FY 2022/2023 to
FY 2026/2027

Pavement Management & Maintenance Report

Department of
Public Works
October 2022

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EXECUTIVE SUMMARY

One of the City of Auburn's most valued infrastructure assets is its 72.16 centerline miles of roadway. This asset immediately impacts the quality of life of every individual and business in the City through safe transportation and efficient delivery of goods. Residents and visitors depend heavily on the street system and the delivery of public safety would be seriously compromised without a dependable road network.

The City of Auburn's Public Works Department places a very high focus and effort on cost-effectiveness and proficiency in managing our roadway system. In order to achieve this, the City has initiated a transition from reactive to proactive decision-making. Decisions driven by accurate data will allow the Public Works Department and City as a whole to create maintenance plans that are both efficient and cost-effective. A combination of a new pavement software program, institutional knowledge, and "boots on the ground" expertise will help to create a successful Pavement Management and Maintenance Plan (PMMP) that will significantly increase the value of the City's road network.

The City's estimated $1.2 million yearly road maintenance budget is allocated to reconstruction projects, surface sealing, street overlays, ADA curb ramp improvements, and other related projects all leading to the overall improvement of City transportation.

The following report provides the proposed City of Auburn's PMMP for Fiscal Years 2022/23 to 2026/27 recognizing the effort is a plan with inherent flexibility and subject to revisions depending on several 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 useful life of City streets over the long term, while reducing the costs associated with deferred maintenance.

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PURPOSE

Pursuant to City Council direction in March 2022, the purpose of this road report is to update the City's PMMP last prepared in 2013. The goal and primary focus of this effort is to determine which areas and streets will see rehabilitation and maintenance during certain fiscal years. Forecasting and creating a five-year maintenance and rehabilitation schedule will also allow the City to financially plan and prepare for yearly road work.

The City implemented a new pavement management software program, StreetSaver, in 2021. This program was used to analyze pavement condition for each City street and lay forth a workable and affordable plan for improving the useful life of City streets over a five year period while reducing costs and preserving streets through deferred maintenance. The key to effective pavement and street maintenance and rehabilitation is knowing when to carry out what type of maintenance or rehabilitation and execute the plan on time.

BACKGROUND

The Local Maintenance Problem: The City of Auburn has been incorporated for over 130 years with most streets and roads starting as dirt trails in the 1900s. Because of this, some City roads have been paved without the benefit of structural bases and proper engineering. Over time, these roads have failed and have required total reconstruction to provide a reliable sub-base for asphalt pavement to be laid upon. Without preventative maintenance, even roads that have been adequately engineered will fail and require complete reconstruction.

The Street Failure Process: As pavement moves through its performance life cycle, it begins to degrade and deteriorate. Asphalt that was once dark black in color, turns light grey through a chemical oxidation process caused by the sun. Asphalt binders begin to breakdown and pavement becomes brittle leading to wearing and cracking. The pavement also 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 and roads in need of resurfacing.

The "useful life" of a typical street stands between 25-30 years. The useful life varies drastically 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. Additionally, 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.

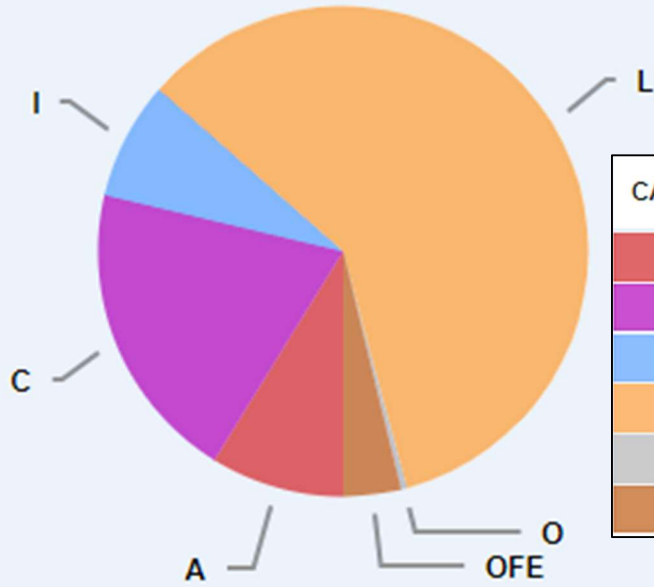
Without a preventative management and maintenance plan, preventative and proactive maintenance needs are often overlooked by major repair or reconstruction needs. Roads that are in good condition but could use preventative maintenance are considered to be low priority compared to roads that are in poor condition needing intense rehabilitation treatments. In the long run, such a reactive approach is much more costly because it is far more expensive to rebuild a road after it exceeds its useful life than it would be to maintain the road several times throughout its useful life.

PMMP DEVELOPMENT

The City's PMMP development relied heavily on StreetSaver, a pavement condition and inventory software program. This program categorizes all City streets mainly by two attributes - Functional Class and Pavement Condition Index (PCI). These two attributes were taken into consideration when laying out the PMMP. Public Works Department staff also broke up the City into 8 different Pavement Evaluation Zones. These zones help break the City down into smaller areas of focus, allowing for better organization and planning.

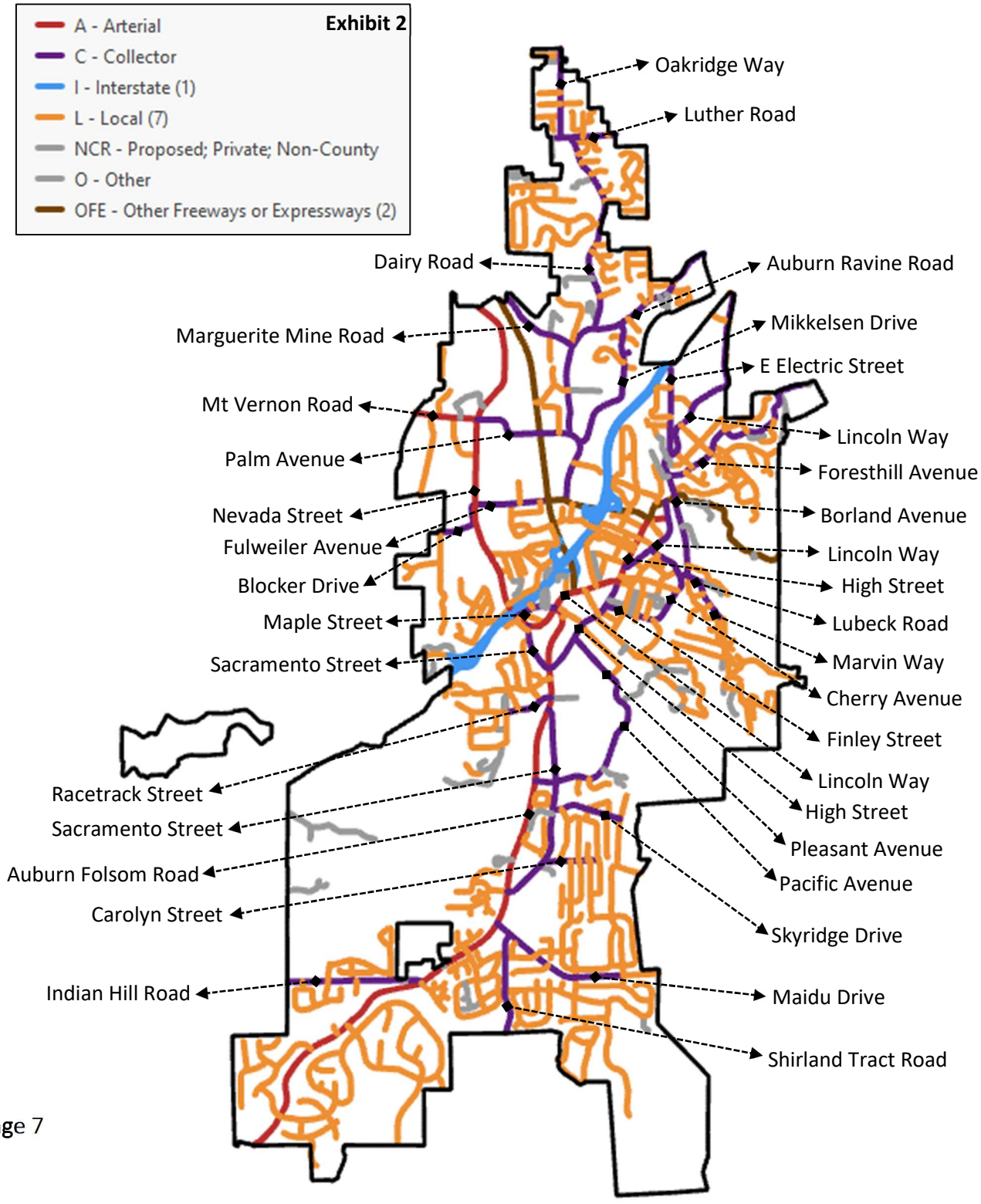
Functional Class: Functional Class determines the type of road. The City is responsible for maintaining local, arterial, and collector roads. California Department of Transportation is responsible for Interstate and Other Freeways/Expressways. The percentage of area by functional class within the City is displayed below in Exhibit 1.

Exhibit 1



CATEGORY	%
A - Arterial	08.8
C - Collector	19.9
I - Interstate (1)	07.8
L - Local (7)	59.3
O - Other	00.4
OFE - Other Freeways or Expressways (2)	03.8

The City of Auburn is heavily comprised of Local roads (59.3%) while Arterial and Collector roads make up a smaller portion of the City (28.7%). The functional class can be used to determine how much daily traffic and activity roads typically see. Roads that see more activity (Arterials and Collectors) will usually receive rehabilitation treatment types depending on their PCI and if deferred maintenance is possible. Local roads that may not experience the same amount of heavy activity will usually receive less rehabilitation treatments and more maintenance treatments depending on PCI. Exhibit 2 shows the locations of Arterial and Collector roads in the City.



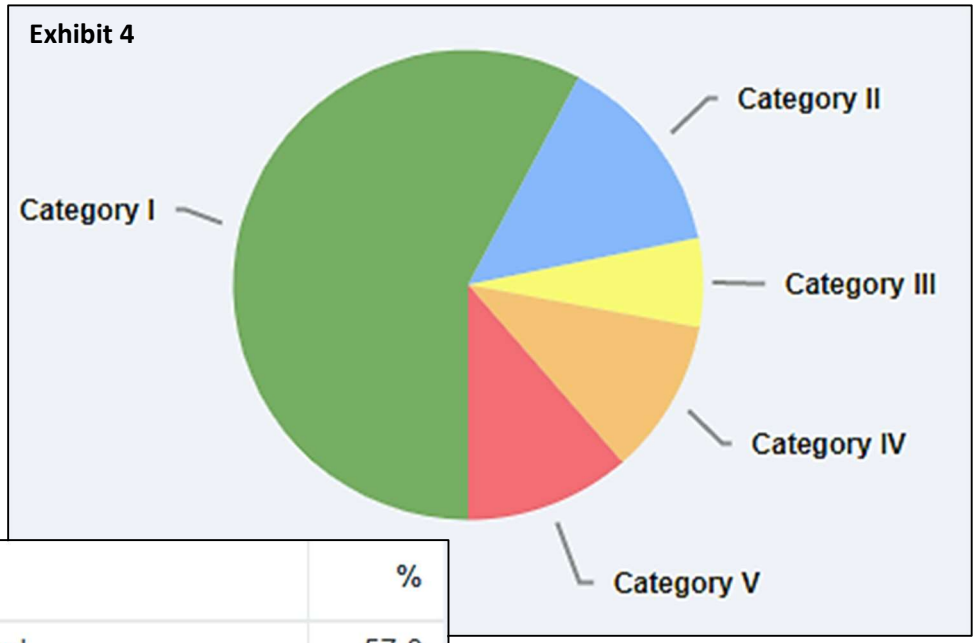
Pavement Condition Index (PCI): Pavement Condition Index (PCI) is a measurement on a scale from 0-100 calculated using collected stress information. Higher PCI values indicate better pavement condition than lower values. Currently, the City's overall PCI is 67. The PCI range from 0-100 is divided into five condition categories to trigger various rehabilitation and maintenance treatments within the StreetSaver program. Exhibit 3 explains which PCIs fall within each condition category.

Condition Category	PCI Breakpoint	Notes
I – Very Good	70 ≤ PCI	
II - Good	50 ≤ PCI ≤ 70	(Non-load related distress)
III - Good	50 ≤ PCI ≤ 70	(Load related distress)
IV - Poor	25 ≤ PCI ≤ 50	
V – Very Poor	0 ≤ PCI ≤ 25	

Exhibit 3

The percentage of road area within the City by condition category is shown in Exhibit 4 below.

Exhibit 4



CATEGORY	%
Category I - Very Good	57.8
Category II - Good (Non-Load)	14.0
Category III - Good (Load)	06.1
Category IV - Poor	10.7
Category V - Very Poor	11.4

Based on the chart, over half (57.8%) of Auburn's roads are in Very Good condition and a total of 22.1% of Auburn's roads are in Poor or Very Poor condition. In order to improve the City's overall PCI, the PMMP will maintain roads that are in Good or Very Good condition and rehabilitate roads that are in Poor or Very Poor condition while taking into consideration the amount of traffic and activity the roads see. Exhibit 5 below displays City streets based on PCI.

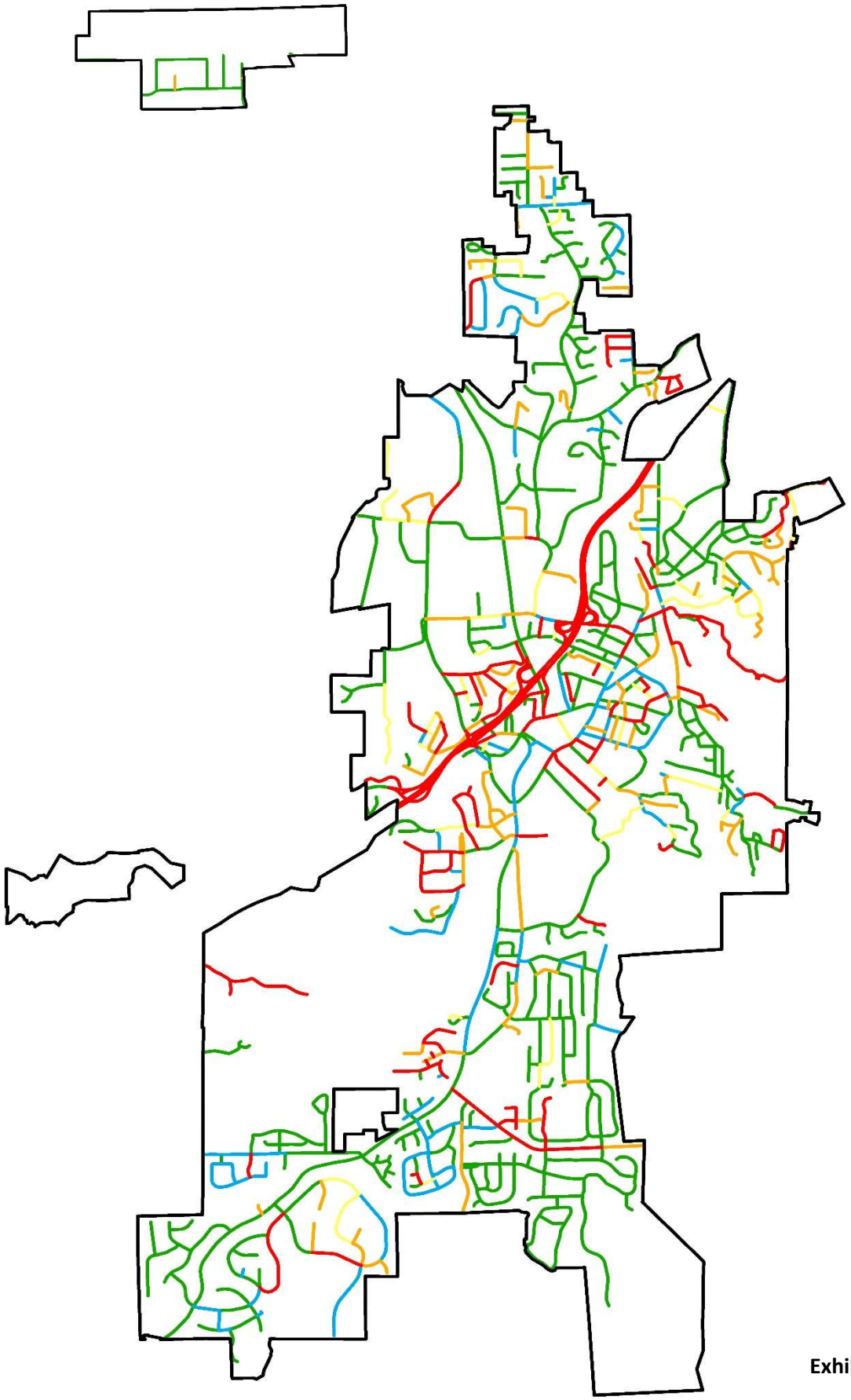


Exhibit 5

Pavement Evaluation Zones: In order to better keep track of past year's projects and plan future years road work, City Public Works Department staff broke Auburn City Limits into eight (8) different Pavement Evaluation Zones. These smaller areas of focus are broken up by roads and neighborhoods. The City's goal is to perform rehabilitation road work in a zone and perform maintenance road work in another zone. This will ensure different areas of the City are always seeing annual road work. Focusing road work in two specific areas of the City will also decrease mobilization costs from contractors. The Pavement Evaluation Zone breakdown is shown in Exhibit 6 below.

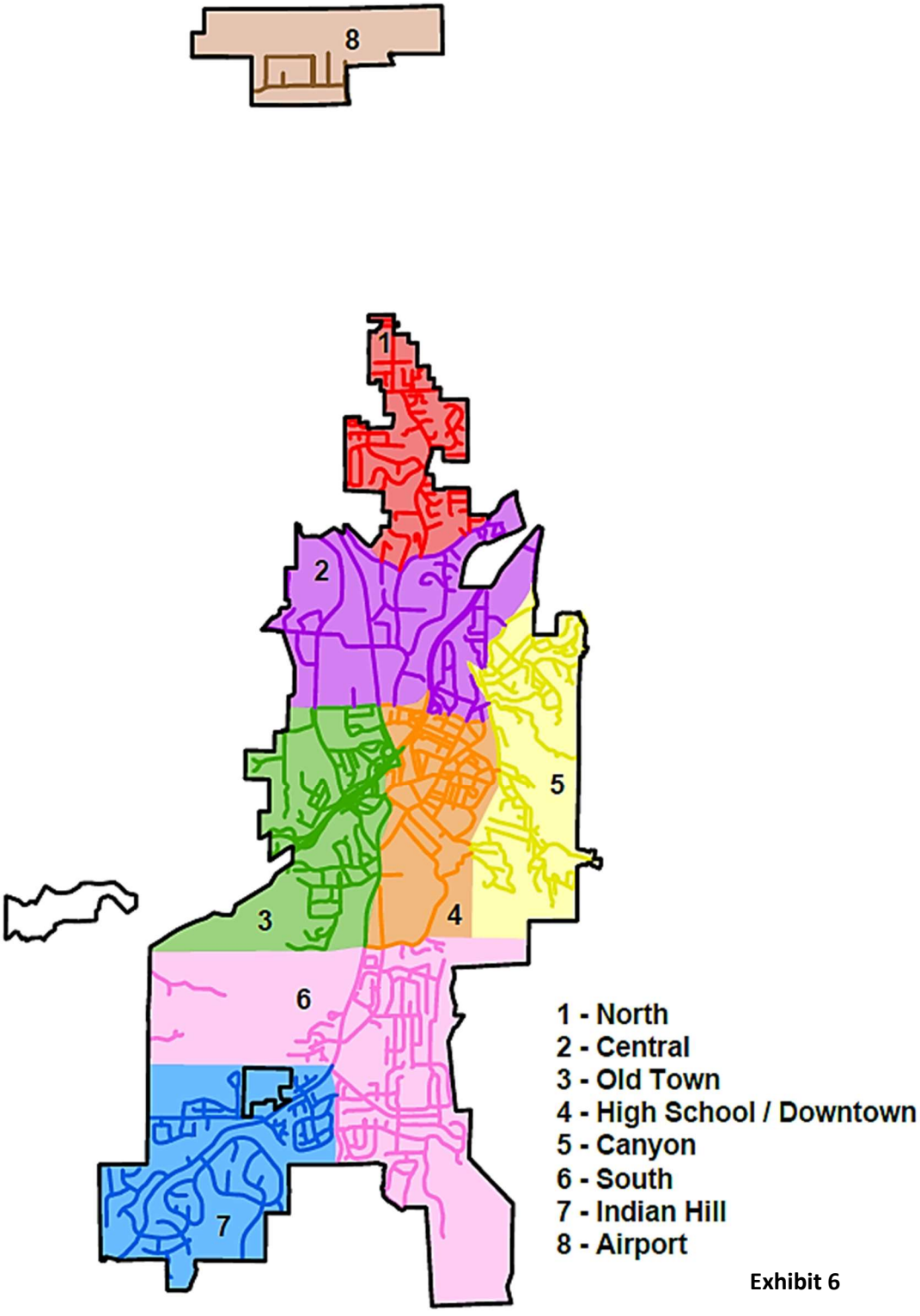


Exhibit 6

Analyzing and Interpreting the Data: Methodology for PMMP creation came from the three data categories previously explained. Staff analyzed where Arterial and Collector roads were located throughout the City, the current PCI of streets and roads in the Pavement Evaluation Zones, and which treatment types would be suggested based on StreetSaver recommendations. Exhibit 7 shows Arterials and Collectors in relation to the Pavement Evaluation Zones and Exhibit 8 shows the current PCI of streets and roads in each Pavement Evaluation Zone.

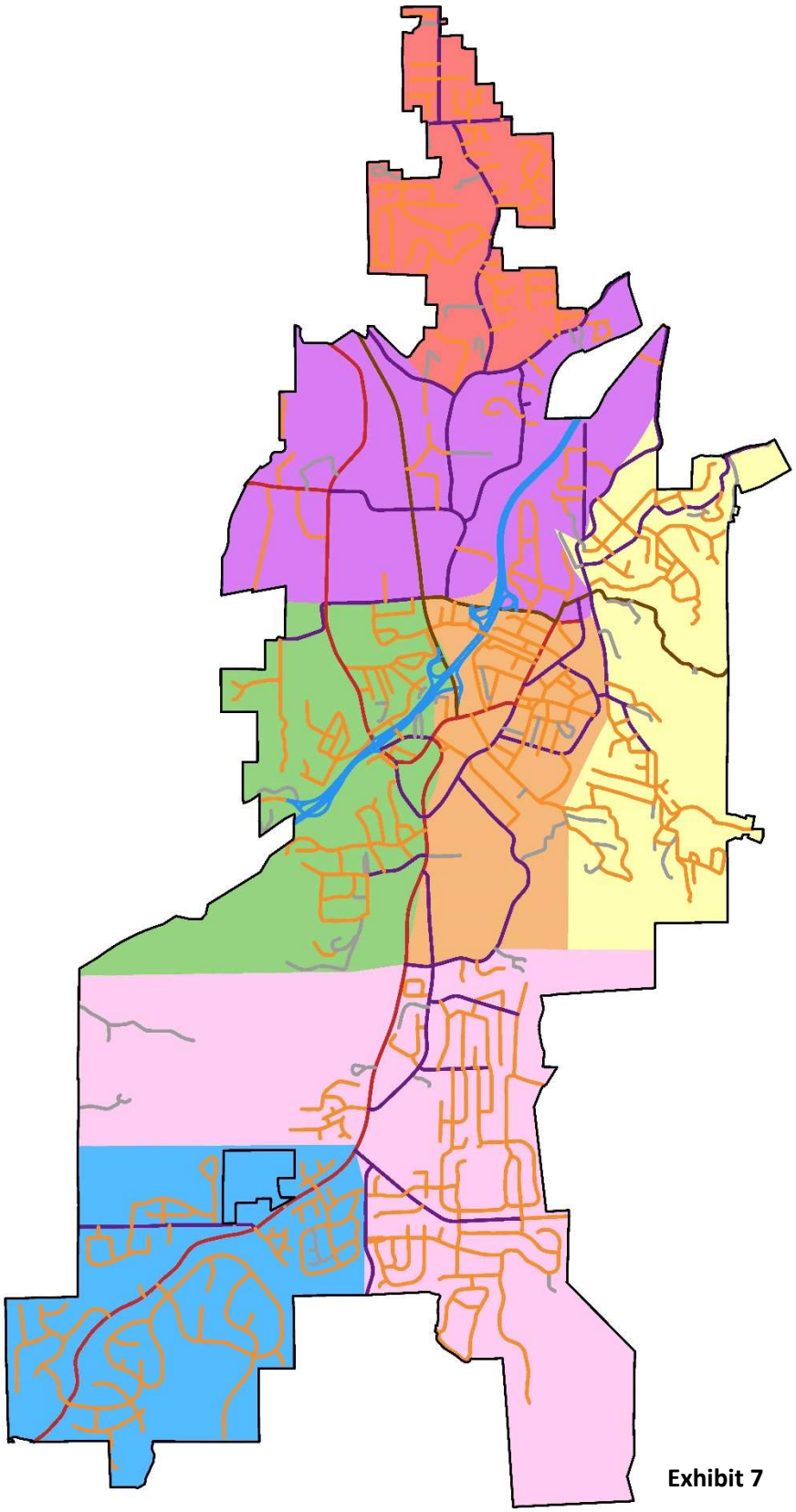


Exhibit 7

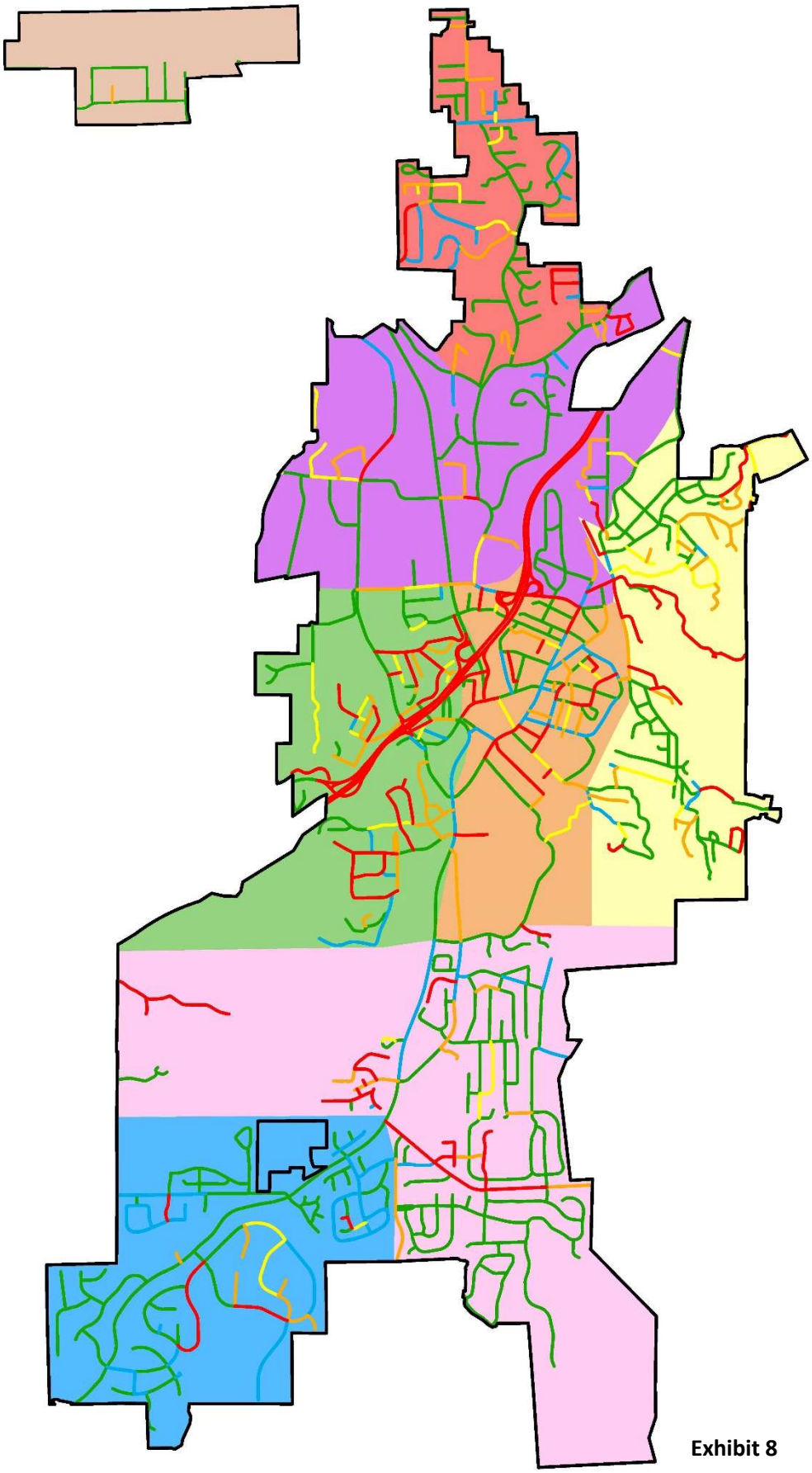


Exhibit 8

Combining these data categories paints clear pictures of City zones that need the most immediate attention. With these visuals and the data behind them, staff was able to create a road work plan targeting different areas of the City for future years. There is some deviation from this methodology, but this outlines the broad basis for the PMMP.

PAVEMENT MANAGEMENT PROCESSES & TREATMENT TYPES

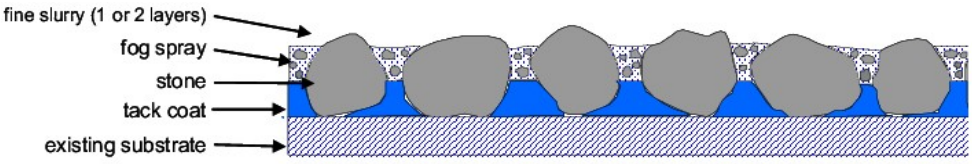
City streets will be assessed and treated with either a maintenance or rehabilitation treatment. Maintenance treatments are less intense, less expensive, and less time-consuming. Rehabilitation treatments are more invasive, more costly, and take more time to complete. These treatments are triggered and suggested by the StreetSaver program based on PCI. Exhibit 9 shows a breakdown of treatment types based on intensity.

Exhibit 9

<u>Crack Sealing:</u> Process of placing an adhesive sealant into cracks on the pavement surface, preventing the infiltration of moisture and materials into the pavement

Slurry Seal: Application of a mix (aggregate, water, asphalt emulsion, and additives) to an existing pavement surface

Cape Seal: Combination comprised of a chip seal (asphalt layer combined with aggregate layer) covered with a slurry seal or other type of microsurfacing



Credit to: Van Zyl, Gerrie & Fourie, H.G.. (2015). Key Aspects of Good Performing Cape

Overlay: Process of laying hot mix asphalt (HMA) over an existing pavement structure

Reconstruct: Replacement of aggregate base and pavement surface layer

CONCLUSION

City Public Works staff believes that the StreetSaver program, institutional knowledge, and "boots on the ground" expertise has effectively aided in the generation of this PMMP and will help create effective plans in the future. This plan will help to maintain City streets and roads that are in Good and Very Good condition and improve roads so that they will be in those same condition categories. Over time, we will see the City's overall PCI improve which will lead to a better quality of life for Auburn residents and business owners.

It is staff recommendation to approve the City of Auburn Five Year Pavement Management and Maintenance Plan 2022/23 to 2026/27 subject to annual reviews as directed by the City Council.

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

FIVE YEAR ROAD MAINTENANCE PLAN

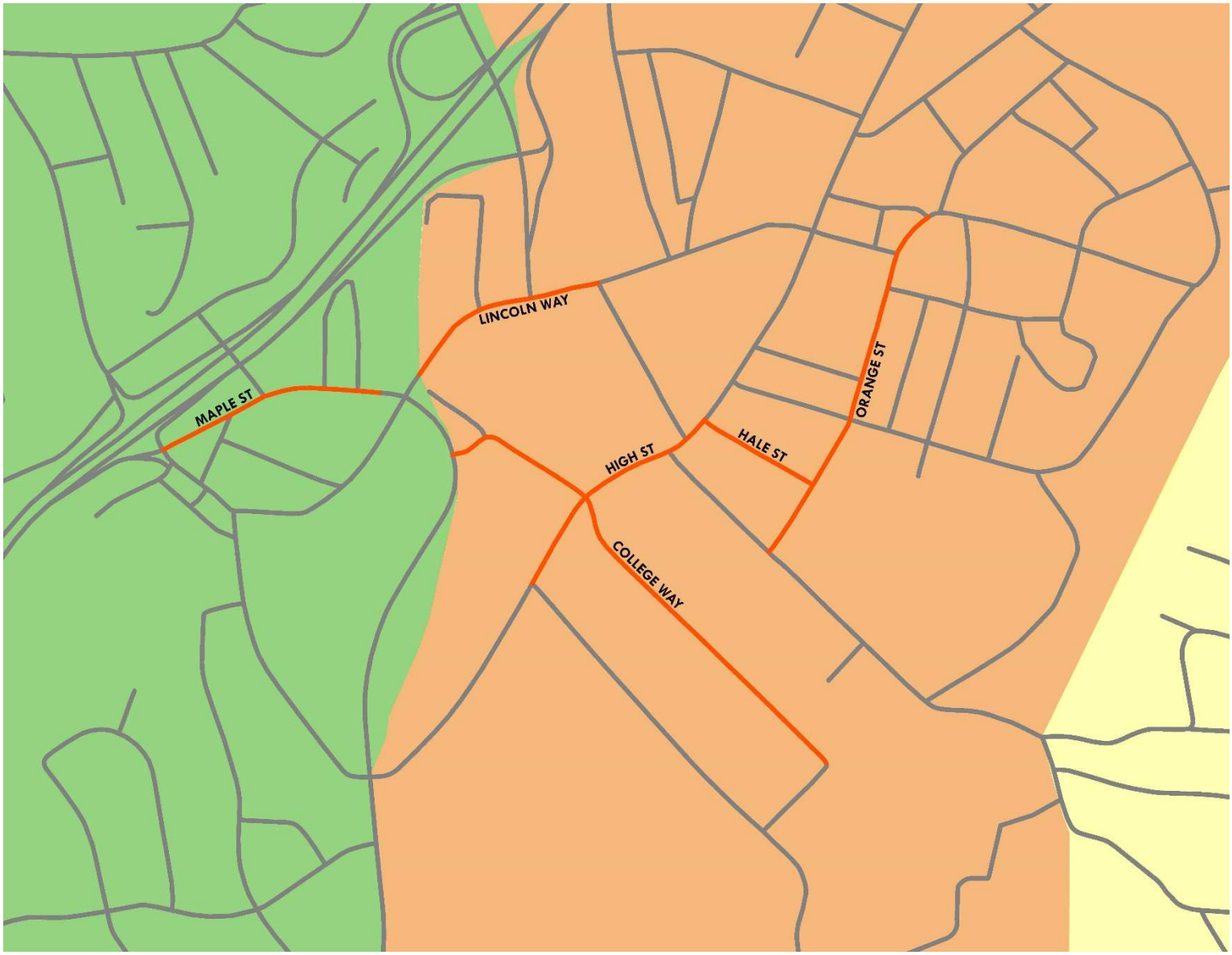
FY 2022/23 – 2026/27

Prepared for the Updated
Pavement Maintenance and Management Plan

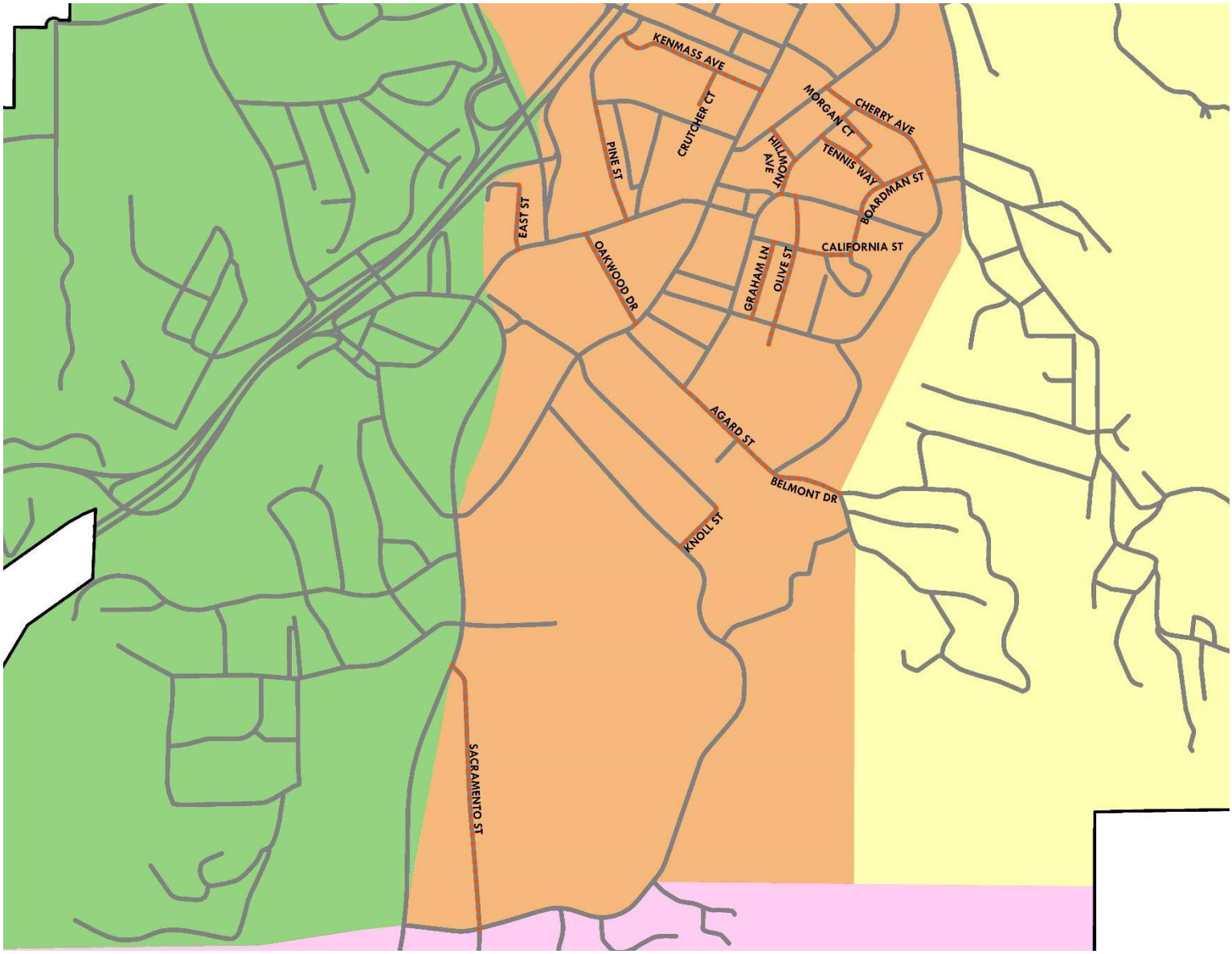
October 2022

FY 2022/2023 Overlay				
Street	**Begin**	**End**	**Current PCI**	**Functional Class**
College Way	High Street	Knoll Street	18	L - Local
College Way	Auburn Folsom Road	High Street	52	L - Local
Hale Street	High Street	Orange Street	12	L - Local
High Street	Pleasant Avenue	Hale Street	25	C - Collector
Lincoln Way	100' n/o Maple Street	Oakwood Drive	20	A - Arterial
Maple Street	I-80/Lincoln Way	Maple Street OC	9	C - Collector
Maple Street	Maple Street OC	100' w/o Lincoln Way	33	C - Collector
Orange Street	Agard Street	Finley Street	17	L - Local
Orange Street	Finley Street	California Street	51	L - Local
Orange Street	California Street	Linden Avenue	17	L - Local
FY 2022/2023 Surface Treatment				
Street	**Begin**	**End**	**Current PCI**	**Functional Class**
Agard Street	Orange Street	Stadium Way	56	L - Local
Belmont Drive	Agard Street	Gold Street	43	L - Local
Boardman Street	California Street	Cherry Avenue	2	L - Local
California Street	Olive Street	Boardman Street	21	L - Local
Cherry Avenue	Magnolia Avenue	Cherry/Finley Int.	70	C - Collector
Cherry Avenue	Magnolia Avenue	Lincoln Way	63	C - Collector
Crutcher Court	Kenmass Avenue	End	20	L - Local
East Street	Lincoln Way	Cul-de-Sac	12	L - Local
Graham Lane	Finley Street	California Street	47	L - Local
Hillmont Avenue	Lincoln Way	Magnolia Avenue	45	L - Local
Hillmont Avenue	Magnolia Avenue	Linden Avenue	38	L - Local
Kenmass Avenue	Pine Street	Crutcher Court	40	L - Local
Kenmass Avenue	Crutcher Court	High Street	70	L - Local
Knoll Street	Pleasant Avenue	College Way	45	L - Local
Morgan Court	Magnolia Avenue	Tennis Way	5	L - Local
Oakwood Drive	Lincoln Way	High Street	52	L - Local
Olive Street	Finley Street	HS Parking	37	L - Local
Olive Street	Finley Street	California Street	57	L - Local
Olive Street	California Street	Linden Avenue	42	L - Local
Pine Street	Lincoln Way	E. Placer Street	62	L - Local
Sacramento Street	Pacific Avenue	UPRR Tracks	27	C - Collector
Sacramento Street	UPRR Tracks	Auburn Folsom Road	36	C - Collector
Tennis Way	Magnolia Avenue	Boardman Street	57	L - Local

FY 2022/2023 Overlay



FY 2022/2023 Surface Treatment

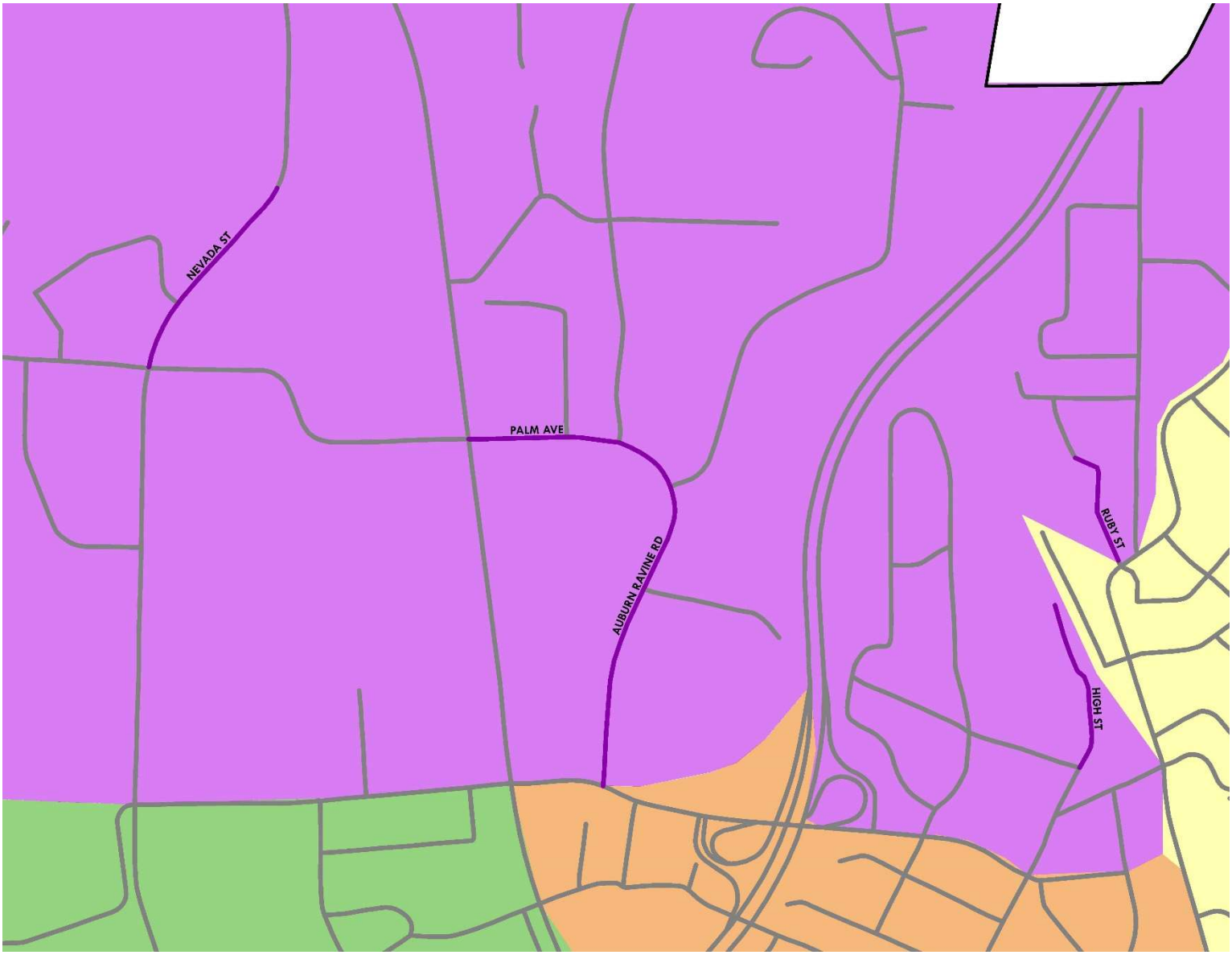


FY 2023/2024 Overlay				
Street	**Begin**	**End**	**Current PCI**	**Functional Class**
Auburn Ravine Road	Elm Avenue	Epperle Lane	18	L - Local
Auburn Ravine Road	Epperle Lane	Palm-Auburn Ravine Int.	52	L - Local
Palm Avenue	Auburn Ravine Road	Wall Street	12	L - Local
Palm Avenue	Wall Street	Hwy 49	25	C - Collector
High Street	Hoffman Avenue	End	20	A - Arterial
Nevada Street	Red Hawk Lane	Palm Avenue	9	C - Collector
Ruby Street	Cul-de-Sac	Lincoln Way	0	O – Other

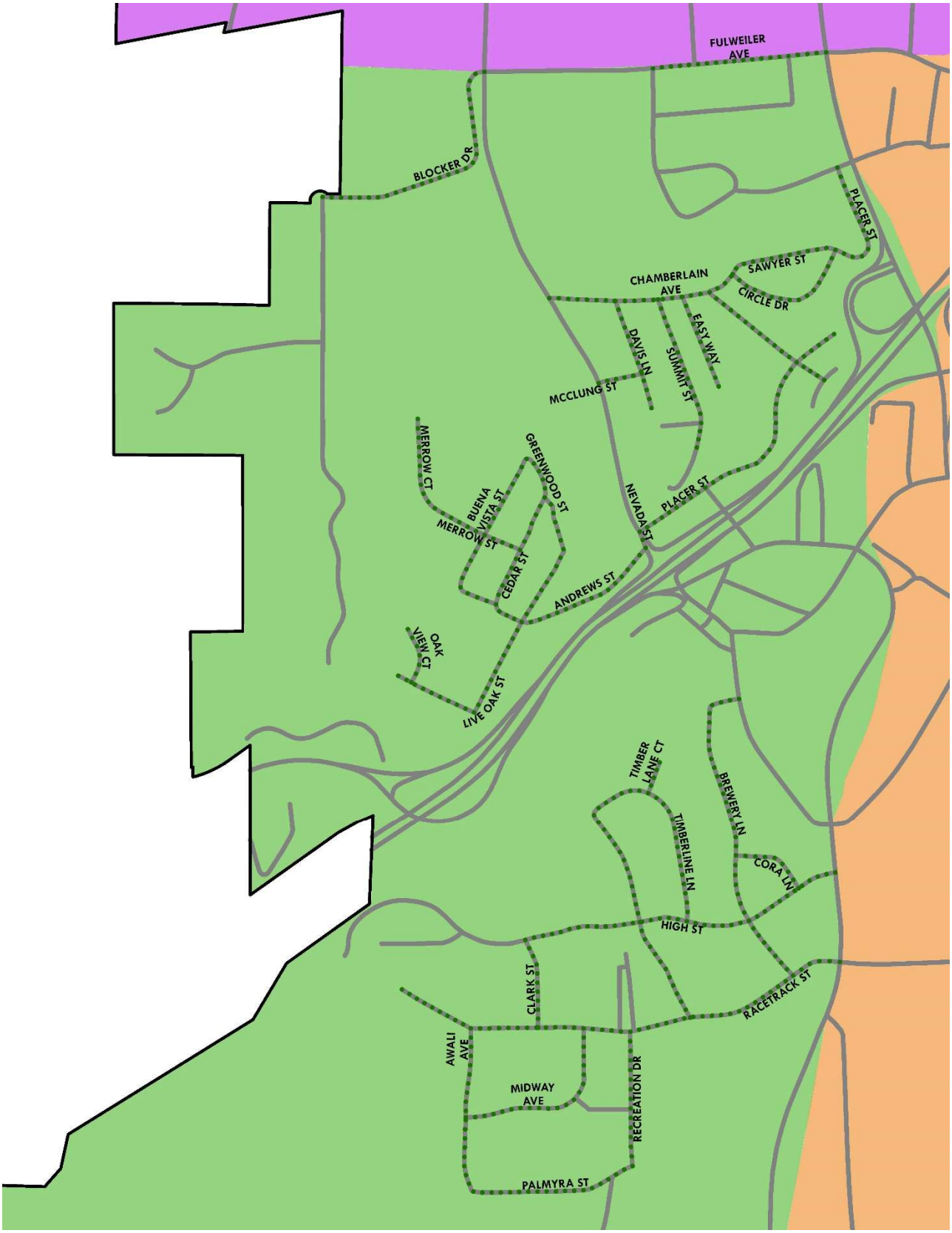
FY 2023/2024 Overlay				
Street	**Begin**	**End**	**Current PCI**	**Functional Class**
Andrews Street	Buena Vista Street	Cedar Street	69	L - Local
Andrews Street	Cedar Street	Live Oak Street	35	L - Local
Andrews Street	Nevada Street	Live Oak Street	27	L - Local
Awali Avenue	Racetrack Street	Palmyra Street	21	L - Local
Blocker Drive	Nevada Street	Hidden Creek Drive	73	L - Local
Brewery Lane	Racetrack Street	High Street	40	L - Local
Brewery Lane	High Street	Cora Lane	29	L - Local
Brewery Lane	Cora Lane	Sacramento Street	41	L - Local
Buena Vista Street	Andrews Street	Greenwood Street	65	L - Local
Buena Vista Street	Andrews Street	Greenwood Street	58	L - Local
Cedar Street	Andrews Street	Greenwood Street	40	L - Local
Cedar Street	Andrews Street	Greenwood Street	45	L - Local
Chamberlain Avenue	Nevada Street	Sawyer Street	25	L - Local
Chamberlain Avenue	Sawyer Street	Placer Street	18	L - Local
Chamberlain Avenue	Placer Street	End	27	L - Local
Circle Drive	Sawyer Street	Sawyer Street	47	L - Local
Clark Street	Racetrack Street	High Street	68	L - Local
Cora Lane	High Street	Brewery Lane	29	L - Local
Davis Lane	Chamberlain Avenue	Dead End	56	L - Local
Easy Way	Chamberlain Avenue	Dead End	40	L - Local
Fulweiler Avenue	Carson Avenue	Sterling Avenue	65	C - Collector
Fulweiler Avenue	Sterling Avenue	Hwy 49	33	C - Collector
Greenwood Street	Cedar Street	Buena Vista Street	32	L - Local
High Street	Timberline Lane	Clark Street	63	L - Local
High Street	Auburn Folsom Road	Timberline Lane	49	L - Local
Live Oak Street	Cedar Street	Andrews Street	21	L - Local
Live Oak Street	Andrews Street	Near Oak View Court	46	L - Local
McClung Street	Nevada Street	Davis Lane	23	L - Local
Merrow Court	Buena Vista Street	Dead End	15	L - Local
Merrow Street	Buena Vista Street	Cedar Street	62	L - Local
Midway Avenue	Racetrack Street	Awali Avenue	20	L - Local
Nevada Street	I-80WON-OFF	Placer Street	40	A - Arterial
Oak View Court	Live Oak Street	Cul-de-Sac	89	L - Local
Palmyra Street	Recreation Drive	Awali Avenue (curve)	22	L - Local

Placer Street	Nevada Street	Maple Street OC	47	L - Local
Placer Street	Maple Street OC	Chamberlain Avenue	8	L - Local
Placer Street	Chamberlain Avenue	Cul-de-Sac	52	L - Local
Placer Street	Sawyer Street	Chana Drive	2	L - Local
Racetrack Street	Awali Avenue	Cul-de-Sac	13	L - Local
Racetrack Street	Recreation Drive	Awali Avenue	19	L - Local
Racetrack Street	Brewery Lane	Recreation Drive	77	C - Collector
Racetrack Street	Auburn Folsom Road	Brewery Lane	28	C - Collector
Recreation Drive	Racetrack Street	Palmyra Street	37	L - Local
Sawyer Street	Chamberlain Avenue	Placer Street	16	L - Local
Summit Street	Walters Street	CourtView Apartments	41	L - Local
Summit Street	Chamberlain Avenue	Walters Street	24	L - Local
Timberline Lane	Racetrack Street	High Street	20	L - Local
Timberline Lane	High Street	Timber Lane Court	19	L - Local
Timberline Lane	Timber Lane Court	High Street	24	L - Local
Timber Lane Court	Timberline Lane	Cul-de-Sac	18	L - Local

FY 2023/2024 Overlay



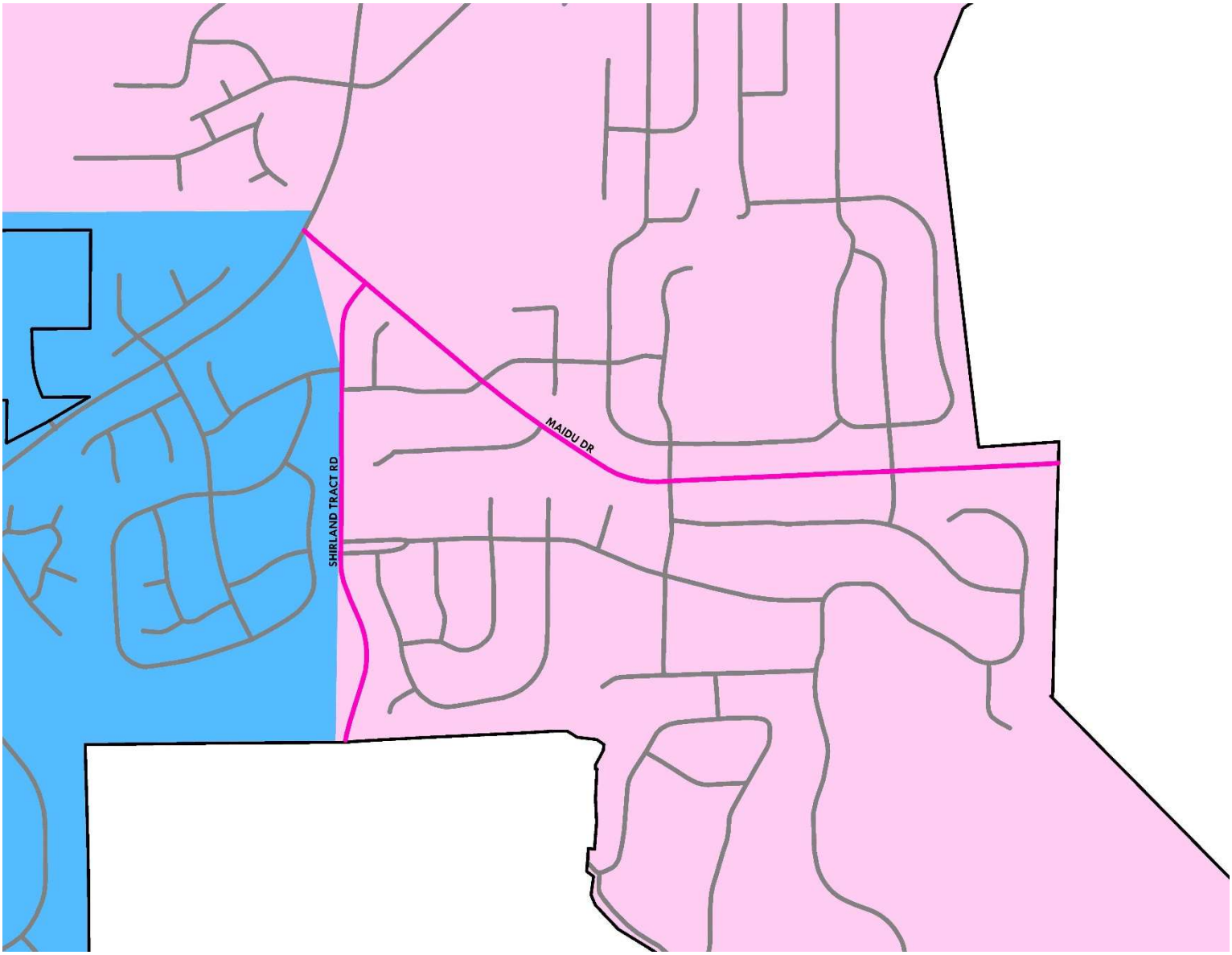
FY 2023/2024 Surface Treatment



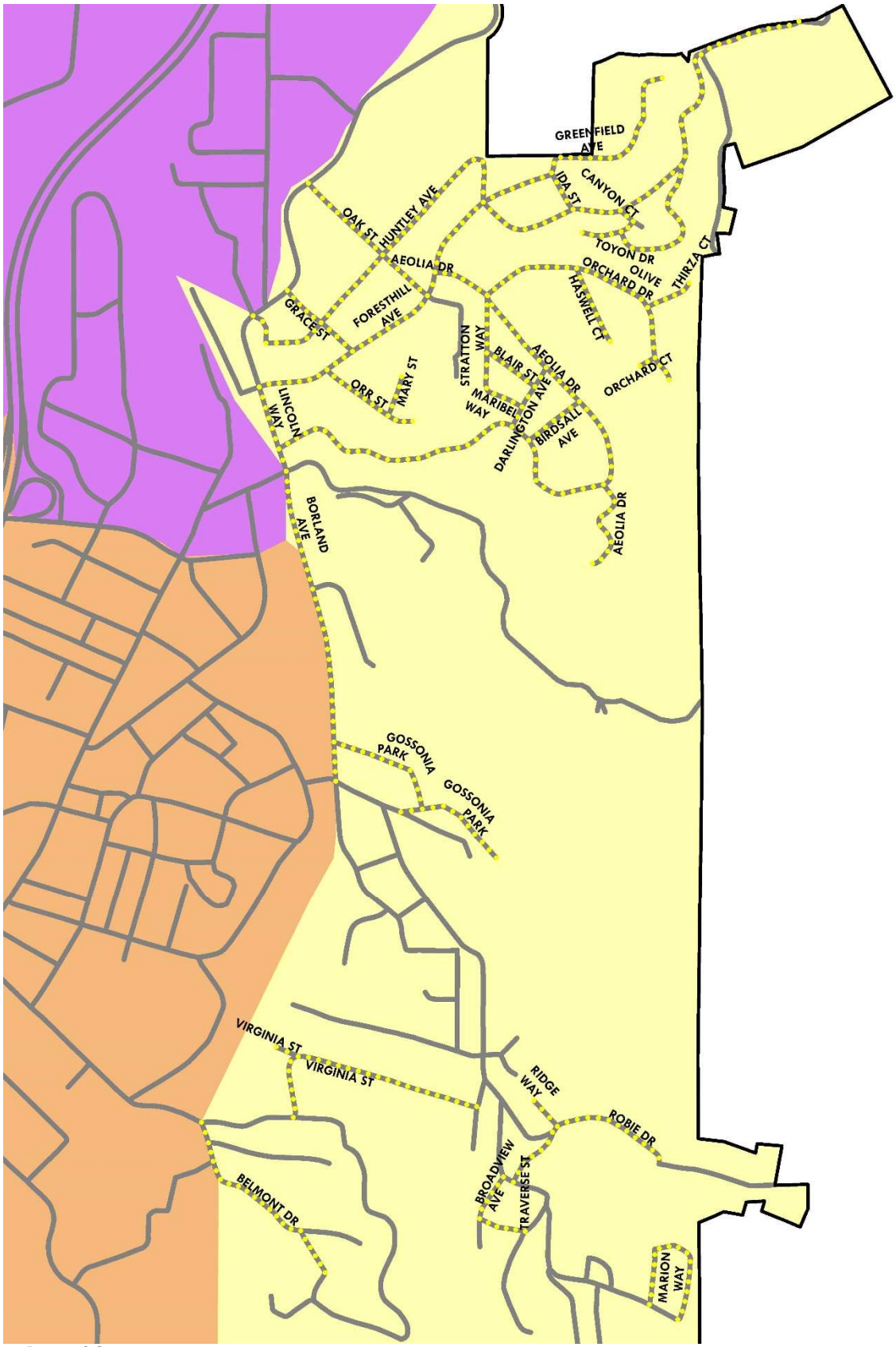
FY 2024/2025 Overlay				
Street	**Begin**	**End**	**Current PCI**	**Functional Class**
Maidu Drive	Auburn Folsom Road	Wildwood Drive	3	C - Collector
Maidu Drive	Wildwood Drive	Burlin Way	14	C - Collector
Maidu Drive	Burlin Way	Riverview Drive	28	C - Collector
Maidu Drive	Riverview Drive (S)	City Limits (E)	27	L - Local
Shirland Tract Road	Rosemary Dr. EB	City Limits (S)	26	C - Collector
Shirland Tract Road	Grayhorse Lane	Rosemary Dr. EB	28	C - Collector
Shirland Tract Road	Maidu Drive	Grayhorse Lane	82	C - Collector
FY 2024/2025 Surface Treatment				
Street	**Begin**	**End**	**Current PCI**	**Functional Class**
Belmont Drive	Gold Street	Woodcreek Way	69	L - Local
Belmont Drive	Woodcreek Way	Dead End	60	L - Local
Virginia Street	Gold Street	Virginia Street CDS Int.	39	L - Local
Virginia Street	Virginia Street CDS Int.	Cul-de-Sac	64	L - Local
Virginia Street	Virginia Street CDS Int.	Brook Road	70	L - Local
Marion Way	Placerado Avenue	Placerado Avenue	16	L - Local
Traverse Street	Placerado Avenue	Lakeview Drive	57	L - Local
Traverse Street	Lakeview Drive	Marina Avenue	26	L - Local
Robie Drive	311 Robie Drive	Brook Road	4	L - Local
Broadview Avenue	Robie Drive	Placerado Avenue	65	L - Local
Ridge Way	Robie Drive	Dead End	54	L - Local
Gossonia Park	Borland Avenue	Lubek/Gossonia Park Int.	4	L - Local
Gossonia Park	Lubeck Road	End	21	L - Local
Borland Avenue	Lubeck Road	1170' north	28	C - Collector
Borland Avenue	730' south	Hwy 49/El Dorado Street	25	C - Collector
Lincoln Way	EL Dorado Street	Foresthill Avenue	66	C - Collector
Aeolia Drive	Lincoln Way	Darlington Avenue	65	L - Local
Aeolia Drive	Darlington Avenue	Aeolia Drive/Court	64	L - Local
Aeolia Drive	Aeolia Drive/Court	End	28	L - Local
Aeolia Drive	Aeolia Drive/Court	Darlington Avenue	52	L - Local
Aeolia Drive	Darlington Avenue	Foresthill Avenue	90	L - Local
Orr Street	Foresthill Avenue	End	52	L - Local
Mary Street	Orr Street	Dead End	44	L - Local
Birdsall Avenue	Aeolia Drive	Aeolia Drive	46	L - Local
Blair Street	Stratton Way	Darlington Avenue	28	L - Local
Stratton Way	Aeolia Drive	Maribel Way	53	L - Local
Maribel Way	Stratton Way	Darlington Avenue	90	L - Local
Darlington Avenue	Aeolia Drive	Aeolia Drive	71	L - Local
Olive Orchard Drive	Aeolia Drive	Haswell Court	38	L - Local
Olive Orchard Drive	Haswell Court	Thirza Court	30	L - Local
Olive Orchard Drive	Thirza Court	Double Cul-de-sac	47	L - Local
Haswell Court	Olive Orchard Drive	Cul-de-Sac	45	L - Local
Thirza Court	Rosemary Dr. EB	Cul-de-Sac	34	L - Local
Orchard Court	Grayhorse Lane	Cul-de-Sac	33	L - Local

Grace Street	Lincoln Way	Foresthill Avenue	83	L - Local
Ruby Street	Lincoln Way	Huntley Avenue	31	L - Local
Huntley Avenue	Huntley Avenue	Oak Street	91	L - Local
Huntley Avenue	Oak Street	Greenfield Avenue	92	L - Local
Oak Street	Lincoln Way	Huntley Avenue	92	L - Local
Oak Street	Huntley Avenue	Foresthill Avenue	92	L - Local
Greenfield Avenue	Foresthill Avenue	Ida Street	92	L - Local
Greenfield Avenue	Ida Street	End	92	L - Local
Ida Street	Foresthill Avenue	Greenfield Avenue	92	L - Local
Foresthill Avenue	Lincoln Way	Grace Street	93	C - Collector
Foresthill Avenue	Grace Street	Del Monte Way	92	C - Collector
Foresthill Avenue	Del Monte Way	Greenfield Avenue	77	C - Collector
Foresthill Avenue	Greenfield Avenue	Toyon Drive (W)	93	C - Collector
Foresthill Avenue	Toyon Drive (W)	Canyon Drive	20	C - Collector
Foresthill Avenue	Canyon Drive	Russell Road/City Limits	51	C - Collector
Toyon Drive	Foresthill Avenue	Toyon Drive turn	42	L - Local
Toyon Drive	Toyon Drive turn	End	82	O - Other
Canyon Court	Foresthill Avenue	Toyon Drive	33	L - Local

FY 2024/2025 Overlay

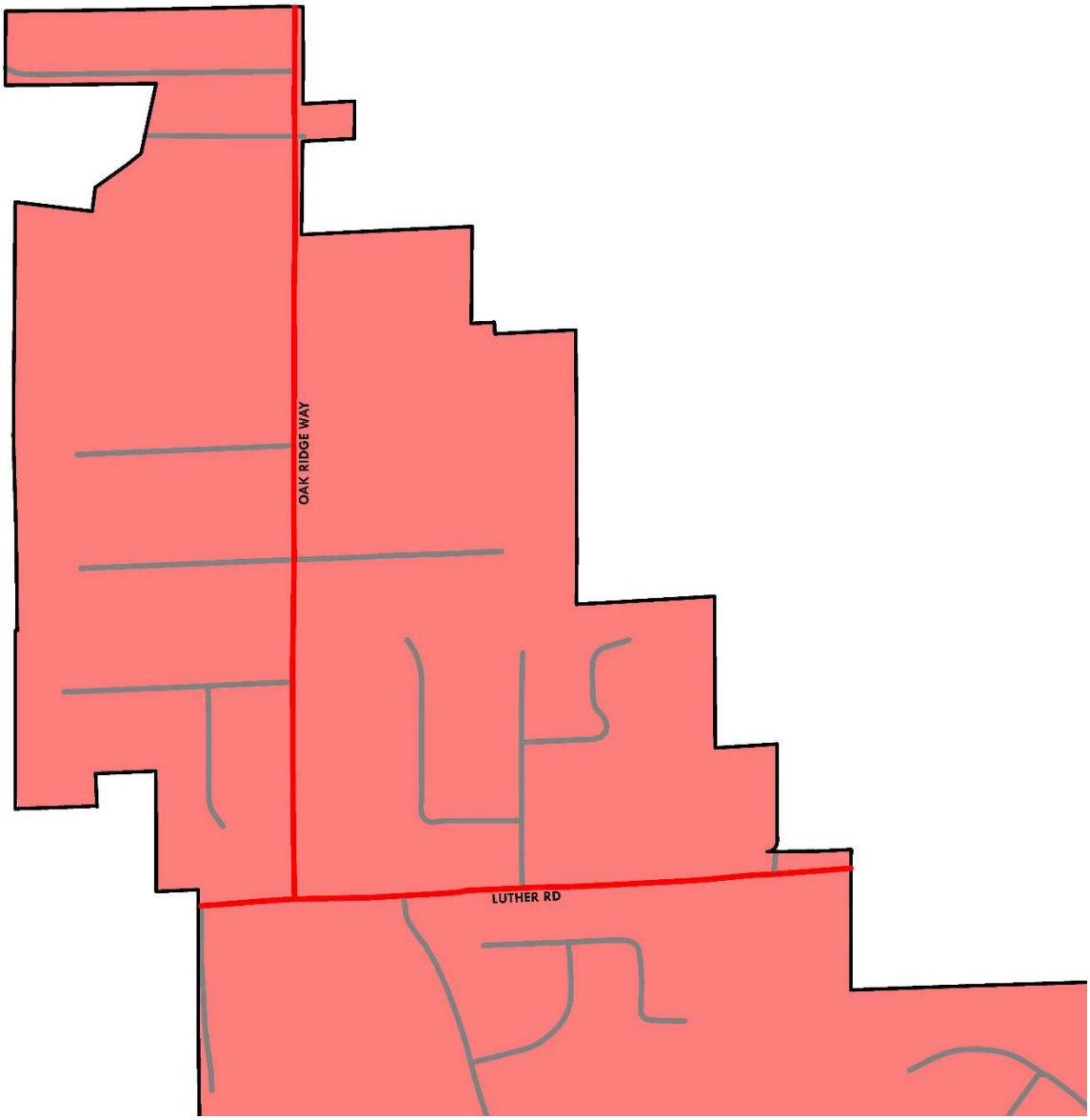


FY 2024/2025 Surface Treatment

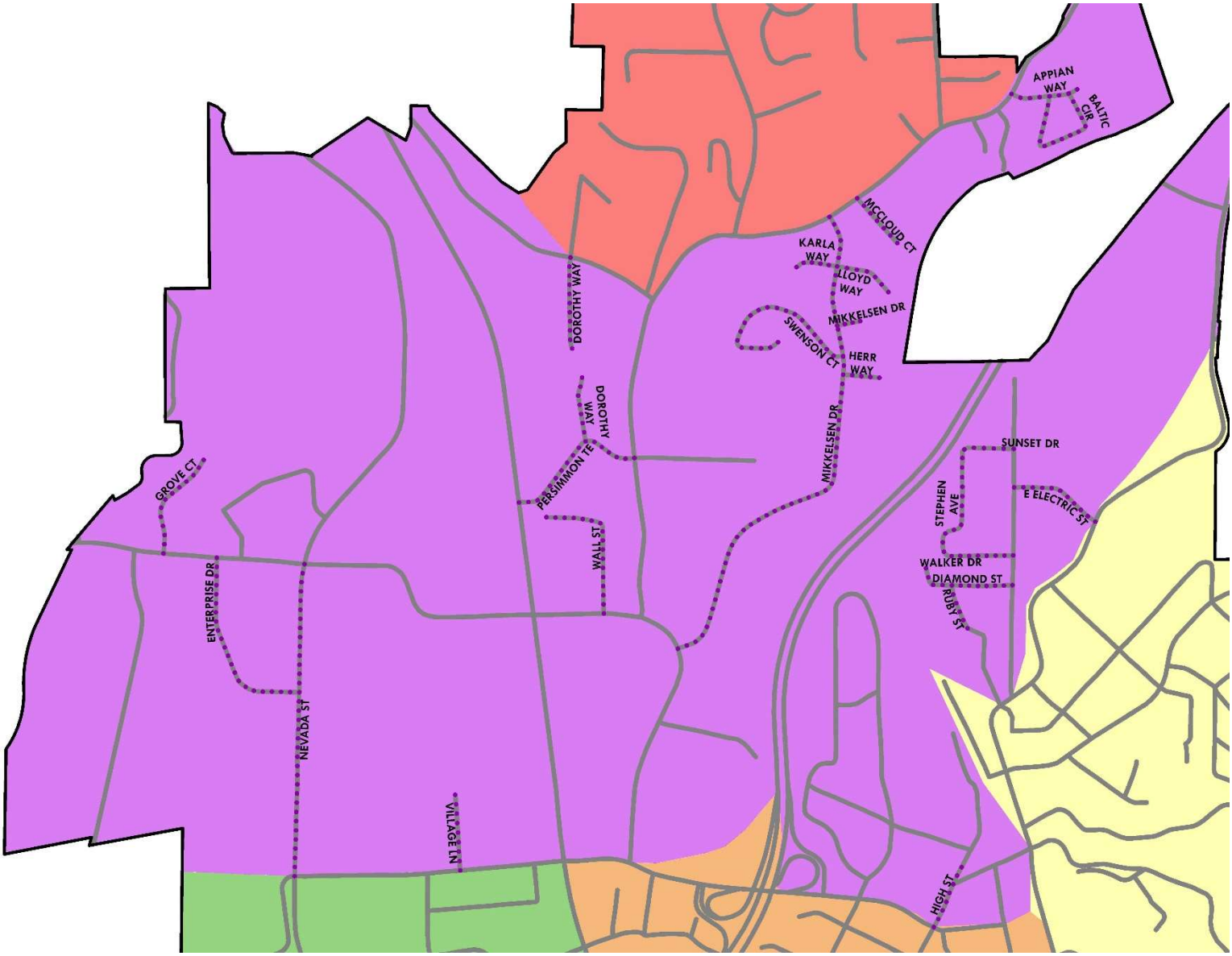


FY 2025/2026 Overlay				
Street	**Begin**	**End**	**Current PCI**	**Functional Class**
Luther Road	Teal Court	City Limits (W)	60	C - Collector
Luther Road	City Limits (E)	Teal Court	58	C - Collector
Oakridge Way	Windwill Way	150' north of Hyde Park Dr.	96	C - Collector
Oakridge Way	Summer Ridge Court	Windmill Way	37	C - Collector
Oakridge Way	Luther Road	Summer Ridge Court	75	C - Collector
FY 2025/2026 Surface Treatment				
Street	**Begin**	**End**	**Current PCI**	**Functional Class**
Appian Way	Auburn Ravine Road	Dead End	24	L - Local
Baltic Circle	Appian Way	Appian Way	24	L - Local
Diamond Street	Electric Street	Ruby Street	60	L - Local
Diamond Street	Ruby Street	Dead End	36	L - Local
Dorothy Way	Persimmon Terrace	Dead End	72	L - Local
Dorothy Way	Marguerite Mine Road	Dead End	60	L - Local
E Electric Street	Electric Street	Lincoln Way	62	L - Local
Enterprise Drive	Nevada Street	Mt. Vernon Road	81	L - Local
Grove Court	Mt. Vernon Road	Cul-de-Sac	51	L - Local
Herr Way	Mikkelsen Drive	Dead End	84	L - Local
High Street	Elm Avenue	El Dorado Street	58	OFE - Other Freeways
Karla Way	Mikkelsen Drive	Cul-de-Sac	63	L - Local
Lloyd Way	Mikkelsen Drive	Cul-de-Sac	91	L - Local
McCloud Court	Auburn Ravine Road	Cul-de-Sac	55	L - Local
Mikkelsen Drive	Auburn Ravine Road	936' north	85	C - Collector
Mikkelsen Drive	936' N of Aub Rav Road	Herr Way	87	C - Collector
Mikkelsen Drive	Herr Way	Karlay Way	84	C - Collector
Mikkelsen Drive	Mikkelsen Drive	Cul-de-Sac	85	C - Collector
Mikkelsen Drive	Karla Way	Auburn Ravine Road (N)	90	C - Collector
Nevada Street	Fulweiler Avenue	Enterprise Drive	72	A - Arterial
Nevada Street	Enterprise Avenue	Palm Avenue	78	A - Arterial
Persimmon Ter.	Auburn Ravine Road	Dorothy Way	82	L - Local
Persimmon Ter.	Dorothy Way	Hwy 49	83	L - Local
Ruby Street	Diamond Street	Cul-de-Sac	66	L - Local
Stephen Avenue	Sunset Drive	Walker Drive	35	L - Local
Sunset Drive	Electric Street	Stephens Avenue	32	L - Local
Swenson Court	Mikkelsen Drive	Cul-de-Sac	81	L - Local
Village Lane	Fulweiler Avenue	End	86	L - Local
Walker Drive	Electric Street	Sptehen Avenue	82	L - Local
Wall Street	Palm Avenue	Dead End	48	L - Local

FY 2025/2026 Overlay



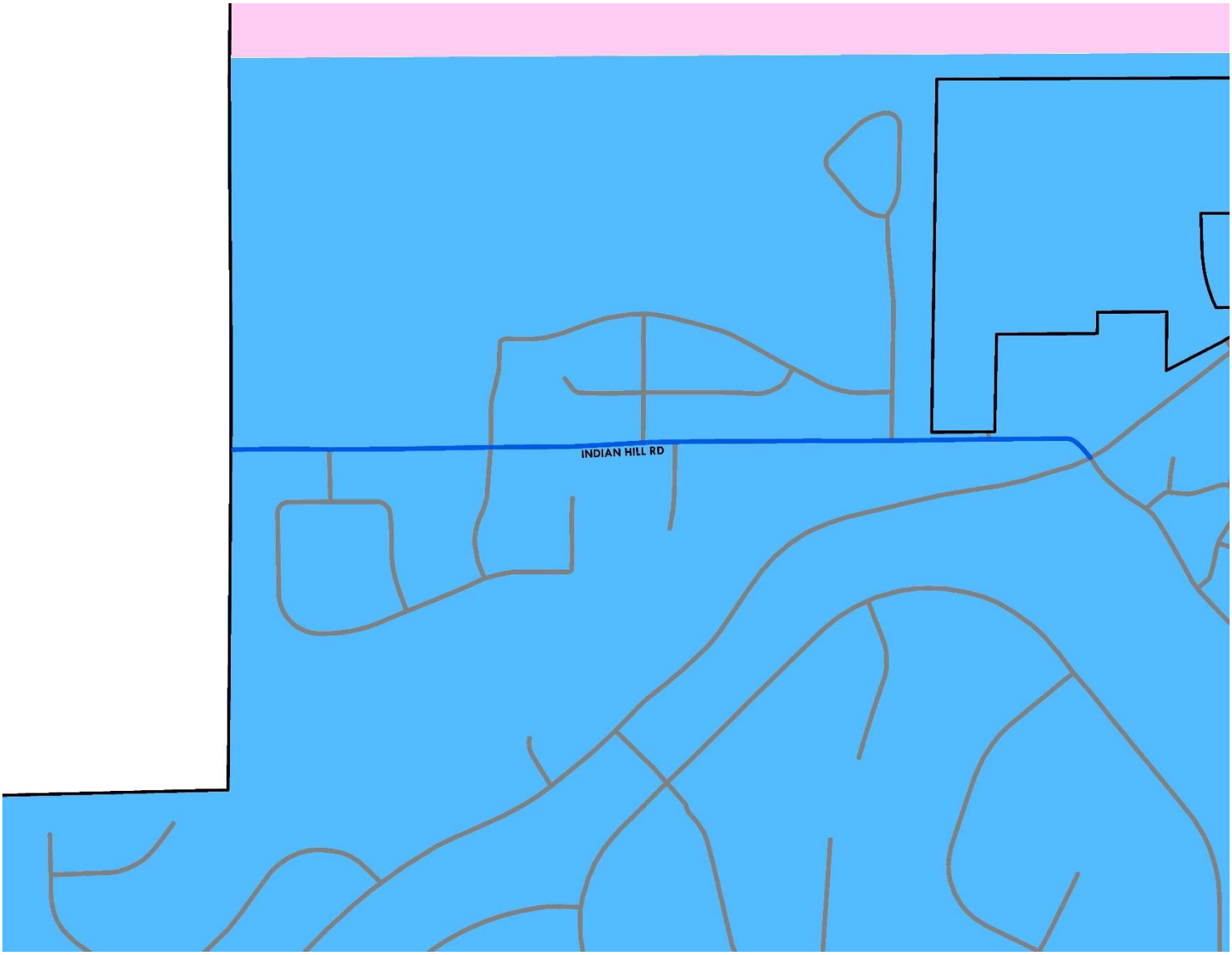
FY 2025/2026 Surface Treatment



FY 2025/2026 Overlay				
Street	**Begin**	**End**	**Current PCI**	**Functional Class**
Indian Hill Road	Sawka Drive	City Limits	70	C - Collector
Indian Hill Road	Viewcrest Court	Sawka Drive	65	C - Collector
Indian Hill Road	Grandview Drive	Viewcrest Court	71	C - Collector
Indian Hill Road	Auburn Folsom Road	Grandview Drive	79	C - Collector
FY 2025/2026 Surface Treatment				
Street	**Begin**	**End**	**Current PCI**	**Functional Class**
Buckeye Court	Wildwood Drive	Dead End	17	L - Local
Buckeye Court	Wildwood Drive	Cul-de-Sac	17	L - Local
Burlin Way	Maidu Drive	Wildwood Drive	18	L - Local
Burlin Way	Wildwood Drive	Cul-de-Sac	19	L - Local
Camjen Lane	Perkins Way	Cul-de-Sac	92	L - Local
Dale Way	Skyridge Drive	Herrington Drive	90	L - Local
Del Valle Drive	Herdal Drive	Oakview Terrace	12	L - Local
Forest Court	Ginger Drive	Cul-de-Sac	88	L - Local
Forest Court	Ginger Drive	Cul-de-Sac	73	L - Local
Ginger Drive	Forest Court	Katherine Way	77	L - Local
Ginger Drive	Katherine Way	Carolyn Street	52	L - Local
Ginger Drive	Carolyn Street	Herrington Drive	86	L - Local
Herdal Drive	Auburn Folsom Road	Dead End	43	L - Local
Herdal Drive	Herdal Drive	Cul-de-Sac	6	L - Local
Herrington Drive	Poet Smith Drive	Carolyn Street	74	L - Local
Herrington Drive	Carolyn Street	Dale Way	80	L - Local
Herrington Drive	Dale Way	Valley View Drive	43	L - Local
Katherine Way	Camjen Lane	Ginger Drive	61	L - Local
Katherine Way	Ginger Drive	Carolyn Street	79	L - Local
Manzanita Way	Norman Lane	Dead End	65	L - Local
Mary Jane Court	Poet Smith Drive	Vista Del Rio	29	L - Local
Meadowlark Court	Pacific Avenue	Cul-de-Sac	91	L - Local
Montana Drive	Maidu Drive	Shirland Tract Road	69	L - Local
N. McDaniel Drive	Skyridge Drive	S. McDaniel Drive	85	L - Local
Norman Lane	Quinn Way	Cul-de-Sac	24	L - Local
Norman Lane	Quinn Way	Cul-de-Sac	20	L - Local
Norman Lane	Cul-de-Sac (E)	Cul-de-Sac (S)	15	L - Local
Oakview Terrace	Del Valle Drive	Cul-de-Sac	19	L - Local
Oakview Terrace	Del Valle Drive	Cul-de-Sac	38	L - Local
Pajaro Court	Montana Drive	Cul-de-Sac	80	L - Local
Pinecrest Avenue	Pacific Avenue	Cul-de-Sac	90	L - Local
Poet Smith Drive	Mary Jane Court	End	84	L - Local
Poet Smith Drive	Herrington Drive	Mary Jane Court	88	L - Local
Poet Smith Drive	Carolyn Street	Herrington Drive	88	L - Local
Quinn Way	Herdal Drive	Norman Lane	21	L - Local
Riverview Drive	Skyridge Drive	Cul-de-Sac	58	L - Local
Sacramento Street	Auburn Folsom Road	Adriana Place	78	C - Collector

Sacramento Street	Adriana Place	Carolyn Street	31	C - Collector
Sacramento Street	Carolyn Street	Rancho Drive	30	C - Collector
Sacramento Street	Rancho Drive	Orrin Drive	65	C - Collector
Sacramento Street	Orrin Drive	Pacific Avenue	64	C - Collector
Sage Way	Norman Lane	Dead End	93	L - Local
Skyridge Drive	Riverview Drive	S. McDaniel Drive	78	C - Collector
Skyridge Drive	S. McDaniel Drive	Dale Way	53	C - Collector
Skyridge Drive	Dale Way	Valley View Drive	89	C - Collector
Skyridge Drive	Valley View Drive	Sacramento Street	57	C - Collector
S. McDaniel Drive	Skyridge Drive	Cul-de-Sac	88	L - Local
Smith Court	Carolyn Street	Cul-de-Sac	75	L - Local
Valley View Drive	Skyridge Drive	Herrington Drive	80	L - Local
Valley View Drive	Herrington Drive	Carolyn Street	92	L - Local
Wildwood Drive	Maidu Drive	Buckeye Court	16	L - Local
Wildwood Drive	Buckeye Court	Burlin Way	35	L - Local

2026/2027 Overlay



2026/2027 Surface Treatment