

# ***FINAL REPORT***

## ***2020-21 UPDATE OF PAVEMENT MANAGEMENT PROGRAM (Citywide)***

***2021-2026***



***Submitted to:  
City of Lomita, CA  
May 26, 2021***



May 26, 2021

Mr. Mondher Saied, P.E.  
Principal Engineer  
City of Lomita  
24300 Narbonne Avenue  
Lomita, CA 90717

**Subject: Final Report - Update of the Pavement Management Program**

Dear Mondher:

As part of the 2020-21 Update of the Pavement Management Program for the City of Lomita, *Bucknam Infrastructure Group, Inc. (Bucknam)* is pleased to submit the Final Report for the City's pavement network.

The information contained in this report was used to develop the recommended improvement program for the pavement network. The report covers the following categories:

- **Executive Summary (Section I)**
- **Pavement Management Program Development and Reporting (Section II)**
- **Pavement Conditions For Each Segment in the Network (PCI Report – Section III)**  
The Pavement Condition Index report shows the present condition of each street in the pavement network. In addition, the report shows the basic geometry of each street segment.
- **Forecast Maintenance Reports (Section IV)**
  - **Recommended Maintenance and Repair Strategies**  
The recommended maintenance and repair strategies were used to generate the Forecasted Maintenance Report and were based on our 2020-21 inspections. Additionally, we have assessed and incorporated unit cost and maintenance application practices/types with our strategies.
  - **Projected Projects based on M&R Strategies**  
The Forecasted Maintenance Report projects the street maintenance activities required for the next five years, broken down to show maintenance levels for Arterials and Collectors streets. The report included in this section is broken down by fiscal year.



Our thorough analysis of previous and current Lomita PMP strategies enabled our staff to make proactive recommendations to the City's pavement CIP. All comments received from the City have been incorporated in the reports that follow. All of the City's issues and needs that were brought to our attention are included in the report. It has been a pleasure working with you and the City on updating your Pavement Management Program. We look forward to the continued success of this project and future teamwork with City staff.

Sincerely,

***Bucknam Infrastructure Group, Inc.***

A handwritten signature in black ink, appearing to read "Peter J. Bucknam". The signature is fluid and cursive, with a prominent initial "P" and "B".

Peter J. Bucknam  
Project Manager  
Infrastructure Management – GIS Services

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**Acronym Listing**

American Society for Testing and Materials (ASTM)  
 Army Corps of Engineers (ACOE)  
 Asphalt Concrete (AC)  
 Asphalt Rubber Hot Mix (ARHM)  
 Average Daily Traffic (ADT)  
 Capital Improvement Program (CIP)  
 Geographic Information System (GIS)  
 Government Accounting Standards Board Statement 34 (GASB 34)  
 Ground Penetrating Radar (GPR)  
 Los Angeles County MTA (METRO)  
 Maintenance and Repair (M&R)  
 Pavement Condition Index (PCI)  
 Pavement Management Program (PMP)  
 Portland Cement Concrete (PCC)

## **SECTION I**

### **EXECUTIVE SUMMARY**

#### **2021 UPDATE OF PAVEMENT MANAGEMENT PROGRAM**

This report reflects the continued dedication and proactive management of the City's Pavement Management Program (PMP); the last major update to the City's PMP was performed in 2017. As the City of Lomita infrastructure continues to mature and age the street network is an essential asset that needs to be continuously maintained, assessed and improved upon. Over twenty years ago, the City of Lomita developed and implemented a PMP to achieve just that. Today, the City is currently using StreetSaver, to manage the street network. This system is essential to the City in that it assists Public Works staff in capturing funding for its arterial street system as well as cost-effectively manages the local network through proactive maintenance and scheduling. Under this project, the City has incorporated the development of a unique Pavement Management – GIS layer that will assist the City in spatially analyzing pavement conditions and other attribute information that resides in the StreetSaver database.

The Lomita PMP has been developed to assist City personnel by providing current data on the City's street network and to develop cost-effective maintenance strategies to maintain a desirable level of pavement performance on a network scale, while optimizing the expenditure of limited fiscal resources. The PMP efforts in 2021 consisted of analyzing the City's 2017 dataset for quality and usability. City staff also provided key information pertaining to the ongoing maintenance that has occurred throughout the City since 2017. In doing this, we were tasked to generate an updated Capital Improvement Program report that identified recommendations and deficiencies in the current operating and maintenance efforts put forth by the City.

For the 2021 project, our staff surveyed all arterial and collector routes to assist the City in complying with Los Angeles County MTA (METRO) PMP requirements as well as surveyed all local streets and analyzed historical maintenance operations.

Specifically, the program provides administrators and maintenance personnel with:

- *The present condition status of the pavement network (arterial, collector, and local streets), as a whole and of any grouping or individual component within the City;*
- *A ranked list of all streets, or segments of streets, by condition within the network;*
- *Rehabilitation/maintenance needs of each street segment by year;*
- *An optimized priority maintenance and rehabilitation program based on cost/benefit analysis and various levels of funding;*
- *Optimum annual budget levels for pavement maintenance for the current and the following five (5) years;*
- *Prediction of the future performance of the City's pavement network and each individual street section;*

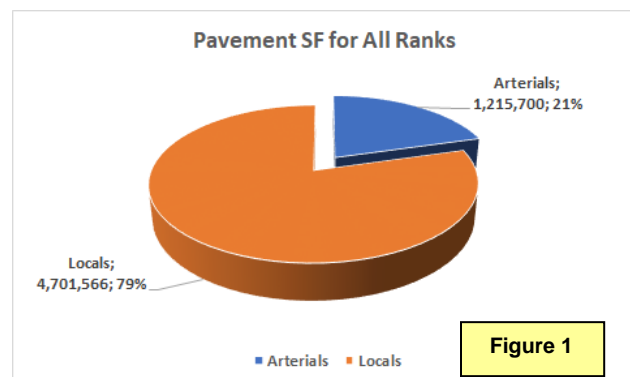
- Updated PMP data to assist the City with GASB 34 compliance; and
- Pavement condition data and analysis presented in **ArcGIS** that is compatible with City's existing GIS

Pavement is a dynamic structure where deterioration is constantly occurring; thus the pavement management program needs to be updated on a regular basis to reflect these changes in pavement conditions, pavement maintenance histories, and maintenance strategies based upon budgetary constraints. In our approach to develop the City's forecasted maintenance recommendations we worked with Lomita staff in identifying unit costs for all maintenance practices used on an annual basis (these not only included the material costs but contingency costs for design and ADA improvements). Currently, based upon the City's maintenance practices and their associated unit costs, the total replacement value of the Lomita pavement network is \$34,976,400. This value clearly indicates that the City's pavement network is one of the most valuable and essential asset to Lomita. The City's use of slurry seal, AC Overlay and R&R practices are typically applied at a five year, ten year and 25 year frequency respectively. These frequencies are typical but the City may see increases in deterioration rates due to environmental, load and high average daily traffic (ADT) volumes. For example, high ADT volumes along one of Lomita's arterial streets will increase deterioration rates for a previously applied AC Overlay compared to a small local street. These deterioration rates are monitored through frequent inspections and functional class deterioration analysis within the City's PMP database.

This report reflects our findings and recommendations for the PMP and the current state of the City's pavement network. Furthermore, we have recommended detailed funding and maintenance strategies for the arterial/collector and residential networks for next five (5) years.

### SUMMARY OF CITY'S PAVEMENT NETWORK

Within the Lomita pavement management network there are approximately 32.0 section miles of streets, 310 pavement sections and 5,917,266 SF of pavement. The Arterial and Collector network consists of approximately 1,215,700 SF of pavement which consists of 21 pavement sections totaling in 3.5 section miles. The Local network consists of approximately 4,701,566 SF of pavement which consists of 289 pavement sections totaling in 28.5 section miles.



The City's pavement network is broken down into manageable groups that have similar characteristics, such as pavement rank, surface type and logical segmentation. Pavement segments are identified by their branch and section numbers. Pavement "branches" that have a common usage, such as Narbonne Avenue, defines a "branch" within StreetSaver. Pavement "sections" are pavement segments within the defined branch that have consistent pavement rankings, construction/maintenance histories and use. Representative inspection samples are then selected and visually surveyed to locate distress data. This data is used to calculate the pavement sections Pavement Condition Index (PCI) which includes distress type, extent of the distress and its severity.

The PCI is a condition rating that ranges from 100 (a new pavement section or recently overlaid or reconstructed) to 0 for a section that has structurally failed and deteriorated dramatically.

Weighted average PCI of a given area/zone = pavement section PCI \* its own area divided by the total square footage of the given area/zone. Table 1 summarizes the conditions found within the City of Lomita pavement network by rank.

- **The weighted average PCI for the Arterial / Collector network is 85.2**
- **The weighted average PCI for the Local network is 69.2**

The weighted PCI value associated with the Local routes shown through our survey analysis is timely in that it is showing that a large amount of preventative, slurry seal, and overlay work will be needed over the next several years to increase the level of condition (PCI) to a “preventative maintenance” state.

**CURRENT CITYWIDE CONDITIONS (ARTERIALS, LOCALS)**

The overall condition of the City’s pavement network is “Good” with a weighted average PCI of 72.5 based on the surface area of each segment. The 2021 PCI value demonstrates a 5% increase from the 2017 PMP study and a 22% increase from 2011. The distribution of the City’s overall pavement network is shown in Section III of this report (Condition Distribution).

Rank	2021 PCI	2017 PCI	PCI 2014	PCI 2011	SF	Mi.
Arterials	85.2	73.7	70.2	66.8	1,215,700	3.5
Locals	69.2	68.1	59.2	56.9	4,701,566	28.5
	<b>72.5</b>	<b>69.3</b>	<b>61.8</b>	<b>59.2</b>	<b>5,917,266</b>	<b>32.0</b>

**Table 1 – Historical Lomita PCI Data (2011-2021)**

Condition	PCI Range	Arterials	Locals	Total Mi.	% of Network
Excellent	86-100	2.6	9.4	12.0	56%
Very Good	71-85	0.5	5.5	6.0	
Good	56-70	0.0	5.2	5.2	30%
Fair	41-55	0.0	4.3	4.3	
Poor	26-40	0.0	2.4	2.4	14%
Very Poor	11-25	0.3	1.4	1.8	
Failed	0-10	0.0	0.3	0.3	
		<b>3.5</b>	<b>28.5</b>	<b>32.0</b>	

**Table 2 – Condition Distribution by Section Mileage for All Streets**





**CURRENT CITYWIDE CONDITIONS (ARTERIALS AND LOCALS)**

The overall condition of the City’s pavement network is “Very Good” with a weighted average PCI of 72.5 based on the surface area of each segment. The distribution of the City’s overall pavement network is shown in Section III of this report (Condition Distribution).

For comparison, Bucknam performed 2020-21 pavement management studies for several other Los Angeles County agencies and have included their weighted PCI values; Rancho Palos Verdes (88.9), Culver City (69.1), El Segundo (72.7) and Compton (59.4).

As shown above, the majority of segments are evenly distributed through Very Good to Fair condition categories. For a network in “preventive” condition status you would typically see Very Good to Good section percentage totals at the 55% to 60% range; Lomita’s network currently shows 72% of its sections within these PCI ranges. These findings indicate that the proper management of the network has been performed over the past five years; this is now allowing Public Works managers/staff to proactively establish preventative and rehabilitation schedules that will generate further high-value ROI for the City. To sustain this asset, continued amounts of overlay rehabilitation and slurry seal maintenance needs to be budgeted for and performed across all areas of the pavement network over the next five years.

As shown in Table 2, over 28% of the City’s entire network falls within the fair to failed condition categories based on PCI, highlighting the need for continued funding and implementation of proactive overlay and reconstruction projects. Increased overlay rehabilitation activity will increase the City’s overall weighted PCI while reducing deferred maintenance costs in future fiscal years. Overlay projects applied to appropriate, qualifying segments is necessary to sustain the City’s network in a preventative condition status as described above. A network-wide preventative condition status is typically a network with a weighted average PCI over 75.

Regarding the Local network, 24% (6.9 miles) of the local pavement network requires slurry seal maintenance activity while 30% (8.5 miles) requires overlay rehabilitation or reconstruction.

With the moderate amount of Local sections needing M&R the City should proactively appropriate more funding to the local street network in order to increase the overall condition of the locals. The Local network has shown slight improvement over five years however it will continue to be a major contributor to the moderate amount of deferred rehabilitation cost burdens unless appropriate pavement funding is applied.

Regarding the Arterial / Collector network, With the overall PCI in the 80’s, proactive planning and application of scheduled slurry projects needs to be established; this will sustain the asset while freeing up additional funding for deferred reconstruction projects.

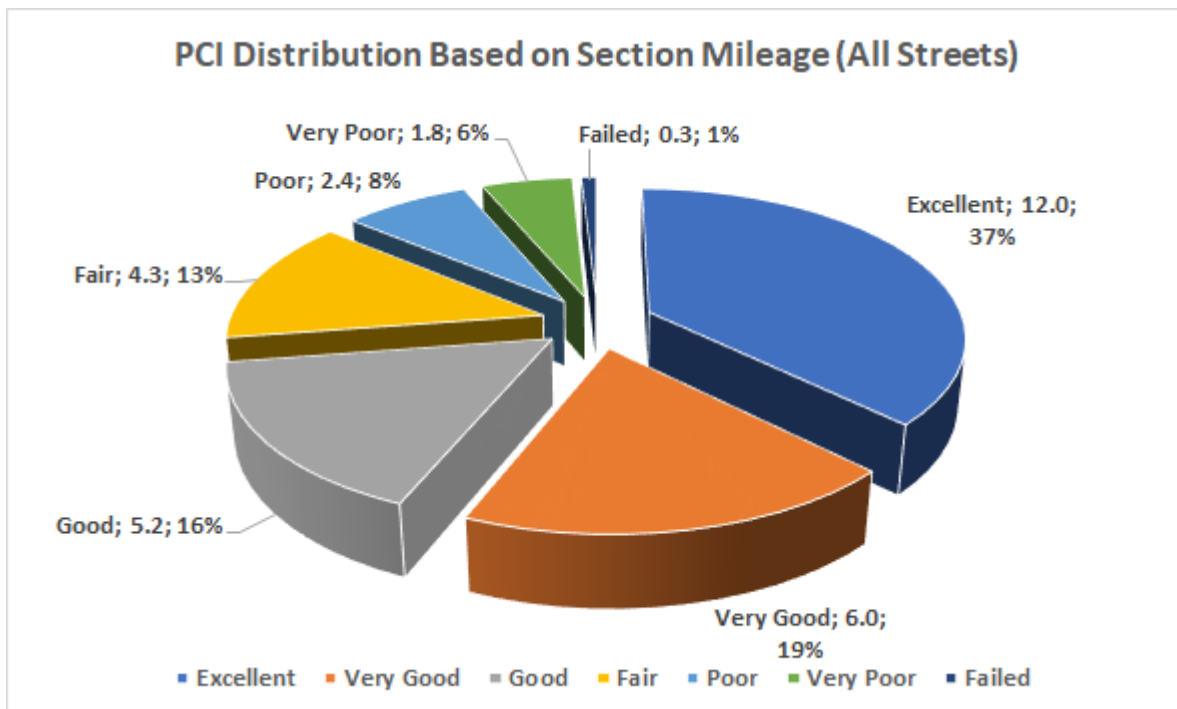
With the supplement of SB1/Prop. C/Measure M/Measure R monies coming to the City annually additional projects can now be schedule and expedited.

Currently, 15% (0.5 miles) of the Arterial/Collector network requires slurry seal maintenance activity while 9% (0.3 miles) requires overlay rehabilitation or full reconstruction.

Through our assessment of the City’s annual pavement maintenance budget allocations (FY 2021-2026) the ample amount of necessary CIP funds will cause the City’s citywide weighted PCI to increase over the next five years.

Furthermore, as large overlay and rehabilitation projects are considered for funding, the City should also consider using sub-grade R - Values, structural design, distress severities / extents as parameters for determining whether a pavement section that lies within the Poor to Very Poor condition range should be overlaid or reconstructed. The City has available and accessible Google .kmz Coring Data that will serve as an essential tool when assessing AC and Base thicknesses during grind and overlay planning.

PCI conditions reflect “surface” conditions; additional sub-surface data such as coring data, R-Values and ground penetrating radar (GPR) will provide City to with a better approach to the maintenance that should be applied.



**Figure 2 – PCI Condition Distribution by Section Miles for All Streets**

## **MAINTENANCE STRATEGY DEVELOPMENT**

Based on the results of the condition survey and input from the City, pavement maintenance/rehabilitation strategies were developed. At the outset, the City and Bucknam staff identified a distribution of City maintenance funds that would be applied to the network over the next five years. This was based upon the desire to prevent the decrease in street conditions and not allow an increase in the maintenance backlog funds over the five-year program.

With this approach, Bucknam has recommended a “minimal level of service” which creates a major dividing line in determining pavement maintenance. Generally within pavement management programs, a PCI range between 55 to 75 determines the threshold of when preventative or major overlay maintenance is activated. Based on the City’s weighted average PCI, condition distribution, maintenance practices, our team has identified a PCI of “75” as the minimum level of service. This means that any pavement section with a PCI greater than 75 will be recommended for preventative maintenance. This recommendation is indicated in Table 6, Section II.

Bucknam developed a multi-year Capital Improvement Program for the City based on the pavement records, yearly capital expenditures and the most recent 2021 inspections. These recommendations and results are shown in Section II of this report where we have demonstrated what level of funding is necessary to improve the current weighted condition level of 72.5 to a level of 79 by FY 2026.

As shown in Figure 2, 72% of the City’s streets are in Excellent to Good condition. These sections will be targeted for “preventive” maintenance within our Capital Improvement Program (CIP) recommendations. The reasoning in doing this is to extend the life cycles of those “good” pavement sections which accrues capital saving to aggressively rehabilitate those pavement sections that are below the “minimal level of service”.

In order to achieve the most effective and optimum program for the City, certain strategies have been selected and/or analyzed. Below is a listing of the maintenance activities utilized in strategy development. Each activity is representative of the types of work that have been programmed as part of the long-term maintenance requirements of the City’s street network.

### **General Repairs-Stop Gap (Localized Maintenance\*)**

For this maintenance type, small localized surface treatments are utilized as “holding action” solutions (stop gaps) to delay the need for pavement structural strengthening. They typically include activities such as crack sealing, deep patching, skin patching, grinding and leveling.

### **Slurry Seals (Global Maintenance\*)**

Surface treatments applied to pavements with minimal surface distress to provide new wearing surfaces and extend pavement life. Generally consists of a mixture of conventional or latex-modified emulsified asphalt, well-graded fine aggregate, mineral filler and water placed over an existing AC surface.



**Cape Seals (Global Maintenance\*)**

This is an application of a single layer of asphalt binder to a road surface immediately followed by a single layer of cover aggregate (chips). The single layer chip seal is then followed with a slurry seal application.

**Leveling Courses (Global Maintenance\*)**

The existing pavement should be made as smooth as possible before being overlaid. It is difficult to make up elevation differences or smooth out ruts by varying overlay thickness. For flexible overlays, Hot-mix asphalt (HMA) tends to differentially compact; a rule of thumb is that conventional mixes will compact approximately 6 mm per 25 mm (0.25 inches per 1 inch) of uncompacted thickness.

Therefore, before applying the final surface course the existing pavement is typically leveled by one or both of the following methods:

1. Applying a leveling course (HMA pavements). The first lift applied to the existing pavement is used to fill in ruts and make up elevation differences. The top of this lift, which is relatively smooth, is used as the base for the wearing course.
2. Milling (HMA pavements). A top layer is milled off the existing pavement to provide a relatively smooth surface on which to pave. Milling is also commonly used to remove a distressed surface layer from an existing pavement.
3. Diamond Grinding (PCC pavements). A thin top layer can be milled off of an existing pavement to smooth out relatively small surface distortions prior to flexible or rigid overlay.

**Overlays (Major Maintenance\*)**

AC Overlay – Placement of a layer of hot-mixed asphalt concrete over the existing pavement surface (may include pavement fabric). Grinding (milling) is performed prior to the overlay to reduce the total height of asphalt and assure alignment with existing gutter lines. This also includes “dig-outs” and crack sealing prior to the application of an overlay. This treatment provides a new wearing surface and increased structural strength to the pavement section. A conventional overlay should be designed for a ten-year life.

Asphalt Rubber Hot-Mix Overlay - The ASTM definition is: Asphalt-Rubber is a blend of asphalt cement, reclaimed tire rubber and certain additives in which the rubber component is at least 15% by weight of the total blend and has reacted in the hot asphalt cement sufficiently to cause swelling of the rubber particles. Specifically, using crumb rubber modified binders in pavement applications benefits local agencies in that cities find:

- Pavement resists cracking by being more flexible;
- Cost savings come from a longer life cycle, decreased maintenance and the use of less material
- Improvement in skid resistance;



- Decreased noise; and
- It provides long-lasting color contrast for marking and striping

**Reconstruction (Major Maintenance\*)**

Removal of the existing pavement section to a prescribed depth followed by the placement of a conventional flexible pavement section using a structural AC Hot Mix or AR Hot Mix or a full depth asphalt. Each classification of road has a typical design cross-section upon anticipation traffic loading.

\*Localized, Global and Major maintenance activities are default terms used within the StreetSaver pavement software. Specific pavement repair applications are placed within each maintenance activity in order to develop multi-year maintenance forecast recommendations.

**ANNUAL BUDGET PROJECTIONS**

The budgeting process was approached with the following in mind; generate two unique work programs for the next five (5) years based upon actual road pavement conditions in order to:

- 1. Demonstrate how the City’s “Actual” Five-year Public Works street maintenance/capital budget performs against today’s conditions;**

TDA:	\$68,661
Measure R Local Return:	\$202,479
Measure M Local Return:	\$292,580
Proposition C:	\$344,212**
SB1:	\$405,806
General Fund:	<u>\$175,000</u>
	\$1,488,738/yr*

*\*City has indicated that it expects to receive the annual amount shown above based upon the listed funding sources.*

*\*\* Proposition C Funding is only allocated for transportation/transit street projects*

- 2. Demonstrate budget allocation for pavement maintenance performs is necessary to “maintain” today’s existing conditions until 2026;**

Based on current and future pavement maintenance needs, two annual work programs have been prepared and summarized below. Table 3 demonstrates how the City’s annual budget performs against today’s conditions (each scenario addresses arterial and local streets). Table 4 demonstrates what annual budget is necessary to “maintain” today’s conditions.

Plan Year	PCI Before	PCI After	Slurry / Cape	Overlay / Recon	Total \$
2021-22	72.5	74.7	\$357,894	\$772,474	\$1,130,368
2022-23	73.9	76.4	\$304,573	\$1,362,351	\$1,666,924
2023-24	75.4	77.3	\$499,257	\$691,046	\$1,190,303
2024-25	76.3	77.9	\$186,113	\$569,415	\$755,528
2025-26	76.8	78.2	\$120,723	\$586,834	\$707,557
			<b>\$1,468,560</b>	<b>\$3,982,120</b>	<b>\$5,450,680</b>

**Table 3 – Citywide Projection Utilizing “Actual” Budget**

Plan Year	PCI Before	PCI After	Slurry / Cape	Overlay / Recon	Total \$
2021-22	72.5	74.2	\$215,300	\$354,300	\$569,600
2022-23	73.1	74.0	\$287,400	\$210,800	\$498,200
2023-24	72.7	73.5	\$195,300	\$156,500	\$351,800
2024-25	72.1	72.8	\$175,100	\$166,700	\$341,800
2025-26	71.8	72.5	\$165,200	\$389,500	\$554,700
			<b>\$1,038,300</b>	<b>\$1,277,800</b>	<b>\$2,316,100</b>

**Table 4 – Citywide Projection Utilizing “Maintain” Budget**



***Additional detail and breakdown of budget projections are demonstrated in Section IV of this report.***

All work program budgets generated are presented in terms of current 2021 dollars. All repair activities were based on distresses observed at the time of the field survey. These are recommendations and are to be used as “the best case scenario” for improving the City of Lomita street network.

## **QUALITY CONTROL EFFORTS**

As indicated in our scope of work, Bucknam performed numerous quality control checks in the field during survey efforts as well as specific site investigations requested by the City. Field check efforts were performed at the end of each week of survey.

This project included the survey of all streets; small area adjustments were made to the database as well as naming conventions corrections for a small handful of local streets. These corrections were made to both the StreetSaver database and the unique PMP-GIS layer.

Work History records for 2017 - 2021 street rehabilitations were entered into the database.

## **FINDINGS AND RECOMMENDATIONS**

Through our assessment of historical maintenance performed within the City and through our discussions with City staff the conditional data found across the network clearly shows that the City has applied strong, preventative maintenance strategies over the past four years. We continue to see an annual conditional increase within the Arterial program, however, the Local program is showing signs of only moderate improvement. Pavement management involves frequent preventative maintenance; as pavement deteriorates through heavy traffic impacts, weathering and time, preventative maintenances (such as slurry seal, stop gap, etc.) have limited benefits. More aggressive rehabilitation applications/funding have to be utilized. Our study has shown that key Arterial slurry and local overlay projects will be needed over the next five years to improve the network's level of condition.

Currently, the City's two major streets networks (Arterial & Local) hold very different weighted PCI values; it is our recommendation that a proactive, common sense Local overlay program be assessed and scheduled over the next several fiscal years while only minimal slurry/overlay projects be applied to the Arterials. This will ensure that the citywide weighted PCI will increase and allow for routine slurry seal maintenance by FY 2026.

Through our analysis of the Lomita PMP we have found and recommend the following items which should be considered for a proactive approach to the PMP and future management of the program:

### **Arterials**

The recent 2021 Arterial inspections and PCI results have indicated that the Lomita Arterial network is currently in "Very Good" condition (weighted avg. PCI of 85.2). At a minimum, to maintain this condition it is critical that preventive maintenance activities are funded at the levels identified on page 9 and its corresponding Section IV spreadsheet reports to maintain a "Very Good" network weighted average PCI value.

Our Arterial findings for conditional data and recommendations for revenue expenditures are shown below:

- The Arterial/Collector network has a weighted PCI of 85.2;
- Currently, 9% of the arterial network (approx. 0.3 miles) qualify for overlay/reconstruction maintenance; 15% (approx. 0.5 miles) qualify for slurry seal maintenance;
- At a minimum, Arterial maintenance projects should focus on the maintaining the current PCI at a weighted average of 85.2 within next five years;
  - Maintain the Arterial revenues at an average annual level of \$105,500/yr for the term of the CIP to generate the PCI identified within Table 4, page 9;



- Develop a proactive fiscal and planned approach to identify Arterial slurry projects based on the deterioration modeling within StreetSaver;
  - Demonstrated budget shown within Table 3, page 9 is ample to sustain the Arterial weighted PCI of 85.2 to 85.0 after five years, additionally, the citywide deferred backlog decreases from a level of \$3.9 million to \$2.9 million after five years;
- Perform pavement inspections on the Arterial network every three years to build a solid planning model within StreetSaver to track PCI deterioration; also follows METRO guidelines for PMP’s;

### **Locals**

The recent 2021 Local inspections and PCI results have indicated that the Lomita Local network is currently in “Good” condition (weighted avg. PCI of 69.2). At a minimum, to improve this condition, it is critical that preventive maintenance and overlay activities are funded at the levels identified on page 9 and its corresponding Section IV spreadsheet reports to reach a “Very Good” network weighted average PCI value. Our Local network findings for conditional data and recommendations for revenue expenditures are shown below:

- The Local network has a weighted PCI of 69.2;
- Currently, 30% of the local network (approx. 8.5 miles) qualify for overlay/reconstruction maintenance; 24% (approx. 6.9 miles) qualify for slurry seal maintenance;
  - With Local conditions showing 8.5 miles of streets in need of major rehabilitation a continuous and proactive Local CIP program needs to be sustained;
- At a minimum, Local maintenance projects should focus on the maintaining the current PCI at a weighted average of 72 within next five years;
  - Maintain the Local revenues at an average annual level of \$357,700/yr for the term of the CIP to generate the PCI identified within Table 4, page 9;

- Develop a proactive fiscal and planned approach to identify Local overlay projects based on the deterioration modeling within StreetSaver;
  - Demonstrated budget shown within Table 3, page 9 is ample to increase the Local weighted PCI of 69.2 to 79+ after five years, additionally, the citywide deferred backlog decreases from a level of \$3.9 million to \$2.9 million after five years;

- Perform pavement inspections on the Local network every three years to build a solid planning model within StreetSaver to track PCI deterioration; also follows METRO guidelines for PMP’s;

## **SECTION II**

### **PAVEMENT MANAGEMENT PROGRAM / CAPITAL IMPROVEMENT PROGRAM**

*Bucknam Infrastructure Group, Inc. (Bucknam)* performed the following services in accordance with the scope of services that was contracted with the City of Lomita. As a quick overview, the following tasks were performed to complete the work over the past several months:

#### **2020-21 Pavement Management Work Efforts:**

- Task 1:** Project Kickoff-Data Management
- Task 2:** Update of Maintenance Activities
- Task 3:** Pavement Condition Survey (approx. 32 miles)
- Task 4:** Budgetary Analysis and Capital Improvement Reports
- Task 5:** Executive Summary and Final CIP Reports
- Task 6:** Mapping of the Pavement Network

#### **Summary of Pavement Management Program 2020-21**

As a part of the 2020-21 update of the pavement management program, a major element of work was to complete a comprehensive assessment of the existing street network and PMP database within the City. This included assessing the City's existing 2017 StreetSaver dataset, GIS, street naming conventions and work history information. From there, Bucknam worked with the City to confirm public and private street listings which set the foundation for accurate CIP reporting. All data was then updated into the City's StreetSaver database.

Work history information was provided by the City in the form of completed bid documents, field notes, institutional knowledge, and previous dataset and Excel documents. This information was entered into the proper pavement segments that match the limits of those projects. From there, CIP pavement recommendations were performed (discussed and demonstrated below) where the pavement maintenance information the City provided (PMP material practices, unit costs, and capital budgets) were used to generate recommendations through the StreetSaver system.

Table 5 demonstrates PCI ranges defaulted within StreetSaver. Once a pavement inspection is complete, a PCI is calculated for each pavement section. Each PCI calculated falls within a defined PCI range category (Excellent, Poor, etc.). Furthermore, a weighted PCI was calculated for the each functional class within the network (arterials and locals).

The PCI is a condition rating that ranges from 100 (a new pavement section or recently overlaid or reconstructed) to 0 for a section that has structurally failed and deteriorated dramatically. Weighted average PCI of a given area/zone = pavement section PCI multiplied by its own area divided by the total square footage of the given area/zone. This information can also be represented through StreetSaver to show how much square footage or percentage of area falls within a PCI range category.



<u>PCI RANGE</u>	<u>CONDITION</u>
86-100	Excellent
<b>71-85</b>	<b>Very Good (Lomita Network 2020-21 = 72.5)</b>
56-70	Good
41-55	Fair
26-40	Poor
11-25	Very Poor
0-10	Failed

**Table 5 - PCI Range**

These condition ranges are defined by the ASTM and defaulted within the StreetSaver software. The summary of all roads condition data and their representative PCI's can be seen in the Pavement Condition Report in Section III.

**STRATEGY ASSIGNMENT TABLE**

Once the appropriate activities from the above listings were selected by the City, a Maintenance Strategy Table was defined within the system that allocated the appropriate actions to the specific repair needs of the street. In defining the maintenance strategy list, emphasis was placed on defining pavement condition thresholds and using the PCI for the specific maintenance activities within these categories.

**Strategy Assignment Table**

<b>All Streets</b>		
<b>PCI Range</b>	<b>Description</b>	<b>Unit Cost</b>
20-100	Preventative, Stop Gap, Patching	Varies by Activity
Varies by Activity		
60-85	Type II Slurry (Locals)	\$0.38/SF
60-85	Type II Slurry (Arterials)	\$0.44/SF
<b>Minimal Level of Service (75)</b>		
40-75	Cape Seal (Locals)	\$0.93/SF
20-60	2" Grind / Overlay (Local)	\$2.02/SF
20-60	2.5" ARHM Overlay (Arterial)	\$2.25/SF
0-20	AC Remove & Replace (Locals)	\$5.50/SF
0-20	AC Remove & Replace (Arterials)	\$7.50/SF
0-30	PCC Reconstruction	\$12.00/SF
30% Contingency included within All Unit Costs		

**Table 6- Strategy Assignments**

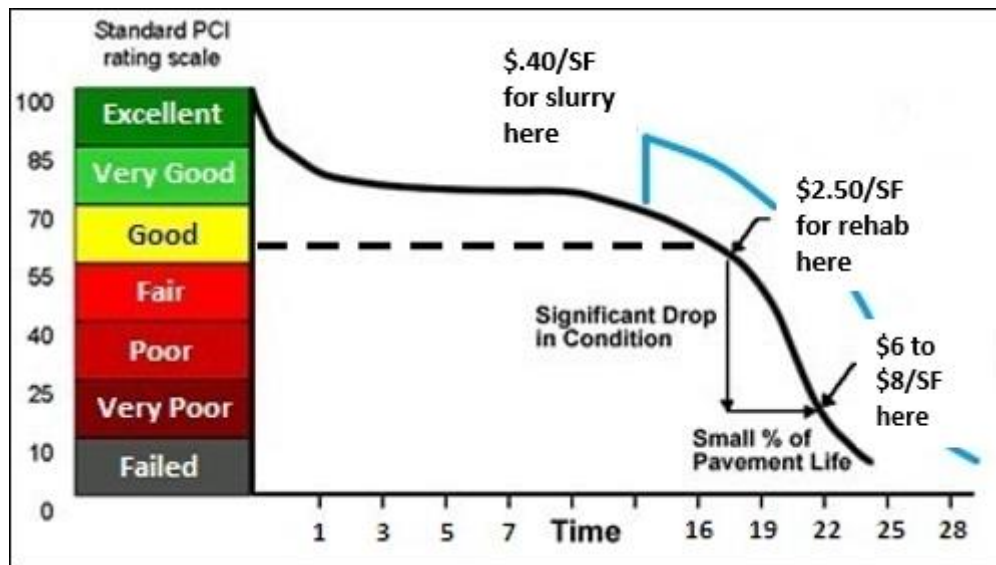


The Strategy Assignments List, shown in Table 6, was developed to identify the most critical segments in each of the work programs (Arterial, Collector and Local).

Segment priorities were established by determining the range of PCI's requiring first attention based on the relative value of each segment's PCI, thus maximizing the annual maintenance budget. Also, distress quantity, area extent, type and severity were critical elements in the decision process for recommending maintenance. The assignment table is used as a guide within StreetSaver to recommend maintenance, however, further assessment by City staff and/or outside parties can override maintenance recommendations. This can be done by reviewing and assessing distress extents and their weighted percentages.

Once the strategy assignments were set within the system, budgets and work assignments were generated for each work program on an annual basis. Using pavement deterioration curves for each type of pavement surface and class of road, both current year and future years work requirements for each pavement segment within the City were determined. In forecasting the maintenance requirements in future years, the current PCI value is reduced annually for each pavement segment based on the StreetSaver deterioration curves within the City's database.

Likewise, maintenance activities performed in a given year increase the PCI value as they are applied to the segment. The overall program is dynamic in that each strategy consists of a cyclic series of actions that simulates the pavement anticipated life cycle.



**Figure 3 – Sample Pavement Life Cycle**

**ANNUAL WORK PROGRAM PROJECTIONS**

The goal of these projections is to assist City policy makers in utilizing the recommendations of the StreetSaver system. By using the City of Lomita’s current budgets and maintenance practices the system will develop “section unique” improvements and strategies. Each segment will be tied to a specific fiscal year. As shown in the following pages, we have assessed the budgets that have been projected to meet the maintenance and rehabilitations needed to maximize the City’s return on investment. The budget forecasting goal for the City network focused on:

- ❖ Establishing a proactive multi-year Maintenance & Rehabilitation Program;
- ❖ Developing a preventive maintenance program; and
- ❖ Selecting the most cost-effective repairs based on City strategies

ACTUAL BUDGET – The Actual budget was generated for the City to demonstrate how current FY 2021 through 2026 Public Works budgets perform against today’s conditions;

TDA:	\$68,661
Measure R Local Return:	\$202,479
Measure M Local Return:	\$292,580
Proposition C:	\$344,212**
SB1:	\$405,806
General Fund:	<u>\$175,000</u>
	\$1,488,738/yr*

*\*City has indicated that it expects to receive the annual amount shown above based upon the listed funding sources.*

*\*\* Proposition C Funding is only allocated for transportation/transit street projects*

MAINTAIN BUDGET – The Maintain budget was generated for the City to demonstrate what level of annual pavement CIP funding is necessary to maintain the current condition of 69.3;

*\*All multi-year budget projections include a 3% inflation rate for the term of the budget forecast.*



## **ARTERIAL-COLLECTOR / LOCAL BUDGET PROJECTIONS**

The annual projected revenues shown below only account for the cost of pavement maintenance and rehabilitation activities.

A 30% contingency was applied to the pavement costs. Additional soft costs not included within the cost of pavement maintenance include:

- Right-of-way, curb & gutter, ADA ramp improvements;
- Utility improvements;
- Tree removals;

**ACTUAL BUDGET PROGRAM (FIVE YEAR MODEL)**

The first key step in developing a proactive PMP is to model the City’s existing conditions against a projected and/or available budgets. In doing this, PCI performance, deferred maintenance and pavement application uses are able to benchmarked and demonstrated in a positive or negative result. With the City striving to show proactive maintenance across all City pavements and neighborhoods, a budget program was generated to show the greatest return on investment through the application of slurry seal, cape seal, grind & overlay and alternative overlay maintenance. Bucknam utilized the City’s \$1.5 million/yr budget to establish a benchmark scenario for pavement funding.

**\$7.5 MILLION, FIVE-YR BUDGET PROGRAM**

This budget program incorporates pavement sections that have a functional class of Arterial (A, C), Local (L).

Plan Year	PCI Before	PCI After	Slurry / Cape	Overlay / Recon	Total \$
2021-22	72.5	74.7	\$357,894	\$772,474	\$1,130,368
2022-23	73.9	76.4	\$304,573	\$1,362,351	\$1,666,924
2023-24	75.4	77.3	\$499,257	\$691,046	\$1,190,303
2024-25	76.3	77.9	\$186,113	\$569,415	\$755,528
2025-26	76.8	78.2	\$120,723	\$586,834	\$707,557
			<b>\$1,468,560</b>	<b>\$3,982,120</b>	<b>\$5,450,680</b>

**Table 7 – Citywide Projection Utilizing \$7.5 Million/ Five-Yr Budget**

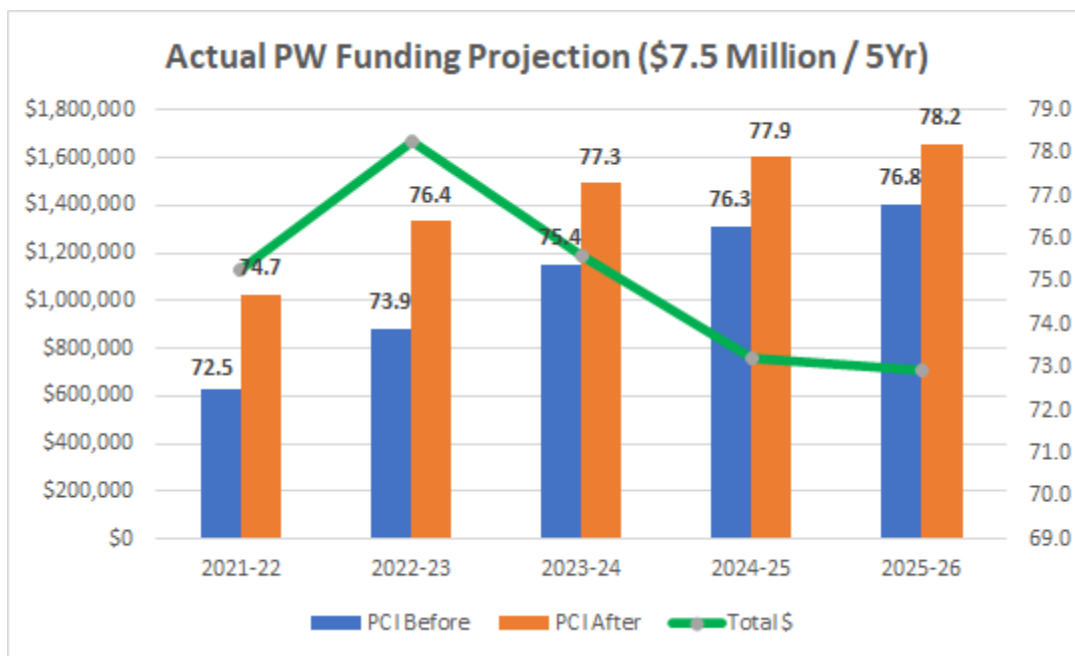
By modeling the existing pavement conditions against the City’s actual/five-yr funding, we have found that two positive results occur, first, the weighted PCI for the entire network increases from a level of 72.5 to a level of 78.2 after the five year CIP (See Figure 4 on following page). We have included the City’s scheduled Zone C&F FY 2021-22 and Zone G FY 2022-23 projects within this model.

Secondly, the resulting deferred maintenance backlog decreases from \$3.9 million to \$2.9 million by year 2026. This indicates that a \$7.5 million/five-yr pavement budget is ample enough to generate the desired results on the pavement network.

As shown, this projection model does meet the initial goal of maintaining or increasing the City’s pavement network PCI. In order for these scenarios to continue to produce these results proactive and continued funding is necessary. On a biennial basis, the City should monitor the management of Local overlay schedule and deferred maintenance. The potential delay in projects and the resulting buildup of more overlay work in the five-year time frame is not a debt that City will want to continue to accumulate.

We recommend that a stronger focus be placed on the Local network improvements due to the fact that the Local network is almost three times as large in total square footage and has a lower weighted PCI than the arterials. We still recommend minor slurry seal maintenance to the arterial network, i.e. localized patching, slurry seal and the use of awarded Prop. C & Measure M funds. But again, with the Local network showing a higher degree of negative results, a updated focus for zoned area maintenance and proactive overlays should be implemented.





**Figure 4 – Resulting Network PCI (\$7.5 Million/Five-yr Budget)**

A local slurry/overlay maintenance “area” strategy should be established for several reasons. With the City applying a maintenance area methodology to the local network, four beneficial impacts occur:

- 1) Planned / Maintenance areas are addressed every five years which creates a dedicated project schedule for City staff and constituent inquiries;
- 2) Deferred overlay maintenance can be addressed in a more effective manner due to accrued revenues
- 3) A preventative maintenance strategy is more cost-effective in a long-term PMP rather than implementing a maintenance approach that addresses only the “worst-first” streets.
- 4) All maintenance alternatives are available due to the increased funding and focused maintenance within one zone per year.

On the negative side, if low weighted PCI values occur within a given zone, all streets within that zone may not be able to be addressed with maintenance when that zone is scheduled for maintenance. The deferred maintenance will have to be scheduled for maintenance in future years or simply will have to wait until the zone cycle repeats.

The Local maintenance model that has been developed under the Actual budget can be used as a benchmark to monitor the City’s annual budget allocations as the network continues to mature and age; the proper amount of funding for slurry seal and overlay maintenance needs to be the City’s highest priority. Additionally, it is recommended that the City continue to monitor the application of Mill & Cap as an asphalt application for the specific Local sections. Specific sections are now qualifying for maintenance that warrants a stronger application rather than a typical slurry seal. With a five to seven year cycle in motion, it is essential to address Local sections that have PCI’s less than 65 with the proper maintenance since crews will not be back within that area for five to six years.



The resulting “increase of the weighted PCI” shown above demonstrates how applying adequate capital funds to specific areas of the network allows the City’s pavement to improve at a rate that is conducive to a successful PMP (i.e. proper/timely application of preventive maintenance and extension of section life-cycles through timely overlays). Additionally, even with an ample budget, the City should continue to implement localized maintenance (i.e. deep patching, leveling courses, crack sealing, etc.) prior to any major slurry seal and/or overlay maintenance. By performing stop gap measures to individual pavement sections the overall performance of the sections condition will improve over time and sustain itself longer than if no preventive maintenance was performed.

On the flip side, if limited annual funding is applied to the network over the next five years (i.e. citywide budget of \$200,000/yr) an additional drop in overall weighted PCI will occur and deferred maintenance/CIP projects will exceed \$10 million. Limited funding equals deferred projects which does not allow necessary overlay projects to be completed in a timely manner on the arterial, collector and local networks.

**MAINTAIN PROGRAM (FIVE YEAR MODEL)**

MAINTAIN – A common question from City staff is “what level of funding is necessary to maintain the asset?” Utilizing the City’s previous Actual Budget PMP scenario as a benchmark, our goal under this model is to maintain the current 2021 weighted PCI of 72 through a five-year program. This model will demonstrate the necessary funding needed each fiscal year to achieve this goal.

The resulting PCI conditions and maintenance distributions are shown below.

**MAINTAIN BUDGET PROGRAM**

Maintain Budget Program incorporates pavement sections that have a functional class of Arterial (A), Collector (C) and Locals (L).

Plan Year	PCI Before	PCI After	Slurry / Cape	Overlay / Recon	Total \$
2021-22	72.5	74.2	\$215,300	\$354,300	\$569,600
2022-23	73.1	74.0	\$287,400	\$210,800	\$498,200
2023-24	72.7	73.5	\$195,300	\$156,500	\$351,800
2024-25	72.1	72.8	\$175,100	\$166,700	\$341,800
2025-26	71.8	72.5	\$165,200	\$389,500	\$554,700
			<b>\$1,038,300</b>	<b>\$1,277,800</b>	<b>\$2,316,100</b>

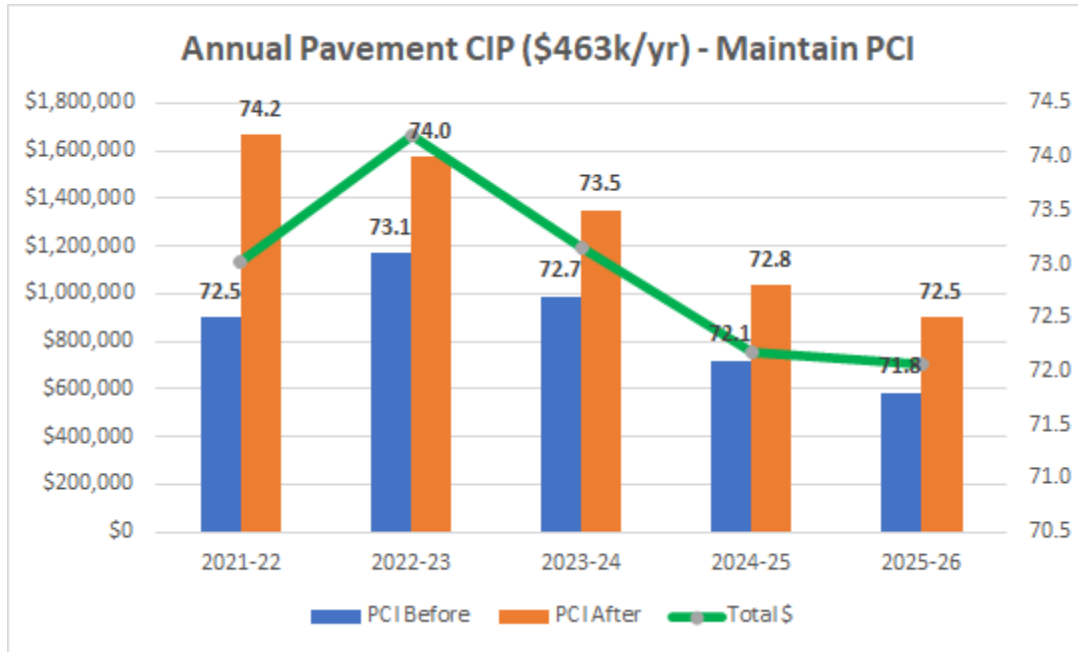
**Table 8 – Citywide Projection Utilizing “Maintain” Budget**

By modeling the existing pavement conditions utilizing the City’s current unit costs and cost projections, we have found that one positive and one negative result occurs over the five year CIP. (See Figure 5 on the following page). First, the weighted PCI for the entire network does maintain itself (72.5 to 72.5) over the five year period based upon an average \$463,200/yr budget. This result is positive in that the PCI does not drop for a long-term, however as described below, the amount of deferred maintenance that accumulates on the network by FY 2026 is not something that City should consider.

The resulting deferred maintenance backlog shows that it remains at a high level (\$3.9 million to \$6.9 million) after the five years program which indicates that an annual \$463,200 budget is not ample enough to sustain deferred maintenance on the pavement network in FY 2022. Limited funding does not allow necessary overlay projects to be completed on the arterial, collector, and local networks; this in turn defers maintenance to latter years of the CIP thus increasing the costs of maintenance. This problem will continue to build upon itself unless an influx of overlay revenue is generated by the City.

Note this projection model does meet the initial goal of maintaining or increasing the City’s pavement network PCI; if this model is extended to FY 2031 the City would see a decrease in PCI and further increases in deferred maintenance. With today’s economic issues at the Federal, State and local levels; the City should continuously monitor the management of overlay deferred maintenance. The potential delay in projects and the resulting buildup of more overlay work in the five-year time frame is not a debt that City will want to accept.





**Figure 5 – Resulting Network PCI (Maintain Budget)**

**DEFERRED MAINTENANCE**

Delaying repairs on streets where pavement conditions indicate a need generates deferred maintenance or “backlog”. Deferred maintenance is work that is postponed to a future budget cycle, or until funds are available. As maintenance is deferred, the opportunity to apply preventive, life extending pavement treatments is forfeited and the ultimate cost of rehabilitation multiplies (i.e. slurry seal costs to overlay costs). By using the City’s pavement maintenance applications and their associated unit costs, when a budgetary model is exercised within the PMP software the amount of deferred maintenance is calculated. Based upon the available budget applied to the model, deferred maintenance will increase or decrease.

**As maintenance is deferred, the opportunity to apply life extending preventive pavement applications is lost and the ultimate cost of rehabilitation multiples.**

Through Bucknam analysis of the previous pavement database, work history dates and our experience with AC Overlay deterioration rates, it is important to point out that pavement sections that were overlaid in fiscal year 2008 will need proper overlay maintenance approximately around fiscal year 2022-23 and beyond.

## **PAVEMENT MANAGEMENT PROGRAM REPORTS**

In addition to the annual budget scenario, this report contains a comprehensive and complementary assemblage of pavement management reports ranging from summary reports to annual maintenance and rehabilitation schedules (Forecasted Maintenance Report, Section IV). Collectively, as well as individually, the reports represent reasonable projections of pavement maintenance needs and performance based on visual condition assessments, unit cost estimates, and pavement deterioration models. These recommendations are for planning purposes only; City staff make all final decisions are project locations.

It is important to note that pavement segment dimensions and surface area recorded during 2011-2017, and 2021 inspections, along with the action and repair costs, as presented within the reports are accurate within tolerable limits. This is noteworthy due to the "implied" accuracy of reporting length and width to the nearest foot, surface area to the nearest square foot, and action and repair unit costs and project estimates to the nearest penny and dollar, respectively.

## **NEXT STEPS**

As with any infrastructure management software program, time investments need to be made by key Public Works staff to maintain the integrity of the data as well as the accuracy. Bucknam can perform training sessions in the use of the StreetSaver tools and demonstrate how to generate standard common-sense reports to assist City staff in developing yearly budgets, project level analysis, and CIP projections. This will be key to future management of the pavement program and reporting. City personnel need to maintain their commitment to the preventive maintenance system, while working toward reducing the City's present backlog of rehabilitation projects.

In order to ensure that report outputs are accurate and credible, it is essential that the integrity of all data files be maintained. This will require performing all necessary updates when changes are made to scheduling scenarios, unit cost information, historical data, etc. In addition, the entire pavement network will have to be re-inventoried at regular intervals. This typically includes surveying arterial and collectors every three years and locals every three. One recommendation the City may consider to keep the program "managed" is:

- Survey all arterials and collectors every three years; and
- Survey all locals every three years

This will not only allow work to be scheduled based on the most current condition data available, but will provide City personnel with a means to monitor actual rates of pavement deterioration so appropriate modifications can be made to the system curves. To be compliant with the METRO requirements, the City must generate a triennial Pavement Management report indicating condition ratings, inspection dates and forecasted maintenance/rehabilitation recommendations.

Bucknam will be supporting the City with staff level support to assist in the continuous updates with the StreetSaver system. This will include work history updates, generating reports from the system, unit cost updates, and future inspections.

## CONDITION DISTRIBUTION REPORT

This report graphically depicts the distribution of the pavement condition throughout the street network by area.

The condition scheme ranges from “Excellent” to “Failed”; with an “Excellent” condition corresponding to a pavement at the beginning of its life cycle, and a “Failed” condition representing a badly deteriorated pavement with virtually no remaining life.

The table below shows the general description for each pavement condition:

### Condition Description – PCI Range - Description

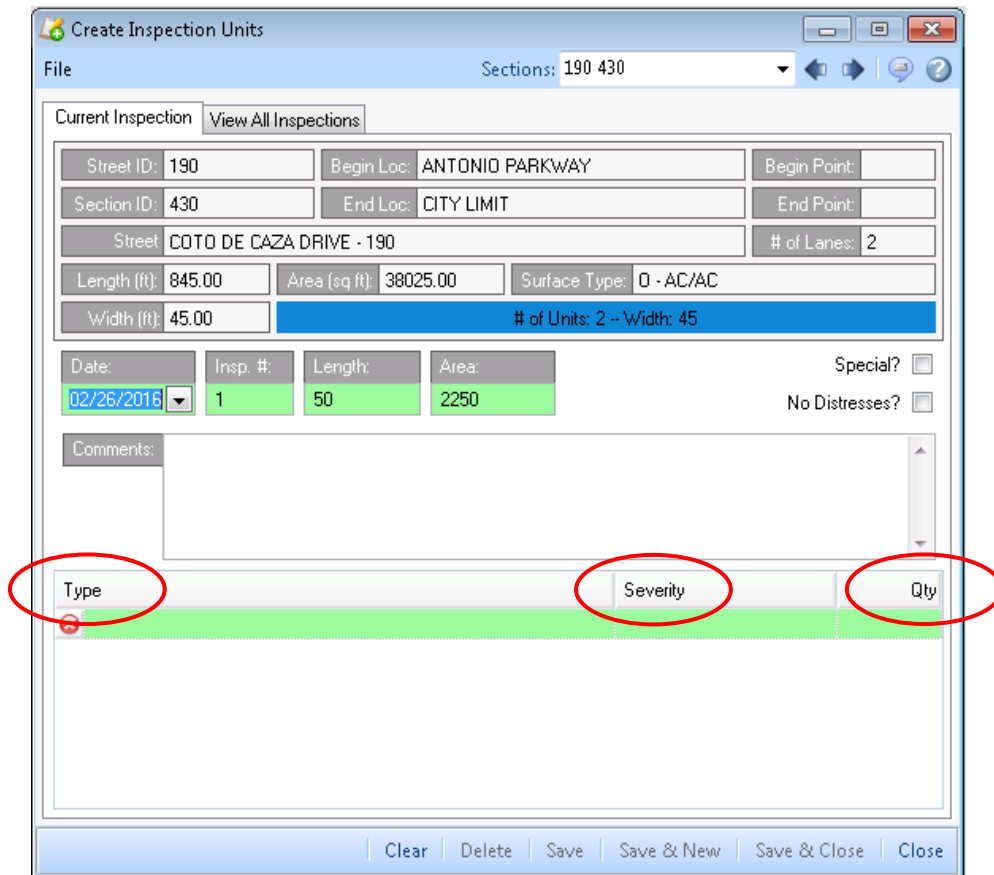
- Excellent (86-100)** - Minor to low distress, no significant distress;
- Very Good (71-85)** - Little distress, with the exception of utility patches in good condition, or slight hairline cracks; may be slightly weathered; ***(City of Lomita citywide weighted average PCI is 72.5);***
- Good (56-70)** - Slight to moderately weathered, slight distress, possibly patching;
- Fair (41-55)** - Severely weathered or slight to moderate levels of distress, generally limited to patches and non-load-related cracking;
- Poor (26-40)** - Moderate to severe distresses including load-related types, such as alligator cracking;
- Very Poor (11-25)** - Severely distressed, large quantities of distortion or alligator cracking;
- Failed (0-10)** - Failure of the pavement, distress has surpassed tolerable rehabilitation limits.

**CALCULATION OF PCI**

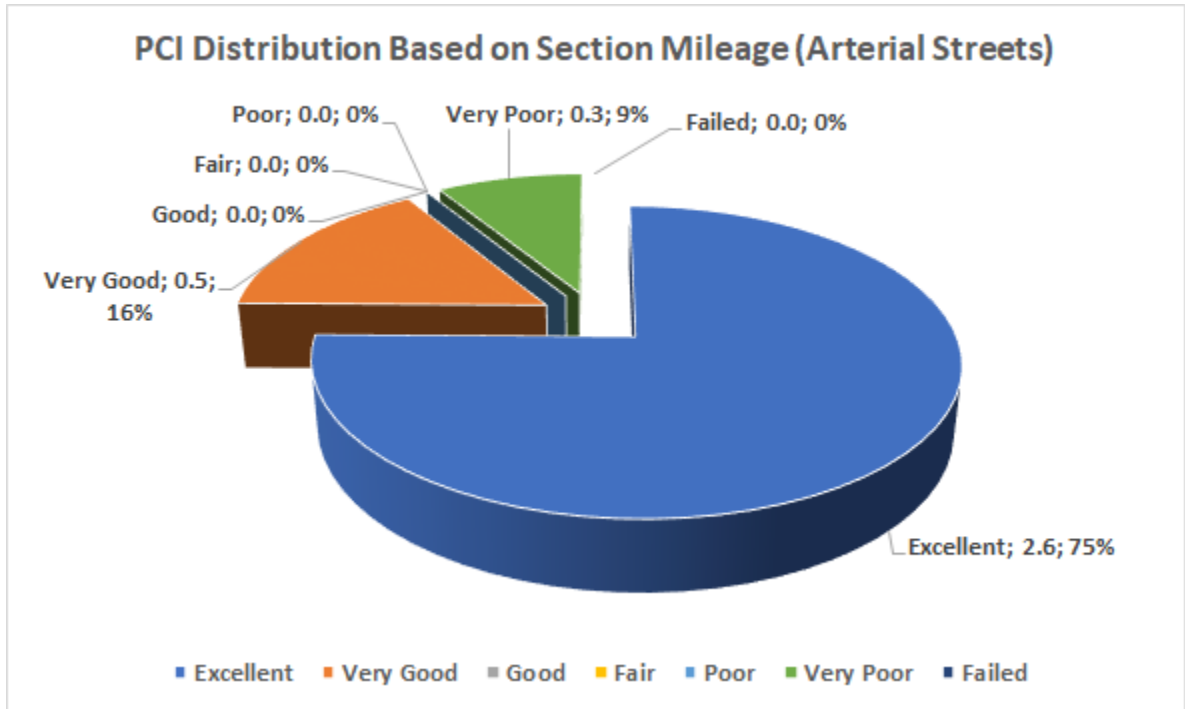
In order to calculate a Pavement Condition Index (PCI) value within StreetSaver, specific street section data needs to be inputted into StreetSaver to define the survey limits, asphalt types, pavement age and metrics. Pavement “sections” are pavement segments within the defined branch that have consistent pavement street classifications, construction/maintenance histories and use. Representative inspection samples are then selected and visually surveyed to locate distress data. This data is used to calculate the pavement sections Pavement Condition Index (PCI) which includes distress type, extent of the distress and its severity.

The PCI is a condition rating that ranges from 100 (pavement section that is in perfect condition) to 0 for a section that has structurally failed and deteriorated dramatically. The PCI is calculated from three major data entries from our inspectors:

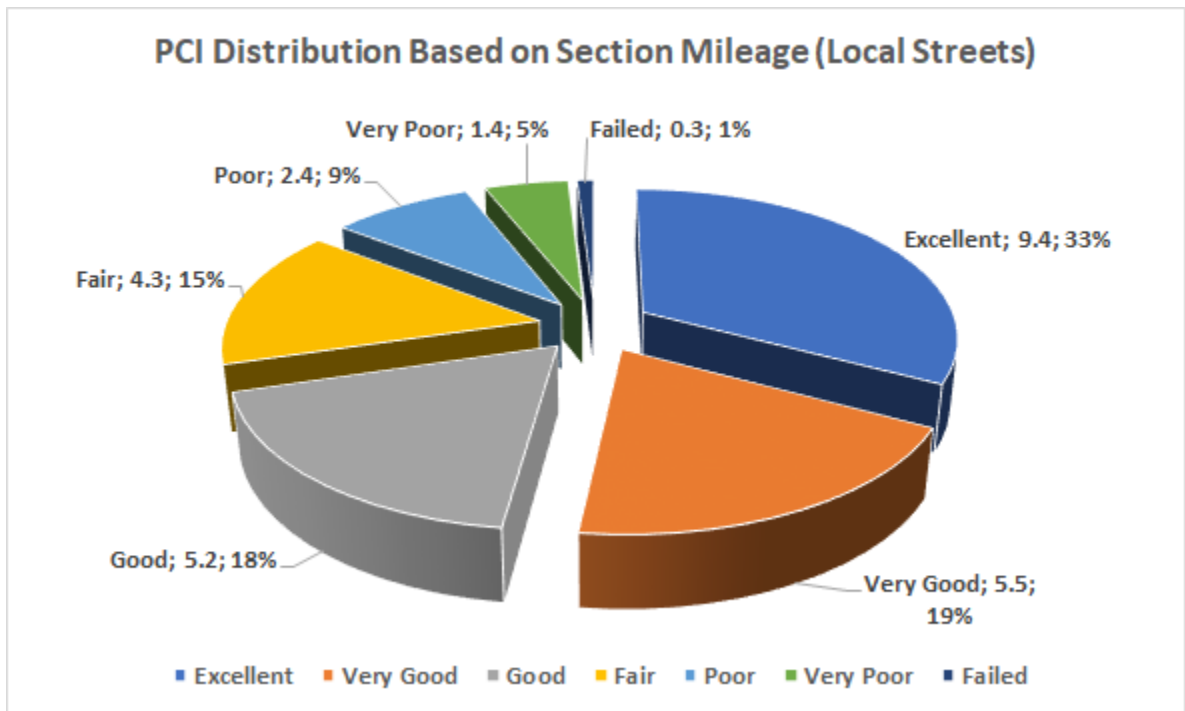
1. Distress Type (one of 20 AC or 19 PCC types); these include alligator cracking, bleeding, block cracking, corrugations, depressions, long/trans cracking, patch/utility cut, potholes, rutting, weathering, raveling, etc.
2. Distress Quantity (the square footage, length or count of a specific distress)
3. Distress Severity (the level of severity determined for each distress found; low, medium or high)



**Figure 6 – PCI Calculation Worksheet**



**Figure 7 – Arterial Condition Distribution**



**Figure 8 – Local Condition Distribution**

SAMPLE DISTRESS PHOTOS – RECOMMENDED TREATMENT (FIGURE 9)

Bucknam Infrastructure Group



1. Alligator Cracking



Cracks that form a chicken wire or alligator scale like pattern.

**Low Severity:** Thin parallel longitudinal cracks that may come together at certain points, but full alligator pattern is not present yet.

**Medium Severity:** Further development of cracks into alligator pattern. Cracks are starting to spall.

**High Severity:** Alligator pattern is heavily developed, and cracks are spalled to the point where individual pieces may become separated.

Typical Recommendation: Low severity, R&R – Patching, crack sealing; high severity R&R-overlay

2. Bleeding



Bleeding occurs when incorrectly mixed asphalt is applied and in hot weather the asphalt or tar rises to the surface.

Severity is determined by the amount of asphalt/tar present.

Typical Recommendation: Low severity, apply coarse sand; high severity, grind or heat planer excess, resurfacing may be necessary





**3. Block Cracking**



Longitudinal and transverse cracks that intersect to form smaller than 10x10 ft blocks. Creates uniform blocks with straight edges.

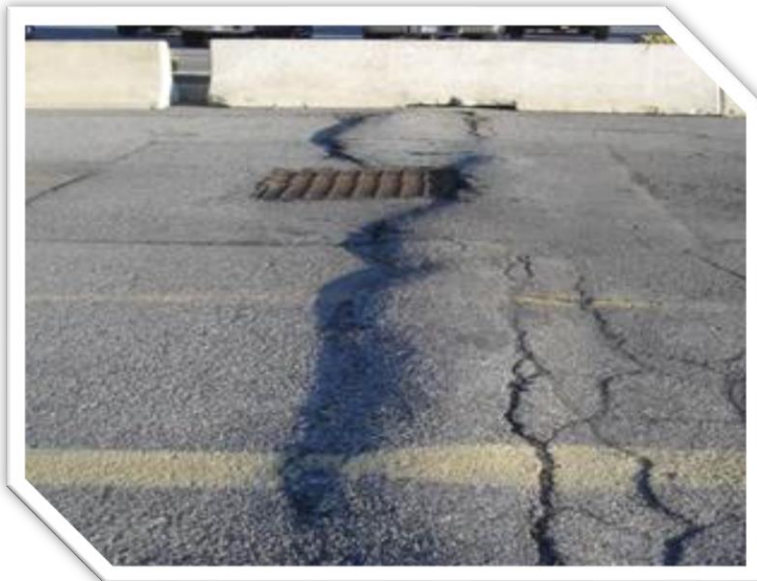
**Low Severity:** Cracking is less than 3/8 inches.

**Medium Severity:** Cracking between 3/8 and 3 inches.

**High Severity:** Cracking is over 3 inches.

Typical Recommendation: Low severity, crack sealing; high severity, R&R-overlay

**4. Bumps and Sags**



Small, localized, and linear upward or downward displacements of pavement, which can be caused by a variety of factors.

Severity is determined by the extent to which ride quality is diminished.

Typical Recommendation: R&R - Patching

**5. Corrugation**



Closely spaced Bumps and or Sags that form a washboard effect in the pavement.

Severity is determined by the extent to which ride quality is diminished.

Typical Recommendation: Low severity, R&R – Patching; high severity, R&R-overlay

**6. Depression**



Localized area of pavement with a lower elevation than the surrounding pavement.

**Low Severity:** depth of ½ to 1 inch.

**Medium Severity:** depth of 1 to 2 Inches.

**High Severity:** depth greater than 2 inches.

Typical Recommendation: R&R - Patching

**7. Edge Cracking**



Cracks that are parallel to the edge of the pavement that may cause a break up of pavement.

**Low Severity:** Low or Medium cracking with no breakup.

**Medium Severity:** Medium cracking with some breakup.

**High Severity:** Considerable breakup of pavement.

Typical Recommendation: R&R - Patching

**8. Joint Reflective Cracking**



Cracking that is reflected through AC pavement when it is overlaid on top of PCC pavement.

**Low Severity:** Cracking is less than 3/8 inches.

**Medium Severity:** Cracking between 3/8 and 3 inches.

**High Severity:** Cracking is over 3 inches.

Typical Recommendation: R&R - Overlay

**9. Lane / Shoulder Drop-off**



Elevation change between pavement and shoulder.

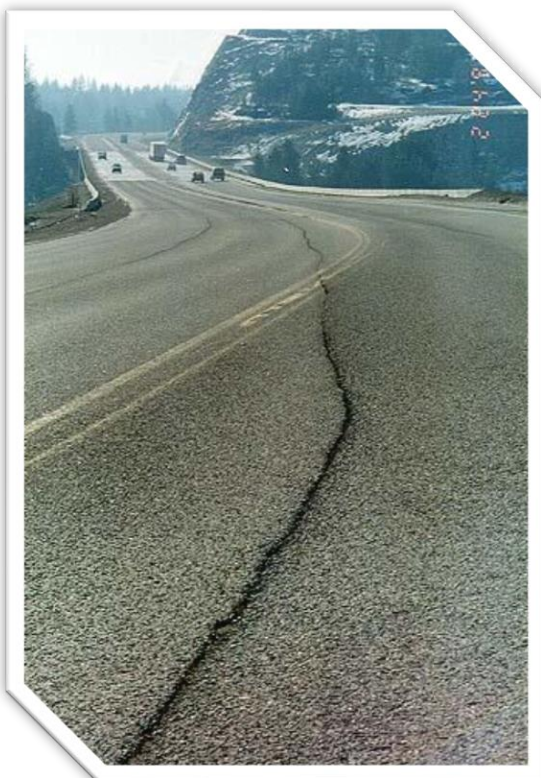
**Low Severity:** Difference in elevation is between 1 and 2 inches.

**Medium Severity:** Difference in elevation is between 2 and 4 inches.

**High Severity:** Difference in elevation is over 4 inches.

Typical Recommendation: R&R – Patching or edge grinding

**10. Linear & Transverse Cracking**



Cracks that are generally either parallel or perpendicular to traffic.

**Low Severity:** Cracking is less than 3/8 inches.

**Medium Severity:** Cracking is between 3/8 and 3 inches.

**High Severity:** Cracking is over 3 inches.

Typical Recommendation: Low severity, crack sealing; high severity, R&R - Overlay

**11. Patching**



Area of pavement that has been replaced.

Severity is determined by the quality of the patch and the extent to which ride quality is diminished.

Typical Recommendation: R&R – structural / non-structural overlay

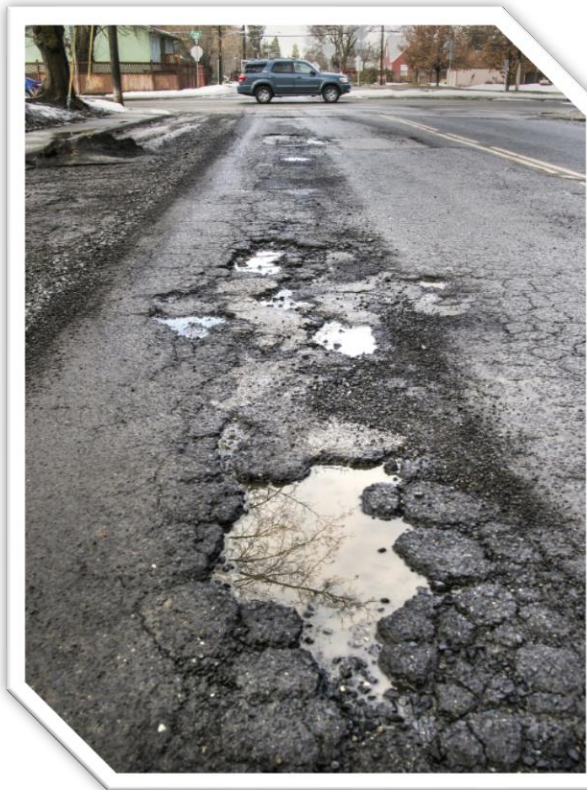
**12. Polished Aggregate**



Distress where traffic smooths the pavement surface so friction is diminished and cars can slide.

There are no Severity Levels for this distress.

**13. Pothole**



Severity Measured using the following Matrix.

Maximum Depth Of Pothole (in.) (mm)	Average Diameter (in.) (mm)		
	4 to 8 in. (100 to 200 mm)	8 to 18 in. (200 to 460 mm)	18 to 30 in. (460 to 760 mm)
1/2 to ≤ 1 in. (13 to 25 mm)	L	L	M
> 1 to ≤ 2 in. (25 to 50 mm)	L	M	H
> 2 in. (50 mm)	M	M	H

Typical Recommendation: low severity Pothole fill or R&R – Patching, high severity should be R&R-Overlay

**14. RR Crossing**



Pavement distresses caused by railroad crossings.

Severity is determined by the extent to which ride quality is diminished.

Typical Recommendation: R&R - Patching

**15. Rutting**



Linear depressions along wheel paths caused by traffic.

**Low Severity:** Depth is  $\frac{1}{4}$  to  $\frac{1}{2}$  inches.

**Medium Severity:** Depth is  $\frac{1}{2}$  to 1 inch.

**High Severity:** is greater than 1 inch.

Typical Recommendation:  
Pavement with deeper ruts should be leveled and overlaid

**16. Shoving**



Displacement of pavement creating a “wave” over a more solid surface.

Severity is determined by the extent to which ride quality is diminished.

Typical Recommendation: R&R - Patching

**17. Slippage Cracking**



Half-moon shaped cracks where wheels cause pavement to slide.

**Low Severity:** Average crack width is less than 3/8 inch.

**Medium Severity:** Crack width is between 3/8 and 3/2 inches.

**High Severity:** Crack width is greater than 3/2 inches.

Typical Recommendation: R&R - Patching



**18. Swell**

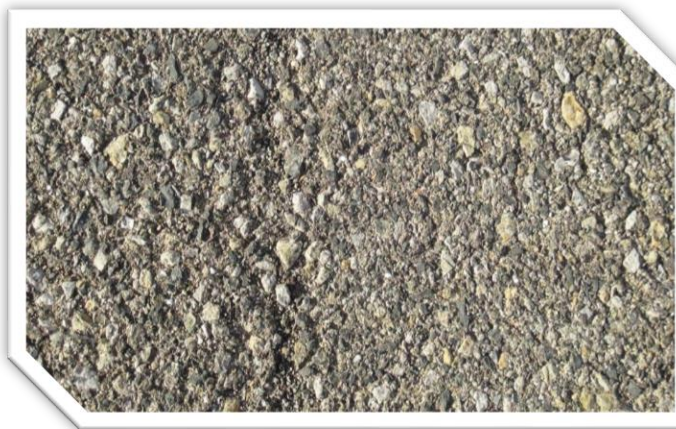


Upward Bulges creating “wave-like” patterns.

Severity is determined by the extent to which ride quality is diminished.

Typical Recommendation: Low severity, R&R – Patching; high severity, R&R-overlay

**19. Weathering**



The wearing away of the asphalt binder.

**Low Severity:** Aggregate is starting to be exposed.

**Medium Severity:** Aggregate is exposed up to ¼ of its width.

**High Severity:** Aggregate is exposed to greater than ¼ of its width.

Typical Recommendation: naturally occurring, slurry seal

**20. Raveling**



The further weathering of asphalt so that coarse aggregate is separating out of pavement.

**Medium Severity:** Considerable loss of aggregate.

**High Severity:** Almost complete removal of coarse aggregate.

Typical Recommendation: Low severity, R&R – Patching; high severity, R&R-overlay

**PORTLAND CEMENT CONCRETE (PCC)**

**1. Blowup**



Buckling at cracks or joints where there is not enough room for slab expansion.

Severity is determined by the extent to which ride quality is diminished.

**2. Corner Break**



Crack close to corner of slab that creates a corner piece.

**Low Severity:** Crack is less than ½ inches wide.

**Medium Severity:** Crack is between ½ and 2 inches wide.

**High Severity:** Crack is wider than 2 inches.

**3. Divided Slab**



Slab that is broken up into four or more pieces by cracks.

Severity is determined by the following matrix.

Severity Of Majority Of Cracks	Number Of Pieces In Cracked Slab		
	4 to 5	6 to 8	More than 8
L	L	L	M
M	L	M	H
H	M	H	H

**4. Durability Cracking**



Pattern of cracks parallel to joints caused by freeze-thaw expansion of large aggregate.

**Low Severity:** Durability cracking covers less than 15 percent of slab.

**Medium Severity:** Durability cracking covers more than 15 percent of the slab.

**High Severity:** Durability cracking covers more than 15 percent of slab and most pieces have come out.

**5. Faulting**



Elevation Difference between slabs.

**Low Severity:** Elevation difference is between 1/8 and 3/8 inch.

**Medium Severity:** Elevation is between 3/8 and 3/4 inch.

**High Severity:** Elevation is greater than 3/4 inch.

**6. Joint Seal Damage**



Damage to sealant between joints that allows soil, rock, or water infiltration.

**Low Severity:** Joint sealant has only minor damage.

**Medium Severity:** Joint sealant is in fair condition. Water can infiltrate and vegetation may be present.

**High Severity:** Joint sealant is in poor condition. It may be missing and rocks may be present.

**7. Lane / Shoulder Drop-Off**



The Elevation difference between pavement and shoulder.

**Low Severity:** Elevation difference is between 1 and 2 inches.

**Medium Severity:** Elevation difference is between 2 and 4 inches.

**High Severity:** Elevation difference is greater than 4 inches.

**8. Linear Cracking**



Cracks that divide slab into two or three pieces.

**Low Severity:** Crack is less than ½ inch wide.

**Medium Severity:** Crack is between ½ and 2 inches wide.

**High Severity:** Crack is wider than 2 inches.

**9. Large Patch**



Patch that is larger than 5.5 sq ft.

**Low Severity:** Patch has little or no deterioration.

**Medium Severity:** Patch is moderately deteriorated.

**High Severity:** Patch is badly deteriorated.

**10. Small Patch**



Patch that is smaller than 5.5 sq ft.

**Low Severity:** Patch has little or no deterioration.

**Medium Severity:** Patch is moderately deteriorated.

**High Severity:** Patch is badly deteriorated.

**11. Polished Aggregate**



Distress where traffic smooths the pavement surface so friction is diminished and cars can slide.

There are no Severity Levels for this distress.

**12. Popouts**



Small piece of pavement that breaks loose from surface.

There are no Severity Levels for this distress, however popouts must cover 3 per sq. meter of the slab.

**13. Pumping**



Ejection of material from slab foundation through joints or cracks along with water.

There are no Severity Levels for this distress.

**14. Punchout**



Localized area of a slab that is broken into many pieces.

Severity is determined by the following matrix.

Severity of Majority of Cracks	Number of Pieces		
	2 to 3	4 to 5	> 5
L	L	L	M
M	L	M	H
H	M	H	H



**SECTION III**  
**CITYWIDE**  
**PAVEMENT CONDITION INDEX REPORT**

- A. Lomita 2020-21 PCI Map
  - B. A to Z
  - C. PCI Order

**PAVEMENT CONDITION INDEX (PCI) REPORT – DATA DEFINITIONS**

Listed alphabetically by street name or PCI, this report provides the City with a listing of pertinent inventory and pavement condition data for each inventory unit within the City's pavement network. The Pavement Condition Index (PCI) Report notes the names, limits, classification, dimension, surface type, and lane configuration of each inventory unit.

Detailed descriptions of the information appearing on this report are presented below:

BRANCH NAME - The name of each inventory unit appears in this column. Generally, the inventory unit name is taken directly from a street sign; however, where no street signs are posted, the name appearing on the network map is noted instead.

A sample set of street name suffix abbreviation definitions is presented below:

AV - Avenue	CT - Court	CIR - Circle
DR - Drive	LN - Lane	RD - Road
ST - Street	WAY - Way	EB - East Bound
NB - North Bound	SB - South Bound	WB - West Bound

FROM - A description of the beginning limit of each inventory unit appears in this column. If the beginning limit exists between intersections, then the beginning limit description may be an address, post mile marker, or a distance from a known point of reference (e.g., "500' N/MAIN ST").

TO - A description of the ending limit of each inventory unit appears in this column. Like BEGIN limit, the END limit description may consist of a street name, an address, or a distance from a known point of reference. In the case of cul-de-sacs, or dead-ends, the END limit consists of an address, or a directional reference, such as "NORTH END," when no address is available.

RANK - The codes for the three functional classifications as the inventory unit appears in this column are represented below. Basically, units are classified according to traffic volume.

<u>CODE</u>	<u>DESCRIPTION</u>
A, C	Arterial, Collector
L	Local

SURFACE TYPE - A code was assigned to each inventory unit to describe surface type.

<u>CODE</u>	<u>DESCRIPTION</u>
AC	Asphalt Concrete
PCC	Concrete

LENGTH - The length of the section within each branch.

UNITS - The unit of measurement for the section length, typically linear feet (LF).



AREA - The area of each section within a branch.

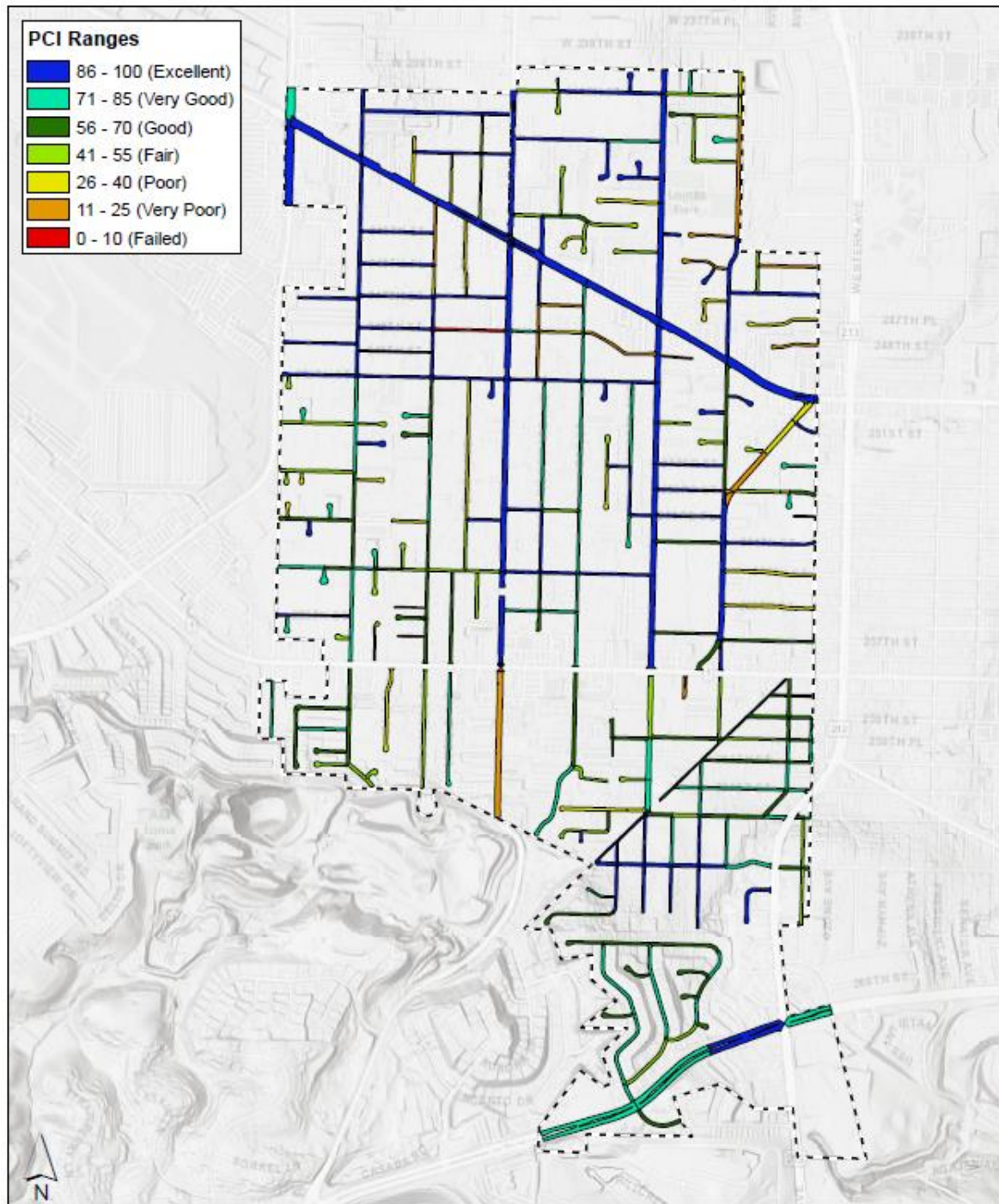
UNITS - The unit of measurement for the section area, typically square feet (SF).

PCI - Pavement Condition Indices were calculated for inventory units based on severity and extent of distress manifestations observed within the inventory unit. Ranging between 0 and 100, a PCI of "100" corresponds to a pavement at the beginning of its life cycle, while a PCI of "0" corresponds to a badly deteriorated pavement which is at or near the end of its life cycle.

PCI CLIMATE, LOAD AND OTHER – reflects “Section Extrapolated Distress”; these values are shown within the Sample Distresses tab within the PCI window. Distresses are aggregated based on the type and severity level. For random samples, distress quantities are adjusted to reflect the extrapolated value based on the sections total area. Extrapolated distress deducts are classified as resulting from Climate, Load and Other distresses. The Distress Classification portion of the tab shows the “percent” of extrapolated distress deduct belonging to Climate, Load and Other (these %’s are shown within the PCI reports herein). These values are beneficial in that they support the decision whether to recommend slurry seal, overlay or reconstruction projects for street sections. For instance, there may be two street segments that have a PCI of 60 respectively, however, one section has 80% climate based distress which may require a crack seal/slurry application while the other section has 80% load bearing distress which may require a grind/overlay application.

<b>Asphalt Distresses</b>	<b>Cause Classification</b>	<b>PCC Distresses</b>	<b>Cause Classification</b>
Alligator cracking	Load	Blow up	Climate
Bleeding	Other	Corner break	Load
Block cracking	Climate	Divided Slab	Load
Bumps/Sags	Other	Durability cracking	Climate
Corrugation	Other	Faulting	Other
Depression	Other	Joint Seal cracking	Climate
Edge cracking	Load	Lane Shoulder Drop-off	Climate
Joint Reflection cracking	Climate	Linear cracking	Load
Lane Shoulder Drop-off	Climate	Small Patching	Other
L&T cracking	Climate	Large Patching	Other
Patch/Utility cut	Other	Polished Agg	Load
Polished Agg	Other	Popouts	Other
Pothole	Climate	Pumping	Other
RR Crossing	Other	Punchout	Load
Rutting	Load	RR Crossing	Other
Shoving	Other	Scaling/crazing	Other
Slippage cracking	Other	Shrinkage cracking	Other
Swell	Other	Corner Spall	Other
Raveling	Other	Joint Spall	Other
Weathering	Climate		

INSPECTION DATE – Represents the most recent inspection date performed on a given sections. PCI shown is historical in value and may not indicate what “today’s” PCI is due to variance in time. Pavement deterioration calculations can be performed on a section(s) to demonstrate a deteriorated PCI based upon a new current date.



City of Lomita, CA  
Current Conditions 2020-21



**Figure 10 – Lomita 2020-21 PCI Map**



**SECTION IV**  
**FORECASTED MAINTENANCE REPORT**

- A. Forecasted Maintenance Maps (2021--2026)
- B. Recommended Budget, Five Year Plan (2021-2026)

**FORECASTED MAINTENANCE REPORT**

Listed in chronological order by rank, plan year, then alphabetically by street name, this report presents the year and action corresponding to the next scheduled work activity for each segment within the pavement network.

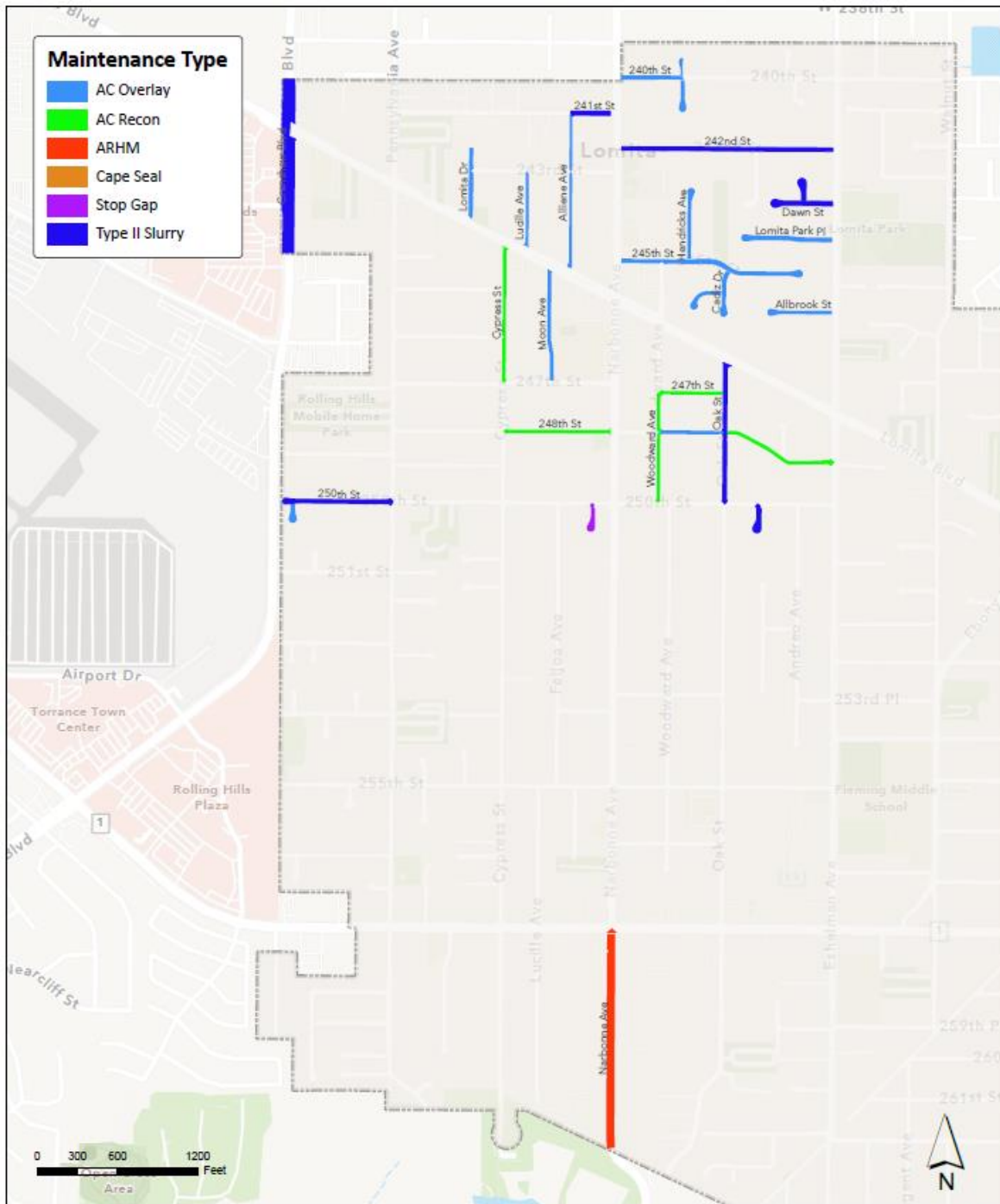
ACTUAL/RECOMMENDED BUDGET – The Actual budget was generated for the City to demonstrate how current FY 2021 through 2026 Public Works budgets perform against today’s conditions;

TDA:	\$68,661
Measure R Local Return:	\$202,479
Measure M Local Return:	\$292,580
Proposition C:	\$344,212**
SB1:	\$405,806
General Fund:	<u>\$175,000</u>
	\$1,488,738/yr*

*\*City has indicated that it expects to receive the annual amount shown above based upon the listed funding sources.*

*\*\* Proposition C Funding is only allocated for transportation/transit street projects*

We have sorted the following report by functional class (rank) for easy review (Arterial – Local, A to Z order).

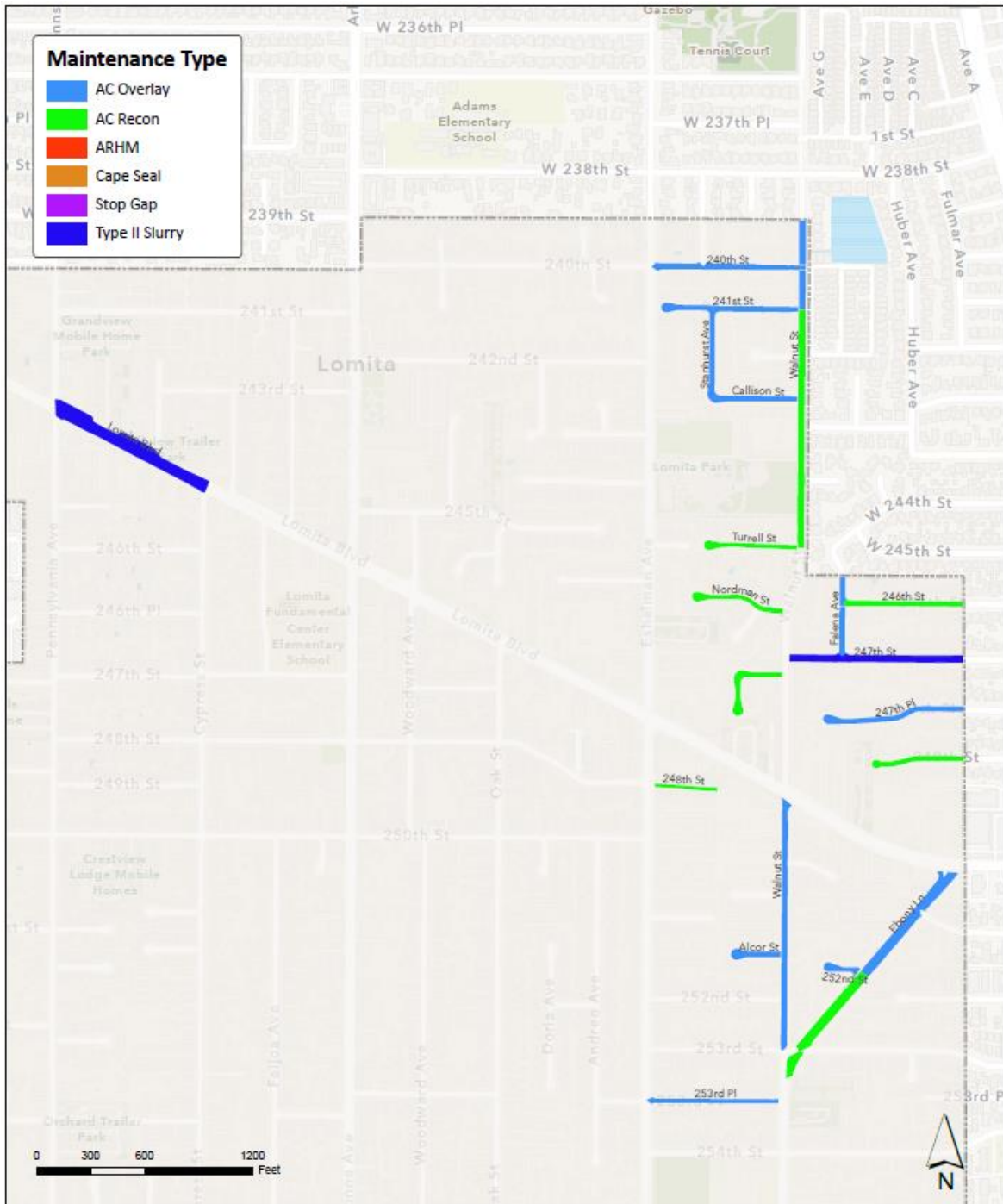


**City of Lomita, CA**  
**Forecasted Maintenance 2021-2022**  
**Zones B, C, F**



**Figure 11 – 2021-22 Forecasted Maintenance**





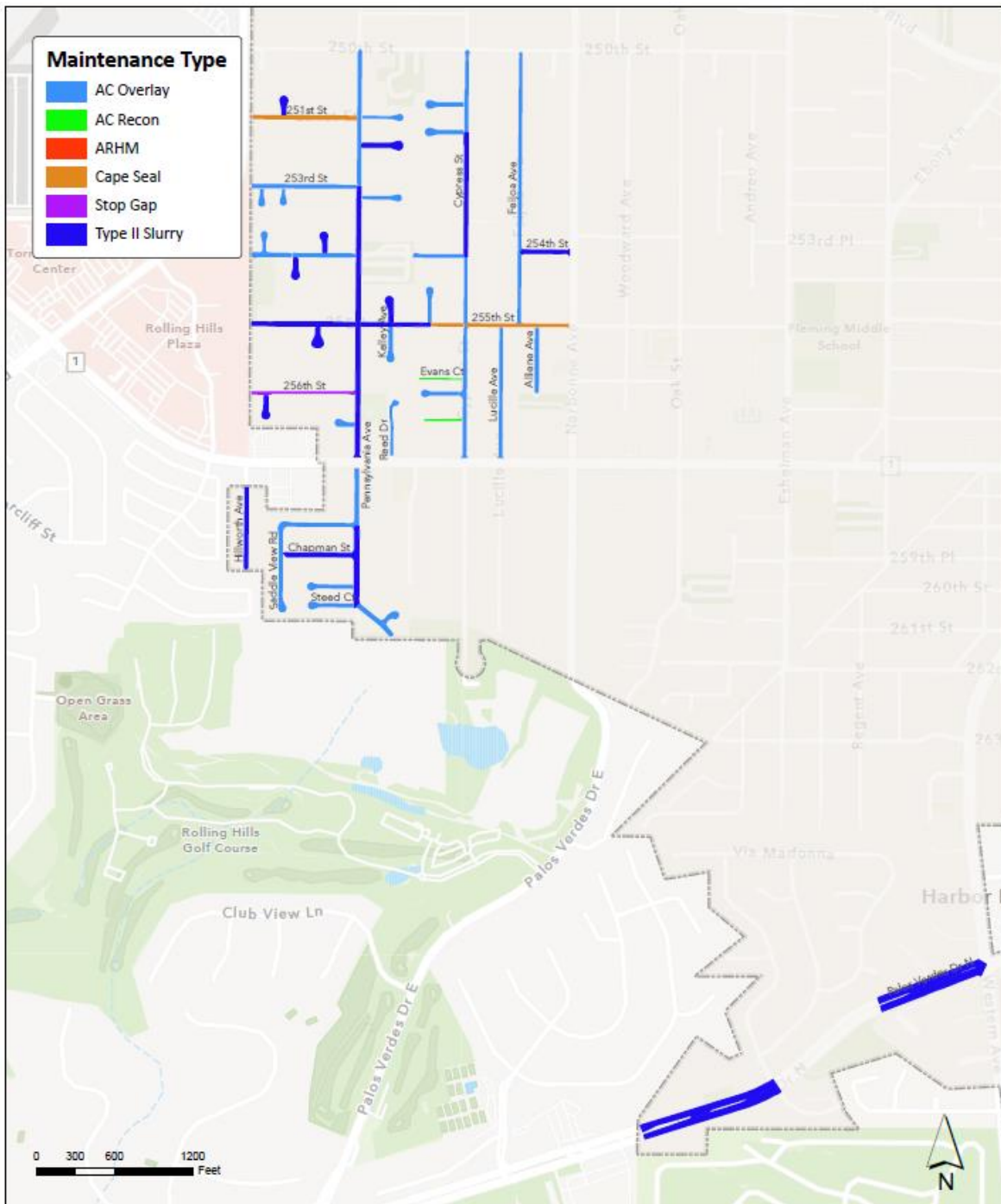
**City of Lomita, CA**  
**Forecasted Maintenance 2022-2023**  
**Zones E, F, G**



**Figure 12 – 2022-23 Forecasted Maintenance**





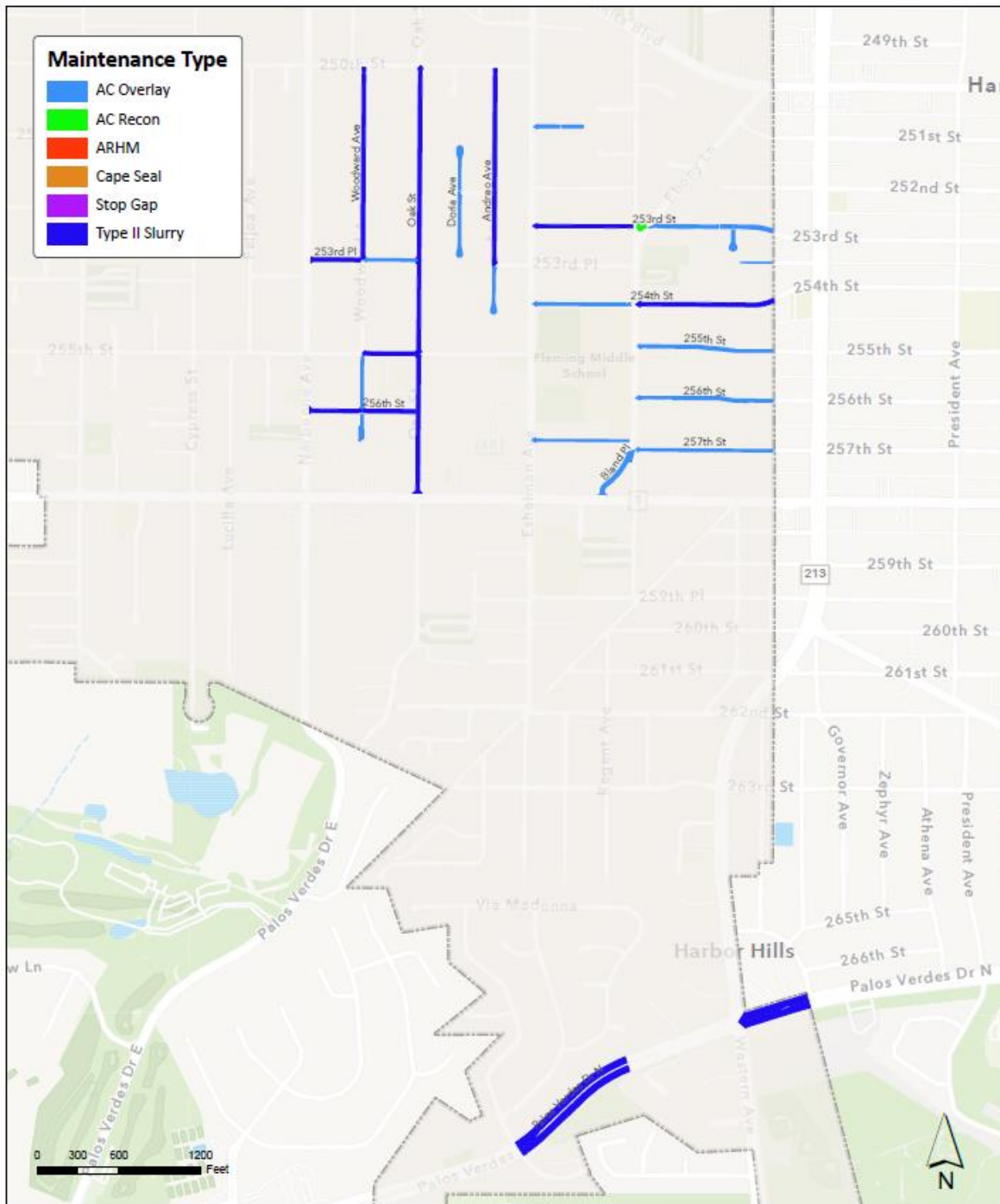


City of Lomita, CA  
 Forecasted Maintenance 2023-2024  
 Zones A, D



**Figure 12 – 2023-24 Forecasted Maintenance**



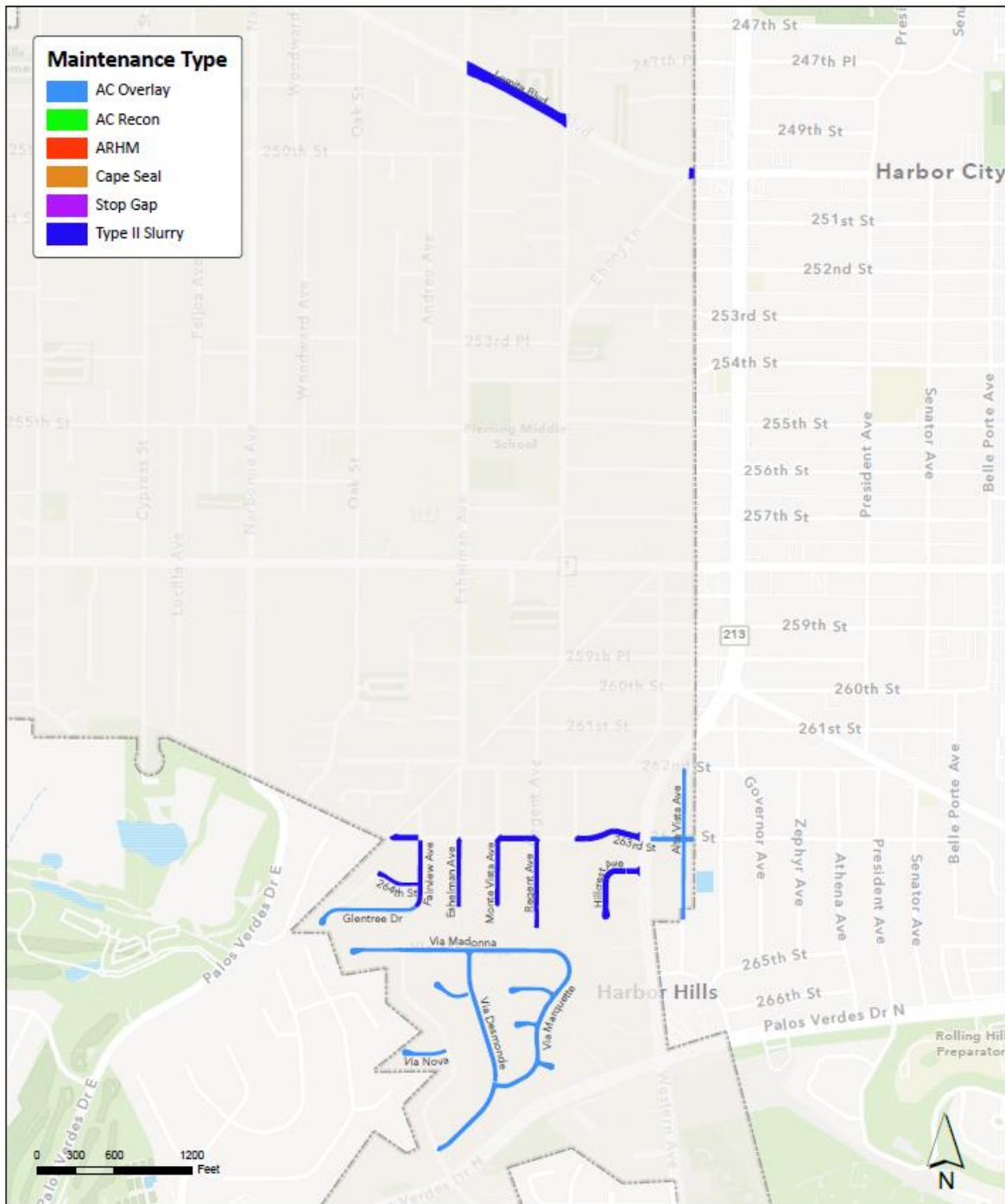


City of Lomita, CA  
 Forecasted Maintenance 2024-2025  
 Zones A, E



**Figure 13 – 2024-25 Forecasted Maintenance**





City of Lomita, CA  
 Forecasted Maintenance 2025-2026  
 Zones A, G



**Figure 14 – 2025-26 Forecasted Maintenance**



**City of Lomita, CA**  
**Pavement Condition Index (PCI) Report - All Streets**

Sorted by Rank, PCI (0-100)

Street ID	Section ID	Name	From	To	Functional Class	Type	Lanes	Length	Width	True Area	Insp Date	PCI	PCI Climate %	PCI Load %	PCI Other %	Work Type	Work Date
<b>Arterials</b>																	
1840	1325	NARBONNE AVE - 1840	PACIFIC COAST HWY	S CITY LIMIT	A - Arterial	A - AC	4	1,610	61	96,743	4/14/2021	22	27	65	8		
1950	1136	PALOS VERDES DR - 1950	WESTERN AVE	E CITY LIMIT	A - Arterial	A - AC	6	541	100	47,184	3/29/2021	82	44	55	1	CAPE SEAL	6/1/2018
1950	1345	PALOS VERDES DR - 1950	ROLLING VISTA DR	1011 FT E/O ROLLING VISTA DR	A - Arterial	A - AC	6	1,011	100	91,278	3/29/2021	84	94	0	6	CAPE SEAL	6/1/2018
1950	1135	PALOS VERDES DR - 1950	W CITY LIMIT	ROLLING VISTA DR	A - Arterial	A - AC	6	1,092	100	99,049	3/29/2021	85	77	0	23	CAPE SEAL	6/1/2018
1730	1034	LOMITA BLVD - 1730	PENNSYLVANIA AVE	CYPRESS ST	A - Arterial	C - AC/PCC	4	934	54	63,055	3/23/2021	88	22	73	5	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1950	1048	PALOS VERDES DR - 1950	WESTERN AVE	872 FT W/O WESTERN AVE	A - Arterial	A - AC	6	872	100	80,587	3/29/2021	88	71	5	24	CAPE SEAL	6/1/2018
1730	1041	LOMITA BLVD - 1730	WALNUT ST	EBONY LN	A - Arterial	O - AC/AC	4	1,081	64	84,380	3/23/2021	91	47	0	53	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1730	1039	LOMITA BLVD - 1730	OAK ST	ESHELMAN AVE	A - Arterial	O - AC/AC	4	928	64	60,371	3/23/2021	92	48	0	52	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1840	1072	NARBONNE AVE - 1840	248TH ST	250TH ST	A - Arterial	A - AC	4	531	56	28,637	3/30/2021	92	42	0	58	ARHM - OVERLAY	7/1/2017
1730	1036	LOMITA BLVD - 1730	NARBONNE AVE	OAK ST	A - Arterial	O - AC/AC	4	935	64	70,422	3/23/2021	93	95	0	5	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1730	1033	LOMITA BLVD - 1730	CRENSHAW BLVD	PENNSYLVANIA AVE	A - Arterial	C - AC/PCC	4	856	58	61,426	3/23/2021	94	86	0	14	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1730	1035	LOMITA BLVD - 1730	CYPRESS ST	NARBONNE AVE	A - Arterial	C - AC/PCC	4	918	64	60,820	3/23/2021	94	100	0	0	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1730	1040	LOMITA BLVD - 1730	ESHELMAN AVE	WALNUT ST	A - Arterial	O - AC/AC	4	868	64	60,318	3/23/2021	94	92	0	8	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1730	1042	LOMITA BLVD - 1730	EBONY	E CITY LIMIT	A - Arterial	A - AC	4	28	58	2,502	4/14/2021	95	100	0	0		
1840	1070	NARBONNE AVE - 1840	245TH ST	LOMITA BLVD	A - Arterial	A - AC	4	248	57	11,289	3/23/2021	95	100	0	0	ARHM - OVERLAY	7/1/2017
1840	1071	NARBONNE AVE - 1840	LOMITA BLVD	248TH ST	A - Arterial	A - AC	2	968	56	53,959	3/30/2021	95	90	0	10	ARHM - OVERLAY	7/1/2017
1840	1073	NARBONNE AVE - 1840	250TH ST	253RD ST	A - Arterial	A - AC	4	1,428	56	79,732	3/30/2021	95	96	0	4	ARHM - OVERLAY	7/1/2017
1840	1074	NARBONNE AVE - 1840	253RD ST	255TH ST	A - Arterial	A - AC	4	686	56	37,810	3/30/2021	95	90	0	10	ARHM - OVERLAY	7/1/2017
1840	1307	NARBONNE AVE - 1840	240TH ST	245TH ST	A - Arterial	A - AC	2	1,367	51	60,286	3/23/2021	95	100	0	0	ARHM - OVERLAY	7/1/2017
1840	1360	NARBONNE AVE - 1840	255TH ST	PACIFIC COAST HWY	A - Arterial	A - AC	4	1,055	56	50,343	3/30/2021	95	87	0	13	ARHM - OVERLAY	7/1/2017
								<b>3.4</b>		<b>1,200,191</b>							
<b>Locals</b>																	
1580	1054	EVANS CT - 1580	END	CYPRESS ST	L - Local (7)	A - AC	2	324	15	3,918	5/10/2021	5	40	19	40		
1620	1359	FORRESTER DR - 1620	CYPRESS ST	END	L - Local (7)	A - AC	2	405	15	4,486	5/10/2021	9	53	0	47		
1080	1252	248TH ST - 1080	CYPRESS ST	NARBONNE AVE	L - Local (7)	S - ST	2	770	26	20,935	3/30/2021	10	15	53	32	RECONSTRUCT SURFACE (ST)	7/20/2011
1080	1255	248TH ST - 1080	OAK ST	ESHELMAN AVE	L - Local (7)	S - ST	2	830	26	22,700	4/14/2021	14	22	60	18	RECONSTRUCT SURFACE (ST)	7/20/2011
1540	1062	EBONY LN - 1540	252ND ST	253RD ST	L - Local (7)	A - AC	2	585	52	28,741	4/28/2021	15	35	53	12		
1080	1257	248TH ST - 1080	WEST END	E CITY LIMIT	L - Local (7)	S - ST	2	504	25	14,212	3/23/2021	16	8	74	18	RECONSTRUCT SURFACE (ST)	7/20/2011
2000	1156	REED ST - 2000	PACIFIC COAST HWY	END	L - Local (7)	A - AC	2	236	31	8,748	5/10/2021	17	22	67	11		
1065	1249	246TH ST - 1065	FALENA AVE	END	L - Local (7)	S - ST	2	639	30	18,066	3/23/2021	19	22	52	26	RECONSTRUCT SURFACE (ST)	7/20/2011
1540	1302	EBONY LN - 1540	253RD ST	WALNUT ST	L - Local (7)	A - AC	2	142	48	6,870	4/28/2021	19	9	83	8		
2230	1100	WOODWARD AVE - 2230	247TH ST	250TH ST	L - Local (7)	A - AC	2	825	26	21,029	5/5/2021	19	15	64	21		
1075	1276	247TH ST - 1075	WOODWARD AVE	OAK ST	L - Local (7)	S - ST	2	439	26	12,307	5/5/2021	20	30	53	18	RECONSTRUCT SURFACE (ST)	7/20/2011
1131	1169	253RD ST - 1131	WALNUT ST	EBONY LN	L - Local (7)	O - AC/AC	2	60	13	3,049	4/28/2021	20	24	64	13	SLURRY SEAL	10/1/2016
1080	1256	248TH ST - 1080	ESHELMAN AVE	END	L - Local (7)	S - ST	2	354	20	6,038	4/14/2021	21	60	40	0	RECONSTRUCT SURFACE (ST)	7/20/2011
1500	1224	CYPRESS ST - 1500	LOMITA BLVD	246TH PL	L - Local (7)	A - AC	2	679	26	17,542	3/31/2021	21	9	91	0		
2090	1281	TURRELL ST - 2090	END	WALNUT ST	L - Local (7)	A - AC	2	500	20	12,759	4/28/2021	21	33	54	13		
1870	1175	NORDMAN ST - 1870	WALNUT ST	END	L - Local (7)	A - AC	2	536	28	13,761	4/14/2021	22	27	64	9		
2200	1241	WALNUT ST - 2200	241ST ST	TURRELL ST	L - Local (7)	A - AC	2	1,323	36	47,471	3/23/2021	22	22	59	19		
1540	1061	EBONY LN - 1540	251ST ST	252ND ST	L - Local (7)	A - AC	2	445	52	24,164	4/28/2021	26	40	49	11		
1150	1244	255TH ST - 1150	WALNUT ST	E CITY LIMIT	L - Local (7)	A - AC	2	984	32	29,545	4/28/2021	27	21	68	11	SLURRY SEAL	10/1/2016
1610	1304	FEUOA AVE - 1610	250TH ST	254TH ST	L - Local (7)	A - AC	2	1,521	26	40,160	5/5/2021	27	19	70	11	SLURRY SEAL	10/1/2016
1140	1263	254TH ST - 1140	END	CYPRESS ST	L - Local (7)	A - AC	2	303	26	10,436	5/10/2021	28	0	83	17	SLURRY SEAL	10/1/2016
1250	1065	ABITA AVE - 1250	247TH ST	END	L - Local (7)	A - AC	2	179	27	7,958	4/14/2021	28	38	62	0		
2200	1237	WALNUT ST - 2200	END	241ST ST	L - Local (7)	A - AC	2	494	36	17,025	3/23/2021	28	26	55	19		
1160	1220	256TH ST - 1160	WALNUT ST	E CITY LIMIT	L - Local (7)	A - AC	2	988	32	29,798	4/28/2021	30	26	67	7	SLURRY SEAL	10/1/2016
1070	1043	247TH PL - 1070	END	E CITY LIMIT	L - Local (7)	S - ST	2	784	25	22,319	3/23/2021	32	11	89	0	RECONSTRUCT SURFACE (ST)	7/20/2011
1500	1225	CYPRESS ST - 1500	246TH PL	247TH ST	L - Local (7)	A - AC	2	351	26	8,934	3/31/2021	33	26	25	48		
1760	1066	LUCILLE AVE - 1760	243RD ST	LOMITA BLVD	L - Local (7)	A - AC	2	552	20	11,134	3/23/2021	33	23	70	6		
1080	1254	248TH ST - 1080	WOODWARD AVE	OAK ST	L - Local (7)	S - ST	2	440	26	12,537	4/14/2021	34	25	48	26	RECONSTRUCT SURFACE (ST)	7/20/2011
1390	1119	BECKNEL AVE - 1390	253RD ST	END	L - Local (7)	A - AC	2	114	22	4,326	4/15/2021	34	28	62	10	SLURRY SEAL	10/1/2016
2190	1122	VIANA AVE - 2190	PACIFIC COAST HWY	END	L - Local (7)	A - AC	2	942	33	30,728	5/10/2021	34	23	76	1	SLURRY SEAL	10/1/2016
1131	1199	253RD ST - 1131	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	2	296	27	9,207	4/15/2021	36	32	68	0	SLURRY SEAL	10/1/2016
1530	1109	DORIA AVE - 1530	252ND ST	SOUTH END	L - Local (7)	A - AC	2	475	26	14,025	4/14/2021	36	31	69	0	SLURRY SEAL	10/1/2016
1540	1063	EBONY LN - 1540	LOMITA BLVD	251ST ST	L - Local (7)	A - AC	2	306	52	15,565	4/28/2021	37	43	56	0		
1740	1137	LOMITA DR - 1740	END	LOMITA BLVD	L - Local (7)	A - AC	2	523	31	15,661	3/23/2021	37	47	43	10		
1750	1049	LOMITA PARK PL - 1750	END	ESHELMAN AVE	L - Local (7)	A - AC	2	683	34	23,633	4/14/2021	37	41	69	0	SLURRY SEAL	10/12/2011
1220	1147	262ND ST - 1220	END	ESHELMAN AVE	L - Local (7)	A - AC	2	963	34	32,655	5/5/2021	38	30	61	9	SLURRY SEAL	10/1/2016
1270	1315	ADONA DR - 1270	CADIZ DR	END	L - Local (7)	A - AC	2	276	26	8,714	4/14/2021	39	31	69	0		
1380	1298	BANI AVE - 1380	END	254TH ST	L - Local (7)	A - AC	2	148	30	5,468	4/15/2021	39	34	66	0	SLURRY SEAL	10/1/2016
1820	1097	MOON AVE - 1820	LOMITA BLVD	247TH ST	L - Local (7)	A - AC	2	830	26	21,678	3/31/2021	39	30	70	0		

**City of Lomita, CA**  
**Pavement Condition Index (PCI) Report - All Streets**

Sorted by Rank, PCI (0-100)

1075	1277	247TH ST - 1075	ABITA AVE	WALNUT ST	L - Local (7)	S - ST	2	247	26	7,254	4/14/2021	40	57	43	0	RECONSTRUCT SURFACE (ST)	7/20/2011
1050	1181	245TH ST - 1050	CADIZ DR	END	L - Local (7)	S - ST	2	550	31	17,826	4/14/2021	41	30	70	0	RECONSTRUCT SURFACE (ST)	7/20/2011
1280	1166	ALCOR ST - 1280	END	WALNUT ST	L - Local (7)	A - AC	2	264	32	10,042	4/14/2021	42	46	50	5		
1290	1177	ALLBROOK ST - 1290	END	ESHELMAN AVE	L - Local (7)	A - AC	2	483	26	13,624	3/23/2021	42	31	41	29		
1120	1269	252ND ST - 1120	END	EBONY LN	L - Local (7)	A - AC	2	215	27	6,372	4/28/2021	43	64	31	5		
1260	1105	ADAMO AVE - 1260	END	255TH ST	L - Local (7)	A - AC	2	256	26	8,598	5/10/2021	43	25	75	0	SLURRY SEAL	10/1/2016
1300	1316	ALLIENE AVE - 1300	241ST ST	LOMITA	L - Local (7)	A - AC	2	1,191	20	22,593	3/23/2021	43	34	55	11		
1380	1120	BANI AVE - 1380	250TH ST	END	L - Local (7)	A - AC	2	127	32	5,713	4/15/2021	43	27	66	7		
1420	1134	CADIZ DR - 1420	245TH ST	END	L - Local (7)	A - AC	2	330	32	11,517	4/14/2021	43	49	51	0		
1560	1376	ESHELMAN AVE - 1560	ESHELMAN AVE	END	L - Local (7)	A - AC	2	351	33	10,651	5/5/2021	44	22	78	0	SLURRY SEAL	10/1/2016
1990	1139	REED DR - 1990	END	PACIFIC COAST HWY	L - Local (7)	A - AC	2	451	20	9,486	5/10/2021	44	24	64	13	SLURRY SEAL	10/1/2016
1050	1179	245TH ST - 1050	NARBONNE AVE	WOODWARD AVE	L - Local (7)	S - ST	2	315	28	8,733	4/14/2021	45	33	53	14	RECONSTRUCT SURFACE (ST)	7/20/2011
1110	1201	251ST ST - 1110	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	2	305	22	8,510	4/15/2021	45	37	63	0	SLURRY SEAL	10/1/2016
1630	1155	GARNER ST - 1630	END	ESHELMAN AVE	L - Local (7)	A - AC	2	288	26	8,478	5/5/2021	45	30	60	10	SLURRY SEAL	10/1/2016
1190	1031	259TH PL - 1190	APPIAN WAY	CAYUGA AVE	L - Local (7)	A - AC	2	657	26	17,502	5/10/2021	46	30	70	0	SLURRY SEAL	10/1/2016
1600	1068	FALENA AVE - 1600	247TH ST	END	L - Local (7)	A - AC	2	455	30	13,055	3/23/2021	46	40	60	0		
1300	1069	ALLIENE AVE - 1300	255TH ST	END	L - Local (7)	A - AC	2	488	32	15,916	5/5/2021	47	37	63	0	SLURRY SEAL	10/1/2016
1660	1319	HENDRICKS AVE - 1660	END	245TH ST	L - Local (7)	A - AC	2	515	26	15,135	4/14/2021	47	60	40	0		
1010	1217	240TH ST - 1010	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	2	783	30	23,902	3/23/2021	48	36	64	0	SLURRY SEAL	10/12/2011
1130	1045	253RD PL - 1130	WOODWARD AVE	OAK ST	L - Local (7)	A - AC	2	356	26	10,779	4/15/2021	48	34	66	0	SLURRY SEAL	10/1/2016
1500	1323	CYPRESS ST - 1500	PACIFIC COAST HWY	S CITY LIMIT	L - Local (7)	A - AC	2	1,304	32	38,947	5/10/2021	48	27	65	8	SLURRY SEAL	10/1/2016
1650	1157	GUYSON ST - 1650	MURAD AVE	END	L - Local (7)	A - AC	2	560	26	16,705	5/5/2021	48	26	74	0	SLURRY SEAL	10/1/2016
1430	1282	CALLISON ST - 1430	STANHURST AVE	WALNUT ST	L - Local (7)	A - AC	2	443	28	13,615	4/14/2021	49	49	51	0	SLURRY SEAL	10/12/2011
1510	1056	DANMAR CT - 1510	END	PENNSYLVANIA DR	L - Local (7)	A - AC	2	127	32	6,194	5/10/2021	49	32	66	2	SLURRY SEAL	10/1/2016
1020	1260	241ST ST - 1020	STANHURST AVE	WALNUT ST	L - Local (7)	A - AC	2	471	28	13,366	4/14/2021	50	42	58	0	SLURRY SEAL	10/12/2011
1210	1278	261ST ST - 1210	OAK ST	END	L - Local (7)	A - AC	2	486	23	13,912	5/5/2021	50	15	66	19		
1400	1075	BENHILL AVE - 1400	240TH ST	END	L - Local (7)	A - AC	2	231	28	7,878	4/14/2021	50	40	45	15		
1560	1087	ESHELMAN AVE - 1560	PACIFIC COAST HWY	259TH PL (S)	L - Local (7)	A - AC	2	715	49	31,807	5/6/2021	50	34	63	3	SLURRY SEAL	10/1/2016
1980	1145	PENNSYLVANIA DR - 1980	STEED CT	END	L - Local (7)	A - AC	2	356	36	13,049	5/10/2021	50	34	65	1	SLURRY SEAL	10/1/2016
2050	1310	STANHURST AVE - 2050	241ST ST	CALLISON ST	L - Local (7)	A - AC	2	467	30	14,874	4/14/2021	50	42	58	0	SLURRY SEAL	10/12/2011
1010	1215	240TH ST - 1010	NARBONNE AVE	BENHILL AVE	L - Local (7)	A - AC	2	467	32	14,051	3/23/2021	51	43	57	0	SLURRY SEAL	10/12/2011
1131	1171	253RD ST - 1131	EBONY LN	MONTREY CIR	L - Local (7)	A - AC	2	663	33	18,648	4/28/2021	51	39	61	0	SLURRY SEAL	10/1/2016
1180	1007	258TH PL - 1180	APPIAN WAY	E CITY LIMIT	L - Local (7)	A - AC	2	453	24	8,177	5/10/2021	51	41	54	5	SLURRY SEAL	10/1/2016
1310	1106	ALTA VISTA AVE - 1310	262ND ST	END	L - Local (7)	A - AC	2	1,152	30	32,834	5/5/2021	51	35	61	4		
1380	1121	BANI AVE - 1380	253RD ST	END	L - Local (7)	A - AC	2	123	26	4,860	4/15/2021	51	45	55	0	SLURRY SEAL	10/1/2016
1620	1144	FORRESTER DR - 1620	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	2	147	32	6,491	4/15/2021	51	40	60	0	SLURRY SEAL	10/1/2016
1150	1189	255TH ST - 1150	ADAMO AVE	CYPRESS ST	L - Local (7)	A - AC	2	251	26	6,559	4/15/2021	52	30	70	0	SLURRY SEAL	10/1/2016
2110	1017	VIA DESMONDE - 2110	VIA MARQUETTE	ROLLING VISTA DR	L - Local (7)	A - AC	2	663	31	22,477	3/29/2021	52	34	66	0	SLURRY SEAL	12/1/2017
1530	1108	DORIA AVE - 1530	NORTH END	252ND ST	L - Local (7)	A - AC	2	342	25	9,891	4/14/2021	53	38	62	0	SLURRY SEAL	10/1/2016
1110	1200	251ST ST - 1110	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	2	790	32	25,705	4/15/2021	54	28	72	0	SLURRY SEAL	10/1/2016
1131	1198	253RD ST - 1131	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	2	794	32	24,906	4/15/2021	54	44	56	0	SLURRY SEAL	10/1/2016
1220	1149	262ND ST - 1220	MONTE VISTA AVE	REGENT AVE	L - Local (7)	A - AC	2	300	36	10,167	3/29/2021	54	35	65	0	SLURRY SEAL	10/1/2016
1610	1104	FEIJOA AVE - 1610	254TH ST	255TH ST	L - Local (7)	A - AC	2	535	26	14,576	5/5/2021	54	36	61	3	SLURRY SEAL	10/1/2016
1700	1118	KELLEY AVE - 1700	255TH ST (S)	END	L - Local (7)	A - AC	2	260	26	9,951	5/10/2021	54	51	49	0	SLURRY SEAL	10/1/2016
2060	1055	STEED CT - 2060	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	2	337	30	11,897	5/10/2021	54	46	54	0	SLURRY SEAL	10/1/2016
2200	1314	WALNUT ST - 2200	PACIFIC COAST HWY	259TH PL	L - Local (7)	A - AC	2	658	26	18,615	5/10/2021	54	34	63	3	SLURRY SEAL	10/1/2016
1150	1190	255TH ST - 1150	CYPRESS ST	NARBONNE AVE	L - Local (7)	A - AC	2	825	27	20,466	4/15/2021	55	27	73	0	SLURRY SEAL	10/1/2016
2140	1009	VIA MARQUETTE - 2140	VIA DESMONDE	VIA VERA	L - Local (7)	A - AC	2	378	32	12,786	3/29/2021	55	45	55	0	SLURRY SEAL	12/1/2017
1050	1180	245TH ST - 1050	WOODWARD AVE	CADIZ DR	L - Local (7)	A - AC	2	522	31	17,347	4/14/2021	56	48	52	0	SLURRY SEAL	10/12/2011
1170	1234	257TH ST - 1170	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	2	709	22	15,916	5/10/2021	56	42	50	8	SLURRY SEAL	10/1/2016
1230	1165	263RD ST - 1230	WESTERN AVE	E CITY LIMIT	L - Local (7)	A - AC	2	372	40	11,639	5/5/2021	56	35	64	2		
1500	1231	CYPRESS ST - 1500	PACIFIC COAST HWY	STRATFORD DR	L - Local (7)	A - AC	2	525	30	14,300	3/31/2021	56	31	61	8	SLURRY SEAL	10/1/2016
1220	1150	262ND ST - 1220	REGENT AVE	OCEAN VIEW AVE	L - Local (7)	A - AC	2	301	36	10,339	3/29/2021	57	50	50	0	SLURRY SEAL	10/1/2016
1410	1027	BLAND PL - 1410	PACIFIC COAST HWY	WALNUT ST	L - Local (7)	A - AC	2	400	36	16,312	4/28/2021	57	69	29	2	SLURRY SEAL	10/1/2016
2200	1182	WALNUT ST - 2200	LOMITA BLVD	253RD ST	L - Local (7)	A - AC	2	1,402	32	43,739	3/31/2021	57	25	75	1		
1020	1259	241ST ST - 1020	END	STANHURST AVE	L - Local (7)	A - AC	2	283	28	8,913	4/14/2021	58	53	47	0	SLURRY SEAL	10/12/2011
1640	1313	GLENTREE DR - 1640	END	FAIRVIEW AVE	L - Local (7)	A - AC	2	801	24	22,615	3/29/2021	58	40	54	6	SLURRY SEAL	12/1/2017
2030	1344	ROLLING VISTA DR - 2030	PALOS VERDES DR N	E CITY LIMIT	L - Local (7)	A - AC	2	570	30	19,365	3/29/2021	58	51	36	13	CAPE SEAL	6/1/2018
2020	1057	ROBIN LN - 2020	END	CYPRESS ST	L - Local (7)	A - AC	2	283	32	11,211	5/10/2021	59	37	55	8	SLURRY SEAL	10/1/2016
2150	1019	VIA NOVA - 2150	END	ROLLING VISTA DR	L - Local (7)	A - AC	2	334	27	10,417	3/29/2021	59	51	49	0	SLURRY SEAL	12/1/2017
1140	1261	254TH ST - 1140	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	2	710	28	19,819	4/14/2021	60	51	48	1	SLURRY SEAL	10/1/2016
1220	1151	262ND ST - 1220	OCEAN VIEW AVE	CAYUGA AVE	L - Local (7)	A - AC	2	395	36	14,363	3/29/2021	60	61	39	0	SLURRY SEAL	10/1/2016
1970	1130	PENNSYLVANIA AVE - 1970	PACIFIC COAST HWY	ESTHER VIEW DR	L - Local (7)	A - AC	2	464	34	15,173	5/10/2021	60	37	59	4	SLURRY SEAL	10/1/2016
1140	1265	254TH ST - 1140	AUBREY LN	PENNSYLVANIA AVE	L - Local (7)	A - AC	2	456	32	15,473	4/15/2021	61	51	49	0	SLURRY SEAL	10/1/2016

**City of Lomita, CA**  
**Pavement Condition Index (PCI) Report - All Streets**

Sorted by Rank, PCI (0-100)

1330	1023	APPIAN WAY - 1330	259TH PL	260TH ST	L - Local (7)	A - AC	2	333	19	6,334	5/10/2021	61	71	29	0	SLURRY SEAL	10/1/2016
1760	1326	LUCILLE AVE - 1760	255TH ST	PACIFIC COAST HWY	L - Local (7)	A - AC	2	1,005	27	26,243	5/10/2021	61	37	63	0	SLURRY SEAL	10/1/2016
2070	1140	STRATFORD DR - 2070	END	CYPRESS ST	L - Local (7)	A - AC	2	302	30	10,579	5/10/2021	61	38	62	0	SLURRY SEAL	10/1/2016
1140	1266	254TH ST - 1140	END	AUBREY LN	L - Local (7)	A - AC	2	304	34	10,482	4/15/2021	62	60	40	0	SLURRY SEAL	10/1/2016
2130	1021	VIA MADONNA - 2130	ROLLING VISTA DR	VIA MARQUETTE	L - Local (7)	A - AC	2	1,280	32	41,144	3/29/2021	62	49	43	8	SLURRY SEAL	12/1/2017
2220	1051	WITTICK CT - 2220	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	2	346	31	12,007	5/10/2021	62	38	62	0	SLURRY SEAL	10/1/2016
1170	1233	257TH ST - 1170	WALNUT ST	E CITY LIMIT	L - Local (7)	A - AC	2	988	28	26,337	4/28/2021	63	43	57	0	SLURRY SEAL	10/1/2016
1450	1111	CAYUGA AVE - 1450	PACIFIC COAST HWY	259TH PL	L - Local (7)	A - AC	2	708	34	21,348	4/28/2021	63	36	57	6	SLURRY SEAL	10/1/2016
1500	1232	CYPRESS ST - 1500	250TH ST	ROBIN LN	L - Local (7)	A - AC	2	636	28	17,818	3/31/2021	63	36	63	1	SLURRY SEAL	10/1/2016
1570	1146	ESTER VIEW DR - 1570	SADDLE VIEW RD	PENNSYLVANIA AVE	L - Local (7)	A - AC	2	552	31	18,132	5/10/2021	63	49	51	0	SLURRY SEAL	10/1/2016
2040	1064	SADDLE VIEW DR - 2040	ESTHER VIEW DR	END	L - Local (7)	A - AC	2	661	30	22,163	5/10/2021	63	34	66	0	SLURRY SEAL	10/1/2016
2130	1020	VIA MADONNA - 2130	END	ROLLING VISTA DR	L - Local (7)	A - AC	2	406	27	12,263	3/29/2021	63	53	47	0	SLURRY SEAL	12/1/2017
1130	1001	253RD PL - 1130	END	E CITY LIMIT	L - Local (7)	A - AC	2	210	15	2,974	5/10/2021	64	30	35	35		
1830	1091	MURAD AVE - 1830	262ND ST	GUYSON ST	L - Local (7)	A - AC	2	199	30	5,612	5/5/2021	64	45	55	0	SLURRY SEAL	10/1/2016
2160	1005	VIA SOLANO - 2160	END	VIA MARQUETTE	L - Local (7)	A - AC	2	330	26	10,883	3/29/2021	64	60	40	0	SLURRY SEAL	12/1/2017
2170	1013	VIA TAMPA - 2170	END	VIA MARQUETTE	L - Local (7)	A - AC	2	151	26	6,288	3/29/2021	64	73	27	0	SLURRY SEAL	12/1/2017
2230	1102	WOODWARD AVE - 2230	255TH ST	END (S)	L - Local (7)	A - AC	2	633	26	17,479	5/5/2021	64	39	61	0	SLURRY SEAL	10/1/2016
1131	1170	253RD ST - 1131	MONTEREY CIR	E CITY LIMIT	L - Local (7)	A - AC	2	232	36	10,191	4/28/2021	65	35	57	8	SLURRY SEAL	10/1/2016
1150	1188	255TH ST - 1150	KELLEY AVE	ADAMO AVE	L - Local (7)	A - AC	2	299	27	7,708	4/15/2021	66	33	67	0	SLURRY SEAL	10/1/2016
1190	1032	259TH PL - 1190	CAYUGA AVE	MARKET PL	L - Local (7)	A - AC	2	252	26	6,073	5/10/2021	66	45	55	0	SLURRY SEAL	10/1/2016
1195	1172	259TH ST - 1195	APPIAN WAY	MARKET PL	L - Local (7)	A - AC	2	688	36	23,338	5/10/2021	66	39	60	1	SLURRY SEAL	10/1/2016
1220	1148	262ND ST - 1220	ESHELMAN AVE	MONTE VISTA AVE	L - Local (7)	A - AC	2	272	36	10,460	3/29/2021	66	35	65	0	SLURRY SEAL	10/1/2016
1190	1028	259TH PL - 1190	AVOCADO ST	ESHELMAN AVE	L - Local (7)	A - AC	2	349	32	13,185	5/10/2021	67	51	49	0	SLURRY SEAL	10/1/2016
1370	1338	AVOCADO ST - 1370	259TH PL	END (N)	L - Local (7)	A - AC	2	248	33	6,953	5/10/2021	67	41	59	0	SLURRY SEAL	10/1/2016
1970	1131	PENNSYLVANIA AVE - 1970	ESTHER VIEW DR	STEED CT	L - Local (7)	A - AC	2	610	34	22,136	5/10/2021	67	33	63	4	SLURRY SEAL	10/1/2016
1190	1029	259TH PL - 1190	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	2	731	31	22,859	5/10/2021	68	50	45	6	SLURRY SEAL	10/1/2016
1190	1030	259TH PL - 1190	WALNUT ST	APPIAN WAY	L - Local (7)	A - AC	2	50	24	1,220	5/10/2021	68	74	22	4	SLURRY SEAL	10/1/2016
1200	1173	260TH ST - 1200	APPIAN WAY	MARKET PL	L - Local (7)	A - AC	2	1,141	27	29,975	5/10/2021	68	36	27	37	SLURRY SEAL	10/1/2016
1500	1228	CYPRESS ST - 1500	254TH ST	255TH ST	L - Local (7)	A - AC	2	527	30	13,659	3/31/2021	68	41	59	0	SLURRY SEAL	10/1/2016
1150	1197	255TH ST - 1150	VERONICA LN	PENNSYLVANIA AVE	L - Local (7)	A - AC	2	285	35	8,749	4/15/2021	69	43	57	0	SLURRY SEAL	10/1/2016
1220	1153	262ND ST - 1220	WESTERN AVE	ALTA VISTA AVE	L - Local (7)	A - AC	2	115	29	3,021	5/5/2021	69	64	36	0	SLURRY SEAL	10/1/2016
1330	1022	APPIAN WAY - 1330	261ST ST	END	L - Local (7)	A - AC	2	212	24	4,598	5/10/2021	69	44	52	4	SLURRY SEAL	10/1/2016
1500	1229	CYPRESS ST - 1500	255TH ST	STRATFORD DR	L - Local (7)	A - AC	2	533	30	14,489	3/31/2021	69	45	55	0	SLURRY SEAL	10/1/2016
1880	1285	OAK ST - 1880	PACIFIC COAST HWY	261ST ST	L - Local (7)	A - AC	2	1,033	37	36,784	5/5/2021	69	43	49	8	SLURRY SEAL	10/1/2016
1970	1354	PENNSYLVANIA AVE - 1970	253RD ST (N)	255TH ST	L - Local (7)	A - AC	2	1,059	31	32,317	3/31/2021	69	40	60	0	SLURRY SEAL	10/1/2016
2120	1018	VIA ENCANTO - 2120	END	VIA DESMONDE	L - Local (7)	A - AC	2	289	27	8,920	3/29/2021	69	69	31	0	SLURRY SEAL	12/1/2017
1330	1024	APPIAN WAY - 1330	260TH ST	261ST ST	L - Local (7)	A - AC	2	428	20	7,529	5/10/2021	70	32	65	2	SLURRY SEAL	10/1/2016
1450	1115	CAYUGA AVE - 1450	261ST ST	262ND ST	L - Local (7)	A - AC	2	331	32	12,375	4/28/2021	70	26	71	3	SLURRY SEAL	10/1/2016
2140	1012	VIA MARQUETTE - 2140	VIA SOLANO	VIA TAMPA	L - Local (7)	A - AC	2	264	32	8,300	3/29/2021	70	42	58	0	SLURRY SEAL	12/1/2017
2180	1010	VIA VERA - 2180	VIA MARQUETTE	END	L - Local (7)	A - AC	2	104	43	5,354	3/29/2021	70	65	35	0	SLURRY SEAL	12/1/2017
1880	1286	OAK ST - 1880	261ST ST	END	L - Local (7)	A - AC	2	890	36	32,480	5/5/2021	71	49	51	0	SLURRY SEAL	10/1/2016
1970	1353	PENNSYLVANIA AVE - 1970	250TH ST	253RD ST (N)	L - Local (7)	A - AC	1	1,054	31	32,445	3/31/2021	71	30	70	0	SLURRY SEAL	10/1/2016
2140	1011	VIA MARQUETTE - 2140	VIA TAMPA	VIA VERA	L - Local (7)	A - AC	2	285	32	9,101	3/29/2021	71	67	33	0	SLURRY SEAL	12/1/2017
1500	1340	CYPRESS ST - 1500	ROBIN LN	254TH ST	L - Local (7)	A - AC	2	951	30	25,134	3/31/2021	72	47	51	2	SLURRY SEAL	10/1/2016
1970	1355	PENNSYLVANIA AVE - 1970	255TH ST	PACIFIC COAST HWY	L - Local (7)	A - AC	2	1,049	31	31,390	3/31/2021	72	49	44	7	SLURRY SEAL	10/1/2016
2110	1016	VIA DESMONDE - 2110	VIA MADONNA	VIA MARQUETTE	L - Local (7)	A - AC	2	1,044	31	33,389	3/29/2021	72	54	46	0	SLURRY SEAL	12/1/2017
1160	1222	256TH ST - 1160	NARBONNE AVE	OAK ST	L - Local (7)	A - AC	2	771	26	20,008	5/5/2021	73	57	43	0	SLURRY SEAL	10/1/2016
1460	1219	CHAPMAN ST - 1460	SADDLE VIEW RD	PENNSYLVANIA AVE	L - Local (7)	A - AC	2	523	30	16,282	5/10/2021	73	52	48	0	SLURRY SEAL	10/1/2016
1560	1088	ESHELMAN AVE - 1560	GARNER ST	262ND ST (N)	L - Local (7)	A - AC	2	335	56	18,696	5/5/2021	73	50	50	0	SLURRY SEAL	10/1/2016
1220	1152	262ND ST - 1220	CAYUGA AVE	WESTERN AVE	L - Local (7)	A - AC	2	276	36	8,706	3/29/2021	74	52	48	0	SLURRY SEAL	10/1/2016
1220	1213	262ND ST - 1220	ALTA VISTA AVE	E CITY LIMIT	L - Local (7)	A - AC	2	68	30	2,037	5/5/2021	74	54	35	10	SLURRY SEAL	10/1/2016
1230	1164	263RD ST - 1230	OCEAN VIEW AVE	WESTERN AVE	L - Local (7)	A - AC	2	528	36	18,608	3/29/2021	74	70	30	0	SLURRY SEAL	12/1/2017
1850	1138	NEKO DR - 1850	END	251ST ST	L - Local (7)	A - AC	2	126	33	5,765	4/15/2021	74	100	0	0	SLURRY SEAL	10/1/2016
1150	1356	255TH ST - 1150	VERONICA LN	END	L - Local (7)	A - AC	2	507	27	15,473	4/15/2021	75	51	49	0	SLURRY SEAL	10/1/2016
1880	1284	OAK ST - 1880	256TH ST	PACIFIC COAST HWY	L - Local (7)	A - AC	2	609	27	15,785	3/31/2021	75	100	0	0	AC - OVERLAY	2/1/2016
1880	1308	OAK ST - 1880	250TH ST	253RD PL	L - Local (7)	A - AC	2	1,427	27	36,990	3/31/2021	75	77	23	0	AC - OVERLAY	2/1/2016
2140	1363	VIA MARQUETTE - 2140	VIA SOLANO	VIA MADONNA	L - Local (7)	A - AC	2	317	32	10,107	3/29/2021	75	55	45	0	SLURRY SEAL	12/1/2017
1210	1280	261ST ST - 1210	CAYUGA AVE	WESTERN AVE	L - Local (7)	A - AC	2	250	32	7,530	5/10/2021	77	52	38	11	SLURRY SEAL	10/1/2016
1340	1053	APRIL CT - 1340	END	WALNUT ST	L - Local (7)	A - AC	2	265	32	10,998	4/28/2021	77	57	43	0	SLURRY SEAL	10/1/2020
1800	1125	MONTE VISTA AVE - 1800	262ND ST	263RD ST	L - Local (7)	A - AC	2	497	26	13,638	3/29/2021	77	17	0	83	SLURRY SEAL	10/1/2016
1880	1330	OAK ST - 1880	253RD PL	255TH ST	L - Local (7)	A - AC	2	684	27	17,857	3/31/2021	77	79	21	0	AC - OVERLAY	2/1/2016
1240	1235	264TH ST - 1240	OVID AVE	FAIRVIEW AVE	L - Local (7)	A - AC	2	337	20	6,694	3/29/2021	78	29	68	3	SLURRY SEAL	12/1/2017
1400	1076	BENHILL AVE - 1400	END	240TH ST	L - Local (7)	A - AC	2	113	16	2,543	4/14/2021	78	68	32	0		
1880	1334	OAK ST - 1880	LOMITA BLVD	250TH ST	L - Local (7)	A - AC	2	1,094	25	27,116	3/31/2021	78	100	0	0	AC - OVERLAY	2/1/2016

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1210	1357	261ST ST - 1210	REGENT AVE	APPIAN WAY	L - Local (7)	A - AC	2	292	26	6,948	5/10/2021	79	61	39	0	SLURRY SEAL	10/1/2016
1760	1324	LUCILLE AVE - 1760	PACIFIC COAST HWY	END	L - Local (7)	A - AC	2	1,279	26	32,600	5/10/2021	79	45	48	7	SLURRY SEAL	10/1/2016
1810	1327	MONTEREY CIR - 1810	253RD ST	END	L - Local (7)	A - AC	2	153	31	6,126	4/28/2021	79	31	69	0	SLURRY SEAL	10/1/2016
1880	1283	OAK ST - 1880	255TH ST	256TH ST	L - Local (7)	A - AC	2	420	27	10,676	3/31/2021	79	100	0	0	AC - OVERLAY	2/1/2016
2030	1143	ROLLING VISTA DR - 2030	VIA DESMONDE	PALOS VERDES DR N	L - Local (7)	A - AC	2	237	37	7,261	3/29/2021	79	58	38	4	CAPE SEAL	6/1/2018
1120	1270	252ND ST - 1120	END	E CITY LIMIT	L - Local (7)	A - AC	2	372	26	11,652	4/28/2021	80	31	60	9	CAPE SEAL	10/1/2020
1150	1187	255TH ST - 1150	PENNSYLVANIA AVE	KELLEY AVE	L - Local (7)	A - AC	2	225	27	5,996	4/15/2021	80	69	31	0	SLURRY SEAL	10/1/2016
1330	1026	APPIAN WAY - 1330	PACIFIC COAST HWY	259TH ST	L - Local (7)	A - AC	2	579	15	9,141	5/10/2021	80	74	23	2	SLURRY SEAL	10/1/2016
1770	1006	MARKET PL - 1770	259TH ST	260TH ST	L - Local (7)	A - AC	2	433	24	11,683	5/10/2021	80	75	25	0	SLURRY SEAL	10/1/2016
2010	1094	REGENT AVE - 2010	260TH ST	262ND ST	L - Local (7)	A - AC	2	603	26	15,078	5/10/2021	80	67	33	0	SLURRY SEAL	10/1/2016
1320	1077	ANDREO AVE - 1320	253RD PL	END	L - Local (7)	O - AC/AC	2	357	26	10,871	4/14/2021	81	100	0	0	SLURRY SEAL	10/1/2016
1690	1342	HILLWORTH AVE - 1690	N CITY LIMIT	S CITY LIMIT	L - Local (7)	A - AC	2	639	27	16,363	5/10/2021	81	60	27	13	SLURRY SEAL	10/1/2016
2100	1059	VERONICA LN - 2100	255TH ST	END	L - Local (7)	A - AC	2	147	32	8,331	4/15/2021	81	75	0	25	SLURRY SEAL	10/1/2016
1380	1110	BANI AVE - 1380	256TH ST	END	L - Local (7)	A - AC	2	169	30	6,534	4/15/2021	82	100	0	0	SLURRY SEAL	10/1/2016
1450	1113	CAYUGA AVE - 1450	259TH PL	261ST ST	L - Local (7)	A - AC	2	544	29	15,652	4/28/2021	82	80	16	4	SLURRY SEAL	10/1/2016
1490	1141	CYPRESS CIRCLE DR - 1490	END	CYPRESS ST	L - Local (7)	A - AC	2	282	32	11,055	5/10/2021	82	100	0	0	SLURRY SEAL	10/1/2016
1910	1124	OCEAN VIEW AVE - 1910	262ND ST	263RD ST	L - Local (7)	A - AC	2	498	26	13,661	3/29/2021	82	17	0	83	SLURRY SEAL	10/1/2016
2030	1300	ROLLING VISTA DR - 2030	VIA MADONNA	VIA NOVA	L - Local (7)	A - AC	2	885	32	28,447	3/29/2021	82	93	1	6	CAPE SEAL	6/1/2018
2050	1078	STANHURST AVE - 2050	END	240TH ST	L - Local (7)	A - AC	2	232	30	7,546	4/14/2021	82	39	61	0	SLURRY SEAL	10/1/2020
1210	1279	261ST ST - 1210	REGENT AVE	CAYUGA AVE	L - Local (7)	A - AC	2	896	26	24,145	5/10/2021	83	60	28	12	SLURRY SEAL	10/1/2016
1370	1154	AVOCADO ST - 1370	259TH PL	END (S)	L - Local (7)	A - AC	2	204	17	2,658	5/10/2021	83	13	79	8	SLURRY SEAL	10/1/2016
1480	1014	CRENSHAW BLVD - 1480	N CITY LIMIT	LOMITA BLVD	L - Local (7)	O - AC/AC	2	367	76	29,584	5/10/2021	83	59	1	40	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1560	1312	ESHELMAN AVE - 1560	259TH PL	GARNER ST	L - Local (7)	A - AC	2	447	54	24,648	5/5/2021	83	70	30	0	SLURRY SEAL	10/1/2016
1700	1117	KELLEY AVE - 1700	END (N)	255TH ST	L - Local (7)	A - AC	2	184	32	7,960	5/10/2021	83	100	0	0	SLURRY SEAL	10/1/2016
1860	1050	NOELLE CT - 1860	END	254TH ST	L - Local (7)	A - AC	2	147	32	6,018	4/15/2021	83	100	0	0	SLURRY SEAL	10/1/2016
1030	1346	242ND ST - 1030	PARK HAVEN LN	ESHELMAN AVE	L - Local (7)	A - AC	2	575	25	14,661	3/23/2021	84	63	37	0	SLURRY SEAL	10/12/2011
1080	1253	248TH ST - 1080	NARBONNE AVE	WOODWARD AVE	L - Local (7)	S - ST	2	278	26	7,661	4/14/2021	84	100	0	0	SLURRY SEAL	10/1/2020
1330	1358	APPIAN WAY - 1330	259TH ST	259TH PL	L - Local (7)	A - AC	2	340	24	5,578	5/10/2021	84	87	13	0	SLURRY SEAL	10/1/2016
2030	1142	ROLLING VISTA DR - 2030	VIA NOVA	VIA DESMONDE	L - Local (7)	A - AC	2	880	32	28,541	3/29/2021	84	84	13	4	CAPE SEAL	6/1/2018
2230	1305	WOODWARD AVE - 2230	250TH ST	253RD ST	L - Local (7)	A - AC	2	1,399	24	36,410	4/15/2021	84	18	59	23		
1320	1329	ANDREO AVE - 1320	250TH ST	252ND ST	L - Local (7)	O - AC/AC	2	899	26	23,343	4/14/2021	85	100	0	0	SLURRY SEAL	10/1/2016
1030	1214	242ND ST - 1030	NARBONNE AVE	PARK HAVEN PL	L - Local (7)	A - AC	2	1,021	25	25,932	3/23/2021	86	49	51	0	SLURRY SEAL	10/12/2011
1320	1337	ANDREO AVE - 1320	252ND ST	253RD ST	L - Local (7)	O - AC/AC	2	531	26	14,019	4/14/2021	86	95	0	5	SLURRY SEAL	10/1/2016
1350	1058	AUBREY LN - 1350	254TH ST	END	L - Local (7)	A - AC	2	154	32	6,392	4/15/2021	86	63	37	0	SLURRY SEAL	10/1/2016
2230	1098	WOODWARD AVE - 2230	245TH ST	LOMITA BLVD	L - Local (7)	A - AC	2	409	36	15,097	4/14/2021	86	47	53	0	SLURRY SEAL	10/1/2020
1075	1271	247TH ST - 1075	WALNUT ST	FALCENA AVE	L - Local (7)	S - ST	2	281	32	9,479	3/23/2021	87	100	0	0	RECONSTRUCT SURFACE (ST)	7/20/2011
1075	1322	247TH ST - 1075	FALENA AVE	END	L - Local (7)	S - ST	2	664	32	21,788	3/23/2021	87	100	0	0	RECONSTRUCT SURFACE (ST)	7/20/2011
1230	1160	263RD ST - 1230	APPIAN WAY	FAIRVIEW AVE	L - Local (7)	A - AC	2	214	36	7,465	3/29/2021	87	28	0	72	SLURRY SEAL	12/1/2017
1230	1162	263RD ST - 1230	MONTE VISTA AVE	REGENT AVE	L - Local (7)	A - AC	2	301	36	10,449	3/29/2021	87	89	11	0	SLURRY SEAL	12/1/2017
1480	1015	CRENSHAW BLVD - 1480	LOMITA BLVD	S CITY LIMIT	L - Local (7)	O - AC/AC	2	920	81	75,454	5/10/2021	87	80	15	5	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1530	1243	DORIA AVE - 1530	250TH ST	END	L - Local (7)	A - AC	2	187	30	7,778	5/5/2021	87	94	0	6		
1560	1090	ESHELMAN AVE - 1560	263RD ST	END	L - Local (7)	A - AC	2	671	26	13,664	3/29/2021	87	38	0	62	SLURRY SEAL	12/1/2017
1590	1127	FAIRVIEW AVE - 1590	APPIAN WAY	263RD ST	L - Local (7)	A - AC	2	196	24	6,523	3/29/2021	87	44	0	56	SLURRY SEAL	1/1/2008
1020	1374	241ST ST - 1020	ALLIENE AVE	NARBONNE AVE	L - Local (7)	S - ST	2	312	31	9,039	3/23/2021	88	30	0	70	RECONSTRUCT SURFACE (ST)	7/20/2011
1520	1176	DAWN ST - 1520	END	ESHELMAN AVE	L - Local (7)	A - AC	2	480	32	15,815	4/14/2021	88	70	30	0		
1670	1107	HILLCREST AVE - 1670	END	WESTERN AVE	L - Local (7)	A - AC	2	604	36	21,714	3/29/2021	88	61	39	0	SLURRY SEAL	12/1/2017
1780	1247	MCKENNA CT - 1780	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	2	299	32	11,671	4/15/2021	88	100	0	0	SLURRY SEAL	10/1/2016
1100	1202	250TH ST - 1100	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	2	815	26	22,324	4/15/2021	89	62	38	0	SLURRY SEAL	10/12/2011
1140	1264	254TH ST - 1140	FEIJOA AVE	NARBONNE AVE	L - Local (7)	O - AC/AC	2	358	26	9,724	5/5/2021	89	24	72	4	THICK AC OVERLAY(2.5 INCHES)	10/22/2014
1130	1044	253RD PL - 1130	NARBONNE AVE	WOODWARD AVE	L - Local (7)	A - AC	2	359	26	9,540	4/15/2021	90	100	0	0	SLURRY SEAL	10/1/2016
1150	1195	255TH ST - 1150	WOODWARD AVE	OAK ST	L - Local (7)	O - AC/AC	2	387	27	10,529	4/15/2021	90	36	64	0	SLURRY SEAL	10/1/2016
1440	1060	CARLENE LN - 1440	END	DAWN ST	L - Local (7)	A - AC	2	157	32	6,811	4/14/2021	90	100	0	0	SLURRY SEAL	1/1/2008
1500	1226	CYPRESS ST - 1500	247TH ST	248TH ST	L - Local (7)	A - AC	2	353	27	9,284	3/31/2021	90	89	0	11	SLURRY SEAL	10/1/2020
1560	1079	ESHELMAN AVE - 1560	240TH ST	LOMITA PARK PL	L - Local (7)	A - AC	2	1,197	56	66,545	3/23/2021	90	100	0	0	SLURRY SEAL	10/1/2020
1960	1242	PARK HAVEN PL - 1960	242ND ST	END	L - Local (7)	A - AC	2	466	32	16,962	4/14/2021	90	49	51	0		
1970	1347	PENNSYLVANIA AVE - 1970	N CITY LIMIT	241ST ST	L - Local (7)	A - AC	2	242	33	7,812	3/23/2021	90	100	0	0	SLURRY SEAL	10/1/2020
1140	1262	254TH ST - 1140	WALNUT ST	E CITY LIMIT	L - Local (7)	O - AC/AC	2	986	30	26,620	4/28/2021	91	88	0	12	SLURRY SEAL	10/1/2016
1500	1227	CYPRESS ST - 1500	248TH ST	249TH ST	L - Local (7)	A - AC	2	255	27	6,553	3/31/2021	91	52	48	0	SLURRY SEAL	10/1/2020
1500	1230	CYPRESS ST - 1500	249TH ST	250TH ST	L - Local (7)	A - AC	2	274	27	7,275	3/31/2021	91	52	48	0	SLURRY SEAL	10/1/2020
1550	1004	ELEANOR PL - 1550	END	WALNUT ST	L - Local (7)	O - AC/AC	2	271	32	10,231	4/28/2021	91	56	44	0	SLURRY SEAL	10/1/2020
1560	1089	ESHELMAN AVE - 1560	262ND ST	263RD ST	L - Local (7)	A - AC	2	548	26	15,996	3/29/2021	91	100	0	0	SLURRY SEAL	10/1/2016
1565	1335	ESHELMAN WAY - 1565	ESHELMAN AVE	END	L - Local (7)	A - AC	2	219	33	5,052	4/14/2021	91	80	20	0	SLURRY SEAL	10/1/2020
1970	1301	PENNSYLVANIA AVE - 1970	241ST ST	LOMITA BLVD	L - Local (7)	A - AC	2	502	33	16,657	3/23/2021	91	100	0	0	SLURRY SEAL	10/1/2020
1130	1047	253RD PL - 1130	ESHELMAN AVE	WALNUT ST	L - Local (7)	O - AC/AC	2	702	22	16,000	4/14/2021	92	100	0	0	SLURRY SEAL	10/1/2016

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1131	1375	253RD ST - 1131	WALNUT ST	ESHELMAN AVE	L - Local (7)	O - AC/AC	2	759	20	16,050	4/14/2021	92	100	0	0	SLURRY SEAL	10/1/2016
1560	1123	ESHELMAN AVE - 1560	N CITY LIMIT	240TH ST	L - Local (7)	A - AC	2	261	56	13,067	3/23/2021	92	100	0	0	SLURRY SEAL	10/1/2020
1560	1303	ESHELMAN AVE - 1560	LOMITA PARK PL	LOMITA BLVD	L - Local (7)	A - AC	2	1,274	56	70,004	3/23/2021	92	100	0	0	CAPE SEAL	10/1/2020
1590	1128	FAIRVIEW AVE - 1590	263RD ST	GLENTREE DR	L - Local (7)	A - AC	2	534	24	13,060	3/29/2021	92	83	0	17	SLURRY SEAL	12/1/2017
2240	1361	PADRON PL - 2240	NORDMAN ST	END	L - Local (7)	A - AC	2	226	28	6,629	4/14/2021	92	100	0	0	SLURRY SEAL	10/1/2020
2010	1095	REGENT AVE - 2010	262ND ST	263RD ST	L - Local (7)	A - AC	2	497	26	14,191	3/29/2021	92	71	0	29	SLURRY SEAL	10/1/2016
2010	1096	REGENT AVE - 2010	263RD ST	END	L - Local (7)	A - AC	2	665	26	17,881	3/29/2021	92	72	0	28	SLURRY SEAL	12/1/2017
1010	1216	240TH ST - 1010	OLSON LN	ESHELMAN AVE	L - Local (7)	A - AC	2	297	30	11,599	3/23/2021	93	100	0	0	SLURRY SEAL	10/1/2020
1040	1218	243RD ST - 1040	LOMITA DR	NARBONNE AVE	L - Local (7)	S - ST	2	1,026	26	26,761	3/23/2021	93	100	0	0	SLURRY SEAL	10/1/2020
1120	1268	252ND ST - 1120	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	2	703	22	15,745	4/14/2021	93	12	88	0	SLURRY SEAL	10/1/2020
1230	1163	263RD ST - 1230	REGENT AVE	OCEAN VIEW AVE	L - Local (7)	A - AC	2	300	36	10,227	3/29/2021	93	100	0	0	SLURRY SEAL	12/1/2017
1330	1025	APPIAN WAY - 1330	262ND ST	263RD ST	L - Local (7)	A - AC	2	720	19	14,411	3/29/2021	93	100	0	0	SLURRY SEAL	10/1/2016
1560	1086	ESHELMAN AVE - 1560	257TH ST	PACIFIC COAST HWY	L - Local (7)	O - AC/AC	2	427	57	22,423	3/23/2021	93	67	0	33	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1800	1126	MONTE VISTA AVE - 1800	263RD ST	END	L - Local (7)	A - AC	2	667	26	13,434	3/29/2021	93	87	0	13	SLURRY SEAL	12/1/2017
2200	1238	WALNUT ST - 2200	TURRELL ST	247TH ST (N)	L - Local (7)	A - AC	2	630	36	22,448	3/23/2021	93	100	0	0	SLURRY SEAL	10/1/2020
2200	1240	WALNUT ST - 2200	247TH ST (N)	LOMITA BLVD	L - Local (7)	A - AC	2	746	33	22,018	3/23/2021	93	100	0	0	SLURRY SEAL	10/1/2020
1010	1317	240TH ST - 1010	BENHILL AVE	OLSON LN	L - Local (7)	A - AC	2	836	30	22,731	3/23/2021	94	33	67	0	SLURRY SEAL	10/1/2020
1080	1250	248TH ST - 1080	END	PENNSYLVANIA AVE	L - Local (7)	S - ST	2	791	26	21,350	4/15/2021	94	100	0	0	SLURRY SEAL	10/1/2020
1160	1221	256TH ST - 1160	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	2	823	18	15,856	4/15/2021	94	100	0	0	SLURRY SEAL	10/1/2016
1230	1161	263RD ST - 1230	FAIRVIEW AVE	MONTE VISTA AVE	L - Local (7)	A - AC	2	601	36	20,742	3/29/2021	94	86	0	14	SLURRY SEAL	12/1/2017
1560	1082	ESHELMAN AVE - 1560	252ND ST	253RD ST	L - Local (7)	O - AC/AC	2	273	57	15,355	3/23/2021	94	100	0	0	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1970	1362	PENNSYLVANIA AVE - 1970	247TH ST (S)	250TH ST	L - Local (7)	A - AC	2	848	31	25,842	3/31/2021	94	52	0	48	SLURRY SEAL	10/1/2020
1020	1258	241ST ST - 1020	PENNSYLVANIA AVE	ALLIENE AVE	L - Local (7)	S - ST	2	1,288	31	42,888	3/23/2021	95	92	0	8	RECONSTRUCT SURFACE (ST)	7/20/2011
1075	1272	247TH ST - 1075	END	PENNSYLVANIA AVE	L - Local (7)	S - ST	2	640	26	17,210	3/30/2021	95	10	90	0	SLURRY SEAL	10/1/2020
1120	1267	252ND ST - 1120	DORIA AVE	ANDREO AVE	L - Local (7)	O - AC/AC	2	200	26	6,074	4/14/2021	95	100	0	0	SLURRY SEAL	10/1/2016
1130	1046	253RD PL - 1130	ANDREO WAY	ESHELMAN AVE	L - Local (7)	O - AC/AC	2	221	26	6,200	4/14/2021	95	100	0	0	THICK AC OVERLAY(2.5 INCHES)	10/12/2011
1150	1194	255TH ST - 1150	NARBONNE AVE	WOODWARD AVE	L - Local (7)	O - AC/AC	2	384	27	10,074	4/15/2021	95	100	0	0	SLURRY SEAL	10/1/2016
1150	1196	255TH ST - 1150	OAK ST	ESHELMAN AVE	L - Local (7)	O - AC/AC	2	772	27	20,280	4/15/2021	95	100	0	0	SLURRY SEAL	10/1/2016
1560	1080	ESHELMAN AVE - 1560	LOMITA BLVD	248TH ST (N)	L - Local (7)	O - AC/AC	2	332	57	17,404	3/23/2021	95	100	0	0	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1560	1081	ESHELMAN AVE - 1560	250TH ST	ESHELMAN AVE	L - Local (7)	O - AC/AC	2	440	57	24,343	3/23/2021	95	100	0	0	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1560	1083	ESHELMAN AVE - 1560	253RD ST	253RD PL	L - Local (7)	O - AC/AC	2	285	57	15,568	3/23/2021	95	100	0	0	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1560	1084	ESHELMAN AVE - 1560	253RD PL	255TH ST	L - Local (7)	O - AC/AC	2	650	57	36,172	3/23/2021	95	100	0	0	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1560	1085	ESHELMAN AVE - 1560	255TH ST	257TH ST	L - Local (7)	O - AC/AC	2	628	57	34,531	3/23/2021	95	100	0	0	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1560	1318	ESHELMAN AVE - 1560	248TH ST (N)	250TH ST	L - Local (7)	O - AC/AC	2	316	54	17,089	3/23/2021	95	100	0	0	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1560	1336	ESHELMAN AVE - 1560	ESHELMAN AVE	252ND ST	L - Local (7)	O - AC/AC	2	456	57	24,888	3/23/2021	95	100	0	0	THICK AC OVERLAY(2.5 INCHES)	9/1/2011
1720	1167	LEOLA ST - 1720	WALNUT ST	END	L - Local (7)	O - AC/AC	2	276	22	8,001	4/28/2021	95	100	0	0	SLURRY SEAL	10/1/2020
2230	1306	WOODWARD AVE - 2230	253RD PL	255TH ST	L - Local (7)	A - AC	2	657	26	17,646	4/15/2021	95	100	0	0		
1090	1236	249TH ST - 1090	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	S - ST	2	769	16	12,502	4/15/2021	96	2	0	98	CAPE SEAL	10/1/2020
1100	1207	250TH ST - 1100	NARBONNE AVE	WOODWARD AVE	L - Local (7)	S - ST	2	410	26	9,904	3/30/2021	96	28	0	72	ARHM - OVERLAY	12/1/2018
1075	1273	247TH ST - 1075	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	S - ST	2	770	26	21,603	3/30/2021	97	0	0	100	CAPE SEAL	10/1/2020
1080	1251	248TH ST - 1080	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	S - ST	2	770	26	21,341	3/30/2021	97	100	0	0	SLURRY SEAL	10/1/2020
1110	1159	251ST ST - 1110	EBONY LN	E CITY LIMIT	L - Local (7)	A - AC	2	247	26	7,242	4/28/2021	97	100	0	0	SLURRY SEAL	10/1/2020
1100	1203	250TH ST - 1100	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	S - ST	2	824	26	21,047	3/30/2021	98	68	0	32	ARHM - OVERLAY	12/1/2018
1100	1206	250TH ST - 1100	CYPRESS ST	NARBONNE AVE	L - Local (7)	S - ST	2	828	26	20,643	3/30/2021	98	68	0	32	RECONSTRUCT STRUCTURE (AC)	12/1/2018
1920	1321	OLSON LN - 1920	END	240TH ST	L - Local (7)	A - AC	2	197	32	7,796	3/23/2021	98	100	0	0	SLURRY SEAL	10/1/2020
1970	1351	PENNSYLVANIA AVE - 1970	247TH ST (S)	246TH PL	L - Local (7)	A - AC	2	743	31	22,579	3/31/2021	98	100	0	0	SLURRY SEAL	10/1/2020
2200	1183	WALNUT ST - 2200	253RD ST	255TH ST	L - Local (7)	A - AC	4	872	52	42,328	3/31/2021	98	66	0	34	RECONSTRUCT STRUCTURE (AC)	11/1/2019
2200	1184	WALNUT ST - 2200	255TH ST	PACIFIC COAST HWY	L - Local (7)	A - AC	4	1,128	54	48,819	3/31/2021	98	82	0	18	ARHM - OVERLAY	11/1/2019
1065	1248	246TH ST - 1065	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	A - AC	2	770	26	20,785	3/30/2021	99	0	0	100	SLURRY SEAL	10/1/2020
1100	1209	250TH ST - 1100	WOODWARD AVE	OAK ST	L - Local (7)	A - AC	2	413	26	10,610	3/30/2021	99	100	0	0	ARHM - OVERLAY	12/1/2018
1100	1210	250TH ST - 1100	OAK ST	ESHELMAN AVE	L - Local (7)	A - AC	2	825	26	20,986	3/30/2021	99	100	0	0	ARHM - OVERLAY	12/1/2018
1970	1352	PENNSYLVANIA AVE - 1970	LOMITA BLVD	246TH ST	L - Local (7)	A - AC	2	740	31	23,159	3/31/2021	99	6	0	94	SLURRY SEAL	10/1/2020
2230	1099	WOODWARD AVE - 2230	LOMITA BLVD	247TH ST	L - Local (7)	A - AC	2	494	26	13,137	3/31/2021	99	100	0	0	SLURRY SEAL	10/1/2020
1060	1003	246TH PL - 1060	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	A - AC	2	771	26	21,035	3/30/2021	100	100	0	0	SLURRY SEAL	10/1/2020
1075	1274	247TH ST - 1075	CYPRESS ST	MOON AVE	L - Local (7)	A - AC	2	328	26	9,405	3/30/2021	100	0	0	0	SLURRY SEAL	10/1/2020
1075	1275	247TH ST - 1075	MOON AVE	NARBONNE AVE	L - Local (7)	S - ST	2	444	26	11,473	3/30/2021	100	0	0	0	SLURRY SEAL	10/1/2020
1470	1052	COMAL CT - 1470	250TH ST	END	L - Local (7)	A - AC	2	184	30	7,657	4/15/2021	100	100	0	0	SLURRY SEAL	1/1/2008
1900	1092	OBER AVE - 1900	GUYSON ST	END	L - Local (7)	A - AC	2	95	28	2,917	5/5/2021	100	0	0	0	SLURRY SEAL	10/1/2016
								<b>28.5</b>		<b>4,701,566</b>							



**City of Lomita, CA**  
**Pavement Condition Index (PCI) Report - All Streets**

Sorted by Rank, PCI (0-100)

Condition	PCI Range	Arterials	Locals	Total Mi.	% of Network
Excellent	86-100	2.6	9.4	12.0	56%
Very Good	71-85	0.5	5.5	6.0	
Good	56-70	0.0	5.2	5.2	30%
Fair	41-55	0.0	4.3	4.3	
Poor	26-40	0.0	2.4	2.4	14%
Very Poor	11-25	0.3	1.4	1.8	
Failed	0-10	0.0	0.3	0.3	
		<b>3.4</b>	<b>28.5</b>	<b>31.9</b>	

Rank	2021	2017	PCI 2014	PCI 2011	SF	Mi.
Arterials	85.3	73.7	70.2	66.8	1,200,191	3.4
Locals	69.2	68.1	59.2	56.9	4,701,566	28.5
	<b>72.5</b>	<b>69.3</b>	<b>61.8</b>	<b>59.2</b>	<b>5,901,757</b>	<b>31.9</b>

**City of Lomita, CA**  
**Forecasted Maintenance / Rehabilitation Report - FY 2021-2026**

Sorted by Rank, FY, Name (A-Z)

FY	Street ID	Section ID	Name	From	To	Functional Class	Zone	Type	Lanes	Length	Width	True Area	PCI	PCI Climate %	PCI Load %	PCI Other %	Maint. Type	Total \$
<b>Arterials</b>																		
2021-22	1840	1325	NARBONNE AVE - 1840	PACIFIC COAST HWY	S CITY LIMIT	A - Arterial	B	A - AC	4	1,610	61	96,743	22	27	65	8	ARHM	\$224,444
																		<b>\$224,444</b>
2022-23	1730	1034	LOMITA BLVD - 1730	PENNSYLVANIA AVE	CYPRESS ST	A - Arterial	F	C - AC/PCC	4	934	54	63,055	88	22	73	5	Type II Slurry	\$29,636
																		<b>\$29,636</b>
2023-24	1950	1048	PALOS VERDES DR - 1950	WESTERN AVE	872 FT W/O WESTERN AVE	A - Arterial	A	A - AC	6	872	100	80,587	88	71	5	24	Type II Slurry	\$38,682
2023-24	1950	1135	PALOS VERDES DR - 1950	W CITY LIMIT	ROLLING VISTA DR	A - Arterial	A	A - AC	6	1,092	100	99,049	85	77	0	23	Type II Slurry	\$47,544
																		<b>\$86,225</b>
2024-25	1950	1136	PALOS VERDES DR - 1950	WESTERN AVE	E CITY LIMIT	A - Arterial	A	A - AC	6	541	100	47,184	82	44	55	1	Type II Slurry	\$23,120
2024-25	1950	1345	PALOS VERDES DR - 1950	ROLLING VISTA DR	1011 FT E/O ROLLING VISTA DR	A - Arterial	A	A - AC	6	1,011	100	91,278	84	94	0	6	Type II Slurry	\$44,726
																		<b>\$67,846</b>
2025-26	1730	1042	LOMITA BLVD - 1730	EBONY	E CITY LIMIT	A - Arterial	G	A - AC	4	28	58	2,502	95	100	0	0	Type II Slurry	\$1,226
2025-26	1730	1040	LOMITA BLVD - 1730	ESHELMAN AVE	WALNUT ST	A - Arterial	G	O - AC/AC	4	868	64	60,318	94	92	0	8	Type II Slurry	\$29,556
																		<b>\$30,782</b>
<b>Locals</b>																		
2021-22	1075	1276	247TH ST - 1075	WOODWARD AVE	OAK ST	L - Local	C	S - ST	2	439	26	12,307	20	30	53	18	AC Recon	\$67,689
2021-22	1080	1252	248TH ST - 1080	CYPRESS ST	NARBONNE AVE	L - Local	C	S - ST	2	770	26	20,935	10	15	53	32	AC Recon	\$115,143
2021-22	1080	1254	248TH ST - 1080	WOODWARD AVE	OAK ST	L - Local	C	S - ST	2	440	26	12,537	34	25	48	26	AC Overlay	\$25,325
2021-22	1080	1255	248TH ST - 1080	OAK ST	ESHELMAN AVE	L - Local	C	S - ST	2	830	26	22,700	14	22	60	18	AC Recon	\$124,850
2021-22	1100	1202	250TH ST - 1100	END	PENNSYLVANIA AVE	L - Local	C	A - AC	2	815	26	22,324	89	62	38	0	Type II Slurry	\$8,483
2021-22	1380	1120	BANI AVE - 1380	250TH ST	END	L - Local	C	A - AC	2	127	32	5,713	43	27	66	7	AC Overlay	\$11,540
2021-22	1470	1052	COMAL CT - 1470	250TH ST	END	L - Local	C	A - AC	2	184	30	7,657	100	100	0	0	Stop Gap	\$230
2021-22	1500	1224	CYPRESS ST - 1500	LOMITA BLVD	246TH PL	L - Local	C	A - AC	2	679	26	17,542	21	9	91	0	AC Recon	\$96,481
2021-22	1500	1225	CYPRESS ST - 1500	246TH PL	247TH ST	L - Local	C	A - AC	2	351	26	8,934	33	26	25	48	AC Recon	\$49,137
2021-22	1530	1243	DORIA AVE - 1530	250TH ST	END	L - Local	C	A - AC	2	187	30	7,778	87	94	0	6	Type II Slurry	\$2,956
2021-22	1820	1097	MOON AVE - 1820	LOMITA BLVD	247TH ST	L - Local	C	A - AC	2	830	26	21,678	39	30	70	0	AC Overlay	\$43,790
2021-22	1880	1334	OAK ST - 1880	LOMITA BLVD	250TH ST	L - Local	C	A - AC	2	1,094	25	27,116	78	100	0	0	Type II Slurry	\$10,304
2021-22	2230	1100	WOODWARD AVE - 2230	247TH ST	250TH ST	L - Local	C	A - AC	2	825	26	21,029	19	15	64	21	AC Recon	\$115,660
																		<b>\$671,586</b>
2021-22	1010	1215	240TH ST - 1010	NARBONNE AVE	BENHILL AVE	L - Local	F	A - AC	2	467	32	14,051	51	43	57	0	AC Overlay	\$28,383
2021-22	1020	1374	241ST ST - 1020	ALLIENE AVE	NARBONNE AVE	L - Local	F	S - ST	2	312	31	9,039	88	30	0	70	Type II Slurry	\$3,435
2021-22	1030	1214	242ND ST - 1030	NARBONNE AVE	PARK HAVEN PL	L - Local	F	A - AC	2	1,021	25	25,932	86	49	51	0	Type II Slurry	\$9,854
2021-22	1030	1346	242ND ST - 1030	PARK HAVEN LN	ESHELMAN AVE	L - Local	F	A - AC	2	575	25	14,661	84	63	37	0	Type II Slurry	\$5,571
2021-22	1050	1179	245TH ST - 1050	NARBONNE AVE	WOODWARD AVE	L - Local	F	S - ST	2	315	28	8,733	45	33	53	14	AC Overlay	\$17,641
2021-22	1050	1180	245TH ST - 1050	WOODWARD AVE	CADIZ DR	L - Local	F	A - AC	2	522	31	17,347	56	48	52	0	AC Overlay	\$35,041
2021-22	1050	1181	245TH ST - 1050	CADIZ DR	END	L - Local	F	S - ST	2	550	31	17,826	41	30	70	0	AC Overlay	\$36,009
2021-22	1270	1315	ADONA DR - 1270	CADIZ DR	END	L - Local	F	A - AC	2	276	26	8,714	39	31	69	0	AC Overlay	\$17,602
2021-22	1290	1177	ALLBROOK ST - 1290	END	ESHELMAN AVE	L - Local	F	A - AC	2	483	26	13,624	42	31	41	29	AC Overlay	\$27,520
2021-22	1300	1316	ALLIENE AVE - 1300	241ST ST	LOMITA	L - Local	F	A - AC	2	1,191	20	22,593	43	34	55	11	AC Overlay	\$45,638
2021-22	1400	1075	BENHILL AVE - 1400	240TH ST	END	L - Local	F	A - AC	2	231	28	7,878	50	40	45	15	AC Overlay	\$15,914
2021-22	1400	1076	BENHILL AVE - 1400	END	240TH ST	L - Local	F	A - AC	2	113	16	2,543	78	68	32	0	AC Overlay	\$5,137
2021-22	1420	1134	CADIZ DR - 1420	245TH ST	END	L - Local	F	A - AC	2	330	32	11,517	43	49	51	0	AC Overlay	\$23,264
2021-22	1440	1060	CARLENE LN - 1440	END	DAWN ST	L - Local	F	A - AC	2	157	32	6,811	90	100	0	0	Type II Slurry	\$2,588
2021-22	1480	1014	CRENSHAW BLVD - 1480	N CITY LIMIT	LOMITA BLVD	L - Local	F	O - AC/AC	2	367	76	29,584	83	59	1	40	Type II Slurry	\$11,242
2021-22	1480	1015	CRENSHAW BLVD - 1480	LOMITA BLVD	S CITY LIMIT	L - Local	F	O - AC/AC	2	920	81	75,454	87	80	15	5	Type II Slurry	\$28,673
2021-22	1520	1176	DAWN ST - 1520	END	ESHELMAN AVE	L - Local	F	A - AC	2	480	32	15,815	88	70	30	0	Type II Slurry	\$6,010
2021-22	1660	1319	HENDRICKS AVE - 1660	END	245TH ST	L - Local	F	A - AC	2	515	26	15,135	47	60	40	0	AC Overlay	\$30,573
2021-22	1740	1137	LOMITA DR - 1740	END	LOMITA BLVD	L - Local	F	A - AC	2	523	31	15,661	37	47	43	10	AC Overlay	\$31,635
2021-22	1750	1049	LOMITA PARK PL - 1750	END	ESHELMAN AVE	L - Local	F	A - AC	2	683	34	23,633	37	31	69	0	AC Overlay	\$47,739
2021-22	1760	1066	LUCILLE AVE - 1760	243RD ST	LOMITA BLVD	L - Local	F	A - AC	2	552	20	11,134	33	23	70	6	AC Overlay	\$22,491
																		<b>\$451,958</b>
2022-23	1010	1217	240TH ST - 1010	ESHELMAN AVE	WALNUT ST	L - Local	G	A - AC	2	783	30	23,902	48	36	64	0	AC Overlay	\$49,716
2022-23	1020	1259	241ST ST - 1020	END	STANHURST AVE	L - Local	G	A - AC	2	283	28	8,913	58	53	47	0	AC Overlay	\$18,539
2022-23	1020	1260	241ST ST - 1020	STANHURST AVE	WALNUT ST	L - Local	G	A - AC	2	471	28	13,366	50	42	58	0	AC Overlay	\$27,801
2022-23	1065	1249	246TH ST - 1065	FALENA AVE	END	L - Local	G	S - ST	2	639	30	18,066	19	22	52	26	AC Recon	\$102,434
2022-23	1070	1043	247TH PL - 1070	END	E CITY LIMIT	L - Local	G	S - ST	2	784	25	22,319	32	11	89	0	AC Overlay	\$46,424
2022-23	1075	1271	247TH ST - 1075	WALNUT ST	FALENA AVE	L - Local	G	S - ST	2	281	32	9,479	87	100	0	0	Type II Slurry	\$3,697
2022-23	1075	1277	247TH ST - 1075	ABITA AVE	WALNUT ST	L - Local	G	S - ST	2	247	26	7,254	40	57	43	0	AC Recon	\$41,130
2022-23	1075	1322	247TH ST - 1075	FALENA AVE	END	L - Local	G	S - ST	2	664	32	21,788	87	100	0	0	Type II Slurry	\$8,497
2022-23	1080	1256	248TH ST - 1080	ESHELMAN AVE	END	L - Local	G	S - ST	2	354	20	6,038	21	60	40	0	AC Recon	\$34,235
2022-23	1080	1257	248TH ST - 1080	WEST END	E CITY LIMIT	L - Local	G	S - ST	2	504	25	14,212	16	8	74	18	AC Recon	\$80,582
2022-23	1120	1269	252ND ST - 1120	END	EBONY LN	L - Local	G	A - AC	2	215	27	6,372	43	64	31	5	AC Overlay	\$13,254

City of Lomita, CA  
Forecasted Maintenance / Rehabilitation Report - FY 2021-2026

Sorted by Rank, FY, Name (A-Z)

FY	Street ID	Section ID	Name	From	To	Functional Class	Zone	Type	Lanes	Length	Width	True Area	PCI	PCI Climate %	PCI Load %	PCI Other %	Maint. Type	Total \$
2022-23	1130	1047	253RD PL - 1130	ESHELMAN AVE	WALNUT ST	L - Local	E	O - AC/AC	2	702	22	16,000	92	100	0	0	AC Overlay	\$33,280
2022-23	1250	1065	ABITA AVE - 1250	247TH ST	END	L - Local	G	A - AC	2	179	27	7,958	28	38	62	0	AC Recon	\$45,122
2022-23	1280	1166	ALCOR ST - 1280	END	WALNUT ST	L - Local	G	A - AC	2	264	32	10,042	42	46	50	5	AC Overlay	\$20,887
2022-23	1430	1282	CALLISON ST - 1430	STANHURST AVE	WALNUT ST	L - Local	G	A - AC	2	443	28	13,615	49	49	51	0	AC Overlay	\$28,319
2022-23	1540	1061	EBONY LN - 1540	251ST ST	252ND ST	L - Local	G	A - AC	2	445	52	24,164	26	40	49	11	AC Overlay	\$50,261
2022-23	1540	1062	EBONY LN - 1540	253RD ST	253RD ST	L - Local	G	A - AC	2	585	52	28,741	15	35	53	12	AC Recon	\$162,961
2022-23	1540	1063	EBONY LN - 1540	LOMITA BLVD	251ST ST	L - Local	G	A - AC	2	306	52	15,565	37	43	56	0	AC Overlay	\$32,375
2022-23	1540	1302	EBONY LN - 1540	253RD ST	WALNUT ST	L - Local	G	A - AC	2	142	48	6,870	19	9	83	8	AC Recon	\$38,953
2022-23	1600	1068	FALENA AVE - 1600	247TH ST	END	L - Local	G	A - AC	2	455	30	13,055	46	40	60	0	AC Overlay	\$27,154
2022-23	1870	1175	NORDMAN ST - 1870	WALNUT ST	END	L - Local	G	A - AC	2	536	28	13,761	22	27	64	9	AC Recon	\$78,025
2022-23	2050	1310	STANHURST AVE - 2050	241ST ST	CALLISON ST	L - Local	G	A - AC	2	467	30	14,874	50	42	58	0	AC Overlay	\$30,938
2022-23	2090	1281	TURRELL ST - 2090	END	WALNUT ST	L - Local	G	A - AC	2	500	20	12,759	21	33	54	13	AC Recon	\$72,344
2022-23	2200	1182	WALNUT ST - 2200	LOMITA BLVD	253RD ST	L - Local	G	A - AC	2	1,402	32	43,739	57	25	75	1	AC Overlay	\$90,977
2022-23	2200	1237	WALNUT ST - 2200	END	241ST ST	L - Local	G	A - AC	2	494	36	17,025	28	26	55	19	AC Overlay	\$35,412
2022-23	2200	1241	WALNUT ST - 2200	241ST ST	TURRELL ST	L - Local	G	A - AC	2	1,323	36	47,471	22	22	59	19	AC Recon	\$269,161
																		\$1,442,479
2023-24	1110	1200	251ST ST - 1110	END	PENNSYLVANIA AVE	L - Local	D	A - AC	2	790	32	25,705	54	28	72	0	Cape Seal	\$25,448
2023-24	1110	1201	251ST ST - 1110	PENNSYLVANIA AVE	END	L - Local	D	A - AC	2	305	22	8,510	45	37	63	0	AC Overlay	\$18,211
2023-24	1131	1198	253RD ST - 1131	END	PENNSYLVANIA AVE	L - Local	D	A - AC	2	794	32	24,906	54	44	56	0	AC Overlay	\$53,299
2023-24	1131	1199	253RD ST - 1131	END	PENNSYLVANIA AVE	L - Local	D	A - AC	2	296	27	9,207	36	32	68	0	AC Overlay	\$19,703
2023-24	1140	1263	254TH ST - 1140	END	CYPRESS ST	L - Local	D	A - AC	2	303	26	10,436	28	0	83	17	AC Overlay	\$22,333
2023-24	1140	1264	254TH ST - 1140	FEIJOA AVE	NARBONNE AVE	L - Local	D	O - AC/AC	2	358	26	9,724	89	24	72	4	Type II Slurry	\$3,890
2023-24	1140	1265	254TH ST - 1140	AUBREY LN	PENNSYLVANIA AVE	L - Local	D	A - AC	2	456	32	15,473	61	51	49	0	AC Overlay	\$33,112
2023-24	1140	1266	254TH ST - 1140	END	AUBREY LN	L - Local	D	A - AC	2	304	34	10,482	62	60	40	0	AC Overlay	\$22,431
2023-24	1150	1187	255TH ST - 1150	PENNSYLVANIA AVE	KELLEY AVE	L - Local	D	A - AC	2	225	27	5,996	80	69	31	0	Type II Slurry	\$2,398
2023-24	1150	1188	255TH ST - 1150	KELLEY AVE	ADAMO AVE	L - Local	D	A - AC	2	299	27	7,708	66	33	67	0	Type II Slurry	\$3,083
2023-24	1150	1189	255TH ST - 1150	ADAMO AVE	CYPRESS ST	L - Local	D	A - AC	2	251	26	6,559	52	30	70	0	Cape Seal	\$6,493
2023-24	1150	1190	255TH ST - 1150	CYPRESS ST	NARBONNE AVE	L - Local	D	A - AC	2	825	27	20,466	55	27	73	0	Cape Seal	\$20,261
2023-24	1150	1197	255TH ST - 1150	VERONICA LN	PENNSYLVANIA AVE	L - Local	D	A - AC	2	285	35	8,749	69	43	57	0	Type II Slurry	\$3,500
2023-24	1150	1356	255TH ST - 1150	VERONICA LN	END	L - Local	D	A - AC	2	507	27	15,473	75	51	49	0	Type II Slurry	\$6,189
2023-24	1160	1221	256TH ST - 1160	PENNSYLVANIA AVE	END	L - Local	D	A - AC	2	823	18	15,856	94	100	0	0	Stop Gap	\$476
2023-24	1260	1105	ADAMO AVE - 1260	END	255TH ST	L - Local	D	A - AC	2	256	26	8,598	43	25	75	0	AC Overlay	\$18,400
2023-24	1300	1069	ALLIENE AVE - 1300	255TH ST	END	L - Local	D	A - AC	2	488	32	15,916	47	37	63	0	AC Overlay	\$34,060
2023-24	1350	1058	AUBREY LN - 1350	254TH ST	END	L - Local	D	A - AC	2	154	32	6,392	86	63	37	0	Type II Slurry	\$2,557
2023-24	1380	1110	BANI AVE - 1380	256TH ST	END	L - Local	D	A - AC	2	169	30	6,534	82	100	0	0	Type II Slurry	\$2,614
2023-24	1380	1121	BANI AVE - 1380	253RD ST	END	L - Local	D	A - AC	2	123	26	4,860	51	45	55	0	AC Overlay	\$10,400
2023-24	1380	1298	BANI AVE - 1380	END	254TH ST	L - Local	D	A - AC	2	148	30	5,468	39	34	66	0	AC Overlay	\$11,702
2023-24	1390	1119	BECKNEL AVE - 1390	253RD ST	END	L - Local	D	A - AC	2	114	22	4,326	34	28	62	10	AC Overlay	\$9,258
2023-24	1460	1219	CHAPMAN ST - 1460	SADDLE VIEW RD	PENNSYLVANIA AVE	L - Local	D	A - AC	2	523	30	16,282	73	52	48	0	Type II Slurry	\$6,513
2023-24	1490	1141	CYPRESS CIRCLE DR - 1490	END	CYPRESS ST	L - Local	D	A - AC	2	282	32	11,055	82	100	0	0	AC Overlay	\$23,658
2023-24	1500	1228	CYPRESS ST - 1500	254TH ST	255TH ST	L - Local	D	A - AC	2	527	30	13,659	68	41	59	0	AC Overlay	\$29,230
2023-24	1500	1229	CYPRESS ST - 1500	255TH ST	STRATFORD DR	L - Local	D	A - AC	2	533	30	14,489	69	45	55	0	AC Overlay	\$31,006
2023-24	1500	1231	CYPRESS ST - 1500	PACIFIC COAST HWY	STRATFORD DR	L - Local	D	A - AC	2	525	30	14,300	56	31	61	8	AC Overlay	\$30,602
2023-24	1500	1232	CYPRESS ST - 1500	250TH ST	ROBIN LN	L - Local	D	A - AC	2	636	28	17,818	63	36	63	1	AC Overlay	\$38,131
2023-24	1500	1340	CYPRESS ST - 1500	ROBIN LN	254TH ST	L - Local	D	A - AC	2	951	30	25,134	72	47	51	2	Type II Slurry	\$10,054
2023-24	1510	1056	DANMAR CT - 1510	END	PENNSYLVANIA DR	L - Local	D	A - AC	2	127	32	6,194	49	32	66	2	AC Overlay	\$13,255
2023-24	1570	1146	ESTER VIEW DR - 1570	SADDLE VIEW RD	PENNSYLVANIA AVE	L - Local	D	A - AC	2	552	31	18,132	63	49	51	0	AC Overlay	\$38,802
2023-24	1580	1054	EVANS CT - 1580	END	CYPRESS ST	L - Local	D	A - AC	2	324	15	3,918	5	40	19	40	AC Recon	\$22,842
2023-24	1610	1104	FEIJOA AVE - 1610	255TH ST	254TH ST	L - Local	D	A - AC	2	535	26	14,576	54	36	61	3	AC Overlay	\$31,193
2023-24	1610	1304	FEIJOA AVE - 1610	250TH ST	254TH ST	L - Local	D	A - AC	2	1,521	26	40,160	27	19	70	11	AC Overlay	\$85,942
2023-24	1620	1144	FORRESTER DR - 1620	END	PENNSYLVANIA AVE	L - Local	D	A - AC	2	147	32	6,491	51	40	60	0	AC Overlay	\$13,891
2023-24	1620	1359	FORRESTER DR - 1620	CYPRESS ST	END	L - Local	D	A - AC	2	405	15	4,486	9	53	0	47	AC Recon	\$26,153
2023-24	1690	1342	HILLWORTH AVE - 1690	N CITY LIMIT	S CITY LIMIT	L - Local	D	A - AC	2	639	27	16,363	81	60	27	13	Type II Slurry	\$6,545
2023-24	1700	1117	KELLEY AVE - 1700	END (N)	255TH ST	L - Local	D	A - AC	2	184	32	7,960	83	100	0	0	Type II Slurry	\$3,184
2023-24	1700	1118	KELLEY AVE - 1700	255TH ST (S)	END	L - Local	D	A - AC	2	260	26	9,951	54	51	49	0	AC Overlay	\$21,295
2023-24	1760	1326	LUCILLE AVE - 1760	255TH ST	PACIFIC COAST HWY	L - Local	D	A - AC	2	1,005	27	26,243	61	37	63	0	AC Overlay	\$56,160
2023-24	1780	1247	MCKENNA CT - 1780	PENNSYLVANIA AVE	END	L - Local	D	A - AC	2	299	32	11,671	88	100	0	0	Type II Slurry	\$4,668
2023-24	1850	1138	NEKO DR - 1850	END	251ST ST	L - Local	D	A - AC	2	126	33	5,765	74	100	0	0	Type II Slurry	\$2,306
2023-24	1860	1050	NOELLE CT - 1860	END	254TH ST	L - Local	D	A - AC	2	147	32	6,018	83	100	0	0	Type II Slurry	\$2,407
2023-24	1970	1130	PENNSYLVANIA AVE - 1970	PACIFIC COAST HWY	ESTHER VIEW DR	L - Local	D	A - AC	2	464	34	15,173	60	37	59	4	AC Overlay	\$32,470
2023-24	1970	1131	PENNSYLVANIA AVE - 1970	ESTHER VIEW DR	STEED CT	L - Local	D	A - AC	2	610	34	22,136	67	33	63	4	Type II Slurry	\$8,854
2023-24	1970	1353	PENNSYLVANIA AVE - 1970	250TH ST	253RD ST (N)	L - Local	D	A - AC	1	1,054	31	32,445	71	30	70	0	AC Overlay	\$69,432
2023-24	1970	1354	PENNSYLVANIA AVE - 1970	253RD ST (N)	255TH ST	L - Local	D	A - AC	2	1,059	31	32,317	69	40	60	0	Type II Slurry	\$12,927

**City of Lomita, CA**  
**Forecasted Maintenance / Rehabilitation Report - FY 2021-2026**

Sorted by Rank, FY, Name (A-Z)

FY	Street ID	Section ID	Name	From	To	Functional Class	Zone	Type	Lanes	Length	Width	True Area	PCI	PCI Climate %	PCI Load %	PCI Other %	Maint. Type	Total \$
2023-24	1970	1355	PENNSYLVANIA AVE - 1970	255TH ST	PACIFIC COAST HWY	L - Local	D	A - AC	2	1,049	31	31,390	72	49	44	7	Type II Slurry	\$12,556
2023-24	1980	1145	PENNSYLVANIA DR - 1980	STEED CT	END	L - Local	D	A - AC	2	356	36	13,049	50	34	65	1	AC Overlay	\$27,925
2023-24	1990	1139	REED DR - 1990	END	PACIFIC COAST HWY	L - Local	D	A - AC	2	451	20	9,486	44	24	64	13	AC Overlay	\$20,300
2023-24	2020	1057	ROBIN LN - 2020	END	CYPRESS ST	L - Local	D	A - AC	2	283	32	11,211	59	37	55	8	AC Overlay	\$23,992
2023-24	2040	1064	SADDLE VIEW DR - 2040	ESTHER VIEW DR	END	L - Local	D	A - AC	2	661	30	22,163	63	34	66	0	AC Overlay	\$47,429
2023-24	2060	1055	STEED CT - 2060	END	PENNSYLVANIA AVE	L - Local	D	A - AC	2	337	30	11,897	54	46	54	0	AC Overlay	\$25,460
2023-24	2070	1140	STRATFORD DR - 2070	END	CYPRESS ST	L - Local	D	A - AC	2	302	30	10,579	61	38	62	0	AC Overlay	\$22,639
2023-24	2100	1059	VERONICA LN - 2100	255TH ST	END	L - Local	D	A - AC	2	147	32	8,331	81	75	0	25	Type II Slurry	\$3,332
2023-24	2220	1051	WITTICK CT - 2220	END	PENNSYLVANIA AVE	L - Local	D	A - AC	2	346	31	12,007	62	38	62	0	AC Overlay	\$25,695
																		<b>\$1,160,667</b>
2024-25	1130	1001	253RD PL - 1130	END	E CITY LIMIT	L - Local	E	A - AC	2	210	15	2,974	64	30	35	35	AC Overlay	\$6,573
2024-25	1130	1044	253RD PL - 1130	NARBONNE AVE	WOODWARD AVE	L - Local	E	A - AC	2	359	26	9,540	90	100	0	0	Type II Slurry	\$21,083
2024-25	1130	1045	253RD PL - 1130	WOODWARD AVE	OAK ST	L - Local	E	A - AC	2	356	26	10,779	48	34	66	0	AC Overlay	\$23,822
2024-25	1131	1169	253RD ST - 1131	WALNUT ST	EBONY LN	L - Local	E	O - AC/AC	2	60	13	3,049	20	24	64	13	AC Recon	\$6,738
2024-25	1131	1170	253RD ST - 1131	MONTEREY CIR	E CITY LIMIT	L - Local	E	A - AC	2	232	36	10,191	65	35	57	8	AC Overlay	\$22,522
2024-25	1131	1171	253RD ST - 1131	EBONY LN	MONTEREY CIR	L - Local	E	A - AC	2	663	33	18,648	51	39	61	0	AC Overlay	\$41,212
2024-25	1131	1375	253RD ST - 1131	WALNUT ST	ESHELMAN AVE	L - Local	E	O - AC/AC	2	759	20	16,500	92	100	0	0	Type II Slurry	\$35,471
2024-25	1140	1261	254TH ST - 1140	ESHELMAN AVE	WALNUT ST	L - Local	E	A - AC	2	710	28	19,819	60	51	48	1	AC Overlay	\$43,800
2024-25	1140	1262	254TH ST - 1140	WALNUT ST	E CITY LIMIT	L - Local	E	O - AC/AC	2	986	30	26,620	91	88	0	12	Type II Slurry	\$58,830
2024-25	1150	1195	255TH ST - 1150	WOODWARD AVE	OAK ST	L - Local	E	O - AC/AC	2	387	27	10,529	90	36	64	0	Type II Slurry	\$23,269
2024-25	1150	1244	255TH ST - 1150	WALNUT ST	E CITY LIMIT	L - Local	E	A - AC	2	984	32	29,545	27	21	68	11	AC Overlay	\$65,294
2024-25	1160	1220	256TH ST - 1160	WALNUT ST	E CITY LIMIT	L - Local	E	A - AC	2	988	32	29,798	30	26	67	7	AC Overlay	\$65,854
2024-25	1160	1222	256TH ST - 1160	NARBONNE AVE	OAK ST	L - Local	E	A - AC	2	771	26	20,008	73	57	43	0	Type II Slurry	\$44,218
2024-25	1170	1233	257TH ST - 1170	WALNUT ST	E CITY LIMIT	L - Local	E	A - AC	2	988	28	26,337	63	43	57	0	AC Overlay	\$58,205
2024-25	1170	1234	257TH ST - 1170	ESHELMAN AVE	WALNUT ST	L - Local	E	A - AC	2	709	22	15,916	56	42	50	8	AC Overlay	\$35,174
2024-25	1320	1077	ANDREO AVE - 1320	253RD PL	END	L - Local	E	O - AC/AC	2	357	26	10,871	81	100	0	0	AC Overlay	\$24,025
2024-25	1320	1329	ANDREO AVE - 1320	250TH ST	252ND ST	L - Local	E	O - AC/AC	2	899	26	23,343	85	100	0	0	Type II Slurry	\$140,291
2024-25	1320	1337	ANDREO AVE - 1320	252ND ST	253RD ST	L - Local	E	O - AC/AC	2	531	26	14,019	86	95	0	5	Type II Slurry	\$5,888
2024-25	1410	1027	BLAND PL - 1410	PACIFIC COAST HWY	WALNUT ST	L - Local	E	A - AC	2	400	36	16,312	57	69	29	2	AC Overlay	\$6,851
2024-25	1530	1108	DORIA AVE - 1530	NORTH END	252ND ST	L - Local	E	A - AC	2	342	25	9,891	53	38	62	0	AC Overlay	\$4,154
2024-25	1530	1109	DORIA AVE - 1530	252ND ST	SOUTH END	L - Local	E	A - AC	2	475	26	14,025	36	31	69	0	AC Overlay	\$5,891
2024-25	1560	1376	ESHELMAN AVE - 1560	ESHELMAN AVE	END	L - Local	E	A - AC	2	351	33	10,651	44	22	78	0	AC Overlay	\$4,473
2024-25	1810	1327	MONTEREY CIR - 1810	253RD ST	END	L - Local	E	A - AC	2	153	31	6,126	79	31	69	0	AC Overlay	\$2,573
2024-25	1880	1283	OAK ST - 1880	255TH ST	256TH ST	L - Local	E	A - AC	2	420	27	10,676	79	100	0	0	Type II Slurry	\$4,484
2024-25	1880	1284	OAK ST - 1880	256TH ST	PACIFIC COAST HWY	L - Local	E	A - AC	2	609	27	15,785	75	100	0	0	Type II Slurry	\$6,630
2024-25	1880	1308	OAK ST - 1880	250TH ST	253RD PL	L - Local	E	A - AC	2	1,427	27	36,990	75	77	23	0	Type II Slurry	\$15,536
2024-25	1880	1330	OAK ST - 1880	253RD PL	255TH ST	L - Local	E	A - AC	2	684	27	17,857	77	79	21	0	Type II Slurry	\$7,500
2024-25	2230	1102	WOODWARD AVE - 2230	255TH ST	END (S)	L - Local	E	A - AC	2	633	26	17,479	64	39	61	0	AC Overlay	\$7,341
2024-25	2230	1305	WOODWARD AVE - 2230	250TH ST	253RD ST	L - Local	E	A - AC	2	1,399	24	36,410	84	18	59	23	Type II Slurry	\$15,292
																		<b>\$802,994</b>
2025-26	1230	1160	263RD ST - 1230	APPIAN WAY	FAIRVIEW AVE	L - Local	A	A - AC	2	214	36	7,465	87	28	0	72	Type II Slurry	\$3,210
2025-26	1230	1162	263RD ST - 1230	MONTE VISTA AVE	REGENT AVE	L - Local	A	A - AC	2	301	36	10,449	87	89	11	0	Type II Slurry	\$4,493
2025-26	1230	1164	263RD ST - 1230	OCEAN VIEW AVE	WESTERN AVE	L - Local	A	A - AC	2	528	36	18,608	74	70	30	0	Type II Slurry	\$8,001
2025-26	1230	1165	263RD ST - 1230	WESTERN AVE	E CITY LIMIT	L - Local	A	A - AC	2	372	40	11,639	56	35	64	2	AC Overlay	\$26,421
2025-26	1240	1235	264TH ST - 1240	OVID AVE	FAIRVIEW AVE	L - Local	A	A - AC	2	337	20	6,694	78	29	68	3	Type II Slurry	\$2,878
2025-26	1310	1106	ALTA VISTA AVE - 1310	262ND ST	END	L - Local	A	A - AC	2	1,152	30	32,834	51	35	61	4	AC Overlay	\$74,533
2025-26	1560	1090	ESHELMAN AVE - 1560	263RD ST	END	L - Local	A	A - AC	2	671	26	13,664	87	38	0	62	Type II Slurry	\$5,876
2025-26	1590	1128	FAIRVIEW AVE - 1590	263RD ST	GLENTREE DR	L - Local	A	A - AC	2	534	24	13,060	92	83	0	17	Type II Slurry	\$5,616
2025-26	1640	1313	GLENTREE DR - 1640	END	FAIRVIEW AVE	L - Local	A	A - AC	2	801	24	22,615	58	40	54	6	AC Overlay	\$51,336
2025-26	1670	1107	HILLCREST AVE - 1670	END	WESTERN AVE	L - Local	A	A - AC	2	604	36	21,714	88	61	39	0	Type II Slurry	\$9,337
2025-26	1800	1126	MONTE VISTA AVE - 1800	263RD ST	END	L - Local	A	A - AC	2	667	26	13,434	93	87	0	13	Type II Slurry	\$5,777
2025-26	2010	1096	REGENT AVE - 2010	263RD ST	END	L - Local	A	A - AC	2	665	26	17,881	92	72	0	28	Type II Slurry	\$7,689
2025-26	2110	1016	VIA DESMONDE - 2110	VIA MADONNA	VIA MARQUETTE	L - Local	A	A - AC	2	1,044	31	33,389	72	54	46	0	AC Overlay	\$75,793
2025-26	2110	1017	VIA DESMONDE - 2110	VIA MARQUETTE	ROLLING VISTA DR	L - Local	A	A - AC	2	663	31	22,477	52	34	66	0	AC Overlay	\$51,023
2025-26	2120	1018	VIA ENCANTO - 2120	END	VIA DESMONDE	L - Local	A	A - AC	2	289	27	8,920	69	69	31	0	AC Overlay	\$20,248
2025-26	2130	1020	VIA MADONNA - 2130	END	ROLLING VISTA DR	L - Local	A	A - AC	2	406	27	12,263	63	53	47	0	AC Overlay	\$27,837
2025-26	2130	1021	VIA MADONNA - 2130	ROLLING VISTA DR	VIA MARQUETTE	L - Local	A	A - AC	2	1,280	32	41,144	62	49	43	8	AC Overlay	\$93,397
2025-26	2140	1009	VIA MARQUETTE - 2140	VIA DESMONDE	VIA VERA	L - Local	A	A - AC	2	378	32	12,786	55	45	55	0	AC Overlay	\$29,024
2025-26	2140	1011	VIA MARQUETTE - 2140	VIA TAMPA	VIA VERA	L - Local	A	A - AC	2	285	32	9,101	71	67	33	0	AC Overlay	\$20,659
2025-26	2140	1012	VIA MARQUETTE - 2140	VIA SOLANO	VIA TAMPA	L - Local	A	A - AC	2	264	32	8,300	70	42	58	0	AC Overlay	\$18,841
2025-26	2140	1363	VIA MARQUETTE - 2140	VIA SOLANO	VIA MADONNA	L - Local	A	A - AC	2	317	32	10,107	75	55	45	0	AC Overlay	\$22,943
2025-26	2150	1019	VIA NOVA - 2150	END	ROLLING VISTA DR	L - Local	A	A - AC	2	334	27	10,417	59	51	49	0	AC Overlay	\$23,647
2025-26	2160	1005	VIA SOLANO - 2160	END	VIA MARQUETTE	L - Local	A	A - AC	2	330	26	10,883	64	60	40	0	AC Overlay	\$24,704



3548 Seagate Way, Suite 230  
 Oceanside, CA 92056  
 T 760.714.4529  
 www.bucknam-inc.com

Red = Sch. AC Recon; Orange = Sch. AC Overlay; Blue = Sch. Slurry Seal

**City of Lomita, CA**  
**Forecasted Maintenance / Rehabilitation Report - FY 2021-2026**

Sorted by Rank, FY, Name (A-Z)

FY	Street ID	Section ID	Name	From	To	Functional Class	Zone	Type	Lanes	Length	Width	True Area	PCI	PCI Climate %	PCI Load %	PCI Other %	Maint. Type	Total \$	
2025-26	2170	1013	VIA TAMPA - 2170	END	VIA MARQUETTE	L - Local	A	A - AC	2	151	26	6,288	64	73	27	0	AC Overlay	\$14,274	
2025-26	2180	1010	VIA VERA - 2180	VIA MARQUETTE	END	L - Local	A	A - AC	2	104	43	5,354	70	65	35	0	AC Overlay	\$12,154	
																			\$639,710