



DISTRIBUTION DATE: 12/11/2025

MEMORANDUM


TO: HONORABLE MAYOR &
CITY COUNCIL

FROM: Josh Rowan
Director, Department of
Transportation

SUBJECT: 2022 5-Year Paving Plan Annual
Report (Fiscal Year 2025)

DATE: December 4, 2025

City Administrator
Approval


Justin Johnson (Dec 11, 2025 17:23:05 PST)

Date: 12/11/2025

INFORMATION

This memo is to provide the Oakland City Council, the Mayor's Office, City staff, and the community with an update regarding progress in implementing the 2022 5-Year Paving Plan (5YP) through the third year of the plan (July 1, 2024, to June 30, 2025).

GENERAL OVERVIEW

In Fiscal Year 2025 (FY25), a total of 29.9 miles of City of Oakland (City) streets were paved under the 5YP, comprising 52% of the annual goal. Approximately 60 miles was prepared for construction in FY25, but the FY24-25 Adopted Mid-Cycle Budget eliminated the paving program budget. All new contract construction ceased in July 2024 and did not begin again until January 2025, when approximately \$13M was identified from various other capital programs that could be loaned to the program to continue basic operations. In FY26, the program will review progress toward 5YP completion and evaluate options for a rolling multi-year pavement management program. In total, 102.0 total miles have been paved under the 5YP. As a result, the citywide Pavement Condition Index (PCI), under which a score of 100 represents a freshly paved street, has modestly improved from 57 in 2023 to 60 in 2024.

BACKGROUND

On December 21, 2021, the City Council adopted Resolution No. [88975 C.M.S.](#), establishing the 2022 5YP, a more than \$300M plan to repair Oakland's streets. This plan is anticipated to be approximately 80% funded by Measure U, Oakland's 2022 Infrastructure Bond, and other sources, including Measure KK (Oakland's 2016 Infrastructure Bond), gas tax revenues (Senate Bill 1), and existing grant awards. The 5YP represents another aggressive step towards investing in Oakland streets, proposing to double annual spending on paving compared to the last citywide plan, the 2019 3-Year Paving Plan. The plan's proposed investments will keep most of Oakland's major streets in good to excellent condition and invest in residential street paving. The plan will also conform to requirements placed on Measure U bond expenditures to implement bicycle and pedestrian plans where feasible. This informational report provides a progress update summarizing the third year of the plan (July 1, 2024, to June 30, 2025).

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The 5YP establishes two main programs of paving: major streets and local streets. The plan prioritizes \$75M total toward major streets. It recommends rehabilitation and preventative maintenance treatments on major streets to upgrade pavement conditions and preserve existing good pavement. Major streets are prioritized by street condition and traffic safety to ensure that necessary safety improvements can be advanced quickly on Oakland's high injury corridors, the subset of Oakland streets where the most severe and fatal crashes occur.

The plan prioritizes \$45M per year and approximately \$225M total toward local streets. All local street paving under this plan is prioritized for pavement rehabilitation (mill and overlay). Of the proposed \$225M for local streets, the majority is programmed into planning areas by street condition and equity factors. In addition, the 5YP programs \$22.5M in local streets dollars toward cost-share agreements with utility companies to fully pave select residential streets after utility construction work, and \$11.3M in local streets dollars programmed by the City Council in January 2022 for residential streets paving.

SUMMARY OF PROGRESS

This report from the Oakland Department of Transportation (OakDOT) provides an overall plan progress summary and progress summaries by program (major streets and local streets) and geography (council district and planning area). The report provides information on safety, accessibility, and mobility metrics improved through paving projects and provides a status update on project delivery and staffing. This report is an informational report and does not present a policy recommendation. Work under the 5YP seeks to advance Citywide priorities of **vibrant, sustainable infrastructure; responsive, trustworthy government; and holistic community safety** by proactively managing Oakland's pavement system, providing timely reporting to the public on program activities, and incorporating routine and feasible safety improvements.

Overall, the pace of work was reduced in FY25 due to the elimination of the paving program budget¹. A partial budget backfill plan was initiated in Fall 2024, and subsequently, the City completed 29.9 miles in the past 12 months (**Table 1**). Together with the FY23 and FY24 mileage, 102.7 miles have been completed of the 5YP. This represents approximately 25% of the plan. The program met 37% of the Year 3 mileage target of 80.0 miles (**Figure 2**). A list of streets completed during the third year of the 5YP is provided in **Attachment A**.

¹ The City's adopted 2-year FY23-25 budget originally funded the paving program at \$51.75M for FY25; this was reduced to \$6.75M during the FY25 midcycle budget adjustment process (Errata Exhibit 1: Errata Detail Changes - 6/25/2024).

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Table 1: 5YP Progress To Date

	FY25 YTD	5YP TO DATE ²	TOTAL PLANNED ³	% DONE
MILES PAVED	29.9	102.7	410.7	25%
MILES DESIGNED	59.7	163.0	410.7	40%
TIME ELAPSED (MONTHS)	12.0	36.0	60.0	60%

Figure 1: Paving Program Annual Mileage (FY10-FY25)

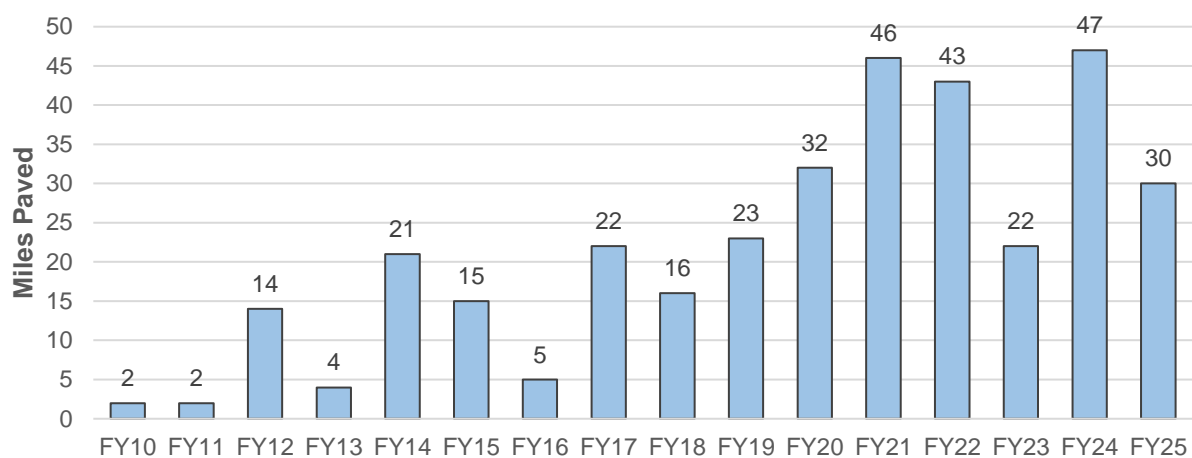
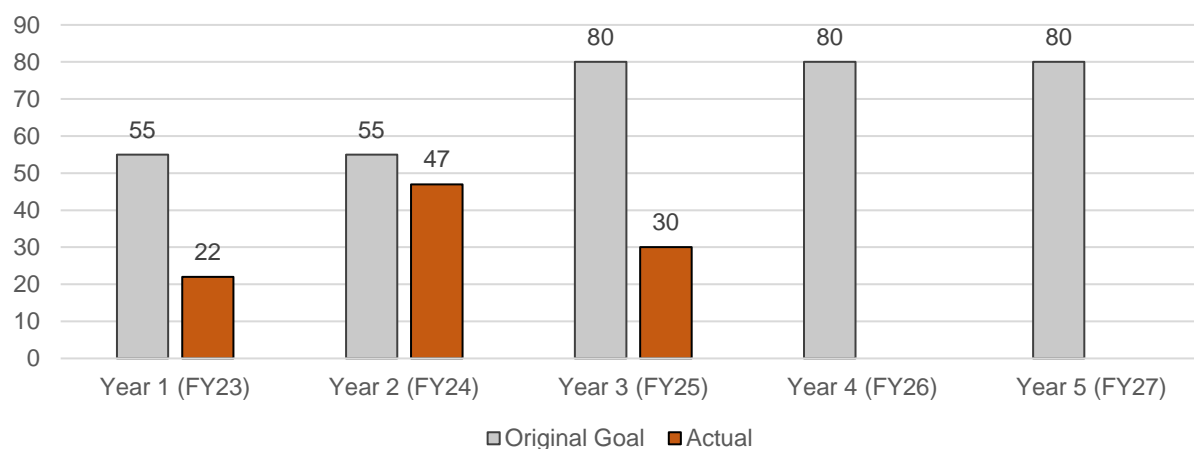


Figure 2: Annual Mileage Targets



² Mileage represents 5YP segments between December 2021 and June 30, 2025.

³ Subject to change due to inclusion of additional full-width paving performed by others (e.g., utility projects), other City-sponsored paving (e.g., capital projects), etc.

Major Streets Program

The adopted 5YP prioritizes paving treatment on 76 miles of major streets in Oakland to maintain the existing “excellent” average condition of Oakland’s major streets and increase the PCI for major streets from 72 to 75. Oakland’s major streets support the majority of daily vehicle, truck, bus, and bicycle trips, and the 5YP identifies a mix of preventative maintenance (treatments such as slurry seals and microsurfacing) and pavement rehabilitation (primarily mill/overlay treatments) on major streets. In FY25, the City paved 2.9 miles of major streets. To date, 11.0 miles out of the original 76 miles of major streets have been paved. Major streets paved in FY25 include portions of Foothill Blvd, Fruitvale Ave, San Leandro St, Lincoln Ave, and 7th/East 8th St.

Local Streets Program

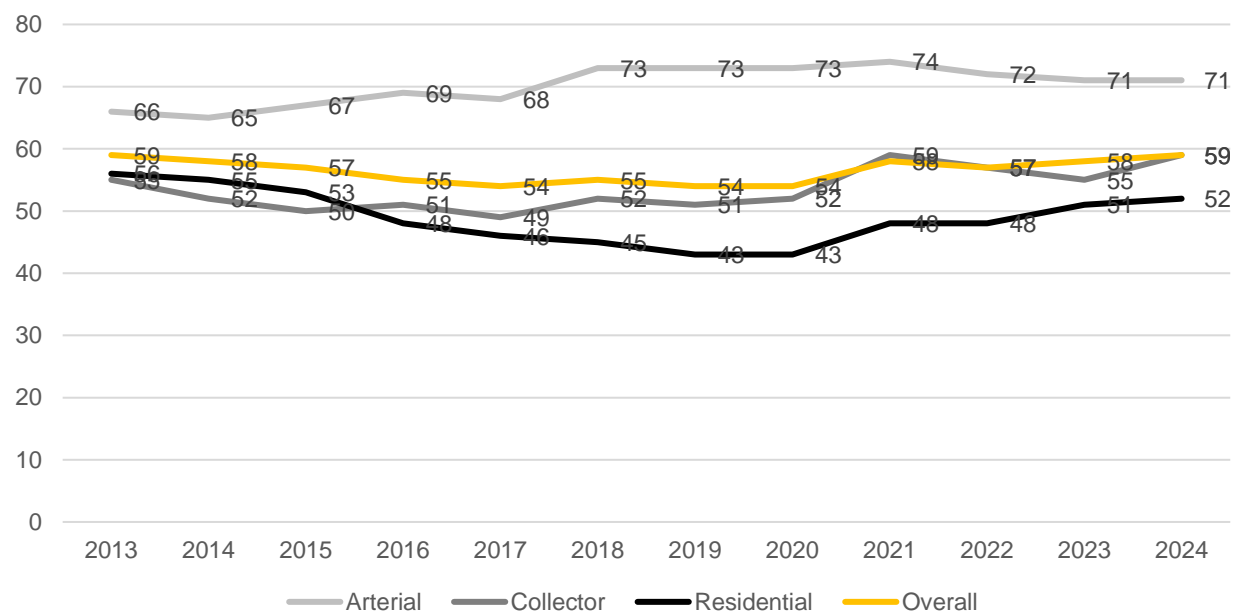
The 5YP prioritizes pavement rehabilitation on approximately 261 miles of local streets using prioritization values of equity and street condition in Oakland’s nine planning areas. This investment will support increasing the existing “fair” average PCI from 50 to 61 on Oakland’s local streets. During FY25, 27.7 miles were paved on local streets. To date, 92.4 local street miles have been paved toward the overall goal of 261 miles.

Pavement Condition Index

PCI is a score from 0 to 100, with 100 being a brand-new street. PCI is calculated through citywide surveys occurring every 2-4 years and by inputting maintenance and rehabilitation records into the City’s pavement management software system, Streetsaver. Streetsaver evaluates all maintenance and rehabilitation records, estimates aging on streets that were not maintained or rehabilitated, and calculates new composite citywide PCIs. The impact of the increased annual mileage during the 3YP was an increase in the citywide PCI from 54 in 2019 to 58 in 2021 (**Figure 3**).

Oakland’s citywide PCI dropped in 2022 due to decreased paved mileage (**Figure 1**) but increased to 60 by FY25. Notably, the average PCI for Oakland’s residential streets continues to remain above 50, marking a sustained improvement since 2015. Oakland’s arterial streets remain somewhat steady above 70; continued annual mileage at or above the annual goals will enable PCI to increase closer to the 5YP goal for arterials of 75.

MTC’s Streetsaver program also provides a current-year “peer comparison” PCI for similar size agencies in the Bay Area. Oakland’s citywide PCI is currently 60. Its peer comparison PCI is 70.

Figure 3: Historical Pavement Condition Index Values**Progress By Location**

The 2022 5YP used nine “Planning Areas” to distribute local street funding. Planning areas follow Oakland’s geography and demographics and are thus unique from Oakland’s seven Council District boundaries. Funding for local streets was distributed across planning areas using equally weighted factors of street condition and equity. In FY25, the most mileage occurred in the Central East Oakland planning area. A local streets project was scheduled for FY25 construction in the North Oakland Hills planning area, but was delayed due to FY25 Midcycle budget cuts and lack of bond sale.

Table 2: Progress by Planning Area

PLANNING AREA	FY25 TOTAL	TOTAL PAVED	PLANNED	% DONE
CENTRAL EAST OAKLAND	6.0	25.0	88.6	28%
COLISEUM/AIRPORT	3.8	5.2	14.8	35%
DOWNTOWN	1.3	3.2	17.6	18%
EAST OAKLAND HILLS	3.5	7.1	40.8	17%
EASTLAKE/FRUITVALE	3.4	14.0	73.0	19%
GLENVIEW/ REDWOOD HTS	2.6	12.9	31.7	41%
NORTH OAKLAND HILLS	2.4	3.9	46.1	8%
NORTH OAKLAND/ADAMS PT	4.3	24.8	71.9	34%
WEST OAKLAND	2.5	6.5	26.6	24%
GRAND TOTAL	29.9	102.7	410.7	25%

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During FY25, paving mileage was completed in each City Council district. The most miles were paved in District 6 (8.7 miles) and District 4 (5.3 miles) (**Table 3**). Two projects comprising more than 12 miles of local street rehabilitation in District 2 were scheduled for construction in FY25 but were delayed due to FY25 Mid-cycle budget cuts and lack of bond sale.

Table 3: Progress by Council District

COUNCIL DISTRICT	FY25 TOTAL	TOTAL PAVED	PLANNED	% DONE
CCD1	3.2	20.7	58.8	35%
CCD2	0.7	2.8	45.8	6%
CCD3	4.2	11.4	47.2	24%
CCD4	5.3	21.3	86.6	25%
CCD5	3.5	12.7	45.4	28%
CCD6	8.7	11.8	56.6	21%
CCD7	4.3	21.9	70.5	31%
GRAND TOTAL	29.9	102.7	410.7	25%

Safety & Accessibility Improvements

Pavement rehabilitation, such as mill and overlay, triggers requirements for compliant curb ramps. In FY25, the program constructed 1604 curb ramps (**Table 4**).

The paving program also implements systematic safety upgrades, such as converting all existing marked crosswalks to “high visibility” style markings. High visibility crosswalks improve driver yielding and pedestrian safety. In the past year, the program implemented 471 crosswalk improvements (**Table 4**).

The program also addresses sidewalk damage along project corridors. This includes addressing sidewalk damage that is the City’s responsibility, such as damage adjacent to City facilities, and facilitating repair of damage that is a private owner’s responsibility to repair. In the past year, the paving program alone was responsible for more than 110,000 square feet of sidewalk replacement (**Table 4**). As the program has grown in capacity, it has bolstered the total sidewalks repaired citywide. In FY21, for example, the City replaced approximately 100,000 square feet of sidewalk across all projects, programs, and permitted private property owner repairs. In FY25, the citywide total was nearly 400,000 square feet.

Table 4: Safety & Accessibility Indicators

	3YP ANNUAL AVERAGE	FY23 TOTAL	FY24 TOTAL	FY25 TOTAL
IMPROVED CURB RAMPS (EA)	425	102	1058	1604
HIGH VISIBILITY CROSSWALKS (EA)	969	348	883	471
SIDEWALK REPAIR (SQ FT)	45,000	21,977	106,944	111,725
MILES PAVED	40.9	22.3	47.0	29.9

Complete Streets Improvements

The City’s paving program provides a dependable vehicle for implementing the transportation recommendations of other adopted plans, including specific and area plans, the citywide bike plan, the citywide pedestrian plan, and various Safe Routes to School plans. In addition, Measure U provisions require the implementation of bicycle and pedestrian plans where feasible if paving projects are implemented with Measure U funds.

In FY25, 1.6 miles of new bikeways were implemented, with improvements to existing bikeways implemented on 2.2 miles of roadway (**Table 5**).

Table 5: Mobility Indicators

	FY23 TOTAL	FY24 TOTAL	FY25 TOTAL	TOTAL 5YP TO DATE
NEW BIKEWAYS (MI)	0.1	7.1	1.6	7.2
IMPROVED BIKEWAYS (MI)	5.5	5.6	2.2	11.1

Project Delivery

Table 6 below provides the completed miles by the delivery team: OakDOT in-house crews, contractors, and utility crews or contractors. As shown in **Table 6**, contract paving comprises the majority of mileage in a typical period. In this period, a 4-mile utility coordination project in District 4 and District 6 was cancelled due to a lack of budget.

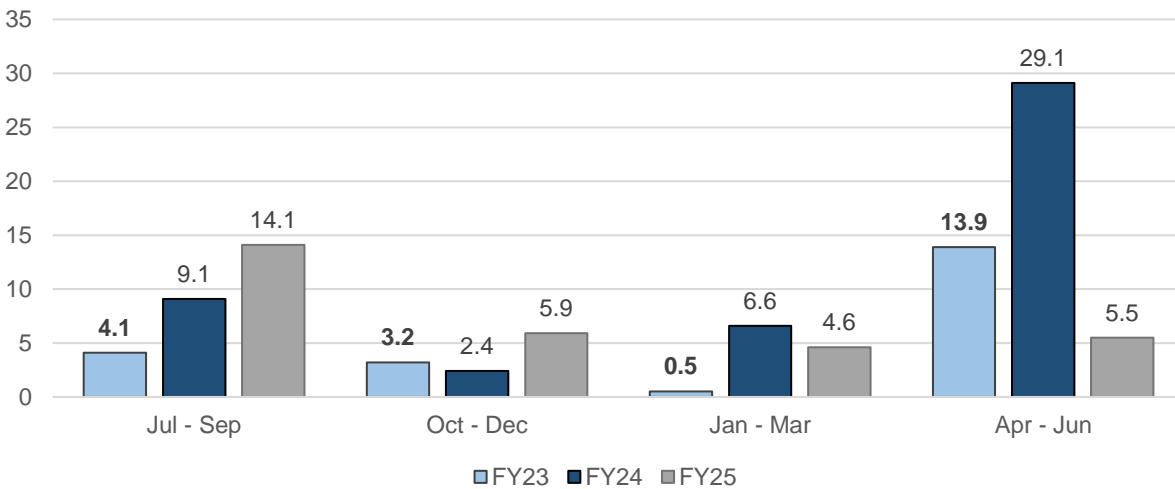
Table 6: Mileage by Type

	FY25 TOTAL	5YP YTD
IN-HOUSE	10.4	20.0
CONTRACT	13.6	47.9
UTILITY COORDINATION	5.9	30.4
OTHERS ⁴	0.0	0.4
GRAND TOTAL	29.9	102.7

As shown in **Figure 4**, significant paving occurred during the first quarter of FY25, with 14.1 miles completed in the first quarter of FY2025 (July, August, and September 2024). This work represented the remaining projects funded by the FY24 budget. Following the FY25 Midcycle Budget cuts to the paving program and the lack of a bond sale, the program saw limited operations for the remainder of the year. Due to a lack of funding, the program missed the typical Q4 high season (April – June 2025) for paving.

⁴ This category represents full-width pavement rehabilitation mileage performed by other departments, public agencies, or utilities, outside of a cost-share framework.

Figure 4: Mileage by Quarter (FY23-FY25)



Under ideal conditions, City crews have historically completed an average of 0.75 miles per month; in the final three weeks of FY25, City crews were averaging 0.8 miles per week. In total, FY25 saw the most significant year for in-house mileage: City crews performed a record-breaking 10.4 miles in FY25, 80% of which was done in the first and last quarter. This increase in production from in-house can be attributed to reduced vacancies and the purchase of a new milling machine that went into service in Spring 2025.

Staffing

As of this report writing, the pavement design program has 3 vacancies (**Figure 5**). The paving and concrete maintenance sections (**Figure 6**) added 3 new positions, bringing the total staffing to 70 with 13 positions currently vacant.

Figure 5: Pavement Design Section Staffing Levels

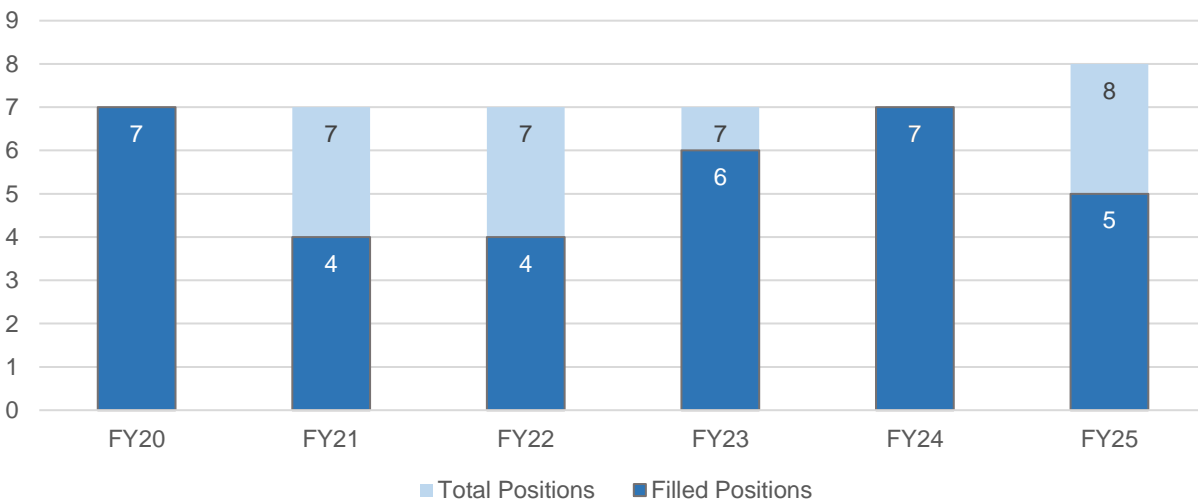
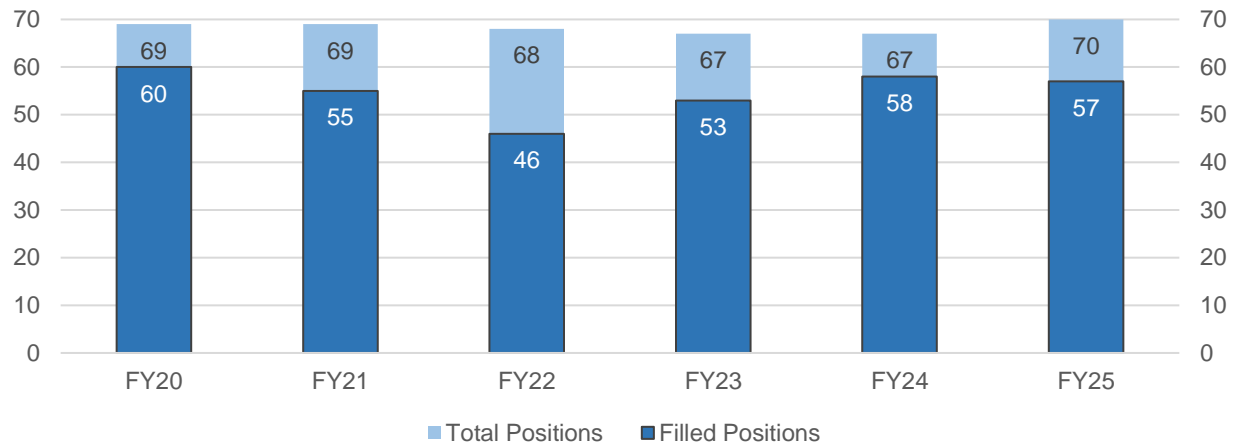


Figure 6: OakDOT Streets & Sidewalks Division Staffing Levels



Procurement & Project Delivery

In FY25, the paving program bid and awarded three \$26M as-needed pavement rehabilitation contracts. Establishment of as-needed contracts significantly expedites the turn-around process in getting a project to construction via issuance of work orders. Upon the preparation of a project-specific design plan, estimate, and specifications (PS&E), and provided the availability of funding, the project manager assigns a work order to an executed contract with established unit prices. A list of FY26 projects and current status is provided in **Table 7**.

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Table 7: Contracts & Contracting Authority (As of July 2025)

CONTRACTS	STATUS	VALUE	USE OF AUTHORITY⁵ (\$75M Max)
1007572	Construction	\$25.9	-
1007573	Construction	\$26.2	-
1007574	Construction	\$26.0	\$26.0
1006338	Construction	\$15.0	\$15.0
1006339	Construction	\$5.6	\$5.6
1006103	Construction	\$15.0	-
1006104	Construction	\$15.0	-
1006105	Construction	\$5.8	-
1006337	Construction	\$15.1	\$15.1
1006858	Construction	-	-
1006973-B ⁶	Construction	\$7.0	-
1006859	Closeout	\$15.0	-
1006569 ⁷	Closeout	\$1.0	-
1006973-A ⁸	Closeout	\$5.0	-
1004947	Closeout	\$5.0	\$5.0
GRAND TOTAL		\$182.6	\$66.7

⁵ Resolution No. [88976](#) C.M.S.⁶ Resolution No. [88374](#) C.M.S. (EBMUD Cost-Share)⁷ Resolution No. [88374](#) C.M.S. (EBMUD Cost-Share)⁸ Resolution No. [88374](#) C.M.S. (EBMUD Cost-Share)

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PUBLIC INFORMATION

Information, webmaps, and reports related to the paving program and the 5YP are maintained on the City's website.⁹ Staff maintain webmaps on the program website that provide information such as a 5YP overview and anticipated paving schedule by year. The program website is also the electronic home for these bi-annual reports.

Respectfully submitted,


Josh Rowan (Dec 8, 2025 12:58:30 PST)

JOSH ROWAN
Director, Oakland Department of Transportation

Reviewed by:
Megan Wier, Assistant Director

Sarah Fine, Acting Division Manager
Complete Streets Infrastructure Division

Prepared by:
Emaan Massoomi, Assistant Engineer II
Design & Pavement Management

For questions regarding this report, please contact Sarah Fine, Complete Streets Infrastructure Acting Division Manager at (510) 238-6241.

Attachments (1):

A: List of Streets Completed During the Third Year of the 5YP

⁹ "City of Oakland | Paving" <http://www.oaklandca.gov/topics/paving>

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Attachment A: List of Streets Completed During the Third Year of the 5YP

STREET	BEG LOCATION	END LOCATION	MILES
EDES AV	85 AV	ENTERPRISE WAY	0.41
EDES AVE	85TH AVE	98TH AVE	0.56
EDES AVE	HEGENBERGER RD	ENTERPRISE WAY	0.08
99TH AV	MACARTHUR BLVD	BANCROFT AV	0.18
SPRINGFIELD ST	98 AV	SOUTH END	0.08
WARNER AV	BANCROFT AV	MACARTHUR BLVD	0.18
PRENTISS PL	PRENTISS ST	DAVIS ST	0.06
PRENTISS ST	COOLIDGE AV	PRENTISS PL	0.13
E 27TH ST	COOLIDGE AV	NORTH END	0.06
34TH AV	NORTH END	END S/O DAVIS S	0.11
DAVIS ST	HUMBOLDT AV	FRUITVALE AV	0.35
HENRIETTA ST	34 AV	SOUTH END	0.06
ATWELL AV	BONA ST	LYNDE ST	0.09
SUNSET AV	LYNDE ST	BONA ST	0.08
60TH AV	INTERNATIONAL BLVD	EASTLAWN ST	0.13
61ST AV	WEST END	INTERNATIONAL BLVD	0.38
EASTLAWN ST	63 AV	60 AV	0.14
SEMINARY AV	SAN LEANDRO	EASTLAWN ST	0.34
65TH AV	BANCROFT AV	AVENAL AV	0.31
67TH AV	BRANN ST	FOOTHILL BLVD	0.05
56TH ST	CARBERRY AV	SHATTUCK AV	0.10
FOREST ST	CLAREMONT AV	AYALA AV	0.07
FOREST ST	COLLEGE AV	CLAREMONT AV	0.29
53RD ST	SHATTUCK AV	SOUTH END	0.07
54TH ST	SHATTUCK AV	SOUTH END	0.05
68TH AV	INTERNATIONAL BLVD	FOOTHILL BLVD	0.92
COOLIDGE AV	BROOKDALE AV	SCHOOL ST	0.24
COOLIDGE AV	FOOTHILL BLVD	BROOKDALE AV	0.68
WOOD ST	16 ST	18 ST	0.11
WOOD ST	W GRAND AV	BEACH ST	0.44
70TH AV	INTERNATIONAL BLVD	WELD ST	0.42
FLORA ST	64 AV	HAVENSCOURT BLVD	0.15
FOOTHILL BLVD	35 AV	HIGH ST	0.66

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FOOTHILL BLVD	FRUITVALE AV	35 AV	0.23
MCKILLOP RD	SHEFFIELD AV	SOUTH END	0.02
MORRISON AV	SHEFFIELD AV	EAST END	0.03
BRANN ST	67 AV	61 AV	0.38
FRESNO ST	CHURCH ST	73 AV	0.21
RISPIN DR	CLAREMONT AV	WEST END	0.16
STONEWALL RD	CLAREMONT AV	NORTH END	0.38
DARTMOUTH DR	DRURY RD	EAST END	0.04
GYPSY LN	ALVARADO RD	EAST END	0.09
71ST AV	HAWLEY ST	SNELL ST	0.12
13TH ST	BROADWAY	FALLON ST	0.58
HAWLEY ST	73 AV	69 AV	0.19
HERBERT GUICE WY	SOUTH END	69 AV	0.21
61ST AV	MACARTHUR BLVD	CAMDEN ST	0.13
CHANCELLOR LN	ENVR CH	CHANCELLOR PL	0.06
DEVON WY	NORFOLK DR	SOUTH END	0.10
NORFOLK RD	MARLBOROUGH TER	BUCKINGHAM BV	0.22
NORFOLK RD	NORTH END	STRATHMOOR DR	0.09
NORFOLK RD	STRATHMOOR DR	MARLBOROUGH TER	0.08
PATTON ST	CHABOT RD	MILES AV	0.08
NORTH HILL CT	HILLER DR	NORTH END	0.11
HARWOOD AV	EAST END	ROSS ST	0.11
MANOR CREST	ROANOKE RD	CHABOT CREST	0.10
CONTRA COSTA PL	CONTRA COSTA AV	NORTH END	0.04
EUSTICE AV	GOLDEN GATE AV	BROOKSIDE AV	0.07
ROCKWELL ST	MYSTIC ST	HARWOOD AV	0.16
61ST AV	BRANN ST	AVENAL AV	0.43
CROSS RD	GOLDEN GATE AV	ROMANY RD	0.15
CROSS RD	ROMANY RD	BROADWAY TERR	0.10
OCEAN VIEW DR	BROADWAY	ACACIA AV	0.53
OCEAN VIEW DR	COLLEGE AV	BROADWAY	0.39
N ROCKRIDGE BLVD	ROCK RIDGE BV	EAST END	0.11
ROCKRIDGE BLVD	BROADWAY	ROCK RIDGE BL S	0.13
ROCKRIDGE PL	ROCK RIDGE BL S	ROCK RIDGE BL N	0.04
S ROCKRIDGE BLVD	ROCK RIDGE BV	MARGARIDO DR	0.19
BUENA VISTA AV	HILL RD	BROADWAY TERR	0.16

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EASTLAWN ST	69 AV	66 AV	0.18
TAFT AV	BROADWAY	COLLEGE AV	0.29
EVERGREEN LN	SOUTH END	NORTH END	0.19
SLATER LN	ALVARADO RD	EVERGREEN LN	0.12
ALVARADO RD	990 FT	SLATER LN	0.19
ALVARADO RD	AMITO AV	990 FT	0.29
BESITO AV	DRURY RD	SOUTH END	0.17
SHERWICK DR	BRISTOL DR	CHARING CROSS	0.13
60TH AV	AVENAL AV	MORSE DR	0.28
66TH AV	660 FT	1320 FT	0.13
INDEPENDENT RD	COLISEUM WAY	660 FT	0.13
FRUITVALE AV	ALAMEDA AV	E 9 ST	0.29
FRUITVALE AV	E 9 ST	SAN LEANDRO ST	0.14
FRUITVALE AV	SAN LEANDRO ST	E 12TH ST	0.07
VALENTINE ST	COLUMBIAN DR	FIELD ST	0.14
COLUMBIAN DR	SUNKIST ST	NORTH END	0.30
CIRCLE HILL DR	GREENLY DR	FIELD ST	0.34
UNION ST	7 ST	5 ST	0.07
DAMUTH ST	FRUITVALE AV	LAGUNA AV	0.36
COLOMA ST	LINCOLN AV	FRUITVALE AV	0.17
SAN LEANDRO ST	69 AV	75 AV	0.28
SAN LEANDRO ST	75 AV	77 AV	0.09
CARMEL ST	LAGUNA AV	PVMT CHNG	0.02
CARMEL ST	LINCOLN AV	LAGUNA AV	0.17
DELMER ST	LAGUNA AV	LINCOLN AV	0.17
RAMPART ST	LAGUNA AV	LINCOLN AV	0.17
UNION ST	10 ST	7 ST	0.20
UNION ST	16 ST	10 ST	0.32
POTOMAC ST	LINCOLN AV	LAGUNA AV	0.17
BURLINGTON ST	LINCOLN AV	EAST END	0.16
KELLER AV	GREENLY DR	FONTAINE ST	0.17
LINCOLN AV	MACARTHUR BLVD	230 FT E/O ALIDA	0.72
BOSTON AV	MACARTHUR BLVD	BRIDGE	0.13
BOSTON AV	EAST END	MACARTHUR BLVD	0.09
STERLING DR	COLUMBIAN DR	LAMP ST	0.28
FRUITVALE AV	MACARTHUR BLVD	LYMAN RD	0.24

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FAIRMOUNT AV	GARLAND ST	HARRISON ST	0.27
GARLAND AV	HARRISON ST	FAIRMOUNT AV	0.07
KEMPTON AV	FAIRMOUNT AV	STANLEY PL	0.14
30TH ST	BROOK ST	RICHMOND AVE	0.03
CROXTON AV	PIEDMONT AV	RICHMOND BLVD	0.07
FRISBIE ST	FAIRMOUNT AV	RICHMOND BLVD	0.11
FRISBIE ST	HARRISON ST	FAIRMOUNT AV	0.08
RANDWICK AV	PIEDMONT AV	RICHMOND BLVD	0.08
RICHMOND BLVD W	RANDWICK AV	I580	0.10
RICHMOND BLVD E	RICHMOND BLVD W (BEGIN FORK)	I580	0.14
POPLAR ST	24 ST	W GRAND AV	0.12
POPLAR ST	PERALTA ST	24 ST	0.36
POPLAR ST	W GRAND AV	WEST END	0.49
26TH ST	WILLOW ST	MANDELA PKWY	0.04
26TH ST	WOOD ST	WILLOW ST	0.08
26TH ST	MANDELA PKWY	Magnolia St	0.32
WINTHROPE ST	KELLER AV	SOUTH END	0.25
EVERETT AV	EVERETT AV	VISTA ST	0.16
10TH ST	MADISON ST	WEBSTER ST	0.29
ALTAMONT AV	HILLMONT DR	SUNNYMERE AV	0.17
ALTAMONT AV	SIMSON ST	HILLMONT DR	0.14
E 8TH ST	FALLON ST	5TH AV	0.42
RIFLE LN	MOUNTAIN BLVD	ALTURA PL	0.08
ALTURA PL (7201 - 7560)	SOUTH END	NORTH END	0.20
GREENLY DR	CIRCLE HILL DR	KELLER AV	0.47
COLLINS DR	HEGENBERGER RD	NORTH END	0.13
TYLER ST	EDES AV	RAILROAD AV	0.18
STERLING DR	LAMP ST	SHONE ST	0.25
HAZELWOOD CT	MADDUX DR	EAST END	0.09
CLARA CT	CLARA ST	EAST END	0.03
CLARA ST	NORGREN ST	EDES AV	0.33
NORGREN ST	EAST END	JONES AV	0.03
ROSSMOOR AV	ROSSMOOR CT	ASHTON AV	0.08
CASWELL AV	MADDUX DR	CLARA ST	0.26
NEVADA ST	RAILROAD AV	EDES AV	0.15

HONORABLE MAYOR & CITY COUNCIL

Subject: 2022 5-Year Paving Plan Update: July 2024 to June 2025

Date: December 4, 2025

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MADDUX DR	STONEFORD AV	EDES AV	0.32
JONES AV	SOUTH END	EDES AV	0.32
BELL WAVER WY	BALMORAL DR	WEST END	0.12
SHAWNEE CT	TARTAN WAY	NORTH END	0.07
WEE BLYTHEN	BLYTHEN WAY	SOUTH END	0.02
TARTAN WY	BALMORAL DR	WEST END	0.17
ROLAND WY	CAPWELL DR	OAKPORT	0.35
LEET DR	HEGENBERGER	PENDLETON WAY	0.28
BRUNELL PL	BRUNELL DR	EAST END	0.04
CRANE WY	JOAQUINMILLER R	JOAQUINMILL RD	0.31
WORTH ST	PHELPS ST	EDES AV	0.16
Total =			29.9