



**City of Ojai, CA Citywide
Pavement Condition Assessment
and PMP Reporting – Final Report**

June 26, 2023

Prepared for:

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CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

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Table of Contents

ABBREVIATIONS	IV
EXECUTIVE SUMMARY	V
1.0 PROJECT OVERVIEW	1.1
1.1 BACKGROUND	1.1
1.2 PROJECT SCOPE AND OBJECTIVES.....	1.1
1.3 REPORT ORGANIZATION.....	1.2
2.0 DATA COLLECTION	2.1
2.1 FIELD SURVEY SCOPE.....	2.1
2.2 DATA COLLECTION METHODOLOGY	2.1
2.2.1 Roughness Data Collection	2.1
2.2.2 Surface Distress Data Collection.....	2.2
2.2.3 Laser - Transverse Profile / Rutting Data Collection	2.4
2.2.4 Right-of-Way (ROW) Imagery	2.4
2.2.5 Structural Testing using FWD	2.4
2.2.6 Ground Penetrating Radar	2.5
3.0 ROADMATRIX™ ANALYSIS MODELS	3.1
3.1 PAVEMENT PERFORMANCE INDICES.....	3.1
3.1.1 Roughness – Ride Comfort Index (RCI).....	3.1
3.1.2 Surface Distress – Surface Distress Index (SDI)	3.1
3.1.3 Structural Adequacy Index (SAI)	3.1
3.1.4 Pavement Quality Index (PQI).....	3.2
3.2 PAVEMENT DETERIORATION MODELS	3.2
3.2.1 Deterioration Curves.....	3.2
3.3 MAINTENANCE AND REHABILITATION ANALYSIS	3.3
3.3.1 Needs Assessment Analysis	3.3
3.3.2 Recommended Treatments Analysis	3.3
3.4 BUDGET ANALYSIS.....	3.9
3.4.1 Overview.....	3.9
4.0 INITIAL DATABASE SETUP	4.1
5.0 ANALYSIS RESULTS	5.1
5.1 PRESENT STATUS RESULTS	5.1
5.1.1 Lane-Length Weighted Performance	5.1
5.1.2 Ride Comfort Index (RCI)	5.2
5.1.3 Surface Distress Index (SDI)	5.4
5.1.4 Pavement Quality Index (PQI).....	5.6
5.1.5 Structural Adequacy Index (SAI)	5.8
5.1.6 Analysis Logs Summary	5.10
5.2 BUDGET ANALYSIS RESULTS.....	5.10
5.2.1 Definition of Analysis Scenarios	5.10
5.2.2 Analysis Results	5.11
5.2.3 Budget Recommended Rehabilitations	5.17



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

6.0	CONCLUSIONS.....	6.1
6.1	PRESENT STATUS	6.1
6.2	BUDGET ANALYSIS.....	6.2
7.0	RECOMMENDATIONS.....	7.1

LIST OF TABLES

Table ES.1: 2022 Present Status Results – All Paved Roads (No SS)	vi
Table ES.2: 2022 Present Status Analysis Results –Parking Lots – Paved.....	vi
Table ES.3: Budget Analysis Results 2023-2028 - All Paved Network	viii
Table 2.1: Distress Types - Asphalt	2.3
Table 3.1: City of Ojai – 2023 M&R Treatments Summary.....	3.5
Table 5.1: 2022 Present Status Analysis Results – All Paved Roads (No SS)	5.1
Table 5.2: 2022 Present Status Analysis Results –Parking Lots – Paved	5.1
Table 5.3: 2022 RCI Distribution - All Paved Roads (No SS)	5.3
Table 5.4: 2022 RCI Distribution by Functional Class - All Paved Roads (No SS)	5.3
Table 5.5: 2022 SDI Distribution - All Paved Roads (No SS)	5.5
Table 5.6: 2022 SDI Distribution by Functional Class - All Paved Roads (No SS).....	5.5
Table 5.7: 2022 PQI Distribution - All Paved Roads (No SS)	5.7
Table 5.8: 2022 PQI Distribution by Functional Class - All Paved Roads (No SS)	5.7
Table 5.9: 2022 SAI Distribution - All Paved Roads (No SS)	5.9
Table 5.10: 2022 SAI Distribution by Functional Class - All Paved Roads (No SS)*	5.9
Table 5.11: Performance Indices Analysis Logs Summary	5.10
Table 5.12: 2024 – 2028 Budget Scenario Parameters.....	5.11
Table 5.13: Budget Analysis Results 2023 – 2028 – All Paved Network	5.11
Table 5.14: Do Nothing Budget Scenario Results	5.13
Table 5.15: \$2.0M/Year Budget Scenario Results.....	5.13
Table 5.16: Achieve a PQI = 70 by 2028 Budget Scenario Results	5.14
Table 5.17: Reduce % Deficiency to 5 % by 2028 Budget Scenario Results	5.14
Table 5.18: Needs Analysis Budget Scenario Results	5.14

LIST OF FIGURES

Figure ES.1: City of Ojai 2022 Present Status Map (PQI)	vii
Figure 3.1: Rehabilitation Benefit on Performance Curve	3.3
Figure 3.2: Local Roads, Alleys, Parking Lots - Flexible Pavement Decision Tree	3.7
Figure 3.3: Collector Roads - Flexible Pavement Decision Tree	3.8
Figure 3.4: Arterial Roads-Flexible Pavement Decision Tree Budget Analysis.....	3.8
Figure 5.1: 2022 RCI Distribution - All Paved Roads (No SS).....	5.2
Figure 5.2: 2022 SDI Distribution - All Paved Roads (No SS).....	5.4
Figure 5.3: 2022 PQI Distribution - All Paved Roads (No SS).....	5.6
Figure 5.4: 2022 SAI Distribution - All Paved Roads (No SS)	5.8
Figure 5.5: Funding Impact on Network Average PQI	5.15
Figure 5.6: Funding Impact on Network Average Deficiency Percentage	5.16
Figure 5.7: “\$2.0M/Year” Recommended Treatment Type Distribution.....	5.17
Figure 5.8: “Achieve a PQI = 70 by 2028” Recommended Treatment Type Distribution	5.18
Figure 5.9: “Reduce % Deficiency to 5 % by 2028” Recommended Treatment Type Distribution	5.19



LIST OF APPENDICES

APPENDIX A RIDE COMFORT INDEX MAP.....A.1

APPENDIX B SURFACE DISTRESS INDEX MAPB.1

APPENDIX C PAVEMENT QUALITY INDEX MAPC.1

APPENDIX D STRUCTURAL ADEQUACY INDEX MAPD.1

APPENDIX E FAILED SECTIONS LISTE.1

APPENDIX F \$2.0M/YEAR PROGRAM DETAILS.....F.1

APPENDIX G ACHIEVE A PQI OF 70 BY 2028 PROGRAM DETAILSG.1

APPENDIX H REDUCE % DEFICIENCY TO 5% BY 2028 PROGRAM DETAILSH.1



ABBREVIATIONS

ABC	Aggregate Base Course
ACP	Asphalt Concrete Pavement
ALG	Alligator Cracking
CL-MI	Centerline Miles
FDR	Full Depth Reclamation
FWD	Falling Weight Deflectometer
GPR	Ground Penetrating Radar
HMA	Hot Mix Asphalt
IRI	International Roughness Index
LL-PQI	Lane-Length Weighted PQI
LL-Def.	Lane-Length Weighted Deficiency
LN-MI	Lane Miles
Lon/TCr	Longitudinal /Transverse Cracking
M&R	Maintenance and Rehabilitation
M _R	Subgrade Soil Resilient Modulus
OL	Overlay
PCC	Portland Cement Concrete
PMP	Pavement Management Plan
PMS	Pavement Management System
PQI	Pavement Quality Index
RCI	Ride Comfort Index
SAI	Structural Adequacy Index
SDI	Surface Distress Index



EXECUTIVE SUMMARY

The City of Ojai is responsible for the administration of a roadway network of approximately 34 centerline-miles (CL-MI) or 68 lane-miles (LN-MI). In addition, the City manages 13 parking lots with a total area of approximately 36,000 square yards. This network forms a valuable asset to be managed in a cost-effective manner. Providing a desirable level of service to the stakeholders is also important.

The City selected Stantec Consulting Services Inc. (Stantec) to collect pavement condition data on the City's road network and to implement Stantec's RoadMatrix™ Pavement Management System (PMS). This report was prepared based on the most recent data collection effort.

The project scope for 2022 included the following main tasks:

- Semi-automated Pavement surface distress and roughness survey on approximately 35 survey-miles of the City's paved road network and parking lots, excluding private roads.
- Structural testing using Falling Weight Deflectometer (FWD) equipment on all roads and parking lots.
- Ground Penetrating Radar (GPR) survey to determine layer thickness information on all roads and parking lots.
- Right-of-Way (ROW) Imagery Collection, processing and linkage to each road section.
- RoadMatrix™ PMS Implementation including the RoadMatrix™-ArcGIS Add-in.
- RoadMatrix™ training, 2-days onsite.
- PMP outlining the field-testing procedures, network present status results, 5-year recommended work programs, a list of any untested road sections with the associated reasons, and project conclusions and recommendations.

The pavement condition data was used to calculate the Present Status of the road network in terms of the following performance indicators:

- Ride Comfort Index (RCI) – Represents the smoothness (ride quality) of the road or parking lot.
- Surface Distress Index (SDI) – Represents the surface condition of the road (cracking, rutting, etc.)
- Structural Adequacy Index (SAI) – Represents the structural integrity of the pavement structure.
- Pavement Quality Index (PQI) – Overall condition index, a function of the above-noted indices.

Each of the aforementioned indices is presented on a scale of 0-100. An index value of 0 represents a pavement section in the worst possible condition, whereas an index value of 100 represents a pavement section in the best possible condition. The SAI ratings are evaluated based on the mid-point of 50. Sections with an $SAI \geq 50$ are considered adequate to carry the anticipated traffic loading, including commercial traffic, whereas pavement sections with a calculated $SAI < 50$ are considered inadequate to carry the anticipated traffic loading and will require structural enhancements.

The results of the Present Status Analysis (presented as PQI) are presented below in Table ES.1: for roads and in Table ES.2: for Parking Lots. The PQI results are also mapped on the following page in Figure ES.1.



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Executive Summary

Table ES.1: 2022 Present Status Results – All Paved Roads (No SS)

Functional Class	No. of Sections	Length (CI-MI) /Area (Sq. Yd.)	Lane Length (LN-MI)	RCI	SDI	SAI	PQI
Arterial	62	6.5	13.1	49	29	97	55
Collector	73	6.7	13.4	49	52	94	54
Local	227	20.6	41.2	44	51	91	52
Alley	5	0.3	0.5	52	36	89	40
All Sections	367	34.1	68.2	46	47	93	53

Table ES.2: 2022 Present Status Analysis Results –Parking Lots – Paved

Functional Class	No. of Sections	Area (Sq. Yd.)	RCI	SDI	SAI	PQI
Parking Lot	15	36,013	33	51	92	55

Present Status Results

The following observations can be made based on the present status results:

- The City's road network and the City's parking lots are both in "Fair" condition in 2022 as noted by the overall network PQI of 53 and 55, respectively.
- The Surface Distress Index (SDI) results indicate that the City's roads and parking lots both exhibit a "Fair" pavement surface condition with SDI values of 47 and 51, respectively.
- The Ride Quality Index (RCI) results indicate that the City's roads exhibit a "Fair" ride quality (RCI = 46) whereas the parking lots exhibit a "Poor" ride quality (RCI = 33).
- The Structural Adequacy Index (SAI) results indicate that the City's roads and parking lots both exhibit Adequate structural capacity to carry the traffic loading with SAI average values of 93 and 92, respectively.
- The overall condition rating (PQI) is highest for Arterial roads (PQI = 55), followed by Collector roads (PQI = 54), Local roads (PQI = 52) and Alleys with the lowest PQI of 40. The results are reasonable considering the functional classifications of the roads.
- The Arterial roads network LL-weighted SDI of 29 indicates a "Poor" overall condition rating and the worst pavement surface condition performance amongst all functional classes.
- The local roads network LL-weighted PQI of 52 indicates a "Fair" overall performance rating.
- The surface distress index (SDI) results indicate that Collector and Local roads share a somewhat similar "Fair" rating as indicated by the LL-weighted SDI of 52 for Collector roads and 51 for Local roads.

— Failed (PQI < 20)
 — Poor (20 ≤ PQI < 40)
 — Fair (40 ≤ PQI < 70)
 — Good (PQI ≥ 70)

— Structurally Inadequate (SAI < 50)
 — Structurally Adequate (SAI ≥ 50)



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Executive Summary

Budget Analysis Results

A summary of the budget analysis results is presented below in Table ES.3. The summary shows the total cost for each budget scenario over the 5-year analysis period, as well as the predicted network lane-length average PQI (LL-PQI) and network lane-length average deficiency percentage (LL-Def. %) in 2023 (based on the recently approved contracts) as well as in 2028. The approved 2023/24 contract value was estimated at \$2.11 M using the treatment unit costs within RoadMatrix™. This excludes any non-pavement related work, e.g., sidewalk repair, etc. The costs in the tables are rounded to the nearest \$1,000, and PQI and % Deficiency are rounded to the nearest whole number.

Table ES.3: Budget Analysis Results 2023-2028 - All Paved Network

Analysis Scenario	Total Cost Over 5 years Excluding 2023	LL-PQI ¹		LL-Def. ² (%)	
		2023	2028	2023	2028
Do Nothing	-	49	30	67	86
\$2.0M/Year	\$9,967,000	49	83	67	3
Achieve a PQI = 70 by 2028	\$5,926,000	49	70	67	23
Reduce % Deficiency to 5 % by 2028	\$9,352,000	49	82	67	4
Needs Analysis	\$9,184,000	49	83	67	3

¹ LL-PQI = Lane-Length weighted PQI

² LL-Def. = Lane-Length weighted Deficiency

The following observations can be made based on the information presented in the table above:

- Should no work be performed on the network for the next five years, the lane-length weighted network PQI is predicted to drop from 49 by the end of 2023 to 30 by the end of 2028. The network percent deficiency is predicted to increase from 67 % in 2023 to 86 % at the end of 2028. This is the worst-case scenario.
- The “\$2.0 M/Year” budget results indicate that the predicted network PQI will increase from 49 in 2023 to 83 in 2028. The deficiency is predicted to decrease from 67 % in 2023 to 3 % in 2028.
- The “Achieve a PQI = 70 by 2028” analysis results predict that spending an average of \$1.2M/Year will increase the network average PQI from 49 in 2023 to 70 in 2028. The same budget is predicted to reduce the network deficiency from 67 % in 2023 to 23 % by the end of 2028.
- The “Reduce % Deficiency to 5 % by 2028” analysis results predict that spending an average of \$1.87M/Year will increase the network average PQI from 49 in 2023 to 82 in 2028. The same budget is predicted to reduce the network deficiency from 67 % in 2023 to 4 % by the end of 2028.
- The results of the “Needs Analysis” scenario, which recommends work on network sections as they become “In Need” predict that spending an average of \$1.84M/Year will increase the network average PQI from 49 in 2023 to 83 in 2028. The same budget is predicted to reduce the network deficiency from 67 % in 2023 to 3 % by the end of 2028.
- The “Reduce % Deficiency to 5 % by 2028” scenario results indicate consistent performance and deficiency predictions based on the funding needs. Compared to the “2.0M/Year” scenario, this scenario requires \$615,000 less funding but predicts a slightly lower PQI in 2028 (82 compared to 83) and a slightly higher deficiency (4 % compared to 3 %).



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Executive Summary

- Results in general suggest that dealing with the network deficiency earlier can save funds over the analysis period. This is evident when comparing the “\$2.0M/Year” scenario with the “Needs Analysis” scenario where both scenarios have similar performance and deficiency predictions, but spending money earlier, as is the case for the Needs Analysis scenario, can save approximately \$783,000 over the five-year year analysis period.
- While the three budget scenarios that cost around \$9.0M - \$10M each have somewhat a similar predicted PQI and % Deficiency in 2028, the annual spending, annual predicted performance, and the amount of sections that are recommended for treatment under the different scenarios is very different. Over the 5-year program period, there are 209 sections that are recommended for treatment under the “\$2.0M/Year” scenario. There are 161 sections recommended by the “Reduce % Deficiency to 5 % by 2028” scenario and 248 sections recommended by the “Needs Analysis: scenario.

RECOMMENDATIONS

The following recommendations are developed based on our understanding of the City’s network condition and current practices:

- It is recommended that the City survey the road network, including parking lots, once every 3 years (industry standard), in order to calibrate the predicted condition data and to validate the benefits of maintenance and rehabilitation (M&R) programs completed by the City.
- On pavements that are in good condition, including recently rehabilitated pavements, it is recommended that the City focus on preventive maintenance. It is much more cost-effective to keep good roads in good condition as opposed to spending the majority of the available funds on roads that have already deteriorated past the preventive maintenance threshold. RoadMatrix™ decision trees are setup with this goal in mind.
- It is recommended that the City upload the completed work history at the end of each year to the RoadMatrix™ database. This allows the City to update the analysis and work recommendations should any changes occur to the planned program. This also allows City staff to run additional analysis on various budget- and performance-based scenarios.
- Traffic data, as mentioned above, is one of the elements that is used in the calculation of the SAI. Traffic data also helps determine the performance deterioration rate. It is recommended that the City continue to validate traffic data, including % commercial traffic, and update as needed.
- M&R treatment unit costs should be validated on an annual basis and updated as needed to reflect any changes. Unit cost information is used within RoadMatrix™ to determine the work programs based on available funding.
- Treatment inflation rates, found in the RoadMatrix™ Analysis module, should be reviewed and updated, if needed, to reflect anticipated future increases in treatment unit costs. The % Inflation is currently set to 2.0 % for all treatment types. RoadMatrix™ allows for individual treatments to have their own inflation rates, if needed. Similarly, the Discount Rate, also found in the Analysis module, should be reviewed and updated as needed. The Discount Rate, currently set to 1.0 %, is used in the calculations of cost effectiveness (CE) based on first year equivalent present value.
- Pavement management analysis is a network-level analysis that optimizes spending over the entire road network. It is therefore important that recommended treatments are field-verified before implementation to ensure suitability and to consider project specific conditions, if applicable.



1.0 PROJECT OVERVIEW

1.1 BACKGROUND

The City of Ojai is located in the Ojai Valley in Ventura County, California. The City is committed to funding infrastructure sustainability to improve the quality of life and economic development for its community.



The City is responsible for the administration of a roadway network of approximately 34 centerline-miles (CL-MI) or 68 lane-miles (LN-MI). In addition, the City manages 13 parking lots with a total area of approximately 36,000 square yards. This network forms a valuable asset to be managed in a cost-effective manner. Providing a desirable level of service to the stakeholders is also important.

The City selected Stantec Consulting Services Inc. (Stantec) to collect pavement condition data on the City's road network and to implement Stantec's RoadMatrix™ Pavement Management System (PMS). This report was prepared based on the most recent data collection effort.

1.2 PROJECT SCOPE AND OBJECTIVES

The project scope included the following main tasks:

- Semi-automated Pavement surface distress and roughness survey on approximately 35 survey-miles of the City's paved road network and parking lots, excluding private roads.
- Structural testing using Falling Weight Deflectometer (FWD) equipment on all roads and parking lots.
- Ground Penetrating Radar (GPR) survey to determine layer thickness information on all roads and parking lots.
- Right-of-Way (ROW) Imagery Collection, processing and linkage to each road section.
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- RoadMatrix™ training, 2-days onsite.
- PMP outlining the field-testing procedures, network present status results, 5-year recommended work programs, a list of any untested road sections with the associated reasons, and project conclusions and recommendations.

The pavement condition data was used to calculate the Present Status of the road network in terms of the following performance indicators:

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- Structural Adequacy Index (SAI) – Represents the structural integrity of the pavement structure.
- Pavement Quality Index (PQI) – Overall condition index, a function of the above-noted indices.



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Project Overview

Each of the aforementioned indices is presented on a scale of 0-100. An index value of 0 represents a pavement section in the worst possible condition, whereas an index value of 100 represents a pavement section in the best possible condition. The SAI ratings are evaluated based on the mid-point of 50. Sections with an SAI ≥ 50 are considered adequate to carry the anticipated traffic loading, including commercial traffic, whereas pavement sections with a calculated SAI < 50 are considered inadequate to carry the anticipated traffic loading and will require structural enhancements.

The significance of each of these indices is discussed further below under Section 3.1.

1.3 REPORT ORGANIZATION

This report is made up of the following seven (7) sections:

- Section 1.0 provides an introduction and overview of the project scope and objectives.
- Section 2.0 provides a summary of the data collection efforts completed as part of this project.
- Pavement performance models are described in Section 3.0.
- Section 4.0 provides a summary of the initial database setup and data sources.
- RoadMatrix™ analysis results are presented in Section 5.0.
- Conclusions are provided in Section 6.0.
- Recommendations are provided in Section 7.0.



2.0 DATA COLLECTION

2.1 FIELD SURVEY SCOPE

The 2022 field survey scope consisted of the following:

- Roughness and pavement surface distresses on approximately 35 centerline-miles (36 survey miles) of paved roads and 13 parking lots with a total area of approximately 36,000 square-yards. Condition data was collected between 12/20/2021 and 12/22/2021.
- ROW Imagery was collected on all accessible roads and parking lots using the RT-3000'S 360° camera.
- Structural testing using FWD was completed on roads and parking lots on 10/15/2021 and 10/18/2021. A total of 824 tests were completed consisting of 688 on roads and alleys and 136 on parking lots. The data was loaded into the City's RoadMatrix™ database.
- GPR testing was completed on 10/18/2021. Approximately 38.4 centerline miles were surveyed, and the corresponding layer thickness information was loaded into the City's RoadMatrix™ database.

2.2 DATA COLLECTION METHODOLOGY

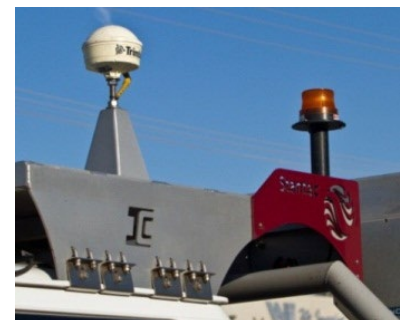
A Stantec RT-3000 unit equipped with accelerometers, laser sensors, cameras, and inertial global position system (IGPS) was used to conduct the 2022 pavement condition survey for surface distress and roughness. The following subsections summarize the data collection methodologies.



The survey was generally conducted in the outer-most lane of each road segment, with the direction of travel referenced in the observed data, through lane codes: "P" lanes indicate the direction defined in the network definition was followed during the survey; whereas the "M" lanes indicate the survey was conducted in the opposite direction of the network definition limits. Road sections with four or more traffic lanes, and/or divided road sections, if any, were tested in both directions of travel. The RT-3000 unit was operated at a minimum speed of 15 mph to ensure reliable profile/ride quality data was being collected.

2.2.1 Roughness Data Collection

The roughness (ride quality) of each section was measured using a specialized profile measurement system, mounted on the front bumper of the RT-3000 vehicle. The system in the front bumper is equipped with accelerometers and laser sensors which were used to measure the longitudinal profile of the pavement surface in each wheel path of the survey travel lane. The profile data was then used to calculate an International Roughness Index (IRI), in units of inches/mile, summarized at 100-ft intervals.



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Data Collection

The profiler is certified according to ASTM E950 as a Class I profilometer. The collection of longitudinal profile of roughness data is fully automated. The specialized profile measurement system employs two sensing devices:

1. Laser height sensors that measure the distance between the vehicle and the pavement surface, while the vehicle is traveling at up to posted speed limits; and
2. An accelerometer that measures the vertical acceleration of the vehicle as it bounces in response to the pavement surface profile.



These two measurements are used during post-processing, to eliminate the effects of vertical vehicle motion, and thereby define the vertical profile of the pavement surface. The RT-3000 is also equipped with a distance measurement instrument (DMI) to provide a reference measurement of the vehicle as it traverses the road. This measurement provides stationing references for the profile data.

The IRI measurements obtained from the RT-3000 system have been correlated with those obtained from other valid profilometers, as well as IRI-calculated values from rod and level, and dipstick surveys.

The IRI data is further converted into a Ride Comfort Index (RCI) within the City's RoadMatrix™ pavement management system (PMS) for each road section.

2.2.2 Surface Distress Data Collection

Pavement surface condition is evaluated based on the type, severity, and extent of pavement surface distresses. Each surface distress is evaluated based on two components:

- **Severity:** defined as 'How bad is the defect?' and is expressed in terms of the width or degree of wear associated with a particular pavement condition. An example of a severity measurement includes the opening width of a crack.
- **Extent:** or 'How much is there?' is expressed in terms of the quantity of the surface that a particular defect or distress covers. Examples of measures used for extent would include the number and length of transverse cracks, length of longitudinal cracking, or the pavement area affected by an alligator cracking.



The data collection used for this assignment uses the following RT-3000 sub-systems:



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Data Collection

2.2.2.1 Laser Crack Measuring System (LCMS)

All physical pavement cracks were collected utilizing our RT-3000's Laser Crack Measuring systems (LCMS) and downward imaging technology.

Stantec's LCMS uses laser line projectors, high speed cameras, and advanced optics, to acquire high resolution 3D profiles of the road. This unique 3D vision technology allows for automatic pavement condition assessments of asphalt, porous asphalt, chip seal, and concrete surfaces.

The LCMS acquires both 3D and 2D image data of the road surface with 1 mm resolution, over a 13-foot lane width. This data collection technique does not impact road users as the vehicle collects the pavement data at posted speeds up to 60 mph.

The pavement imagery captured by the RT-3000 is subsequently post-processed through Stantec's Imaging Workstation. This system was specifically designed for pavement surface analysis, using both the 3D and 2D pavement imagery components of the LCMS, as well as the collected ROW images. The Imaging Workstation expedites the distress rating process with built-in tools and synchronized images, from multiple cameras. The software is used to detect and analyze cracks, lane markings, ruts, macro-texture, patches, raveling, and potholes. As a result, each distress is **measured**, not estimated, and tagged with a linear reference and corresponding GPS coordinates. The distress data is collected continuously (no sampling) and summarized at 100-foot intervals.

Trained technicians categorized, rated, and measured all pavement distress information from the linescan imagery captured in the driven pavement lane. Each distress is tagged with a linear reference and corresponding GPS coordinates. The distress data is collected **continuously**, then processed and summarized at 100-foot intervals.

Thirteen (13) distresses were inventoried as shown below in Table 2.1. It is worth mentioning that a number of pavement surface deficiencies have been collected visually using a special keyboard inside the vehicle. These deficiencies, e.g., raveling, have been proven to be difficult to accurately measure with automated techniques.

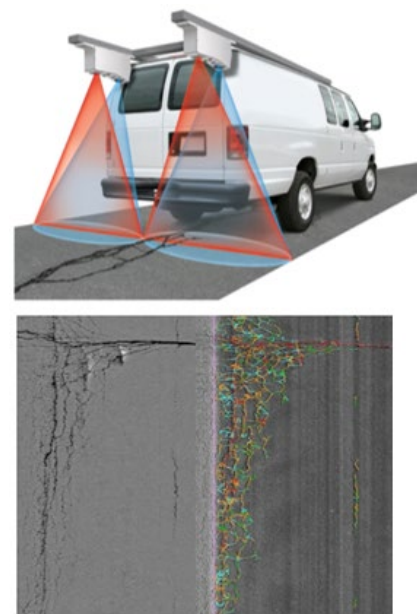


Table 2.1: Distress Types - Asphalt

Flexible Pavement Distresses		
• Patching • Rippling & Shoving • Raveling/Streaking • Flushing & Bleeding • Distortion	• Excessive Crown • Progressive Edge Cracking • Alligator Cracking • Potholes • Block/Map Cracking	• Longitudinal Cracking • Transverse Cracking • Wheel Track Rutting



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Data Collection

2.2.3 Laser - Transverse Profile / Rutting Data Collection

Rutting data is simultaneously collected along with surface distress and roughness data. The RT-3000 measures transverse profile and rut depths, using a minimum of five high-precision, laser-based height-measuring sensors. The two lasers on either end of the rut bar are angled, to provide a full width transverse profile across the traveled lane. From the laser measurements, the average rut depths are computed for each wheel path for upload to RoadMatrix™. Calculations of rut depth simulate the straight edge method and are made in accordance with ASTM E 1703E/1703M-95 “Standard Test Method for Measuring Rut Depth of Pavement Surface Using a Straightedge”.



2.2.4 Right-of-Way (ROW) Imagery

The ROW images were collected on all accessible roads and parking lots at the same time as the surface distress and roughness data using the 360° camera on the RT-3000 vehicle. Upon installing RoadMatrix™ on City computers, the City staff will be able to virtually drive any road section using the image viewer in RoadMatrix™ as well from within GIS using the image viewer in Stantec's RoadMatrix™ GIS Add-In. The images will be delivered to the City on an external hard drive including a GIS layer with the images mapped to the City's GIS road centerline layer.



2.2.5 Structural Testing using FWD

The structural adequacy is defined as the ability of the pavement structure and subgrade material to handle the anticipated traffic loading including commercial traffic.

The pavement structural adequacy on the City's roads and parking lots was evaluated non-destructively using a Falling Weight Deflectometer (FWD) device. The FWD is an automatic, objective, and non-destructive device where pavement deflections are generated by dynamic loads through a system of falling weights.



Deflection measurements are derived using a series of sensors. The results are used in conjunction with the subsurface data and traffic data, to determine if the pavement is structurally adequate to support the anticipated loads over a given time period.

Deflection measurements for network level surveys as per PMS specifications, generally average one deflection test every 300 feet, or a minimum of one test per section. A total of 824 tests were completed consisting of 688 on roads and alleys and 136 on parking lots.



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Data Collection

FWD testing was generally completed in the outer wheel path. The deflection measurements are used, along with traffic and structure data, in the City's RoadMatrix™ software, to determine the Structural Adequacy Index (SAI) for each road section.

2.2.6 Ground Penetrating Radar

A Ground Penetrating Radar (GPR) survey is a non-destructive test used to identify the individual pavement layers and to estimate their thickness. The GPR survey was completed on 10/18/2021 on the City's roads and parking lots to determine the pavement layer type and thickness information.

The GPR survey was completed using a GPR system manufactured by Geophysical Survey Systems Inc. (GSSI) with a model 4105 2.5-GHz air coupled horn antenna, and a wheel-mounted DMI. The GPR antenna can penetrate to a maximum depth in the order of 2 feet. GPR data was collected in a single lane and direction of travel on approximately 38 miles of road and parking lots.



3.0 ROADMATRIX™ ANALYSIS MODELS

3.1 PAVEMENT PERFORMANCE INDICES

3.1.1 Roughness – Ride Comfort Index (RCI)

One of the primary operating characteristics of a road, from the user's perspective, is the ride quality, or the Ride Comfort Index (RCI). The RCI represents the traveling public's opinion of the pavement's smoothness and, hence, the quality of service it provides. Rating panels composed of drivers/citizens were used at the onset of the initial implementation of pavement management systems 30+ years ago, to calibrate the public's perspective of ride quality against the roughness measurements obtained from a profiler. The RT-3000 unit was used to determine the longitudinal profile of the pavement surface, reported as an IRI value (inches/mile).

The RCI Analysis within RoadMatrix™ is used to calculate the sectional RCI from IRI measurements that were collected in the field using the following formula:

$$RCI = 10^{*(22.993 - 3.281 * \ln(1 * IRI))}$$

The RCI value for each section ranges from zero (0) to 100, where 100 is indicative of an extremely smooth pavement and an index of zero is indicative of an extremely rough/bumpy pavement.

3.1.2 Surface Distress – Surface Distress Index (SDI)

The Surface Distress Index (SDI) is a performance measure of the physical pavement surface cracking, deformations, and surface defects, collectively referred to as surface distresses. SDI provides an excellent indicator of material deficiency, rate of deterioration, structural adequacy, environment, and subgrade-related issues. The SDI is, therefore, a key indicator of pavement performance. The SDI is assessed by identifying and rating the type, severity, and extent of the 13 surface distresses listed above in Table 2.1 at 100-ft intervals. The SDI ratings for each station were then combined into sectional SDI values ranging from zero (0) to 100.

An SDI index of 100 indicates a pavement surface in the best possible condition, whereas an index of zero (0) indicates a pavement surface in the worst possible condition.

3.1.3 Structural Adequacy Index (SAI)

The Structural Adequacy Index (SAI) is a performance measure of the pavement structural adequacy to withstand the anticipated traffic loading. SAI is calculated from the pavement deflections measured using the Falling Weight Deflectometer (FWD), as well as the traffic loading represented by the Average Annual Daily Traffic (AADT) and the percentage of commercial traffic.

An SAI index that is equal to or larger than 50 indicates a pavement structure that is adequate to withstand the traffic loading. An SAI value that is smaller than 50 indicates a pavement structure that is inadequate to withstand the anticipated traffic loading.



RoadMatrix™ Analysis Models

3.1.4 Pavement Quality Index (PQI)

Pavement Quality Index (PQI) is an overall performance index for the pavement section and is a function of the sectional RCI, SDI and SAI values.

Two different RoadMatrix™ default PQI models were implemented for the City's performance analysis:

$PQI = f(SDI, RCI, SAI)$; where SDI has the highest weight in the calculation of PQI

$PQI = f(RCI, SDI, SAI)$; where RCI has the highest weight in the calculation of PQI

The first model was used to calculate PQI for all collector roads, local roads, alleys and parking lots since the surface condition is more critical on these assets.

The second model was used to calculate PQI for all arterial roads since ride quality is more important on roads with higher posted speeds.

3.2 PAVEMENT DETERIORATION MODELS

3.2.1 Deterioration Curves

The PQI/RCI/SDI/SAI values of a pavement typically decrease over time. In order to estimate future performance and rehabilitation requirements of a pavement network, it is necessary to model the deterioration of PQI/RCI/SDI/SAI values. While the rate of deterioration depends on multiple factors, it can be demonstrated that the principal factors are the traffic loading conditions, the properties and thickness of the pavement structure layers, and the stiffness of the underlying subgrade. The factors used to model pavement performance within the RoadMatrix™ PMS are:

- Structure: expressed in Equivalent Granular Thickness (EGT) - 3 levels (thin, medium, thick)
- Traffic: AADT - 3 levels (low, medium, high)
- Subgrade: Subgrade strength - 2 levels (weak/fair, strong)

A Deterioration Curve is defined for each combination of thickness/subgrade/traffic. There are 18 thickness/subgrade/traffic combination (classes); therefore, there are 18 Deterioration Curves for each Pavement Type.



3.3 MAINTENANCE AND REHABILITATION ANALYSIS

3.3.1 Needs Assessment Analysis

The Needs Assessment Analysis determines the optimal rehabilitation strategy for each section in the Need Year, based on PQI trigger and according to its decision tree. The “Need Year” is defined as the year in which the pavement PQI falls below a specified threshold (called minimum acceptable PQI) for each functional class and pavement type combination. These thresholds are: 70 for Arterial roads, 65 for Collector roads, and 60 for Local roads, Alleys and Parking Lots.

The optimum rehabilitation strategy is determined based on the selected decision tree. A decision tree is defined in RoadMatrix™ for each combination of pavement type and functional class.

3.3.2 Recommended Treatments Analysis

The Recommended Treatment Analysis determines the optimal rehabilitation strategies and implementation years for each section, according to the selected analysis method and the section’s decision tree.

The optimal rehabilitation strategy is determined using life cycle economic analysis techniques, which involves an assessment of both the effectiveness of each strategy (area between the After-Rehabilitation performance curve and the Do Nothing performance curve) and an estimate of the capital cost to implement the strategy (refer to Figure 3.1 below). The ratio of treatment benefit to cost produces a cost-effectiveness (CE) number (or more accurately a net benefit/cost number), which allows rehabilitation strategies to be compared to each other on a relative basis. Traffic level is also a factor that is considered in the calculation of the CE factor. The higher the AADT, i.e., more users, the higher the CE factor.

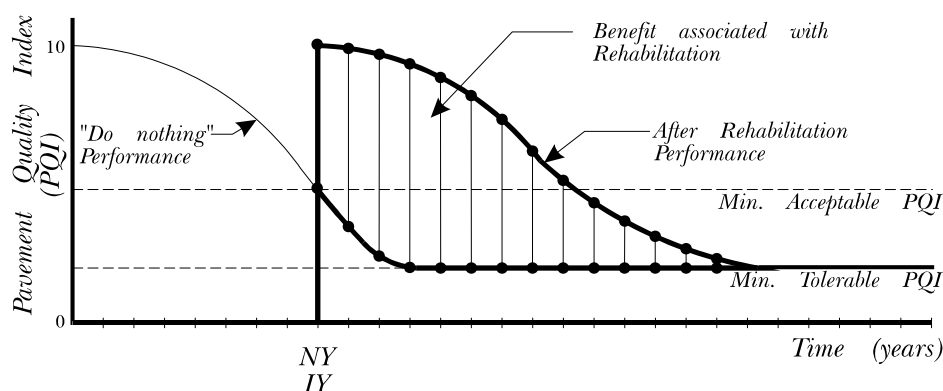


Figure 3.1: Rehabilitation Benefit on Performance Curve



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

RoadMatrix™ Analysis Models

The economic analysis procedure analyzes each potential rehabilitation strategy recommended by the decision trees (also including committed/overridden strategies) for each section in the current network subset. Each strategy is, in turn, analyzed for each possible implementation year since, due to budgetary or performance constraints, it may not be possible to implement a strategy in the implementation year determined from the decision tree.

It should be noted that the “implementation” need year distribution varies from the traditional / PQI need year distribution, since the selected treatment for any road segment can potentially occur before or after the actual need year. The PQI need year is based on the appropriate performance curve and minimum acceptable PQI level defined for each functional class, while the implementation year is based on the analysis methods and the triggers setup through the decision trees. The implementation year will generally occur prior to PQI reaching the PQI Trigger Value when attempting to incorporate pavement preventive maintenance treatments in the recommended work programs.

3.3.2.1 Maintenance and Rehabilitation (M&R)

The rehabilitation setup within RoadMatrix™ defines treatment strategies (i.e., maintenance or rehabilitation activities), unit cost of an activity, and the benefit levels (increase/reset/hold values) for each performance index (RCI/SDI/SAI) as well as for the EGT, as a result of implementing the treatment. Table 3.1 below provides a summary of the maintenance and rehabilitation treatments, costs, and benefits (structural and performance) established in the City’s RoadMatrix™ database. The City provided updated local unit costs for each of these treatments.



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

RoadMatrix™ Analysis Models

Table 3.1: City of Ojai – 2023 M&R Treatments Summary

Code	Full Description	Category	Unit Cost (\$/ft²)	Base Year	EGT Increase	EGT Value	Increases			Max Value			Hold Years		
							RCI	SDI	SAI	RCI	SDI	SAI	RCI	SDI	SAI
0	Do Nothing		0	2023						85	100	100			
1*	Crack Seal	GM	0.1	2023				5		85	100	100		1	
2	Dig Out 0.5 FT	GM	1.7	2023			50	100	50	85	100	100			
3	Dig Out 0.6 FT	GM	2	2023			60	100	60	85	100	100			
4	Dig Out 0.7 FT	GM	2.3	2023			70	100	70	85	100	100			
5	Dig Out 0.8 FT	GM	2.65	2023			80	100	80	85	100	100			
6	Dig Out 0.9 FT	GM	3	2023			85	100	90	85	100	100			
7	Dig Out 1.0 FT	GM	3.25	2023			85	100	100	85	100	100			
8*	PCC Grinding	GM	12.5	2023			15	25		85	100	100			
9*	Dig Out 0.4 FT	GM	1.4	2023			40	100	40	85	100	100			
35	Slurry Seal Type II	PM	0.25	2023			4	35		85	100	100	1	1	1
45*	Microsurface Type II	PM	0.35	2023			4	45		85	100	100	1	2	1
50	Cape Seal [Chip 1/4" + Slurry II]	PM	1.25	2023			8	50		85	100	100	1	1	1
55*	Cape Seal [Chip 1/4" + Micro II]	PM	1.35	2023			8	50		85	100	100	1	2	1
65*	Edge Mill + HMA OL 1.5"	RE	1.5	2023	1.5		29	80	5	85	100	100			
70*	Edge Mill + HMA OL 2.0"	RE	1.85	2023	2		38	100	7	85	100	100			
80	Edge Mill + HMA OL 2.5"	RE	2.25	2023	2.5		48	100	8	85	100	100			
90*	Full Mill + HMA OL 1.5"	RE	1.65	2023	0.8		34	80	2	85	100	100			
95*	Full Mill + HMA OL 2.0"	RE	2	2023	1		46	100	3	85	100	100			
96*	Full Mill + HMA OL 2.25"	RE	2.38	2023	1.2		52	100	3.5	85	100	100			
105	Full Mill + HMA OL 2.5"	RE	2.75	2023	1.3		57	100	4	85	100	100			
115*	HMA OL 1.5"	RE	1.15	2023	3		29	86	8	85	100	100			



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

RoadMatrix™ Analysis Models

Code	Full Description	Category	Unit Cost (\$/ft²)	Base Year	EGT Increase	EGT Value	Increases			Max Value			Hold Years		
							RCI	SDI	SAI	RCI	SDI	SAI	RCI	SDI	SAI
120*	HMA OL 2.0"	RE	1.5	2023	4		38	100	10	85	100	100			
121*	HMA OL 2.25"	RE	1.68	2023	4.5		43	100	12	85	100	100			
125	HMA OL 2.5"	RE	1.85	2023	5		48	100	13	85	100	100			
155	Full Depth Reclamation (FDR)	RE	3	2023		18	70	100	70	85	100	100			
160*	Full Reconstruction LOC - 4" HMA+6" GB	CO	6.75	2023		14	85	100	100	85	100	100			
165*	Full Reconstruction COL - 5" HMA+8" GB	CO	8.55	2023		18	85	100	100	85	100	100			
170*	Full Reconstruction ART - 6" HMA+10" GB	CO	10.5	2023		22	85	100	100	85	100	100			
175*	Full Reconstruction - 7" PCC Slab Replacement	CO	15	2023		25	85	100	100	85	100	100			
180*	Partial Reconstruction - 8" HMA	CO	8	2023		20	85	100	100	85	100	100			

* Unit costs associated with these treatments have been estimated based on other provided costs and/or general costs information within CA.



3.3.2.2 Decision Trees

RoadMatrix™ uses a decision trees approach to determine technically feasible rehabilitation strategies for each section requiring maintenance or rehabilitation during the programming period. The decision trees are completely customizable to ensure that they accurately model the decision process employed by the Agency. RoadMatrix™ allows for a unique decision tree to be developed for each combination of pavement type and functional class. RoadMatrix™ evaluates the cost-effectiveness (ratio of treatment benefit to cost) to select the most cost-effective treatment and timing.

The decision trees used in this analysis are illustrated below in Figure 3.2 for “Local Roads, Alleys, Parking Lots -Flexible Pavement”, Figure 3.3 for “Collector Roads - Flexible Pavement”, and in Figure 3.4 for “Arterial Roads - Flexible Pavement”. Simplified decision trees were also created for Portland Cement Concrete (PCC) pavements and can be viewed in the City’s RoadMatrix™ database.

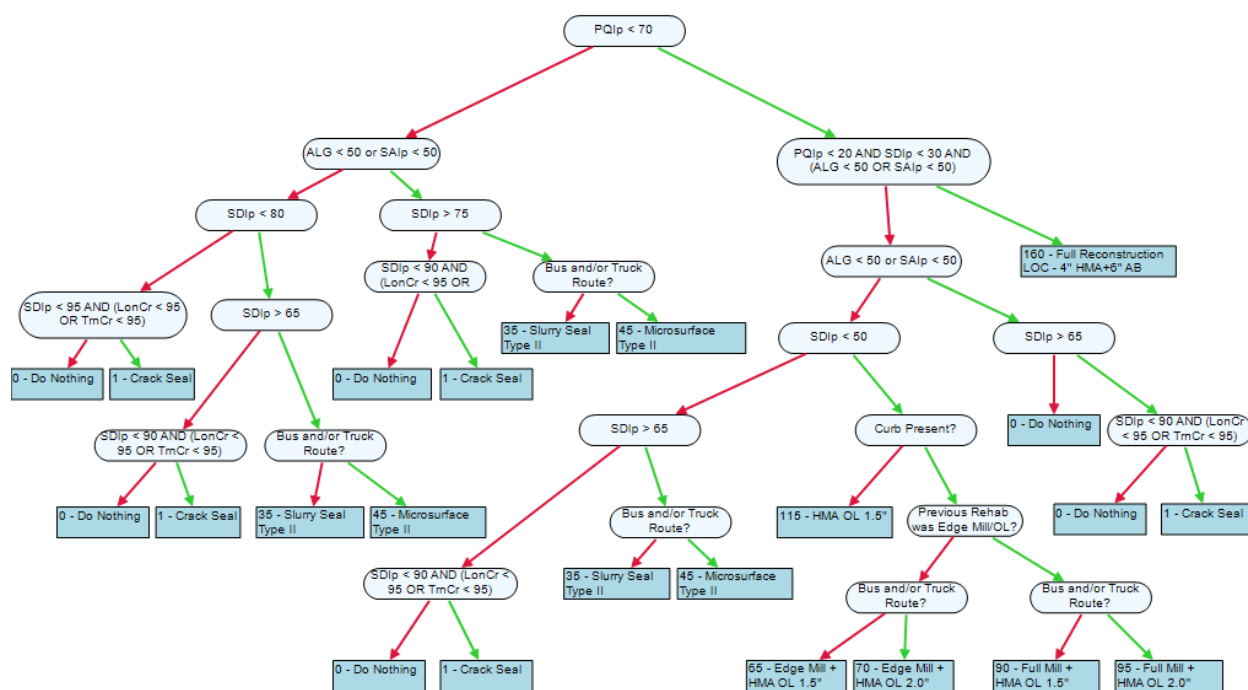


Figure 3.2: Local Roads, Alleys, Parking Lots - Flexible Pavement Decision Tree



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

RoadMatrix™ Analysis Models

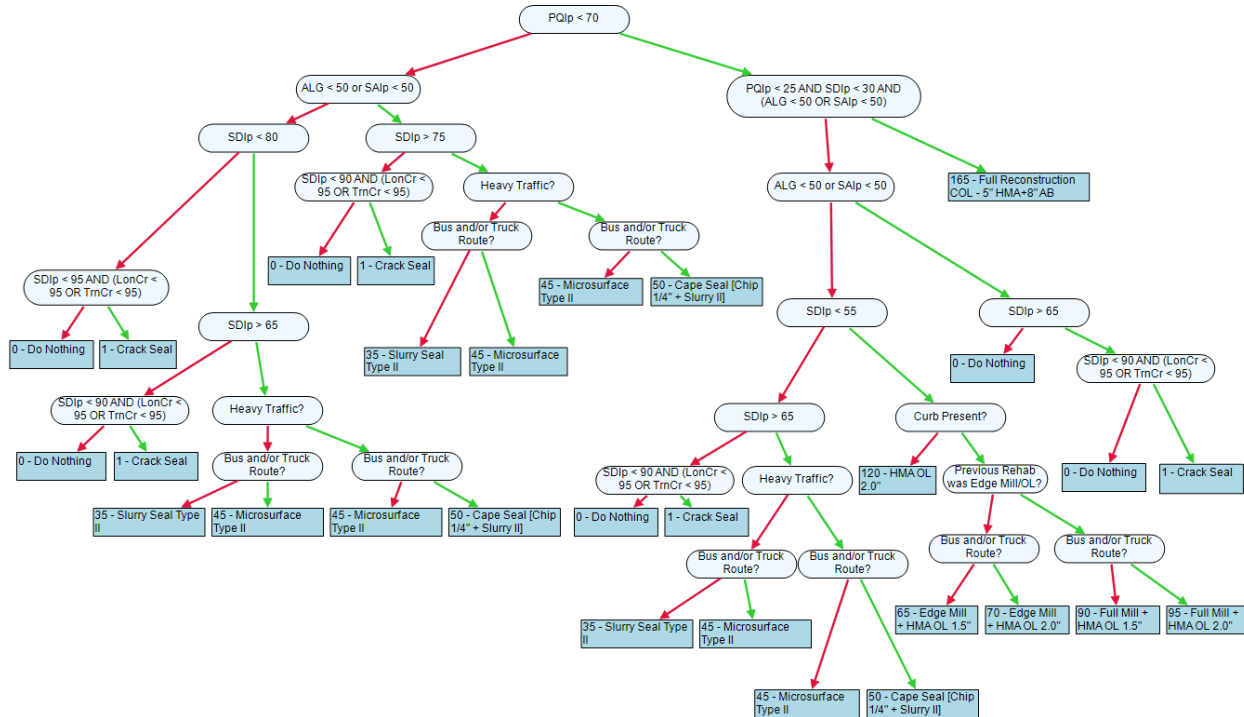


Figure 3.3: Collector Roads - Flexible Pavement Decision Tree

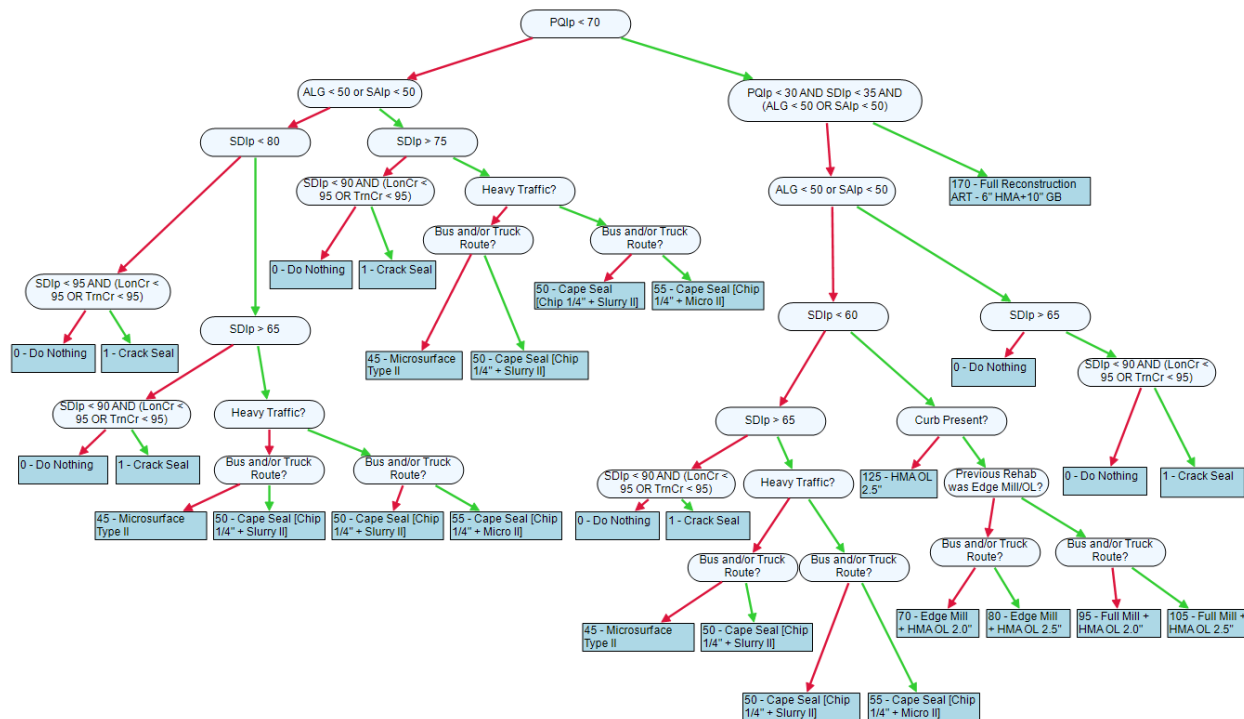


Figure 3.4: Arterial Roads-Flexible Pavement Decision Tree Budget Analysis



3.4 BUDGET ANALYSIS

3.4.1 Overview

In a perfect world, pavement sections would be maintained and/or rehabilitated whenever required. In other words, the optimal rehabilitation strategy determined by Economic Analysis would be implemented in the “need year”. In the real world, however, budgetary constraints and coordination issues determine the implementation of maintenance and rehabilitation (M&R) strategies. To accommodate this real-world requirement, RoadMatrix™ offers various budget and performance-based analysis options to prioritize the implementation of M&R strategies in the most cost-effective manner through a virtually unlimited number of user-defined scenarios that users can create.

Below are the several analysis types available within RoadMatrix™:

1. Budget Limits – used to define specific budget limits for a given subset.
2. Weighted Deficiency – used to define a network performance target based on deficiency (percentage less than PQI minimum acceptable level) weighted by the area, lane-length, length, vehicle-area, vehicle-lane-length, or vehicle-length of the sections.
3. Weighted PQI – used to define network performance target based on PQI (average PQI from all sections) weighted by the area, lane-length, length, vehicle-area, vehicle-lane-length, or vehicle-length of the sections.
4. Need-Driven (based on PQI Trigger) Rehabilitation Cost – used to determine the rehabilitation costs associated with the network needs and decision tree selections. Depending on the analysis mode used, this scenario will report needs based on either PQI trigger or cost-effective rehabilitation selections.
5. Super-Budget – used to combine the results of more than one budget scenario on different subsets. For example, assigning specific budgets for specific functional classes.
6. Super-Budget (Dynamic) – used to combine the results of more than one budget scenario for a specific subset. This analysis type is typically used with treatment constraints. For example, assigning specific funding for specific treatment groups (e.g., preventive maintenance program, overlay program, etc.).



4.0 INITIAL DATABASE SETUP

This section documents the RoadMatrix™ initial database parametric setup and sources of information for documentation purposes.

- The City's RoadMatrix™ database was created following the same section definitions provided by the City in the form of a GIS Road Centerline layer. A field called "RM_NO" was added to the GIS shapefile provided by the City to match the unique section identifier in RoadMatrix™: "sect_no". These two fields form the link between the RoadMatrix™ database and the GIS layer. The link is required to use the RoadMatrix™ ArcGIS Add-in. Minor changes to section definitions and street name correction were also provided by the City along the way.
- Mandatory and optional section attributes were provided by the Stantec office in Santa Barbara which has an on-call engineering services agreement with the City and familiarity with the City's local conditions.
- Pavement type, number of lanes, one-way, and divided or not, information has been verified in the field by the Stantec survey crew.
- Curb presence information on both sides of the roads has been picked up by Stantec crew during the survey. For road sections with partial curb presence, the Stantec crew made a decision whether a curb is present or not based on the estimated coverage.
- Traffic counts (AADT) information was provided by the Stantec local office in Santa Barbara and were determined from counts done by CALTRANS where available. Traffic counts for road sections with no CALTRAN traffic counts were assumed. Functional class information was also captured from CALTRANS maps.
- Traffic % Growth and % Commercial data were assumed by the Stantec local office.
- Bus route information was extracted from the Ojai Trolley Route map in 2022.
- Layer thickness information for all roads, alleys and parking lots were measured by Stantec using GPR equipment.
- Pavement width information was estimated by Stantec using satellite imagery.
- The M&R Treatments presented above in Table 3.1 were discussed and agreed upon with the Stantec local office. Unit costs for a number of treatments in Table 3.1 were estimated by Stantec office in Santa Barbara and other treatments (denoted with asterisks in Table 3.1) were assumed based on other provided unit costs and/or local knowledge.
- An inflation rate of 2.0% was assumed for all treatments in this analysis. This rate should be reviewed and can be updated when/if needed to reflect the expected rise in treatment unit costs. In addition, RoadMatrix™ allows for unique inflation rates to be assigned for each individual treatment type, if justified.
- A "Discount Rate" of 1 % was assumed for the analysis. The discount rate is used within RoadMatrix™ Cost Effectiveness (CE) calculations to calculate the present value of future treatment costs. The assumed rate should be reviewed by the City and updated as/if needed.
- Default performance deterioration curves for the western region were adopted by Stantec. RoadMatrix™ allows for customized deterioration curves to be created, if needed.



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Initial Database Setup

- Subgrade soils stiffness, represented by the Subgrade Resilient Modulus (M_R), for all roads, alleys, and parking lots was back-calculated using data from the FWD deflection testing that was completed as part of this project on all the accessed roads and parking lots within the network.



5.0 ANALYSIS RESULTS

This section presents the present status of the City of Ojai’s road network based on the most recent field survey and the associated budget and predicted performance over the next five (5) years (2024-2028) for various analysis scenarios.

5.1 PRESENT STATUS RESULTS

5.1.1 Lane-Length Weighted Performance

A summary of the present status results is presented below in Table 5.1 for roads and in Table 5.2 for parking lots.

Table 5.1: 2022 Present Status Analysis Results – All Paved Roads (No SS)

Functional Class	No. of Sections	Length (CI-MI) /Area (Sq. Yd.)	Lane Length (LN-MI)	RCI	SDI	SAI	PQI
Arterial	62	6.5	13.1	49	29	97	55
Collector	73	6.7	13.4	49	52	94	54
Local	227	20.6	41.2	44	51	91	52
Alley	5	0.3	0.5	52	36	89	40
All Sections	367	34.1	68.2	46	47	93	53

Table 5.2: 2022 Present Status Analysis Results –Parking Lots – Paved

Functional Class	No. of Sections	Area (Sq. Yd.)	RCI	SDI	SAI	PQI
Parking Lot	15	36,013	33	51	92	55

The following observations can be made based on the performance results presented above in Table 5.1 and Table 5.2:

- The City’s road network and the City’s parking lots are both in “Fair” condition in 2022 as noted by the overall network PQI of 53 and 55, respectively.
- The Surface Distress Index (SDI) results indicate that the City’s roads and parking lots both exhibit a “Fair” pavement surface condition with SDI values of 47 and 51, respectively.
- The Ride Quality Index (RCI) results indicate that the City’s roads exhibit a “Fair” ride quality (RCI = 46) whereas the parking lots exhibit a “Poor” ride quality (RCI = 33).

— Failed (PQI < 20)
— Poor (20 ≤ PQI < 40)
— Fair (40 ≤ PQI < 70)
— Good (PQI ≥ 70)



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

- The Structural Adequacy Index (SAI) results indicate that the City's roads and parking lots both exhibit Adequate structural capacity to carry the traffic loading with SAI average values of 93 and 92, respectively. — Structurally Inadequate (SAI < 50) — Structurally Adequate (SAI ≥ 50)
- The overall condition rating (PQI) is highest for Arterial roads (PQI = 55), followed by Collector roads (PQI = 54), Local roads (PQI = 52) and Alleys with the lowest PQI of 40. The results are reasonable considering the functional classifications of the roads.
- The Arterial roads network LL-weighted SDI of 29 indicates a “Poor” overall condition rating and the worst pavement surface condition performance amongst all functional classes.
- The local roads network LL-weighted PQI of 52 indicates a “Fair” overall performance rating.
- The surface distress index (SDI) results indicate that Collector and Local roads share a somewhat similar “Fair” rating as indicated by the LL-weighted SDI of 52 for Collector roads and 51 for Local roads.
- The Ride Comfort Index (RCI) results indicate that Arterial and Collector roads offer the same “Fair” ride quality with an RCI value of 49 for both. Local roads have the lowest, still “Fair” ride quality with an RCI value of 44. On the other hand, Alleys offer the best ride quality with an RCI rating of 52.

5.1.2 Ride Comfort Index (RCI)

A chart showing the distribution of RCI values, weighted by lane-length miles, is presented below in Figure 5.1.

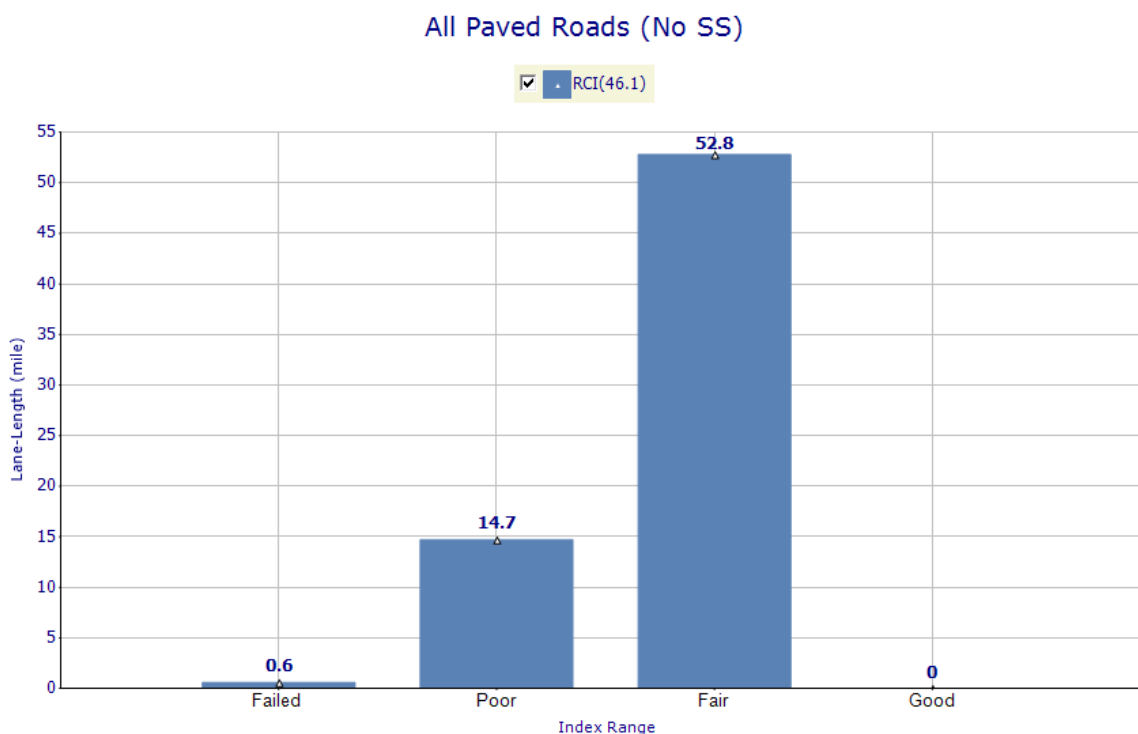


Figure 5.1: 2022 RCI Distribution - All Paved Roads (No SS)



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

Table 5.3 below shows the distribution of the network RCI values by condition category.

Table 5.3: 2022 RCI Distribution - All Paved Roads (No SS)

RCI Range	Ride Quality	# of Sections	Length (LN-MI)	% of Network
RCI < 20	Failed	4	0.6	0.9
20 ≤ RCI < 40	Poor	104	14.7	21.6
40 ≤ RCI < 70	Fair	259	52.8	77.5
RCI ≥ 70	Good	0	0	0.0

The network RCI results in Table 5.3 above indicate that less than one lane mile (0.9 % of the network) exhibits “Failed” ride quality. Approximately 22 % of the network exhibits “Poor” ride quality. The majority of the roads (approximately 53 lane miles or 77.5 % of the network) exhibit “Fair” ride quality. None of the roads exhibited a “Good” ride quality rating (RCI ≥ 70).

The RCI results are presented by the RCI range on a color-coded map in Appendix A.

A list with the 4 road sections (0.6 lane miles) that are classified as “Failed” is provided in Appendix E.

A summary of the RCI distribution by functional class results is provided below in Table 5.4.

Table 5.4: 2022 RCI Distribution by Functional Class - All Paved Roads (No SS)

Functional Class	LL – Weighted Average RCI	RCI Range	Ride Quality	# of Sections	Length (LN-MI)	% of Functional Class
Arterial	49	RCI < 20	Failed	0	0	0.0
		20 ≤ RCI < 40	Poor	12	1.5	11.5
		40 ≤ RCI < 70	Fair	50	11.6	88.5
		RCI ≥ 70	Good	0	0	0.0
Collector	49	RCI < 20	Failed	0	0	0.0
		20 ≤ RCI < 40	Poor	18	1.6	11.9
		40 ≤ RCI < 70	Fair	55	11.8	88.1
		RCI ≥ 70	Good	0	0	0.0
Local	44	RCI < 20	Failed	4	0.6	1.5
		20 ≤ RCI < 40	Poor	74	11.5	28.0
		40 ≤ RCI < 70	Fair	149	29	70.6
		RCI ≥ 70	Good	0	0	0.0
Alley	52	RCI < 20	Failed	0	0	0.0
		20 ≤ RCI < 40	Poor	0	0	0.0
		40 ≤ RCI < 70	Fair	5	0.5	100.0
		RCI ≥ 70	Good	0	0	0.0



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

The results by functional class indicate that the majority of Arterial and Collector roads (88.5 % and 88.1 %, respectively) exhibit a “Fair” ride quality compared to Local roads where 70.6 % exhibit a “Fair” ride quality. All Alley sections (5 in total) exhibit a “Fair” ride quality.

The RCI results also indicate that none of the roads have a “Good” ride-quality ($RCI \geq 70$). On the other hand, four (4) Local sections (0.6 lane miles) exhibit a “Failed” ride quality rating ($RCI < 20$).

5.1.3 Surface Distress Index (SDI)

A chart showing the distribution of SDI values, weighted by lane-length miles, is presented below in Figure 5.2.

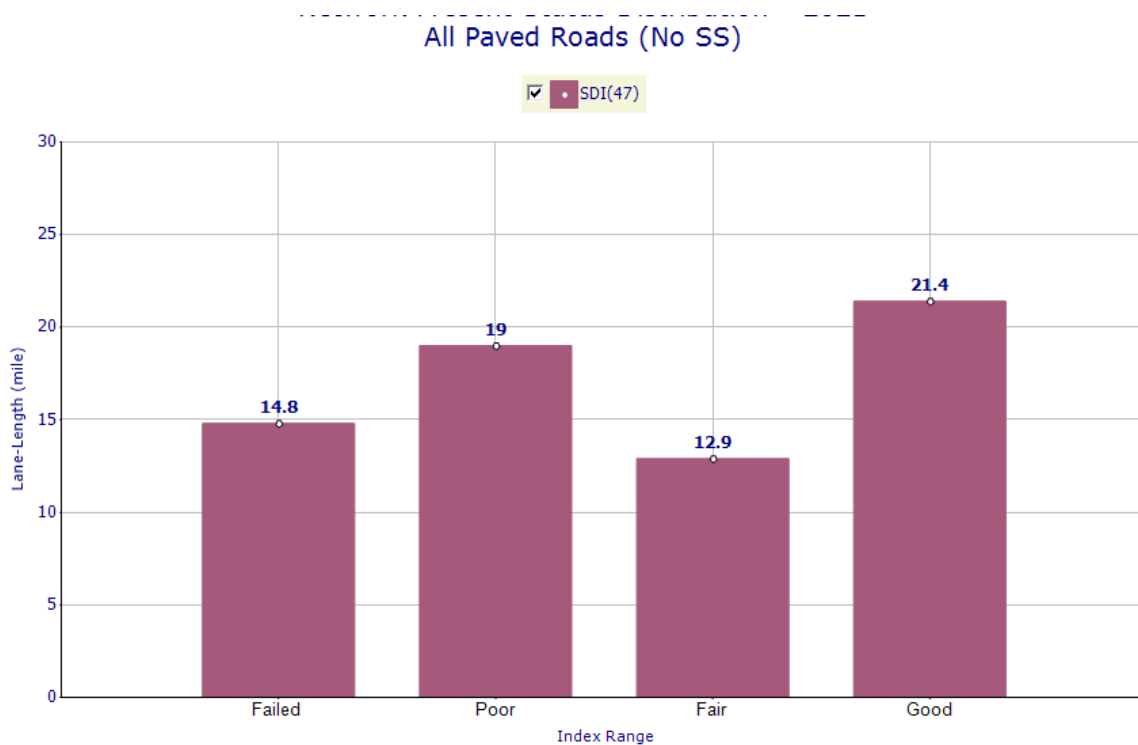


Figure 5.2: 2022 SDI Distribution - All Paved Roads (No SS)



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

Table 5.5 below shows the distribution of the network SDI values by condition category.

Table 5.5: 2022 SDI Distribution - All Paved Roads (No SS)

SDI Range	Surface Distress	# of Sections	Length (LN-MI)	% of Network
SDI < 20	Failed	61	14.8	21.7
20 ≤ SDI < 40	Poor	92	19	27.9
40 ≤ SDI < 70	Fair	86	12.9	19.0
SDI ≥ 70	Good	128	21.4	31.4

The network SDI results in Table 5.5 above indicate that approximately 31.4 % of the network (21.4 lane miles) exhibits a “Good” pavement surface condition rating (PQI ≥ 70). Only 19 % of the network (12.9 lane miles) exhibits a “Fair” surface condition whereas approximately half of the network (33.7 lane miles) exhibits a “Poor” or “Failed” surface condition rating.

The SDI results are presented by the SDI range on a color-coded map in Appendix B.

A list with the 61 road sections (14.8 lane miles) that are classified as “Failed” is provided in Appendix E.

A summary of the 2022 SDI distribution by functional class results is provided below in Table 5.6.

Table 5.6: 2022 SDI Distribution by Functional Class - All Paved Roads (No SS)

Functional Class	LL – Weighted Average RCI	SDI Range	Surface Distress	# of Sections	Length (LN-MI)	% of Functional Class
Arterial	29	SDI < 20	Failed	13	4.3	33.0
		20 ≤ SDI < 40	Poor	33	6.4	49.1
		40 ≤ SDI < 70	Fair	15	2.2	16.9
		SDI ≥ 70	Good	1	0.1	1.0
Collector	52	SDI < 20	Failed	5	2.0	14.9
		20 ≤ SDI < 40	Poor	14	3.0	22.4
		40 ≤ SDI < 70	Fair	28	3.9	29.1
		SDI ≥ 70	Good	26	4.5	33.6
Local	51	SDI < 20	Failed	42	8.4	20.3
		20 ≤ SDI < 40	Poor	44	9.3	22.6
		40 ≤ SDI < 70	Fair	41	6.7	16.3
		SDI ≥ 70	Good	100	16.8	40.8
Alley	36	SDI < 20	Failed	1	0.10	20.8
		20 ≤ SDI < 40	Poor	1	0.30	62.5
		40 ≤ SDI < 70	Fair	2	0.06	12.5
		SDI ≥ 70	Good	1	0.02	4.2



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

The results by functional class indicate that the Arterial roads are on average the worst performers in terms of pavement surface condition amongst all other functional classes. The majority of the Arterial roads (82 % or 10.7 lane miles) exhibit a “Poor” or “Failed” pavement surface condition. Similar results apply to the Alleys where over 83 % of the Alleys lane length (0.4 miles) exhibit a “Poor” or “Failed” surface condition rating. On the other hand, approximately 16.9 % (2.2 lane miles) of the Arterial roads exhibit a “Fair” surface condition rating and only one (1) Arterial road section exhibits a “Good” surface condition rating.

Approximately 63 % of the Collector roads exhibit a “Fair” or “Good” pavement surface condition while approximately 37 % exhibit a “Poor” or “Failed” surface condition rating.

Approximately 57 % of the Local roads exhibit a “Fair” or “Good” pavement surface condition while approximately 43 % exhibit a “Poor” or “Failed” surface condition rating. Local roads have the highest percentage of roads (40.8 %) that exhibit a “Good” surface condition rating followed with Collector roads at 33.6 %.

5.1.4 Pavement Quality Index (PQI)

A chart showing the distribution of PQI values, weighted by lane-length miles, is presented below in Figure 5.3.

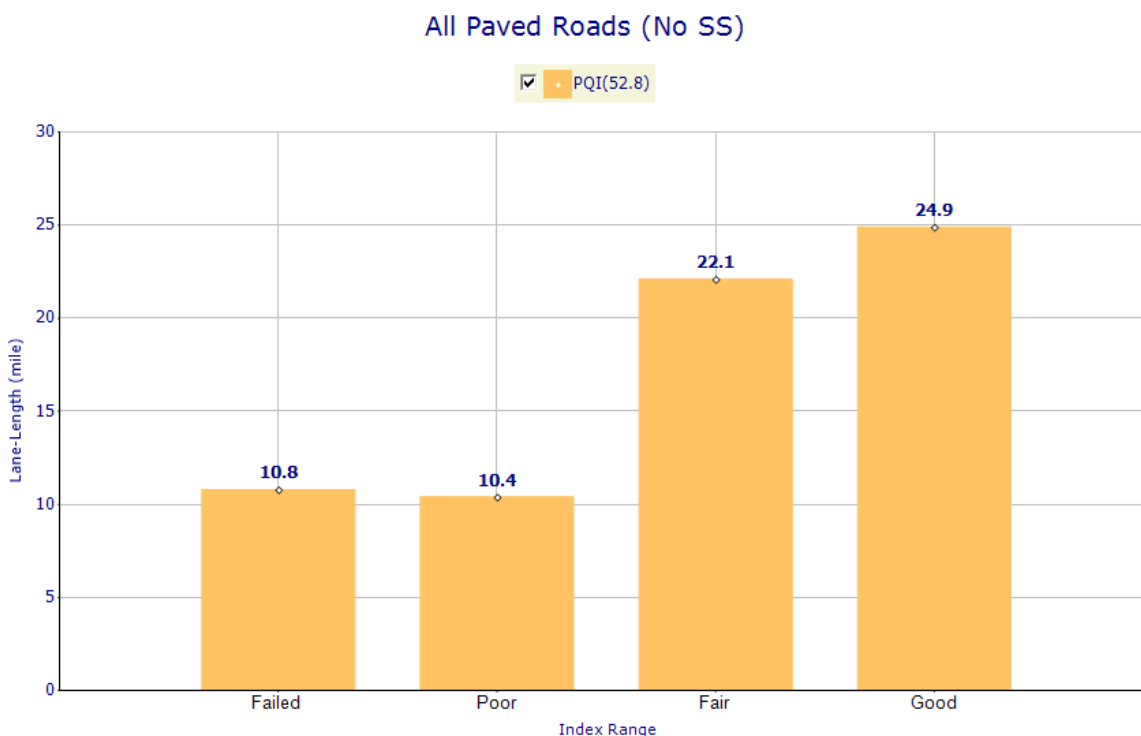


Figure 5.3: 2022 PQI Distribution - All Paved Roads (No SS)



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

Table 5.7 below shows the distribution of the network PQI values by condition category.

Table 5.7: 2022 PQI Distribution - All Paved Roads (No SS)

PQI Range	Overall Performance	# of Sections	Length (LN-MI)	% of Network
PQI < 20	Failed	50	10.7	15.7
20 ≤ PQI < 40	Poor	56	10.4	15.3
40 ≤ PQI < 70	Fair	114	22.1	32.4
PQI ≥ 70	Good	147	24.9	36.6

The network PQI results in Table 5.7 above indicate that the majority of the road network (69.1 % or 47 lane miles) exhibits a “Fair” to “Good” overall condition. As mentioned earlier, the PQI captures the effect of ride quality (RCI), surface condition (SDI) and the structural adequacy of the road (SAI).

Approximately 15.3 % of the roads (10.4 lane miles) exhibit a “Poor” overall performance and approximately 15.7 % (10.7 lane miles) exhibit a “Failed” overall condition rating.

The PQI results are presented by the PQI range on a color-coded map in Appendix C.

A list with the 50 road sections (10.7 lane miles) that are classified as “Failed” is provided in Appendix E.

A summary of the 2022 PQI distribution by functional class results is provided below in Table 5.8.

Table 5.8: 2022 PQI Distribution by Functional Class - All Paved Roads (No SS)

Functional Class	LL – Weighted Average RCI	PQI Range	Overall Performance	# of Sections	Length (LN-MI)	% of Functional Class
Arterial	55	PQI < 20	Failed	0.0	0.0	0.0
		20 ≤ PQI < 40	Poor	9.0	1.2	9.2
		40 ≤ PQI < 70	Fair	44.0	9.8	74.8
		PQI ≥ 70	Good	9.0	2.1	16.0
Collector	54	PQI < 20	Failed	6.0	2.2	16.3
		20 ≤ PQI < 40	Poor	11.0	2.2	16.3
		40 ≤ PQI < 70	Fair	25.0	4.0	29.6
		PQI ≥ 70	Good	31.0	5.1	37.8
Local	52	PQI < 20	Failed	43.0	8.5	20.7
		20 ≤ PQI < 40	Poor	34.0	6.7	16.3
		40 ≤ PQI < 70	Fair	44.0	8.2	20.0
		PQI ≥ 70	Good	106.0	17.7	43.0
Alley	40	PQI < 20	Failed	1.0	0.1	21.3
		20 ≤ PQI < 40	Poor	2.0	0.3	63.8
		40 ≤ PQI < 70	Fair	1.0	0.0	4.3
		PQI ≥ 70	Good	1.0	0.1	10.6



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

The results by functional class indicate that the Arterial and Collector roads are on average the best performers in terms of the overall pavement condition. None of the Arterial roads exhibit a “Failed” overall condition rating whereas approximately a fifth of each of the other functional class roads exhibit a “Failed” overall condition rating.

The results indicate that the Local functional class has the highest percentage of roads (43 %) that exhibit a “Good” overall condition rating followed by Collector roads at 37.8 %, Arterial roads at 16 % and Alleys at 10.6 %.

5.1.5 Structural Adequacy Index (SAI)

A chart showing the distribution of SAI values, weighted by lane-length miles, is presented below in Figure 5.4. An SAI value larger than or equal to 50 indicates a road structure that is adequate to carry the anticipated traffic loading, as defined in the PMS. An SAI value of less than 50 indicates a pavement structure that is inadequate to carry the anticipated traffic loading. Note that the accuracy of the SAI data is partially dependent on the accuracy of the traffic information amongst other factors.

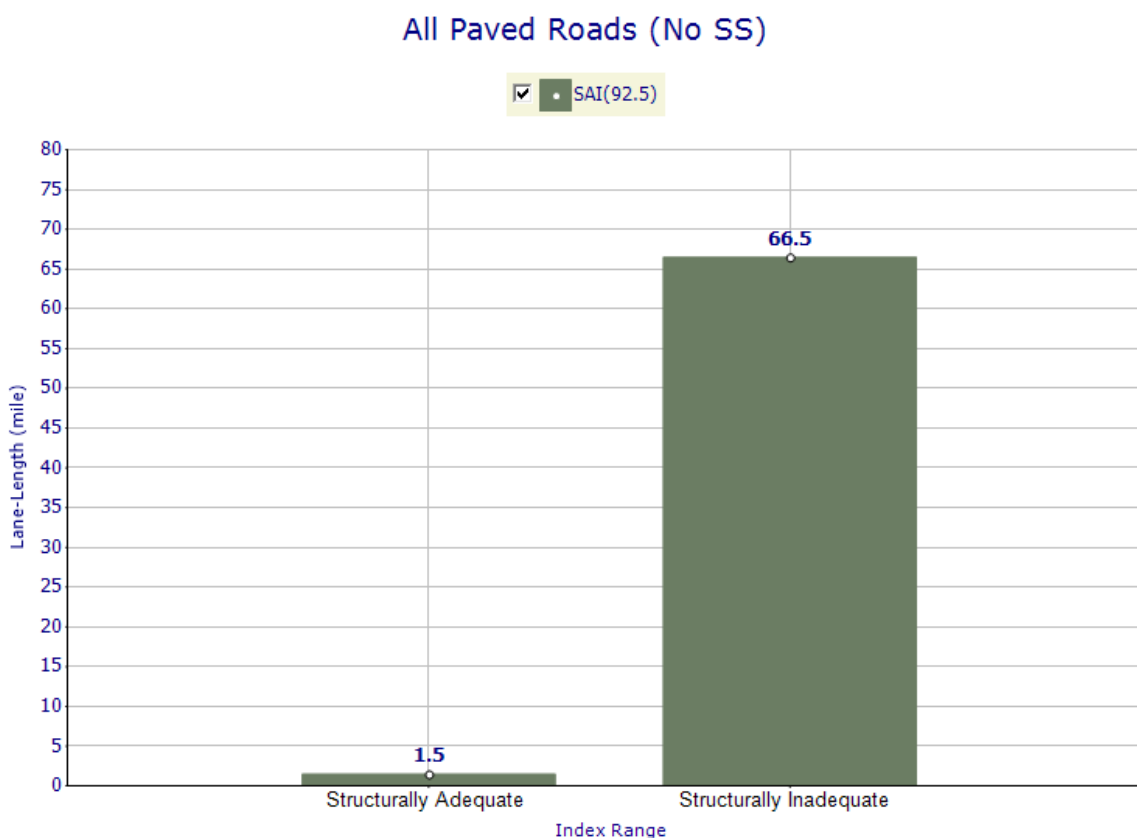


Figure 5.4: 2022 SAI Distribution - All Paved Roads (No SS)



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

Table 5.9 below shows the distribution of the network SAI values by condition category.

Table 5.9: 2022 SAI Distribution - All Paved Roads (No SS)

PQI Ranges	Structural Adequacy	# of Sections	Length (LN-MI)	% of Arterial Network
SAI < 50	Inadequate	10	1.5	2.2
SAI ≥ 50	Adequate	354	66.5	97.8

The SAI results indicate that the vast majority (97.8 %) of the roads are structurally “Adequate” to carry the traffic loading. Only 2.2 % of the network (10 sections or 1.5 lane miles) were determined to be “Inadequate” to carry the traffic loading.

The SAI results are presented by the SAI range on a color-coded map in Appendix D.

A list with the 10 road sections (1.5 lane miles) that are classified as “Inadequate” is provided in Appendix E.

A summary of the SAI distribution by functional class results is provided below in Table 5.10.

Table 5.10: 2022 SAI Distribution by Functional Class - All Paved Roads (No SS)*

Functional Class	LL – Weighted Average SAI	SAI Range	Structural Adequacy	# of Sections	Length (LN-MI)	% of Functional Class
Arterial	97	SAI < 50	Inadequate	1.0	0.2	1.2
		SAI ≥ 50	Adequate	61.0	12.9	98.8
Collector	94	SAI < 50	Inadequate	0.0	0.0	0.0
		SAI ≥ 50	Adequate	73.0	13.4	100.0
Local	91	SAI < 50	Inadequate	9.0	1.4	3.3
		SAI ≥ 50	Adequate	217.0	39.8	96.7
Alley	89	SAI < 50	Inadequate	0.0	0.0	0.0
		SAI ≥ 50	Adequate	3.0	0.4	100.0

* Two Alleys and two Local roads (one is not maintained by the City, SHELF RD) were not tested because of limited access to the FWD equipment.

The results by functional class indicate that all tested Collector roads and Alleys are structurally adequate. One Arterial road section (COUNTRY CLUB DR from OJAI VALLEY BIKE TR to W OJAI AV) was found to be “Inadequate” to carry the traffic loading as it has an SAI value of 47. There are nine (9) local roads (1.4 lane miles) that are determined to be structurally “Inadequate” to carry the traffic loading.



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

5.1.6 Analysis Logs Summary

A summary of the Performance indices analysis logs is provided below in Table 5.11. It should be noted that “Errors” indicate that the referenced analysis type was not completed due to the reasons indicated in the “Notes” column.

Table 5.11: Performance Indices Analysis Logs Summary

Analysis Type	Subset	Errors	Notes
Riding Comfort Index	All Paved Network	4	No RCI Survey Data (Includes 1 gravel road and 1 gravel parking lot. The other 2 are paved local road and a parking lot that were not surveyed due to limited accessibility).
Surface Distress Index	All Paved Network	4	No SDI Survey Data (Same Note above)
Structural Adequacy Index	All Paved Network	4	No SAI Survey Data (2 paved Local roads and 2 Alleys were not surveyed due to limited accessibility).
Pavement Quality Index	All Paved Network	3	- No RCI/SDI/SAI or Date (1 paved local section not maintained by the City (SHELF RD)) - No Deterioration Curve Definition (2 Gravel Roads)

5.2 BUDGET ANALYSIS RESULTS

5.2.1 Definition of Analysis Scenarios

To develop the 5-year PMP for the period from 2022 – 2028, the City provided Stantec with a list of roads that have been approved for the 2023/24 fiscal year program. The provided work program was entered into RoadMatrix™ as completed work history and spending was allowed to start in 2024 since no more work will be added in 2023.

The following budget scenarios have been defined and analyzed as part of this project:

- ‘Do Nothing’ scenario, which identifies the predicted 5-year network performance should no investment be made in pavement maintenance or rehabilitation.
- \$2.0M/Year budget-based scenario, which identifies the predicted network performance and recommended work program over the next 5 years should these annual funds be available for pavement maintenance and rehabilitation.
- Achieve a network average PQI of 70 in 5 years (by 2028).
- Reduce % Deficiency to 5 % by 2028.



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

- Needs Analysis, which is an unlimited budget scenario that predicts annual network performance and recommends a 5-year program based on the network needs as defined by the decision trees.

A summary of the various analysis scenarios analyzed as part of this project is provided below in Table 5.12. The analysis includes Super-Sections, which aggregate shorter road sections to receive a similar treatment recommendation in the same year of the program based on the average performance of all child sections.

Table 5.12: 2024 – 2028 Budget Scenario Parameters

Analysis Scenario	Budget Type	Subset	Accl. ¹ Year	Tol. ² %
Do Nothing	Budget Limits	All Sections	0	0
\$2.0M/Year	Budget Limits	All Sections	2	0
Achieve a PQI = 70 by 2028	Lane-Length-Weighted PQI	All Sections	2	0
Reduce % Deficiency to 5 % by 2028	Lane-Length-Weighted Deficiency	All Sections	0	0
Needs Analysis	Budget Limits	All Sections	2	0

¹ Acceleration Year: The time in years where RoadMatrix™ is allowed to accelerate future work.

² Tolerance: Additional allowable funding calculated as a percentage of available budgets.

5.2.2 Analysis Results

A summary of the budget analysis results is presented below in Table 5.13. The summary shows the total cost for each budget scenario over the 5-year analysis period, as well as the predicted network lane-length average PQI (LL-PQI) and network lane-length average deficiency percentage (LL-Def. %) in 2023 (based on the recently approved contracts) as well as in 2028. The approved 2023/24 contract value was estimated at \$2.11 M using the treatment unit costs within RoadMatrix™. This excludes any non-pavement related work, e.g., sidewalk repair, etc. The costs in the tables are rounded to the nearest \$1,000, and PQI and % Deficiency are rounded to the nearest whole number.

Table 5.13: Budget Analysis Results 2023 – 2028 – All Paved Network

Analysis Scenario	Total Cost Over 5 years Excluding 2023	LL-PQI ¹		LL-Def. ² (%)	
		2023	2028	2023	2028
Do Nothing	-	49	30	67	86
\$2.0M/Year	\$9,967,000	49	83	67	3
Achieve a PQI = 70 by 2028	\$5,926,000	49	70	67	23
Reduce % Deficiency to 5 % by 2028	\$9,352,000	49	82	67	4
Needs Analysis	\$9,184,000	49	83	67	3

¹ LL-PQI = Lane-Length weighted PQI

² LL-Def. = Lane-Length weighted Deficiency



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

The following observations can be made based on the information presented in the table above:

- Should no work be performed on the network for the next five years, the lane-length weighted network PQI is predicted to drop from 49 by the end of 2023 to 30 by the end of 2028. The network percent deficiency is predicted to increase from 67 % in 2023 to 86 % at the end of 2028. This is the worst-case scenario.
- The “\$2.0 M/Year” budget results indicate that the predicted network PQI will increase from 49 in 2023 to 83 in 2028. The deficiency is predicted to decrease from 67 % in 2023 to 3 % in 2028.
- The “Achieve a PQI = 70 by 2028” analysis results predict that spending an average of \$1.2M/Year will increase the network average PQI from 49 in 2023 to 70 in 2028. The same budget is predicted to reduce the network deficiency from 67 % in 2023 to 23 % by the end of 2028.
- The “Reduce % Deficiency to 5 % by 2028” analysis results predict that spending an average of \$1.87M/Year will increase the network average PQI from 49 in 2023 to 82 in 2028. The same budget is predicted to reduce the network deficiency from 67 % in 2023 to 4 % by the end of 2028.
- The results of the “Needs Analysis” scenario, which recommends work on network sections as they become “In Need” predict that spending an average of \$1.84M/Year will increase the network average PQI from 49 in 2023 to 83 in 2028. The same budget is predicted to reduce the network deficiency from 67 % in 2023 to 3 % by the end of 2028.
- The “Reduce % Deficiency to 5 % by 2028” scenario results indicate a consistent performance and deficiency predictions based on the funding needs. Compared to the “2.0M/Year” scenario, this scenario requires \$615,000 less funding but predicts a slightly lower PQI in 2028 (82 compared to 83) and a slightly higher deficiency (4 % compared to 3 %).
- Results in general suggest that dealing with the network deficiency earlier can save funds over the analysis period. This is evident when comparing the “\$2.0M/Year” scenario with the “Needs Analysis” scenario where both scenarios have similar performance and deficiency predictions, but spending money earlier, as is the case for the Needs Analysis scenario, can save approximately \$783,000 over the five-year year analysis period.



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

- While the three budget scenarios that cost around \$9.0M - \$10M each have somewhat a similar predicted PQI and % Deficiency in 2028, the annual spending, annual predicted performance, and the amount of sections that are recommended for treatment under the different scenarios is very different (refer to Table 5.15, Table 5.17, and Table 5.18). Over the 5-year program period, there are 209 sections that are recommended for treatment under the “\$2.0M/Year” scenario. There are 161 sections recommended by the “Reduce % Deficiency to 5 % by 2028” scenario and 248 sections recommended by the “Needs Analysis: scenario.

The annual prioritization targets/limits in terms of budget or performance, the estimated cost, resulting LL-PQI, and the lane length-weighted deficiency percentage (LL-Def. %) are provided below in Table 5.14 through Table 5.18 for each analysis scenario. The costs in the tables are rounded to the nearest \$1,000, and PQI and % Deficiency are rounded to the nearest whole number.

Table 5.14: Do Nothing Budget Scenario Results

Year	Cost	LL-PQI	LL-Def. (%)
2023*	\$2,111,000	49	67
2024	\$ 0	45	73
2025	\$ 0	41	75
2026	\$ 0	37	79
2027	\$ 0	33	80
2028	\$ 0	30	86
Total	\$ 0		

* The reported PQI and % Deficiency assumes the 2023 has been completed.

Table 5.15: \$2.0M/Year Budget Scenario Results

Year	Budget Limit	Cost	Cost%	LL-PQI	LL-Def. (%)
2023	\$2,111,360	\$2,111,000	100.0	49	67
2024	\$2,000,000	\$1,999,000	100.0	56	51
2025	\$2,000,000	\$2,000,000	100.0	67	31
2026	\$2,000,000	\$1,999,000	100.0	77	17
2027	\$2,000,000	\$2,000,000	100.0	81	11
2028	\$2,000,000	\$1,969,000	98.5	83	3
Total	\$10,000,000	\$9,967,000			



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

Table 5.16: Achieve a PQI = 70 by 2028 Budget Scenario Results

Year	PQI Target	Cost	LL-PQI	LL-Def. (%)
2023	49	\$2,111,000	49	67
2024	54	\$1,496,000	54	54
2025	58	\$1,608,000	58	44
2026	62	\$879,000	63	39
2027	66	\$620,000	66	31
2028	70	\$1,322,000	70	23
Total	-	\$5,926,000		

Table 5.17: Reduce % Deficiency to 5 % by 2028 Budget Scenario Results

Year	% Def. Target	Cost	LL-PQI	LL-Def. (%)
2023	67	\$2,111,000	49	67
2024	55	\$1,496,000	54	54
2025	40	\$1,882,000	62	40
2026	25	\$1,879,000	74	21
2027	15	\$1,742,000	78	15
2028	5	\$2,353,000	82	4
Total	-	\$9,352,000		

Table 5.18: Needs Analysis Budget Scenario Results

Year	Cost	LL-PQI	LL-Def. (%)
2023	-	-	-
2024	\$7,113,000	86	3
2025	\$140,000	85	4
2026	\$270,000	83	8
2027	\$542,000	83	4
2028	\$1,119,000	83	3
Total	\$9,184,000		

The results of the aforementioned analysis scenarios, in terms of both the network lane-length weighted PQI and network lane-length % deficiency are illustrated below in Figure 5.5 and Figure 5.6, respectively.



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

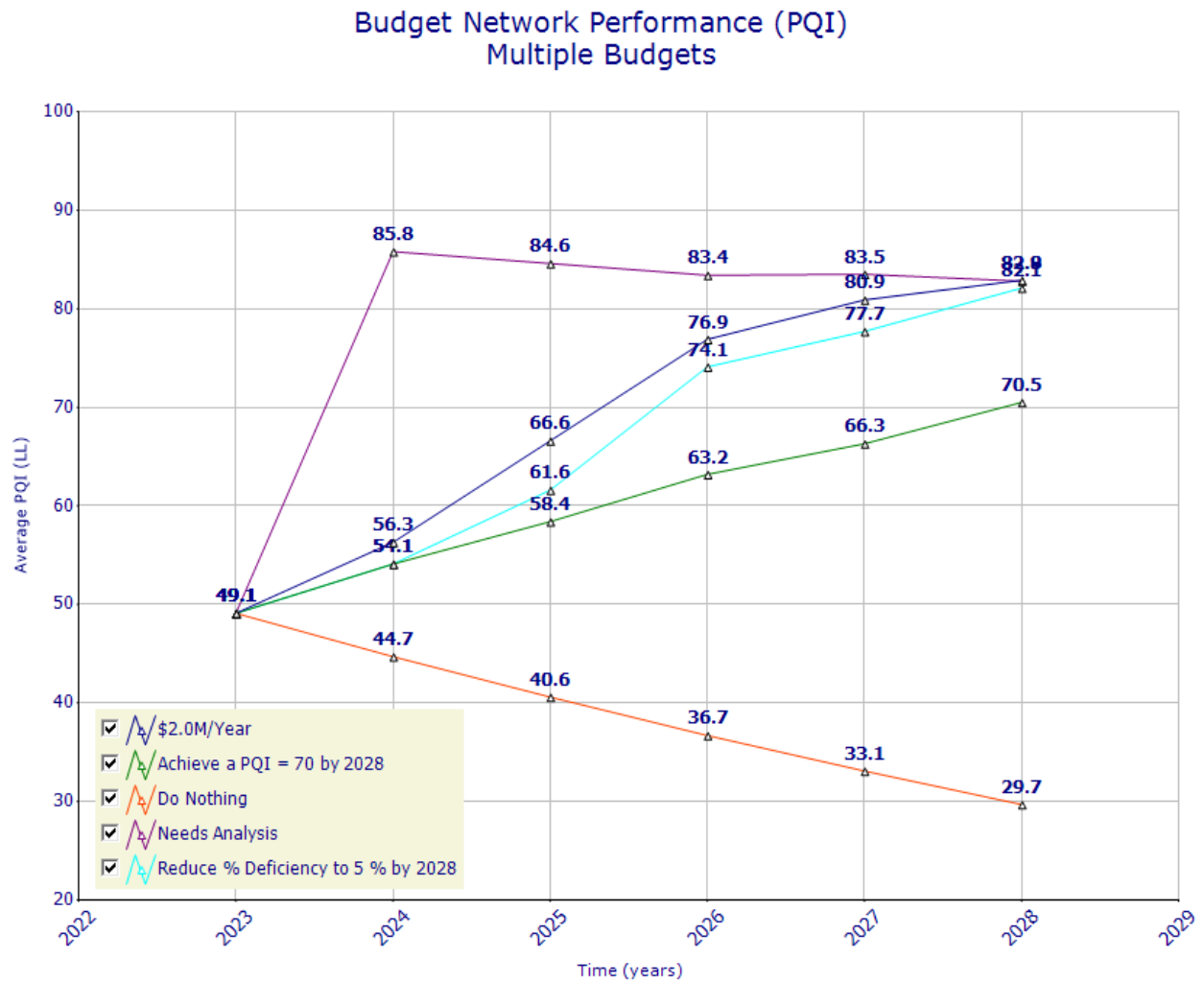


Figure 5.5: Funding Impact on Network Average PQI



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

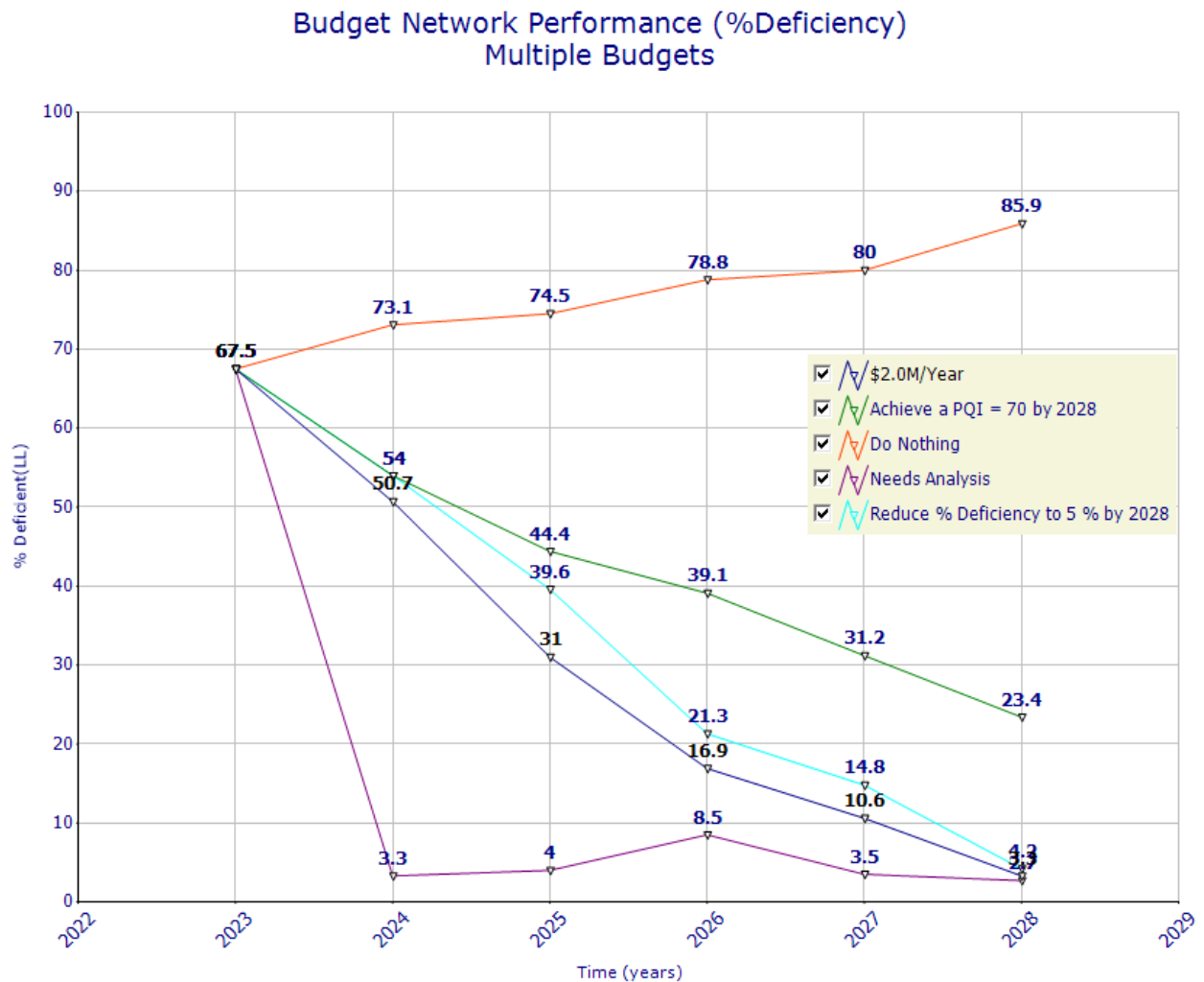


Figure 5.6: Funding Impact on Network Average Deficiency Percentage



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

5.2.3 Budget Recommended Rehabilitations

Five-year work programs were developed and mapped for the following three analysis scenarios. The program details including colored program maps and tabular listings and can be found in the referenced Appendices below.

- \$2.0M/Year (Appendix F)
- Achieve a PQI = 70 by 2028 (Appendix G)
- Reduce % Deficiency to 5 % by 2028 (Appendix H)

Figure 5.7 through Figure 5.9 below illustrate the distribution of the M&R treatments for each analysis scenario, in terms of both the lane length and total cost over the 5-year program period (2024-2028). The Figures indicate that “Edge Mill + HMA 1.5” OL” is the top recommended treatment in terms of lane-length as well as cost.

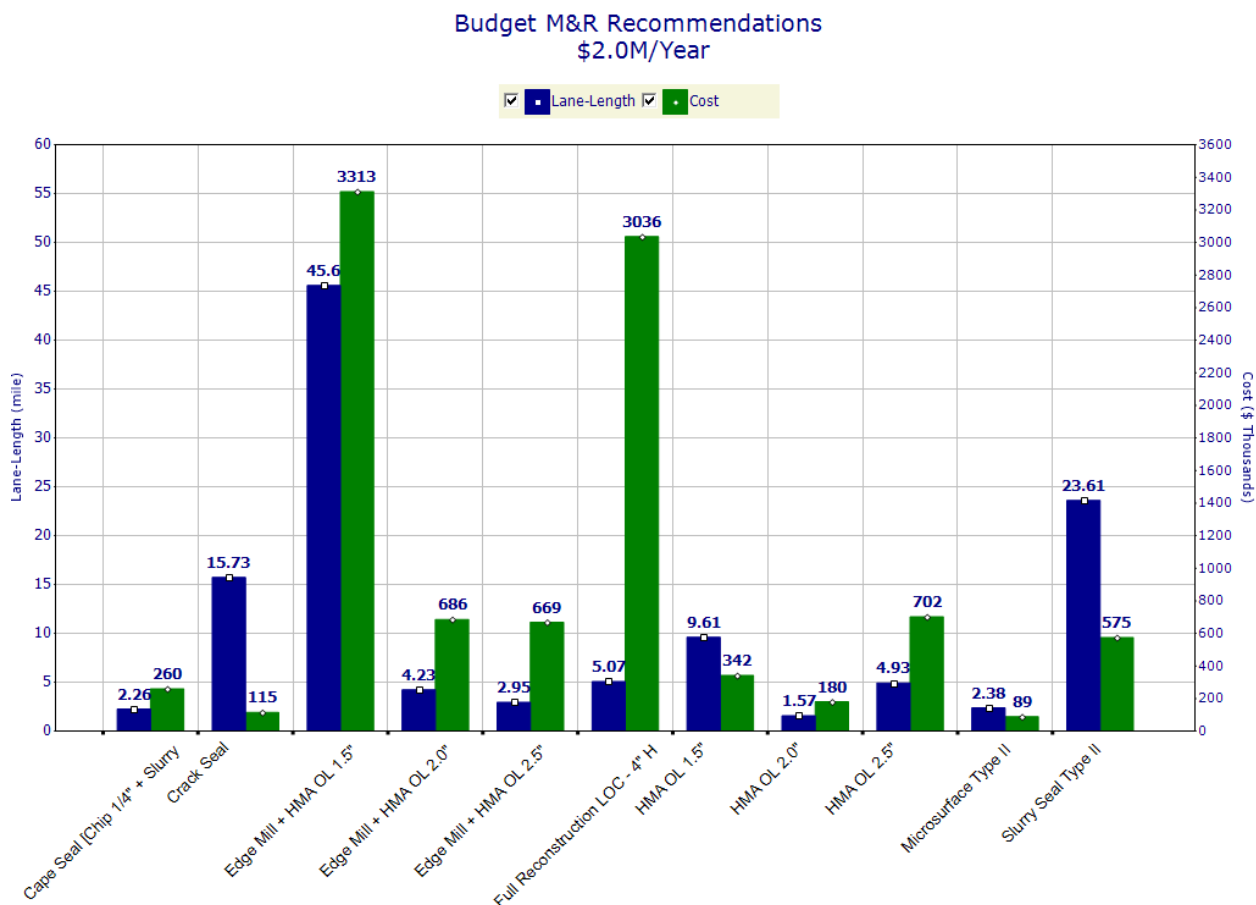


Figure 5.7: “\$2.0M/Year” Recommended Treatment Type Distribution



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

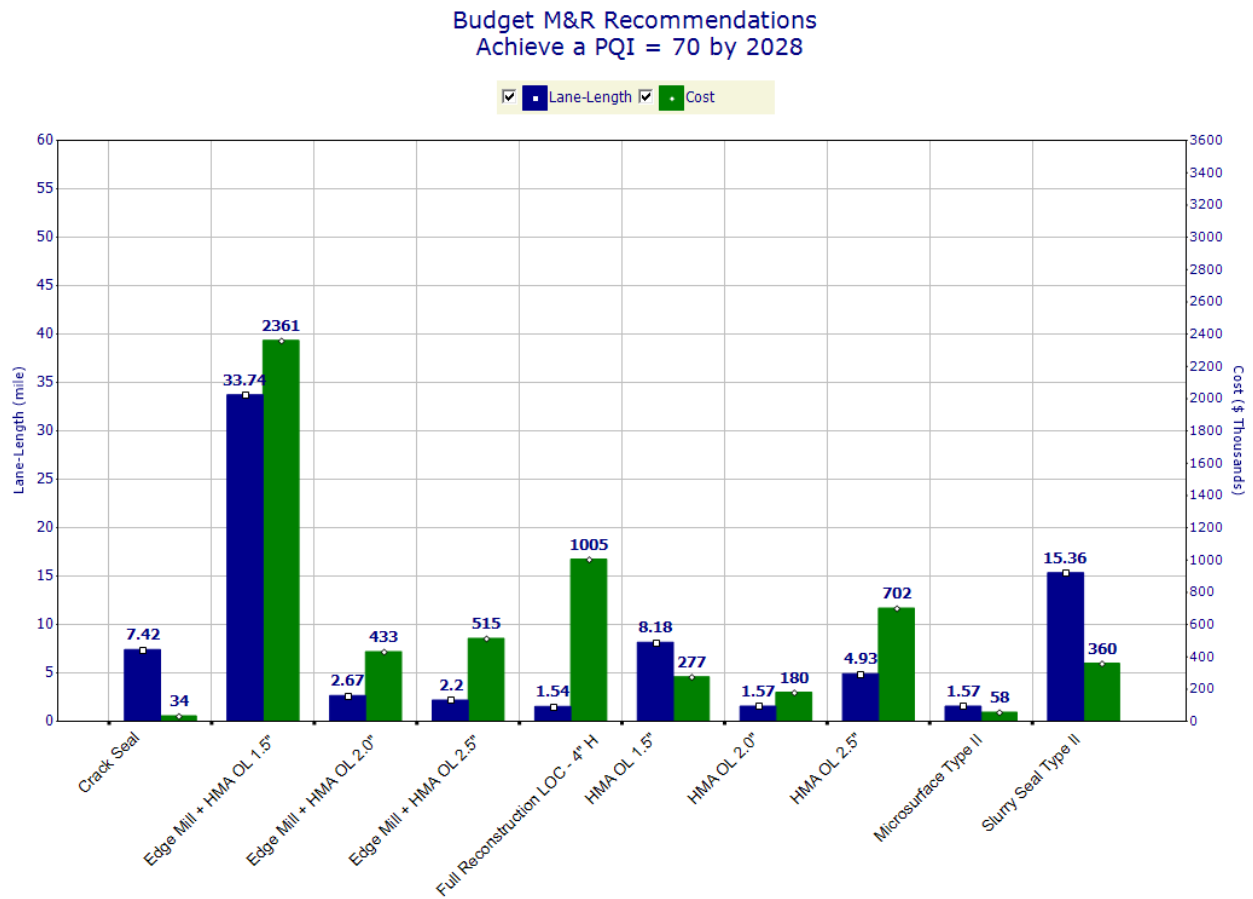


Figure 5.8: “Achieve a PQI = 70 by 2028” Recommended Treatment Type Distribution



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Analysis Results

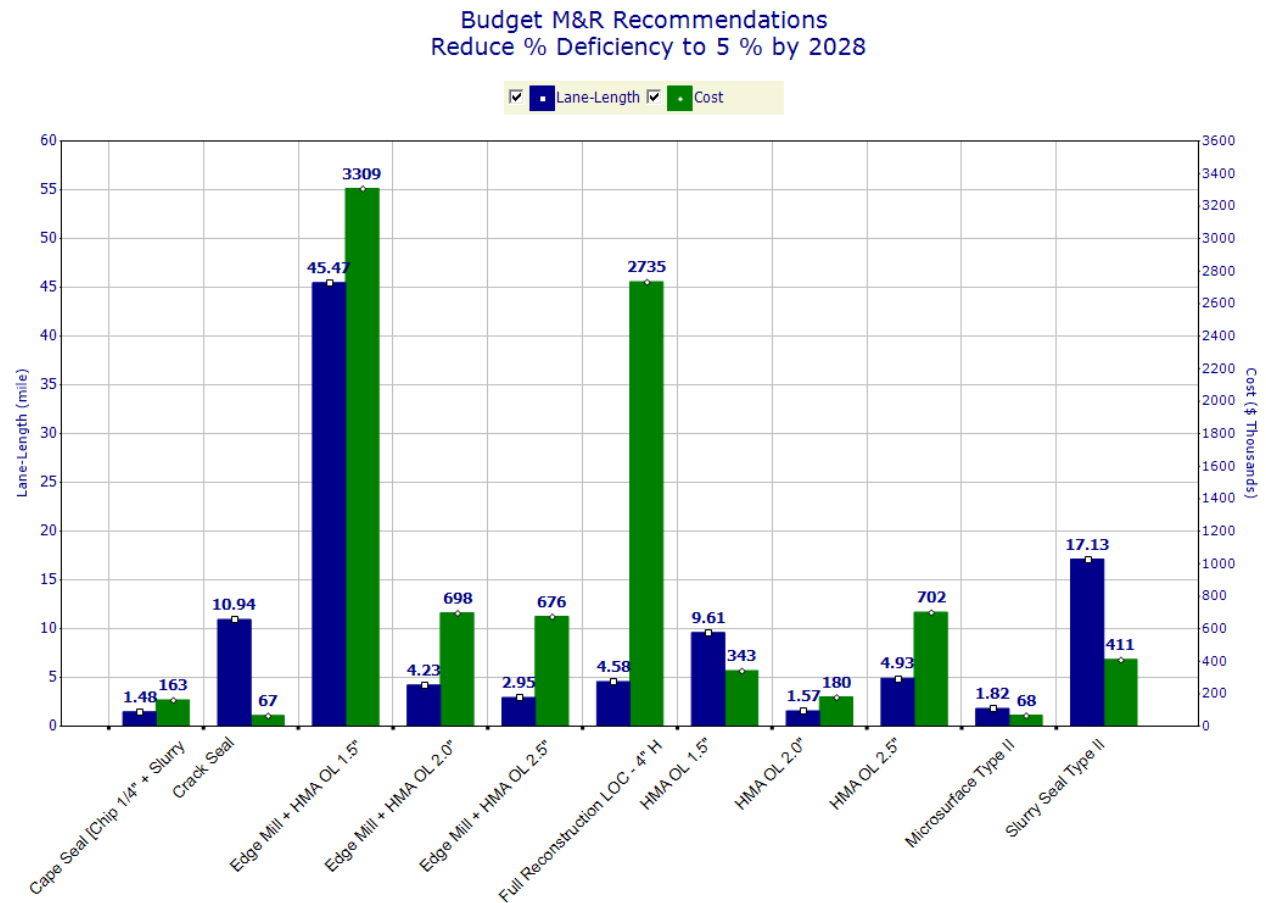


Figure 5.9: “Reduce % Deficiency to 5 % by 2028” Recommended Treatment Type Distribution



6.0 CONCLUSIONS

As part of the City of Ojai Pavement Condition Assessment and Pavement Management System implementation project, the City's entire road network, approximately 34 centerline-miles and 13 parking lots (approximately 36,000 square yards), were surveyed for ride quality and surface distress. In addition, structural testing and GPR testing (to determine layer thickness information) were completed on all roads and parking lots. Stantec's RoadMatrix™ PMS was implemented as part of this project. The RoadMatrix™ section definitions were based on a GIS road centerline shapefile provided by the City. Section attributes and parametric data were obtained from various sources as documented under Section 4.0.

The following sub-sections provide a summary of this project's findings.

6.1 PRESENT STATUS

- The City's road network and the City's parking lots are both in "Fair" condition as noted by the overall network PQI of 53 and 55, respectively.
- The Surface Distress Index (SDI) results indicate that the City's roads and parking lots both exhibit a "Fair" pavement surface condition with SDI values of 47 and 51, respectively.
- The Ride Quality Index (RCI) results indicate that the City's roads exhibit a "Fair" ride quality (RCI = 46) whereas the parking lots exhibit a "Poor" ride quality (RCI = 33).
- The Structural Adequacy Index (SAI) results indicate that the City's roads and parking lots both exhibit Adequate structural capacity to carry the traffic loading with SAI average values of 93 and 92, respectively.
- The overall condition rating (PQI) is highest for Arterial roads (PQI = 55), followed by Collector roads (PQI = 54), Local roads (PQI = 52) and Alleys with the lowest PQI of 40. The results are reasonable considering the functional classifications of the roads.
- The Arterial roads network LL-weighted SDI of 29 indicates a "Poor" overall condition rating and the worst pavement surface condition performance amongst all functional classes.
- The local roads network LL-weighted PQI of 52 indicates a "Fair" overall performance rating.
- The surface distress index (SDI) results indicate that Collector and Local roads share a somewhat similar "Fair" rating as indicated by the LL-weighted SDI of 52 for Collector roads and 51 for Local roads.
- The Ride Comfort Index (RCI) results indicate that Arterial and Collector roads offer the same "Fair" ride quality with an RCI value of 49 for both. Local roads have the lowest, still "Fair" ride quality with an RCI value of 44. On the other hand, Alleys offer the best ride quality with an RCI rating of 52.



Conclusions

6.2 BUDGET ANALYSIS

The following observations can be made based on the budget analysis results:

- Should no work be performed on the network for the next five years, the lane-length weighted network PQI is predicted to drop from 49 by the end of 2023 to 30 by the end of 2028. The network percent deficiency is predicted to increase from 67 % in 2023 to 86 % at the end of 2028. This is the worst-case scenario.
- The “\$2.0 M/Year” budget results indicate that the predicted network PQI will increase from 49 in 2023 to 83 in 2028. The deficiency is predicted to decrease from 67 % in 2023 to 3 % in 2028.
- The “Achieve a PQI = 70 by 2028” analysis results predict that spending an average of \$1.2M/Year will increase the network average PQI from 49 in 2023 to 70 in 2028. The same budget is predicted to reduce the network deficiency from 67 % in 2023 to 23 % by the end of 2028.
- The “Reduce % Deficiency to 5 % by 2028” analysis results predict that spending an average of \$1.87M/Year will increase the network average PQI from 49 in 2023 to 82 in 2028. The same budget is predicted to reduce the network deficiency from 67 % in 2023 to 4 % by the end of 2028.
- The results of the “Needs Analysis” scenario, which recommends work on network sections as they become “In Need” predict that spending an average of \$1.84M/Year will increase the network average PQI from 49 in 2023 to 83 in 2028. The same budget is predicted to reduce the network deficiency from 67 % in 2023 to 3 % by the end of 2028.
- The “Reduce % Deficiency to 5 % by 2028” scenario results indicate a consistent performance and deficiency predictions based on the funding needs. Compared to the “2.0M/Year” scenario, this scenario requires \$615,000 less funding but predicts a slightly lower PQI in 2028 (82 compared to 83) and a slightly higher deficiency (4 % compared to 3 %).
- Results in general suggest that dealing with the network deficiency earlier can save funds over the analysis period. This is evident when comparing the “\$2.0M/Year” scenario with the “Needs Analysis” scenario where both scenarios have similar performance and deficiency predictions, but spending money earlier, as is the case for the Needs Analysis scenario, can save approximately \$783,000 over the five-year year analysis period.
- While the three budget scenarios that cost around \$9.0M - \$10M each have somewhat a similar predicted PQI and % Deficiency in 2028, the annual spending, annual predicted performance, and the amount of sections that are recommended for treatment under the different scenarios is very different. Over the 5-year program period, there are 209 sections that are recommended for treatment under the “\$2.0M/Year” scenario. There are 161 sections recommended by the “Reduce % Deficiency to 5 % by 2028” scenario and 248 sections recommended by the “Needs Analysis: scenario.



7.0 RECOMMENDATIONS

The following recommendations are developed based on our understanding of the City's network condition and current practices:

- It is recommended that the City survey the road network, including parking lots, once every 3 years (industry standard), in order to calibrate the predicted condition data and to validate the benefits of maintenance and rehabilitation (M&R) programs completed by the City.
- On pavements that are in good condition including recently rehabilitated pavements, It is recommended that the City focus on preventive maintenance. It is much more cost-effective to keep good roads in good condition as opposed to spending the majority of the available funds on roads that have already deteriorated past the preventive maintenance threshold. RoadMatrix™ decision trees are setup with this goal in mind.
- It is recommended that the City upload the completed work history at the end of each year to the RoadMatrix™ database. This allows the City to update the analysis and work recommendations should any changes occur to the planned program. This also allows City staff to run additional analysis on various budget-based and performance-based scenarios.
- Traffic data, as mentioned above, is one of the elements that is used in the calculation of the SAI. Traffic data also helps determine the performance deterioration rate. It is recommended that the City continue to validate traffic data, including % commercial traffic, and update as needed.
- M&R treatment unit costs should be validated on an annual basis and updated as needed to reflect any changes. Unit cost information is used within RoadMatrix™ to determine the work programs based on available funding.
- Treatment inflation rates, found in the RoadMatrix™ Analysis module, should be reviewed and updated, if needed, to reflect anticipated future increases in treatment unit costs. The % Inflation is currently set to 2.0 % for all treatment types. RoadMatrix™ allows for individual treatments to have their own inflation rates, if needed. Similarly, the Discount Rate, also found in the Analysis module, should be reviewed and updated as needed. The Discount Rate, currently set to 1.0 %, is used in the calculations of cost effectiveness (CE) based on first year equivalent present value.
- Pavement management analysis is a network-level analysis that optimizes spending over the entire road network. It is therefore important that recommended treatments are field-verified before implementation to ensure suitability and to consider project specific conditions, if applicable.



APPENDIX A

Ride Comfort Index Map

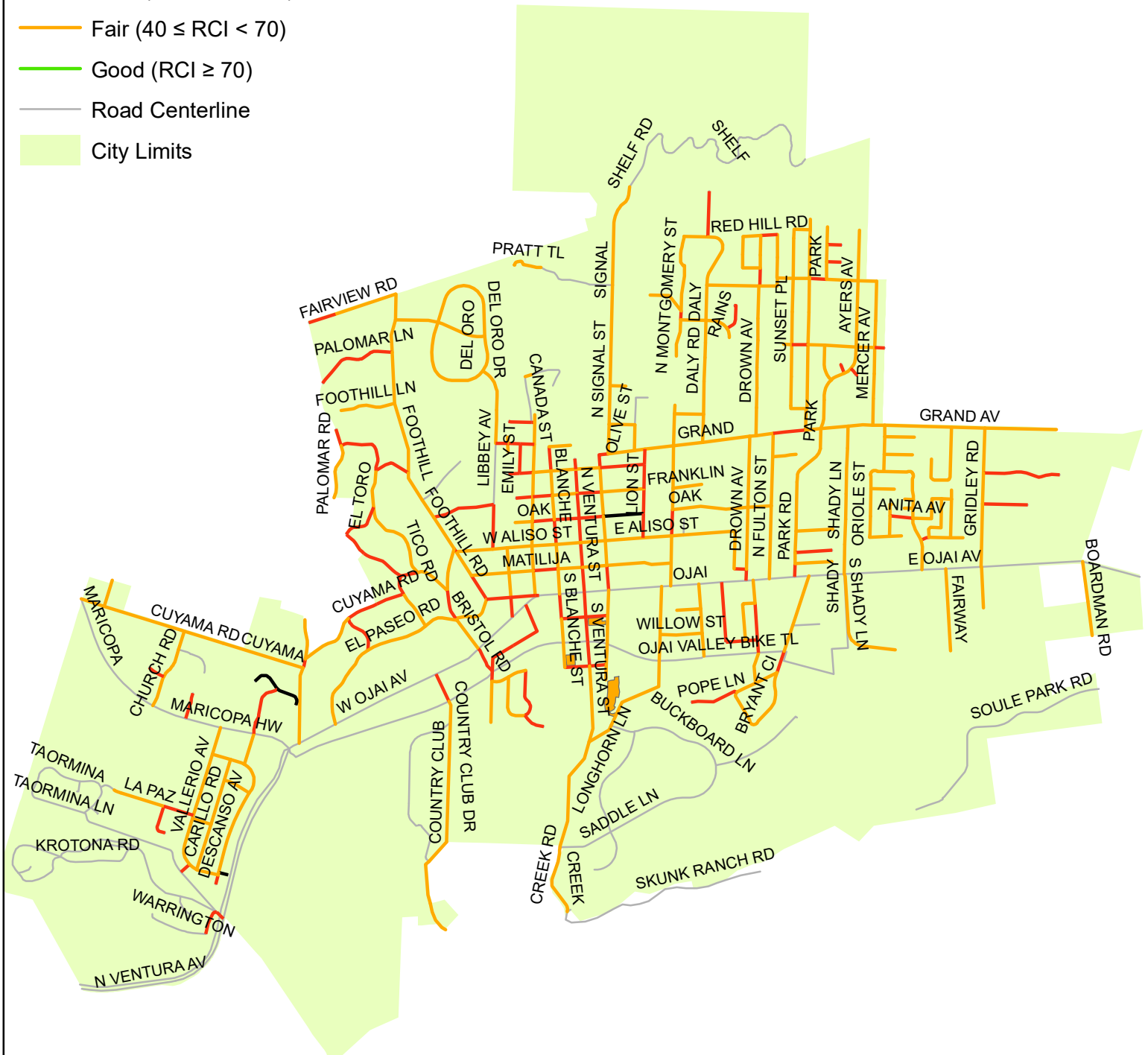


City of Ojai, CA

Present Status RCI - 2022

Ride Comfort Index

- Failed (RCI < 20)
- Poor (20 ≤ RCI < 40)
- Fair (40 ≤ RCI < 70)
- Good (RCI ≥ 70)
- Road Centerline
- City Limits



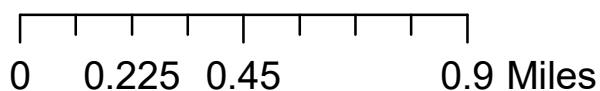
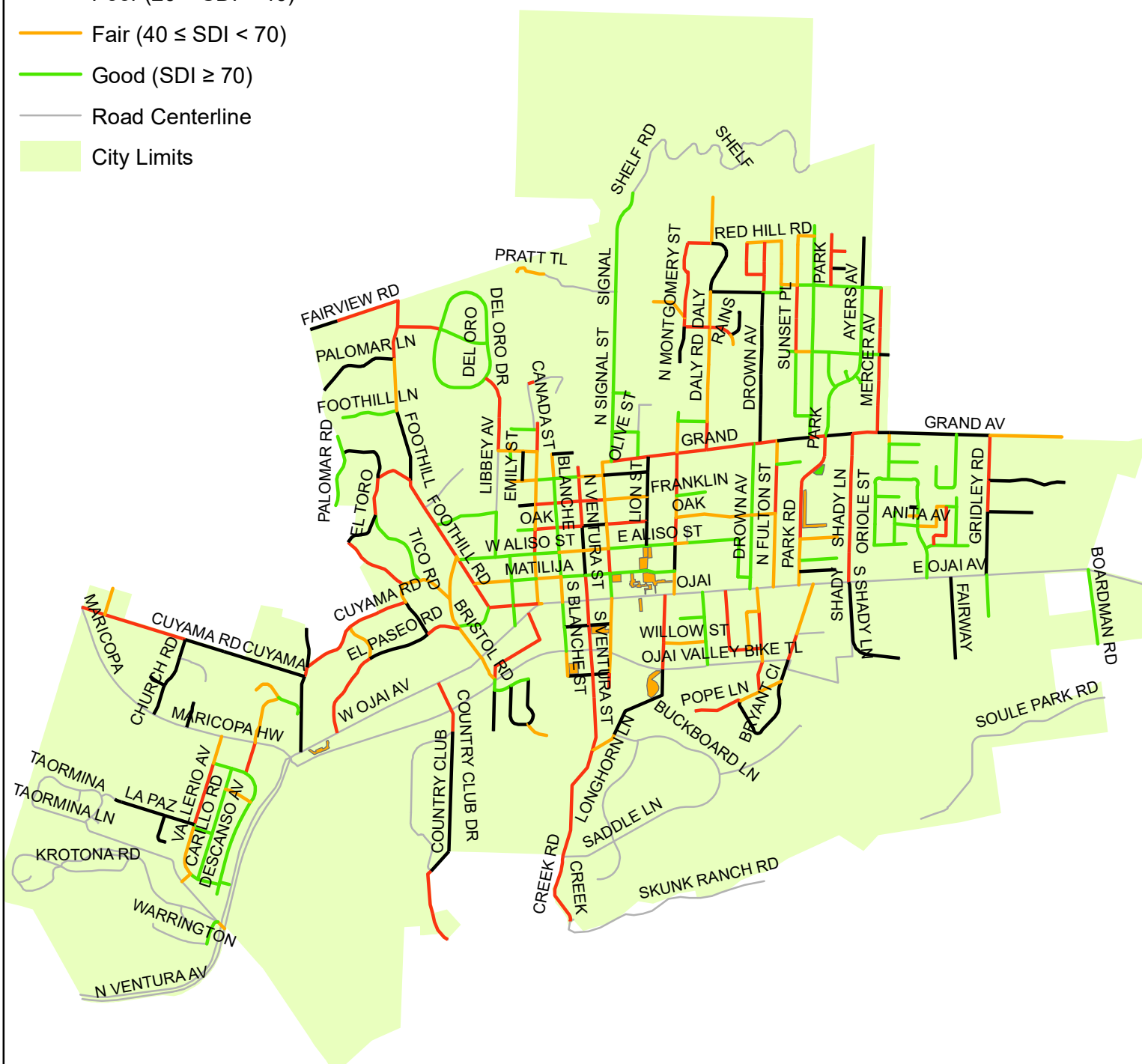
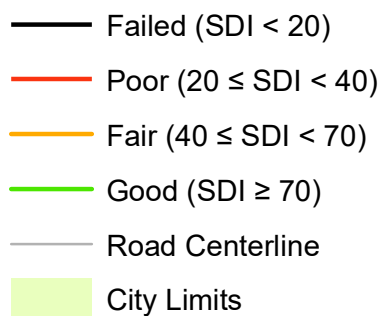
0 0.225 0.45 0.9 Miles

APPENDIX B

Surface Distress Index Map



Surface Distress Index



APPENDIX C

Pavement Quality Index Map

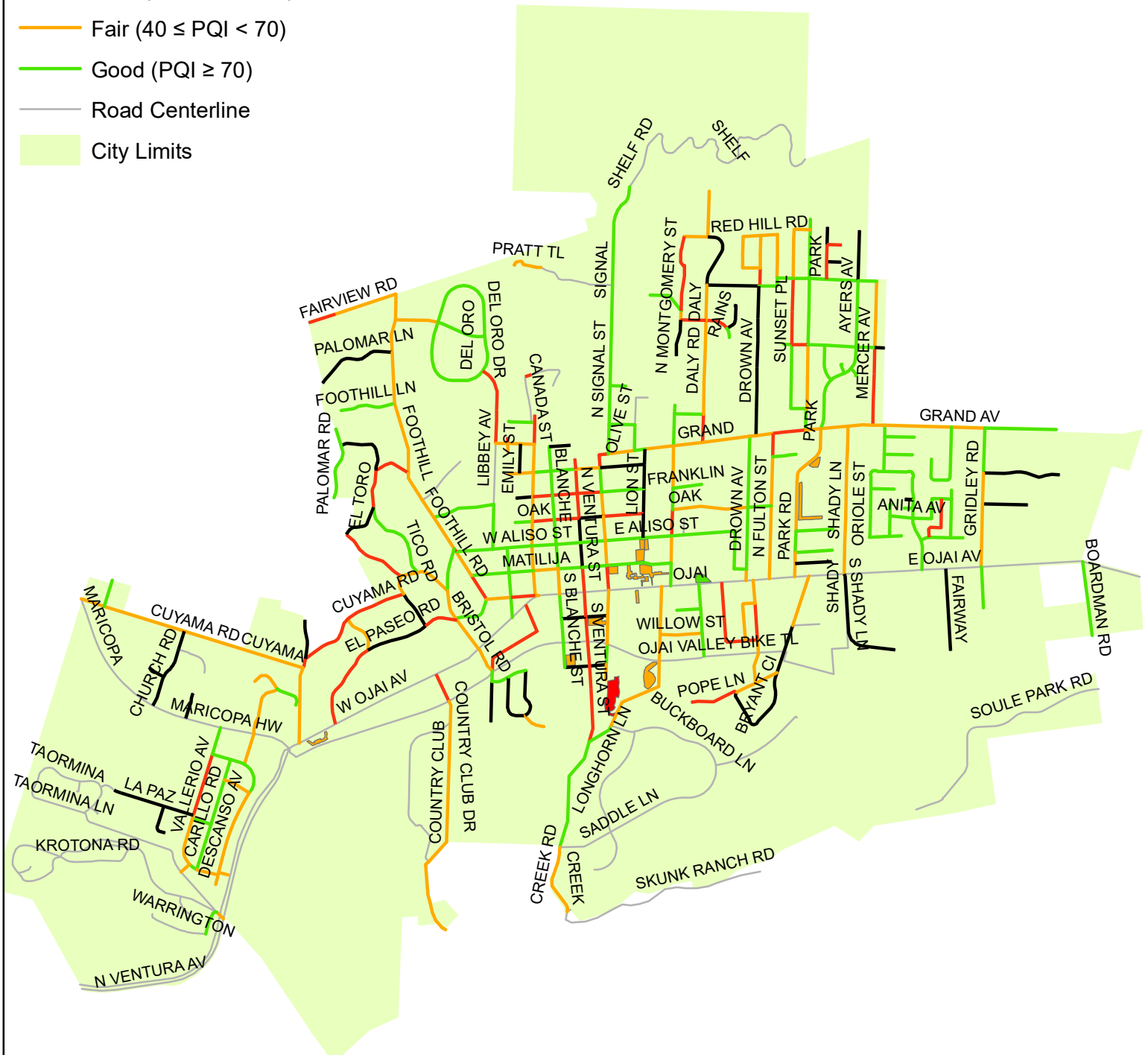


City of Ojai, CA

Present Status PQI - 2022

Pavement Quality Index

- Failed (PQI < 20)
- Poor (20 ≤ PQI < 40)
- Fair (40 ≤ PQI < 70)
- Good (PQI ≥ 70)
- Road Centerline
- City Limits



0 0.225 0.45 0.9 Miles

APPENDIX D

Structural Adequacy Index Map

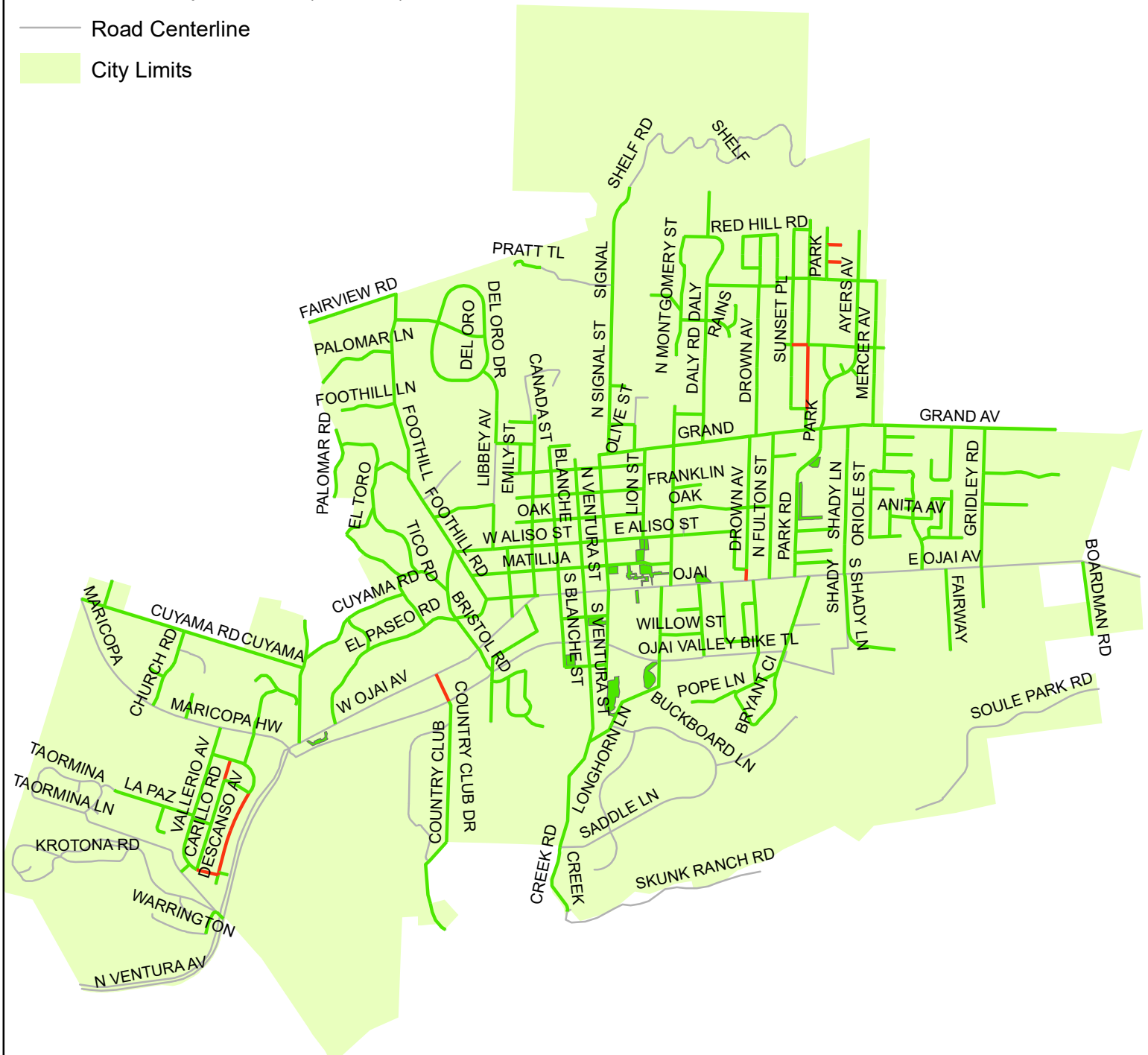


City of Ojai, CA

Present Status SAI - 2022

Structural Adequacy Index

- Structurally Inadequate (SAI < 50)
- Structurally Adequate (SAI ≥ 50)
- Road Centerline
- City Limits



0 0.225 0.45 0.9 Miles

APPENDIX E

Failed Sections List in Each Performance Category



Appendix E FAILED SECTIONS LIST

RCI-Failed Sections (RCI < 20) - Sorted by RCI

Section #	Street Name	From	To	CL Length (ft)	Fun. Class	Pavement Type	RCI (2022)
0000000040	VALLERIO AV	EAST END	DESCANSO AV	139.1	Local	Flexible	18.1
0000000290	CREEKSIDE WY	N CARILLO RD	NORTH END	445.6	Local	Flexible	19.5
0000002020	E OAK ST	N SIGNAL ST	LION ST	570.4	Local	Flexible	19.6
0000000280	CREEKSIDE WY	SOUTH END	N CARILLO RD	405.7	Local	Flexible	19.9



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix E Failed Sections List

SDI-Failed Sections (SDI < 20) - Sorted by SDI

Section #	Street Name	From	To	CL Length (ft)	Fun. Class	Pavement Type	SDI (2022)
0000000220	STUART CT	CDS	LA PAZ DR	474.1	Local	Flexible	0
0000000230	LA PAZ DR	849 FT W OF STUART CT	STUART CT	747	Local	Flexible	0
0000000310	CHURCH RD	MARICOPA HW	OAKMORE ST	443.4	Local	Flexible	0
0000000320	CHURCH RD	OAKMORE ST	HITCHING POST ESTATES	449.7	Local	Flexible	0
0000000330	CHURCH RD	HITCHING POST ESTATES	CUYAMA RD	274.6	Local	Flexible	0
0000000340	OAKMORE ST	CHURCH RD	NORTH END	248.8	Local	Flexible	0
0000000590	SAN ANTONIO ST	SOUTH END	SANTA ANA ST	575	Local	Flexible	0
0000001790	SANTA ANA ST	S VENTURA ST	S SIGNAL ST	243.2	Local	Flexible	0
0000001810	E TOPA TOPA ST	S SIGNAL ST	S VENTURA ST	314.2	Local	Flexible	0
0000002140	E SUMMER ST	N SIGNAL ST	LION ST	634.1	Local	Flexible	0
0000002270	GRAND AV	N FULTON ST	GRANDVIEW AV	462.9	Arterial	Flexible	0
0000002330	GRAND AV	LOS ALAMOS DR	GRIDLEY RD	474.3	Arterial	Flexible	0
0000002850	PLEASANT AV	DALY RD	DROWN AV	741.5	Local	Flexible	0
0000003180	MOUNTAIN VIEW AV	MERCER AV	CITY LIMIT	140	Local	Flexible	0
0000003250	AYERS AV	PLEASANT AV	NORTH END	719.2	Local	Flexible	0
0000003310	S SHADY LN	EAST END	E OJAI AV	1604.8	Local	Flexible	0
0000003610	ROBIN ST	WEST END	GOLDEN WEST AV	124.9	Local	Flexible	0
0000003680	SAN GABRIEL ST	GRIDLEY RD	EAST END	1105.9	Local	Flexible	0
0000003690	SAN RAFAEL ST	GRIDLEY RD	EAST END	645.2	Local	Flexible	0
0000001800	W TOPA TOPA ST	S BLANCHE ST	S VENTURA ST	350.1	Local	Flexible	1.1
0000001080	EMILY ST	W SUMMER ST	RAYMOND ST	418.6	Local	Flexible	2.2
0000001650	S MONTGOMERY ST	BUCKBOARD LN	OJAI VALLEY BIKE TL	1306.4	Arterial	Flexible	3.4
0000003050	TOPAZ CT	PARK RD	CDS	207.8	Local	Flexible	4.1



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix E Failed Sections List

Section #	Street Name	From	To	CL Length (ft)	Fun. Class	Pavement Type	SDI (2022)
0000001780	SANTA ANA ST	S BLANCHE ST	S VENTURA ST	350	Local	Flexible	4.6
0000000460	EL PASEO RD	SIERRA RD	CUYAMA RD	897.9	Local	Flexible	5.7
0000002780	DALY RD	PLEASANT AV	N MONTGOMERY ST	889.3	Collector	Flexible	5.7
0000002040	W EUCALYPTUS ST	WEST END	CANADA ST	247.2	Local	Flexible	7.6
0000000630	CRESTVIEW DR	SANTA ANA ST	OAK CREEK LN	752.9	Local	Flexible	9.2
0000000240	LA PAZ DR	STUART CT	VALLERIO AV	442.8	Local	Flexible	10.5
0000001750	N MONTGOMERY ST	SOUTH END	ANDREW DR	529.2	Local	Flexible	10.5
0000001360	N VENTURA ST	E ALISO ST	E OAK ST	349.1	Local	Flexible	12.2
0000000440	CUYAMA RD	CHICO RD	EL PASEO RD	554.7	Local	Flexible	12.5
0000003330	FAIRWAY LN	SOUTH END	E OJAI AV	1171.2	Local	Flexible	12.6
0000000890	PALOMAR LN	CITY LIMIT	FOOTHILL RD	1182.1	Local	Flexible	12.8
0000000370	DEL NORTE RD	CUYAMA RD	CITY LIMIT	557	Collector	Flexible	14.7
0000003650	GRIDLEY RD	E OJAI AV	SAN RAFAEL ST	899.3	Arterial	Flexible	14.7
0000000300	PIRIE RD	MARICOPA HW	NORTH END	375.3	Local	Flexible	14.9
0000001350	N VENTURA ST	E MATILIJA ST	E ALISO ST	353.5	Local	Flexible	14.9
0000001620	LION ST	E EUCALYPTUS ST	E SUMMER ST	346.8	Local	Flexible	15.2
0000002320	GRAND AV	GOLDEN WEST AV	LOS ALAMOS DR	948.4	Arterial	Flexible	15.2
0000000780	FOOTHILL RD	EL TORO RD	FOOTHILL LN	1024.3	Arterial	Flexible	15.5
0000003280	ALLEY	PARK RD	EAST END	529	Alley	Flexible	15.5
0000001610	LION ST	E OAK ST	E EUCALYPTUS ST	355.5	Local	Flexible	16.1
0000002840	RAINS CT	ANDREW DR	CDS	407.8	Local	Flexible	16.2
0000000820	FAIRVIEW RD	CITY LIMIT	FAIRVIEW CT	402.9	Arterial	Flexible	16.3
0000001600	LION ST	E ALISO ST	E OAK ST	346.6	Local	Flexible	17.1
0000001270	PAULINE ST	N BLANCHE ST	N VENTURA ST	308.3	Local	Flexible	17.2



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix E Failed Sections List

Section #	Street Name	From	To	CL Length (ft)	Fun. Class	Pavement Type	SDI (2022)
0000002310	GRAND AV	MERCER AV	GOLDEN WEST AV	173.8	Arterial	Flexible	17.3
0000001690	N MONTGOMERY ST	E MATILIJIA ST	E ALISO ST	390.7	Arterial	Flexible	17.9
0000002290	GRAND AV	PARK RD	SHADY LN	386	Arterial	Flexible	18.0
0000002430	BRYANT CI	BRYANT ST	POPE LN	1431.7	Collector	Flexible	18.0
0000000910	EL TORO RD	PALOMAR RD	TICO RD	608.3	Local	Flexible	18.3
0000000950	EL CAMINO RD	EL TORO RD	PALOMAR RD	847.6	Local	Flexible	18.3
0000002010	E OAK ST	N VENTURA ST	N SIGNAL ST	350.4	Local	Flexible	18.3
0000000550	COUNTRY CLUB DR	COUNTRY CLUB RD	COUNTRY CLUB RD	2075.4	Arterial	Flexible	18.6
0000000410	CUYAMA RD	CHURCH RD	DEL NORTE RD	1777.1	Arterial	Flexible	19.6
0000000640	CRESTVIEW DR	OAK CREEK LN	SANTA ANA ST	689.4	Local	Flexible	19.6
0000001630	LION ST	E SUMMER ST	GRAND AV	215.9	Local	Flexible	19.7
0000002440	BRYANT ST	BRYANT CI	OJAI VALLEY BIKE TL	323.1	Collector	Flexible	19.7
0000000350	DEL NORTE RD	W OJAI AV	CUYAMA RD	1076.6	Arterial	Flexible	19.8
0000002670	DROWN AV	GRAND AV	PLEASANT AV	2137.1	Collector	Flexible	19.8



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix E Failed Sections List

PQI-Failed Sections (PQI < 20) - Sorted by PQI

Section #	Street Name	From	To	CL Length (ft)	Fun. Class	Pavement Type	PQI (2022)
0000000220	STUART CT	CDS	LA PAZ DR	474.1	Local	Flexible	0
0000000230	LA PAZ DR	849 FT W OF STUART CT	STUART CT	747	Local	Flexible	0
0000000310	CHURCH RD	MARICOPA HW	OAKMORE ST	443.4	Local	Flexible	0
0000000320	CHURCH RD	OAKMORE ST	HITCHING POST ESTATES	449.7	Local	Flexible	0
0000000330	CHURCH RD	HITCHING POST ESTATES	CUYAMA RD	274.6	Local	Flexible	0
0000000340	OAKMORE ST	CHURCH RD	NORTH END	248.8	Local	Flexible	0
0000000590	SAN ANTONIO ST	SOUTH END	SANTA ANA ST	575	Local	Flexible	0
0000001790	SANTA ANA ST	S VENTURA ST	S SIGNAL ST	243.2	Local	Flexible	0
0000001810	E TOPA TOPA ST	S SIGNAL ST	S VENTURA ST	314.2	Local	Flexible	0
0000002140	E SUMMER ST	N SIGNAL ST	LION ST	634.1	Local	Flexible	0
0000002850	PLEASANT AV	DALY RD	DROWN AV	741.5	Local	Flexible	0
0000003180	MOUNTAIN VIEW AV	MERCER AV	CITY LIMIT	140	Local	Flexible	0
0000003250	AYERS AV	PLEASANT AV	NORTH END	719.2	Local	Flexible	0
0000003310	S SHADY LN	EAST END	E OJAI AV	1604.8	Local	Flexible	0
0000003610	ROBIN ST	WEST END	GOLDEN WEST AV	124.9	Local	Flexible	0
0000003680	SAN GABRIEL ST	GRIDLEY RD	EAST END	1105.9	Local	Flexible	0
0000003690	SAN RAFAEL ST	GRIDLEY RD	EAST END	645.2	Local	Flexible	0
0000001800	W TOPA TOPA ST	S BLANCHE ST	S VENTURA ST	350.1	Local	Flexible	0.9
0000001080	EMILY ST	W SUMMER ST	RAYMOND ST	418.6	Local	Flexible	1.7
0000003050	TOPAZ CT	PARK RD	CDS	207.8	Local	Flexible	3.0
0000001780	SANTA ANA ST	S BLANCHE ST	S VENTURA ST	350	Local	Flexible	3.5
0000000460	EL PASEO RD	SIERRA RD	CUYAMA RD	897.9	Local	Flexible	4.9
0000002780	DALY RD	PLEASANT AV	N MONTGOMERY ST	889.3	Collector	Flexible	5.1



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix E Failed Sections List

Section #	Street Name	From	To	CL Length (ft)	Fun. Class	Pavement Type	PQI (2022)
0000002040	W EUCALYPTUS ST	WEST END	CANADA ST	247.2	Local	Flexible	6.4
0000000630	CRESTVIEW DR	SANTA ANA ST	OAK CREEK LN	752.9	Local	Flexible	8.2
0000000240	LA PAZ DR	STUART CT	VALLERIO AV	442.8	Local	Flexible	8.3
0000001750	N MONTGOMERY ST	SOUTH END	ANDREW DR	529.2	Local	Flexible	9.5
0000000890	PALOMAR LN	CITY LIMIT	FOOTHILL RD	1182.1	Local	Flexible	10.9
0000001360	N VENTURA ST	E ALISO ST	E OAK ST	349.1	Local	Flexible	11.1
0000000440	CUYAMA RD	CHICO RD	EL PASEO RD	554.7	Local	Flexible	11.6
0000003330	FAIRWAY LN	SOUTH END	E OJAI AV	1171.2	Local	Flexible	11.8
0000000300	PIRIE RD	MARICOPA HW	NORTH END	375.3	Local	Flexible	12.5
0000001620	LION ST	E EUCALYPTUS ST	E SUMMER ST	346.8	Local	Flexible	12.8
0000001350	N VENTURA ST	E MATILIJA ST	E ALISO ST	353.5	Local	Flexible	13.1
0000002840	RAINS CT	ANDREW DR	CDS	407.8	Local	Flexible	13.8
0000000370	DEL NORTE RD	CUYAMA RD	CITY LIMIT	557	Collector	Flexible	14.1
0000003280	ALLEY	PARK RD	EAST END	529	Alley	Flexible	14.1
0000001610	LION ST	E OAK ST	E EUCALYPTUS ST	355.5	Local	Flexible	14.6
0000001600	LION ST	E ALISO ST	E OAK ST	346.6	Local	Flexible	16.1
0000000950	EL CAMINO RD	EL TORO RD	PALOMAR RD	847.6	Local	Flexible	16.3
0000000910	EL TORO RD	PALOMAR RD	TICO RD	608.3	Local	Flexible	16.6
0000002010	E OAK ST	N VENTURA ST	N SIGNAL ST	350.4	Local	Flexible	16.7
0000002430	BRYANT CI	BRYANT ST	POPE LN	1431.7	Collector	Flexible	17.2
0000001270	PAULINE ST	N BLANCHE ST	N VENTURA ST	308.3	Local	Flexible	17.4
0000001630	LION ST	E SUMMER ST	GRAND AV	215.9	Local	Flexible	18.0
0000002440	BRYANT ST	BRYANT CI	OJAI VALLEY BIKE TL	323.1	Collector	Flexible	18.9
0000000640	CRESTVIEW DR	OAK CREEK LN	SANTA ANA ST	689.4	Local	Flexible	19.1



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix E Failed Sections List

Section #	Street Name	From	To	CL Length (ft)	Fun. Class	Pavement Type	PQI (2022)
0000002670	DROWN AV	GRAND AV	PLEASANT AV	2137.1	Collector	Flexible	19.7
0000003030	PARK RD	PATRICIA CT	CDS	250.9	Local	Flexible	19.7
0000002450	BRYANT ST	OJAI VALLEY BIKE TL	BRANT PL	382.1	Collector	Flexible	19.8



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix E Failed Sections List

SAI-Failed Sections (SAI < 50) - Sorted by SAI

Section #	Street Name	From	To	CL Length (ft)	Fun. Class	Pavement Type	RCI (2022)
0000002940	GRANDVIEW AV	SUNSET PL	MOUNTAIN VIEW AV	928.4	Local	Flexible	18.9
0000003140	MOUNTAIN VIEW AV	SUNSET PL	GRANDVIEW AV	232	Local	Flexible	21.0
0000000050	VALLERIO AV	DESCANSO AV	CARILLO RD	311.6	Local	Flexible	21.5
0000000130	DESCANSO AV	VALLERIO AV	LAREDO LN	1225.8	Local	Flexible	33.9
0000003040	PATRICIA CT	PARK RD	CDS	212.9	Local	Flexible	40.0
0000000120	DESCANSO AV	VALLERIO AV	VALLERIO AV	35	Local	Flexible	42.0
0000003050	TOPAZ CT	PARK RD	CDS	207.8	Local	Flexible	42.0
0000000200	CARILLO RD	LAREDO LN	DESCANSO AV	305	Local	Flexible	44.5
0000000570	COUNTRY CLUB DR	OJAI VALLEY BIKE TL	W OJAI AV	429.3	Arterial	Flexible	47.0
0000002640	DROWN AV	E OJAI AV	WAITE ST	162.8	Local	Flexible	48.0



APPENDIX F

\$2.0M/Year Program Details

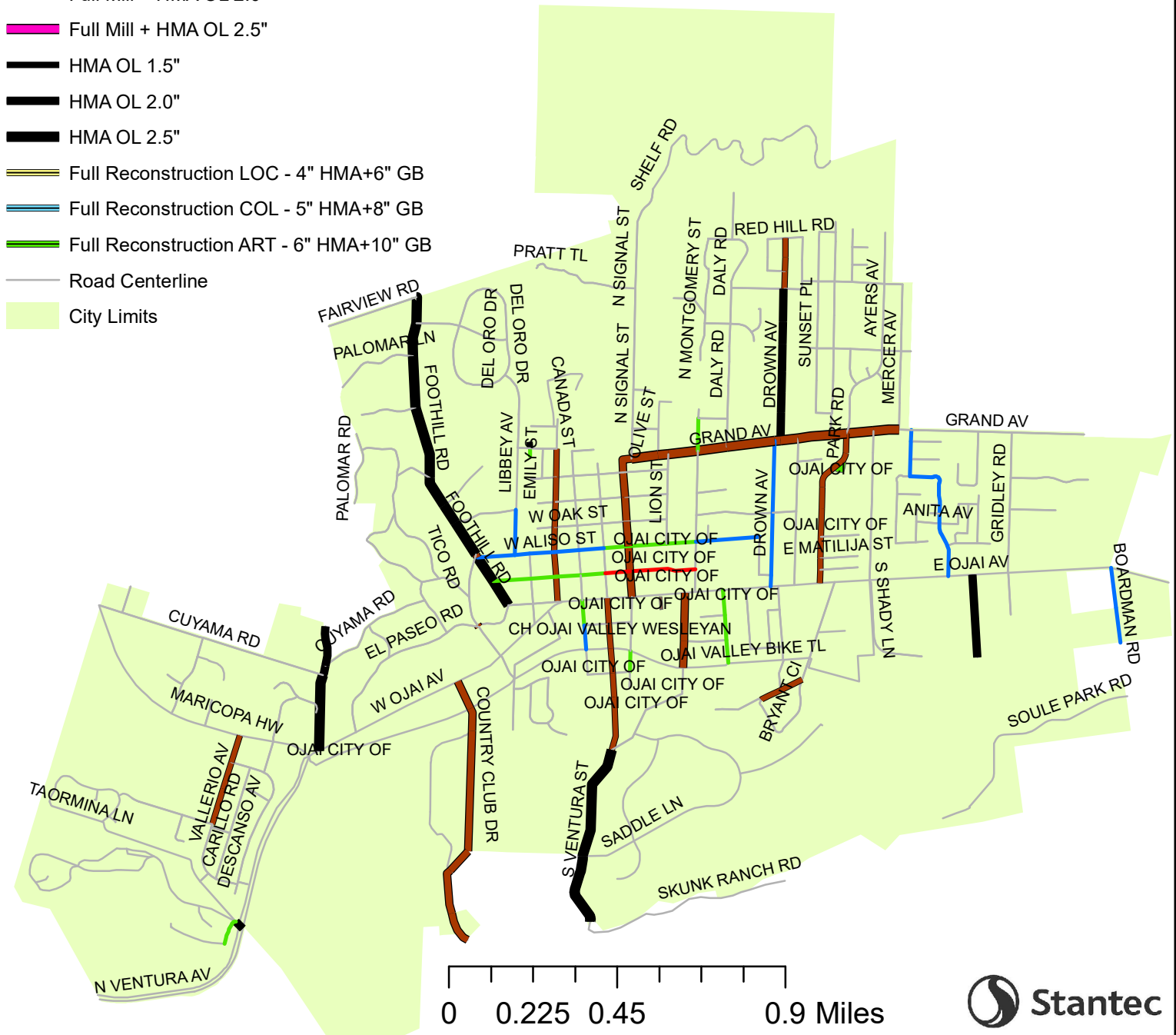


City of Ojai, CA

\$2.0M Budget M&R Recommendations - 2024

Recommended M&R

- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits

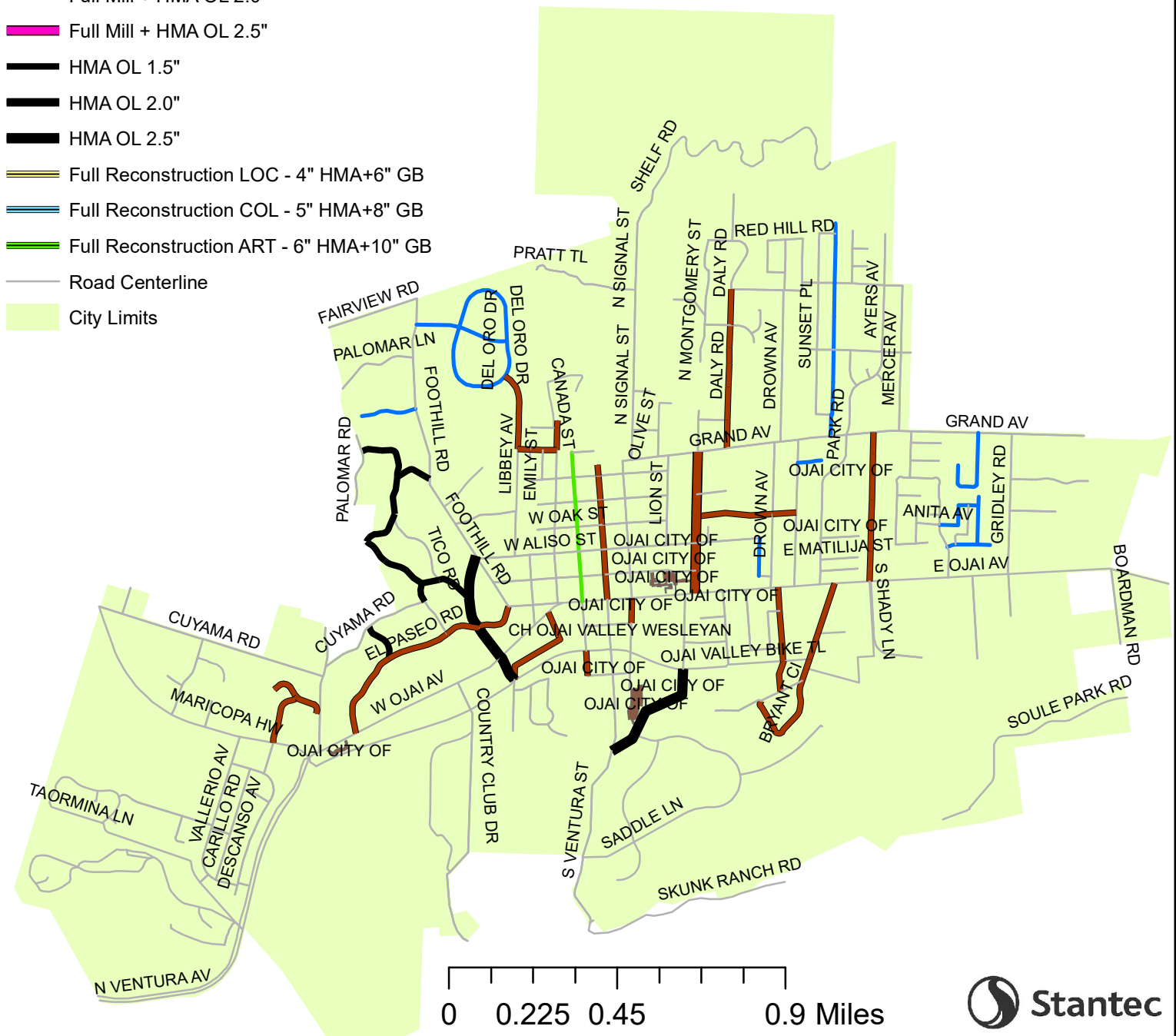


City of Ojai, CA

\$2.0M Budget M&R Recommendations - 2025

Recommended M&R

- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits

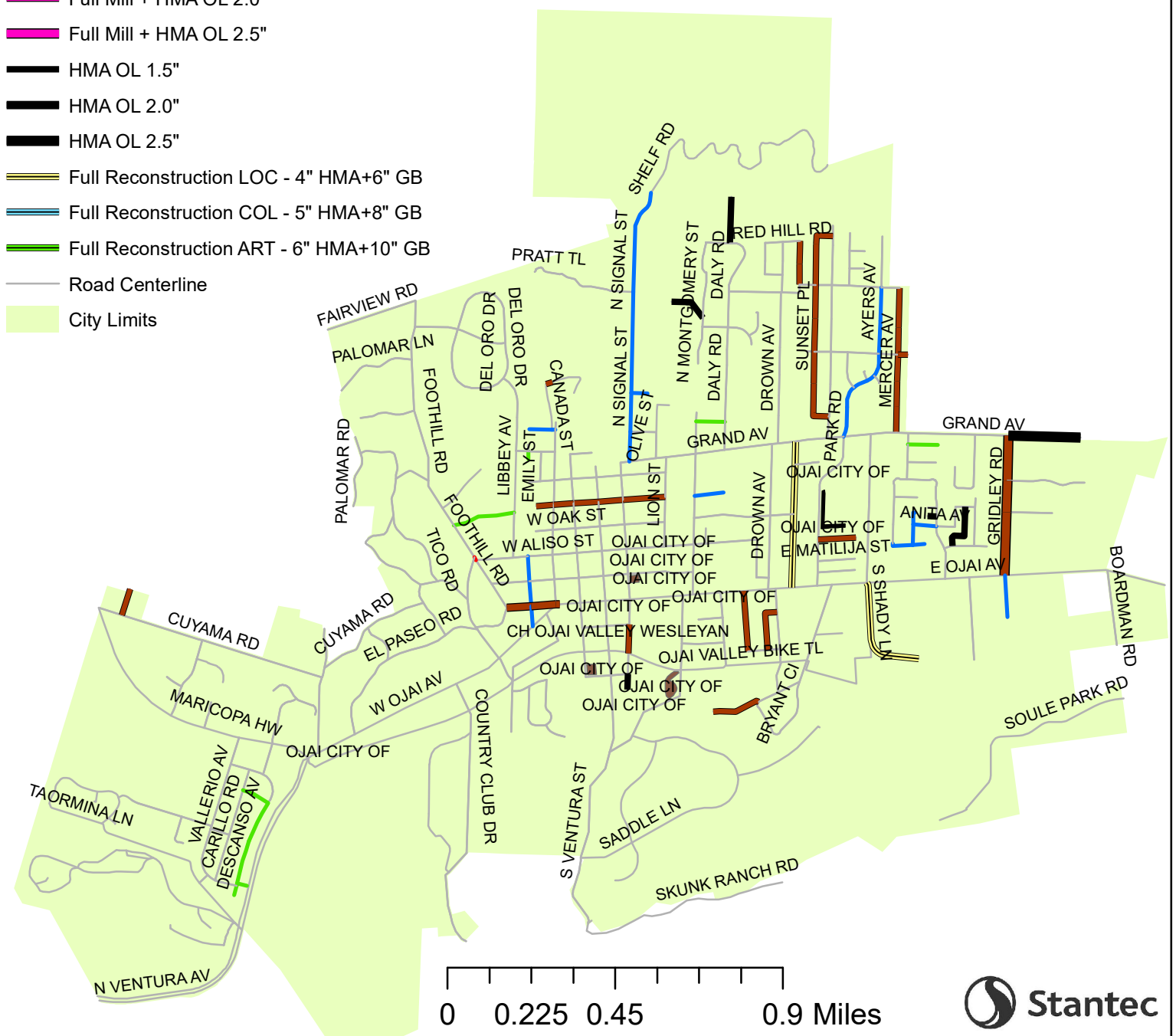


City of Ojai, CA

\$2.0M Budget M&R Recommendations - 2026

Recommended M&R

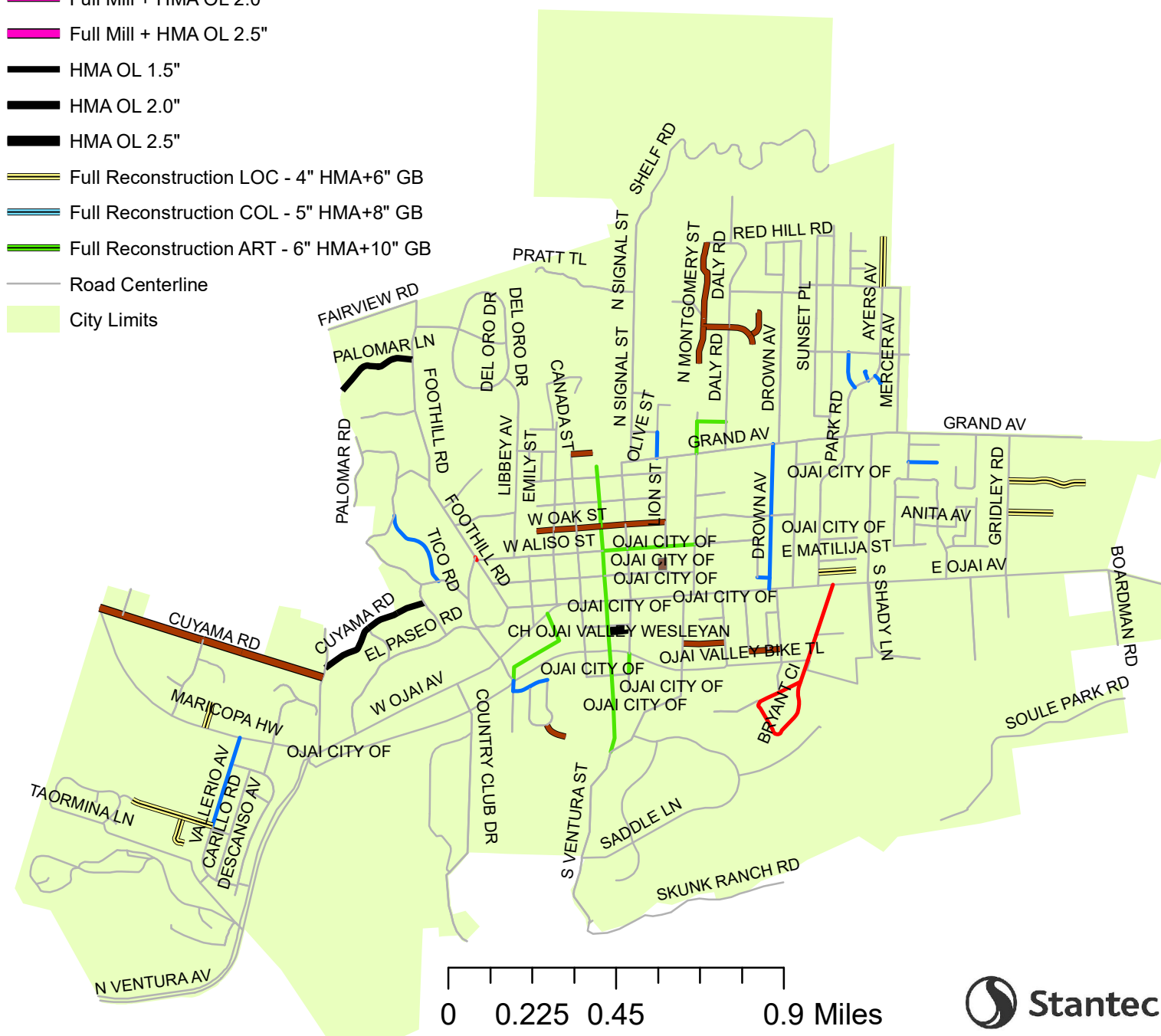
- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits



Recommended M&R



-
- Legend:
- Do Nothing
 - Crack Seal
 - Slurry Seal Type II
 - Microsurface Type II
 - Cape Seal [Chip 1/4" + Slurry II]
 - Cape Seal [Chip 1/4" + Micro II]
 - Edge Mill + HMA OL 1.5"
 - Edge Mill + HMA OL 2.0"
 - Edge Mill + HMA OL 2.5"
 - Full Mill + HMA OL 1.5"
 - Full Mill + HMA OL 2.0"
 - Full Mill + HMA OL 2.5"
 - HMA OL 1.5"
 - HMA OL 2.0"
 - HMA OL 2.5"
 - Full Reconstruction LOC - 4" HMA+6" GB
 - Full Reconstruction COL - 5" HMA+8" GB
 - Full Reconstruction ART - 6" HMA+10" GB
 - Road Centerline
 - City Limits

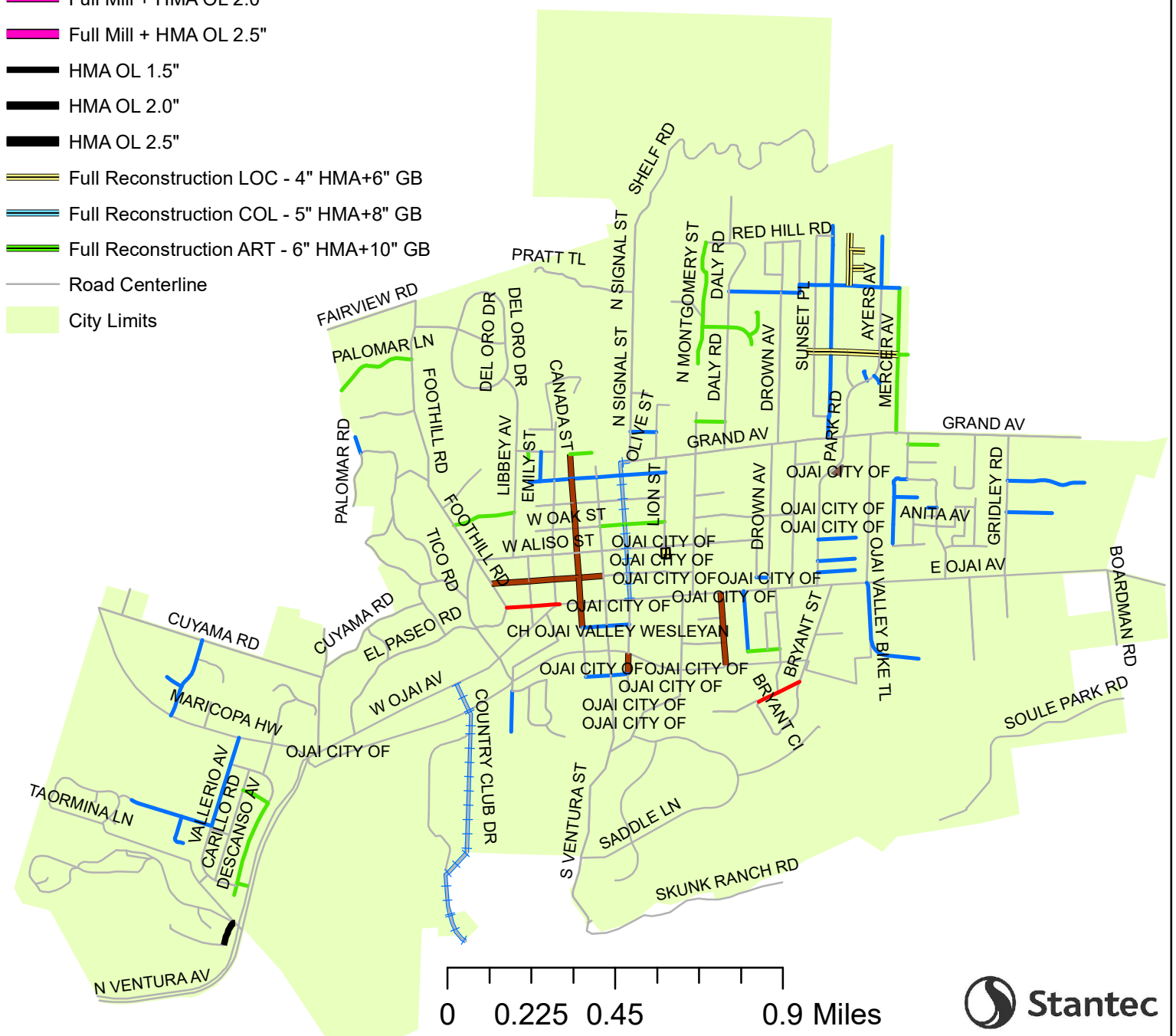


City of Ojai, CA

\$2.0M Budget M&R Recommendations - 2028

Recommended M&R

- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix F \$2.0M/Year Program Details

Table F.1: Budget Recommended Rehabilitations - \$2.0M/Year
All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
0000003770	E OJAI AV PARKING LOT			3,558	805.2	Parking Lot	Flexible	2024	Edge Mill + HMA OL 1.5"	11,088	15.6
0000001190	S BLANCHE ST	OJAI VALLEY BIKE TL	W TOPA TOPA ST	344	1244.3	Local	Flexible	2024	Slurry Seal Type II	2,856	12.1
0000000020	N HERMOSA RD	VILLANOVA WY	OJAI VALLEY BIKE TL	69	146.1	Collector	Flexible	2024	HMA OL 2.0"	2,012	12.0
SS-00000250	W ALISO ST	FOOTHILL RD	N VENTURA ST	1,784	6739.6	Collector	Flexible	2024	Slurry Seal Type II	15,467	11.3
SS-00000160	DROWN AV	E OJAI AV	GRAND AV	2,056	8011.6	Local	Flexible	2024	Slurry Seal Type II	18,387	9.8
0000000030	N HERMOSA RD	OJAI VALLEY BIKE TL	N VENTURA AV	69	186.0	Collector	Flexible	2024	HMA OL 2.0"	2,561	9.5
SS-00000520	GOLDEN WEST AV	E OJAI AV	ORIOLE ST	1,831	9077.2	Local	Flexible	2024	Slurry Seal Type II	20,832	9.5
SS-00000270	E ALISO ST	N MONTGOMERY ST	WAITE ST	905	3807.9	Local	Flexible	2024	Slurry Seal Type II	8,739	8.6
SS-00000120	PARK RD	E OJAI AV	GRAND AV	2,252	9408.3	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	129,553	8.3
0000003700	BOARDMAN RD	CITY LIMIT	E OJAI AV	1,065	2718.6	Local	Flexible	2024	Slurry Seal Type II	6,239	8.2
0000000350	DEL NORTE RD	W OJAI AV	CUYAMA RD	1,077	3653.3	Arterial	Flexible	2024	HMA OL 2.5"	62,045	8.1
SS-00000510	GOLDEN WEST AV	ORIOLE ST	GRAND AV	657	2638.4	Local	Flexible	2024	Slurry Seal Type II	6,055	7.9
SS-00000650	CANADA ST	EL PASEO RD	W ALISO ST	708	2710.4	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	37,323	7.9
SS-00000240	E MATILIJA ST	N VENTURA ST	N MONTGOMERY ST	1,273	5167.8	Local	Flexible	2024	Microsurface Type II	16,604	7.4
SS-00000040	FOOTHILL RD	EL PASEO RD	EL TORO RD	2,082	6811.4	Arterial	Flexible	2024	HMA OL 2.5"	115,679	7.3
SS-00000030	FOOTHILL RD	EL TORO RD	FAIRVIEW RD	2,596	7178.8	Arterial	Flexible	2024	HMA OL 2.5"	121,917	6.8
0000003850	PARK RD PARKING LOT			2,646	1176.1	Parking Lot	Flexible	2024	Crack Seal	1,080	6.5
SS-00000840	FOX ST	OJAI VALLEY BIKE TL	E OJAI AV	1,031	4109.9	Collector	Flexible	2024	Crack Seal	3,773	6.4
SS-00000490	DEL NORTE RD	CUYAMA RD	CITY LIMIT	695	2132.2	Collector	Flexible	2024	HMA OL 2.0"	29,361	6.2
SS-00000070	GRAND AV	N SIGNAL ST	DROWN AV	2,030	8538.6	Arterial	Flexible	2024	Edge Mill + HMA OL 2.5"	176,364	6.1
SS-00000660	CANADA ST	W ALISO ST	RAYMOND ST	1,453	6063.0	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	83,488	6.0
SS-00000060	GRAND AV	DROWN AV	MERCER AV	1,765	7232.6	Arterial	Flexible	2024	Edge Mill + HMA OL 2.5"	149,388	5.9
SS-00000350	N SIGNAL ST	E OJAI AV	GRAND AV	2,070	7512.7	Arterial	Flexible	2024	Edge Mill + HMA OL 2.0"	127,588	5.8
SS-00000620	BRYANT CI	POPE LN	BRYANT ST	638	2730.3	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	37,597	5.6
SS-00000230	W MATILIJA ST	FOOTHILL RD	N VENTURA ST	1,591	6170.9	Local	Flexible	2024	Crack Seal	5,665	5.1
SS-00000470	CREEK RD - S VENTURA ST	SKUNK RANCH RD	S MONTGOMERY ST	2,613	7244.7	Arterial	Flexible	2024	HMA OL 2.5"	123,036	5.0
SS-00000400	COUNTRY CLUB DR	CITY LIMIT	W OJAI AV	3,900	12839.0	Arterial	Flexible	2024	Edge Mill + HMA OL 2.0"	218,045	4.9
SS-00000790	VALLERIO AV	LA PAZ DR	MARICOPA HW	1,308	5291.0	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	72,857	4.6
SS-00000430	S MONTGOMERY ST	OJAI VALLEY BIKE TL	E OJAI AV	1,056	4618.8	Arterial	Flexible	2024	Edge Mill + HMA OL 2.0"	78,441	4.6
SS-00000170	S VENTURA ST	S MONTGOMERY ST	E OJAI AV	2,150	8146.1	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	112,172	4.4
0000001200	S BLANCHE ST	W TOPA TOPA ST	W OJAI AV	355	1347.0	Local	Flexible	2024	Crack Seal	1,237	4.3
SS-00000260	E ALISO ST	N VENTURA ST	N MONTGOMERY ST	1,303	5362.1	Collector	Flexible	2024	Crack Seal	4,922	4.3
0000000010	VILLANOVA WY	WARRINGTON WY	N HERMOSA RD	372	846.8	Local	Flexible	2024	Crack Seal	777	4.1



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix F \$2.0M/Year Program Details

Table F.1: Budget Recommended Rehabilitations - \$2.0M/Year

All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
0000002670	DROWN AV	GRAND AV	PLEASANT AV	2,137	8182.2	Collector	Flexible	2024	HMA OL 2.0"	112,669	3.8
0000000990	MALLORY WY	W ALISO ST	W EUCALYPTUS ST	637	2265.4	Local	Flexible	2024	Slurry Seal Type II	5,199	3.7
0000000690	BRISTOL RD	EL PASEO RD	EL PASEO RD	31	150.7	Arterial	Flexible	2024	Edge Mill + HMA OL 2.0"	2,559	2.4
0000001730	N MONTGOMERY ST	GRAND AV	BUENA VISTA DR	458	1996.7	Local	Flexible	2024	Crack Seal	1,833	2.2
0000000740	FOOTHILL RD	W ALISO ST	BRISTOL RD	48	179.4	Arterial	Flexible	2024	Edge Mill + HMA OL 2.0"	3,048	2.2
0000001070	ALLEY	RAYMOND ST	NORTH END	88	69.3	Alley	Flexible	2024	HMA OL 1.5"	732	2.2
0000001410	S SIGNAL ST	SANTA ANA ST	OJAI VALLEY BIKE TL	295	1023.3	Local	Flexible	2024	Crack Seal	939	1.9
0000003330	FAIRWAY LN	SOUTH END	E OJAI AV	1,171	2411.9	Local	Flexible	2024	HMA OL 2.0"	33,212	1.4
SS-00000710	DROWN AV	PLEASANT AV	RED HILL RD	717	2601.0	Local	Flexible	2024	Edge Mill + HMA OL 1.5"	35,816	1.0
0000001060	ALLEY	SOUTH END	RAYMOND ST	112	118.4	Alley	Rigid	2024	Crack Seal	109	0.9
SS-00000050	DEL ORO DR - VISTA HERMOSA DR			4,890	15246.2	Local	Flexible	2025	Slurry Seal Type II	35,690	4.0
SS-00000110	GRANDVIEW AV	GRAND AV	CDS	3,023	11597.9	Local	Flexible	2025	Slurry Seal Type II	27,149	3.7
SS-00000420	BRISTOL RD	OJAI VALLEY BIKE TL	FOOTHILL RD	1,922	6979.0	Arterial	Flexible	2025	HMA OL 2.5"	120,895	3.3
SS-00000440	S MONTGOMERY ST	S VENTURA ST	OJAI VALLEY BIKE TL	1,707	6283.3	Arterial	Flexible	2025	HMA OL 2.5"	108,844	3.1
SS-00000080	DALY RD	GRAND AV	PLEASANT AV	2,245	9444.8	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	132,656	3.1
SS-00000550	BRYANT ST - BRYANT CT	POPE LN	E OJAI AV	2,883	11976.0	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	168,208	3.1
SS-00000200	EL PASEO RD	W OJAI AV	FOOTHILL RD	3,237	12581.1	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	176,707	3.0
SS-00000560	S FULTON ST	BRYANT CI	PEARL ST	627	2246.8	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	31,557	2.9
0000001430	S SIGNAL ST	E TOPA TOPA ST	E OJAI AV	357	1546.6	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	21,722	2.8
SS-00000760	RAYMOND ST	LIBBEY AV	CANADA ST	549	1715.0	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	24,088	2.5
SS-00000810	PALOMAR RD - CHICO RD	BRISTOL RD	CUYAMA RD	1,046	2690.1	Local	Flexible	2025	HMA OL 1.5"	28,967	2.4
SS-00000570	S FULTON ST	PEARL ST	E OJAI AV	856	3435.8	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	48,257	2.4
0000001180	S BLANCHE ST	SANTA ANA ST	OJAI VALLEY BIKE TL	356	1284.0	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	18,034	2.3
SS-00000830	PALOMAR RD - EL TORO RD	CHICO RD	TICO RD	1,604	3850.7	Local	Flexible	2025	HMA OL 1.5"	41,465	2.3
0000003320	SHADY LN	E OJAI AV	GRAND AV	2,109	9009.0	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	126,535	2.2
0000001000	LIBBEY AV	RAYMOND ST	DEL ORO DR	1,106	3688.1	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	51,801	2.2
SS-00000360	N BLANCHE ST	W OJAI AV	PAULINE ST	2,104	7568.8	Local	Flexible	2025	Crack Seal	7,087	2.0
0000003710	W OJAI AV PARKING LOT			1,513	1791.3	Parking Lot	Flexible	2025	Edge Mill + HMA OL 1.5"	25,160	2.0
0000000610	TOPA TOPA DR	OJAI VALLEY BIKE TL	W OJAI AV	1,351	4084.9	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	57,374	2.0
SS-00000870	SAN RAMON WY - LOS ALAMOS DR	CDS	GRAND AV	1,285	5537.7	Local	Flexible	2025	Slurry Seal Type II	12,963	2.0
0000000520	SIERRA RD	EL PASEO RD	CUYAMA RD	584	1564.1	Local	Flexible	2025	HMA OL 1.5"	16,843	2.0
SS-00000340	N VENTURA ST	E OJAI AV	155 FT N OF E SUMMER ST	1,911	6929.9	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	97,333	2.0
SS-00000590	CARILLO RD-CREEKSIDE WAY	MARICOPA HW	NORTH END	1,644	5392.3	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	75,737	1.9



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix F \$2.0M/Year Program Details

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All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
0000002590	WAITE ST	174 FT W OF DROWN AV	E ALISO ST	535	2225.6	Local	Flexible	2025	Slurry Seal Type II	5,210	1.9
SS-00000850	E OAK ST	N MONTGOMERY ST	N FULTON ST	1,419	5852.2	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	82,197	1.8
0000003060	WILLIAMS PL	N FULTON ST	EAST END	340	1010.9	Local	Flexible	2025	Slurry Seal Type II	2,366	1.7
SS-00000130	N MONTGOMERY ST	E OJAI AV	GRAND AV	2,000	8829.8	Arterial	Flexible	2025	Edge Mill + HMA OL 2.5"	186,027	1.7
SS-00000820	EL TORO RD - EL CAMINO RD	TICO RD	NORTH END	1,905	4036.9	Local	Flexible	2025	HMA OL 1.5"	43,470	1.6
SS-00000540	ANITA-GREGORY-LARK ELLEN	GOLDEN WEST AV	EAST END	2,117	9099.7	Local	Flexible	2025	Slurry Seal Type II	21,301	1.5
0000003790	N MONTGOMERY ST PARKING LOT			3,016	6194.0	Parking Lot	Flexible	2025	Edge Mill + HMA OL 1.5"	86,997	1.5
0000003740	S SIGNAL ST PARKING LOT			3,015	6019.0	Parking Lot	Flexible	2025	Edge Mill + HMA OL 1.5"	84,539	1.5
SS-00000670	CANADA ST	RAYMOND ST	NORTH END	418	1821.0	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	25,577	1.5
0000000900	FOOTHILL LN	CDS	FOOTHILL RD	782	2904.0	Local	Flexible	2025	Slurry Seal Type II	6,798	1.4
SS-00000370	N SIGNAL ST	GRAND AV	SHELF RD	3,870	12315.2	Collector	Flexible	2026	Slurry Seal Type II	29,405	10.9
0000002340	GRAND AV	GRIDLEY RD	CITY LIMITS	1,021	2818.8	Arterial	Flexible	2026	HMA OL 2.5"	49,805	7.8
SS-00000480	RINCON ST	W OJAI AV	W ALISO ST	994	3179.9	Local	Flexible	2026	Slurry Seal Type II	7,593	6.1
0000002630	FRANKLIN DR	N MONTGOMERY ST	EAST END	414	770.1	Local	Flexible	2026	Slurry Seal Type II	1,839	5.3
SS-00000730	PARK RD - AYERS AV	GRAND AV	PLEASANT AV	2,330	9512.4	Collector	Flexible	2026	Slurry Seal Type II	22,713	4.9
0000003640	OAK GLEN AV	SOUTH END	E OJAI AV	589	1301.7	Local	Flexible	2026	Slurry Seal Type II	3,108	3.9
0000000740	FOOTHILL RD	W ALISO ST	BRISTOL RD	48	179.4	Arterial	Flexible	2026	Microsurface Type II	612	3.8
SS-00000680	MCKEE ST	WEST END	CANADA ST	373	1032.6	Local	Flexible	2026	Slurry Seal Type II	2,465	1.4
SS-00000100	SUNSET PL	GRANDVIEW AV	GRANDVIEW AV	3,001	11301.9	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	161,914	1.3
0000002500	OLIVE MILL LN	S FULTON ST	PEARL ST	693	2079.9	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	29,797	1.3
SS-00000300	W EUCALYPTUS ST	WEST END	N VENTURA ST	881	3079.3	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	44,115	1.3
SS-00000530	SUNNYGLEN-MARTINDALE-ANITA	ORIOLE ST	GOLDEN WEST AV	1,288	5912.4	Local	Flexible	2026	Slurry Seal Type II	14,117	1.3
0000003720	SANTA ANA ST PARKING LOT			550	1314.9	Parking Lot	Flexible	2026	Edge Mill + HMA OL 1.5"	18,838	1.3
0000003300	E ALISO ST	PARK RD	EAST END	529	2219.6	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	31,798	1.3
0000003840	PARK RD PARKING LOT			2,646	4201.8	Parking Lot	Flexible	2026	HMA OL 1.5"	46,150	1.3
0000001400	S SIGNAL ST	CDS	SANTA ANA ST	219	1039.4	Local	Flexible	2026	HMA OL 1.5"	11,417	1.2
0000003570	ALLEY	GREGORY ST	ANITA AV	714	1087.9	Alley	Flexible	2026	HMA OL 1.5"	11,949	1.1
SS-00000600	MERCER AV - MOUNTAIN VIEW AV	GRAND AV	PLEASANT AV	2,193	8233.9	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	117,961	1.0
0000003600	ALLEY	WEST END	GOLDEN WEST AV	125	208.1	Alley	Flexible	2026	HMA OL 1.5"	2,286	0.9
SS-00000140	N FULTON ST	E OJAI AV	GRAND AV	2,073	8580.8	Local	Flexible	2026	Full Reconstruction LOC - 4" HMA+6" GB	553,189	0.9
0000003750	S MONTGOMERY ST PARKING LOT			1,860	5343.7	Parking Lot	Flexible	2026	Edge Mill + HMA OL 1.5"	76,555	0.9
0000001420	S SIGNAL ST	OJAI VALLEY BIKE TL	E TOPA TOPA ST	409	1641.9	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	23,522	0.9
0000002470	BALD ST	E OJAI AV	PEARL ST	856	3665.8	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	52,517	0.9



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

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(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
SS-00000310	E EUCALYPTUS ST	N VENTURA ST	LION ST	953	3289.6	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	47,127	0.9
0000001570	FRANCE CI	N SIGNAL ST	CDS	230	1137.7	Local	Flexible	2026	Slurry Seal Type II	2,716	0.9
0000000380	MONTANA RD	CUYAMA RD	CITY LIMIT	389	1240.2	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	17,768	0.9
0000003310	S SHADY LN	EAST END	E OJAI AV	1,605	4465.8	Local	Flexible	2026	Full Reconstruction LOC - 4" HMA+6" GB	287,901	0.8
SS-00000750	EL PASEO RD	FOOTHILL RD	E OJAI AV	752	2720.3	Arterial	Flexible	2026	Edge Mill + HMA OL 2.0"	48,066	0.8
0000001170	CANADA ST	WEST END	EAST END	95	106.2	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	1,522	0.8
0000002030	W EUCALYPTUS ST	FOOTHILL RD	MALLORY WY	888	3447.6	Local	Flexible	2026	Crack Seal	3,293	0.7
SS-00000150	GRIDLEY RD	E OJAI AV	GRAND AV	1,981	7326.4	Arterial	Flexible	2026	Edge Mill + HMA OL 2.5"	157,441	0.7
0000002730	MEADOWBROOK RD	PLEASANT AV	RED HILL RD	623	2349.7	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	33,662	0.7
0000002740	BUENA VISTA DR	N MONTGOMERY ST	DALY RD	410	1376.3	Local	Flexible	2026	Crack Seal	1,315	0.7
0000002400	POPE LN	WEST END	BRYANT CI	692	1445.4	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	20,708	0.7
0000002800	DOUGLAS ST	WEST END	N MONTGOMERY ST	549	1354.1	Local	Flexible	2026	HMA OL 1.5"	14,873	0.6
0000003780	N SIGNAL ST PARKING LOT			450	1955.0	Parking Lot	Flexible	2026	Edge Mill + HMA OL 1.5"	28,008	0.5
0000002790	DALY RD	N MONTGOMERY ST	NORTH END	655	1072.6	Local	Flexible	2026	HMA OL 1.5"	11,780	0.5
0000001060	ALLEY	SOUTH END	RAYMOND ST	112	118.4	Alley	Rigid	2026	Crack Seal	115	0.3
SS-00000780	DESCANSO AV-VALLERIO AV-LAREDO LN	SOUTH END	CARILLO RD	1,939	7685.9	Local	Flexible	2026	Crack Seal	7,341	0.2
0000003420	DEL PRADO CT	GOLDEN WEST AV	CDS	421	2151.1	Local	Flexible	2026	Crack Seal	2,054	0.2
SS-00000170	S VENTURA ST	S MONTGOMERY ST	E OJAI AV	2,150	8146.1	Collector	Flexible	2027	Crack Seal	8,256	17.1
SS-00000550	BRYANT ST - BRYANT CT	POPE LN	E OJAI AV	2,883	11976.0	Collector	Flexible	2027	Microsurface Type II	41,651	13.6
0000000610	TOPA TOPA DR	OJAI VALLEY BIKE TL	W OJAI AV	1,351	4084.9	Local	Flexible	2027	Crack Seal	4,059	6.5
SS-00000340	N VENTURA ST	E OJAI AV	155 FT N OF E SUMMER ST	1,911	6929.9	Local	Flexible	2027	Crack Seal	6,886	4.7
0000000940	TICO RD	PALOMAR RD	EL TORO RD	1,214	3396.4	Local	Flexible	2027	Slurry Seal Type II	8,272	4.3
SS-00000620	BRYANT CI	POPE LN	BRYANT ST	638	2730.3	Collector	Flexible	2027	Microsurface Type II	9,686	4.1
SS-00000790	VALLERIO AV	LA PAZ DR	MARICOPA HW	1,308	5291.0	Collector	Flexible	2027	Slurry Seal Type II	13,144	4.0
0000000740	FOOTHILL RD	W ALISO ST	BRISTOL RD	48	179.4	Arterial	Flexible	2027	Microsurface Type II	637	3.8
SS-00000460	SANTA ANA ST - SAN ANTONIO ST	OJAI VALLEY BIKE TL	CRESTVIEW DR	656	2686.6	Collector	Flexible	2027	Slurry Seal Type II	6,674	3.4
SS-00000260	E ALISO ST	N VENTURA ST	N MONTGOMERY ST	1,303	5362.1	Collector	Flexible	2027	Crack Seal	5,224	3.4
0000002580	WAITE ST	DROWN AV	174 FT W OF DROWN AV	174	614.4	Local	Flexible	2027	Slurry Seal Type II	1,496	2.3
SS-00000160	DROWN AV	E OJAI AV	GRAND AV	2,056	8011.6	Local	Flexible	2027	Slurry Seal Type II	19,902	1.9
0000001730	N MONTGOMERY ST	GRAND AV	BUENA VISTA DR	458	1996.7	Local	Flexible	2027	Crack Seal	1,945	1.8
0000003120	PARK RD	AYERS AV	MOUNTAIN VIEW AV	521	2029.3	Local	Flexible	2027	Slurry Seal Type II	5,041	1.5
0000001410	S SIGNAL ST	SANTA ANA ST	OJAI VALLEY BIKE TL	295	1023.3	Local	Flexible	2027	Crack Seal	997	1.5
0000000300	PIRIE RD	MARICOPA HW	NORTH END	375	1972.7	Local	Flexible	2027	Full Reconstruction LOC - 4" HMA+6" GB	129,718	1.2



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix F \$2.0M/Year Program Details

Table F.1: Budget Recommended Rehabilitations - \$2.0M/Year
All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
0000003430	PASEO DEL ROBLES CT	GOLDEN WEST AV	CDS	403	2081.2	Local	Flexible	2027	Slurry Seal Type II	5,170	1.1
SS-00000210	CUYAMA RD	DEL NORTE RD	CHICO RD	1,748	5424.3	Local	Flexible	2027	HMA OL 1.5"	60,770	1.1
0000001590	OLIVE ST	GRAND AV	PARK AV	367	1486.2	Local	Flexible	2027	Slurry Seal Type II	3,620	0.9
0000002740	BUENA VISTA DR	N MONTGOMERY ST	DALY RD	410	1376.3	Local	Flexible	2027	Crack Seal	1,395	0.6
SS-00000090	N MONTGOMERY ST	SOUTH END	1106.7 FT N OF DOUGLAS	1,762	6867.4	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	100,353	0.6
0000003760	E TOPA TOPA ST PARKING LOT			699	995.4	Parking Lot	Flexible	2027	HMA OL 1.5"	11,152	0.4
SS-00000280	W OAK ST	WEST END	N VENTURA ST	915	3210.2	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	46,910	0.4
SS-00000180	LA PAZ DR - STUART CT	VALLERIO AV	WEST END	1,664	7371.1	Local	Flexible	2027	Full Reconstruction LOC - 4" HMA+6" GB	484,708	0.4
SS-00000290	E OAK ST	N VENTURA ST	LION ST	921	3330.2	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	48,664	0.4
0000002380	WILLOW ST	S MONTGOMERY ST	FOX ST	604	2508.3	Collector	Flexible	2027	Edge Mill + HMA OL 1.5"	36,654	0.4
SS-00000580	PEARL ST	BALD ST	S FULTON ST	451	1844.3	Collector	Flexible	2027	Edge Mill + HMA OL 1.5"	26,951	0.4
SS-00000010	E MATILIJA ST PARKING LOT			696	3692.3	Parking Lot	Flexible	2027	Edge Mill + HMA OL 1.5"	53,955	0.4
0000003200	N AYERS CT	AYERS AV	CDS	151	815.8	Local	Flexible	2027	Slurry Seal Type II	2,027	0.3
0000001270	PAULINE ST	N BLANCHE ST	N VENTURA ST	308	1134.8	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	16,582	0.3
0000000890	PALOMAR LN	CITY LIMIT	FOOTHILL RD	1,182	2670.0	Local	Flexible	2027	HMA OL 1.5"	29,912	0.3
0000003280	ALLEY	PARK RD	EAST END	529	595.0	Alley	Flexible	2027	Full Reconstruction LOC - 4" HMA+6" GB	39,126	0.3
SS-00000720	ANDREW DR - RAINS CT	N MONTGOMERY ST	EAST END	1,243	5011.2	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	73,228	0.2
0000000620	OAK CREEK LN	SOUTH END	CRESTVIEW DR	331	1611.2	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	23,545	0.2
0000003190	S AYERS CT	AYERS AV	CDS	143	783.6	Local	Flexible	2027	Slurry Seal Type II	1,946	0.2
0000003250	AYERS AV	PLEASANT AV	NORTH END	719	2628.8	Local	Flexible	2027	Full Reconstruction LOC - 4" HMA+6" GB	172,863	0.1
0000003680	SAN GABRIEL ST	GRIDLEY RD	EAST END	1,106	2482.6	Local	Flexible	2027	Full Reconstruction LOC - 4" HMA+6" GB	163,247	0.1
SS-00000220	CUYAMA RD	MARICOPA HW	DEL NORTE RD	3,316	11547.0	Arterial	Flexible	2027	Edge Mill + HMA OL 2.0"	208,106	0.1
0000003690	SAN RAFAEL ST	GRIDLEY RD	EAST END	645	1905.7	Local	Flexible	2027	Full Reconstruction LOC - 4" HMA+6" GB	125,312	0.1
0000002470	BALD ST	E OJAI AV	PEARL ST	856	3665.8	Local	Flexible	2028	Slurry Seal Type II	9,474	4.9
SS-00000320	W SUMMER ST	WEST END	N VENTURA ST	957	3856.0	Collector	Flexible	2028	Slurry Seal Type II	9,966	4.9
0000003850	PARK RD PARKING LOT			2,646	1176.1	Parking Lot	Flexible	2028	Edge Mill + HMA OL 1.5"	17,881	4.5
SS-00000640	SANTA ANA ST	S BLANCHE ST	S SIGNAL ST	593	2074.9	Local	Flexible	2028	Slurry Seal Type II	5,363	4.3
SS-00000630	TOPA TOPA ST	S BLANCHE ST	S SIGNAL ST	664	2486.7	Local	Flexible	2028	Slurry Seal Type II	6,427	4.2
SS-00000330	E SUMMER ST	N VENTURA ST	LION ST	985	4067.7	Local	Flexible	2028	Slurry Seal Type II	10,307	3.7
0000000010	VILLANOVA WY	WARRINGTON WY	N HERMOSA RD	372	846.8	Local	Flexible	2028	HMA OL 1.5"	10,067	3.6
SS-00000840	FOX ST	OJAI VALLEY BIKE TL	E OJAI AV	1,031	4109.9	Collector	Flexible	2028	Edge Mill + HMA OL 1.5"	62,483	3.5
SS-00000790	VALLERIO AV	LA PAZ DR	MARICOPA HW	1,308	5291.0	Collector	Flexible	2028	Slurry Seal Type II	13,675	3.4
SS-00000620	BRYANT CI	POPE LN	BRYANT ST	638	2730.3	Collector	Flexible	2028	Microsurface Type II	9,879	3.2



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix F \$2.0M/Year Program Details

Table F.1: Budget Recommended Rehabilitations - \$2.0M/Year
All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
0000000590	SAN ANTONIO ST	SOUTH END	SANTA ANA ST	575	4112.2	Local	Flexible	2028	Slurry Seal Type II	10,628	3.2
SS-00000230	W MATILIJA ST	FOOTHILL RD	N VENTURA ST	1,591	6170.9	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	93,817	3.1
0000003310	S SHADY LN	EAST END	E OJAI AV	1,605	4465.8	Local	Flexible	2028	Slurry Seal Type II	11,542	2.8
SS-00000600	MERCER AV - MOUNTAIN VIEW AV	GRAND AV	PLEASANT AV	2,193	8233.9	Local	Flexible	2028	Crack Seal	8,345	2.7
SS-00000690	PLEASANT AV	DROWN AV	MERCER AV	1,782	7521.2	Collector	Flexible	2028	Slurry Seal Type II	19,058	2.6
SS-00000350	N SIGNAL ST	E OJAI AV	GRAND AV	2,070	7512.7	Arterial	Flexible	2028	Cape Seal [Chip 1/4" + Slurry II]	97,084	2.6
0000000880	PALOMAR RD	EL CAMINO RD	CITY LIMIT	245	510.2	Local	Flexible	2028	Slurry Seal Type II	1,319	2.3
0000001200	S BLANCHE ST	W TOPA TOPA ST	W OJAI AV	355	1347.0	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	20,888	2.2
SS-00000750	EL PASEO RD	FOOTHILL RD	E OJAI AV	752	2720.3	Arterial	Flexible	2028	Microsurface Type II	9,650	2.2
SS-00000400	COUNTRY CLUB DR	CITY LIMIT	W OJAI AV	3,900	12839.0	Arterial	Flexible	2028	Cape Seal [Chip 1/4" + Slurry II]	162,661	2.2
SS-00000390	CHURCH RD - OAKMORE ST	MARICOPA HW	CUYAMA RD	1,417	5686.4	Local	Flexible	2028	Slurry Seal Type II	14,697	2.0
0000003290	E MATILIJA ST	PARK RD	EAST END	529	1926.8	Local	Flexible	2028	Slurry Seal Type II	4,980	1.9
SS-00000090	N MONTGOMERY ST	SOUTH END	1106.7 FT N OF DOUGLAS	1,762	6867.4	Local	Flexible	2028	Crack Seal	7,100	1.5
SS-00000360	N BLANCHE ST	W OJAI AV	PAULINE ST	2,104	7568.8	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	115,070	1.3
SS-00000180	LA PAZ DR - STUART CT	VALLERIO AV	WEST END	1,664	7371.1	Local	Flexible	2028	Slurry Seal Type II	19,051	1.3
0000001410	S SIGNAL ST	SANTA ANA ST	OJAI VALLEY BIKE TL	295	1023.3	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	15,869	1.3
SS-00000500	ORIOLE ST	SUNNYGLEN AV	GOLDEN WEST AV	1,091	4910.9	Local	Flexible	2028	Slurry Seal Type II	12,444	1.3
SS-00000580	PEARL ST	BALD ST	S FULTON ST	451	1844.3	Collector	Flexible	2028	Crack Seal	1,907	1.2
0000003300	E ALISO ST	PARK RD	EAST END	529	2219.6	Local	Flexible	2028	Slurry Seal Type II	5,624	1.2
SS-00000290	E OAK ST	N VENTURA ST	LION ST	921	3330.2	Local	Flexible	2028	Crack Seal	3,443	1.1
0000001270	PAULINE ST	N BLANCHE ST	N VENTURA ST	308	1134.8	Local	Flexible	2028	Crack Seal	1,173	1.0
0000003280	ALLEY	PARK RD	EAST END	529	595.0	Alley	Flexible	2028	Slurry Seal Type II	1,538	1.0
SS-00000740	MOUNTAIN VIEW AV	WEST END	MERCER AV	1,300	4539.2	Local	Flexible	2028	Full Reconstruction LOC - 4" HMA+6" GB	316,759	0.9
SS-00000720	ANDREW DR - RAINS CT	N MONTGOMERY ST	EAST END	1,243	5011.2	Local	Flexible	2028	Crack Seal	5,181	0.9
0000002580	WAITE ST	DROWN AV	174 FT W OF DROWN AV	174	614.4	Local	Flexible	2028	Slurry Seal Type II	1,588	0.9
0000000890	PALOMAR LN	CITY LIMIT	FOOTHILL RD	1,182	2670.0	Local	Flexible	2028	Crack Seal	2,760	0.7
SS-00000110	GRANDVIEW AV	GRAND AV	CDS	3,023	11597.9	Local	Flexible	2028	Slurry Seal Type II	28,811	0.7
0000003440	DEL NIDO CT	ORIOLE ST	CDS	331	1750.1	Local	Flexible	2028	Slurry Seal Type II	4,523	0.6
0000002030	W EUCALYPTUS ST	FOOTHILL RD	MALLORY WY	888	3447.6	Local	Flexible	2028	Crack Seal	3,494	0.6
0000001580	PARK AV	N SIGNAL ST	OLIVE ST	372	1319.6	Local	Flexible	2028	Slurry Seal Type II	3,410	0.6
0000002740	BUENA VISTA DR	N MONTGOMERY ST	DALY RD	410	1376.3	Local	Flexible	2028	Crack Seal	1,423	0.5
0000003250	AYERS AV	PLEASANT AV	NORTH END	719	2628.8	Local	Flexible	2028	Slurry Seal Type II	6,794	0.5
0000001080	EMILY ST	W SUMMER ST	RAYMOND ST	419	1386.8	Local	Flexible	2028	Slurry Seal Type II	3,584	0.5



Table F.1: Budget Recommended Rehabilitations - \$2.0M/Year

All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
0000002850	PLEASANT AV	DALY RD	DROWN AV	742	3117.8	Local	Flexible	2028	Slurry Seal Type II	8,058	0.4
0000003680	SAN GABRIEL ST	GRIDLEY RD	EAST END	1,106	2482.6	Local	Flexible	2028	Slurry Seal Type II	6,416	0.3
0000001060	ALLEY	SOUTH END	RAYMOND ST	112	118.4	Alley	Rigid	2028	Crack Seal	120	0.2
0000003690	SAN RAFAEL ST	GRIDLEY RD	EAST END	645	1905.7	Local	Flexible	2028	Slurry Seal Type II	4,925	0.2
0000003420	DEL PRADO CT	GOLDEN WEST AV	CDS	421	2151.1	Local	Flexible	2028	Crack Seal	2,180	0.1
SS-00000610	PARK RD-PATRICIA CT-TOPAZ CT	PLEASANT AV	NORTH END	1,166	5788.6	Local	Flexible	2028	Full Reconstruction LOC - 4" HMA+6" GB	388,255	0.1
SS-00000020	E ALISO ST PARKING LOT			820	5481.2	Parking Lot	Flexible	2028	Full Reconstruction LOC - 4" HMA+6" GB	374,994	0.1
0000003610	ROBIN ST	WEST END	GOLDEN WEST AV	125	246.4	Local	Flexible	2028	Slurry Seal Type II	637	0.1
0000003200	N AYERS CT	AYERS AV	CDS	151	815.8	Local	Flexible	2028	Slurry Seal Type II	2,108	0.1
0000003190	S AYERS CT	AYERS AV	CDS	143	783.6	Local	Flexible	2028	Slurry Seal Type II	2,025	0.1
SS-00000780	DESCANSO AV-VALLERIO AV-LAREDO LN	SOUTH END	CARILLO RD	1,939	7685.9	Local	Flexible	2028	Crack Seal	7,790	0.0



APPENDIX G

Achieve a PQI of 70 by 2028 Program Details

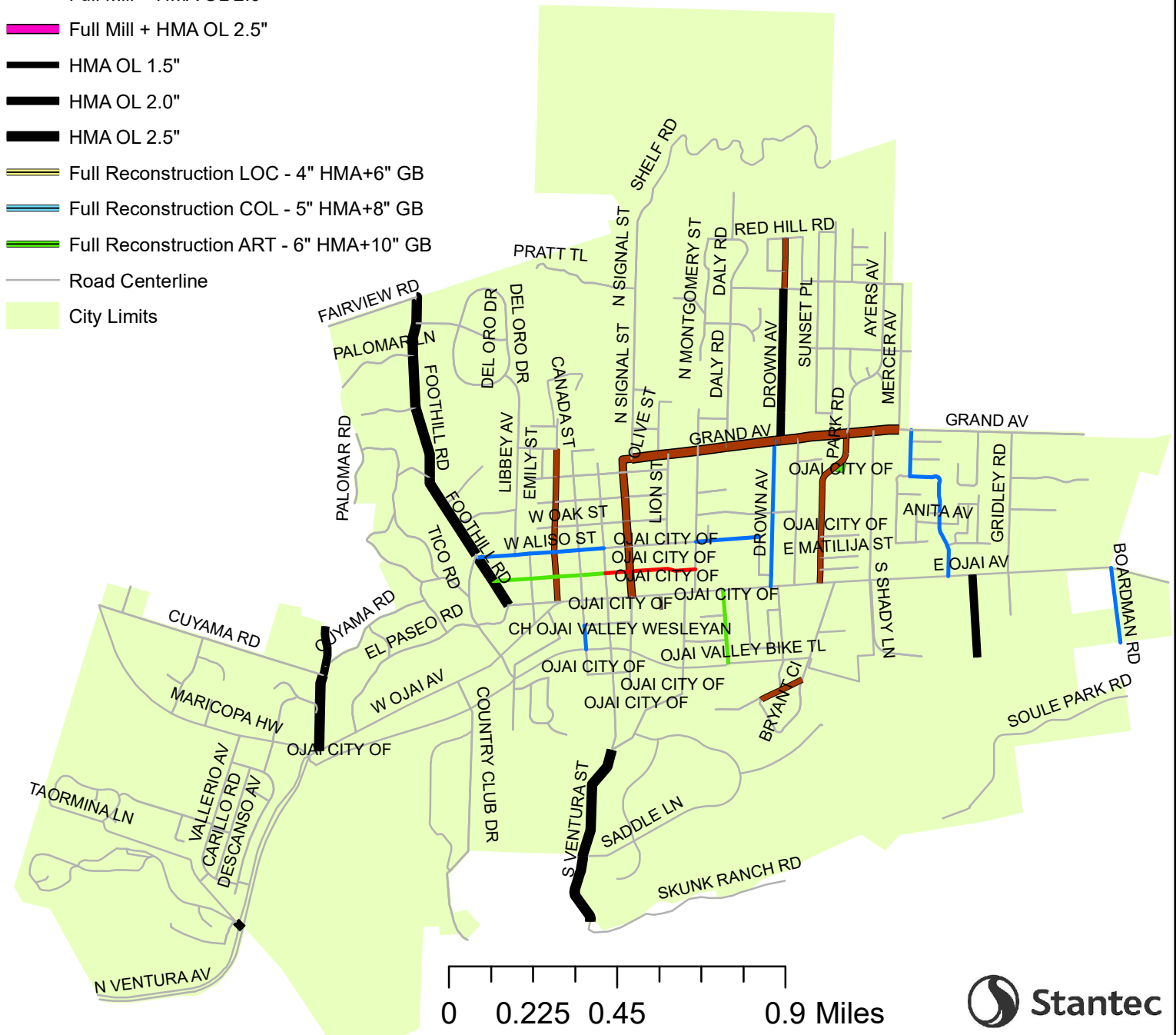


City of Ojai, CA

Achieve a PQI = 70 by 2028 M&R Recommendations - 2024

Recommended M&R

- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits

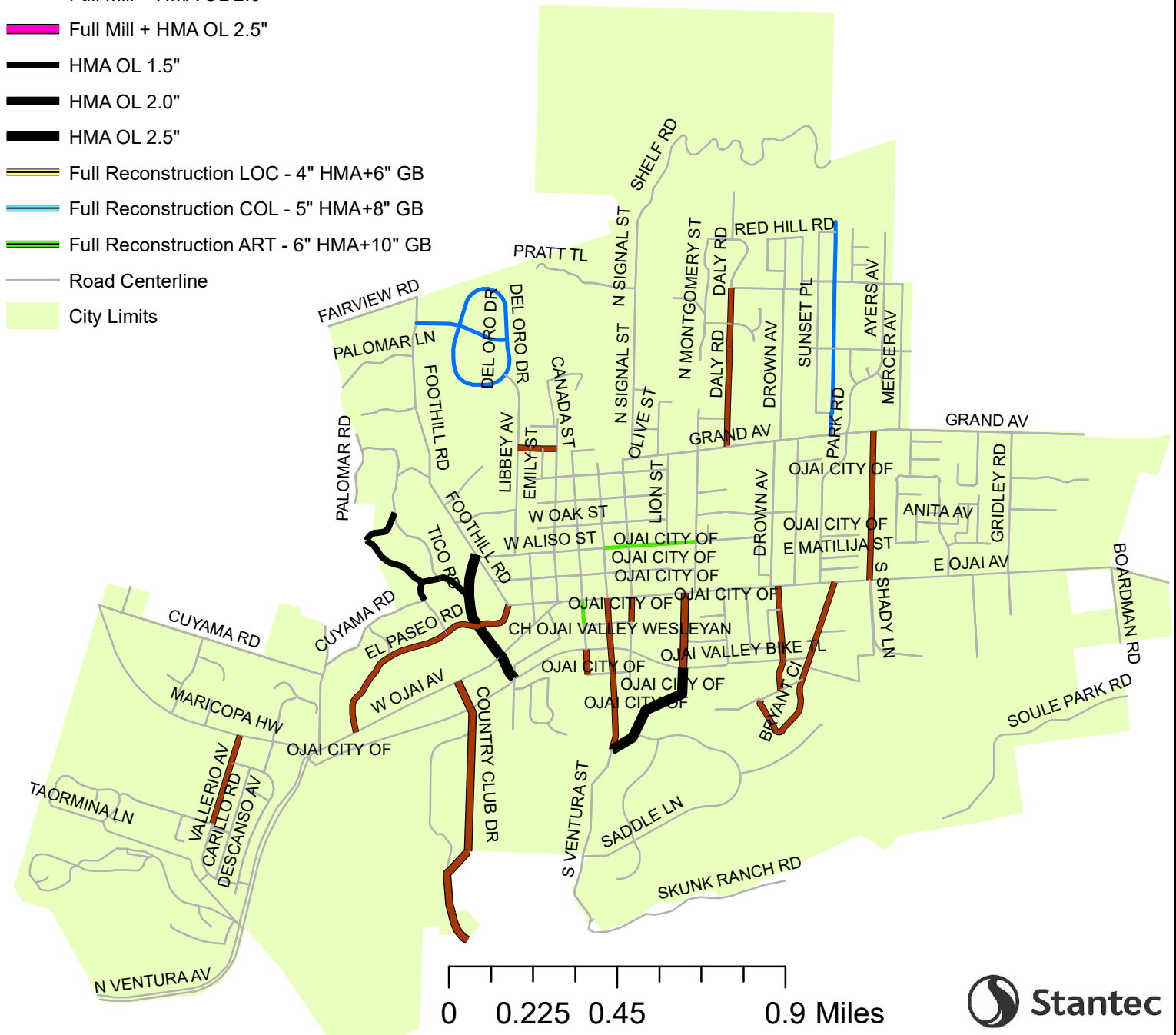


City of Ojai, CA

Achieve a PQI = 70 by 2028 M&R Recommendations - 2025

Recommended M&R

- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits



Recommended M&R



-

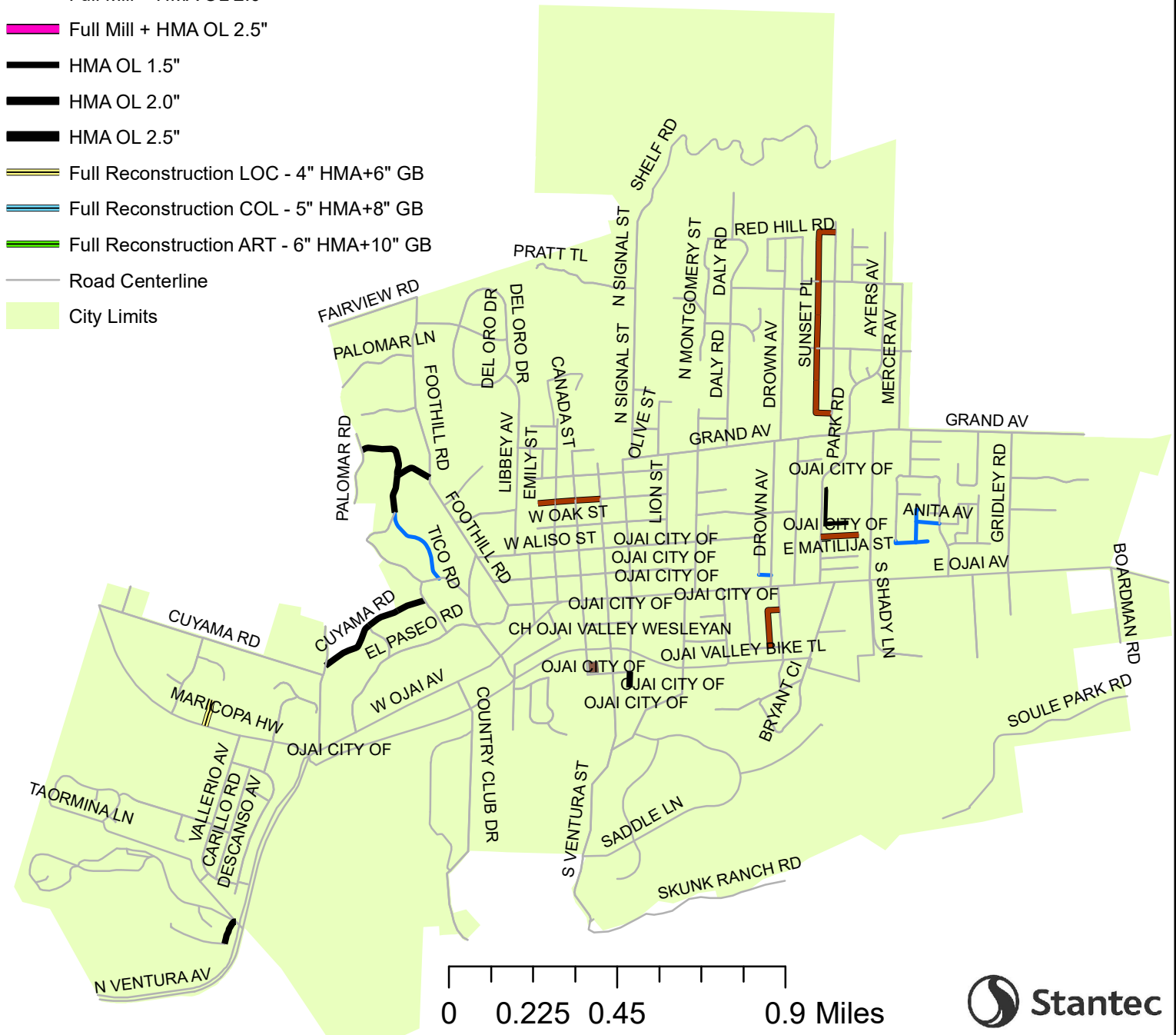


City of Ojai, CA

Achieve a PQI = 70 by 2028 M&R Recommendations - 2027

Recommended M&R

- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits

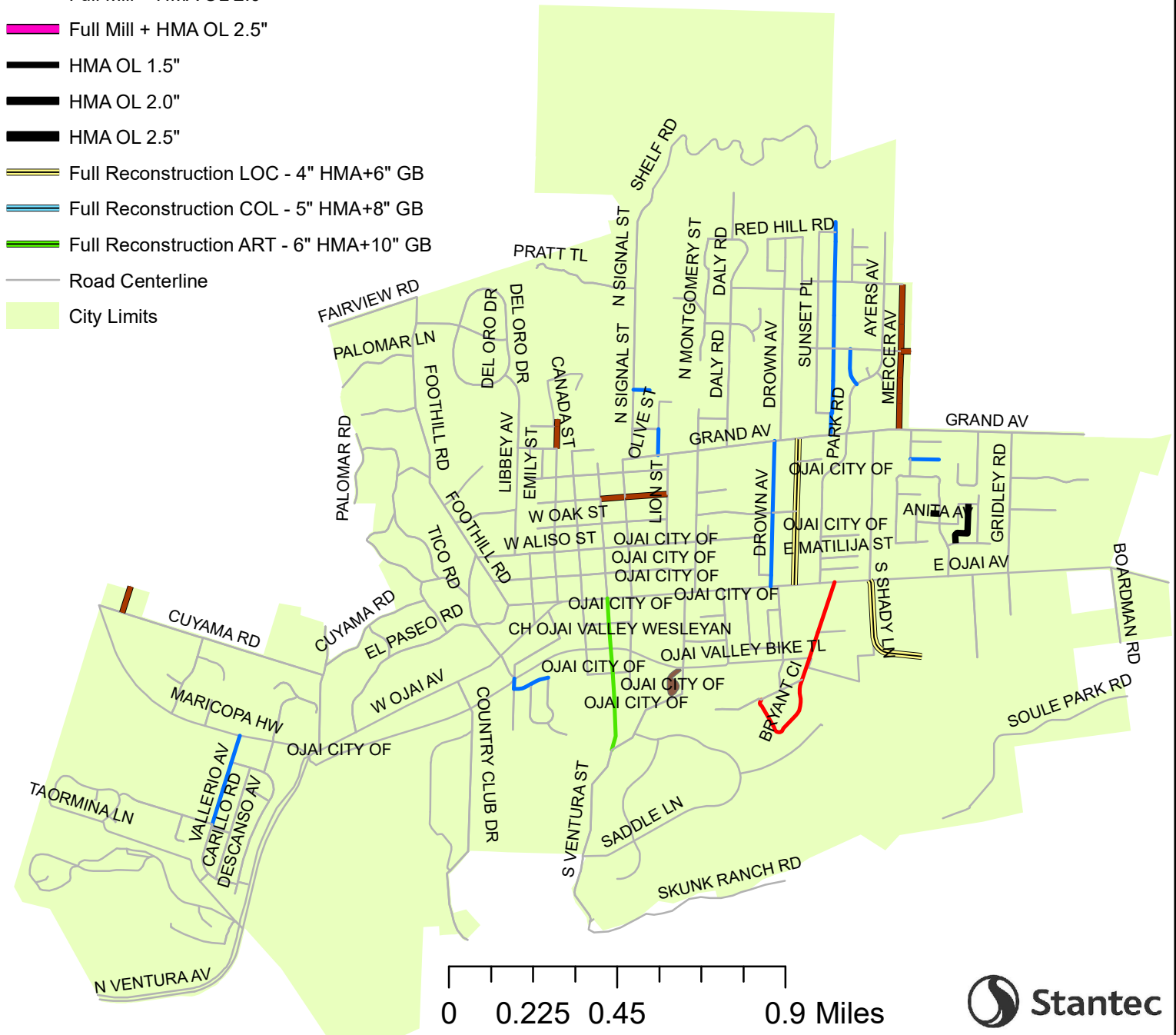


City of Ojai, CA

Achieve a PQI = 70 by 2028 M&R Recommendations - 2028

Recommended M&R

- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix G Achieve a PQI of 70 by 2028 Program Details

Table G.1: Budget Recommended Rehabilitations - Achieve a PQ I= 70 by 2028
All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
0000003770	E OJAI AV PARKING LOT			3,558	805.2	Parking Lot	Flexible	2024	Edge Mill + HMA OL 1.5"	11,088	15.6
0000001190	S BLANCHE ST	OJAI VALLEY BIKE TL	W TOPA TOPA ST	344	1244.3	Local	Flexible	2024	Slurry Seal Type II	2,856	12.1
0000000020	N HERMOSA RD	VILLANOVA WY	OJAI VALLEY BIKE TL	69	146.1	Collector	Flexible	2024	HMA OL 2.0"	2,012	12.0
SS-00000250	W ALISO ST	FOOTHILL RD	N VENTURA ST	1,784	6739.6	Collector	Flexible	2024	Slurry Seal Type II	15,467	11.3
SS-00000160	DROWN AV	E OJAI AV	GRAND AV	2,056	8011.6	Local	Flexible	2024	Slurry Seal Type II	18,387	9.8
0000000030	N HERMOSA RD	OJAI VALLEY BIKE TL	N VENTURA AV	69	186.0	Collector	Flexible	2024	HMA OL 2.0"	2,561	9.5
SS-00000520	GOLDEN WEST AV	E OJAI AV	ORIOLE ST	1,831	9077.2	Local	Flexible	2024	Slurry Seal Type II	20,832	9.5
SS-00000270	E ALISO ST	N MONTGOMERY ST	WAITE ST	905	3807.9	Local	Flexible	2024	Slurry Seal Type II	8,739	8.6
SS-00000120	PARK RD	E OJAI AV	GRAND AV	2,252	9408.3	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	129,553	8.3
0000003700	BOARDMAN RD	CITY LIMIT	E OJAI AV	1,065	2718.6	Local	Flexible	2024	Slurry Seal Type II	6,239	8.2
0000000350	DEL NORTE RD	W OJAI AV	CUYAMA RD	1,077	3653.3	Arterial	Flexible	2024	HMA OL 2.5"	62,045	8.1
SS-00000510	GOLDEN WEST AV	ORIOLE ST	GRAND AV	657	2638.4	Local	Flexible	2024	Slurry Seal Type II	6,055	7.9
SS-00000650	CANADA ST	EL PASEO RD	W ALISO ST	708	2710.4	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	37,323	7.9
SS-00000240	E MATILIJA ST	N VENTURA ST	N MONTGOMERY ST	1,273	5167.8	Local	Flexible	2024	Microsurface Type II	16,604	7.4
SS-00000040	FOOTHILL RD	EL PASEO RD	EL TORO RD	2,082	6811.4	Arterial	Flexible	2024	HMA OL 2.5"	115,679	7.3
SS-00000030	FOOTHILL RD	EL TORO RD	FAIRVIEW RD	2,596	7178.8	Arterial	Flexible	2024	HMA OL 2.5"	121,917	6.8
0000003850	PARK RD PARKING LOT			2,646	1176.1	Parking Lot	Flexible	2024	Crack Seal	1,080	6.5
SS-00000840	FOX ST	OJAI VALLEY BIKE TL	E OJAI AV	1,031	4109.9	Collector	Flexible	2024	Crack Seal	3,773	6.4
SS-00000490	DEL NORTE RD	CUYAMA RD	CITY LIMIT	695	2132.2	Collector	Flexible	2024	HMA OL 2.0"	29,361	6.2
SS-00000070	GRAND AV	N SIGNAL ST	DROWN AV	2,030	8538.6	Arterial	Flexible	2024	Edge Mill + HMA OL 2.5"	176,364	6.1
SS-00000660	CANADA ST	W ALISO ST	RAYMOND ST	1,453	6063.0	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	83,488	6.0
SS-00000060	GRAND AV	DROWN AV	MERCER AV	1,765	7232.6	Arterial	Flexible	2024	Edge Mill + HMA OL 2.5"	149,388	5.9
SS-00000350	N SIGNAL ST	E OJAI AV	GRAND AV	2,070	7512.7	Arterial	Flexible	2024	Edge Mill + HMA OL 2.0"	127,588	5.8
SS-00000620	BRYANT CI	POPE LN	BRYANT ST	638	2730.3	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	37,597	5.6
SS-00000230	W MATILIJA ST	FOOTHILL RD	N VENTURA ST	1,591	6170.9	Local	Flexible	2024	Crack Seal	5,665	5.1
SS-00000470	CREEK RD - S VENTURA ST	SKUNK RANCH RD	S MONTGOMERY ST	2,613	7244.7	Arterial	Flexible	2024	HMA OL 2.5"	123,036	5.0
0000002670	DROWN AV	GRAND AV	PLEASANT AV	2,137	8182.2	Collector	Flexible	2024	HMA OL 2.0"	112,669	3.8
0000003330	FAIRWAY LN	SOUTH END	E OJAI AV	1,171	2411.9	Local	Flexible	2024	HMA OL 2.0"	33,212	1.4
SS-00000710	DROWN AV	PLEASANT AV	RED HILL RD	717	2601.0	Local	Flexible	2024	Edge Mill + HMA OL 1.5"	35,816	1.0
SS-00000260	E ALISO ST	N VENTURA ST	N MONTGOMERY ST	1,303	5362.1	Collector	Flexible	2025	Crack Seal	5,021	4.0
SS-00000050	DEL ORO DR - VISTA HERMOSA DR			4,890	15246.2	Local	Flexible	2025	Slurry Seal Type II	35,690	4.0
SS-00000790	VALLERIO AV	LA PAZ DR	MARICOPA HW	1,308	5291.0	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	74,314	3.9
SS-00000110	GRANDVIEW AV	GRAND AV	CDS	3,023	11597.9	Local	Flexible	2025	Slurry Seal Type II	27,149	3.7



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix G Achieve a PQI of 70 by 2028 Program Details

Table G.1: Budget Recommended Rehabilitations - Achieve a PQ I= 70 by 2028
All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
0000001200	S BLANCHE ST	W TOPA TOPA ST	W OJAI AV	355	1347.0	Local	Flexible	2025	Crack Seal	1,261	3.7
SS-00000430	S MONTGOMERY ST	OJAI VALLEY BIKE TL	E OJAI AV	1,056	4618.8	Arterial	Flexible	2025	Edge Mill + HMA OL 2.0"	80,010	3.6
SS-00000170	S VENTURA ST	S MONTGOMERY ST	E OJAI AV	2,150	8146.1	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	114,415	3.6
SS-00000400	COUNTRY CLUB DR	CITY LIMIT	W OJAI AV	3,900	12839.0	Arterial	Flexible	2025	Edge Mill + HMA OL 2.0"	222,406	3.5
SS-00000420	BRISTOL RD	OJAI VALLEY BIKE TL	FOOTHILL RD	1,922	6979.0	Arterial	Flexible	2025	HMA OL 2.5"	120,895	3.3
SS-00000440	S MONTGOMERY ST	S VENTURA ST	OJAI VALLEY BIKE TL	1,707	6283.3	Arterial	Flexible	2025	HMA OL 2.5"	108,844	3.1
SS-00000080	DALY RD	GRAND AV	PLEASANT AV	2,245	9444.8	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	132,656	3.1
SS-00000550	BRYANT ST - BRYANT CT	POPE LN	E OJAI AV	2,883	11976.0	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	168,208	3.1
SS-00000200	EL PASEO RD	W OJAI AV	FOOTHILL RD	3,237	12581.1	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	176,707	3.0
SS-00000560	S FULTON ST	BRYANT CI	PEARL ST	627	2246.8	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	31,557	2.9
0000001430	S SIGNAL ST	E TOPA TOPA ST	E OJAI AV	357	1546.6	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	21,722	2.8
SS-00000760	RAYMOND ST	LIBBEY AV	CANADA ST	549	1715.0	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	24,088	2.5
SS-00000810	PALOMAR RD - CHICO RD	BRISTOL RD	CUYAMA RD	1,046	2690.1	Local	Flexible	2025	HMA OL 1.5"	28,967	2.4
SS-00000570	S FULTON ST	PEARL ST	E OJAI AV	856	3435.8	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	48,257	2.4
0000001180	S BLANCHE ST	SANTA ANA ST	OJAI VALLEY BIKE TL	356	1284.0	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	18,034	2.3
SS-00000830	PALOMAR RD - EL TORO RD	CHICO RD	TICO RD	1,604	3850.7	Local	Flexible	2025	HMA OL 1.5"	41,465	2.3
0000003320	SHADY LN	E OJAI AV	GRAND AV	2,109	9009.0	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	126,535	2.2
SS-00000370	N SIGNAL ST	GRAND AV	SHELF RD	3,870	12315.2	Collector	Flexible	2026	Slurry Seal Type II	29,405	10.9
0000002340	GRAND AV	GRIDLEY RD	CITY LIMITS	1,021	2818.8	Arterial	Flexible	2026	HMA OL 2.5"	49,805	7.8
SS-00000480	RINCON ST	W OJAI AV	W ALISO ST	994	3179.9	Local	Flexible	2026	Slurry Seal Type II	7,593	6.1
0000002630	FRANKLIN DR	N MONTGOMERY ST	EAST END	414	770.1	Local	Flexible	2026	Slurry Seal Type II	1,839	5.3
SS-00000730	PARK RD - AYERS AV	GRAND AV	PLEASANT AV	2,330	9512.4	Collector	Flexible	2026	Slurry Seal Type II	22,713	4.9
0000003640	OAK GLEN AV	SOUTH END	E OJAI AV	589	1301.7	Local	Flexible	2026	Slurry Seal Type II	3,108	3.9
SS-00000870	SAN RAMON WY - LOS ALAMOS DR	CDS	GRAND AV	1,285	5537.7	Local	Flexible	2026	Slurry Seal Type II	13,222	2.0
0000000520	SIERRA RD	EL PASEO RD	CUYAMA RD	584	1564.1	Local	Flexible	2026	HMA OL 1.5"	17,179	1.9
0000001000	LIBBEY AV	RAYMOND ST	DEL ORO DR	1,106	3688.1	Collector	Flexible	2026	Edge Mill + HMA OL 1.5"	52,837	1.9
0000001070	ALLEY	RAYMOND ST	NORTH END	88	69.3	Alley	Flexible	2026	HMA OL 1.5"	762	1.8
SS-00000360	N BLANCHE ST	W OJAI AV	PAULINE ST	2,104	7568.8	Local	Flexible	2026	Crack Seal	7,229	1.8
0000003710	W OJAI AV PARKING LOT			1,513	1791.3	Parking Lot	Flexible	2026	Edge Mill + HMA OL 1.5"	25,663	1.8
0000001730	N MONTGOMERY ST	GRAND AV	BUENA VISTA DR	458	1996.7	Local	Flexible	2026	Crack Seal	1,907	1.8
SS-00000590	CARILLO RD-CREEKSIDE WAY	MARICOPA HW	NORTH END	1,644	5392.3	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	77,252	1.8
0000000690	BRISTOL RD	EL PASEO RD	EL PASEO RD	31	150.7	Arterial	Flexible	2026	Edge Mill + HMA OL 2.0"	2,662	1.8
SS-00000850	E OAK ST	N MONTGOMERY ST	N FULTON ST	1,419	5852.2	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	83,841	1.7



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix G Achieve a PQI of 70 by 2028 Program Details

Table G.1: Budget Recommended Rehabilitations - Achieve a PQ I= 70 by 2028
All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
0000000610	TOPA TOPA DR	OJAI VALLEY BIKE TL	W OJAI AV	1,351	4084.9	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	58,521	1.7
SS-00000340	N VENTURA ST	E OJAI AV	155 FT N OF E SUMMER ST	1,911	6929.9	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	99,280	1.6
SS-00000540	ANITA-GREGORY-LARK ELLEN	GOLDEN WEST AV	EAST END	2,117	9099.7	Local	Flexible	2026	Slurry Seal Type II	21,727	1.5
0000001410	S SIGNAL ST	SANTA ANA ST	OJAI VALLEY BIKE TL	295	1023.3	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	14,661	1.5
SS-00000130	N MONTGOMERY ST	E OJAI AV	GRAND AV	2,000	8829.8	Arterial	Flexible	2026	Edge Mill + HMA OL 2.5"	189,747	1.5
SS-00000680	MCKEE ST	WEST END	CANADA ST	373	1032.6	Local	Flexible	2026	Slurry Seal Type II	2,465	1.4
0000000900	FOOTHILL LN	CDS	FOOTHILL RD	782	2904.0	Local	Flexible	2026	Slurry Seal Type II	6,934	1.4
0000003790	N MONTGOMERY ST PARKING LOT			3,016	6194.0	Parking Lot	Flexible	2026	Edge Mill + HMA OL 1.5"	88,737	1.4
0000000940	TICO RD	PALOMAR RD	EL TORO RD	1,214	3396.4	Local	Flexible	2027	Slurry Seal Type II	8,272	4.3
0000000010	VILLANOVA WY	WARRINGTON WY	N HERMOSA RD	372	846.8	Local	Flexible	2027	HMA OL 1.5"	9,487	3.9
0000002580	WAITE ST	DROWN AV	174 FT W OF DROWN AV	174	614.4	Local	Flexible	2027	Slurry Seal Type II	1,496	2.3
SS-00000530	SUNNYGLEN-MARTINDALE-ANITA	ORIOLE ST	GOLDEN WEST AV	1,288	5912.4	Local	Flexible	2027	Slurry Seal Type II	14,400	1.3
SS-00000300	W EUCALYPTUS ST	WEST END	N VENTURA ST	881	3079.3	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	44,998	1.3
0000002500	OLIVE MILL LN	S FULTON ST	PEARL ST	693	2079.9	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	30,393	1.2
0000003720	SANTA ANA ST PARKING LOT			550	1314.9	Parking Lot	Flexible	2027	Edge Mill + HMA OL 1.5"	19,214	1.2
SS-00000100	SUNSET PL	GRANDVIEW AV	GRANDVIEW AV	3,001	11301.9	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	165,153	1.2
0000000300	PIRIE RD	MARICOPA HW	NORTH END	375	1972.7	Local	Flexible	2027	Full Reconstruction LOC - 4" HMA+6" GB	129,718	1.2
0000003300	E ALISO ST	PARK RD	EAST END	529	2219.6	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	32,434	1.1
SS-00000820	EL TORO RD - EL CAMINO RD	TICO RD	NORTH END	1,905	4036.9	Local	Flexible	2027	HMA OL 1.5"	45,226	1.1
SS-00000210	CUYAMA RD	DEL NORTE RD	CHICO RD	1,748	5424.3	Local	Flexible	2027	HMA OL 1.5"	60,770	1.1
0000001400	S SIGNAL ST	CDS	SANTA ANA ST	219	1039.4	Local	Flexible	2027	HMA OL 1.5"	11,645	1.1
0000003840	PARK RD PARKING LOT			2,646	4201.8	Parking Lot	Flexible	2027	HMA OL 1.5"	47,073	1.1
SS-00000550	BRYANT ST - BRYANT CT	POPE LN	E OJAI AV	2,883	11976.0	Collector	Flexible	2028	Microsurface Type II	41,651	13.6
SS-00000170	S VENTURA ST	S MONTGOMERY ST	E OJAI AV	2,150	8146.1	Collector	Flexible	2028	Crack Seal	8,095	11.2
SS-00000790	VALLERIO AV	LA PAZ DR	MARICOPA HW	1,308	5291.0	Collector	Flexible	2028	Slurry Seal Type II	13,144	3.8
SS-00000460	SANTA ANA ST - SAN ANTONIO ST	OJAI VALLEY BIKE TL	CRESTVIEW DR	656	2686.6	Collector	Flexible	2028	Slurry Seal Type II	6,674	3.4
SS-00000160	DROWN AV	E OJAI AV	GRAND AV	2,056	8011.6	Local	Flexible	2028	Slurry Seal Type II	19,902	1.9
0000003120	PARK RD	AYERS AV	MOUNTAIN VIEW AV	521	2029.3	Local	Flexible	2028	Slurry Seal Type II	5,041	1.5
0000003430	PASEO DEL ROBLES CT	GOLDEN WEST AV	CDS	403	2081.2	Local	Flexible	2028	Slurry Seal Type II	5,170	1.1
0000001590	OLIVE ST	GRAND AV	PARK AV	367	1486.2	Local	Flexible	2028	Slurry Seal Type II	3,692	0.9
0000001570	FRANCE CI	N SIGNAL ST	CDS	230	1137.7	Local	Flexible	2028	Slurry Seal Type II	2,826	0.9
0000003570	ALLEY	GREGORY ST	ANITA AV	714	1087.9	Alley	Flexible	2028	HMA OL 1.5"	12,432	0.8
SS-00000140	N FULTON ST	E OJAI AV	GRAND AV	2,073	8580.8	Local	Flexible	2028	Full Reconstruction LOC - 4" HMA+6" GB	575,538	0.8



Table G.1: Budget Recommended Rehabilitations - Achieve a PQ I= 70 by 2028
All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
SS-00000310	E EUCALYPTUS ST	N VENTURA ST	LION ST	953	3289.6	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	49,031	0.8
0000000380	MONTANA RD	CUYAMA RD	CITY LIMIT	389	1240.2	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	18,486	0.8
SS-00000670	CANADA ST	RAYMOND ST	NORTH END	418	1821.0	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	27,142	0.8
0000003310	S SHADY LN	EAST END	E OJAI AV	1,605	4465.8	Local	Flexible	2028	Full Reconstruction LOC - 4" HMA+6" GB	299,533	0.7
0000003600	ALLEY	WEST END	GOLDEN WEST AV	125	208.1	Alley	Flexible	2028	HMA OL 1.5"	2,378	0.7
SS-00000110	GRANDVIEW AV	GRAND AV	CDS	3,023	11597.9	Local	Flexible	2028	Slurry Seal Type II	28,811	0.7
0000003750	S MONTGOMERY ST PARKING LOT			1,860	5343.7	Parking Lot	Flexible	2028	Edge Mill + HMA OL 1.5"	79,648	0.7
SS-00000600	MERCER AV - MOUNTAIN VIEW AV	GRAND AV	PLEASANT AV	2,193	8233.9	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	122,727	0.7



APPENDIX H

Reduce % Deficiency to 5% by 2028 Program Details

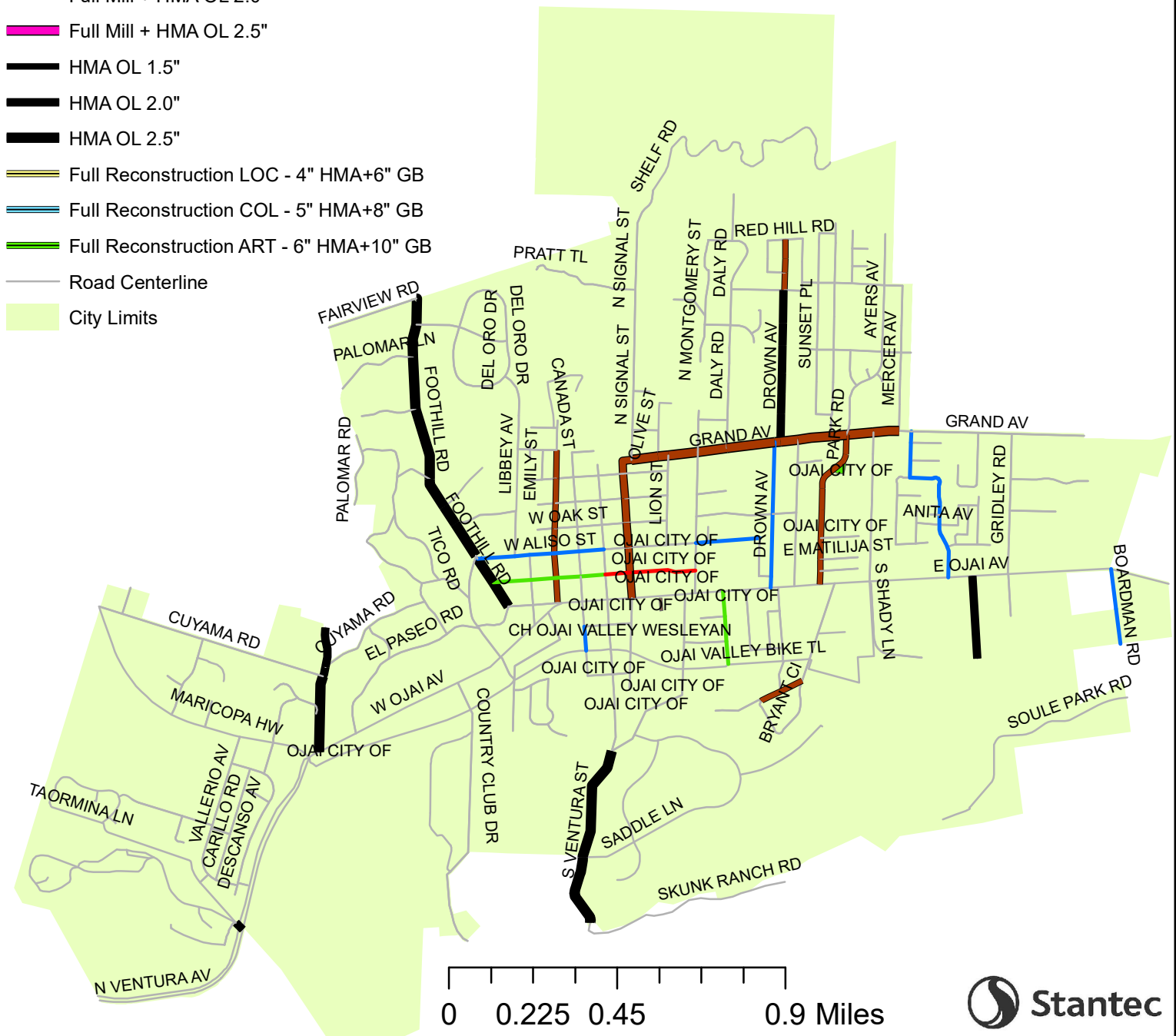


City of Ojai, CA

Reduce % Deficiency to 5 % by 2028 M&R Recommendations - 2024

Recommended M&R

- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits

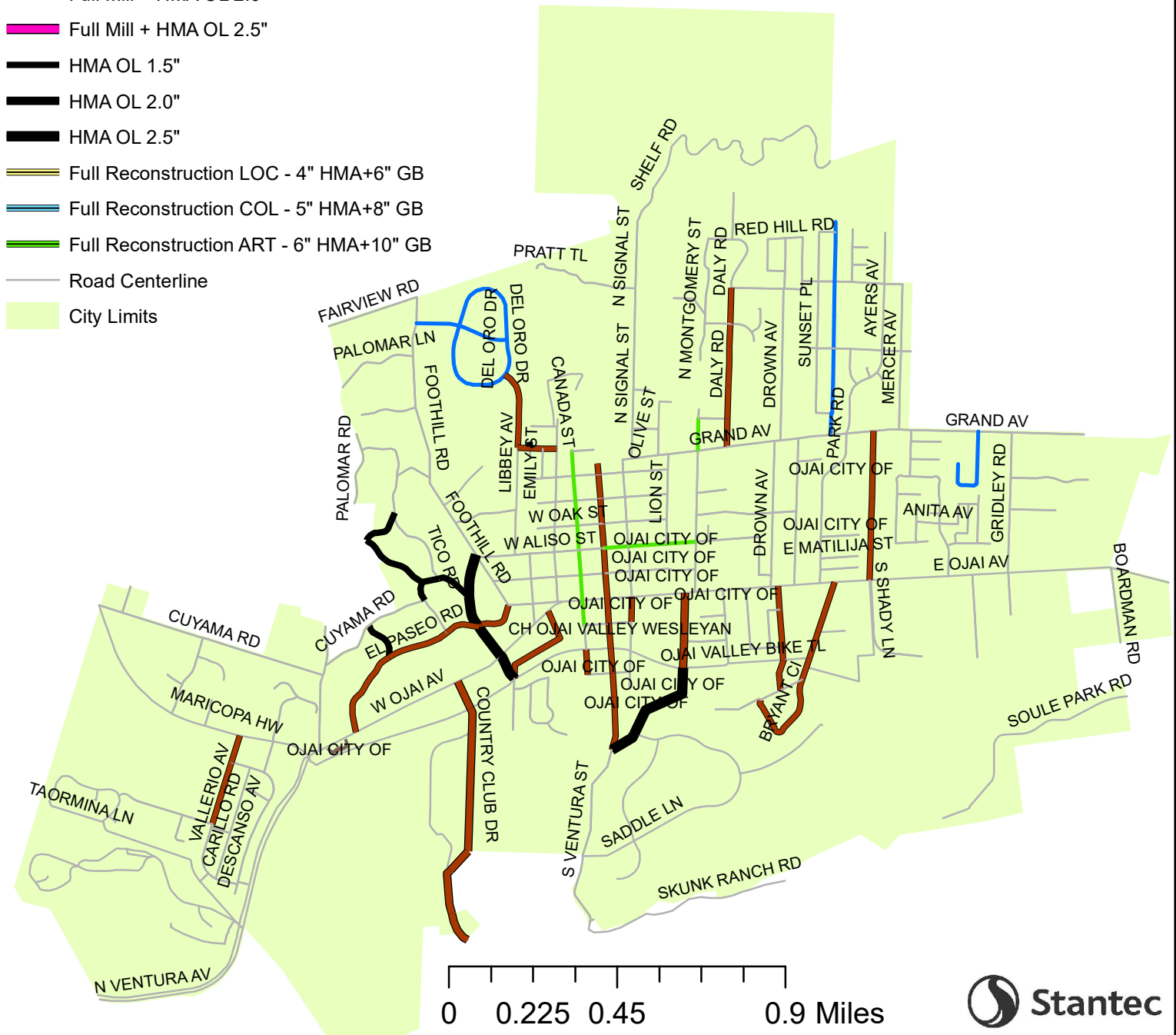


City of Ojai, CA

Reduce % Deficiency to 5 % by 2028 M&R Recommendations - 2025

Recommended M&R

- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits

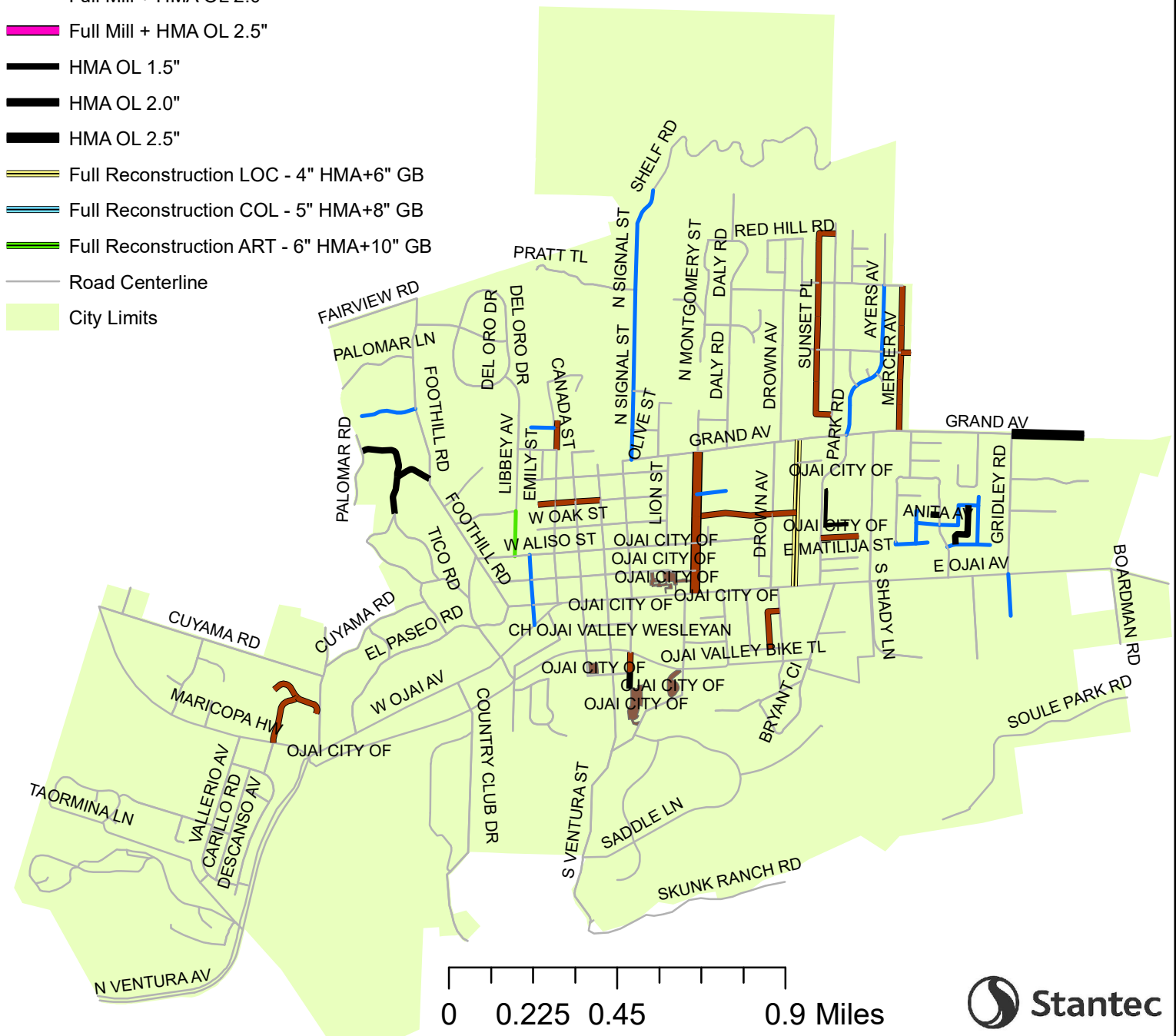


City of Ojai, CA

Reduce % Deficiency to 5 % by 2028 M&R Recommendations - 2026

Recommended M&R

- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits

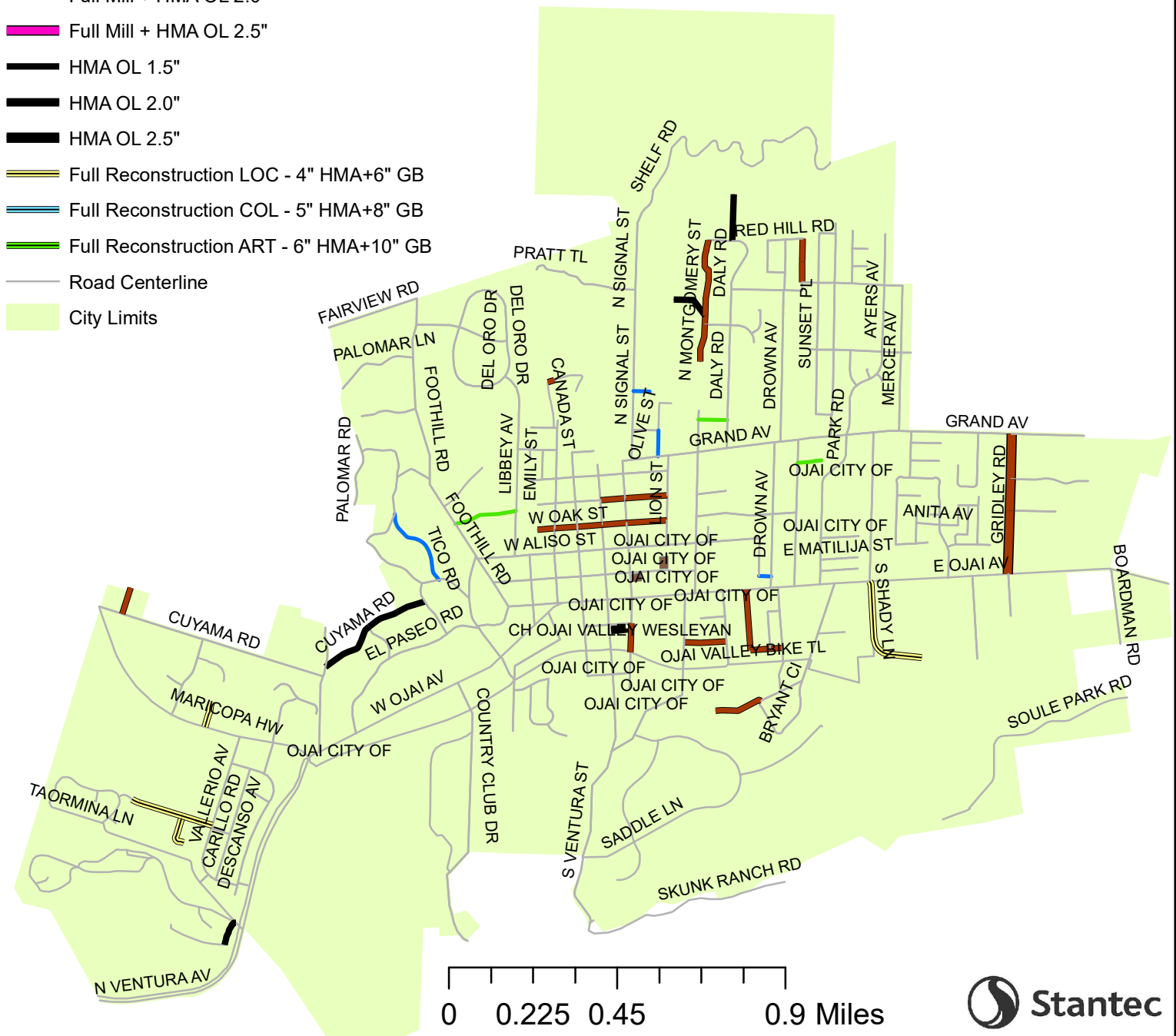


City of Ojai, CA

Reduce % Deficiency to 5 % by 2028 M&R Recommendations - 2027

Recommended M&R

- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits

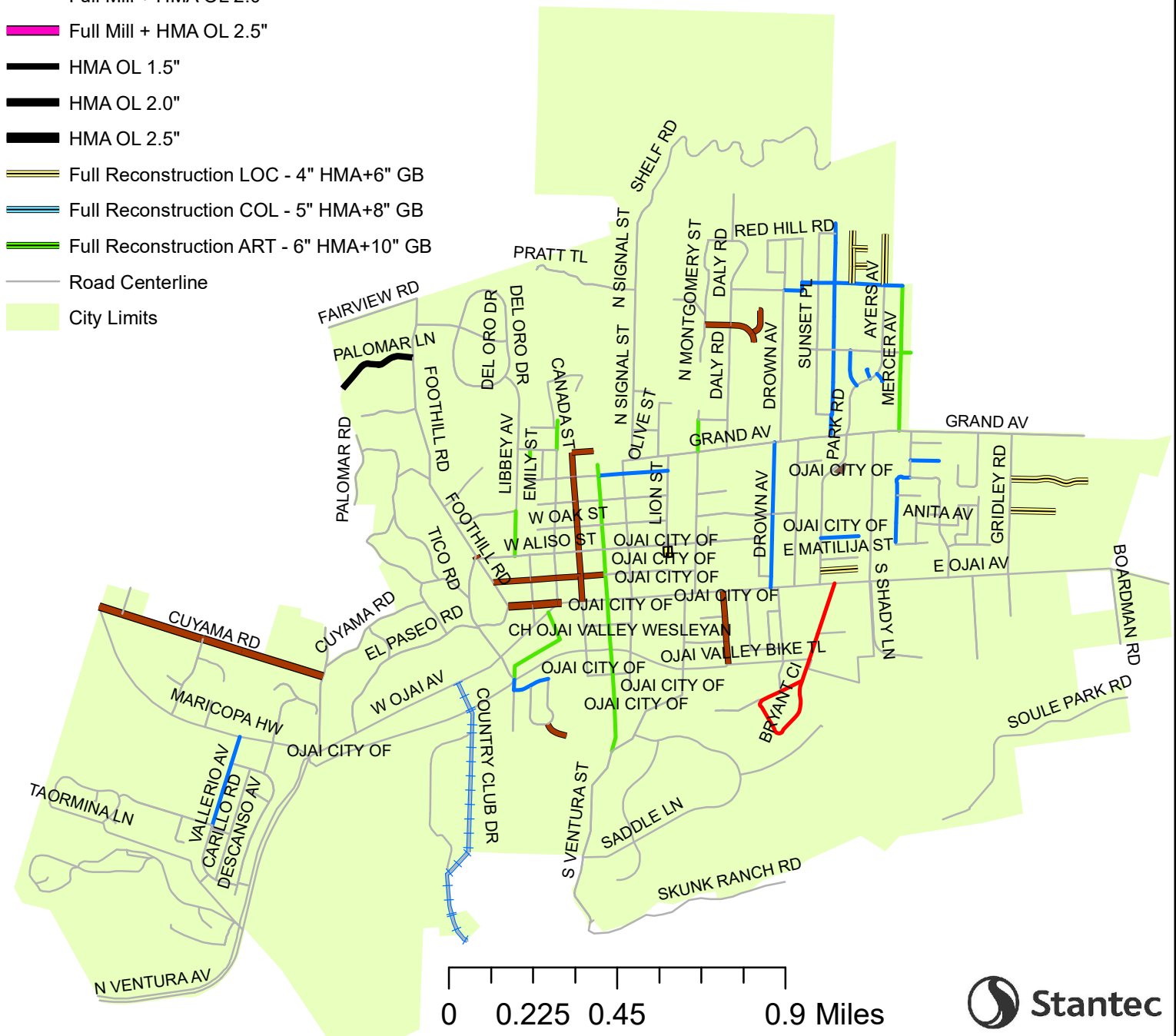


City of Ojai, CA

Reduce % Deficiency to 5 % by 2028 M&R Recommendations - 2028

Recommended M&R

- Do Nothing
- Crack Seal
- Slurry Seal Type II
- Microsurface Type II
- Cape Seal [Chip 1/4" + Slurry II]
- Cape Seal [Chip 1/4" + Micro II]
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Edge Mill + HMA OL 2.5"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- Full Mill + HMA OL 2.5"
- HMA OL 1.5"
- HMA OL 2.0"
- HMA OL 2.5"
- Full Reconstruction LOC - 4" HMA+6" GB
- Full Reconstruction COL - 5" HMA+8" GB
- Full Reconstruction ART - 6" HMA+10" GB
- Road Centerline
- City Limits



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

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(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
0000003770	E OJAI AV PARKING LOT			3,558	805.2	Parking Lot	Flexible	2024	Edge Mill + HMA OL 1.5"	11,088	15.6
0000001190	S BLANCHE ST	OJAI VALLEY BIKE TL	W TOPA TOPA ST	344	1244.3	Local	Flexible	2024	Slurry Seal Type II	2,856	12.1
0000000020	N HERMOSA RD	VILLANOVA WY	OJAI VALLEY BIKE TL	69	146.1	Collector	Flexible	2024	HMA OL 2.0"	2,012	12.0
SS-00000250	W ALISO ST	FOOTHILL RD	N VENTURA ST	1,784	6739.6	Collector	Flexible	2024	Slurry Seal Type II	15,467	11.3
SS-00000160	DROWN AV	E OJAI AV	GRAND AV	2,056	8011.6	Local	Flexible	2024	Slurry Seal Type II	18,387	9.8
0000000030	N HERMOSA RD	OJAI VALLEY BIKE TL	N VENTURA AV	69	186.0	Collector	Flexible	2024	HMA OL 2.0"	2,561	9.5
SS-00000520	GOLDEN WEST AV	E OJAI AV	ORIOLE ST	1,831	9077.2	Local	Flexible	2024	Slurry Seal Type II	20,832	9.5
SS-00000270	E ALISO ST	N MONTGOMERY ST	WAITE ST	905	3807.9	Local	Flexible	2024	Slurry Seal Type II	8,739	8.6
SS-00000120	PARK RD	E OJAI AV	GRAND AV	2,252	9408.3	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	129,553	8.3
0000003700	BOARDMAN RD	CITY LIMIT	E OJAI AV	1,065	2718.6	Local	Flexible	2024	Slurry Seal Type II	6,239	8.2
0000000350	DEL NORTE RD	W OJAI AV	CUYAMA RD	1,077	3653.3	Arterial	Flexible	2024	HMA OL 2.5"	62,045	8.1
SS-00000510	GOLDEN WEST AV	ORIOLE ST	GRAND AV	657	2638.4	Local	Flexible	2024	Slurry Seal Type II	6,055	7.9
SS-00000650	CANADA ST	EL PASEO RD	W ALISO ST	708	2710.4	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	37,323	7.9
SS-00000240	E MATILIJA ST	N VENTURA ST	N MONTGOMERY ST	1,273	5167.8	Local	Flexible	2024	Microsurface Type II	16,604	7.4
SS-00000040	FOOTHILL RD	EL PASEO RD	EL TORO RD	2,082	6811.4	Arterial	Flexible	2024	HMA OL 2.5"	115,679	7.3
SS-00000030	FOOTHILL RD	EL TORO RD	FAIRVIEW RD	2,596	7178.8	Arterial	Flexible	2024	HMA OL 2.5"	121,917	6.8
0000003850	PARK RD PARKING LOT			2,646	1176.1	Parking Lot	Flexible	2024	Crack Seal	1,080	6.5
SS-00000840	FOX ST	OJAI VALLEY BIKE TL	E OJAI AV	1,031	4109.9	Collector	Flexible	2024	Crack Seal	3,773	6.4
SS-00000490	DEL NORTE RD	CUYAMA RD	CITY LIMIT	695	2132.2	Collector	Flexible	2024	HMA OL 2.0"	29,361	6.2
SS-00000070	GRAND AV	N SIGNAL ST	DROWN AV	2,030	8538.6	Arterial	Flexible	2024	Edge Mill + HMA OL 2.5"	176,364	6.1
SS-00000660	CANADA ST	W ALISO ST	RAYMOND ST	1,453	6063.0	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	83,488	6.0
SS-00000060	GRAND AV	DROWN AV	MERCER AV	1,765	7232.6	Arterial	Flexible	2024	Edge Mill + HMA OL 2.5"	149,388	5.9
SS-00000350	N SIGNAL ST	E OJAI AV	GRAND AV	2,070	7512.7	Arterial	Flexible	2024	Edge Mill + HMA OL 2.0"	127,588	5.8
SS-00000620	BRYANT CI	POPE LN	BRYANT ST	638	2730.3	Collector	Flexible	2024	Edge Mill + HMA OL 1.5"	37,597	5.6
SS-00000230	W MATILIJA ST	FOOTHILL RD	N VENTURA ST	1,591	6170.9	Local	Flexible	2024	Crack Seal	5,665	5.1
SS-00000470	CREEK RD - S VENTURA ST	SKUNK RANCH RD	S MONTGOMERY ST	2,613	7244.7	Arterial	Flexible	2024	HMA OL 2.5"	123,036	5.0
0000002670	DROWN AV	GRAND AV	PLEASANT AV	2,137	8182.2	Collector	Flexible	2024	HMA OL 2.0"	112,669	3.8
0000003330	FAIRWAY LN	SOUTH END	E OJAI AV	1,171	2411.9	Local	Flexible	2024	HMA OL 2.0"	33,212	1.4
SS-00000710	DROWN AV	PLEASANT AV	RED HILL RD	717	2601.0	Local	Flexible	2024	Edge Mill + HMA OL 1.5"	35,816	1.0
SS-00000260	E ALISO ST	N VENTURA ST	N MONTGOMERY ST	1,303	5362.1	Collector	Flexible	2025	Crack Seal	5,021	4.0
SS-00000050	DEL ORO DR - VISTA HERMOSA DR			4,890	15246.2	Local	Flexible	2025	Slurry Seal Type II	35,690	4.0
SS-00000790	VALLERIO AV	LA PAZ DR	MARICOPA HW	1,308	5291.0	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	74,314	3.9
SS-00000110	GRANDVIEW AV	GRAND AV	CDS	3,023	11597.9	Local	Flexible	2025	Slurry Seal Type II	27,149	3.7



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix H Reduce % Deficiency to 5% by 2028 Program Details

Table H.1: Budget Recommended Rehabilitations - Reduce % Deficiency to 5 % by 2028
All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
0000001200	S BLANCHE ST	W TOPA TOPA ST	W OJAI AV	355	1347.0	Local	Flexible	2025	Crack Seal	1,261	3.7
SS-00000430	S MONTGOMERY ST	OJAI VALLEY BIKE TL	E OJAI AV	1,056	4618.8	Arterial	Flexible	2025	Edge Mill + HMA OL 2.0"	80,010	3.6
SS-00000170	S VENTURA ST	S MONTGOMERY ST	E OJAI AV	2,150	8146.1	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	114,415	3.6
SS-00000400	COUNTRY CLUB DR	CITY LIMIT	W OJAI AV	3,900	12839.0	Arterial	Flexible	2025	Edge Mill + HMA OL 2.0"	222,406	3.5
SS-00000420	BRISTOL RD	OJAI VALLEY BIKE TL	FOOTHILL RD	1,922	6979.0	Arterial	Flexible	2025	HMA OL 2.5"	120,895	3.3
SS-00000440	S MONTGOMERY ST	S VENTURA ST	OJAI VALLEY BIKE TL	1,707	6283.3	Arterial	Flexible	2025	HMA OL 2.5"	108,844	3.1
SS-00000080	DALY RD	GRAND AV	PLEASANT AV	2,245	9444.8	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	132,656	3.1
SS-00000550	BRYANT ST - BRYANT CT	POPE LN	E OJAI AV	2,883	11976.0	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	168,208	3.1
SS-00000200	EL PASEO RD	W OJAI AV	FOOTHILL RD	3,237	12581.1	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	176,707	3.0
SS-00000560	S FULTON ST	BRYANT CI	PEARL ST	627	2246.8	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	31,557	2.9
0000001430	S SIGNAL ST	E TOPA TOPA ST	E OJAI AV	357	1546.6	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	21,722	2.8
SS-00000760	RAYMOND ST	LIBBEY AV	CANADA ST	549	1715.0	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	24,088	2.5
SS-00000810	PALOMAR RD - CHICO RD	BRISTOL RD	CUYAMA RD	1,046	2690.1	Local	Flexible	2025	HMA OL 1.5"	28,967	2.4
SS-00000570	S FULTON ST	PEARL ST	E OJAI AV	856	3435.8	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	48,257	2.4
0000001180	S BLANCHE ST	SANTA ANA ST	OJAI VALLEY BIKE TL	356	1284.0	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	18,034	2.3
SS-00000830	PALOMAR RD - EL TORO RD	CHICO RD	TICO RD	1,604	3850.7	Local	Flexible	2025	HMA OL 1.5"	41,465	2.3
0000003320	SHADY LN	E OJAI AV	GRAND AV	2,109	9009.0	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	126,535	2.2
0000001000	LIBBEY AV	RAYMOND ST	DEL ORO DR	1,106	3688.1	Collector	Flexible	2025	Edge Mill + HMA OL 1.5"	51,801	2.2
0000000690	BRISTOL RD	EL PASEO RD	EL PASEO RD	31	150.7	Arterial	Flexible	2025	Edge Mill + HMA OL 2.0"	2,610	2.1
SS-00000360	N BLANCHE ST	W OJAI AV	PAULINE ST	2,104	7568.8	Local	Flexible	2025	Crack Seal	7,087	2.0
0000001730	N MONTGOMERY ST	GRAND AV	BUENA VISTA DR	458	1996.7	Local	Flexible	2025	Crack Seal	1,870	2.0
0000003710	W OJAI AV PARKING LOT			1,513	1791.3	Parking Lot	Flexible	2025	Edge Mill + HMA OL 1.5"	25,160	2.0
0000001070	ALLEY	RAYMOND ST	NORTH END	88	69.3	Alley	Flexible	2025	HMA OL 1.5"	747	2.0
0000000610	TOPA TOPA DR	OJAI VALLEY BIKE TL	W OJAI AV	1,351	4084.9	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	57,374	2.0
SS-00000870	SAN RAMON WY - LOS ALAMOS DR	CDS	GRAND AV	1,285	5537.7	Local	Flexible	2025	Slurry Seal Type II	12,963	2.0
0000000520	SIERRA RD	EL PASEO RD	CUYAMA RD	584	1564.1	Local	Flexible	2025	HMA OL 1.5"	16,843	2.0
SS-00000340	N VENTURA ST	E OJAI AV	155 FT N OF E SUMMER ST	1,911	6929.9	Local	Flexible	2025	Edge Mill + HMA OL 1.5"	97,333	2.0
SS-00000370	N SIGNAL ST	GRAND AV	SHELF RD	3,870	12315.2	Collector	Flexible	2026	Slurry Seal Type II	29,405	10.9
0000002340	GRAND AV	GRIDLEY RD	CITY LIMITS	1,021	2818.8	Arterial	Flexible	2026	HMA OL 2.5"	49,805	7.8
SS-00000480	RINCON ST	W OJAI AV	W ALISO ST	994	3179.9	Local	Flexible	2026	Slurry Seal Type II	7,593	6.1
0000002630	FRANKLIN DR	N MONTGOMERY ST	EAST END	414	770.1	Local	Flexible	2026	Slurry Seal Type II	1,839	5.3
SS-00000730	PARK RD - AYERS AV	GRAND AV	PLEASANT AV	2,330	9512.4	Collector	Flexible	2026	Slurry Seal Type II	22,713	4.9
0000003640	OAK GLEN AV	SOUTH END	E OJAI AV	589	1301.7	Local	Flexible	2026	Slurry Seal Type II	3,108	3.9



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

Appendix H Reduce % Deficiency to 5% by 2028 Program Details

Table H.1: Budget Recommended Rehabilitations - Reduce % Deficiency to 5 % by 2028
All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
SS-00000590	CARILLO RD-CREEKSIDE WAY	MARICOPA HW	NORTH END	1,644	5392.3	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	77,252	1.8
SS-00000850	E OAK ST	N MONTGOMERY ST	N FULTON ST	1,419	5852.2	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	83,841	1.7
SS-00000540	ANITA-GREGORY-LARK ELLEN	GOLDEN WEST AV	EAST END	2,117	9099.7	Local	Flexible	2026	Slurry Seal Type II	21,727	1.5
0000001410	S SIGNAL ST	SANTA ANA ST	OJAI VALLEY BIKE TL	295	1023.3	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	14,661	1.5
SS-00000130	N MONTGOMERY ST	E OJAI AV	GRAND AV	2,000	8829.8	Arterial	Flexible	2026	Edge Mill + HMA OL 2.5"	189,747	1.5
SS-00000680	MCKEE ST	WEST END	CANADA ST	373	1032.6	Local	Flexible	2026	Slurry Seal Type II	2,465	1.4
0000000900	FOOTHILL LN	CDS	FOOTHILL RD	782	2904.0	Local	Flexible	2026	Slurry Seal Type II	6,934	1.4
0000003790	N MONTGOMERY ST PARKING LOT			3,016	6194.0	Parking Lot	Flexible	2026	Edge Mill + HMA OL 1.5"	88,737	1.4
SS-00000820	EL TORO RD - EL CAMINO RD	TICO RD	NORTH END	1,905	4036.9	Local	Flexible	2026	HMA OL 1.5"	44,339	1.3
SS-00000100	SUNSET PL	GRANDVIEW AV	GRANDVIEW AV	3,001	11301.9	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	161,914	1.3
0000002500	OLIVE MILL LN	S FULTON ST	PEARL ST	693	2079.9	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	29,797	1.3
SS-00000300	W EUCALYPTUS ST	WEST END	N VENTURA ST	881	3079.3	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	44,115	1.3
SS-00000530	SUNNYGLEN-MARTINDALE-ANITA	ORIOLE ST	GOLDEN WEST AV	1,288	5912.4	Local	Flexible	2026	Slurry Seal Type II	14,117	1.3
0000003720	SANTA ANA ST PARKING LOT			550	1314.9	Parking Lot	Flexible	2026	Edge Mill + HMA OL 1.5"	18,838	1.3
0000003300	E ALISO ST	PARK RD	EAST END	529	2219.6	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	31,798	1.3
0000003840	PARK RD PARKING LOT			2,646	4201.8	Parking Lot	Flexible	2026	HMA OL 1.5"	46,150	1.3
0000001400	S SIGNAL ST	CDS	SANTA ANA ST	219	1039.4	Local	Flexible	2026	HMA OL 1.5"	11,417	1.2
SS-00000670	CANADA ST	RAYMOND ST	NORTH END	418	1821.0	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	26,088	1.2
0000003570	ALLEY	GREGORY ST	ANITA AV	714	1087.9	Alley	Flexible	2026	HMA OL 1.5"	11,949	1.1
0000003740	S SIGNAL ST PARKING LOT			3,015	6019.0	Parking Lot	Flexible	2026	Edge Mill + HMA OL 1.5"	86,230	1.1
0000000990	MALLORY WY	W ALISO ST	W EUCALYPTUS ST	637	2265.4	Local	Flexible	2026	Crack Seal	2,164	1.1
SS-00000600	MERCER AV - MOUNTAIN VIEW AV	GRAND AV	PLEASANT AV	2,193	8233.9	Local	Flexible	2026	Edge Mill + HMA OL 1.5"	117,961	1.0
0000003600	ALLEY	WEST END	GOLDEN WEST AV	125	208.1	Alley	Flexible	2026	HMA OL 1.5"	2,286	0.9
SS-00000140	N FULTON ST	E OJAI AV	GRAND AV	2,073	8580.8	Local	Flexible	2026	Full Reconstruction LOC - 4" HMA+6" GB	553,189	0.9
0000003750	S MONTGOMERY ST PARKING LOT			1,860	5343.7	Parking Lot	Flexible	2026	Edge Mill + HMA OL 1.5"	76,555	0.9
0000000940	TICO RD	PALOMAR RD	EL TORO RD	1,214	3396.4	Local	Flexible	2027	Slurry Seal Type II	8,272	4.3
0000000010	VILLANOVA WY	WARRINGTON WY	N HERMOSA RD	372	846.8	Local	Flexible	2027	HMA OL 1.5"	9,487	3.9
0000002580	WAITE ST	DROWN AV	174 FT W OF DROWN AV	174	614.4	Local	Flexible	2027	Slurry Seal Type II	1,496	2.3
0000000300	PIRIE RD	MARICOPA HW	NORTH END	375	1972.7	Local	Flexible	2027	Full Reconstruction LOC - 4" HMA+6" GB	129,718	1.2
SS-00000210	CUYAMA RD	DEL NORTE RD	CHICO RD	1,748	5424.3	Local	Flexible	2027	HMA OL 1.5"	60,770	1.1
0000001590	OLIVE ST	GRAND AV	PARK AV	367	1486.2	Local	Flexible	2027	Slurry Seal Type II	3,620	0.9
0000001570	FRANCE CI	N SIGNAL ST	CDS	230	1137.7	Local	Flexible	2027	Slurry Seal Type II	2,771	0.9
SS-00000310	E EUCALYPTUS ST	N VENTURA ST	LION ST	953	3289.6	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	48,070	0.8



CITY OF OJAI, CA CITYWIDE PAVEMENT CONDITION ASSESSMENT AND PMP REPORTING – FINAL REPORT

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All Sections, 2023 to 2028, Min. Exclusion: 2 yrs, Inflation Rate: 2%, Discount Rate: 1%, Include Super Sections: Yes, Include Committed Projects: Yes, Tolerance: 0%
(Sorted by Implementation Year/Treatment Cost Effectiveness (CE)/Street Name)

Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
0000000380	MONTANA RD	CUYAMA RD	CITY LIMIT	389	1240.2	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	18,123	0.8
0000003310	S SHADY LN	EAST END	E OJAI AV	1,605	4465.8	Local	Flexible	2027	Full Reconstruction LOC - 4" HMA+6" GB	293,660	0.8
0000001420	S SIGNAL ST	OJAI VALLEY BIKE TL	E TOPA TOPA ST	409	1641.9	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	23,993	0.8
0000002030	W EUCALYPTUS ST	FOOTHILL RD	MALLORY WY	888	3447.6	Local	Flexible	2027	Crack Seal	3,359	0.7
0000002730	MEADOWBROOK RD	PLEASANT AV	RED HILL RD	623	2349.7	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	34,335	0.6
0000002470	BALD ST	E OJAI AV	PEARL ST	856	3665.8	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	53,567	0.6
0000002740	BUENA VISTA DR	N MONTGOMERY ST	DALY RD	410	1376.3	Local	Flexible	2027	Crack Seal	1,341	0.6
SS-00000150	GRIDLEY RD	E OJAI AV	GRAND AV	1,981	7326.4	Arterial	Flexible	2027	Edge Mill + HMA OL 2.5"	160,590	0.6
0000002800	DOUGLAS ST	WEST END	N MONTGOMERY ST	549	1354.1	Local	Flexible	2027	HMA OL 1.5"	15,170	0.6
0000001170	CANADA ST	WEST END	EAST END	95	106.2	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	1,552	0.6
SS-00000090	N MONTGOMERY ST	SOUTH END	1106.7 FT N OF DOUGLAS	1,762	6867.4	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	100,353	0.6
0000002400	POPE LN	WEST END	BRYANT CI	692	1445.4	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	21,122	0.5
0000003780	N SIGNAL ST PARKING LOT			450	1955.0	Parking Lot	Flexible	2027	Edge Mill + HMA OL 1.5"	28,568	0.5
0000002790	DALY RD	N MONTGOMERY ST	NORTH END	655	1072.6	Local	Flexible	2027	HMA OL 1.5"	12,016	0.5
0000003060	WILLIAMS PL	N FULTON ST	EAST END	340	1010.9	Local	Flexible	2027	Crack Seal	985	0.5
0000003760	E TOPA TOPA ST PARKING LOT			699	995.4	Parking Lot	Flexible	2027	HMA OL 1.5"	11,152	0.4
SS-00000280	W OAK ST	WEST END	N VENTURA ST	915	3210.2	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	46,910	0.4
SS-00000180	LA PAZ DR - STUART CT	VALLERIO AV	WEST END	1,664	7371.1	Local	Flexible	2027	Full Reconstruction LOC - 4" HMA+6" GB	484,708	0.4
SS-00000290	E OAK ST	N VENTURA ST	LION ST	921	3330.2	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	48,664	0.4
0000002380	WILLOW ST	S MONTGOMERY ST	FOX ST	604	2508.3	Collector	Flexible	2027	Edge Mill + HMA OL 1.5"	36,654	0.4
SS-00000580	PEARL ST	BALD ST	S FULTON ST	451	1844.3	Collector	Flexible	2027	Edge Mill + HMA OL 1.5"	26,951	0.4
SS-00000010	E MATILIJA ST PARKING LOT			696	3692.3	Parking Lot	Flexible	2027	Edge Mill + HMA OL 1.5"	53,955	0.4
SS-00000550	BRYANT ST - BRYANT CT	POPE LN	E OJAI AV	2,883	11976.0	Collector	Flexible	2028	Microsurface Type II	41,651	13.6
SS-00000170	S VENTURA ST	S MONTGOMERY ST	E OJAI AV	2,150	8146.1	Collector	Flexible	2028	Crack Seal	8,095	11.2
0000000610	TOPA TOPA DR	OJAI VALLEY BIKE TL	W OJAI AV	1,351	4084.9	Local	Flexible	2028	Crack Seal	4,059	6.5
SS-00000340	N VENTURA ST	E OJAI AV	155 FT N OF E SUMMER ST	1,911	6929.9	Local	Flexible	2028	Crack Seal	6,886	4.7
0000003850	PARK RD PARKING LOT			2,646	1176.1	Parking Lot	Flexible	2028	Edge Mill + HMA OL 1.5"	17,881	4.5
SS-00000620	BRYANT CI	POPE LN	BRYANT ST	638	2730.3	Collector	Flexible	2028	Microsurface Type II	9,686	4.1
SS-00000670	CANADA ST	RAYMOND ST	NORTH END	418	1821.0	Local	Flexible	2028	Crack Seal	1,846	3.8
SS-00000790	VALLERIO AV	LA PAZ DR	MARICOPA HW	1,308	5291.0	Collector	Flexible	2028	Slurry Seal Type II	13,144	3.8
SS-00000330	E SUMMER ST	N VENTURA ST	LION ST	985	4067.7	Local	Flexible	2028	Slurry Seal Type II	10,307	3.7
SS-00000840	FOX ST	OJAI VALLEY BIKE TL	E OJAI AV	1,031	4109.9	Collector	Flexible	2028	Edge Mill + HMA OL 1.5"	62,483	3.5
SS-00000460	SANTA ANA ST - SAN ANTONIO ST	OJAI VALLEY BIKE TL	CRESTVIEW DR	656	2686.6	Collector	Flexible	2028	Slurry Seal Type II	6,674	3.4



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Section ID	Street Name	From	To	CL-Length (ft)	Area (Sq. Yd.)	Functional Class	Pavement Type	Implementation Year	Treatment	Cost (\$)	Treatment CE
SS-00000230	W MATILIJIA ST	FOOTHILL RD	N VENTURA ST	1,591	6170.9	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	93,817	3.1
SS-00000600	MERCER AV - MOUNTAIN VIEW AV	GRAND AV	PLEASANT AV	2,193	8233.9	Local	Flexible	2028	Crack Seal	8,345	2.7
SS-00000690	PLEASANT AV	DROWN AV	MERCER AV	1,782	7521.2	Collector	Flexible	2028	Slurry Seal Type II	19,058	2.6
SS-00000400	COUNTRY CLUB DR	CITY LIMIT	W OJAI AV	3,900	12839.0	Arterial	Flexible	2028	Cape Seal [Chip 1/4" + Slurry II]	162,661	2.1
SS-00000160	DROWN AV	E OJAI AV	GRAND AV	2,056	8011.6	Local	Flexible	2028	Slurry Seal Type II	19,902	1.9
0000001730	N MONTGOMERY ST	GRAND AV	BUENA VISTA DR	458	1996.7	Local	Flexible	2028	Crack Seal	1,984	1.5
0000003120	PARK RD	AYERS AV	MOUNTAIN VIEW AV	521	2029.3	Local	Flexible	2028	Slurry Seal Type II	5,041	1.5
SS-00000360	N BLANCHE ST	W OJAI AV	PAULINE ST	2,104	7568.8	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	115,070	1.3
SS-00000500	ORIOLE ST	SUNNYGLEN AV	GOLDEN WEST AV	1,091	4910.9	Local	Flexible	2028	Slurry Seal Type II	12,444	1.3
0000003300	E ALISO ST	PARK RD	EAST END	529	2219.6	Local	Flexible	2028	Slurry Seal Type II	5,624	1.2
0000003430	PASEO DEL ROBLES CT	GOLDEN WEST AV	CDS	403	2081.2	Local	Flexible	2028	Slurry Seal Type II	5,170	1.1
0000000990	MALLORY WY	W ALISO ST	W EUCALYPTUS ST	637	2265.4	Local	Flexible	2028	Crack Seal	2,296	0.9
SS-00000110	GRANDVIEW AV	GRAND AV	CDS	3,023	11597.9	Local	Flexible	2028	Slurry Seal Type II	28,811	0.7
0000003200	N AYERS CT	AYERS AV	CDS	151	815.8	Local	Flexible	2028	Slurry Seal Type II	2,027	0.3
0000001270	PAULINE ST	N BLANCHE ST	N VENTURA ST	308	1134.8	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	16,914	0.3
0000000890	PALOMAR LN	CITY LIMIT	FOOTHILL RD	1,182	2670.0	Local	Flexible	2028	HMA OL 1.5"	30,511	0.3
0000003280	ALLEY	PARK RD	EAST END	529	595.0	Alley	Flexible	2028	Full Reconstruction LOC - 4" HMA+6" GB	39,908	0.3
SS-00000720	ANDREW DR - RAINS CT	N MONTGOMERY ST	EAST END	1,243	5011.2	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	74,693	0.2
0000003190	S AYERS CT	AYERS AV	CDS	143	783.6	Local	Flexible	2028	Slurry Seal Type II	1,946	0.2
0000000620	OAK CREEK LN	SOUTH END	CRESTVIEW DR	331	1611.2	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	24,015	0.2
0000003250	AYERS AV	PLEASANT AV	NORTH END	719	2628.8	Local	Flexible	2028	Full Reconstruction LOC - 4" HMA+6" GB	176,320	0.1
SS-00000610	PARK RD-PATRICIA CT-TOPAZ CT	PLEASANT AV	NORTH END	1,166	5788.6	Local	Flexible	2028	Full Reconstruction LOC - 4" HMA+6" GB	388,255	0.1
0000003680	SAN GABRIEL ST	GRIDLEY RD	EAST END	1,106	2482.6	Local	Flexible	2028	Full Reconstruction LOC - 4" HMA+6" GB	166,512	0.1
SS-00000020	E ALISO ST PARKING LOT			820	5481.2	Parking Lot	Flexible	2028	Full Reconstruction LOC - 4" HMA+6" GB	374,994	0.1
SS-00000220	CUYAMA RD	MARICOPA HW	DEL NORTE RD	3,316	11547.0	Arterial	Flexible	2028	Edge Mill + HMA OL 2.0"	212,268	0.1
0000003690	SAN RAFAEL ST	GRIDLEY RD	EAST END	645	1905.7	Local	Flexible	2028	Full Reconstruction LOC - 4" HMA+6" GB	127,819	0.1
0000001060	ALLEY	SOUTH END	RAYMOND ST	112	118.4	Alley	Rigid	2028	Crack Seal	118	0.0
SS-00000750	EL PASEO RD	FOOTHILL RD	E OJAI AV	752	2720.3	Arterial	Flexible	2028	Edge Mill + HMA OL 2.0"	50,008	0.0
0000000740	FOOTHILL RD	W ALISO ST	BRISTOL RD	48	179.4	Arterial	Flexible	2028	Edge Mill + HMA OL 2.0"	3,299	0.0

