Condition Treatments



Type	Description
I	Seal coats
II	Crack repairs
III	Patch w/thin overlay/slurry
IV	Repairs w/full overlay
V	Reconstruction

*Pavement Condition Rating

Several products have emerged over the last ten years with promising results. One such product was utilized by the City and Placer County on Shockley Road and Oakridge Way which combines a slurry type seal over a small aggregate commonly referred to as a cape seal. Another pavement product utilized with good results is open graded asphalt overlay. This was recently placed on Luther Road including the portion located in the City just north of Dairy Road. Partial reconstruction has been utilized in the City (Dairy Road) which involved the pulverization of the existing pavement and placement of a thick 6 inch section of reinforced (Bonifiber) asphalt.

It is important to note that in addition to pavement, road overlay projects include cost associated with construction of handicap ramps and storm drainage upgrades. Other pre-empted costs which are not included in the costs but performed include sanitary sewer upgrades and other utility improvements deemed necessary to minimize the potential for trenches in the newly placed asphalt blanket. Trenches cause immediate degradation of the roadway by allowing water to enter into the seams created so coordination with other utilities is a vital in scheduling pavement resurfacing projects.

The cost associated with these different techniques varies widely. For the recent projects in the City of Auburn, the costs per square yard are estimated at \$2.25 for a slurry Seal Coat; \$18.00/square yard for Overlay, and \$72.00/square yard for reconstruction. As with most public agencies, these types of maintenance techniques are contracted out by the City primarily because the capital investment for the needed equipment is high and Public Contracting Code requirements.

Routine maintenance activities such as pothole repairs and patching are normally conducted by Public Works Crews. Crack sealing is a type of preventative method which up until approximately 15 years ago was conducted by the Public Works Crew. Crack filling is a resurfacing method where heated liquefied rubber asphalt is applied and squeegeed to fill cracks only on street surfaces. It has a low cost with a large impact by protecting the street from water intrusion into the street base, and prolonging the lifespan.⁴

MAINTENANCE NEEDS AND FUNDING SCENARIOS

The primary funding source for road overlay projects continue to be from gas tax and the local transportation fund. There is an average \$500,000 available annually from these sources which are impacted by a rising cost of transit operations; the fluctuation in local match dollars required on grant funded transportation projects and other rising costs such as street lights and aging traffic signals. Pavement Management is devoted in the City of Auburn by the Public Works Department through two distinct avenues: Operating and Capital budgets.

Operating or Street Maintenance Activities are conducted by the Public Works Maintenance Crew and include pothole repairs; street sweeping, pavement markings, street lighting,

⁴ City of Palo Alto, [Street Maintenance Program, Lists of Streets, p. 1](#)

sidewalk repairs, landscaping, tree and brush removal and storm drain system repairs all associated with street maintenance. The Gas Tax Fund has allocated staff time for these activities since January 2011. The staff time associated with these duties average approximately \$175,000 annually.

Capital Projects, rather than ongoing operating costs are the primary focus of the specific projects utilizing outside contractors generally administered through the Public Works Engineering Division. The average spent on transportation related capital projects over the past 10 years has been approximately \$720,000 annually. The ten year capital outlay by fund is included as Exhibit D for reference.

Comprehensive Pavement Management with Unconstrained Funding Scenario

Based on the current street inventory and implementation of the ideal situation, the City's PMMP would include all of the other scheduled preventative maintenance (slurry and implementation of a crack filling program) in between overlays to keep City streets in very good to good condition. To get back on a 20 year overlay program, we would need to pave approximately 3-4 miles of roadway per year. This would calculate into approximately \$1.7 annually to be spent on the City's PMMP. While it is important to understand the full scope of the needs it is unlikely that sufficient funding will be realized to address those needs in the next ten years.

Current Level Funding (Average \$500,000/year) Scenario

This scenario provides minimal long term solutions to road maintenance yet effectively provides flexibility to stay on roughly the course the City has traveled for the past 10 years. This scenario builds in flexibility and allows funds to be utilized as matching funds on grant funded projects, such as sidewalk and roadway widening projects and other vital operations. The PMMP has been updated to reflect those streets demonstrating the greatest need and are on a similar schedule to the previous 2005 Street Overlay Plan. In addition, with this update staff is introducing an action plan to shift revenues in order to implement a new street inventory data base approach for the PMS, accommodate the replacement of vital traffic signal upgrade equipment and acquire crack fill equipment that would allow Public Works Crews to conduct maintenance activities that have been absent on City streets for some time.

Funding Options

Gas Tax

The State of California imposes a tax levied on gallons of gas sold that is then allocated to the Counties and Cities based on population and statutory formulas. The funds are restricted to use for street maintenance, traffic safety and construction. The City uses approximately 45% of Gas Tax revenues to fund the cost of street lights. From Fiscal Years 2005/06 to 2011/12 the City realized an average of \$233,300 in Gas Tax revenues annually.

Local Transportation Funds (LTF)

The Local Transportation Fund is derived from ¼ cent of the retail sales tax. Under State law, the County Auditor Controller's Office provides an annual estimate to the Placer County Transportation Planning Agency (PCTPA). PCTPA apportions the LTF to jurisdictions based on a proportion of population within the County. Transit Operations are funded by the LTF and when there are no new unmet transit needs; LTF may be used for local streets and roads, construction and maintenance. From Fiscal Years 2005/06 to 2011/12 the City realized an average of \$600,000 in LTF revenues annually. The percentage of LTF split between Transportation and Transit varies year to year, but over the last 7 years it has seen a high of 92% of funding towards Transit and a low of 24% of funding towards Transit with the difference available to Transportation.

General Funds

Due to the demands on the general fund for other vital City services the General Fund has not typically been utilized to fund pavement maintenance in the past. However, it is a policy decision and could be argued as an appropriate source to do so if sufficient funds were available.

State and Federal Grants

State and Federal Grant Funds have been aggressively and successfully pursued and have allowed the construction of several sidewalk and road widening projects by the City over the previous 8 year period. These projects require matching funds typically in the range of 11.5% which have been met by the use of LTF revenues. Although these have been utilized in the past for special capital projects, the availability of grants for specifically pavement management is generally not assumed to be an ongoing funding source.

Special Assessments

Currently, the City does not have any special assessment districts devoted to on going pavement maintenance programs. Other agencies, such as Placer County have developed Community Service Areas whereby the homeowners pay into a special road maintenance program that funds road maintenance activities administered by the County.

PAVEMENT MANAGEMENT PLAN ACTIVITIES & CONCLUSION

Setting Acceptable Standards for Conditions of Roadways

Currently, the average conditions of all City roadways in Auburn fall in the category of Fair/Good. Some jurisdictions have set an acceptable standard for the entire jurisdiction, usually at a level equal to or above “Fair”. In Auburn this standard seems appropriate with the understanding that some (few) roads are lightly traveled and some, although few, remain primarily dirt and other roads are heavily traveled and are more vital to the safe operation of the City. The proposed Ten Year PMMP incorporates a realistic approach with funding that is probable however not set in stone. The plan and the proposed street sections to be resurfaced will likely vary year to year depending on a number of factors previously noted. Resource allocations are reviewed annually with the Capital Improvement Plan Update and often shifted.

Conclusions and Recommendations

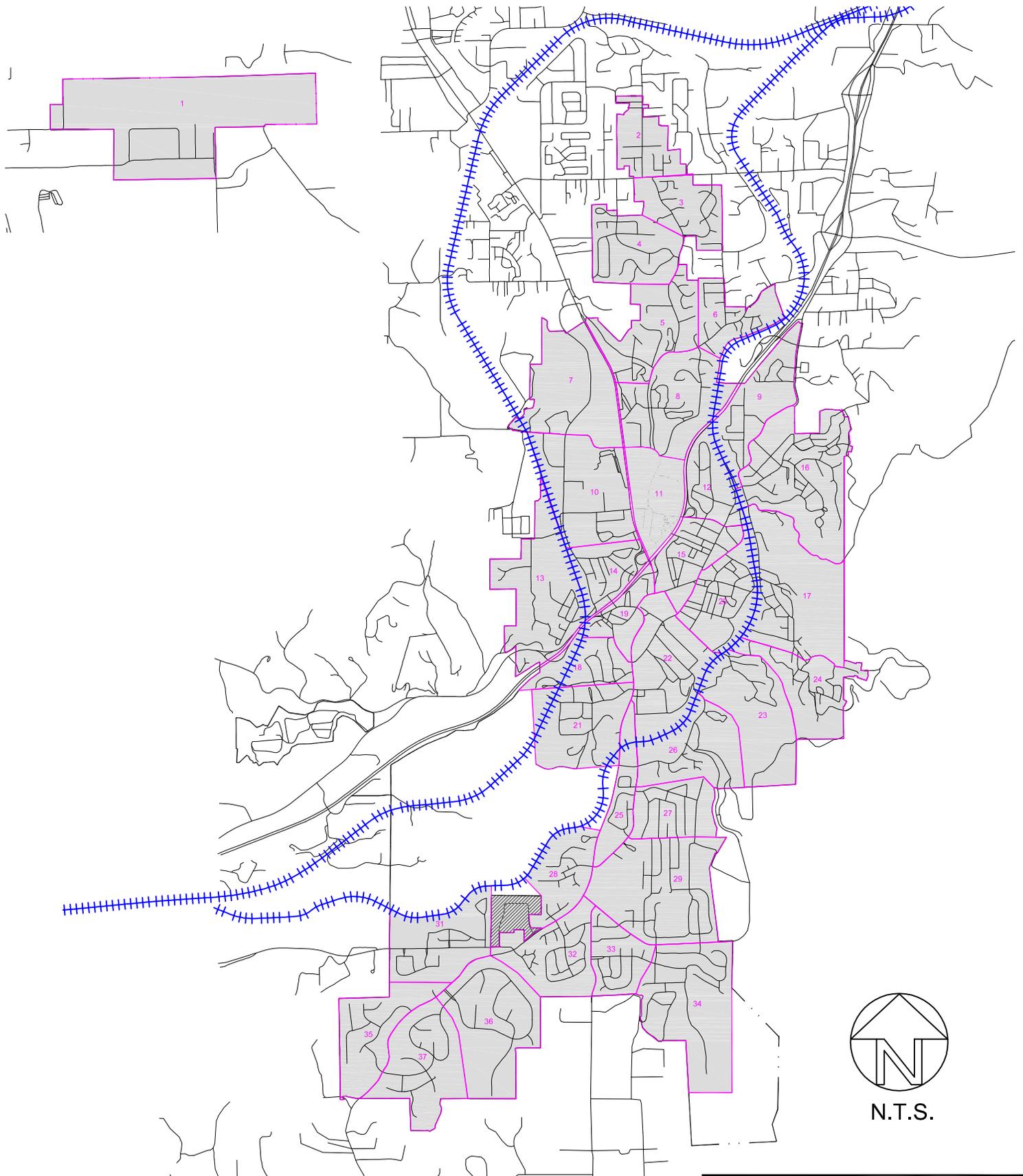
Update of the 2005 Road Overlay Report has yielded results indicating that the City’s roadways are generally improving. There was a 5% decrease in the number of roadways rated as “Poor to Failing” and the City appears to be closer to a 45 year pavement replacement cycle down from the reported 60 year cycle in 2005.

It is staff recommendation to approve the City of Auburn Ten Year Street Overlay Plan 2013-14 to 2022-23 subject to annual reviews as directed by the City Council. The Plan is divided into two parts; the first five years are presented in detail for use in the Capital Improvement Plan based on estimated revenues and the next five years are for long term planning.

The above sets forth a rationale for a PMMP for the City of Auburn and minimum funding level (\$500,000) to initiate the plan. This plan addresses “critical service levels” as a basis and suggests the following actions be considered:

1. Devote resources to incorporate the existing Street Inventory List into an updated software data base package allowing the management of the street maintenance system as an asset management tool. The approximate cost for this effort is estimated at \$ 15,000.
2. Authorize a capital purchase of a crack fill machine at the approximate cost of \$50,000 to allow the Public Works Crew to implement a crack fill program. Annual material and labor cost for this program are estimated to be \$15,000.
3. Fund the purchase of traffic signal video detection equipment at specific City intersections at an estimated annual replacement of \$25,000. These intersections are those subject to breaking bump undulations whereby the cost to replace the traffic signal loops increase the costs of the pavement repair. There are currently 3 type intersections identified in Auburn.

Further refinement of the plan will be incorporated as additional funding is identified and the City can begin to look beyond the most immediate, critical needs, to the longer term needs for efficiency, community concerns, and effective planning.



N.T.S.

CITY OF AUBURN

ROAD REPORT

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Report\rd_pc_ish.dwg

DATE:
March 25, 2013

DRAWN:
B. Hoff

City of Auburn
Street Inventory

Street Name	Length Ft.	Avg. Width Ft.	Surface Type	Street Class	Year Built	Date Last worked
A						
Adriana Place *				Private		
Aeolia Drive	1200	20	Surface Treatment	Local	1940	
Aeolia Drive	3200	20	Surface Treatment	Local	1940	
Agard Street	400	28	AC/PCC	Local	1940	1999
Agard Street	900	28	AC	Local	1960	2006
Agnes Street	150	26	AC	Local	1940	
Alley (Behind Carnegie Library Bldg.)	330	13	Surface Treatment	Local	1940	
Almond Street	320	23	AC/PCC	Local	1960	
Almond Street	320	23	AC/PCC	Local	1960	
Alta Mesa	950	36	AC	Local	1985	
Alta Mesa	1475	36	AC	Local	1985	
Andrews Street	370	20	Surface Treatment	Local	1960	
Andrews Street	370	20	Surface Treatment	Local	1960	
Annmarie Court	160	28	AC	Local	1987	
Appian Way	350	31	AC	Local	1985	
Appolosa	270	35	AC	Local	1980	2000
Arroyo	3650	21	AC	Local	1975	
Auburn Folsom Rd.	2259	60	AC	Collector	1965	
Auburn Folsom Rd.	2028	60	AC	Collector	1965	
Auburn Folsom Rd.	3750	60	AC	Collector	1965	2011
Auburn Folsom Rd.	2733	60	AC	Collector	1965	
Auburn Folsom Rd.	3120	50	AC	Collector	1965	portion in 2010
Auburn Folsom Rd.	5967	40	AC	Collector	1965	portion in 2010
Auburn Ravine Rd.	2376	30	Overlay AC/AC	Collector	1862	2007
Auburn Ravine Rd.	1584	30	Overlay AC/AC	Collector	1962	2007
Auburn Ravine Rd.	2100	35	Overlay AC/AC	Collector	1862	2007
Auburn Ravine Rd.	1320	55	AC	Collector	1940	1980
Awali Avenue	850	29	Surface Treatment	Local	1960	1983
B						
Baltic Circle	875	26	AC	Local	1985	
Baltimore Road *				Private		
Barn Owl Court	200	37	AC	Local	1987	
Barooshian Court	175	37	AC	Local	1988	
Belmont Drive	2400	22	AC	Local	1960	
Bill Clark Way	322		AC	Local	1997	
Birdsall Avenue	350	15	Surface Treatment	Local	1960	
Blackberry Court *				Private		
Blackstone Ct.*	351		AC	Private		
Blair Street	320	12	Surface Treatment	Local	1960	
Blue Wing Place	468	34	AC	Local	2001	
Blocker Drive	1280	32	AC	Collector	1983	2006
Bluffs Place	650	26	AC	Local	2001	
Boardman Street	850	25	Surface Treatment	Local	1960	
Borland Avenue	1740	40	AC	Collector	1986	1999
Brentwood Circle *				Private		
Brewery Lane	625	24	Surface Treatment	Local	1960	1996
Brewery Lane	1000	30	Surface Treatment	Local	1960	1996
Broadview Avenue	400	21	Surface Treatment	Local	1960	2005
Brook Road	2400	20	AC	Local	1960	
Brookside Drive *				Private		
Buckeye Court	800	37	AC	Local	1984	
Buena Vista Street	750	22	Surface Treatment	Local	1960	
Burlin Way	950	37	AC	Local	1987	
Burlin Way	1150	37	AC	Local	1986	

* Private Street

** State Highway 49

*** State Owned

Last Updated 8/14/2013

City of Auburn
Street Inventory

Street Name	Length Ft.	Avg. Width Ft.	Surface Type	Street Class	Year Built	Date Last worked
Byron Street	25	20	AC	Local	1960	
C						
California Street	260	27	AC	Local	1960	1999
California Street	200	15	AC	Local	1960	1999
Camjen Lane	400	34	AC	Local	1986	2002
Canyon Court	60	20	Surface Treatment	Local	1965	
Canyon Drive *				Private		
Carolyn Drive	150	37	Surface Treatment	Local	1960	
Carolyn Drive	1320	46	Surface Treatment	Collector	1983	2002
Carson Avenue	870	45	AC	Local	1960	
Castile Court	240	29	AC	Local	1991	
Cedar Street	600	30	Surface Treatment	Local	1960	
Celestial Way *				Private		
Centennial Court	172	33	AC	Local	1992	
Center Street	750	24	AC/PCC	Local	1960	
Chamberlain Avenue	1350	26	AC	Local	1960	1995
Chana Drive	870	37	AC	Local	1960	2006
Channing Way	575	26	AC	Local	1960	
Cherry Avenue	960	18	AC	Collector	1960	1999
Church Road *				Private		
Circle Drive	675	21	Surface Treatment	Local	1960	
Clark Street	260	26	Surface Treatment	Local	1960	2002
Cleveland Avenue	350	38	AC/PCC	Local	1939	1978
College Way	1680	36	AC	Local	1960	
Commercial Street	200	33	AC	Local	1991	2000
Cora Lane	350	27	AC	Local	1960	2001
Court Street	440	20	AC	Local	1991	2000
Coyote Court	275	30	AC	Local	2004	
Crimson Court	640	28	AC	Local	1990	
Croman Court	520	25	AC	Local	2002	
Crutcher Court	115	32	AC	Local	1940	1988
Crutcher Court	230	15	Dirt	Local	1940	
Cul-De-Sac	200	31	AC	Local	1960	
D						
Dairy Lane *				Private		
Dairy Road	5200	25	Surface Treatment	Collector	1960	2012
Dale Way	200	36	Surface Treatment	Local	1983	
Darlington Avenue	390	19	Surface Treatment	Local	1960	
Dana Court	280	30	AC	Local	2004	
Davis Lane	550	15	Surface Treatment	Local	1960	2000
Deerbrooke Trail	1940	28	AC	Local	2000	
Deerwood Place	650	26	AC	Local	1988	
Del Monte Way	750	38	AC	Local	1940	1960
Del Valle Drive	450	34	AC	Local	1977	
Diablo Ct	250	35	AC	Local	1980	2000
Diamond Street	510	28	Surface Treatment	Local	1960	
Donnington Avenue	300	19	Surface Treatment	Local	1960	
Dorer Drive *				Private		
Dorothy Way	640	19	AC	Local	1985	
Dorothy Way	360	36	AC	Local	1960	1987
Draper Way				Private		
E						
Eagles Nest	2850	37	AC	Local	1987	
Earhart Avenue	2625	44	AC	Local	1983	2006
East Street	540	34	AC	Local	1930	1970

* Private Street

** State Highway 49

*** State Owned

Last Updated 8/14/2013

City of Auburn
Street Inventory

Street Name	Length Ft.	Avg. Width Ft.	Surface Type	Street Class	Year Built	Date Last worked
East Electric St.	575	18	Surface Treatment	Local	1960	
East Placer St.	475	26	AC/PCC	Local	1930	1960
East Placer St.	475	25	AC/PCC	Local	1930	1970
Easy Way	500	12	Surface Treatment	Local	1960	
Eckard Way	775	30	AC	Local	1973	
El Dorado Street **				State Highway		
Electric Street	2200	36	Surface Treatment	Collector	1960	2007
Elm Avenue	2900	60	AC	Arterial	1940	1989
El Oro Drive	1325	36	AC	Local	1985	
Ellestad Way *				Private		
Emerald Pines Drive *				Private		
Enterprise Drive	1175	37	AC	Local	1984	2006
Epperle Lane	620	27	AC	Local	1980	
F						
Fairgate Street ***				State		
Falcons Point	200	37	AC	Local	1987	
Fawn Creek Trail	872	28	AC	Local	2000	
Fiddler Green*				Private		
Finley Street	2450	22	AC	Collector	1940	1999
Floradale Lane	494	26	AC	Local	1966	2013
Forest Court	750	30	AC	Local	1983	2002
Foresthill Avenue	3800	35	AC	Collector	1930	1980
Foresthill Avenue	1584	20	AC	Collector	1860	1960
Forgotten Road *				Private	1930	1980
Foxridge Circle	2200	28	AC	Local	1987	
Fox Run Court	320	28	AC	Local	1990	
Fulweiler Avenue	1700	33	AC	Collector	1960	2006
G						
Garfield Street	720	30	AC	Local	1930	
Gavin Circle	1275	30	AC	Local	2004	
Ginger Drive	1380	37	AC	Local	1975	2002
Ginger Drive	1018	37	AC	Local	1967	1983
Gold Street	2112	19	AC	Local	1960	
Gossonia Park	30	43	AC	Local	1960	
Grace Street	480	25	AC	Local	1930	1960
Graham Lane	475	9	Surface Treatment	Alley	1930	1960
Grandoaks Drive	480	41	AC	Local	2001	
Grandview Drive	1883	34	AC	Local	2003	
Granite Lane	240	28	AC	Local	1976	1999
Grass Valley Hwy. **				State Highway		
Grayhorse Drive	810	34	AC	Local	2000	
Greenfield Avenue	975	20	Surface Treatment	Local	1930	1965
Greenwood Street	560	12	Surface Treatment	Local	1940	1960
Grizzley Flat Court*				Private		
Grove Court	700	29	AC	Local	1990	
Gum Lane *				Private		
H						
Hale Street	420	21	AC	Local	1930	1960
Hampton Court	300	28	AC	Local	1983	
Harrison Avenue	510	30	AC	Local	1940	1960
Haswell Court	475	29	AC	Local	1972	1999
Herdal Drive	400	37	AC	Local	1977	
Herdal Drive	1100	37	AC	Local	1988	
Heritage Place	400	26	AC	Local	1990	
Herr Way	225	37	AC	Local	1977	2007
Herrington Drive	2325	36	AC	Local	1975	1983

* Private Street

** State Highway 49

*** State Owned

Last Updated 8/14/2013

City of Auburn
Street Inventory

Street Name	Length Ft.	Avg. Width Ft.	Surface Type	Street Class	Year Built	Date Last worked
Hidden Creek Drive	2500	26	AC	Local	1983/1986	
Hidden Meadow Circle *				Private		
High Street	1600	36	AC	Collector	1930	1991
High Street	1100	36	AC	Collector	1930	1960
High Street **				State Highway		
High Street	220	28	AC	Local	1980	2001
High Street	525	38	AC	Local	1980	2001
High Street	1824	34	AC	Local	2001	
Highland Drive	1125	30	AC	Local	1977	
Hillmont Avenue	200	27	AC	Local	1930	1960
Hillmont Street	200	26	AC	Local	1930	1996
Hillview Drive *				Private		
Hoffman Avenue	1020	23	AC	Local	1940	1960
Holly Hills Dr.	530	21	AC	Local	1970	2006
Homestead Way	775	36	AC	Local	1985	
Homestead Way	525	27	AC	Local	1989	
Homewood Lane	900	26	AC	Local	1983	
Honeybrook Lane *				Private		
Humbug Way	1925	36	AC	Local	1980	
Humbug Way	1925	36	AC	Local	2001	
Huntley Avenue	1502	30	AC	Local	1930	1960
Hyde Park Lane	680	30	AC	Local	1976	
I						
Ida Street	200	17	Surface Treatment	Local	1930	1965
Incline Drive	2860	36	AC	Arterial	1977	1999
Indian Hill Road	3200	65	AC	Arterial	1965	2010
Indian Rancheria Road ****				County		
J						
Jacobs Lane	120	33	AC	Local	1930	1960
John Lane	115	10	Surface Treatment	Alley	1930	1960
Jordan Lane *				Private		
Joye Lane	20	10	Surface Treatment	Alley	1940	1960
K						
Karla Way	270	37	AC	Local	1977	2007
Katherine Way	1200	37	AC	Local	1975	2002
Kenmass Avenue	1050	30	AC/PCC	Local	1930	1995
Kevin Court	600	30	AC	Local	1973	
Kidder Court	500	29	AC	Local	1991	
Killarney Way *				Private		
Knoll Street	300	32	AC	Local	1930	1960
Knollwood Drive *				Private		
L						
Lakeview Drive *				Private		
Lakeridge Drive	1450	28	AC	Local	2000	
Landis Circle	4300	17	Surface Treatment	Local	1940	1960
Lantern View Court	212	24	AC	Local	1982	
Lantern View Drive	960	24	AC	Local	1982	
Leah Court	150	27	AC	Local	1989	
Lee's Lane *				Private		
Lewis Street	250	34	AC/PCC	Local	1930	1960
Lincoln Way	700	33	AC	Collector	1860	2001
Lincoln Way	300	33	AC	Collector	1860	2001
Lincoln Way	300	50	AC	Collector	1860	1991
Lincoln Way				State Highway		
Lincoln Way	1000	47	AC	Collector	1890	1991
Lincoln Way	792	47	AC	Collector	1890	1988

* Private Street

** State Highway 49

*** State Owned

Last Updated 8/14/2013

City of Auburn
Street Inventory

Street Name	Length Ft.	Avg. Width Ft.	Surface Type	Street Class	Year Built	Date Last worked
Lincoln Way	400	22	AC	Collector	1890	1960
Lincoln Way	4752	30	AC	Collector	1860	1987
Lindbergh Street	780	44	AC	Local	1983	2006
Linden Avenue	388	22	AC	Local	1890	1960
Linden Avenue	544	35	AC	Local	1890	1960
Linden Avenue	455	40	AC	Local	1890	1960
Live Oak Street	1556	22	AC	Local	1940	1960
Lloyd Way	360	37	AC	Local	1977	2007
Los Altos Avenue	400	24	AC	Local	1940	1960
Lubeck Road	440	24	AC	Collector	1940	1960
Lupine Lane	807	28	AC	Local	2000	
Luther Ridge Court	133	20	AC	Local	1990	
Luther Road	1500	44	AC	Collector	1991	2003
M						
Machty Court	330	30	AC	Local	2004	
Magnolia Avenue	510	28	AC/PCC	Local	1930	1996
Maidu Drive	4160	40	AC	Collector	1965	1991
Maidu Drive	600	39	AC	Local	1965	1980
Manor Way	450	29	AC	Local	1977	
Manzanita Way	100	30	AC	Local	1988	
Maple Street	940	42	AC	Collector	1860	1990
Marcelais Ct	325	25	AC	Local		2007
Margaret Court	620	30	AC	Local	2004	
Marguerite Mine Rd.	2800	22	AC	Collector	1950	1970
Maribel Way	250	12	Surface Treatment	Local	1940	1960
Marina Avenue *				Private		
Marion Way	900	15	Surface Treatment	Local	1950	1960
Marshall Way	420	28	AC	Local	1940	2006
Marvin Way	940	37	AC	Collector	1940	1989
Mary Street	250	28	AC	Local	1930	1960
Mary Jane Court	300	33	AC	Local	1960	1983
McAvoy Court	220	29	AC	Local	1960	
McCloud Court	400	36	AC	Local	1976	
McClung	190	32	AC	Local	1950	1960
McKenzie Court	350	21	AC	Local	1930	
Meadowlark Court	400	29	AC	Local	1960	
Meadows Ct	397	25	AC	Local		2007
Memorial Lane	170	12	AC	Alley	1970	
Merrow Court	800	25	AC	Local	1977	
Merrow Street	200	15	Surface Treatment	Alley	1940	1960
Mesa Vista Way	600	44	AC	Local	1991	2011
Midway Avenue	950	28	AC	Local	1940	1960
Mikkelson Drive	1400	37	AC	Collector	1978	2007
Mikkelson Drive	2030	37	AC	Collector	1975	2007
Mira Loma Court	500	20	AC	Local	1975	
Mo Court	105	30	AC	Local	2004	
Mont Vista Drive	1700	44	AC	Local	1991	2011
Montalvo Ct	338	25	AC	Local		2007
Montana Drive	738	34	AC	Local	2001	
Morgan Court	340	13	Surface Treatment	Alley	1930	1960
Motherlode Court	100	24	AC	Local	1982	
Mount Vernon Road	1340	34	AC	Collector	1965	2006
N						
Natalie Court	150	27	AC	Local	1989	
Neighbors Lane	360	8	AC	Alley	1940	2001

* Private Street

** State Highway 49

*** State Owned

Last Updated 8/14/2013

City of Auburn
Street Inventory

Street Name	Length Ft.	Avg. Width Ft.	Surface Type	Street Class	Year Built	Date Last worked
Nevada Street	2400	29	AC	Collector	1860	1965
Nevada Street	1320	48	AC	Collector	1860	2006
Nevada Street	3200	32	AC	Collector	1860	2003
New Airport Road	1320	33	AC	Local	1983	2006
Nob Hill Court	225	37	AC	Local	1977	1999
Norman Lane	1320	30	AC	Local	1988	
North McDaniel Dr.	800	32	AC	Local	1960	
Nott Court	160	29	AC	Local	1991	
O						
Oak Street	890	28	AC	Local	1930	1960
Oakhurst Terace	881	34	AC	Local	2001	
Oak Leaf Court	320	28	AC	Local	1990	
Oak Ridge Way	517	35	AC	Collector	1990	
Oak Ridge Way	1599	20	AC	Collector	1950	
Oakview Court	300	27	AC	Local	1978	
Oakview Terrace	825	30	AC	Local	1977	
Oakview Terrace	520	30	AC	Local	1987	
Oakwood Drive	600	26	AC	Local	1940	1960
Olive Street	300	15	AC	Local	1930	1999
Olive Street	500	27	AC	Local	1930	1999
Olive Orchard Drive	1550	29	AC	Local	1972	1999
Ophir Road	539	35	AC/PCC	Arterial	1940	2000
Orange Street	650	26	AC/PCC	Local	1940	1998
Orange Street	530	42	AC/PCC	Local	1940	1996
Orchard Court	100	30	AC	Local	1972	1999
Orr Street	430	23	AC	Local	1940	1960
Orrin Drive	1170	28	AC	Local	1960	
P						
Pacific Avenue	3600	37	AC	Collector	1970	
Pajaro Court	320	34	AC	Local	2001	
Palm Avenue	646	32	AC	Collector	1950	1980
Palm Avenue	1633	32	AC	Collector	1950	1980
Palmyra Street	850	28	AC	Local	1940	1960
Palomino Ct	588	35	AC	Local	1980	2000
Park Street	520	12	AC	Local	1860	2001
Park Way	50	8	Surface Treatment	Local	1950	
Parkside Terrace	460	21	AC	Local	1930	2001
Patricia Place	300	30	AC	Local	1973	
Peregrine Way	1100	38	AC	Local	1987	
Perkins Way	1875	37	AC	Local	1987	
Perkins Way	200	33	AC	Local	1990	
Perry Ranch Road *				Private		
Persimmon Terrace	880	40	AC	Local	1960	1987
Phyllis Lane *				Private		
Pick and Shovel Ct.	140	24	AC	Local	1982	
Pine Street	1475	25	AC/PCC	Local	1930	2010
Pinecrest Avenue	650	29	AC	Local	1960	1972
Pinto Ct	240	35	AC	Local	1980	2000
Placer Street	1700	20	AC	Local	1860	1987
Placer Street	600	30	AC	Local	1860	1987
Placerado Avenue	2100	20	Surface Treatment	Local	1950	1960
Pleasant Avenue	1400	28	AC	Collector	1940	1970
Poet Smith Drive	1350	37	AC	Local	1965	2003
Portland Avenue *				Private		

* Private Street

** State Highway 49

*** State Owned

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City of Auburn
Street Inventory

Street Name	Length Ft.	Avg. Width Ft.	Surface Type	Street Class	Year Built	Date Last worked
Q						
Quail Glen Court	325	37	AC	Local	1988	
Quail Hill Court	200	37	AC	Local	1988	
Quail Hollow Court	175	37	AC	Local	1988	
Quail Hollow Drive	775	37	AC	Local	1988	
Quail Meadow Drive	1850	37	AC	Local	1988	
Quinn Way	100	30	AC	Local	1988	
R						
Racetrack Street	1250	27	AC	Local	1940	1960
Racetrack Street	1150	28	AC	Collector	1940	1960
Rancho Circle	1350	37	AC	Local	1965	
Rancho Drive	100	40	AC	Local	1965	
Reamer Street	950	25	AC/PCC	Local	1930	1960
Recreation Drive	500	39	AC	Local	1950	1960
Red Dog Lane *				Private		
Rickenbacker Way	780	44	AC	Local	1983	2006
Ridge Way	280	17	Surface Treatment	Local	1950	2005
Ridgeview Circle	4468	25	AC	Local	1982/2002	
Rio Camino Street (Upper)	450	12	Surface Treatment	Local	1950	1960
Rio Camino Street (Lower)	250	16	Surface Treatment	Local	1950	1960
Rio Del Ray *				Private		
Riverview Drive	1200	33	AC	Local	1990	
Riverview Drive	1600	30	AC	Local	1960	
Riverview Drive	1600	26	AC	Local	1960	1980
Robie Drive	2200	17	Surface Treatment	Local	1960	
Rollins Court *				Private		
Rosemary Drive	1200	36	AC	Local	1987	
Rosemary Drive	1300	37	AC	Local	1987	
Roughrider Court	100	24	AC	Local	1982	
Ruby Street	575	12	Surface Treatment	Alley	1950	1960
Ruby Street	300	28	AC	Local	1950	1960
S						
Sacramento Street	1115	45	AC	Collector	1965	1999
Sacramento Street	4800	26	AC	Collector	1900	1999
Sacramento Street	1250	40	AC	Collector	1890	2001
Sage Way	100	30	AC	Local	1988	
Sawka Drive	525	34	AC	Local	1999	
Sawka Drive	1419	34	AC	Local	2003	
Sawyer Street	900	28	AC	Local	1940	1960
Secluded Court	605	30	AC	Local	2004	
Shady Glen *				Private		
Shady Run	914	34	AC	Local	2001	
Shields Avenue	250	30	AC	Local	1940	1960
Shirland Tract Road	2400	35	AC	Collector	1950	2002
Shirley Street	350	19	AC	Local	1950	
Shockley Court	525	29	AC	Local	1960	
Shockley Road	1120	32	AC	Local	1960	
Shockley Woods Ct.	700	24	AC	Local	1989	
Sierra Vista Court	200	44	AC	Local	1991	2011
Silkwood Drive	491	34	AC	Local	1999	
Skyridge Drive	1625	36	AC	Collector	1960	1983
Sluicebox Circle	800	24	AC	Local	1982	
Smith Court	350	28	AC	Local	1972	1983
Snowy Owl Way	1900	38	AC	Local	1987	
South McDaniel Dr.	1000	36	AC	Local	1972	1983

* Private Street

** State Highway 49

*** State Owned

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City of Auburn
Street Inventory

Street Name	Length Ft.	Avg. Width Ft.	Surface Type	Street Class	Year Built	Date Last worked
Southridge Drive	1468	36	AC	Local	1980	2000
Stadium Way	1200	23	AC	Local	1950	
Stephen Avenue	850	19	AC	Local	1940	1960
Sterling Avenue	250	25	AC	Local	1950	2006
Stone Way	1200	28	AC	Local	1987	
Stratton Way	500	12	AC	Local	1940	1960
Summer Ridge Court	510	31	AC	Local	2007	
Summit Street	640	25	AC	Local	1950	2001
Sunnyslope Way	518	28	AC	Local	2000	
Sunrise Avenue *				Private		
Sunrise Ridge Circle	1200	27.5	AC	Local	1982	2011
Sunrise Ridge Circle	1200	27.5	AC	Local	1982	1995
Sunrise Ridge Circle	1056	26	AC	Local	1982	1995
Sunrise Ridge Circle	2400	26	AC	Local	1990	
Sunrise Ridge Circle	1500	26	AC	Local	1988	
Sunrise Vista	688	28	AC	Local	2000	
Sunset Drive	300	27	Surface Treatment	Local	1960	
Sunvalley Place	400	26	AC	Local	1990	
Supreme Court	650	29	AC	Local	1991	
Sutter Street	700	25	AC	Local	1950	2006
Sutton Place *				Private		
Swensen Court	1230	34	AC	Local	1990	
T						
Talon Way	200	38	AC	Local	1987	
Tanglewood Drive	800	37	AC	Local	1984	
Tanoak Way	500	28	AC	Local	1987	
Tea Lane	140	55	AC	Local	1991	2011
Teal Court	540	28	AC	Local	1990	
Team Track Road *				Private		
Tennis Way	520	24	AC	Local	1930	2001
Terrace Court	400	26	AC	Local	1940	1960
Terrace Street	1160	23	AC	Local	1940	1960
Thirza Court	275	28	AC	Local	1972	1999
Timberlane Court	880	37	AC	Local	1981	
Timberlane Court	150	37	AC	Local	1981	
Townview Drive	820	33	AC	Local	1992	
Toyon Drive	60	20	Surface Treatment	Local	1940	1965
Traverse Street	775	14	Surface Treatment	Local	1950	
Tuttle Street	600	25	AC/PCC	Local	1930	1960
Tyler Drive	1455	30	AC	Local	2004	
U						
Union Street *				Private		
Upland Way	350	33	AC	Local	1940	1960
V						
Val Vista Way	500	44	AC	Local	1991	2012
Valley View Drive	1260	24	Surface Treatment	Local	1950	1983
Vick Court	440	24	AC	Local	1978	
Vidal Lane *				Private		
Viewcrest Court	320	30	AC	Local	2006	
Village Lane	460	29	AC	Local	1950	2006
Vintage Way	1600	26	AC	Local	1990	
Vintage Way	1700	36	AC	Local	1990	
Virginia Street	1584	22	AC	Local	1950	1995
Vista Del Lago	1700	33	AC	Local	1990	
Vista Del Monte	1400	33	AC	Local	1990	

* Private Street

** State Highway 49

*** State Owned

Last Updated 8/14/2013

City of Auburn
Street Inventory

Street Name	Length Ft.	Avg. Width Ft.	Surface Type	Street Class	Year Built	Date Last worked
W						
Walker Drive	425	15	Surface Treatment	Local	1950	1960
Wall Street	610	38	AC	Local	1960	1987
Walsh Street	1290	25	AC	Local	1940	1960
Walters Street *				Private		
Washington Street	350	37	AC	Local	1860	2001
Welty Lane *				Private		
Wescott Ct	440	32	AC	Local	1960	
Westwood Drive	2007	34	AC	Local	1999	
White Street	330	16	AC	Alley	1860	
Wilbur Way	780	44	AC	Local	1983	2006
Wildwood Drive	600	37	AC	Local	1984	
Wildwood Drive	425	37	AC	Local	1986	
Windmill Way *				Private		
Wolf Court	110	30	AC	Local	2004	
Woodcrest Way *				Private		
Wooded Way *				Private		
Y						
You Bet Place *				Private		
Total Linear Feet	359002					
Total Mileage	67.99					
Total No. City Maint. Streets	387					

* Private Street
 ** State Highway 49
 *** State Owned
 Last Updated 8/14/2013

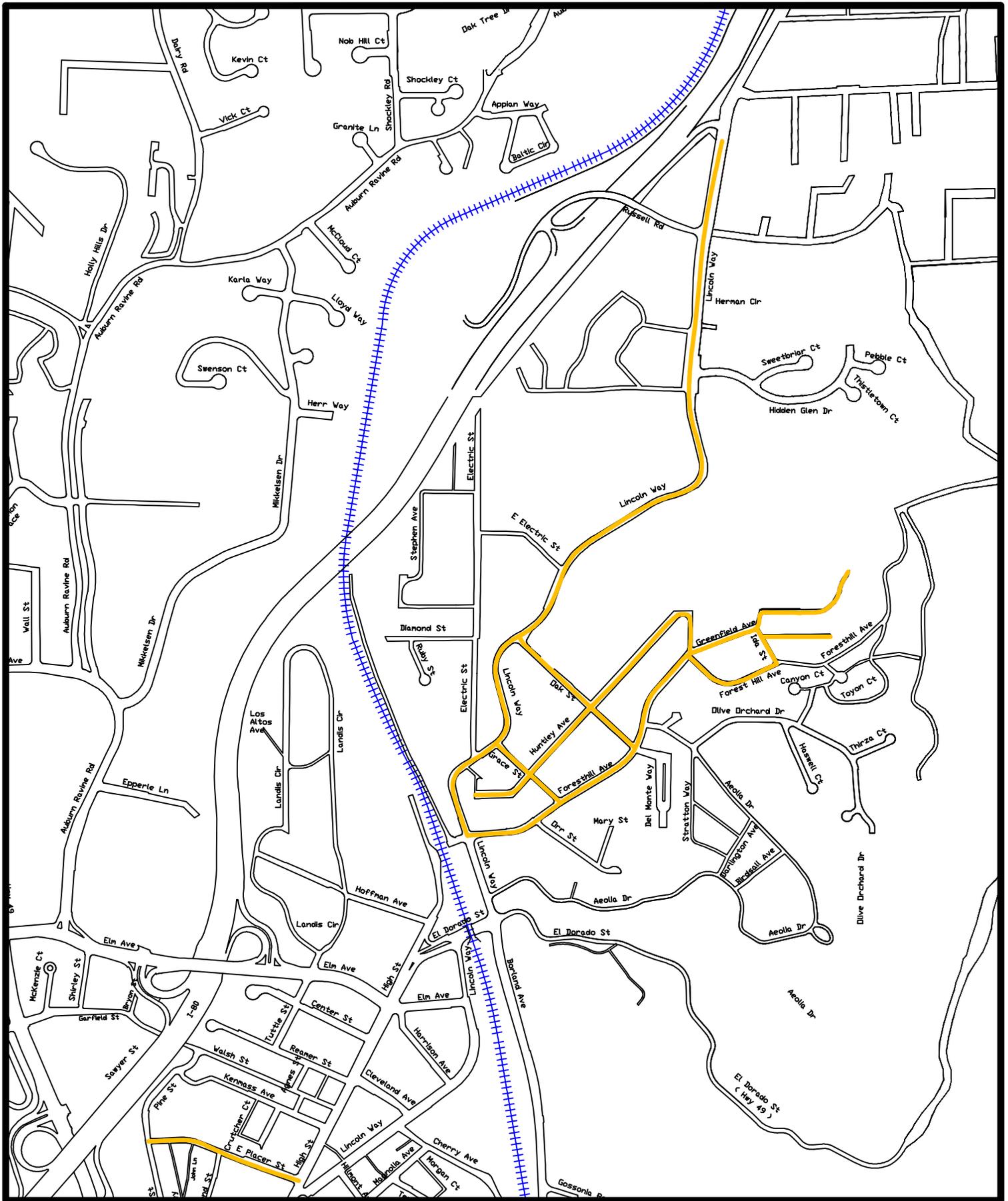
TEN YEAR PAVEMENT OVERLAY PLAN
FY 2013/14 to FY 2022/23

Prepared for the Updated
Pavement Maintenance & Management Plan

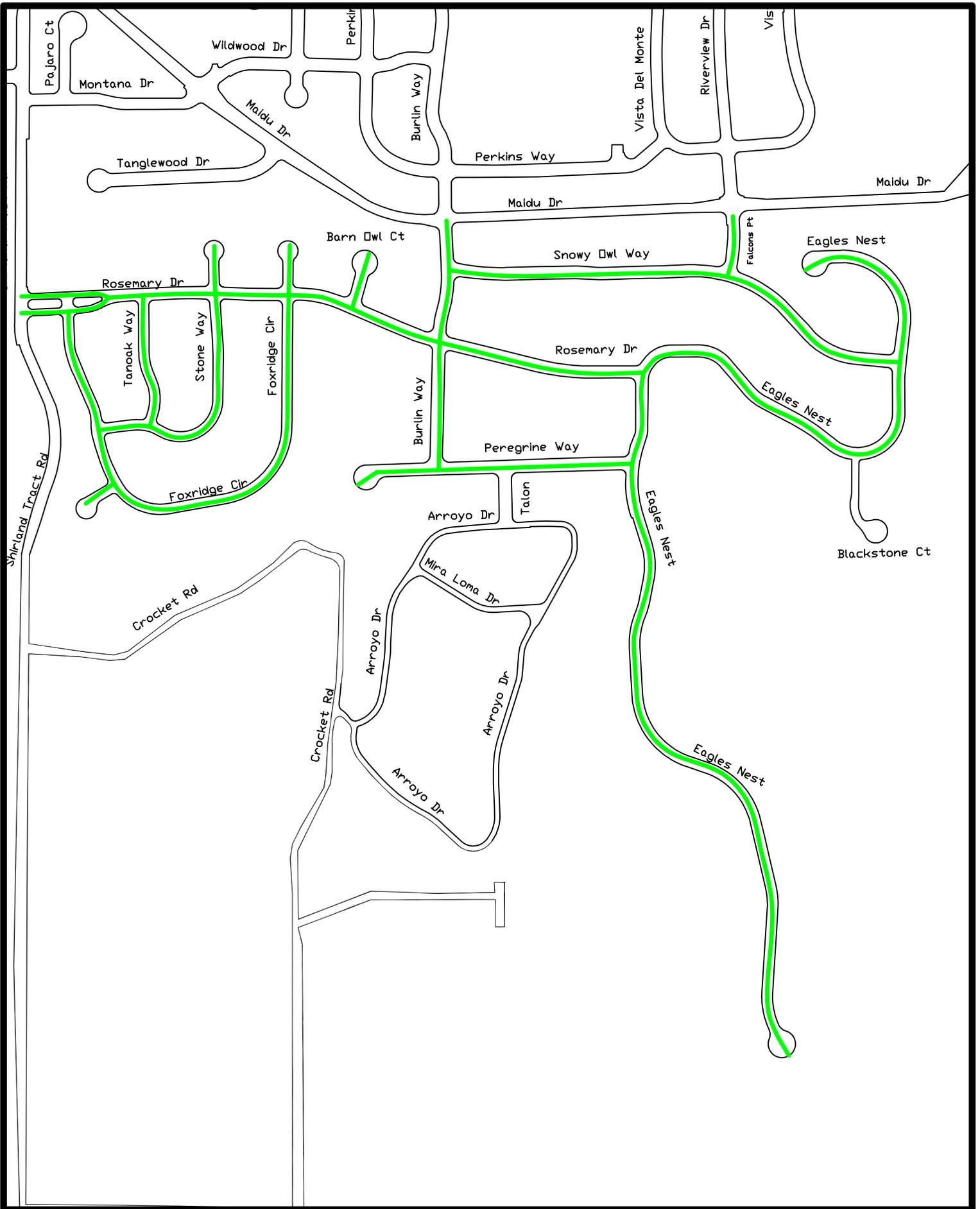
JULY 2013

City of Auburn Public Works Dept.
10 YEAR OVERLAY PLAN 2013-18

FY 13/14 Overlay		
Street/Location	From	To
Foresthill Ave	Lincoln Way	Ida St
Huntley Ave	E. Lincoln Way	Greenfield Ave
Greenfield Ave	Foresthill Ave.	City Limit
Oak St	Lincoln Way	Foresthill Ave
Grace St	Lincoln Way	Foresthill Ave
E Placer St	High St	Pine St
Ida St	Greenfield Ave	Foresthill Ave
E Lincoln Way	Foresthill Ave.	City Limits
FY 13/14 Surface Treatment		
Street/Location	From	To
<i>Auburn Oaks Subdivision</i>		
Rosemary Dr	Shirland Tract	Burlin Way
Foxridge Cir	Rosemary Dr	End
Tanoak Way	Rosemary Dr	End
Stone Way	Foxridge Cir	End
Barn Owl Ct	Rosemary Dr	End
<i>Falcons Pt. Subdivision</i>		
Rosemary Dr	Burlin Way	Eagles Nest
Snowy Owl Way	Burlin Way	Eagles Nest
Eagles Nest	Start	End
Falcons Pt	Snowy Owl Way	Maidu Dr
Burlin Way	Burlin Way	Burlin Way
Peregrine Way	Eagles Nest	End
Foresthill Ave	Ida St	City Limit
Del Monte	Foresthill Ave.	End
Anmarie Ct	Foxridge Cir	End



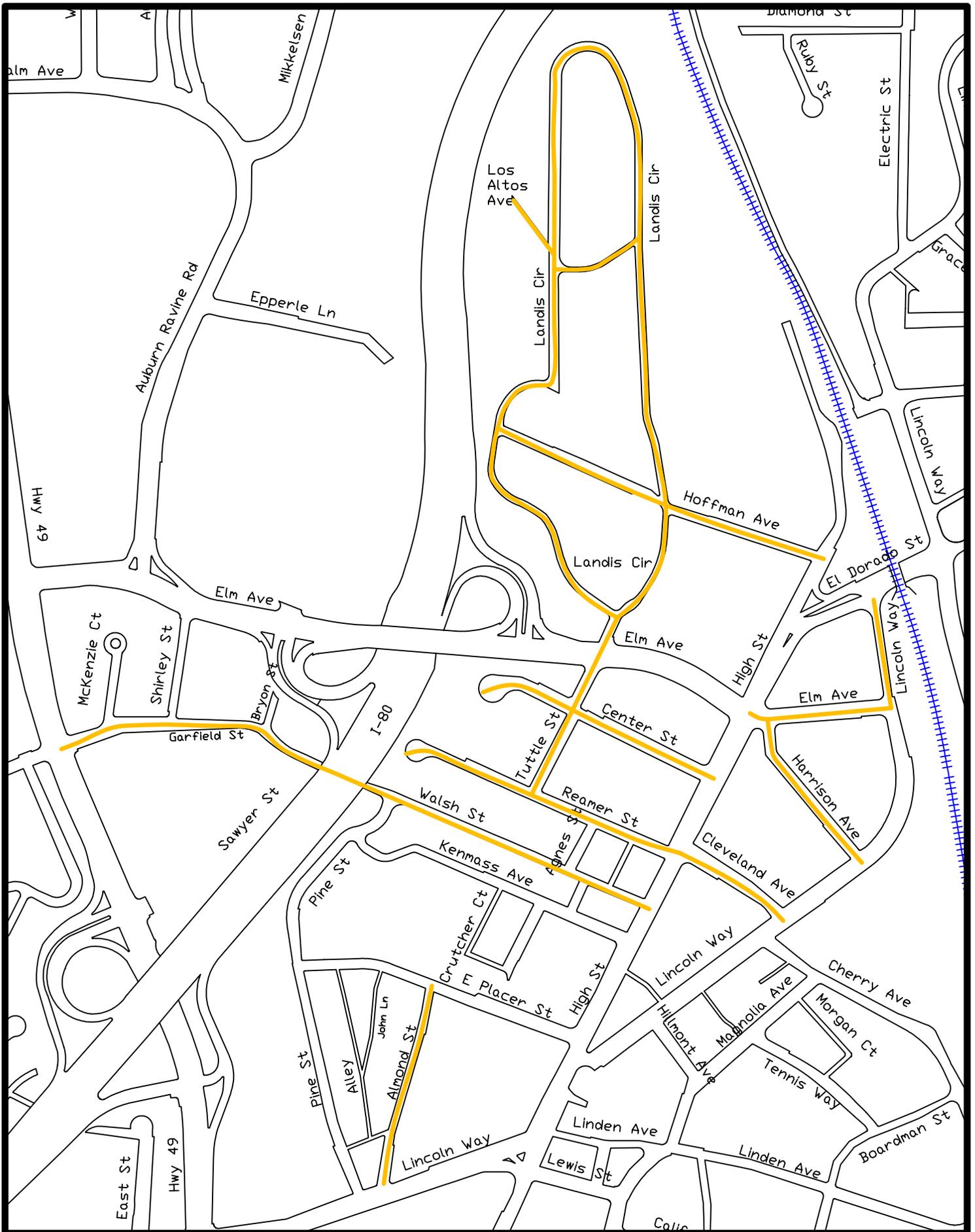
Overlay Plan 2013-2014



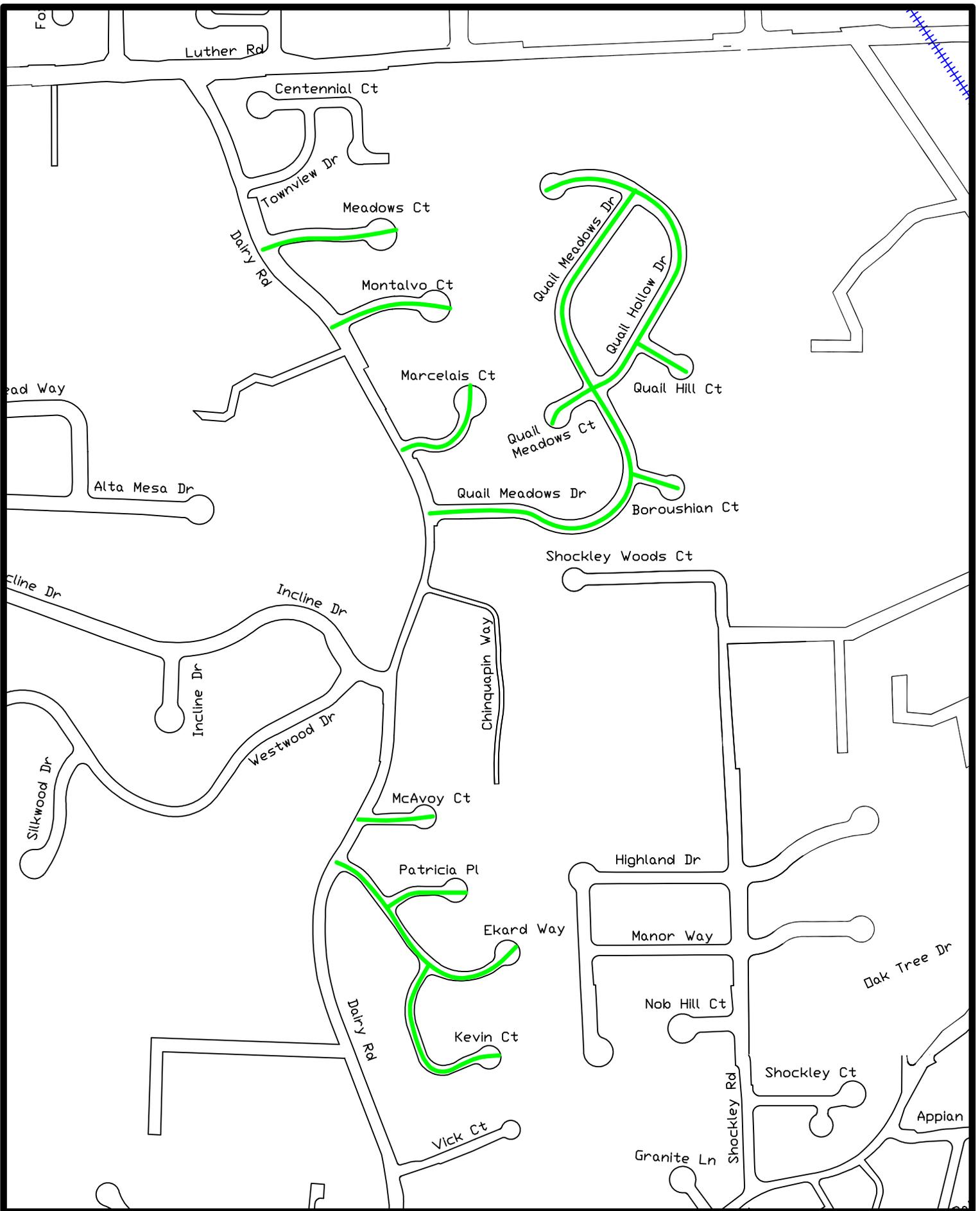
Surface Treatment Plan 2013-2014

City of Auburn Public Works Dept.
10 YEAR OVERLAY PLAN 2013-18

FY 14/15 Overlay		
Street/Location	From	To
Harrison Ave	High St	Lincoln Way
Cleveland Ave	High St	Lincoln Way
Reamer St	High St	Cul-de-sac
Elm Ave	High St	El-Dorado
Tuttle St	Elm Ave	Reamer St
Center St	High St	Cul-de-sac
Hoffman Ave	High St	Landis Cir
Walsh St	High St	Pine St
Garfield St	Hwy 49	Pine St
Landis Cir	End	End
Los Altos Ave	End	End
Lincoln Way	Elm Ave	El Dorado St
Almond St	E Placer St	Lincoln Way
FY 14/15 Surface Treatment		
Street/Location	From	To
<i>Qualridge Subdivision</i>		
Quail Meadows Dr	Dairy Rd	End
Boroshian Ct	Quail Meadows Dr	End
Qual Meadows Ct	Quail Meadows Dr	End
Quail Hill Ct	Quail Hollow Dr	End
Quail Hollow Dr	Quail Meadows Dr	End
Marcelais Ct	Dairy Rd	Cul-de-sac
Montalvo Ct	Dairy Rd	Cul-de-sac
Meadows Ct	Dairy Rd	Cul-de-sac
Patracia Pl	Eckard Way	End
Kevin Ct	Eckard Way	End
Eckard Way	Dairy Rd	End
McAvoy	Dairy Rd	End



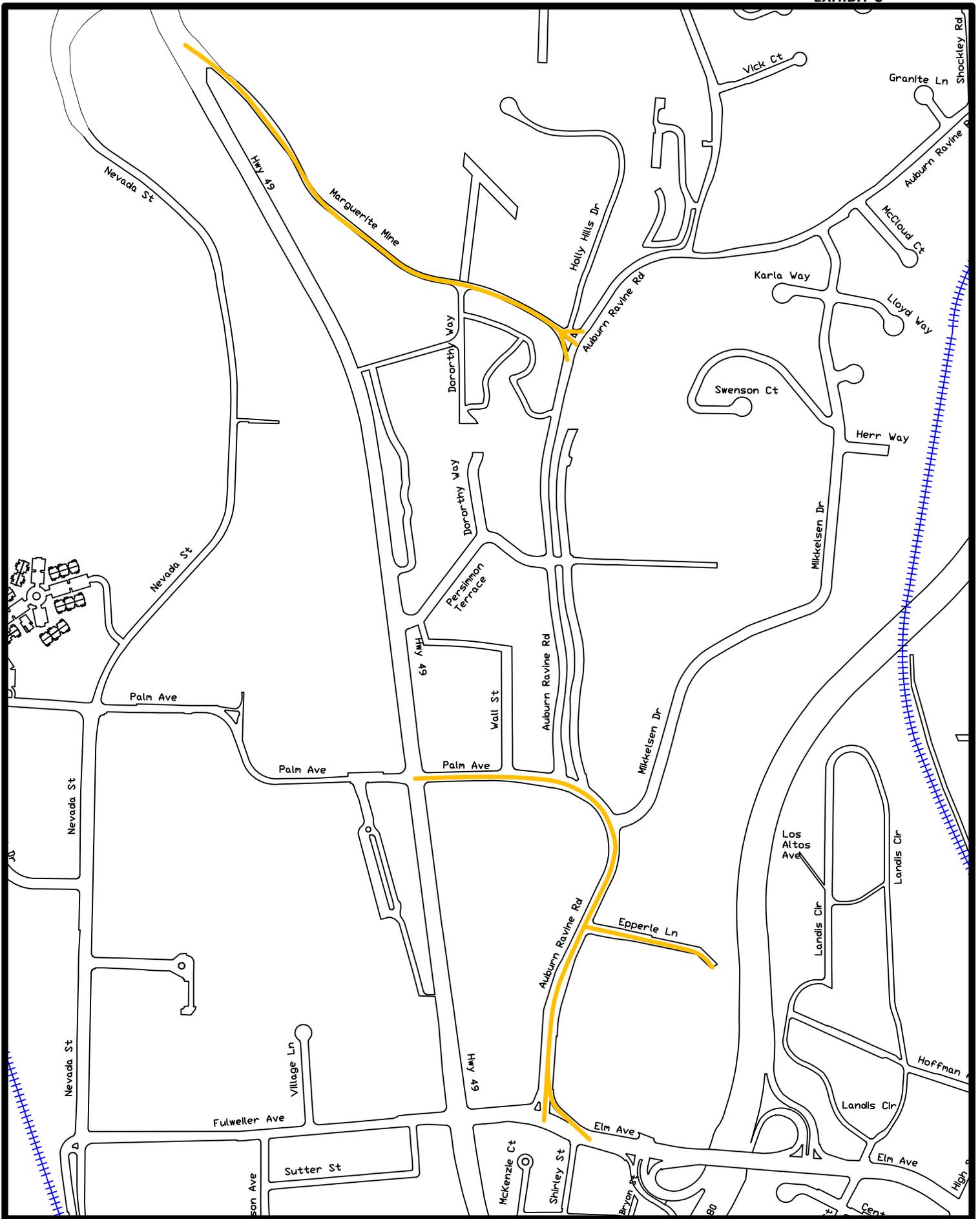
Overlay Plan 2014-2015



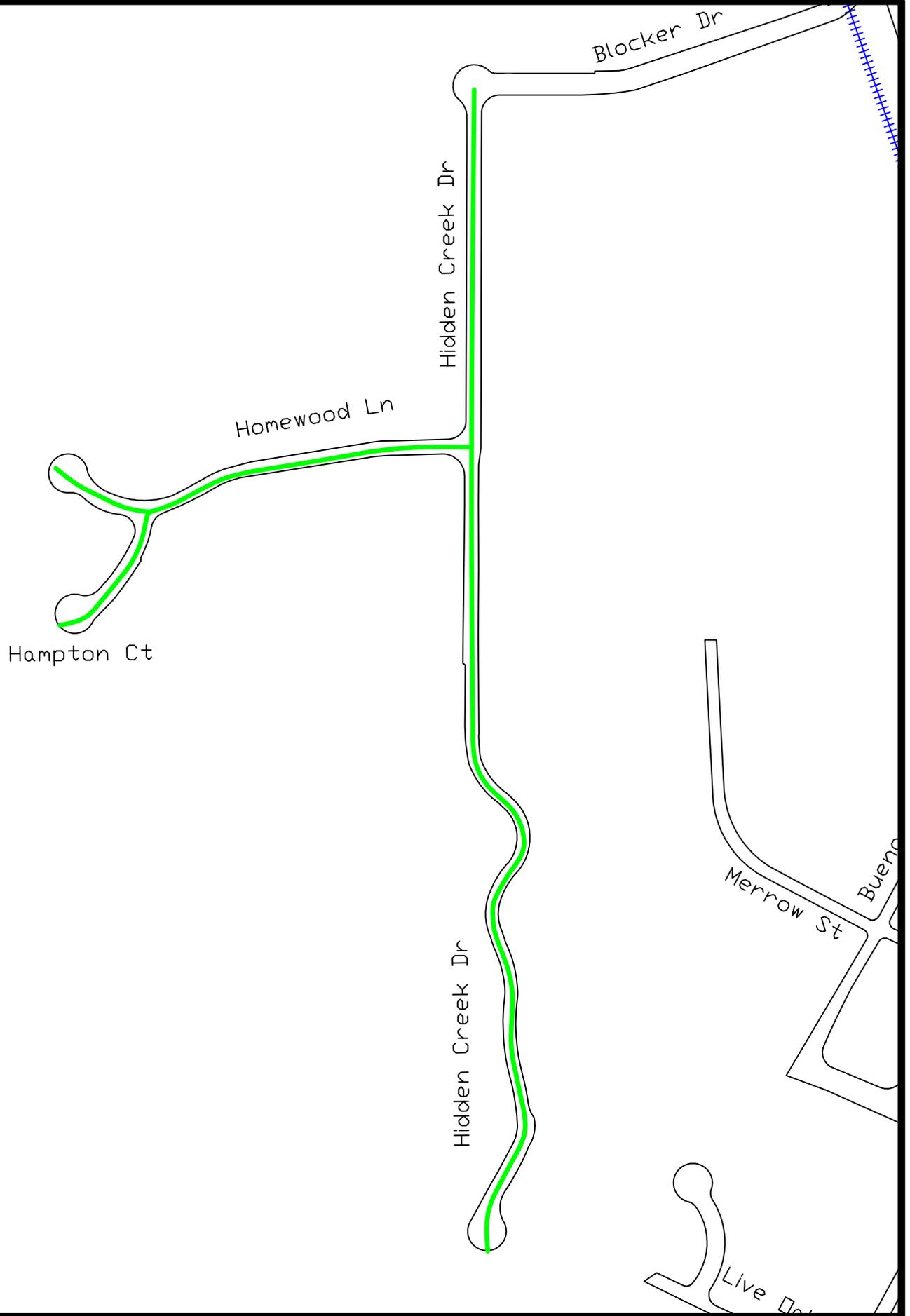
Surface Treatment Plan 2014-2015

City of Auburn Public Works Dept.
10 YEAR OVERLAY PLAN 2013-18

FY 15/16 Overlay		
Street/Location	From	To
Marguerite Mine Rd	Auburn Ravine Rd	Hwy 49/City Limits
Auburn Ravine Rd	Palm Ave	Elm Ave
Epperle Ln	Auburn Ravine Rd	End
Palm Ave	Hwy 49	Auburn Ravine Rd
College Way	Knoll St	High St
Knoll St	Pleasant Ave	College Way
FY 15/16 Surface Treatment		
Street/Location	From	To
Hidden Creek Dr	Blocker Dr	End
Homewood Ln	Hidden Creek Dr	Cul-de-sac
Hampton Ct	Homewood Ln	Cul-de-sac



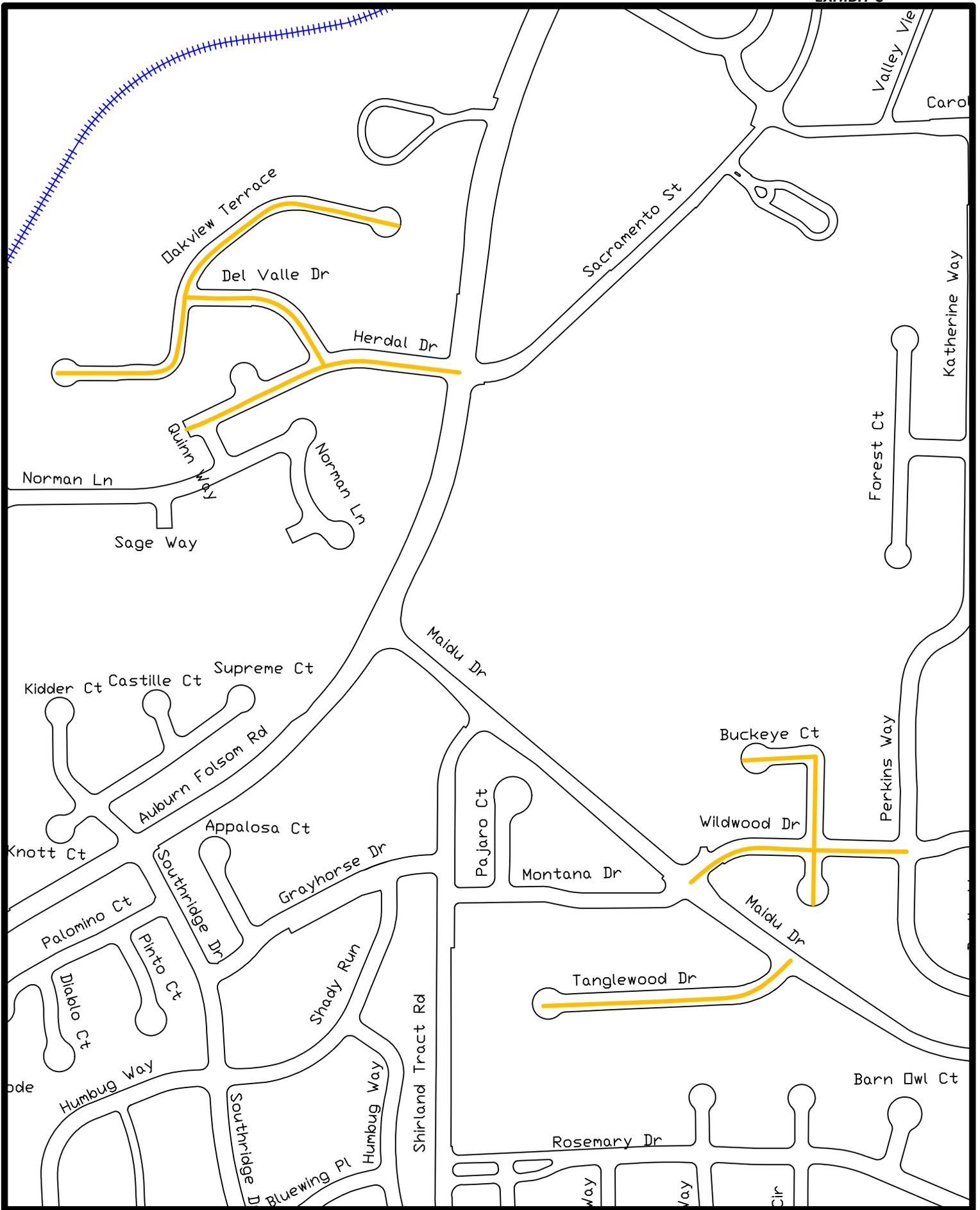
Overlay Plan 2015-2016

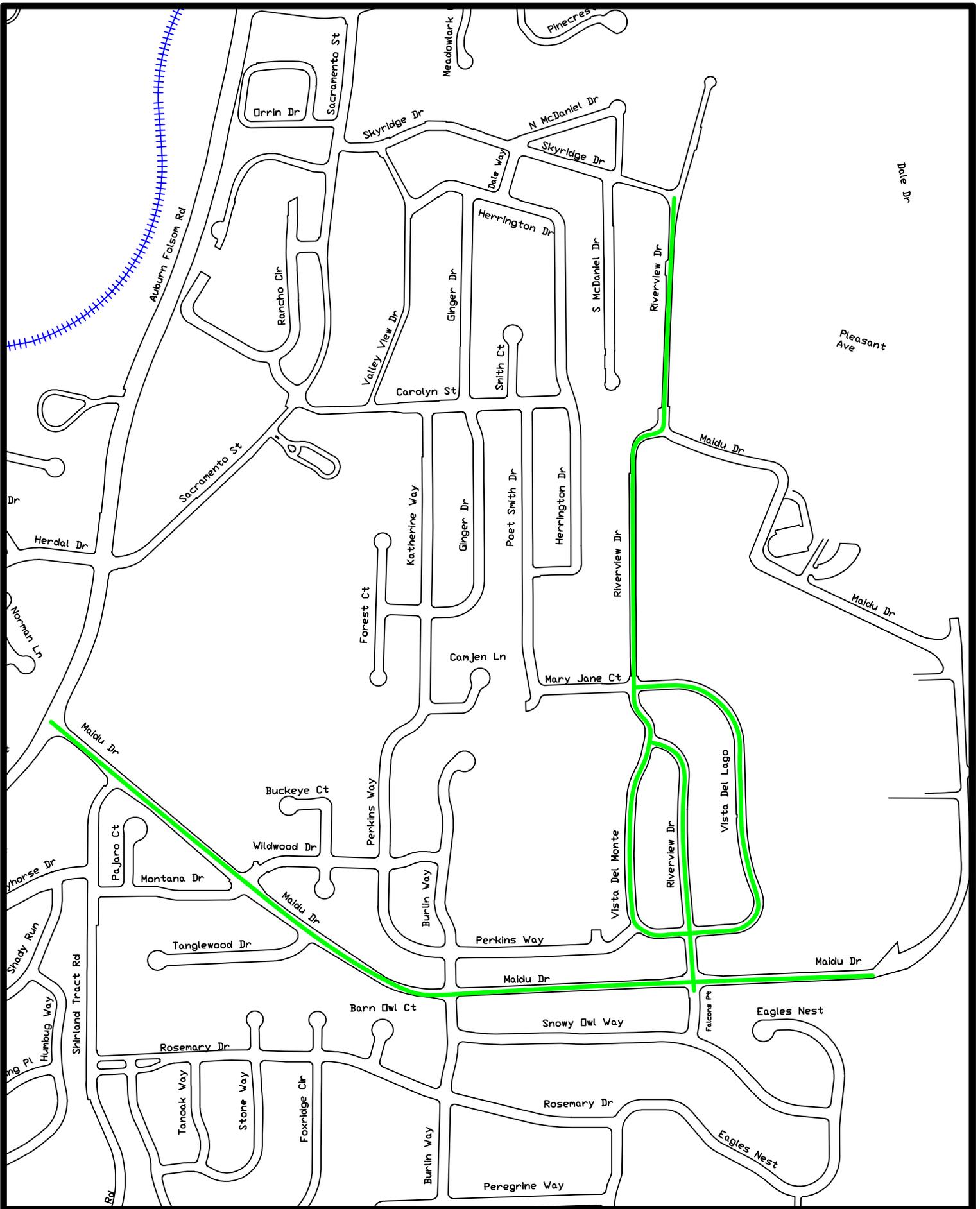


Surface Treatment Plan 2015-2016

City of Auburn Public Works Dept.
10 YEAR OVERLAY PLAN 2013-18

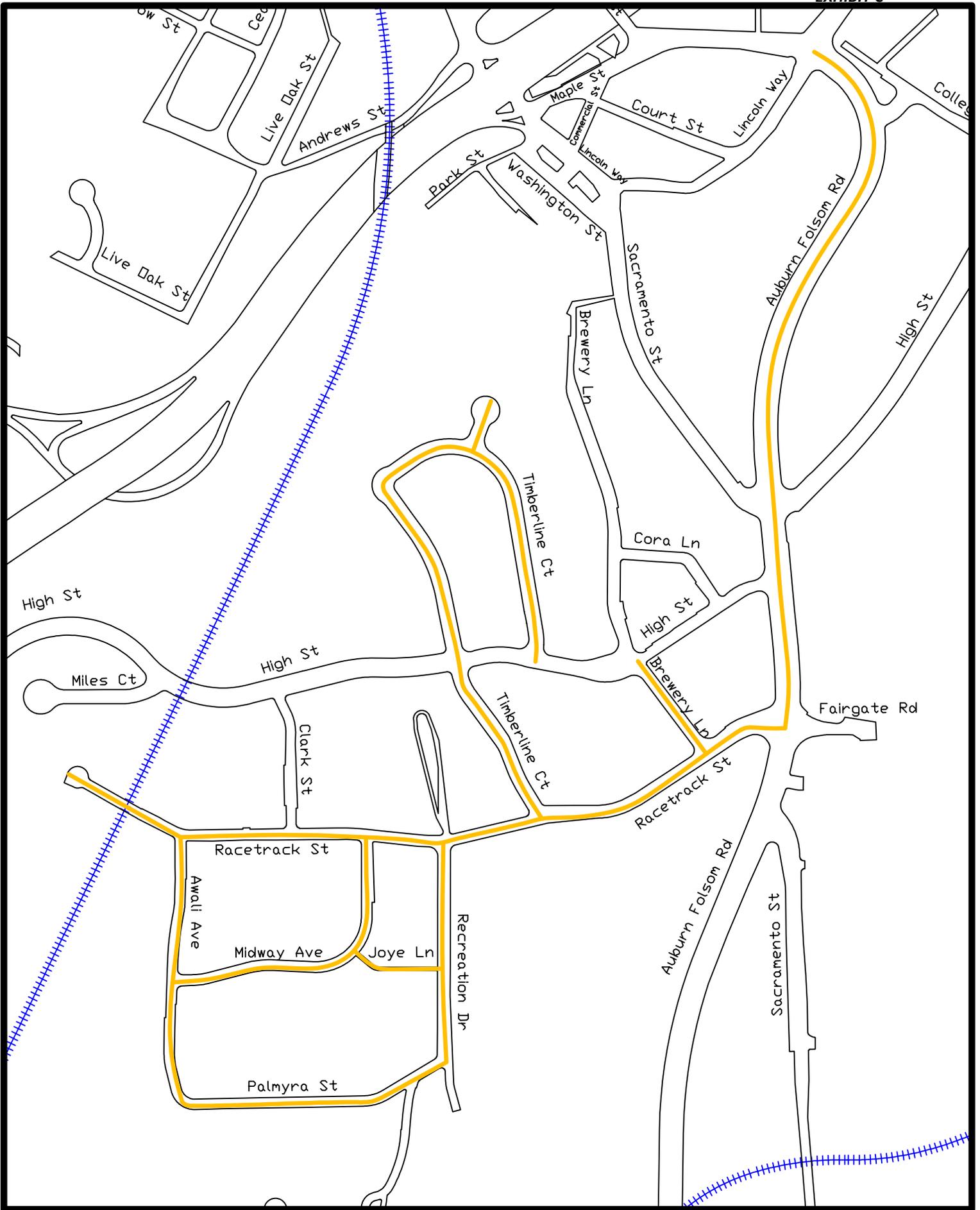
FY 16/17 Overlay		
Street/Location	From	To
Buckeye Ct	End	End
Wildwood Dr	Maidu Dr	Perkins Way
Tanglewood Dr	Maidu Dr	End
Herdal Dr	Norman Ln	Del Valle Dr
Del Valle Dr	Herdal Dr	Oak View Terrace
Oak View Terrace	End	End
FY 16/17 Surface Treatment		
Street/Location	From	To
Vista Del Monte	Perkins Way	Riverview Dr
Riverview Dr	Maidu Dr	Skyridge Dr
Vista Del Lago	Riverview Dr	Mary Jane Ct
Maidu Dr	Auburn Folsom Rd	City Limit



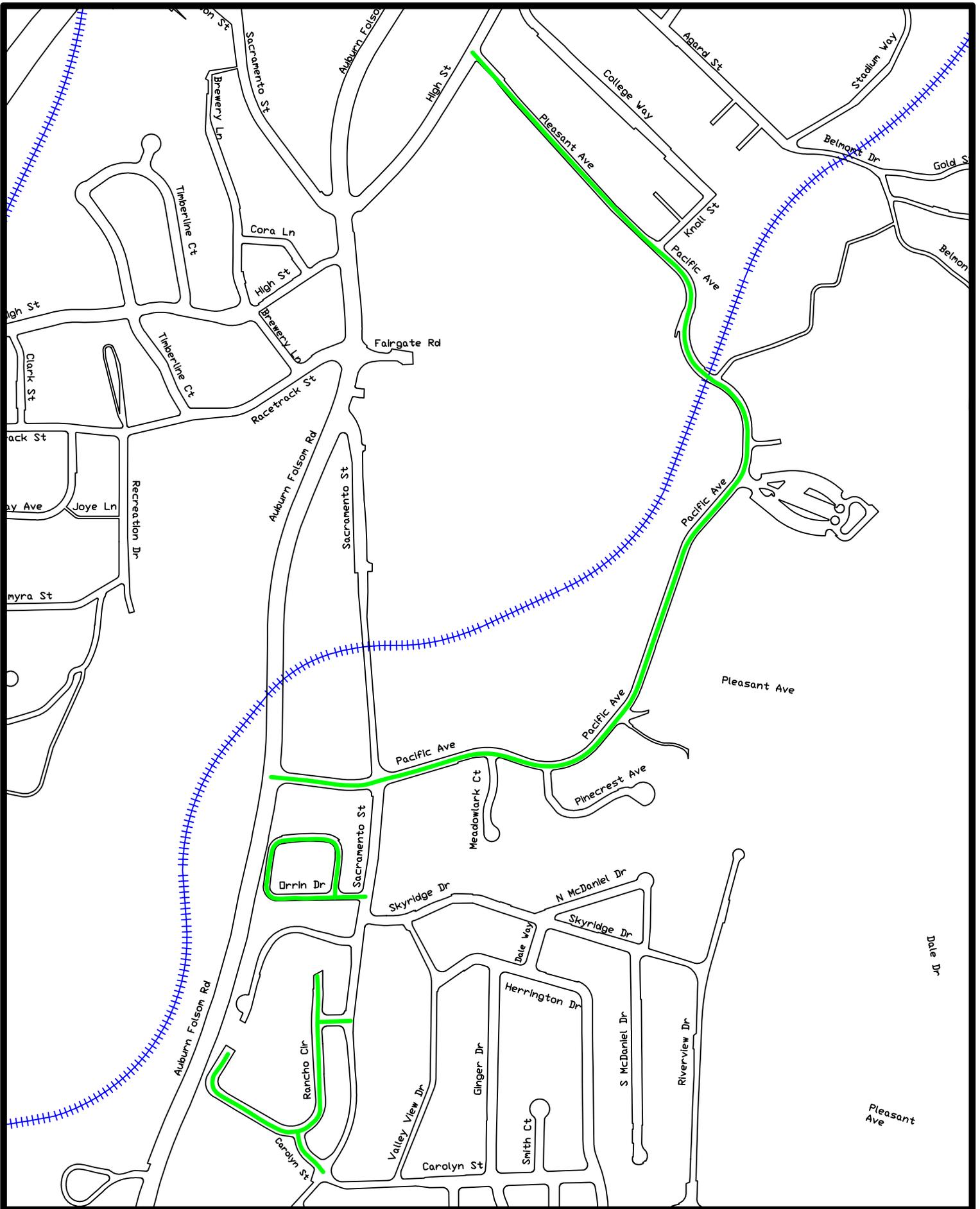


City of Auburn Public Works Dept.
10 YEAR OVERLAY PLAN 2013-18

FY 17/18 Overlay		
Street/Location	From	To
Auburn Folsom Rd	Lincoln Way	Fairgate Rd
Timberline Ln	High St	Racetrack St
Timberline Ct	Timberline Ln	End
Brewery Ln	High St	Racetrack St
Racetrack St	Auburn Folsom Rd	End
Awali Ave	Racetrack St	Palmyra St
Recreation Dr	Racetrack St	Palmyra St
Midway Ave	Awali Ave	Racetrack St
Palmyra St	Awali Ave	Recreation St
Joye Ln	Midway Ave	End
FY 17/18 Surface Treatment		
Street/Location	From	To
Carolyn St	Sacramento St	Rancho Cir
Rancho Cir	End	End
Orrin Dr	Sacramento St	End
Pacific Ave	Auburn Folsom Rd	Knoll St
Pleasant Ave	Knoll St	High St



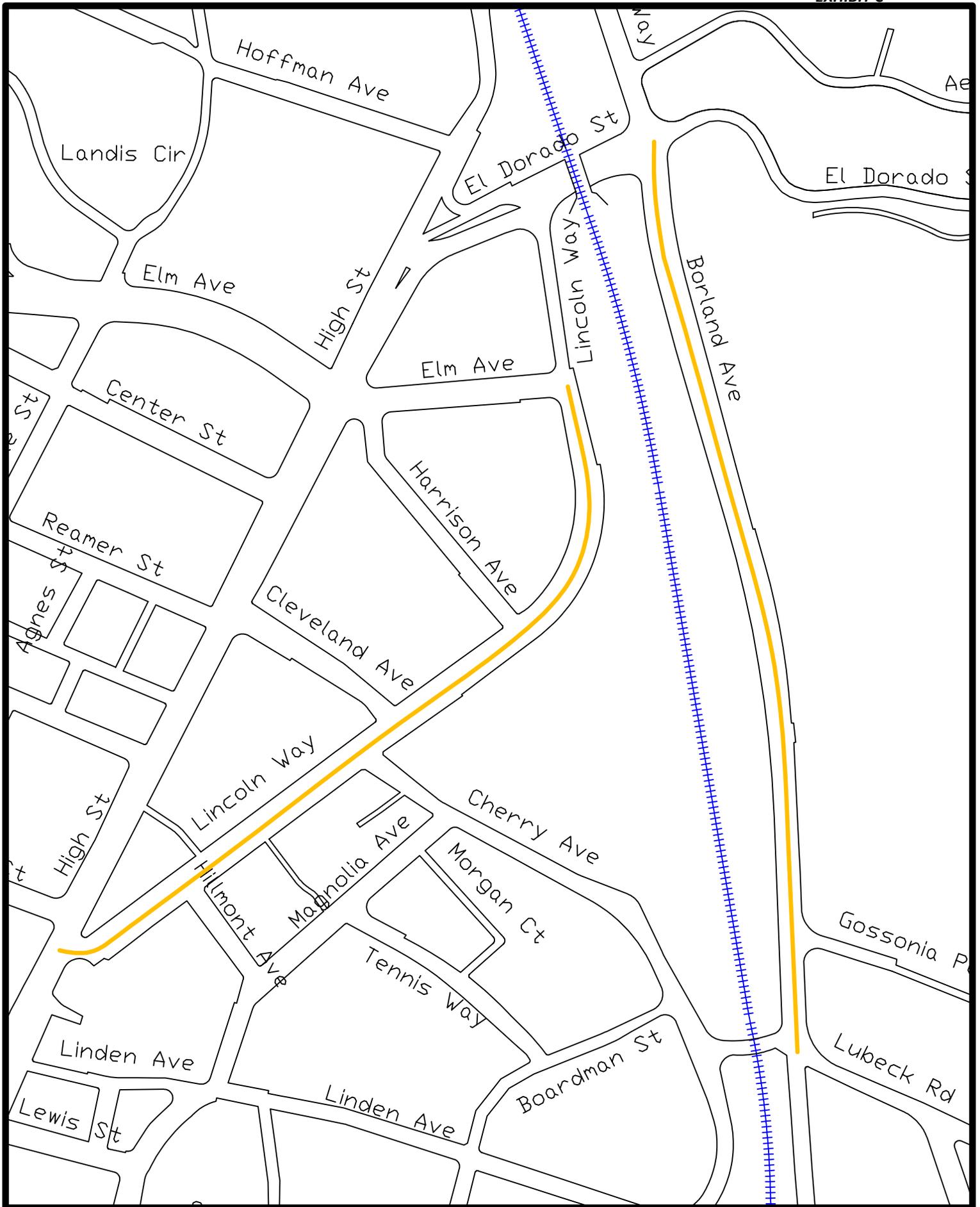
Overlay Plan 2017-2018



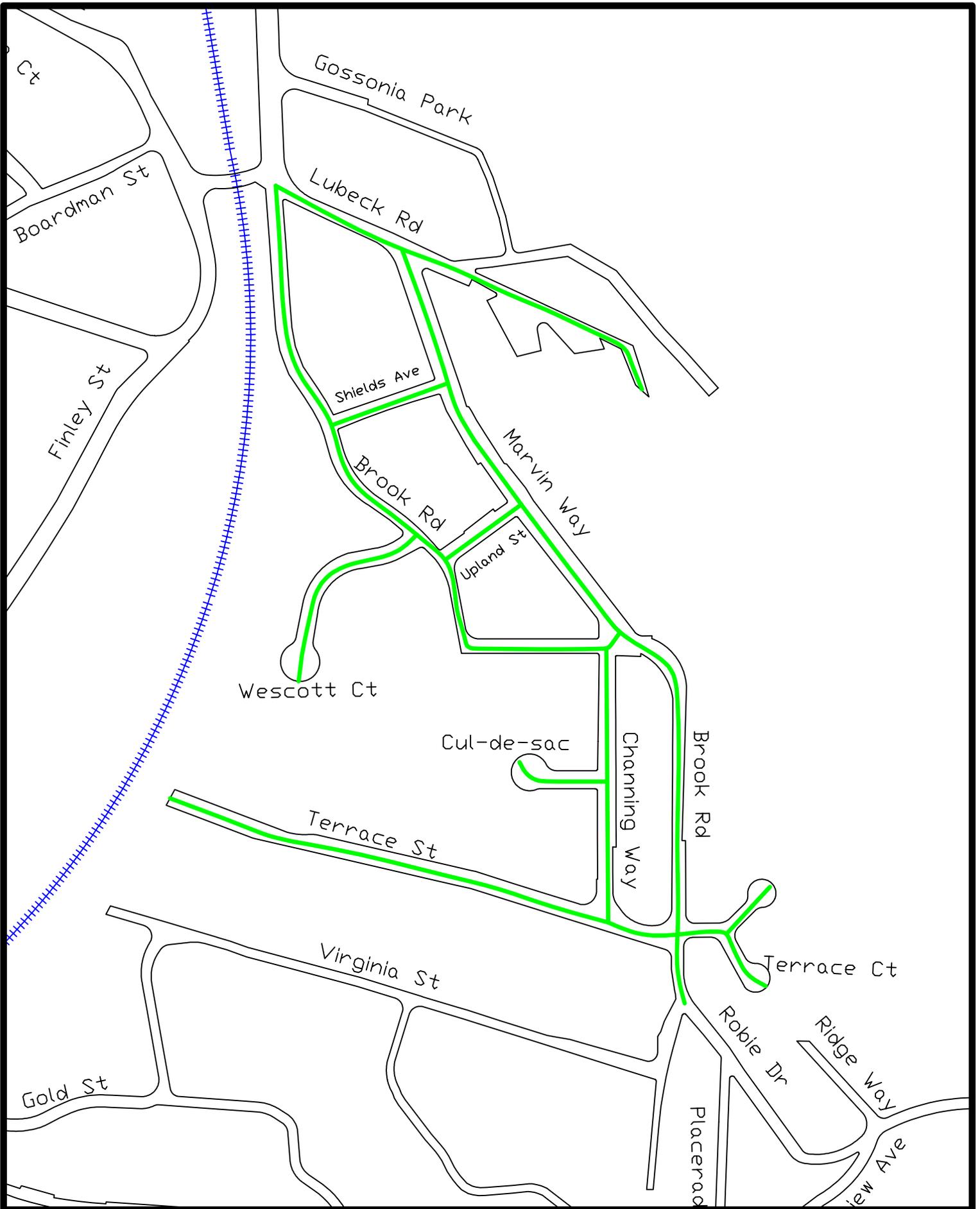
Surface Treatment Plan 2017-2018

City of Auburn Public Works Dept.
10 YEAR OVERLAY PLAN 2013-18

FY 18/19 Overlay		
Street/Location	From	To
Lincoln Way	High St	Elm Ave
Borland Ave	Lubeck St	El Dorado St
FY 18/19 Surface Treatment		
Street/Location	From	To
Lubeck St	Borland Ave	Marvin Way
Marvin Way	Lubeck St	Brook Rd
Brook Rd	Borland Ave	Robie Dr
Channing Way	Brook Rd	Terrace St
Terrace Ct	Terrace St	End
Upland St	Brook Rd	Marvin Way
Terrace St	End	End
Cul-de-sac	Channing Way	End
Shields Ave	Brook Rd	End
Wescott Ct	Brook Rd	End



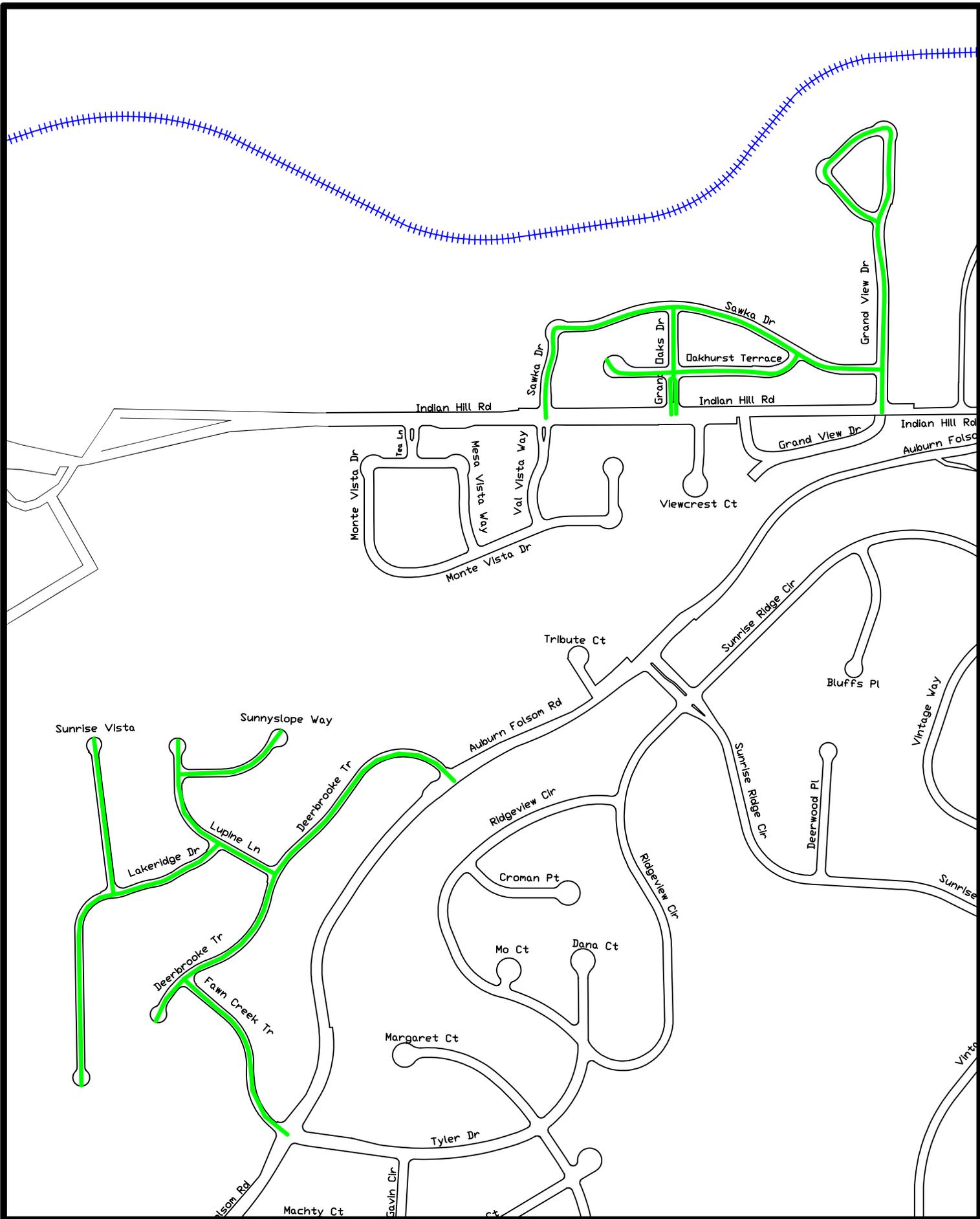
Overlay Plan 2018-2019



Surface Treatment Plan 2018-2019

City of Auburn Public Works Dept.
10 YEAR OVERLAY PLAN 2013-18

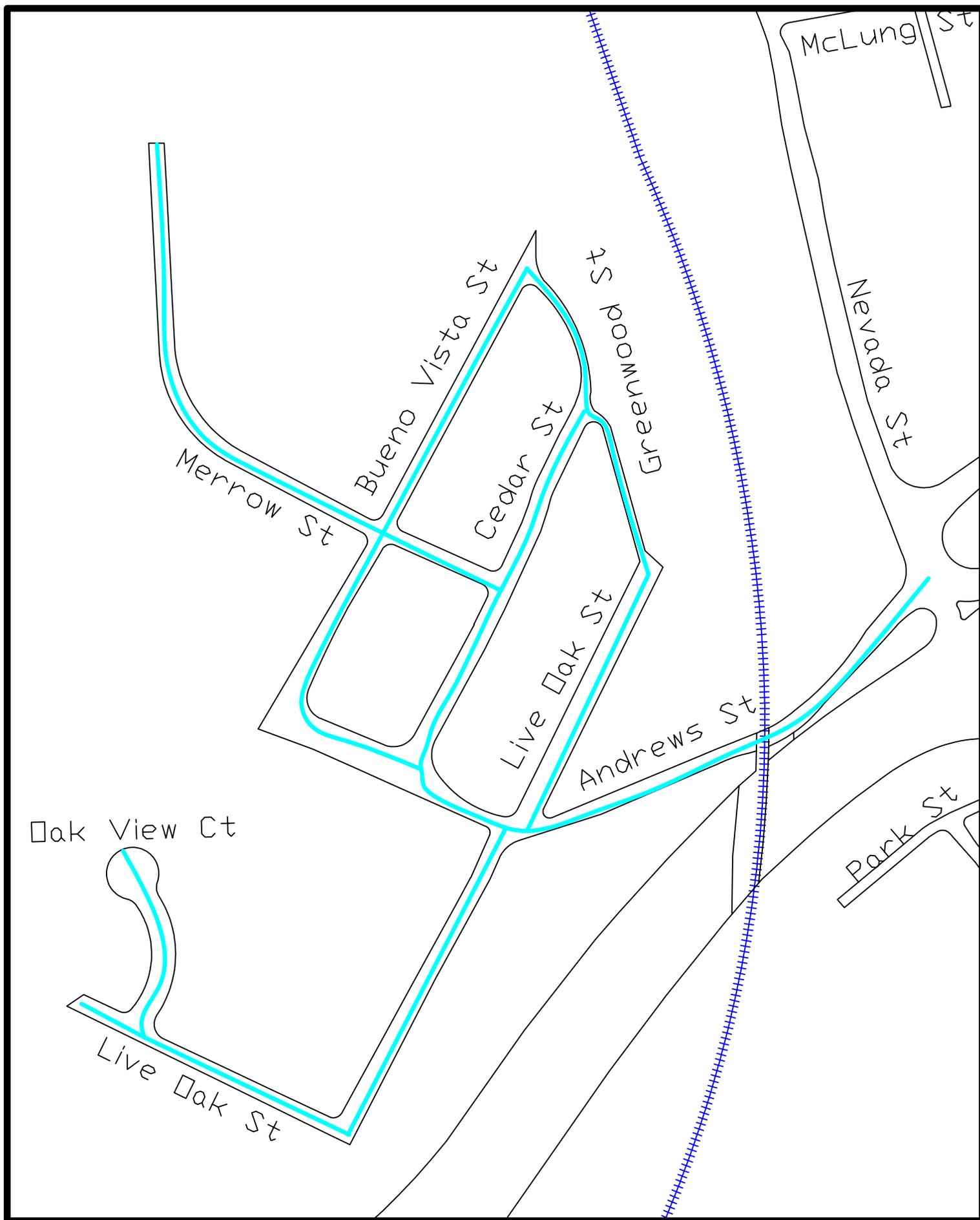
FY 19/20 Overlay		
Street/Location	From	To
Sunrise Ridge Cir	Deerwood Pl	Bluffs Pt
Vintage Way	Sunrise Ridge Cir	End
Deerwood Pl	Sunrise Ridge Cir	End
Heritage Pl	Sunrise Ridge Cir	End
Sunvalley Pl	Vintage Way	End
Bluffs Pl	Sunrise Ridge Cir	End
FY 19/20 Surface Treatment		
Street/Location	From	To
<i>Meadowbrook Subdivision</i>		
Fawn Creek Tr	Auburn Folsom Rd	Deerbrooke Tr
Deerbrooke Tr	Auburn Folsom Rd	End
Lupine Ln	Deerbrooke Tr	End
Lakeridge Dr	Lupine Ln	End
Sunnyslope Way	Lupine Ln	End
Sunrise Vista	Lakeridge Dr	End
<i>Grand Oaks Subdivision</i>		
Sawka Dr	Indian Hill Rd	Grand View Dr
Grandview Dr	Indian Hill Rd	Sawka Dr
Oakhurst Terrace	Sawka Dr	End
Grandoaks Dr	Sawka Dr	Indian Hill Dr
Grandview Dr	Indian Hill Rd	End



Surface Treatment Plan 2019-2020

City of Auburn Public Works Dept.
10 YEAR OVERLAY PLAN 2013-18

FY 20/21		
Street/Location	From	To
Andrews St	Nevada St	End
Live Oak St	Andrews St	End
Buena Vista St	Andrews St	End
Cedar St	Andrews St	End
Greenwood St	Buena Vista St	Live Oak St
Merrow St	Cedar St	End
Oak View Ct	Live Oak St	End
FY 21/22		
Street/Location	From	To
Sacramento St	Auburn Folsom Rd	Auburn Folsom Rd
Ridgeview Cir	Sunrise Ridge Cir	End
Croman Pt	Ridgeview Cir	End
Dana Ct	Ridgeview Cir	End
Mo Ct	Ridgeview Cir	End
Tyler Dr	Auburn Folsom Rd	Ridgeview Cir
Margaret Ct	Tyler Dr	End
Fawn Creek Tr	Tyler Dr	End
Gavin Cir	Tyler Dr	End
Machty Ct	Gavin Cir	End
Secluded Ct	Gavin Cir	End
FY 22/23		
Street/Location	From	To
High St	Auburn Folsom Rd	Lincoln Way
Auburn Folsom Rd	Lincoln Way	Racetrack St
Auburn Folsom Rd	Racetrack St	Pacific Ave
Auburn Folsom Rd	Pacific Ave	Maidu Dr
Auburn Folsom Rd	Maidu Dr	Sunrise Ridge Cir
Auburn Folsom Rd	Sunrise Ridge Cir	Indian Hill Rd
Auburn Folsom Rd	Indian Hill Rd	City Limits



FY 2020-2021

Parking Lot Overlay		
Parking Lot	Location	Rating
Bradshaw Parking Lot	Lincoln Way	3.0
High St Parking Lot	Next to Depot Bay	3.0
Elder Station Parking Lot	Lincoln Way	2.5
City Hall Parking Lot	Behind City Hall	3.5
Old Town Parking Lot	Park St	3.0

**Parking Lot paving schedules were not programed in with the street overlay program as they are highly influenced by associated community related priority projects such as Streetscape Improvements*

EXHIBIT D

Transportation Related Projects (2003/04 - 2012/13)

General Fund	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13*	SUM
FY 05-06 Overlay	\$ -	\$ -	\$ -	\$ 212,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 212,000.00
Subtotal	\$ -	\$ -	\$ -	\$ 212,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 212,000.00
Gas Tax											
FY 05-06 Overlay	\$ -	\$ -	\$ 325,000.00	\$ 400,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 725,000.00
PW Paving Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000.00	\$ -	\$ -	\$ -	\$ -	\$ 5,000.00
FY10-11 Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000.00	\$ -	\$ -	\$ 400,000.00
Subtotal	\$ -	\$ -	\$ 325,000.00	\$ 400,000.00	\$ -	\$ 5,000.00	\$ -	\$ 400,000.00	\$ -	\$ -	\$ 1,130,000.00
Transportation Fund											
PW Paving Project	\$ 59,633.76	\$ 76,776.18	\$ 4,828.58	\$ 71,227.69	\$ 1,223.25	\$ 1,080.93	\$ 43,299.74	\$ 76,895.47	\$ 65,367.30	\$ 13,279.91	\$ 413,612.81
Dorer Drive Storm Drain	\$ 130,258.82	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 130,258.82
Agard Storm Drain	\$ 34,443.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,443.00
Emergency Storm Drain	\$ 15,041.08	\$ 633.00	\$ 12,157.04	\$ 4,695.75	\$ 20,393.59	\$ 3,755.55	\$ 12,385.98	\$ 14,740.90	\$ 15,977.01	\$ 39,630.21	\$ 139,410.11
Sidewalk Repairs	\$ 220.00	\$ 701.00	\$ 6,118.50	\$ 40,339.49	\$ 7,564.21	\$ 488.00	\$ 910.00	\$ 1,952.00	\$ 3,338.00	\$ 3,352.00	\$ 64,983.20
Roadway Surface Sealing	\$ 6,188.69	\$ 12,581.00	\$ 2,694.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,463.69
Roadway Overlay Projects	\$ 365,969.20	\$ -	\$ 18,505.90	\$ 8,669.00	\$ -	\$ -	\$ 204.26	\$ -	\$ -	\$ -	\$ 393,348.36
E Lincoln Way Sidewalk Project	\$ 10,720.00	\$ -	\$ -	\$ 23,625.37	\$ 33,418.19	\$ 557,072.06	\$ -	\$ -	\$ -	\$ -	\$ 624,835.62
City Pavement Marking	\$ 23,163.90	\$ -	\$ -	\$ -	\$ 14,955.06	\$ 603.00	\$ 13,517.73	\$ -	\$ -	\$ 20,441.40	\$ 72,681.09
Safe Routes to School Project	\$ -	\$ 23,202.90	\$ 5,364.47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,567.37
Multi Modal Rail Station	\$ -	\$ 2,886.00	\$ 585.64	\$ -	\$ 4,552.19	\$ -	\$ 579.55	\$ -	\$ 47.00	\$ 19,849.00	\$ 28,499.38
Borland Intersection Project	\$ -	\$ 1,500.00	\$ 40,012.07	\$ 26,378.00	\$ 31,139.63	\$ 14,284.03	\$ 231,391.50	\$ -	\$ 74.00	\$ -	\$ 344,779.23
Hwy 40 Operational Project	\$ -	\$ 294,140.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 294,140.00
Hale St/Orange St Storm Drain Project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY 05/06 Overlay	\$ -	\$ -	\$ 22,669.85	\$ 72,533.73	\$ 436.00	\$ -	\$ 8,333.99	\$ -	\$ -	\$ -	\$ 103,973.57
Dairy Road Plan Line	\$ -	\$ -	\$ 134,596.63	\$ 381,358.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 515,954.63
Agard/High Signal Project	\$ -	\$ -	\$ 34,560.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 424.00	\$ 34,984.00
Maidu Sidewalk	\$ -	\$ -	\$ 5,595.00	\$ 245,250.30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,845.30
FY 06-07 Overlay	\$ -	\$ -	\$ -	\$ 26,472.25	\$ 24,270.09	\$ 399,621.56	\$ -	\$ -	\$ -	\$ -	\$ 450,363.90
Storm Drain Channel	\$ -	\$ -	\$ -	\$ 221,929.88	\$ 425,404.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 647,333.89
FY 07-08 Overlay	\$ -	\$ -	\$ -	\$ 14,658.25	\$ -	\$ 624.15	\$ -	\$ 30,968.60	\$ 4,663.33	\$ -	\$ 50,914.33
FY 08-09 Overlay	\$ -	\$ -	\$ -	\$ -	\$ 297.00	\$ 4,723.00	\$ -	\$ -	\$ -	\$ -	\$ 5,020.00
Palm Ave Sidewalk	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,829.60	\$ 12,801.05	\$ 58,733.36	\$ 85,416.58	\$ 90,586.63	\$ 333,630.65
FY 09-10 Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,185.00	\$ 1,297.00	\$ 974.00	\$ -	\$ -	\$ 238,218.57
FY 10-11 Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,223.50	\$ -	\$ -	\$ -	\$ 321,197.50
FY 11-12 Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143,513.77	\$ 167.00	\$ -	\$ 143,680.77
FY 12-13 Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,546.00	\$ 466.00	\$ 6,012.00
Dairy Road Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,799.00	\$ 12,799.00
Streetscape Phase III Project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 437,176.54	\$ 437,176.54
Wayfinding Signs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,459.94	\$ 7,459.94
Subtotal	\$ 645,638.45	\$ 412,420.08	\$ 287,687.68	\$ 1,137,137.71	\$ 563,653.22	\$ 1,005,266.88	\$ 644,944.30	\$ 327,778.10	\$ 180,596.22	\$ 649,912.66	\$ 5,855,035.30
Total	\$ 645,638.45	\$ 412,420.08	\$ 612,687.68	\$ 1,749,137.71	\$ 563,653.22	\$ 1,010,266.88	\$ 644,944.30	\$ 727,778.10	\$ 180,596.22	\$ 649,912.66	\$ 7,197,035.30