

FINAL REPORT

UPDATE OF
PAVEMENT MANAGEMENT PROGRAM
(Citywide)

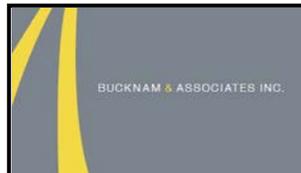
2011-2016



Submitted to:

City of Lomita, CA

November 29, 2011



November 29, 2011

Mr. Vince Damasse, P.E.
Director of Public Works
Public Works Department
24300 Narbonne Ave
Lomita, CA 90717

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

Dear Vince:

As part of the 2011 Update of the Pavement Management System for the City of Lomita, *Bucknam & Associates* 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 2011 inspections. Additionally, we have assessed and incorporated unit cost and maintenance application practices/types with our strategies.

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- **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 & Associates



Peter J. Bucknam
Project Manager
Infrastructure Management – GIS Services

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Acronym Listing

Pavement Condition Index (PCI)
Pavement Management Program (PMP)
Pavement Management System (PMS)
Geographic Information System (GIS)
Capital Improvement Program (CIP)
Government Accounting Standards Board Statement 34 (GASB 34)
Maintenance and Repair (M&R)
Los Angeles County MTA (METRO)

SECTION I

EXECUTIVE SUMMARY

2011 UPDATE OF PAVEMENT MANAGEMENT SYSTEM

As the City of Lomita continues to show modest growth with its population, demographics, infrastructure and maintenance needs, the street network has been running parallel as the system matures and capital street projects widen and lengthen streets. The City of Lomita developed its Pavement Management System (PMS) in 2006 with the use of an automated database program. Today, the City is currently using the Army Corps of Engineers software, MicroPAVER, 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 MicroPAVER database.

The Lomita PMS 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 2011 consisted of analyzing the City's 2006 dataset for quality and usability. City staff also provided key information pertaining to the ongoing maintenance that has occurred throughout the City since 2006. 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 2011 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 and alternative seven (7) years;*
- *Prediction of the future performance of the City's pavement network and each individual street section;*

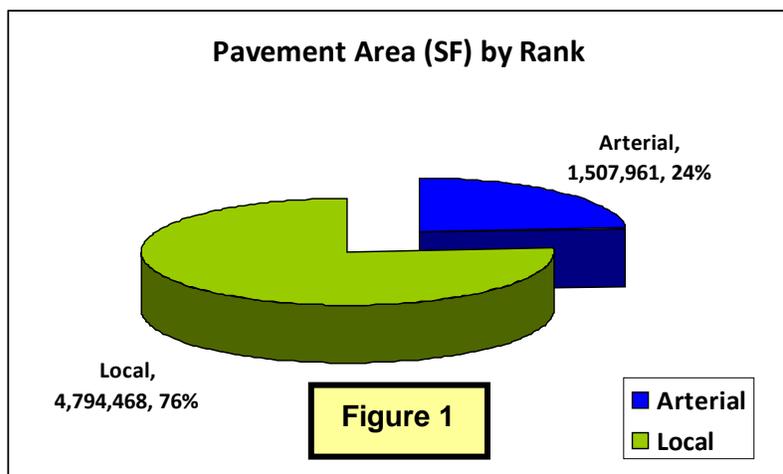


- Updated PMS data to assist the City with **GASB 34** compliance; and
- Pavement condition data and analysis presented in **ArcGIS** that is compatible with City's existing GIS

Pavement is a dynamic structure where deterioration is constantly occurring; thus the pavement management system 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. This report reflects the current state of the City's pavement network and recommended maintenance strategies for the next five (5) years. Recommended maintenance strategies have also been included for the City's pavement network for the next seven (7) years.

CITY'S PAVEMENT NETWORK

Within the Lomita pavement management network there are approximately 4.2 miles of Arterial/Collector streets. The Arterial and Collector network consists of approximately 1,507,961 SF of pavement which consists of 26 pavement sections. The residential network consists of approx. 4,794,468 SF of pavement which consists of 290 pavement sections totaling in 29.0 centerline miles. Combined, the entire network consists of 33.2 miles of streets.



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 MicroPAVER. 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 section conditions found within the City of Lomita pavement network by rank.

- **The weighted average PCI for the City of Lomita Arterial / Collector network is 66.8**
- **The weighted average PCI for the City of Lomita Local network is 56.9**

The weighted PCI value associated with the Arterial and Residential 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 AND LOCALS)

The overall condition of the City’s pavement network is “Good” with a weighted average PCI of 59.2 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 & Associates performed pavement management studies for several other Los Angeles County agencies and have included their weighted PCI values; El Segundo (63.4), Culver City (62.9), and Huntington Park (60.1).

Condition	PCI Range	Arterial (mi.)	Local (mi.)	Total (mi.)	% of Network
Excellent	86-100	1.5	8.1	9.6	48%
Very Good	71-85	1.2	5.3	6.5	
Good	56-70	0.3	3.0	3.3	21%
Fair	41-55	0.6	3.2	3.8	
Poor	26-40	0.6	3.3	3.9	30%
Very Poor	11-25	0.2	3.3	3.3	
Failed	0-10	0.0	2.8	2.8	
		4.2	29.0	33.2	

Table 1 – Condition Distribution by Mileage for All Streets

As shown above, a large majority of segments are distributed through Good to Failed condition categories. These findings indicate that the proper maintenance has not been performed on the pavement network for some time. These condition ranges are defined by the Army Corps of Engineers.

With approximately 51% of the City’s pavement sections within a condition level of “Good to Failed” (approximately 17.1 miles), a proactive deep patch and overlay maintenance program needs to be implemented and funded; this will improve the citywide weighted PCI to a higher network condition level while reducing maintenance costs in fiscal years 2015 and beyond.

Local conditions show that 53% of the pavement network require slurry seal or overlay maintenance; this accounts for approximately 15.6 miles of streets. The City should consider implementing a zone maintenance approach that will focus maintenance efforts, on an annual basis, within a small geographic area thus improving specific areas of the City over the next five or seven years.



On a positive note, the Arterial network is showing higher condition levels compared to the Local network; there are only a handful of key overlay projects that should be proactively managed in the next few years of the Streets CIP. This is clear by looking at the number of arterial sections that fall within the Excellent to Good condition categories (approximately 3.6 miles of the 4.2 mi., which accounts for approx. 86% of the arterial network). **These findings are positive in that the amount of revenue to maintain the network is not overbearing or detrimental to the system as a whole. Cost efficient preventative maintenance should be the focus of the Arterial PMP for the next several 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 and extents as parameters for determining whether a pavement section that lies within the Fair to Poor condition range should be overlaid or reconstructed. PCI conditions reflect “surface” conditions; additional sub-surface data such as coring data, R-Values and asphalt depths will provide City to with a better approach to the maintenance that should be applied.

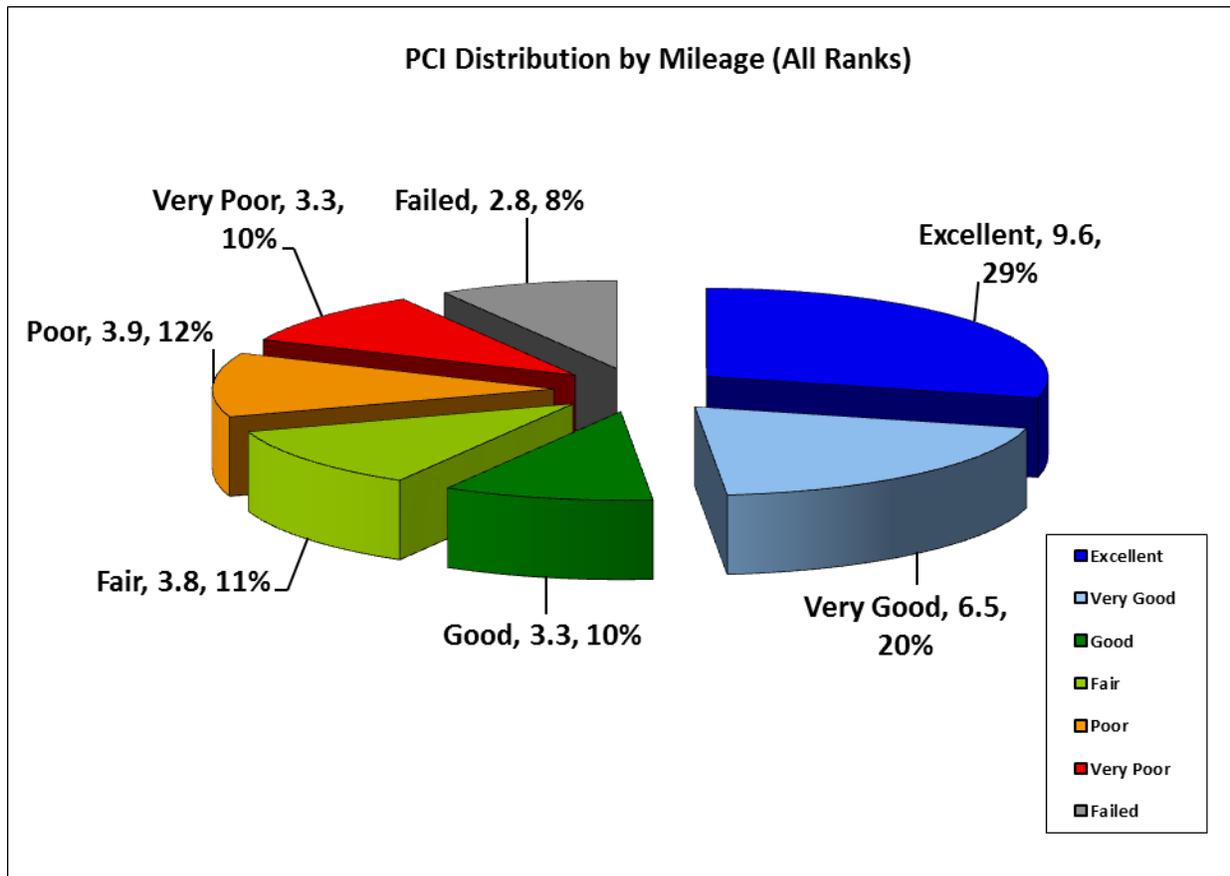


Figure 2 – PCI Condition Distribution by Miles for All Streets

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 & Associates* staff identified a distribution of City maintenance funds that would be applied to the network over the next five to seven 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/seven-year program.

With this approach, *Bucknam & Associates* 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 70 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 “65” as the minimum level of service. This means that any pavement section with a PCI greater than 65 will be recommended for preventative maintenance. This recommendation is indicated in Table 6, Section II.

Bucknam & Associates developed a multi-year Capital Improvement Program for the City based on the pavement records, yearly capital expenditures and the most recent 2011 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 56.9 to a level of 65 by FY 2016.

As shown in Figure 2, 49% of the City’s streets are in Excellent to Very 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”. Additionally, the recommended preventative maintenance should include the use and application of the City’s “Asphalt Zipper” equipment.

We have included a listing of streets within the Section IV reporting that we recommended for the use of the City’s Asphalt Zipper. These sections were selected through MicroPAVER by querying for what pavement sections have load bearing distresses that are \geq 75% of all distresses found and have distresses of high severity (this querying generated 8 sections).

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.

The City of Lomita utilizes their Asphalt Zipper equipment to apply proactive localized surface patch repairs. In doing this, they prevent portions of pavement sections from deteriorating at a fast rate.

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.

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 application benefit local agencies in that cities find:

- Pavement resists cracking by being more flexible;
- Cost savings come from a longer life cycle (from Bucknam’s experience typically 20% longer), 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 MicroPAVER 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 and an alternative program for the next seven (7) years based upon actual road pavement conditions in order to:

1. Demonstrate how the City’s current “Actual” budget allocation for pavement maintenance performs against the conditions found through our surveys
2. Identify the required citywide budget to reach a PCI level of 65 within five years and/or seven years

Based on current and future pavement maintenance needs, two annual work programs have been prepared and summarized below. Table 2 demonstrates the citywide five-year, \$180,000 per year work program. Table 3 demonstrates the required budget that is needed to improve the citywide weighted average PCI to a level of 65 within five years (each scenario addresses arterial and local streets). Table 4 demonstrates the required budget that is needed to improve the citywide weighted average PCI to a level of 65 within seven years

Plan Year	PCI Before	PCI After	Preventive - Slurry	Overlay/Recon	Total	Deferred Maint.
2011-12	59.2	59.1	\$55,650	\$125,500	\$181,150	\$21,077,500
2012-13	57.7	57.9	\$45,780	\$133,800	\$179,580	\$23,079,100
2013-14	56.5	56.6	\$62,180	\$115,600	\$177,780	\$24,913,900
2014-15	55.2	55.3	\$53,430	\$124,300	\$177,730	\$26,680,600
2015-16	53.8	53.9	\$48,400	\$133,100	\$181,500	\$28,478,700
			\$265,440	\$632,300	\$897,740	

Table 2 – Citywide Projection Utilizing “Actual” Budget (\$180k/yr)

Plan Year	PCI Before	PCI After	Preventive - Slurry	Overlay/Recon	Total	Deferred Maint.
2011-12	59.2	62.7	\$36,305	\$1,244,471	\$1,280,776	\$20,122,900
2012-13	61.1	63.3	\$112,848	\$1,119,910	\$1,232,758	\$21,087,464
2013-14	61.6	64.1	\$65,544	\$1,339,169	\$1,404,713	\$21,505,847
2014-15	62.5	67.2	\$135,520	\$1,255,387	\$1,390,907	\$22,001,633
2015-16	65.4	66.9	\$232,154	\$1,206,127	\$1,438,281	\$22,377,443
			\$582,371	\$6,165,064	\$6,747,435	

Table 3 – Five-Year Projection Demonstrating Required Budget to Reach PCI of 65



Plan Year	PCI Before	PCI After	Preventive - Slurry	Overlay/Recon	Total	Deferred Maint.
2011-12	59.2	62.5	\$28,889	\$1,024,639	\$1,053,528	\$20,387,616
2012-13	60.7	62.9	\$109,687	\$782,458	\$892,145	\$21,411,084
2013-14	61.2	63.5	\$53,232	\$913,825	\$967,057	\$22,133,447
2014-15	61.9	64.6	\$100,109	\$838,002	\$938,111	\$22,566,749
2015-16	63	64.7	\$112,122	\$838,030	\$950,152	\$22,848,794
2016-17	63.1	65.3	\$119,313	\$988,845	\$1,108,158	\$22,911,744
2017-18	63.9	65.1	\$24,814	\$844,346	\$869,160	\$23,155,877
			\$548,166	\$6,230,145	\$6,778,311	

Table 4 –Seven-Yr Projection Demonstrating Required Budget to Reach PCI of 65

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 2011 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 & Associates 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. During in-house and field operations, we came across numerous issues with the previous 2006 database. These included incorrect pavement section widths, lengths and true areas; these were corrected through our field inspections.

No previous inspection data was provided through the previous consultant; our staff incorporated the necessary survey and sampling data to generate accurate and reliable PCI's. Through our internal quality control efforts, we believe we have found all the necessary publicly owned streets that needed to be reported on under this project. Minor area adjustments for specific pavement sections were made by our field technicians in order to create a more accurate network.



FINDINGS AND RECOMMENDATIONS

Arterials

The actual workload requirements identified indicate that the Arterial street network is currently in “Good” condition. To maintain this condition, it is critical that preventive maintenance and overlay activities are funded at the levels identified in Table 2 and the reports in Section IV to maintain a very good network weighted average PCI value.

Our arterial/collector findings for conditional data and recommendations for revenue expenditures are shown below:

- The Arterial/Collector network has a weighted PCI of 66.8;
- Currently, 41% of the arterial network (approx. 1.7 miles) qualify for overlay/reconstruction maintenance;
- Arterial maintenance projects should focus on maintaining the current weighted PCI of 66.8 over the next five to seven years;
- Develop a proactive fiscal and planned approach to identify arterial overlay projects based on the deterioration modeling within MicroPAVER;
- Maintain arterial revenues at the levels shown within the Section IV Forecasted Maintenance Report for a minimum of five to seven years to generate the results identified within this report.
- Reassess/re-evaluate the arterial rehabilitation budget program every two years to improve on CIP forecasts for 2011-12 and beyond to ensure the results shown in Table 3 or 4;
- Perform pavement inspections on the arterial network every two years to build a solid planning model within MicroPAVER to track PCI deterioration.
- Demonstrated budget shown in Table 2 is not ample enough to maintain the arterial weighted PCI of 66.8 through five years, furthermore, the citywide deferred backlog increases from a level of \$22,250,000 to \$28,478,000 after five years
- Bucknam & Associates recommends that the City proactive budget pavement maintenance at the levels shown in Table 3 or Table 4 in order to improve upon the conditions found today



Locals

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

- The Local network has a weighted PCI of 56.9;
- Currently, 53% of the Local network (approx. 15.6 miles) qualify for overlay/reconstruction maintenance;
- Local maintenance projects should focus on increasing the current weighted PCI of 56.9 to a level of 65 over the next five years;
- Current Local Master Plan for maintenance should be followed as shown in Section IV reporting;
- Develop a proactive fiscal and planned approach to identify Local overlay projects based on the deterioration modeling within MicroPAVER;
- Increase Local revenues at the levels shown within the Section IV Forecasted Maintenance Report for a minimum of five years to generate the results identified within this report.
- Reassess/re-evaluate the Local rehabilitation budget program every two years to improve on budget forecasts for 2011-12 and beyond to ensure the results shown in Table 3 or 4;
- Perform pavement inspections on the Local network every three years to build a solid planning model within MicroPAVER to track PCI deterioration (1/3 of the City each year);
- Demonstrated budgets shown in Tables 3 or 4 are ample enough to increase the Local weighted PCI; proactive funding needs to be implemented to see these results.

SECTION II

PAVEMENT MANAGEMENT SYSTEM

Bucknam & Associates 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:

2011 Pavement Management Work Efforts:

- Task 1:** Project Kickoff-Data Management
- Task 2:** Update of Maintenance Activities
- Task 3:** Pavement Condition Survey (approx. 82 miles)
- Task 4:** Budgetary Analysis and Capital Improvement Reports
- Task 5:** Executive Summary and Final CIP Reports
- Task 6:** Mapping of the Pavement Network

Pavement Management Update 2011

As a part of the 2011 update of the pavement management system, a major element of work was to complete a comprehensive assessment of the existing street network and PMS database within the City. This included assessing the City's existing 2006 Willdan supported dataset, GIS, street naming conventions and work history information. From there, *Bucknam & Associates* worked with the City to confirm public and private street listings which set the foundation for accurate CIP reporting. All data was then converted into the City's new MicroPAVER database.

Work history information was provided by the City in the form of completed bid documents, 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 (PMS material practices, unit costs, and capital budgets) were used to generate recommendations through the MicroPAVER system.

Table 4 demonstrates PCI ranges defaulted within MicroPAVER. 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 MicroPAVER 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
71-85	Very Good
56-70	Good (Lomita Network 2011 = 59.2)
41-55	Fair
26-40	Poor
11-25	Very Poor
0-10	Failed

Table 5 - PCI Range

These condition ranges are defined by the Army Corps of Engineers and defaulted within the MicroPAVER 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

All Streets		
PCI Range	Description	Unit Cost
0 – 100	Preventative, Stop Gap, Patching	Varies by Activity
Varies by Activity		
60 - 85	Slurry Seal	\$0.35/SF
Minimal Level of Service (65)		
20-60	AC Grinding & Overlay	\$3.25/SF
0-20	PCC-Reconstruction	\$12.00/SF
0 - 20	Full-Depth AC/AB Reconstruction	\$9.50/SF

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 MicroPAVER 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 MicroPAVER 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.

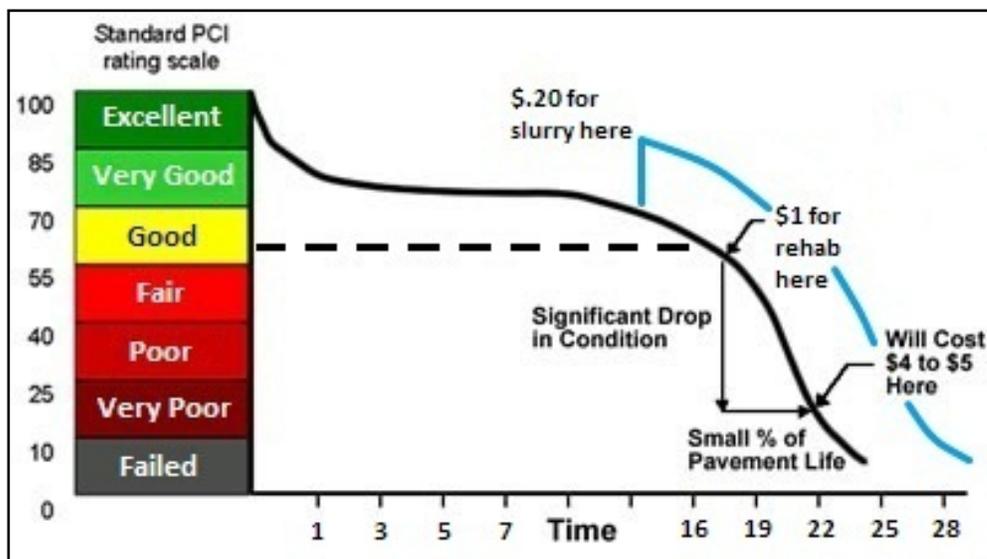


Figure 3 – Sample Pavement Life Cycle

MULTI-YEAR ANNUAL WORK PROGRAM PROJECTIONS

The goal of these projections is to assist City policy makers in utilizing the recommendations of the MicroPAVER 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 the limited \$180k / yr budget allocation performs against the current citywide conditions.

- City's Actual budget includes:
 - \$50,000 for misc. street repairs (Measure R)
 - \$180,000 for citywide maintenance repairs

RECOMMENDED BUDGETS – Two recommended budgets were generated for the City to demonstrate the necessary funding that is required to increase the current weighted PCI level of 59 to 65 after five years or within seven years.

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



**ARTERIAL-COLLECTOR / LOCAL
BUDGET PROJECTIONS**



ACTUAL – The first key step in developing a proactive PMP is to model the City’s existing conditions against the “actual” annual budget. In doing this, PCI performance, deferred maintenance and pavement application uses are able to be benchmarked and demonstrated in a positive or negative result. The City’s existing \$180,000 / yr budget was used for this model; the City provided Bucknam with current 2011 unit costs for pavement maintenance applications.

- City’s Actual budget includes:
 - \$50,000 for misc. street repairs (Measure R)
 - \$180,000 for citywide maintenance repairs

The resulting PCI conditions and maintenance distributions are shown below.

ACTUAL BUDGET PROGRAM

Actual Budget Program incorporates pavement sections that have a functional class of Arterial (A) and Locals (E).

Plan Year	PCI Before	PCI After	Preventive - Slurry	Overlay/Recon	Total	Deferred Maint.
2011-12	59.2	59.1	\$55,650	\$125,500	\$181,150	\$21,077,500
2012-13	57.7	57.9	\$45,780	\$133,800	\$179,580	\$23,079,100
2013-14	56.5	56.6	\$62,180	\$115,600	\$177,780	\$24,913,900
2014-15	55.2	55.3	\$53,430	\$124,300	\$177,730	\$26,680,600
2015-16	53.8	53.9	\$48,400	\$133,100	\$181,500	\$28,478,700
			\$265,440	\$632,300	\$897,740	

Table 7 – Citywide Projection Utilizing “Actual” Budget (\$180k/yr)

By modeling the existing pavement conditions against the City’s available funding, we have found that two major negative results occur over the five year CIP. (See Figure 4 on the following page). First, the weighted PCI for the entire network drops from a level of 59.2 to a level of 54 over the five year CIP.

Secondly, the resulting deferred maintenance backlog shows that it increases from \$21 million to \$28 million after the five years program which indicates that an annual \$180,000 budget is not ample enough to sustain deferred maintenance on the pavement network. 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 a influx of overlay revenue is generated by the City.

As shown, this projection model does not meet the initial goal of maintaining or increasing the City’s pavement network PCI. 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 build up of more overlay work in the five-year time frame is not a debt that City will want to accept.



Through Bucknam & Associates 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 the later part of the 1990’s and early fiscal year 2001 will need proper overlay maintenance approximately around fiscal year 2012-13 and beyond.

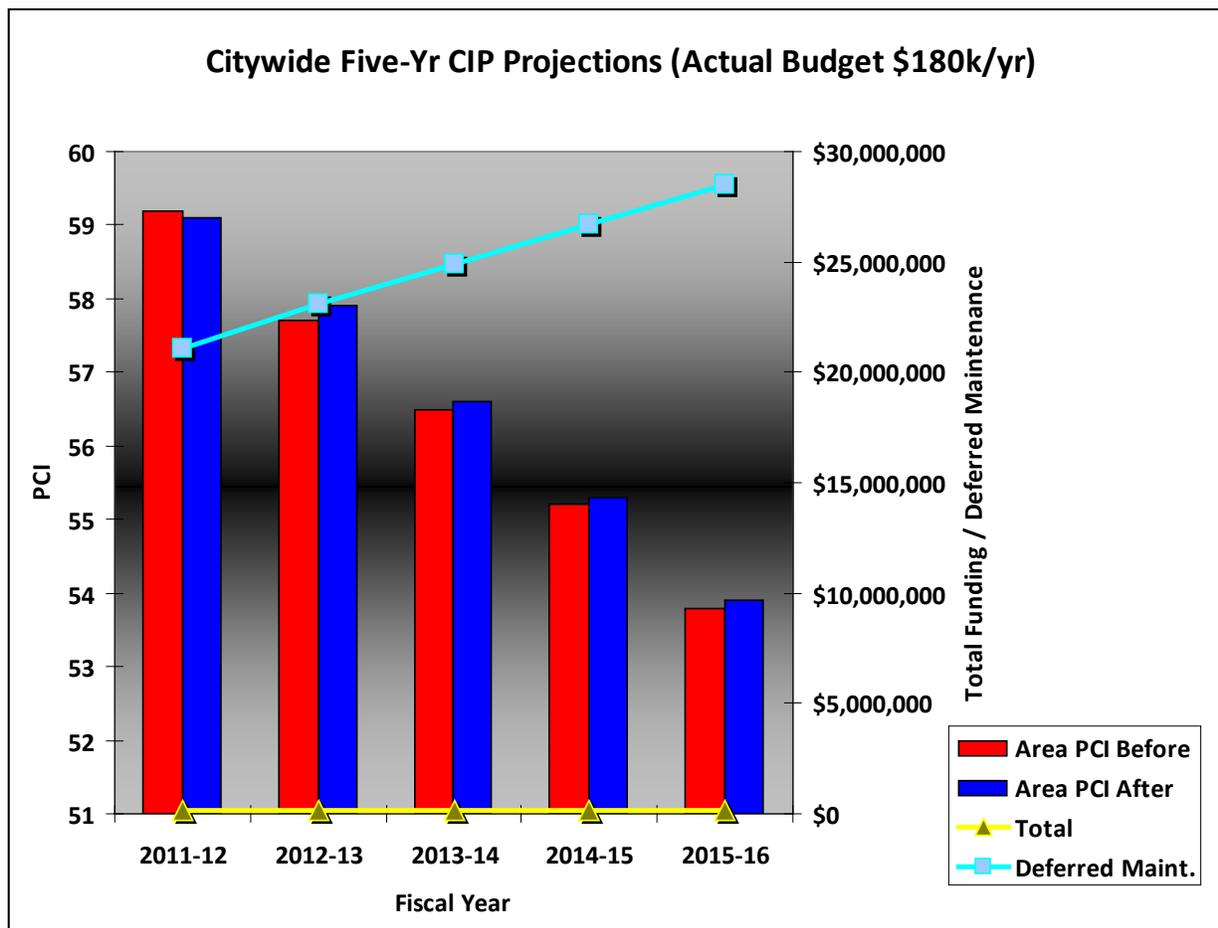


Figure 4 – Resulting Network PCI and Deferred Maintenance (Actual Budget)

The resulting “drop of the weighted PCI” shown above for the entire network demonstrates how not applying proper capital funds to the network are allowing the City’s pavement to deteriorate at a rate that is not conducive to a PMP success. Based on available funding or programmed funding identified by the City’s long-term CIP, there may be an opportunity to proactively schedule or appropriate funds to areas of the City that have been annually deferred due to high maintenance costs.

Additionally, the City should continue to implement local, stop gap maintenance (i.e. Asphalt Zipper deep patching, crack sealing, etc.) prior to any major slurry seal or overlay maintenance. By performing stop gap measures to individual pavement sections the overall performance of the sections condition will increase and sustain itself longer than if no preventative maintenance was performed.



RECOMMENDED PROGRAM (FIVE YEAR MODEL)

With the City striving to show proactive maintenance across all City pavements, a recommended budget program was generated to show the greatest return on investment through the application of slurry seal, mill & cap, and alternative overlay maintenance. Our goal is to increase the network wide PCI level from 59.2 to 65 over five years.

Bucknam & Associates worked with the City’s Public Works staff to review previous methodologies and schedules applied by the City. The City provided information on the current work schedules and yearly goals for asphalt application. With this scenario, our initial goal is to provide the City with a budgetary outlook and conditional impact report that can be used to eventually create a solid, preventative maintenance program.

Again, we used the “Actual” 5-yr PMP model (shown above) as a cornerstone for our modeling within the recommended program. Combining the previous reporting model with a realistic and achievable annual budget, we found positive results.

The Recommended Program incorporates pavement sections that have a functional class of Arterial (A) and Local (E).

Plan Year	PCI Before	PCI After	Preventive - Slurry	Overlay/Recon	Total	Deferred Maint.
2011-12	59.2	62.7	\$36,305	\$1,244,471	\$1,280,776	\$20,122,900
2012-13	61.1	63.3	\$112,848	\$1,119,910	\$1,232,758	\$21,087,464
2013-14	61.6	64.1	\$65,544	\$1,339,169	\$1,404,713	\$21,505,847
2014-15	62.5	67.2	\$135,520	\$1,255,387	\$1,390,907	\$22,001,633
2015-16	65.4	66.9	\$232,154	\$1,206,127	\$1,438,281	\$22,377,443
			\$582,371	\$6,165,064	\$6,747,435	

Table 8 – Five-Year Projection Demonstrating Required Budget to Reach PCI of 65

Referring to Table 8, it is noted that the weighted PCI increases at a consistent pace throughout the five-year projection. Furthermore, the annual deferred maintenance total basically maintains itself at \$22 million over the five-years if the City utilizes an annual average of \$1,350,000/yr for slurry, overlay, and reconstruction maintenance. We found average square footage breakdowns were consistent and well balanced; combined with the positive results found with the weighted PCI and deferred maintenance we recommended that this 5-yr maintenance schedule be followed.

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



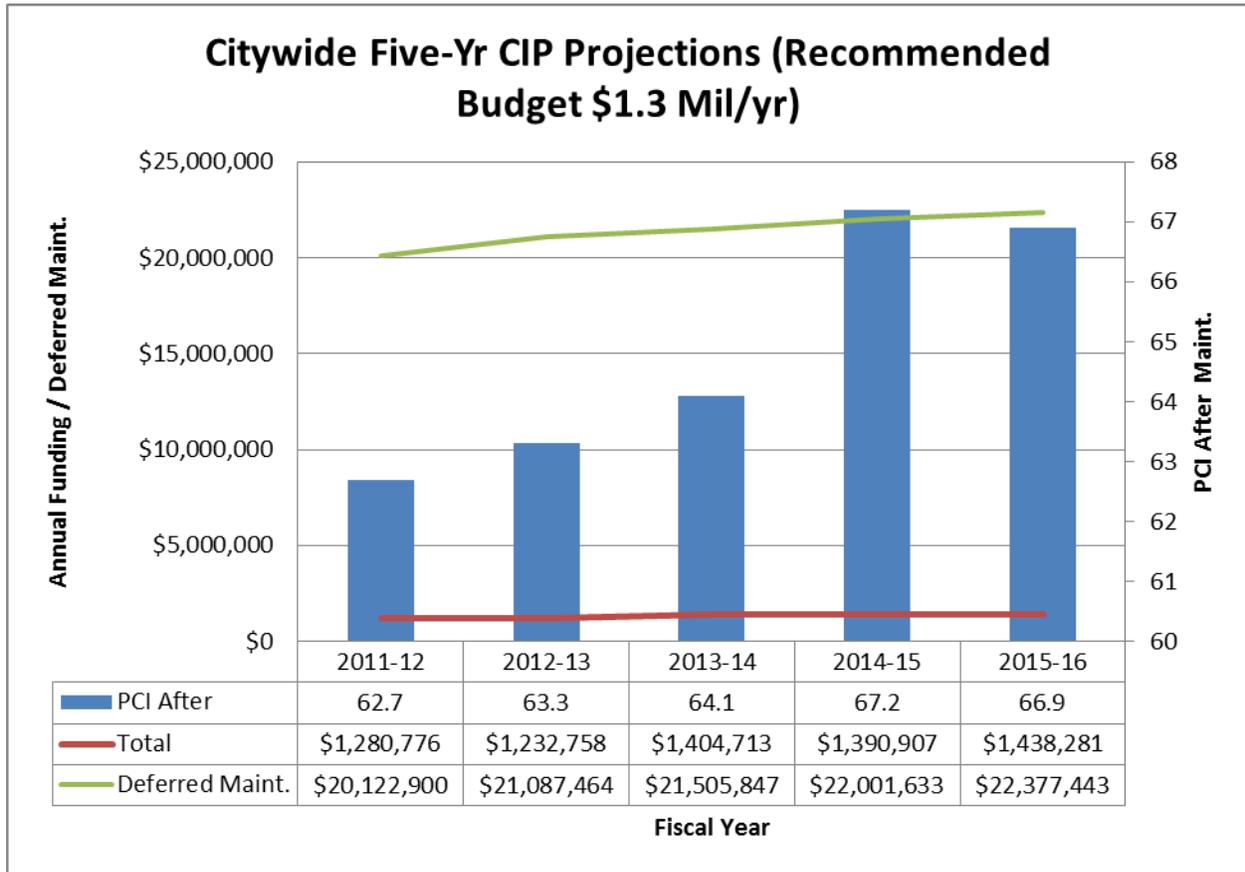


Figure 5 – Resulting Network PCI and Deferred Maintenance (Five-Yr Budget)

RECOMMENDED PROGRAM (SEVEN YEAR MODEL)

With the results of the five-year recommended program shown, the City asked us to extend the recommended budget to a seven-year program. The overriding goal is to increase the network wide PCI level from 59.2 to 65 over seven years.

Bucknam & Associates worked with the City’s Public Works staff to review previous methodologies and schedules applied by the City. The City provided information on the current work schedules and yearly goals for asphalt application. With this scenario, our initial goal is to provide the City with a budgetary outlook and conditional impact report that can be used to eventually create a solid, preventative maintenance program.

Again, we used the “Actual” 5-yr PMP model (shown above) as a cornerstone for our modeling within the recommended program. Combining the previous reporting model with a realistic and achievable annual budget, we found positive results.

The Recommended Program incorporates pavement sections that have a functional class of Arterial (A) and Local (E).

Plan Year	PCI Before	PCI After	Preventive - Slurry	Overlay/Recon	Total	Deferred Maint.
2011-12	59.2	62.5	\$28,889	\$1,024,639	\$1,053,528	\$20,387,616
2012-13	60.7	62.9	\$109,687	\$782,458	\$892,145	\$21,411,084
2013-14	61.2	63.5	\$53,232	\$913,825	\$967,057	\$22,133,447
2014-15	61.9	64.6	\$100,109	\$838,002	\$938,111	\$22,566,749
2015-16	63	64.7	\$112,122	\$838,030	\$950,152	\$22,848,794
2016-17	63.1	65.3	\$119,313	\$988,845	\$1,108,158	\$22,911,744
2017-18	63.9	65.1	\$24,814	\$844,346	\$869,160	\$23,155,877
			\$548,166	\$6,230,145	\$6,778,311	

Table 9 – Seven-Year Projection Demonstrating Required Budget to Reach PCI of 65

Referring to Table 9, it is noted that the weighted PCI increases at a consistent pace throughout the seven-year projection. Furthermore, the annual deferred maintenance total continues to rise to a level of \$23 million after the seven-years if the City utilizes an annual average of \$970,000/yr for slurry, overlay, and reconstruction maintenance.

Comparing this budget scenario to the five-year model, the major variance between the two models is the average revenue reduction within the seven year model. The pavement network will require \$300,000 less each year to obtain the same PCI at the end of the program. On the negative side, the annual deferred maintenance continues to increase; this is a sign that the PCI will begin to drop from 65 to lower values from fiscal years 2018-19 and beyond.



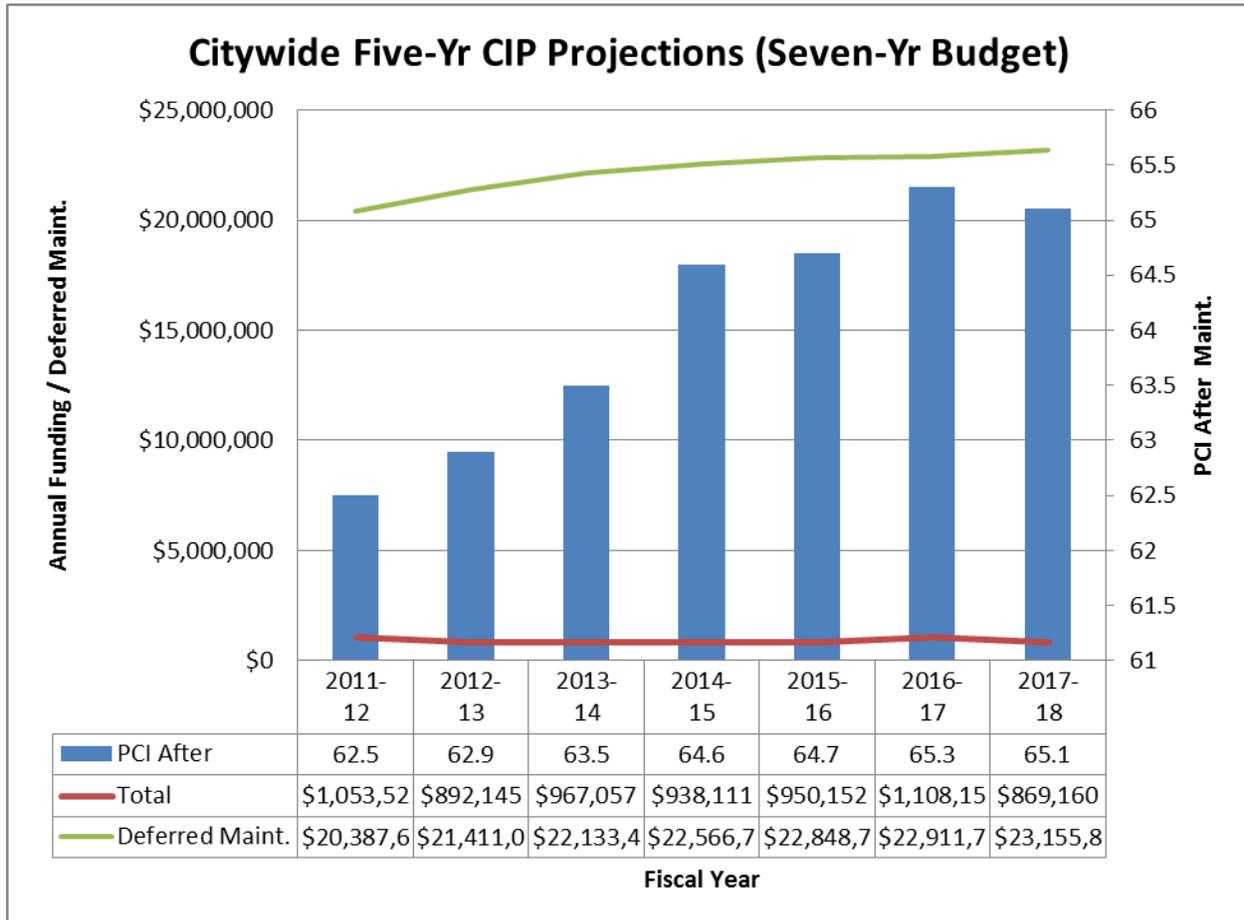


Figure 6 – Resulting Network PCI and Deferred Maintenance (Seven-Yr Budget)

As mentioned above, a residential slurry/overlay maintenance “area” strategy should be established for several reasons. With the City applying a maintenance area methodology to the residential 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 Recommended 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 residential 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 residential 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.

Through our analysis we have found and recommend the follow line items should be considered in the next pavement management efforts for FY 2012 and beyond:

Arterials/Collectors

- The Arterial/Collector network has a weighted PCI of 66.8;
- Currently, 41% of the arterial network (1.7 miles) qualify for overlay/reconstruction maintenance;
- Arterial maintenance projects should focus on maintaining the current weighted PCI of 66.8 over the next five years;
- Develop a proactive fiscal and planned approach to identify arterial overlay projects based on the deterioration modeling within MicroPAVER;
- Maintain arterial revenues at the levels shown within the Section IV Forecasted Maintenance Report for a minimum of five years to generate the results identified within this report;
- Reassess/re-evaluate the arterial rehabilitation budget program every two years to improve on CIP forecasts for 2011-12 and beyond to ensure the results shown in Table 3 or 4;
- Perform pavement inspections on the arterial network every two years to build a solid planning model within MicroPAVER to track PCI deterioration.
- Demonstrated budget shown in Table 2 is not ample enough to maintain the arterial weighted PCI of 66.8 through five years, furthermore, the deferred backlog increases from a level of \$2,544,000 to \$4,985,000 after five years

Residential

- The Local network has a weighted PCI of 56.9;
- Currently, 53% of the Local network (15.6 miles) qualify for overlay/reconstruction maintenance;
- Local maintenance projects should focus on increasing the current weighted PCI of 56.9 to a level of 65 over the next five years;
- Current Local Master Plan for maintenance should be followed as shown in Section IV reporting;
- Develop a proactive fiscal and planned approach to identify Local overlay projects based on the deterioration modeling within MicroPAVER;



- Increase Local revenues at the levels shown within the Section IV Forecasted Maintenance Report for a minimum of five years to generate the results identified within this report;
- Reassess/re-evaluate the Local rehabilitation budget program every two years to improve on budget forecasts for 2011-12 and beyond to ensure the results shown in Table 3;
- Perform pavement inspections on the Local network every three years to build a solid planning model within MicroPAVER to track PCI deterioration (1/3 of the City each year);
- Demonstrated budget shown in Table 3 is ample enough to increase the Local weighted PCI of 56.9 to 67 after five years, however, the deferred backlog still increase from a level of \$17,500,000 to \$19,155,000 after five years

PAVEMENT MANAGEMENT SYSTEM 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.

It is important to note that pavement segment dimensions and surface area (recorded during 1999-2009, 2011 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 & Associates* can perform training sessions in the use of the MicroPAVER system and demonstrate how to generate standard maintenance reports to assist City staff in developing yearly budgets, project level analysis, and CIP projections. This will be key to future staff 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 two years and residential every three. One recommendation the City may consider to keep the program "managed" is"

- Survey half the arterials each year; and
- One-third of the locals each year



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 MTA requirements, the City must generate a triennial Arterial and Collector network pavement management report indicating condition ratings.

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

ALTERNATIVE PMP FINANCING OPTIONS

Through Bucknam & Associates experience with PMP financing and maintenance forecasting, we have been involved with numerous PMP projects that include alternative funding. With the City of Lomita PMP showing shortcomings in the amount of necessary funding to maintain today's conditions we have included below several examples and alternative to PMP funding:

- **Grants - State funding for alternative asphalt applications (i.e. Rubber Asphalt Concrete through the Cal Recycle Grant Program)**
<http://www.calrecycle.ca.gov/Tires/Grants/default.htm#RAC>
- **Bond Measures** - Bonds maybe issued to fund the amount of the unpaid assessments. The bonds are secured by a pledge of the assessment installments. The amount of bonds issued equals the amount of the unpaid assessment plus additional bond issuances costs and establishment of a reserve. If the City Council determines that it is not convenient to collect the amount assessed in a single year, then the amount of the proposed assessment maybe collected in installments over a period of years. Property owners are given an opportunity to pay all or a portion of the amount assessed.
- **Special Assessments** – Through our experience, we have seen several local agencies perform Special Assessment Feasibility studies and eventually form Special Assessment Districts for the purpose of funding pavement improvements beyond the annual allocated City funding.

The purpose of a feasibility study for the formation of an assessment district within the City would provide insight as to how an assessment district would be formed within the City's boundaries. The analysis utilizes a common approach by comparing average daily trip miles among the different land uses and the average units per acre to obtain EDU rates. The EDU rates are then multiplied by the parcel's individual number of units or acres to establish the parcel's assessment amount.

The City's possible options in forming the street maintenance assessment district are set forth below. These options can be implemented in combination; however, it is highly recommended that the City establish communication with affected property owners as early as possible, prior to the City moving forward with the initial proceedings of district formation.



- **Conduct Outreach Efforts to Inform Property Owners**

It is recommended that the City hold informational sessions for affected property owners. Participation of residents in the process will build cooperation and trust and ensures the viability of the proposed assessment district. Input from residents is important in gaining understanding of the process and the reasons for levying the assessments. The City might also create a citizens' committee to disseminate information and express concerns to and from the residents and the City.

- **Public Opinion Survey**

In addition, it is recommended that a Public Opinion Survey be conducted to further gauge the resident's interest or desire to participate in being assessed for street and pavement rehabilitation. Response from the survey would also guide the City in determining whether a Citywide or Phased Assessment District is warranted.

- **Form Assessment Districts in Phases**

The City may time the initial formation of separate assessment districts with the street improvement schedule of each zone as opposed to a one-time formation of a citywide assessment district. A zone's start date for street improvements would trigger the assessment for parcels in that particular zone. If each zone improvements were separately initiated on an annual basis, the assessment for the twelfth zone will begin in the twelfth year. The City has the option to accelerate the improvement schedule of each zone.

Through our review and assessment, several local agencies have successfully implemented Special Assessments for pavement improvements, see below:

A. City of San Clemente

The City of San Clemente's Citywide Street Improvement Program was adopted by City Council in July 1995 as Street Improvement Assessment District 95-1 (AD 95-1). The program was to restore approximately 60 miles (one-half) of the City's streets over a span of 18 years. The program is funded by a combination of various revenues from (1) Street Assessment District 95-1, which assesses all developed properties; (2) the General Fund; (3) the Gas Tax Fund. Water, sewer and storm drain funds pay for work done on underground facilities in conjunction with street work. The final assessment for AD 95-1 was collected in Fiscal Year 2010-11. In that year, only the maintenance portion of the assessment was collected (approximately \$45 per parcel), which was one-half the normal assessment amount. The final bond redemption, paid in September 2011, was paid for by the mandatory reserve funds held since the bonds were issued. AD 95-1 is expired and fully paid.



B. City of Elk Grove

Beginning with Zone No. 1 in 2003, the City of Elk Grove formed Street Maintenance Assessment District No. 1. The City of Elk Grove's Street Maintenance District No. 1 funds street maintenance costs associated with local, collector and arterial streets. The assessment amounts for developed property are prepared by the City annually. The City levies an assessment according to the Engineer's Reports prepared for Zone Nos. 1 to 5. The assessment formula uses EDU factors to establish assessment amounts per unit or acre.

C. City of La Habra Heights

The City of La Habra Heights established the Citywide Street Maintenance Assessment District No. 4 in 2007. The City of La Habra Heights levied the assessments for five years. The first levy of assessments occurred in Fiscal Year 2007-08 and the final levy for District No. 4 has been prepared for Fiscal Year 2011-12.



CONDITION DISTRIBUTION REPORT

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

The condition scheme ranges from “Failed” to “Excellent”; 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
- Good (56-70)** - Slight to moderately weathered, slight distress, possibly patching
(City of Lomita citywide weighted average PCI is 59.2).
- 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.



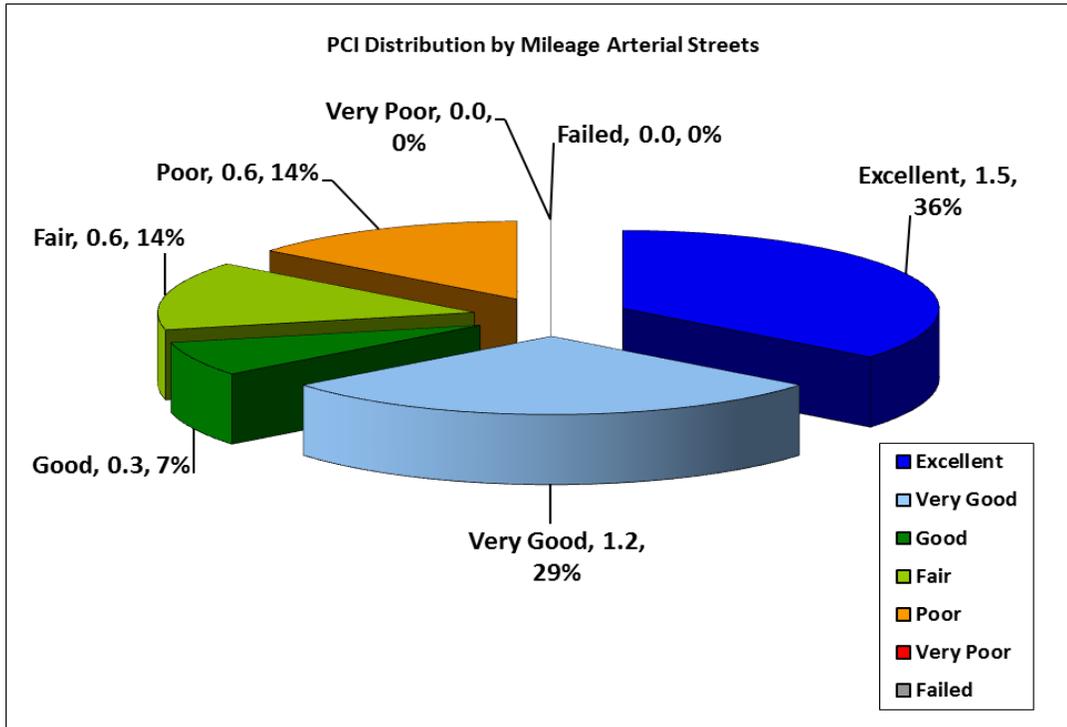


Figure 7 – Arterial Condition Distribution

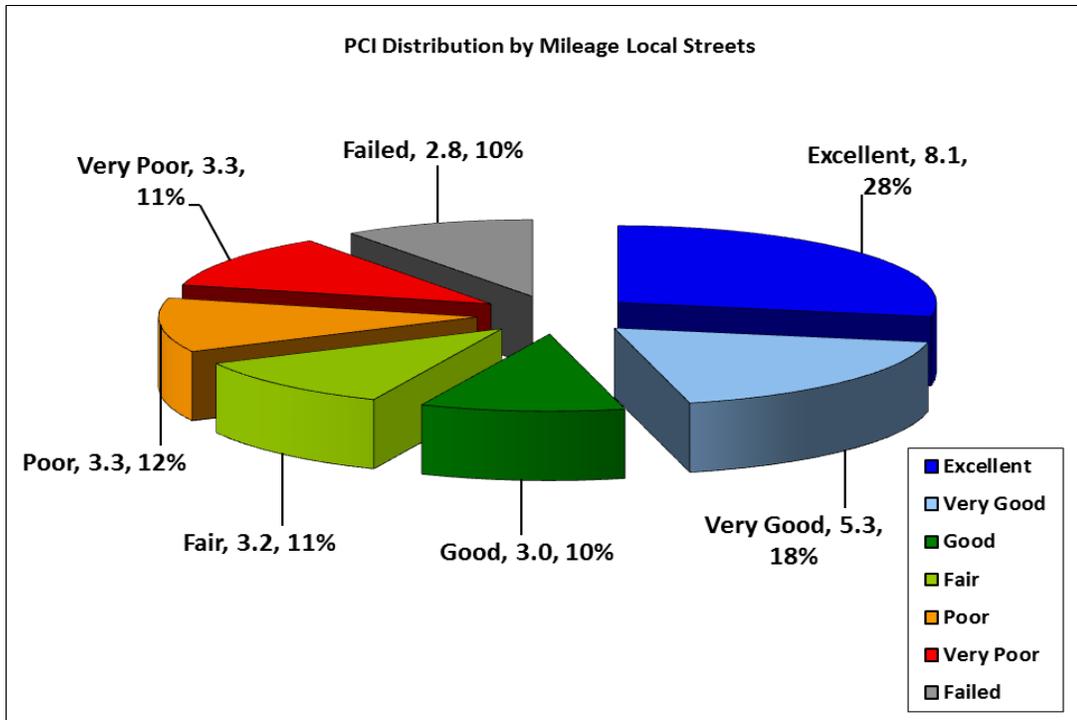


Figure 8 – Local Condition Distribution

SECTION III
CITYWIDE
PAVEMENT CONDITION INDEX REPORT

- A. PCI Map
- B. A to Z
- C. PCI Order



PAVEMENT CONDITION INDEX REPORT

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 five 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	Arterial
E	Residential

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.

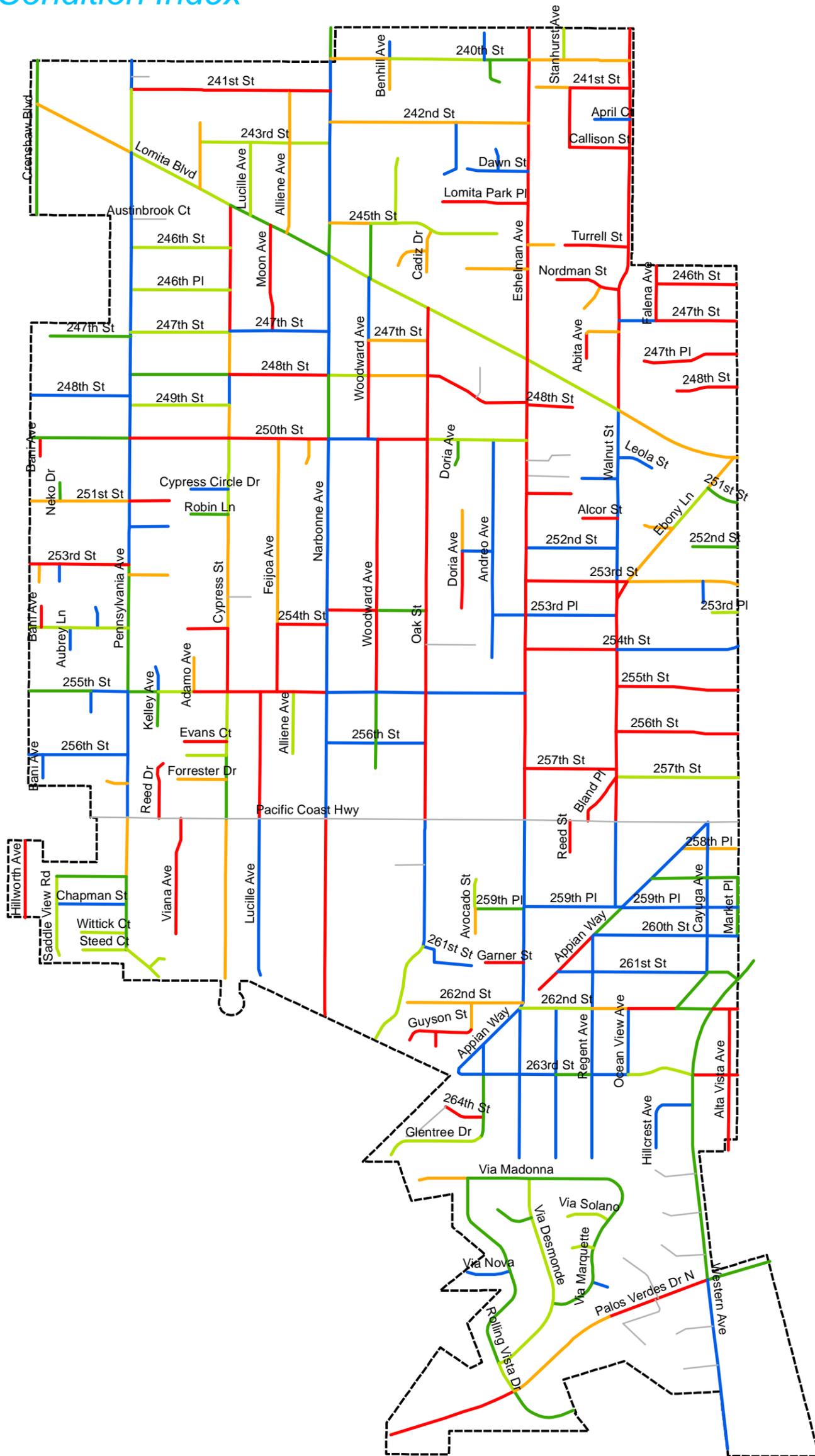
UNITS - The unit of measurement for the section area, typically square feet (SF).

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.



City of Lomita, CA

Pavement Condition Index



Legend

Lom_cntrln

Centerline

PCI Range

86 - 100

75 - 85

60 - 74

41 - 59

0 - 40

lom_citylimt



City of Lomita

Citywide Pavement Condition 2011

Bucknam & Associates GIS Team
August 2011

Source: City of Lomita centerline
Created in ArcGIS 9.2 using ArcMap



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

Sorted by Rank, A to Z

Sec ID	Name	From	To	Rank	Type	L	W	Area	PCI
	Arterials								
1033	LOMITA BLVD	CRENSHAW BLVD	PENNSYLVANIA AVE	A	AC	856	58	49,648	55
1034	LOMITA BLVD	PENNSYLVANIA AVE	CYPRESS ST	A	AC	934	54	50,436	73
1035	LOMITA BLVD	CYPRESS ST	NARBONNE AVE	A	AC	918	64	58,752	76
1036	LOMITA BLVD	NARBONNE AVE	OAK ST	A	AC	935	64	59,840	72
1039	LOMITA BLVD	OAK ST	ESHELMAN AVE	A	AC	928	64	59,392	64
1040	LOMITA BLVD	ESHELMAN AVE	WALNUT ST	A	AC	868	64	55,552	63
1041	LOMITA BLVD	WALNUT ST	EBONY LN	A	AC	1,081	64	69,184	54
1042	LOMITA BLVD	EBONY	E CITY LIMIT	A	AC	28	58	1,624	57
1070	NARBONNE AVE	245TH ST	LOMITA BLVD	A	AC	248	57	14,136	84
1071	NARBONNE AVE	LOMITA BLVD	248TH ST	A	AC	968	56	54,208	84
1072	NARBONNE AVE	248TH ST	250TH ST	A	AC	531	56	29,736	83
1073	NARBONNE AVE	250TH ST	253RD ST	A	AC	1,428	56	79,968	87
1074	NARBONNE AVE	253RD ST	255TH ST	A	AC	686	56	38,416	89
1116	NARBONNE AVE	N CITY LIMIT	240TH ST	A	AC	259	58	15,022	89
1307	NARBONNE AVE	240TH ST	245TH ST	A	AC	1,367	51	69,717	86
1325	NARBONNE AVE	PACIFIC COAST HWY	S CITY LIMIT	A	AC	1,610	61	98,210	27
1360	NARBONNE AVE	255TH ST	PACIFIC COAST HWY	A	AC	1,055	56	59,080	82
1048	PALOS VERDES DR (N)	WESTERN AVE	872 FT W/O WESTERN AVE	A	AC	872	100	87,200	32
1135	PALOS VERDES DR (N)	W CITY LIMIT	ROLLING VISTA DR	A	AC	1,092	100	109,200	24
1136	PALOS VERDES DR (N)	WESTERN AVE	E CITY LIMIT	A	AC	541	100	54,100	82
1345	PALOS VERDES DR (N)	ROLLING VISTA DR	1011 FT E/O ROLLING VISTA DR	A	AC	1,011	100	101,100	48
1287	WESTERN AVE	E CITY LIMIT	263RD ST	A	AC	1,110	70	77,700	90
1348	WESTERN AVE	263RD ST	PALOS VERDES DR N	A	AC	1,689	70	118,230	87
1349	WESTERN AVE	PALOS VERDES DR N	S CITY LIMIT	A	AC	1,393	70	97,510	92
						4.2		1,507,961	
	Locals								
1215	240TH ST	NARBONNE AVE	BENHILL AVE	E	AC	467	32	14,944	43
1216	240TH ST	OLSON LN	ESHELMAN AVE	E	AC	297	30	8,910	77
1217	240TH ST	ESHELMAN AVE	WALNUT ST	E	AC	783	30	23,490	51
1245	240TH ST	240TH ST	END	E	AC	210	19	3,990	78
1317	240TH ST	BENHILL AVE	OLSON LN	E	AC	836	30	25,080	64
1258	241ST ST	PENNSYLVANIA AVE	ALLIENE AVE	E	AC	1,288	31	39,928	5
1259	241ST ST	END	STANHURST AVE	E	AC	283	28	7,924	49
1260	241ST ST	STANHURST AVE	WALNUT ST	E	AC	471	28	13,188	34



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

Sorted by Rank, A to Z

1374	241ST ST	ALLIENE AVE	NARBONNE AVE	E	AC	312	31	9,672	40
1214	242ND ST	NARBONNE AVE	PARK HAVEN PL	E	AC	1,021	25	25,525	42
1346	242ND ST	PARK HAVEN LN	ESHELMAN AVE	E	AC	575	25	14,375	49
1218	243RD ST	LOMITA DR	NARBONNE AVE	E	AC	1,026	26	26,676	72
1179	245TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	315	28	8,820	47
1180	245TH ST	WOODWARD AVE	CADIZ DR	E	AC	522	31	16,182	63
1181	245TH ST	CADIZ DR	END	E	AC	550	31	17,050	63
1003	246TH PL	PENNSYLVANIA AVE	CYPRESS ST	E	AC	771	26	20,046	73
1248	246TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	73
1249	246TH ST	FALENA AVE	END	E	AC	639	30	19,170	36
1043	247TH PL	END	E CITY LIMIT	E	AC	784	25	19,600	38
1271	247TH ST	WALNUT ST	FALENA AVE	E	AC	281	32	8,992	100
1272	247TH ST	END	PENNSYLVANIA AVE	E	AC	640	26	16,640	80
1273	247TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	65
1274	247TH ST	CYPRESS ST	MOON AVE	E	AC	328	26	8,528	91
1275	247TH ST	MOON AVE	NARBONNE AVE	E	AC	444	26	11,544	92
1276	247TH ST	WOODWARD AVE	OAK ST	E	AC	439	26	11,414	56
1277	247TH ST	ABITA AVE	WALNUT ST	E	AC	247	26	6,422	47
1322	247TH ST	FALENA AVE	END	E	AC	664	32	21,248	23
1250	248TH ST	END	PENNSYLVANIA AVE	E	AC	791	26	20,566	89
1251	248TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	83
1252	248TH ST	CYPRESS ST	NARBONNE AVE	E	AC	770	26	20,020	7
1253	248TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	278	26	7,228	67
1254	248TH ST	WOODWARD AVE	OAK ST	E	AC	440	26	11,440	51
1255	248TH ST	OAK ST	ESHELMAN AVE	E	AC	830	26	21,580	13
1256	248TH ST	ESHELMAN AVE	END	E	AC	354	20	7,080	2
1257	248TH ST	WEST END	E CITY LIMIT	E	AC	504	25	12,600	15
1236	249TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	769	16	12,304	72
1202	250TH ST	END	PENNSYLVANIA AVE	E	AC	815	26	21,190	77
1203	250TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	824	26	21,394	38
1206	250TH ST	CYPRESS ST	NARBONNE AVE	E	AC	828	26	21,528	20
1207	250TH ST	NARBONNE AVE	WOODWARD AVE (S)	E	AC	410	26	10,660	100
1209	250TH ST	WOODWARD AVE (S)	OAK ST	E	AC	413	26	10,738	5
1210	250TH ST	OAK ST	ESHELMAN AVE	E	AC	825	26	21,450	64
1159	251ST ST	EBONY LN	E CITY LIMIT	E	AC	247	26	6,422	80
1200	251ST ST	END	PENNSYLVANIA AVE	E	AC	790	32	25,280	48
1201	251ST ST	PENNSYLVANIA AVE	END	E	AC	305	22	7,960	24
1267	252ND ST	DORIA AVE	ANDREO AVE	E	AC	200	26	5,200	100
1268	252ND ST	ESHELMAN AVE	WALNUT ST	E	AC	703	22	15,466	88



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1269	252ND ST	END	EBONY LN	E	AC	215	27	7,055	53
1270	252ND ST	END	E CITY LIMIT	E	AC	372	26	10,922	85
1001	253RD PL	END	E CITY LIMIT	E	PCC	210	15	3,150	66
1044	253RD PL	NARBONNE AVE	WOODWARD AVE	E	AC	359	26	9,334	8
1045	253RD PL	WOODWARD AVE	OAK ST	E	AC	356	26	9,256	80
1046	253RD PL	ANDREO WAY	ESHELMAN AVE	E	AC	221	26	5,746	100
1047	253RD PL	ESHELMAN AVE	WALNUT ST	E	AC	702	22	15,444	100
1169	253RD ST	WALNUT ST	EBONY LN	E	AC	60	13	780	16
1170	253RD ST	MONTEREY CIR	E CITY LIMIT	E	AC	232	36	8,102	51
1171	253RD ST	EBONY LN	MONTEREY CIR	E	AC	663	33	21,879	51
1198	253RD ST	END	PENNSYLVANIA AVE	E	AC	794	32	25,408	38
1199	253RD ST	PENNSYLVANIA AVE	END	E	AC	296	27	9,242	48
1375	253RD ST	WALNUT ST	ESHELMAN AVE	E	AC	759	20	15,180	100
1261	254TH ST	ESHELMAN AVE	WALNUT ST	E	AC	710	28	19,818	16
1262	254TH ST	WALNUT ST	E CITY LIMIT	E	AC	986	30	29,580	96
1263	254TH ST	END	CYPRESS ST	E	AC	303	26	7,878	6
1264	254TH ST	FEIJOA AVE	NARBONNE AVE	E	AC	358	26	9,308	2
1265	254TH ST	AUBREY LN	PENNSYLVANIA AVE	E	AC	456	32	14,592	68
1266	254TH ST	END	AUBREY LN	E	AC	212	34	8,458	63
1187	255TH ST	PENNSYLVANIA AVE	KELLEY AVE	E	AC	225	27	6,075	81
1188	255TH ST	KELLEY AVE	ADAMO AVE	E	AC	299	27	8,073	62
1189	255TH ST	ADAMO AVE	CYPRESS ST	E	AC	251	26	6,526	15
1190	255TH ST	CYPRESS ST	NARBONNE AVE	E	AC	825	27	22,275	29
1194	255TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	384	27	10,368	100
1195	255TH ST	WOODWARD AVE	OAK ST	E	AC	387	27	10,449	100
1196	255TH ST	OAK ST	ESHELMAN AVE	E	AC	772	27	20,844	99
1197	255TH ST	VERONICA LN	PENNSYLVANIA AVE	E	AC	787	35	27,545	87
1244	255TH ST	WALNUT ST	E CITY LIMIT	E	AC	984	32	31,488	39
1356	255TH ST	VERONICA LN	END	E	AC	507	27	13,689	79
1220	256TH ST	WALNUT ST	E CITY LIMIT	E	AC	988	32	31,616	11
1221	256TH ST	PENNSYLVANIA AVE	END	E	AC	823	18	14,814	88
1222	256TH ST	NARBONNE AVE	OAK ST	E	AC	771	26	20,046	90
1233	257TH ST	WALNUT ST	E CITY LIMIT	E	AC	988	28	27,664	74
1234	257TH ST	ESHELMAN AVE	WALNUT ST	E	AC	709	22	15,598	38
1007	258TH PL	APPIAN WAY	E CITY LIMIT	E	AC	453	24	9,060	45
1028	259TH PL	AVOCADO ST	ESHELMAN AVE	E	AC	349	32	11,168	85
1029	259TH PL	ESHELMAN AVE	WALNUT ST	E	AC	731	31	22,661	92
1030	259TH PL	WALNUT ST	APPIAN WAY	E	AC	50	24	1,200	92
1031	259TH PL	APPIAN WAY	CAYUGA AVE	E	AC	657	26	17,082	91



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1032	259TH PL	CAYUGA AVE	MARKET PL	E	AC	252	26	6,552	92
1172	259TH ST	APPIAN WAY	MARKET PL	E	AC	688	36	24,768	78
1173	260TH ST	APPIAN WAY	MARKET PL	E	AC	1,141	27	30,807	89
1278	261ST ST	OAK ST	END	E	AC	486	23	11,178	87
1279	261ST ST	APPIAN WAY	CAYUGA AVE	E	AC	1,187	26	30,862	95
1280	261ST ST	CAYUGA AVE	WESTERN AVE	E	AC	250	32	8,000	85
1357	261ST ST	REGENT AVE	APPIAN WAY	E	AC	292	26	7,592	91
1147	262ND ST	OAK ST	END	E	AC	963	34	32,492	52
1148	262ND ST	ESHELMAN AVE	MONTE VISTA AVE	E	AC	272	36	9,792	74
1149	262ND ST	MONTE VISTA AVE	REGENT AVE	E	AC	300	36	10,800	61
1150	262ND ST	REGENT AVE	OCEAN VIEW AVE	E	AC	301	36	10,836	54
1151	262ND ST	OCEAN VIEW AVE	CAYUGA AVE	E	AC	395	36	14,220	34
1152	262ND ST	CAYUGA AVE	WESTERN AVE	E	AC	276	36	9,936	78
1153	262ND ST	WESTERN AVE	ALTA VISTA AVE	E	AC	115	29	3,335	30
1213	262ND ST	ALTA VISTA AVE	E CITY LIMIT	E	AC	68	30	2,040	39
1160	263RD ST	APPIAN WAY	FAIRVIEW AVE	E	AC	214	36	7,704	88
1161	263RD ST	FAIRVIEW AVE	MONTE VISTA AVE	E	AC	601	36	21,636	89
1162	263RD ST	MONTE VISTA AVE	REGENT AVE	E	AC	301	36	10,836	85
1163	263RD ST	REGENT AVE	OCEAN VIEW AVE	E	AC	300	36	10,800	92
1164	263RD ST	OCEAN VIEW AVE	WESTERN AVE	E	AC	528	36	19,008	61
1165	263RD ST	WESTERN AVE	E CITY LIMIT	E	AC	372	40	14,880	1
1235	264TH ST	OVID AVE	FAIRVIEW AVE	E	AC	337	20	6,740	35
1065	ABITA AVE	247TH ST	END	E	AC	179	27	4,833	31
1105	ADAMO AVE	END	255TH ST	E	AC	256	26	7,906	59
1315	ADONA DR	CADIZ DR	END	E	AC	276	26	8,426	54
1166	ALCOR ST	END	WALNUT ST	E	AC	264	32	9,698	18
1177	ALLBROOK ST	END	ESHELMAN AVE	E	AC	483	26	14,308	45
1069	ALLIENE AVE	255TH ST	END	E	AC	488	32	15,716	70
1316	ALLIENE AVE	241ST	LOMITA	E	AC	1,191	20	23,820	58
1106	ALTA VISTA AVE	262ND ST	END	E	AC	1,152	30	35,810	8
1077	ANDREO AVE	253RD PL	END	E	AC	357	26	9,282	100
1329	ANDREO AVE	250TH ST	252ND ST	E	AC	899	26	23,374	100
1337	ANDREO AVE	252ND ST	253RD ST	E	AC	531	26	13,806	100
1022	APPIAN WAY	261ST ST	END	E	AC	212	24	5,088	25
1023	APPIAN WAY	259TH PL	260TH ST	E	AC	333	19	6,327	83
1024	APPIAN WAY	260TH ST	261ST ST	E	AC	428	20	8,560	16
1025	APPIAN WAY	262ND ST	263RD ST	E	AC	720	19	13,430	94
1026	APPIAN WAY	PACIFIC COAST HWY	259TH ST	E	AC	977	15	14,655	93
1358	APPIAN WAY	259TH ST	259TH PL	E	AC	340	24	8,160	88



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1053	APRIL CT	END	WALNUT ST	E	AC	265	32	10,580	91
1058	AUBREY LN	254TH ST	END	E	AC	154	32	7,028	94
1154	AVOCADO ST	259TH PL	END (S)	E	AC	204	17	3,468	57
1338	AVOCADO ST	259TH PL	END (N)	E	AC	248	33	9,334	60
1110	BANI AVE	256TH ST	END	E	AC	169	30	6,320	90
1120	BANI AVE	250TH ST	END	E	AC	127	32	4,064	35
1121	BANI AVE	253RD ST	END	E	AC	123	26	4,448	50
1298	BANI AVE	END	254TH ST	E	AC	148	30	5,690	35
1119	BECKNEL AVE	253RD ST	END	E	AC	114	22	3,758	88
1075	BENHILL AVE	240TH ST	END	E	AC	231	28	8,568	50
1076	BENHILL AVE	END	240TH ST	E	AC	113	16	2,358	87
1027	BLAND PL	PACIFIC COAST HWY	WALNUT ST	E	AC	400	36	14,400	31
1134	CADIZ DR	245TH ST	END	E	AC	330	32	11,810	51
1282	CALLISON ST	STANHURST AVE	WALNUT ST	E	AC	443	28	12,404	27
1060	CARLENE LN	END	DAWN ST	E	AC	157	32	6,274	92
1111	CAYUGA AVE	PACIFIC COAST HWY	259TH PL	E	AC	708	34	23,822	86
1113	CAYUGA AVE	259TH PL	261ST ST	E	AC	544	29	15,776	86
1115	CAYUGA AVE	261ST ST	262ND ST	E	AC	331	32	10,592	84
1219	CHAPMAN ST	SADDLE VIEW RD	PENNSYLVANIA AVE	E	AC	523	30	15,690	89
1052	COMAL CT	250TH ST	END	E	AC	184	30	5,520	52
1014	CRENSHAW BLVD	N CITY LIMIT	LOMITA BLVD	E	AC	367	76	27,892	79
1015	CRENSHAW BLVD	LOMITA BLVD	S CITY LIMIT	E	AC	920	81	74,520	82
1141	CYPRESS CIRCLE DR	END	CYPRESS ST	E	AC	282	32	11,124	94
1224	CYPRESS ST	LOMITA BLVD	246TH PL	E	AC	679	26	17,654	36
1225	CYPRESS ST	246TH PL	247TH ST	E	AC	351	26	9,126	30
1226	CYPRESS ST	247TH ST	248TH ST	E	AC	353	27	9,531	50
1227	CYPRESS ST	248TH ST	249TH ST	E	AC	255	27	6,885	88
1228	CYPRESS ST	254TH ST	255TH ST	E	AC	527	30	15,810	25
1229	CYPRESS ST	255TH ST	STRATFORD DR	E	AC	533	30	15,990	60
1230	CYPRESS ST	249TH ST	250TH ST	E	AC	274	27	7,398	57
1231	CYPRESS ST	PACIFIC COAST HWY	STRATFORD DR	E	AC	525	30	15,750	77
1232	CYPRESS ST	250TH ST	ROBIN LN	E	AC	636	28	17,808	74
1323	CYPRESS ST	PACIFIC COAST HWY	S CITY LIMIT	E	AC	1,304	32	41,728	44
1340	CYPRESS ST	ROBIN LN	254TH ST	E	AC	951	30	28,530	55
1056	DANMAR CT	END	PENNSYLVANIA DR	E	AC	127	32	5,814	61
1176	DAWN ST	END	ESHELMAN AVE	E	AC	480	32	17,460	88
1108	DORIA AVE	NORTH END	252ND ST	E	AC	342	25	8,550	56
1109	DORIA AVE	252ND ST	SOUTH END	E	AC	475	26	12,350	39
1243	DORIA AVE	250TH ST	END	E	AC	187	30	5,610	75

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1061	EBONY LN	251ST ST	252ND ST	E	AC	445	52	23,140	71
1062	EBONY LN	252ND ST	253RD ST	E	AC	585	52	30,420	47
1063	EBONY LN	LOMITA BLVD	251ST ST	E	AC	306	52	15,912	50
1302	EBONY LN	253RD ST	WALNUT ST	E	AC	142	48	6,816	20
1004	ELEANOR PL	END	WALNUT ST	E	AC	271	32	9,922	100
1079	ESHELMAN AVE	240TH ST	LOMITA PARK PL	E	AC	1,197	56	67,032	30
1080	ESHELMAN AVE	LOMITA BLVD	248TH ST (N)	E	AC	332	57	18,924	34
1081	ESHELMAN AVE	250TH ST	ESHELMAN AVE	E	AC	756	57	43,092	26
1082	ESHELMAN AVE	252ND ST	253RD ST	E	AC	273	57	15,561	20
1083	ESHELMAN AVE	253RD ST	253RD PL	E	AC	569	57	32,433	37
1084	ESHELMAN AVE	253RD PL	255TH ST	E	AC	369	57	21,033	8
1085	ESHELMAN AVE	255TH ST	257TH ST	E	AC	628	57	35,796	8
1086	ESHELMAN AVE	257TH ST	PACIFIC COAST HWY	E	AC	427	57	24,339	12
1087	ESHELMAN AVE	PACIFIC COAST HWY	259TH PL (S)	E	AC	715	49	35,035	89
1088	ESHELMAN AVE	GARNER ST	262ND ST (N)	E	AC	335	56	18,760	89
1089	ESHELMAN AVE	262ND ST	263RD ST	E	AC	548	26	14,248	95
1090	ESHELMAN AVE	263RD ST	END	E	AC	671	26	17,446	95
1123	ESHELMAN AVE	N CITY LIMIT	240TH ST	E	AC	261	56	14,616	27
1303	ESHELMAN AVE	LOMITA PARK PL	LOMITA BLVD	E	AC	1,274	56	71,344	23
1312	ESHELMAN AVE	259TH PL	GARNER ST	E	AC	447	54	24,138	90
1318	ESHELMAN AVE	248TH ST (N)	250TH ST	E	AC	316	54	17,064	24
1336	ESHELMAN AVE	ESHELMAN AVE	252ND ST	E	AC	456	57	25,992	20
1376	ESHELMAN AVE	ESHELMAN AVE	END	E	AC	351	33	11,583	49
1335	ESHELMAN WAY	ESHELMAN AVE	END	E	AC	219	33	7,227	51
1146	ESTER VIEW DR	SADDLE VIEW RD	PENNSYLVANIA AVE	E	AC	552	31	17,112	80
1054	EVANS CT	END	CYPRESS ST	E	AC	324	15	4,860	20
1127	FAIRVIEW AVE	APPIAN WAY	263RD ST	E	AC	196	24	4,704	92
1128	FAIRVIEW AVE	263RD ST	GLENTREE DR	E	AC	534	24	12,816	85
1068	FALENA AVE	247TH ST	END	E	AC	455	30	13,100	37
1104	FEIJOA AVE	254TH ST	255TH ST	E	AC	535	26	13,910	22
1304	FEIJOA AVE	250TH ST	254TH ST	E	AC	1,521	26	39,546	41
1144	FORRESTER DR	END	PENNSYLVANIA AVE	E	AC	147	32	5,954	51
1359	FORRESTER DR	CYPRESS ST	END	E	AC	405	15	6,075	42
1155	GARNER ST	END	ESHELMAN AVE	E	AC	288	26	7,488	34
1313	GLENTREE DR	END	FAIRVIEW AVE	E	AC	801	24	20,974	74
1157	GUYSON ST	MURAD AVE	END	E	AC	560	26	15,810	26
1319	HENDRICKS AVE	END	245TH ST	E	AC	515	26	15,140	70
1107	HILLCREST AVE	END	WESTERN AVE	E	AC	604	36	22,894	88
1342	HILLWORTH AVE	N CITY LIMIT	S CITY LIMIT	E	AC	639	27	17,253	40



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1117	KELLEY AVE	END (N)	255TH ST	E	AC	184	32	7,138	94
1118	KELLEY AVE	255TH ST (S)	END	E	AC	260	26	8,010	78
1167	LEOLA ST	WALNUT ST	END	E	AC	276	22	7,822	100
1137	LOMITA DR	END	LOMITA BLVD	E	AC	523	31	16,213	58
1049	LOMITA PARK PL	END	ESHELMAN AVE	E	AC	683	34	24,972	7
1066	LUCILLE AVE	243RD ST	LOMITA BLVD	E	AC	552	20	11,040	64
1324	LUCILLE AVE	PACIFIC COAST HWY	END	E	AC	1,279	26	35,004	91
1326	LUCILLE AVE	255TH ST	PACIFIC COAST HWY	E	AC	1,005	27	27,135	0
1006	MARKET PL	259TH ST	260TH ST	E	AC	433	24	10,392	83
1247	MCKENNA CT	PENNSYLVANIA AVE	END	E	AC	299	32	10,818	93
1125	MONTE VISTA AVE	262ND ST	263RD ST	E	AC	497	26	12,922	92
1126	MONTE VISTA AVE	263RD ST	END	E	AC	667	26	17,342	94
1327	MONTEREY CIR	253RD ST	END	E	AC	153	31	6,493	92
1097	MOON AVE	LOMITA BLVD	247TH ST	E	AC	830	26	21,580	21
1091	MURAD AVE	262ND ST	GUYSON ST	E	AC	199	30	5,970	43
1138	NEKO DR	END	251ST ST	E	AC	126	33	5,408	79
1050	NOELLE CT	END	254TH ST	E	AC	147	32	5,954	94
1175	NORDMAN ST	WALNUT ST	END	E	AC	536	28	16,758	13
1283	OAK ST	255TH ST	256TH ST	E	AC	420	27	11,340	15
1284	OAK ST	256TH ST	PACIFIC COAST HWY	E	AC	609	27	16,443	31
1285	OAK ST	PACIFIC COAST HWY	261ST ST	E	AC	1,033	37	38,221	86
1286	OAK ST	261ST ST	END	E	AC	890	36	33,290	74
1308	OAK ST	250TH ST	253RD PL	E	AC	1,427	27	38,529	6
1330	OAK ST	253RD PL	255TH ST	E	AC	684	27	18,468	5
1334	OAK ST	LOMITA BLVD	250TH ST	E	AC	1,094	25	27,350	21
1092	OBER AVE	GUYSON ST	END	E	AC	95	28	3,910	16
1124	OCEAN VIEW AVE	262ND ST	263RD ST	E	AC	498	26	12,948	92
1321	OLSON LN	END	240TH ST	E	AC	197	32	8,404	91
1361	PADRON PL	NORDMAN ST	END	E	AC	226	28	7,578	45
1242	PARK HAVEN PL	242ND ST	END	E	AC	466	32	17,012	91
1130	PENNSYLVANIA AVE	PACIFIC COAST HWY	ESTHER VIEW DR	E	AC	464	34	15,776	58
1131	PENNSYLVANIA AVE	ESTHER VIEW DR	STEED CT	E	AC	610	34	20,740	81
1301	PENNSYLVANIA AVE	241ST ST	LOMITA BLVD	E	AC	502	33	16,566	72
1347	PENNSYLVANIA AVE	N CITY LIMIT	241ST ST	E	AC	242	33	7,986	100
1351	PENNSYLVANIA AVE	247TH ST (S)	246TH PL	E	AC	743	31	23,033	87
1352	PENNSYLVANIA AVE	LOMITA BLVD	246TH ST	E	AC	1,141	31	35,371	91
1353	PENNSYLVANIA AVE	250TH ST	253RD ST (N)	E	AC	1,054	31	32,674	87
1354	PENNSYLVANIA AVE	253RD ST (N)	255TH ST	E	AC	1,059	31	32,829	84
1355	PENNSYLVANIA AVE	255TH ST	PACIFIC COAST HWY	E	AC	1,049	31	32,519	89



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1362	PENNSYLVANIA AVE	247TH ST (S)	250TH ST	E	AC	848	31	26,288	87
1145	PENNSYLVANIA DR	STEED CT	END	E	AC	356	36	12,816	71
1139	REED DR	END	PACIFIC COAST HWY	E	AC	451	20	9,020	6
1156	REED ST	PACIFIC COAST HWY	END	E	AC	236	31	6,916	7
1094	REGENT AVE	260TH ST	262ND ST	E	AC	603	26	15,678	93
1095	REGENT AVE	262ND ST	263RD ST	E	AC	497	26	12,922	87
1096	REGENT AVE	263RD ST	END	E	AC	665	26	17,290	93
1057	ROBIN LN	END	CYPRESS ST	E	AC	283	32	11,156	80
1142	ROLLING VISTA DR	VIA NOVA	VIA DESMONDE	E	AC	880	32	28,160	68
1143	ROLLING VISTA DR	VIA DESMONDE	PALOS VERDES DR N	E	AC	237	37	8,769	71
1300	ROLLING VISTA DR	VIA MADONNA	VIA NOVA	E	AC	885	32	28,320	79
1344	ROLLING VISTA DR	PALOS VERDES DR N	E CITY LIMIT	E	AC	570	30	17,100	84
1064	SADDLE VIEW RD	ESTHER VIEW DR	END	E	AC	661	30	21,580	74
1078	STANHURST AVE	END	240TH ST	E	AC	232	30	6,960	73
1310	STANHURST AVE	241ST ST	CALLISON ST	E	AC	467	30	14,010	22
1055	STEED CT	END	PENNSYLVANIA AVE	E	AC	337	30	11,860	63
1140	STRATFORD DR	END	CYPRESS ST	E	AC	302	30	10,310	67
1281	TURRELL ST	END	WALNUT ST	E	AC	500	20	11,750	13
1059	VERONICA LN	255TH ST	END	E	AC	147	32	6,804	92
1016	VIA DESMONDE	VIA MADONNA	VIA MARQUETTE	E	AC	1,044	31	32,364	68
1017	VIA DESMONDE	VIA MARQUETTE	ROLLING VISTA DR	E	AC	663	31	20,553	69
1018	VIA ENCANTO	END	VIA DESMONDE	E	AC	289	27	9,053	79
1020	VIA MADONNA	END	ROLLING VISTA DR	E	AC	406	27	12,212	55
1021	VIA MADONNA	ROLLING VISTA DR	VIA SOLANO	E	AC	1,604	32	51,328	76
1009	VIA MARQUETTE	VIA DESMONDE	VIA VERA	E	AC	378	32	12,096	78
1011	VIA MARQUETTE	VIA TAMPA	VIA VERA	E	AC	285	32	9,120	79
1012	VIA MARQUETTE	VIA SOLANO	VIA TAMPA	E	AC	264	32	8,448	85
1363	VIA MARQUETTE	VIA SOLANO	VIA MADONNA	E	AC	317	32	10,144	77
1019	VIA NOVA	END	ROLLING VISTA DR	E	AC	334	27	10,268	87
1005	VIA SOLANO	END	VIA MARQUETTE	E	AC	330	26	9,830	69
1013	VIA TAMPA	END	VIA MARQUETTE	E	AC	151	26	3,926	73
1010	VIA VERA	VIA MARQUETTE	END	E	AC	104	43	5,722	86
1122	VIANA AVE	PACIFIC COAST HWY	END	E	AC	942	33	32,836	38
1182	WALNUT ST	LOMITA BLVD	253RD ST	E	AC	1,402	32	44,864	89
1183	WALNUT ST	253RD ST	255TH ST	E	AC	872	52	45,344	4
1184	WALNUT ST	255TH ST	PACIFIC COAST HWY	E	AC	1,128	54	60,912	13
1237	WALNUT ST	END	241ST ST	E	AC	494	36	17,284	5
1238	WALNUT ST	TURRELL ST	247TH ST (N)	E	AC	630	36	22,680	7
1240	WALNUT ST	247TH ST (N)	LOMITA BLVD	E	AC	746	33	24,618	6

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1241	WALNUT ST	241ST ST	TURRELL ST	E	AC	1,323	36	47,628	14
1314	WALNUT ST	PACIFIC COAST HWY	259TH PL	E	AC	658	26	17,108	91
1051	WITTICK CT	END	PENNSYLVANIA AVE	E	AC	346	31	12,476	63
1098	WOODWARD AVE	245TH ST	LOMITA BLVD	E	AC	409	36	14,724	76
1099	WOODWARD AVE	LOMITA BLVD	247TH ST	E	AC	494	26	12,844	95
1100	WOODWARD AVE	247TH ST	250TH ST	E	AC	825	26	21,450	38
1102	WOODWARD AVE	255TH ST	END (S)	E	AC	633	26	16,458	79
1305	WOODWARD AVE	250TH ST	253RD ST	E	AC	1,399	24	33,576	8
1306	WOODWARD AVE	253RD PL	255TH ST	E	AC	657	26	17,082	15
						29.0		4,794,468	

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Sorted by Rank, PCI (0-100)

Sec ID	Name	From	To	Rank	Type	L	W	Area	PCI
	Arterials								
1135	PALOS VERDES DR (N)	W CITY LIMIT	ROLLING VISTA DR	A	AC	1,092	100	109,200	24
1325	NARBONNE AVE	PACIFIC COAST HWY	S CITY LIMIT	A	AC	1,610	61	98,210	27
1048	PALOS VERDES DR (N)	WESTERN AVE	872 FT W/O WESTERN AVE	A	AC	872	100	87,200	32
1345	PALOS VERDES DR (N)	ROLLING VISTA DR	1011 FT E/O ROLLING VISTA DR	A	AC	1,011	100	101,100	48
1041	LOMITA BLVD	WALNUT ST	EBONY LN	A	AC	1,081	64	69,184	54
1033	LOMITA BLVD	CRENSHAW BLVD	PENNSYLVANIA AVE	A	AC	856	58	49,648	55
1042	LOMITA BLVD	EBONY	E CITY LIMIT	A	AC	28	58	1,624	57
1040	LOMITA BLVD	ESHELMAN AVE	WALNUT ST	A	AC	868	64	55,552	63
1039	LOMITA BLVD	OAK ST	ESHELMAN AVE	A	AC	928	64	59,392	64
1036	LOMITA BLVD	NARBONNE AVE	OAK ST	A	AC	935	64	59,840	72
1034	LOMITA BLVD	PENNSYLVANIA AVE	CYPRESS ST	A	AC	934	54	50,436	73
1035	LOMITA BLVD	CYPRESS ST	NARBONNE AVE	A	AC	918	64	58,752	76
1360	NARBONNE AVE	255TH ST	PACIFIC COAST HWY	A	AC	1,055	56	59,080	82
1136	PALOS VERDES DR (N)	WESTERN AVE	E CITY LIMIT	A	AC	541	100	54,100	82
1072	NARBONNE AVE	248TH ST	250TH ST	A	AC	531	56	29,736	83
1070	NARBONNE AVE	245TH ST	LOMITA BLVD	A	AC	248	57	14,136	84
1071	NARBONNE AVE	LOMITA BLVD	248TH ST	A	AC	968	56	54,208	84
1307	NARBONNE AVE	240TH ST	245TH ST	A	AC	1,367	51	69,717	86
1073	NARBONNE AVE	250TH ST	253RD ST	A	AC	1,428	56	79,968	87
1348	WESTERN AVE	263RD ST	PALOS VERDES DR N	A	AC	1,689	70	118,230	87
1074	NARBONNE AVE	253RD ST	255TH ST	A	AC	686	56	38,416	89
1116	NARBONNE AVE	N CITY LIMIT	240TH ST	A	AC	259	58	15,022	89
1287	WESTERN AVE	E CITY LIMIT	263RD ST	A	AC	1,110	70	77,700	90
1349	WESTERN AVE	PALOS VERDES DR N	S CITY LIMIT	A	AC	1,393	70	97,510	92
						4.2		1,507,961	
	Locals								
1326	LUCILLE AVE	255TH ST	PACIFIC COAST HWY	E	AC	1,005	27	27,135	0
1165	263RD ST	WESTERN AVE	E CITY LIMIT	E	AC	372	40	14,880	1
1256	248TH ST	ESHELMAN AVE	END	E	AC	354	20	7,080	2
1264	254TH ST	FEIJOA AVE	NARBONNE AVE	E	AC	358	26	9,308	2
1183	WALNUT ST	253RD ST	255TH ST	E	AC	872	52	45,344	4
1258	241ST ST	PENNSYLVANIA AVE	ALLIENE AVE	E	AC	1,288	31	39,928	5
1209	250TH ST	WOODWARD AVE (S)	OAK ST	E	AC	413	26	10,738	5
1330	OAK ST	253RD PL	255TH ST	E	AC	684	27	18,468	5



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1237	WALNUT ST	END	241ST ST	E	AC	494	36	17,284	5
1263	254TH ST	END	CYPRESS ST	E	AC	303	26	7,878	6
1308	OAK ST	250TH ST	253RD PL	E	AC	1,427	27	38,529	6
1139	REED DR	END	PACIFIC COAST HWY	E	AC	451	20	9,020	6
1240	WALNUT ST	247TH ST (N)	LOMITA BLVD	E	AC	746	33	24,618	6
1252	248TH ST	CYPRESS ST	NARBONNE AVE	E	AC	770	26	20,020	7
1049	LOMITA PARK PL	END	ESHELMAN AVE	E	AC	683	34	24,972	7
1156	REED ST	PACIFIC COAST HWY	END	E	AC	236	31	6,916	7
1238	WALNUT ST	TURRELL ST	247TH ST (N)	E	AC	630	36	22,680	7
1044	253RD PL	NARBONNE AVE	WOODWARD AVE	E	AC	359	26	9,334	8
1106	ALTA VISTA AVE	262ND ST	END	E	AC	1,152	30	35,810	8
1084	ESHELMAN AVE	253RD PL	255TH ST	E	AC	369	57	21,033	8
1085	ESHELMAN AVE	255TH ST	257TH ST	E	AC	628	57	35,796	8
1305	WOODWARD AVE	250TH ST	253RD ST	E	AC	1,399	24	33,576	8
1220	256TH ST	WALNUT ST	E CITY LIMIT	E	AC	988	32	31,616	11
1086	ESHELMAN AVE	257TH ST	PACIFIC COAST HWY	E	AC	427	57	24,339	12
1255	248TH ST	OAK ST	ESHELMAN AVE	E	AC	830	26	21,580	13
1175	NORDMAN ST	WALNUT ST	END	E	AC	536	28	16,758	13
1281	TURRELL ST	END	WALNUT ST	E	AC	500	20	11,750	13
1184	WALNUT ST	255TH ST	PACIFIC COAST HWY	E	AC	1,128	54	60,912	13
1241	WALNUT ST	241ST ST	TURRELL ST	E	AC	1,323	36	47,628	14
1257	248TH ST	WEST END	E CITY LIMIT	E	AC	504	25	12,600	15
1189	255TH ST	ADAMO AVE	CYPRESS ST	E	AC	251	26	6,526	15
1283	OAK ST	255TH ST	256TH ST	E	AC	420	27	11,340	15
1306	WOODWARD AVE	253RD PL	255TH ST	E	AC	657	26	17,082	15
1169	253RD ST	WALNUT ST	EBONY LN	E	AC	60	13	780	16
1261	254TH ST	ESHELMAN AVE	WALNUT ST	E	AC	710	28	19,818	16
1024	APPIAN WAY	260TH ST	261ST ST	E	AC	428	20	8,560	16
1092	OBER AVE	GUYSON ST	END	E	AC	95	28	3,910	16
1166	ALCOR ST	END	WALNUT ST	E	AC	264	32	9,698	18
1206	250TH ST	CYPRESS ST	NARBONNE AVE	E	AC	828	26	21,528	20
1302	EBONY LN	253RD ST	WALNUT ST	E	AC	142	48	6,816	20
1082	ESHELMAN AVE	252ND ST	253RD ST	E	AC	273	57	15,561	20
1336	ESHELMAN AVE	ESHELMAN AVE	252ND ST	E	AC	456	57	25,992	20
1054	EVANS CT	END	CYPRESS ST	E	AC	324	15	4,860	20
1097	MOON AVE	LOMITA BLVD	247TH ST	E	AC	830	26	21,580	21
1334	OAK ST	LOMITA BLVD	250TH ST	E	AC	1,094	25	27,350	21
1104	FEIJOA AVE	254TH ST	255TH ST	E	AC	535	26	13,910	22
1310	STANHURST AVE	241ST ST	CALLISON ST	E	AC	467	30	14,010	22



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1322	247TH ST	FALENA AVE	END	E	AC	664	32	21,248	23
1303	ESHELMAN AVE	LOMITA PARK PL	LOMITA BLVD	E	AC	1,274	56	71,344	23
1201	251ST ST	PENNSYLVANIA AVE	END	E	AC	305	22	7,960	24
1318	ESHELMAN AVE	248TH ST (N)	250TH ST	E	AC	316	54	17,064	24
1022	APPIAN WAY	261ST ST	END	E	AC	212	24	5,088	25
1228	CYPRESS ST	254TH ST	255TH ST	E	AC	527	30	15,810	25
1081	ESHELMAN AVE	250TH ST	ESHELMAN AVE	E	AC	756	57	43,092	26
1157	GUYSON ST	MURAD AVE	END	E	AC	560	26	15,810	26
1282	CALLISON ST	STANHURST AVE	WALNUT ST	E	AC	443	28	12,404	27
1123	ESHELMAN AVE	N CITY LIMIT	240TH ST	E	AC	261	56	14,616	27
1190	255TH ST	CYPRESS ST	NARBONNE AVE	E	AC	825	27	22,275	29
1153	262ND ST	WESTERN AVE	ALTA VISTA AVE	E	AC	115	29	3,335	30
1225	CYPRESS ST	246TH PL	247TH ST	E	AC	351	26	9,126	30
1079	ESHELMAN AVE	240TH ST	LOMITA PARK PL	E	AC	1,197	56	67,032	30
1065	ABITA AVE	247TH ST	END	E	AC	179	27	4,833	31
1027	BLAND PL	PACIFIC COAST HWY	WALNUT ST	E	AC	400	36	14,400	31
1284	OAK ST	256TH ST	PACIFIC COAST HWY	E	AC	609	27	16,443	31
1260	241ST ST	STANHURST AVE	WALNUT ST	E	AC	471	28	13,188	34
1151	262ND ST	OCEAN VIEW AVE	CAYUGA AVE	E	AC	395	36	14,220	34
1080	ESHELMAN AVE	LOMITA BLVD	248TH ST (N)	E	AC	332	57	18,924	34
1155	GARNER ST	END	ESHELMAN AVE	E	AC	288	26	7,488	34
1235	264TH ST	OVID AVE	FAIRVIEW AVE	E	AC	337	20	6,740	35
1120	BANI AVE	250TH ST	END	E	AC	127	32	4,064	35
1298	BANI AVE	END	254TH ST	E	AC	148	30	5,690	35
1249	246TH ST	FALENA AVE	END	E	AC	639	30	19,170	36
1224	CYPRESS ST	LOMITA BLVD	246TH PL	E	AC	679	26	17,654	36
1083	ESHELMAN AVE	253RD ST	253RD PL	E	AC	569	57	32,433	37
1068	FALENA AVE	247TH ST	END	E	AC	455	30	13,100	37
1043	247TH PL	END	E CITY LIMIT	E	AC	784	25	19,600	38
1203	250TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	824	26	21,394	38
1198	253RD ST	END	PENNSYLVANIA AVE	E	AC	794	32	25,408	38
1234	257TH ST	ESHELMAN AVE	WALNUT ST	E	AC	709	22	15,598	38
1122	VIANA AVE	PACIFIC COAST HWY	END	E	AC	942	33	32,836	38
1100	WOODWARD AVE	247TH ST	250TH ST	E	AC	825	26	21,450	38
1244	255TH ST	WALNUT ST	E CITY LIMIT	E	AC	984	32	31,488	39
1213	262ND ST	ALTA VISTA AVE	E CITY LIMIT	E	AC	68	30	2,040	39
1109	DORIA AVE	252ND ST	SOUTH END	E	AC	475	26	12,350	39
1374	241ST ST	ALLIENE AVE	NARBONNE AVE	E	AC	312	31	9,672	40
1342	HILLWORTH AVE	N CITY LIMIT	S CITY LIMIT	E	AC	639	27	17,253	40



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1304	FEIJOA AVE	250TH ST	254TH ST	E	AC	1,521	26	39,546	41
1214	242ND ST	NARBONNE AVE	PARK HAVEN PL	E	AC	1,021	25	25,525	42
1359	FORRESTER DR	CYPRESS ST	END	E	AC	405	15	6,075	42
1215	240TH ST	NARBONNE AVE	BENHILL AVE	E	AC	467	32	14,944	43
1091	MURAD AVE	262ND ST	GUYSON ST	E	AC	199	30	5,970	43
1323	CYPRESS ST	PACIFIC COAST HWY	S CITY LIMIT	E	AC	1,304	32	41,728	44
1007	258TH PL	APPIAN WAY	E CITY LIMIT	E	AC	453	24	9,060	45
1177	ALLBROOK ST	END	ESHELMAN AVE	E	AC	483	26	14,308	45
1361	PADRON PL	NORDMAN ST	END	E	AC	226	28	7,578	45
1179	245TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	315	28	8,820	47
1277	247TH ST	ABITA AVE	WALNUT ST	E	AC	247	26	6,422	47
1062	EBONY LN	252ND ST	253RD ST	E	AC	585	52	30,420	47
1200	251ST ST	END	PENNSYLVANIA AVE	E	AC	790	32	25,280	48
1199	253RD ST	PENNSYLVANIA AVE	END	E	AC	296	27	9,242	48
1259	241ST ST	END	STANHURST AVE	E	AC	283	28	7,924	49
1346	242ND ST	PARK HAVEN LN	ESHELMAN AVE	E	AC	575	25	14,375	49
1376	ESHELMAN AVE	ESHELMAN AVE	END	E	AC	351	33	11,583	49
1121	BANI AVE	253RD ST	END	E	AC	123	26	4,448	50
1075	BENHILL AVE	240TH ST	END	E	AC	231	28	8,568	50
1226	CYPRESS ST	247TH ST	248TH ST	E	AC	353	27	9,531	50
1063	EBONY LN	LOMITA BLVD	251ST ST	E	AC	306	52	15,912	50
1217	240TH ST	ESHELMAN AVE	WALNUT ST	E	AC	783	30	23,490	51
1254	248TH ST	WOODWARD AVE	OAK ST	E	AC	440	26	11,440	51
1170	253RD ST	MONTEREY CIR	E CITY LIMIT	E	AC	232	36	8,102	51
1171	253RD ST	EBONY LN	MONTEREY CIR	E	AC	663	33	21,879	51
1134	CADIZ DR	245TH ST	END	E	AC	330	32	11,810	51
1335	ESHELMAN WAY	ESHELMAN AVE	END	E	AC	219	33	7,227	51
1144	FORRESTER DR	END	PENNSYLVANIA AVE	E	AC	147	32	5,954	51
1147	262ND ST	OAK ST	END	E	AC	963	34	32,492	52
1052	COMAL CT	250TH ST	END	E	AC	184	30	5,520	52
1269	252ND ST	END	EBONY LN	E	AC	215	27	7,055	53
1150	262ND ST	REGENT AVE	OCEAN VIEW AVE	E	AC	301	36	10,836	54
1315	ADONA DR	CADIZ DR	END	E	AC	276	26	8,426	54
1340	CYPRESS ST	ROBIN LN	254TH ST	E	AC	951	30	28,530	55
1020	VIA MADONNA	END	ROLLING VISTA DR	E	AC	406	27	12,212	55
1276	247TH ST	WOODWARD AVE	OAK ST	E	AC	439	26	11,414	56
1108	DORIA AVE	NORTH END	252ND ST	E	AC	342	25	8,550	56
1154	AVOCADO ST	259TH PL	END (S)	E	AC	204	17	3,468	57
1230	CYPRESS ST	249TH ST	250TH ST	E	AC	274	27	7,398	57



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1316	ALLIENE AVE	241ST	LOMITA	E	AC	1,191	20	23,820	58
1137	LOMITA DR	END	LOMITA BLVD	E	AC	523	31	16,213	58
1130	PENNSYLVANIA AVE	PACIFIC COAST HWY	ESTHER VIEW DR	E	AC	464	34	15,776	58
1105	ADAMO AVE	END	255TH ST	E	AC	256	26	7,906	59
1338	AVOCADO ST	259TH PL	END (N)	E	AC	248	33	9,334	60
1229	CYPRESS ST	255TH ST	STRATFORD DR	E	AC	533	30	15,990	60
1149	262ND ST	MONTE VISTA AVE	REGENT AVE	E	AC	300	36	10,800	61
1164	263RD ST	OCEAN VIEW AVE	WESTERN AVE	E	AC	528	36	19,008	61
1056	DANMAR CT	END	PENNSYLVANIA DR	E	AC	127	32	5,814	61
1188	255TH ST	KELLEY AVE	ADAMO AVE	E	AC	299	27	8,073	62
1180	245TH ST	WOODWARD AVE	CADIZ DR	E	AC	522	31	16,182	63
1181	245TH ST	CADIZ DR	END	E	AC	550	31	17,050	63
1266	254TH ST	END	AUBREY LN	E	AC	212	34	8,458	63
1055	STEED CT	END	PENNSYLVANIA AVE	E	AC	337	30	11,860	63
1051	WITTICK CT	END	PENNSYLVANIA AVE	E	AC	346	31	12,476	63
1317	240TH ST	BENHILL AVE	OLSON LN	E	AC	836	30	25,080	64
1210	250TH ST	OAK ST	ESHELMAN AVE	E	AC	825	26	21,450	64
1066	LUCILLE AVE	243RD ST	LOMITA BLVD	E	AC	552	20	11,040	64
1273	247TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	65
1001	253RD PL	END	E CITY LIMIT	E	PCC	210	15	3,150	66
1253	248TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	278	26	7,228	67
1140	STRATFORD DR	END	CYPRESS ST	E	AC	302	30	10,310	67
1265	254TH ST	AUBREY LN	PENNSYLVANIA AVE	E	AC	456	32	14,592	68
1142	ROLLING VISTA DR	VIA NOVA	VIA DESMONDE	E	AC	880	32	28,160	68
1016	VIA DESMONDE	VIA MADONNA	VIA MARQUETTE	E	AC	1,044	31	32,364	68
1017	VIA DESMONDE	VIA MARQUETTE	ROLLING VISTA DR	E	AC	663	31	20,553	69
1005	VIA SOLANO	END	VIA MARQUETTE	E	AC	330	26	9,830	69
1069	ALLIENE AVE	255TH ST	END	E	AC	488	32	15,716	70
1319	HENDRICKS AVE	END	245TH ST	E	AC	515	26	15,140	70
1061	EBONY LN	251ST ST	252ND ST	E	AC	445	52	23,140	71
1145	PENNSYLVANIA DR	STEED CT	END	E	AC	356	36	12,816	71
1143	ROLLING VISTA DR	VIA DESMONDE	PALOS VERDES DR N	E	AC	237	37	8,769	71
1218	243RD ST	LOMITA DR	NARBONNE AVE	E	AC	1,026	26	26,676	72
1236	249TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	769	16	12,304	72
1301	PENNSYLVANIA AVE	241ST ST	LOMITA BLVD	E	AC	502	33	16,566	72
1003	246TH PL	PENNSYLVANIA AVE	CYPRESS ST	E	AC	771	26	20,046	73
1248	246TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	73
1078	STANHURST AVE	END	240TH ST	E	AC	232	30	6,960	73
1013	VIA TAMPA	END	VIA MARQUETTE	E	AC	151	26	3,926	73



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

Sorted by Rank, PCI (0-100)

1233	257TH ST	WALNUT ST	E CITY LIMIT	E	AC	988	28	27,664	74
1148	262ND ST	ESHELMAN AVE	MONTE VISTA AVE	E	AC	272	36	9,792	74
1232	CYPRESS ST	250TH ST	ROBIN LN	E	AC	636	28	17,808	74
1313	GLENTREE DR	END	FAIRVIEW AVE	E	AC	801	24	20,974	74
1286	OAK ST	261ST ST	END	E	AC	890	36	33,290	74
1064	SADDLE VIEW RD	ESTHER VIEW DR	END	E	AC	661	30	21,580	74
1243	DORIA AVE	250TH ST	END	E	AC	187	30	5,610	75
1021	VIA MADONNA	ROLLING VISTA DR	VIA SOLANO	E	AC	1,604	32	51,328	76
1098	WOODWARD AVE	245TH ST	LOMITA BLVD	E	AC	409	36	14,724	76
1216	240TH ST	OLSON LN	ESHELMAN AVE	E	AC	297	30	8,910	77
1202	250TH ST	END	PENNSYLVANIA AVE	E	AC	815	26	21,190	77
1231	CYPRESS ST	PACIFIC COAST HWY	STRATFORD DR	E	AC	525	30	15,750	77
1363	VIA MARQUETTE	VIA SOLANO	VIA MADONNA	E	AC	317	32	10,144	77
1245	240TH ST	240TH ST	END	E	AC	210	19	3,990	78
1172	259TH ST	APPIAN WAY	MARKET PL	E	AC	688	36	24,768	78
1152	262ND ST	CAYUGA AVE	WESTERN AVE	E	AC	276	36	9,936	78
1118	KELLEY AVE	255TH ST (S)	END	E	AC	260	26	8,010	78
1009	VIA MARQUETTE	VIA DESMONDE	VIA VERA	E	AC	378	32	12,096	78
1356	255TH ST	VERONICA LN	END	E	AC	507	27	13,689	79
1014	CRENSHAW BLVD	N CITY LIMIT	LOMITA BLVD	E	AC	367	76	27,892	79
1138	NEKO DR	END	251ST ST	E	AC	126	33	5,408	79
1300	ROLLING VISTA DR	VIA MADONNA	VIA NOVA	E	AC	885	32	28,320	79
1018	VIA ENCANTO	END	VIA DESMONDE	E	AC	289	27	9,053	79
1011	VIA MARQUETTE	VIA TAMPA	VIA VERA	E	AC	285	32	9,120	79
1102	WOODWARD AVE	255TH ST	END (S)	E	AC	633	26	16,458	79
1272	247TH ST	END	PENNSYLVANIA AVE	E	AC	640	26	16,640	80
1159	251ST ST	EBONY LN	E CITY LIMIT	E	AC	247	26	6,422	80
1045	253RD PL	WOODWARD AVE	OAK ST	E	AC	356	26	9,256	80
1146	ESTER VIEW DR	SADDLE VIEW RD	PENNSYLVANIA AVE	E	AC	552	31	17,112	80
1057	ROBIN LN	END	CYPRESS ST	E	AC	283	32	11,156	80
1187	255TH ST	PENNSYLVANIA AVE	KELLEY AVE	E	AC	225	27	6,075	81
1131	PENNSYLVANIA AVE	ESTHER VIEW DR	STEED CT	E	AC	610	34	20,740	81
1015	CRENSHAW BLVD	LOMITA BLVD	S CITY LIMIT	E	AC	920	81	74,520	82
1251	248TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	83
1023	APPIAN WAY	259TH PL	260TH ST	E	AC	333	19	6,327	83
1006	MARKET PL	259TH ST	260TH ST	E	AC	433	24	10,392	83
1115	CAYUGA AVE	261ST ST	262ND ST	E	AC	331	32	10,592	84
1354	PENNSYLVANIA AVE	253RD ST (N)	255TH ST	E	AC	1,059	31	32,829	84
1344	ROLLING VISTA DR	PALOS VERDES DR N	E CITY LIMIT	E	AC	570	30	17,100	84



City of Lomita, CA
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Sorted by Rank, PCI (0-100)

1270	252ND ST	END	E CITY LIMIT	E	AC	372	26	10,922	85
1028	259TH PL	AVOCADO ST	ESHELMAN AVE	E	AC	349	32	11,168	85
1280	261ST ST	CAYUGA AVE	WESTERN AVE	E	AC	250	32	8,000	85
1162	263RD ST	MONTE VISTA AVE	REGENT AVE	E	AC	301	36	10,836	85
1128	FAIRVIEW AVE	263RD ST	GLENTREE DR	E	AC	534	24	12,816	85
1012	VIA MARQUETTE	VIA SOLANO	VIA TAMPA	E	AC	264	32	8,448	85
1111	CAYUGA AVE	PACIFIC COAST HWY	259TH PL	E	AC	708	34	23,822	86
1113	CAYUGA AVE	259TH PL	261ST ST	E	AC	544	29	15,776	86
1285	OAK ST	PACIFIC COAST HWY	261ST ST	E	AC	1,033	37	38,221	86
1010	VIA VERA	VIA MARQUETTE	END	E	AC	104	43	5,722	86
1197	255TH ST	VERONICA LN	PENNSYLVANIA AVE	E	AC	787	35	27,545	87
1278	261ST ST	OAK ST	END	E	AC	486	23	11,178	87
1076	BENHILL AVE	END	240TH ST	E	AC	113	16	2,358	87
1351	PENNSYLVANIA AVE	247TH ST (S)	246TH PL	E	AC	743	31	23,033	87
1353	PENNSYLVANIA AVE	250TH ST	253RD ST (N)	E	AC	1,054	31	32,674	87
1362	PENNSYLVANIA AVE	247TH ST (S)	250TH ST	E	AC	848	31	26,288	87
1095	REGENT AVE	262ND ST	263RD ST	E	AC	497	26	12,922	87
1019	VIA NOVA	END	ROLLING VISTA DR	E	AC	334	27	10,268	87
1268	252ND ST	ESHELMAN AVE	WALNUT ST	E	AC	703	22	15,466	88
1221	256TH ST	PENNSYLVANIA AVE	END	E	AC	823	18	14,814	88
1160	263RD ST	APPIAN WAY	FAIRVIEW AVE	E	AC	214	36	7,704	88
1358	APPIAN WAY	259TH ST	259TH PL	E	AC	340	24	8,160	88
1119	BECKNEL AVE	253RD ST	END	E	AC	114	22	3,758	88
1227	CYPRESS ST	248TH ST	249TH ST	E	AC	255	27	6,885	88
1176	DAWN ST	END	ESHELMAN AVE	E	AC	480	32	17,460	88
1107	HILLCREST AVE	END	WESTERN AVE	E	AC	604	36	22,894	88
1250	248TH ST	END	PENNSYLVANIA AVE	E	AC	791	26	20,566	89
1173	260TH ST	APPIAN WAY	MARKET PL	E	AC	1,141	27	30,807	89
1161	263RD ST	FAIRVIEW AVE	MONTE VISTA AVE	E	AC	601	36	21,636	89
1219	CHAPMAN ST	SADDLE VIEW RD	PENNSYLVANIA AVE	E	AC	523	30	15,690	89
1087	ESHELMAN AVE	PACIFIC COAST HWY	259TH PL (S)	E	AC	715	49	35,035	89
1088	ESHELMAN AVE	GARNER ST	262ND ST (N)	E	AC	335	56	18,760	89
1355	PENNSYLVANIA AVE	255TH ST	PACIFIC COAST HWY	E	AC	1,049	31	32,519	89
1182	WALNUT ST	LOMITA BLVD	253RD ST	E	AC	1,402	32	44,864	89
1222	256TH ST	NARBONNE AVE	OAK ST	E	AC	771	26	20,046	90
1110	BANI AVE	256TH ST	END	E	AC	169	30	6,320	90
1312	ESHELMAN AVE	259TH PL	GARNER ST	E	AC	447	54	24,138	90
1274	247TH ST	CYPRESS ST	MOON AVE	E	AC	328	26	8,528	91
1031	259TH PL	APPIAN WAY	CAYUGA AVE	E	AC	657	26	17,082	91



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Sorted by Rank, PCI (0-100)

1357	261ST ST	REGENT AVE	APPIAN WAY	E	AC	292	26	7,592	91
1053	APRIL CT	END	WALNUT ST	E	AC	265	32	10,580	91
1324	LUCILLE AVE	PACIFIC COAST HWY	END	E	AC	1,279	26	35,004	91
1321	OLSON LN	END	240TH ST	E	AC	197	32	8,404	91
1242	PARK HAVEN PL	242ND ST	END	E	AC	466	32	17,012	91
1352	PENNSYLVANIA AVE	LOMITA BLVD	246TH ST	E	AC	1,141	31	35,371	91
1314	WALNUT ST	PACIFIC COAST HWY	259TH PL	E	AC	658	26	17,108	91
1275	247TH ST	MOON AVE	NARBONNE AVE	E	AC	444	26	11,544	92
1029	259TH PL	ESHELMAN AVE	WALNUT ST	E	AC	731	31	22,661	92
1030	259TH PL	WALNUT ST	APPIAN WAY	E	AC	50	24	1,200	92
1032	259TH PL	CAYUGA AVE	MARKET PL	E	AC	252	26	6,552	92
1163	263RD ST	REGENT AVE	OCEAN VIEW AVE	E	AC	300	36	10,800	92
1060	CARLENE LN	END	DAWN ST	E	AC	157	32	6,274	92
1127	FAIRVIEW AVE	APPIAN WAY	263RD ST	E	AC	196	24	4,704	92
1125	MONTE VISTA AVE	262ND ST	263RD ST	E	AC	497	26	12,922	92
1327	MONTEREY CIR	253RD ST	END	E	AC	153	31	6,493	92
1124	OCEAN VIEW AVE	262ND ST	263RD ST	E	AC	498	26	12,948	92
1059	VERONICA LN	255TH ST	END	E	AC	147	32	6,804	92
1026	APPIAN WAY	PACIFIC COAST HWY	259TH ST	E	AC	977	15	14,655	93
1247	MCKENNA CT	PENNSYLVANIA AVE	END	E	AC	299	32	10,818	93
1094	REGENT AVE	260TH ST	262ND ST	E	AC	603	26	15,678	93
1096	REGENT AVE	263RD ST	END	E	AC	665	26	17,290	93
1025	APPIAN WAY	262ND ST	263RD ST	E	AC	720	19	13,430	94
1058	AUBREY LN	254TH ST	END	E	AC	154	32	7,028	94
1141	CYPRESS CIRCLE DR	END	CYPRESS ST	E	AC	282	32	11,124	94
1117	KELLEY AVE	END (N)	255TH ST	E	AC	184	32	7,138	94
1126	MONTE VISTA AVE	263RD ST	END	E	AC	667	26	17,342	94
1050	NOELLE CT	END	254TH ST	E	AC	147	32	5,954	94
1279	261ST ST	APPIAN WAY	CAYUGA AVE	E	AC	1,187	26	30,862	95
1089	ESHELMAN AVE	262ND ST	263RD ST	E	AC	548	26	14,248	95
1090	ESHELMAN AVE	263RD ST	END	E	AC	671	26	17,446	95
1099	WOODWARD AVE	LOMITA BLVD	247TH ST	E	AC	494	26	12,844	95
1262	254TH ST	WALNUT ST	E CITY LIMIT	E	AC	986	30	29,580	96
1196	255TH ST	OAK ST	ESHELMAN AVE	E	AC	772	27	20,844	99
1271	247TH ST	WALNUT ST	FALENA AVE	E	AC	281	32	8,992	100
1207	250TH ST	NARBONNE AVE	WOODWARD AVE (S)	E	AC	410	26	10,660	100
1267	252ND ST	DORIA AVE	ANDREO AVE	E	AC	200	26	5,200	100
1046	253RD PL	ANDREO WAY	ESHELMAN AVE	E	AC	221	26	5,746	100
1047	253RD PL	ESHELMAN AVE	WALNUT ST	E	AC	702	22	15,444	100



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Pavement Condition Index (PCI) Report (All Streets)

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1375	253RD ST	WALNUT ST	ESHELMAN AVE	E	AC	759	20	15,180	100
1194	255TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	384	27	10,368	100
1195	255TH ST	WOODWARD AVE	OAK ST	E	AC	387	27	10,449	100
1077	ANDREO AVE	253RD PL	END	E	AC	357	26	9,282	100
1329	ANDREO AVE	250TH ST	252ND ST	E	AC	899	26	23,374	100
1337	ANDREO AVE	252ND ST	253RD ST	E	AC	531	26	13,806	100
1004	ELEANOR PL	END	WALNUT ST	E	AC	271	32	9,922	100
1167	LEOLA ST	WALNUT ST	END	E	AC	276	22	7,822	100
1347	PENNSYLVANIA AVE	N CITY LIMIT	241ST ST	E	AC	242	33	7,986	100
						29.0		4,794,468	

SECTION IV
FORECASTED MAINTENANCE REPORT

- A. Recommended Budget, Five Year Plan (2011-2016)
- B. Recommended Asphalt Zipper Streets



FORECASTED MAINTENANCE REPORT

Listed in chronological order by 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.

RECOMMENDED BUDGET – The Recommended budget was generated for the City to demonstrate the necessary funding that is required to increase the current weighted PCI level of 59 to 65 after five years.

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



City of Lomita, CA
Forecast Maintenance Report (All Streets 2011-2016)

Sorted by FY, Name A to Z

FY	Sec ID	Name	From	To	Rank	Type	L	W	Area	PCI	Total	Maint.
		Arterials										
2011-12	1085	ESHELMAN AVE	255TH ST	257TH ST	E	AC	628	57	35,796	8	\$340,062	Recon
2011-12	1084	ESHELMAN AVE	253RD PL	255TH ST	E	AC	369	57	21,033	8	\$199,814	Recon
											\$539,876	
2012-13	1035	LOMITA BLVD	CYPRESS ST	NARBONNE AVE	A	AC	918	64	58,752	76	\$21,151	Slurry Seal
2012-13	1036	LOMITA BLVD	NARBONNE AVE	OAK ST	A	AC	935	64	59,840	72	\$21,542	Slurry Seal
2012-13	1039	LOMITA BLVD	OAK ST	ESHELMAN AVE	A	AC	928	64	59,392	64	\$21,381	Slurry Seal
2012-13	1040	LOMITA BLVD	ESHELMAN AVE	WALNUT ST	A	AC	868	64	55,552	63	\$19,999	Slurry Seal
2012-13	1086	ESHELMAN AVE	257TH ST	PACIFIC COAST HWY	E	AC	427	57	24,339	12	\$238,279	Recon
											\$322,352	
2013-14	1135	PALOS VERDES DR (N)	W CITY LIMIT	ROLLING VISTA DR	A	AC	1,092	100	109,200	24	\$376,740	AC Grind Overlay
											\$376,740	
2014-15	1048	PALOS VERDES DR (N)	WESTERN AVE	872 FT W/O WESTERN AVE	A	AC	872	100	87,200	32	\$309,560	AC Grind Overlay
2014-15	1228	CYPRESS ST	254TH ST	255TH ST	E	AC	527	30	15,810	25	\$56,126	AC Grind Overlay
2014-15	1225	CYPRESS ST	246TH PL	247TH ST	E	AC	351	26	9,126	30	\$32,397	AC Grind Overlay
											\$398,083	
2015-16	1345	PALOS VERDES DR (N)	ROLLING VISTA DR	1011 FT E/O ROLLING VISTA DR	A	AC	1,011	100	101,100	48	\$370,026	AC Grind Overlay
2015-16	1360	NARBONNE AVE	255TH ST	PACIFIC COAST HWY	A	AC	1,055	56	59,080	82	\$23,041	Slurry Seal
											\$393,067	
		Locals										
2011-12	1043	247TH PL	END	E CITY LIMIT	E	AC	784	25	19,600	38	\$53,900	AC Grind Overlay
2011-12	1272	247TH ST	END	PENNSYLVANIA AVE	E	AC	640	26	16,640	80	\$5,824	Slurry Seal
2011-12	1273	247TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	65	\$7,007	Slurry Seal
2011-12	1276	247TH ST	WOODWARD AVE	OAK ST	E	AC	439	26	11,414	56	\$31,389	AC Grind Overlay
2011-12	1277	247TH ST	ABITA AVE	WALNUT ST	E	AC	247	26	6,422	47	\$17,661	AC Grind Overlay
2011-12	1322	247TH ST	FALENA AVE	END	E	AC	664	32	21,248	23	\$58,432	AC Grind Overlay
2011-12	1251	248TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	83	\$7,007	Slurry Seal
2011-12	1253	248TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	278	26	7,228	67	\$2,530	Slurry Seal
2011-12	1254	248TH ST	WOODWARD AVE	OAK ST	E	AC	440	26	11,440	51	\$31,460	AC Grind Overlay
2011-12	1236	249TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	769	16	12,304	72	\$4,306	Slurry Seal
2011-12	1202	250TH ST	END	PENNSYLVANIA AVE	E	AC	815	26	21,190	77	\$7,417	Slurry Seal



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FY	Sec ID	Name	From	To	Rank	Type	L	W	Area	PCI	Total	Maint.
2011-12	1203	250TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	824	26	21,394	38	\$58,834	AC Grind Overlay
2011-12	1209	250TH ST	WOODWARD AVE (S)	OAK ST	E	AC	413	26	10,738	5	\$102,011	AC Recon
2011-12	1210	250TH ST	OAK ST	ESHELMAN AVE	E	AC	825	26	21,450	64	\$58,988	AC Grind Overlay
2011-12	1022	APPIAN WAY	261ST ST	END	E	AC	212	24	5,088	25	\$13,992	AC Grind Overlay
2011-12	1023	APPIAN WAY	259TH PL	260TH ST	E	AC	333	19	6,327	83	\$2,214	Slurry Seal
2011-12	1024	APPIAN WAY	260TH ST	261ST ST	E	AC	428	20	8,560	16	\$81,320	AC Recon
2011-12	1284	OAK ST	256TH ST	PACIFIC COAST HWY	E	AC	609	27	16,443	31	\$45,218	AC Grind Overlay
2011-12	1139	REED DR	END	PACIFIC COAST HWY	E	AC	451	20	9,020	6	\$85,690	AC Recon
2011-12	1156	REED ST	PACIFIC COAST HWY	END	E	AC	236	31	6,916	7	\$65,702	AC Recon
											\$740,900	
2012-13	1259	241ST ST	END	STANHURST AVE	E	AC	283	28	7,924	49	\$22,425	AC Grind Overlay
2012-13	1260	241ST ST	STANHURST AVE	WALNUT ST	E	AC	471	28	13,188	34	\$37,322	AC Grind Overlay
2012-13	1374	241ST ST	ALLIENE AVE	NARBONNE AVE	E	AC	312	31	9,672	40	\$27,372	AC Grind Overlay
2012-13	1214	242ND ST	NARBONNE AVE	PARK HAVEN PL	E	AC	1,021	25	25,525	42	\$72,236	AC Grind Overlay
2012-13	1346	242ND ST	PARK HAVEN LN	ESHELMAN AVE	E	AC	575	25	14,375	49	\$40,681	AC Grind Overlay
2012-13	1218	243RD ST	LOMITA DR	NARBONNE AVE	E	AC	1,026	26	26,676	72	\$9,603	Slurry Seal
2012-13	1159	251ST ST	EBONY LN	E CITY LIMIT	E	AC	247	26	6,422	80	\$2,312	Slurry Seal
2012-13	1200	251ST ST	END	PENNSYLVANIA AVE	E	AC	790	32	25,280	48	\$71,542	AC Grind Overlay
2012-13	1201	251ST ST	PENNSYLVANIA AVE	END	E	AC	305	22	7,960	24	\$22,527	AC Grind Overlay
2012-13	1269	252ND ST	END	EBONY LN	E	AC	215	27	7,055	53	\$19,966	AC Grind Overlay
2012-13	1270	252ND ST	END	E CITY LIMIT	E	AC	372	26	10,922	85	\$3,932	Slurry Seal
2012-13	1001	253RD PL	END	E CITY LIMIT	E	PCC	210	15	3,150	66	\$1,134	Slurry Seal
2012-13	1044	253RD PL	NARBONNE AVE	WOODWARD AVE	E	AC	359	26	9,334	8	\$81,766	AC Recon
2012-13	1045	253RD PL	WOODWARD AVE	OAK ST	E	AC	356	26	9,256	80	\$3,332	Slurry Seal
2012-13	1169	253RD ST	WALNUT ST	EBONY LN	E	AC	60	13	780	16	\$6,833	AC Recon
2012-13	1170	253RD ST	MONTEREY CIR	E CITY LIMIT	E	AC	232	36	8,102	51	\$22,929	AC Grind Overlay
2012-13	1171	253RD ST	EBONY LN	MONTEREY CIR	E	AC	663	33	21,879	51	\$61,918	AC Grind Overlay
2012-13	1198	253RD ST	END	PENNSYLVANIA AVE	E	AC	794	32	25,408	38	\$71,905	AC Grind Overlay
2012-13	1199	253RD ST	PENNSYLVANIA AVE	END	E	AC	296	27	9,242	48	\$26,155	AC Grind Overlay
2012-13	1263	254TH ST	END	CYPRESS ST	E	AC	303	26	7,878	6	\$69,011	AC Recon
2012-13	1264	254TH ST	FEIJOA AVE	NARBONNE AVE	E	AC	358	26	9,308	2	\$81,538	AC Recon
2012-13	1265	254TH ST	AUBREY LN	PENNSYLVANIA AVE	E	AC	456	32	14,592	68	\$5,107	Slurry Seal
2012-13	1266	254TH ST	END	AUBREY LN	E	AC	212	34	8,458	63	\$23,936	AC Grind Overlay
2012-13	1154	AVOCADO ST	259TH PL	END (S)	E	AC	204	17	3,468	57	\$9,814	AC Grind Overlay
2012-13	1338	AVOCADO ST	259TH PL	END (N)	E	AC	248	33	9,334	60	\$26,415	AC Grind Overlay
2012-13	1075	BENHILL AVE	240TH ST	END	E	AC	231	28	8,568	50	\$24,247	AC Grind Overlay
2012-13	1076	BENHILL AVE	END	240TH ST	E	AC	113	16	2,358	87	\$849	Slurry Seal



City of Lomita, CA
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Sorted by FY, Name A to Z

FY	Sec ID	Name	From	To	Rank	Type	L	W	Area	PCI	Total	Maint.
2012-13	1361	PADRON PL	NORDMAN ST	END	E	AC	226	28	7,578	45	\$21,446	AC Grind Overlay
2012-13	1078	STANHURST AVE	END	240TH ST	E	AC	232	30	6,960	73	\$2,506	Slurry Seal
2012-13	1310	STANHURST AVE	241ST ST	CALLISON ST	E	AC	467	30	14,010	22	\$39,648	AC Grind Overlay
											\$910,407	
2013-14	1215	240TH ST	NARBONNE AVE	BENHILL AVE	E	AC	467	32	14,944	43	\$43,636	AC Grind Overlay
2013-14	1216	240TH ST	OLSON LN	ESHELMAN AVE	E	AC	297	30	8,910	77	\$3,297	Slurry Seal
2013-14	1217	240TH ST	ESHELMAN AVE	WALNUT ST	E	AC	783	30	23,490	51	\$68,591	AC Grind Overlay
2013-14	1245	240TH ST	240TH ST	END	E	AC	210	19	3,990	78	\$1,476	Slurry Seal
2013-14	1317	240TH ST	BENHILL AVE	OLSON LN	E	AC	836	30	25,080	64	\$73,234	AC Grind Overlay
2013-14	1187	255TH ST	PENNSYLVANIA AVE	KELLEY AVE	E	AC	225	27	6,075	81	\$2,248	Slurry Seal
2013-14	1188	255TH ST	KELLEY AVE	ADAMO AVE	E	AC	299	27	8,073	62	\$23,573	AC Grind Overlay
2013-14	1189	255TH ST	ADAMO AVE	CYPRESS ST	E	AC	251	26	6,526	15	\$58,865	AC Recon
2013-14	1190	255TH ST	CYPRESS ST	NARBONNE AVE	E	AC	825	27	22,275	29	\$65,043	AC Grind Overlay
2013-14	1197	255TH ST	VERONICA LN	PENNSYLVANIA AVE	E	AC	787	35	27,545	87	\$10,192	Slurry Seal
2013-14	1356	255TH ST	VERONICA LN	END	E	AC	507	27	13,689	79	\$5,065	Slurry Seal
2013-14	1233	257TH ST	WALNUT ST	E CITY LIMIT	E	AC	988	28	27,664	74	\$10,236	Slurry Seal
2013-14	1234	257TH ST	ESHELMAN AVE	WALNUT ST	E	AC	709	22	15,598	38	\$45,546	AC Grind Overlay
2013-14	1007	258TH PL	APPIAN WAY	E CITY LIMIT	E	AC	453	24	9,060	45	\$26,455	AC Grind Overlay
2013-14	1028	259TH PL	AVOCADO ST	ESHELMAN AVE	E	AC	349	32	11,168	85	\$4,132	Slurry Seal
2013-14	1172	259TH ST	APPIAN WAY	MARKET PL	E	AC	688	36	24,768	78	\$9,164	Slurry Seal
2013-14	1278	261ST ST	OAK ST	END	E	AC	486	23	11,178	87	\$4,136	Slurry Seal
2013-14	1280	261ST ST	CAYUGA AVE	WESTERN AVE	E	AC	250	32	8,000	85	\$2,960	Slurry Seal
2013-14	1120	BANI AVE	250TH ST	END	E	AC	127	32	4,064	35	\$11,867	AC Grind Overlay
2013-14	1121	BANI AVE	253RD ST	END	E	AC	123	26	4,448	50	\$12,988	AC Grind Overlay
2013-14	1298	BANI AVE	END	254TH ST	E	AC	148	30	5,690	35	\$16,615	AC Grind Overlay
2013-14	1027	BLAND PL	PACIFIC COAST HWY	WALNUT ST	E	AC	400	36	14,400	31	\$42,048	AC Grind Overlay
2013-14	1134	CADIZ DR	245TH ST	END	E	AC	330	32	11,810	51	\$34,485	AC Grind Overlay
2013-14	1282	CALLISON ST	STANHURST AVE	WALNUT ST	E	AC	443	28	12,404	27	\$36,220	AC Grind Overlay
2013-14	1108	DORIA AVE	NORTH END	252ND ST	E	AC	342	25	8,550	56	\$24,966	AC Grind Overlay
2013-14	1109	DORIA AVE	252ND ST	SOUTH END	E	AC	475	26	12,350	39	\$36,062	AC Grind Overlay
2013-14	1243	DORIA AVE	250TH ST	END	E	AC	187	30	5,610	75	\$2,076	Slurry Seal
2013-14	1061	EBONY LN	251ST ST	252ND ST	E	AC	445	52	23,140	71	\$8,562	Slurry Seal
2013-14	1062	EBONY LN	252ND ST	253RD ST	E	AC	585	52	30,420	47	\$88,826	AC Grind Overlay
2013-14	1063	EBONY LN	LOMITA BLVD	251ST ST	E	AC	306	52	15,912	50	\$46,463	AC Grind Overlay
2013-14	1302	EBONY LN	253RD ST	WALNUT ST	E	AC	142	48	6,816	20	\$61,480	AC Recon
2013-14	1068	FALENA AVE	247TH ST	END	E	AC	455	30	13,100	37	\$38,252	AC Grind Overlay
2013-14	1144	FORRESTER DR	END	PENNSYLVANIA AVE	E	AC	147	32	5,954	51	\$17,386	AC Grind Overlay



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2013-14	1359	FORRESTER DR	CYPRESS ST	END	E	AC	405	15	6,075	42	\$17,739	AC Grind Overlay
2013-14	1138	NEKO DR	END	251ST ST	E	AC	126	33	5,408	79	\$2,001	Slurry Seal
2013-14	1020	VIA MADONNA	END	ROLLING VISTA DR	E	AC	406	27	12,212	55	\$35,659	AC Grind Overlay
2013-14	1051	WITTICK CT	END	PENNSYLVANIA AVE	E	AC	346	31	12,476	63	\$36,430	AC Grind Overlay
											\$1,027,973	
2014-15	1179	245TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	315	28	8,820	47	\$26,460	AC Grind Overlay
2014-15	1180	245TH ST	WOODWARD AVE	CADIZ DR	E	AC	522	31	16,182	63	\$48,546	AC Grind Overlay
2014-15	1181	245TH ST	CADIZ DR	END	E	AC	550	31	17,050	63	\$51,150	AC Grind Overlay
2014-15	1244	255TH ST	WALNUT ST	E CITY LIMIT	E	AC	984	32	31,488	39	\$94,464	AC Grind Overlay
2014-15	1147	262ND ST	OAK ST	END	E	AC	963	34	32,492	52	\$97,476	AC Grind Overlay
2014-15	1148	262ND ST	ESHELMAN AVE	MONTE VISTA AVE	E	AC	272	36	9,792	74	\$3,721	Slurry Seal
2014-15	1149	262ND ST	MONTE VISTA AVE	REGENT AVE	E	AC	300	36	10,800	61	\$32,400	AC Grind Overlay
2014-15	1150	262ND ST	REGENT AVE	OCEAN VIEW AVE	E	AC	301	36	10,836	54	\$32,508	AC Grind Overlay
2014-15	1151	262ND ST	OCEAN VIEW AVE	CAYUGA AVE	E	AC	395	36	14,220	34	\$42,660	AC Grind Overlay
2014-15	1152	262ND ST	CAYUGA AVE	WESTERN AVE	E	AC	276	36	9,936	78	\$3,776	Slurry Seal
2014-15	1153	262ND ST	WESTERN AVE	ALTA VISTA AVE	E	AC	115	29	3,335	30	\$10,005	AC Grind Overlay
2014-15	1213	262ND ST	ALTA VISTA AVE	E CITY LIMIT	E	AC	68	30	2,040	39	\$6,120	AC Grind Overlay
2014-15	1162	263RD ST	MONTE VISTA AVE	REGENT AVE	E	AC	301	36	10,836	85	\$4,118	Slurry Seal
2014-15	1164	263RD ST	OCEAN VIEW AVE	WESTERN AVE	E	AC	528	36	19,008	61	\$52,272	AC Grind Overlay
2014-15	1165	263RD ST	WESTERN AVE	E CITY LIMIT	E	AC	372	40	14,880	1	\$138,235	AC Recon
2014-15	1235	264TH ST	OVID AVE	FAIRVIEW AVE	E	AC	337	20	6,740	35	\$20,220	AC Grind Overlay
2014-15	1052	COMAL CT	250TH ST	END	E	AC	184	30	5,520	52	\$16,560	AC Grind Overlay
2014-15	1014	CRENSHAW BLVD	N CITY LIMIT	LOMITA BLVD	E	AC	367	76	27,892	79	\$10,599	Slurry Seal
2014-15	1015	CRENSHAW BLVD	LOMITA BLVD	S CITY LIMIT	E	AC	920	81	74,520	82	\$28,318	Slurry Seal
2014-15	1054	EVANS CT	END	CYPRESS ST	E	AC	324	15	4,860	20	\$46,170	AC Recon
2014-15	1128	FAIRVIEW AVE	263RD ST	GLENTREE DR	E	AC	534	24	12,816	85	\$4,870	Slurry Seal
2014-15	1319	HENDRICKS AVE	END	245TH ST	E	AC	515	26	15,140	70	\$5,753	Slurry Seal
2014-15	1342	HILLWORTH AVE	N CITY LIMIT	S CITY LIMIT	E	AC	639	27	17,253	40	\$51,759	AC Grind Overlay
2014-15	1095	REGENT AVE	262ND ST	263RD ST	E	AC	497	26	12,922	87	\$4,910	Slurry Seal
2014-15	1057	ROBIN LN	END	CYPRESS ST	E	AC	283	32	11,156	80	\$4,239	Slurry Seal
2014-15	1142	ROLLING VISTA DR	VIA NOVA	VIA DESMONDE	E	AC	880	32	28,160	68	\$10,701	Slurry Seal
2014-15	1143	ROLLING VISTA DR	VIA DESMONDE	PALOS VERDES DR N	E	AC	237	37	8,769	71	\$3,332	Slurry Seal
2014-15	1300	ROLLING VISTA DR	VIA MADONNA	VIA NOVA	E	AC	885	32	28,320	79	\$10,762	Slurry Seal
2014-15	1344	ROLLING VISTA DR	PALOS VERDES DR N	E CITY LIMIT	E	AC	570	30	17,100	84	\$6,498	Slurry Seal
2014-15	1064	SADDLE VIEW RD	ESTHER VIEW DR	END	E	AC	661	30	21,580	74	\$8,200	Slurry Seal
2014-15	1016	VIA DESMONDE	VIA MADONNA	VIA MARQUETTE	E	AC	1,044	31	32,364	68	\$12,298	Slurry Seal
2014-15	1017	VIA DESMONDE	VIA MARQUETTE	ROLLING VISTA DR	E	AC	663	31	20,553	69	\$7,810	Slurry Seal



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2014-15	1018	VIA ENCANTO	END	VIA DESMONDE	E	AC	289	27	9,053	79	\$3,440	Slurry Seal
2014-15	1010	VIA VERA	VIA MARQUETTE	END	E	AC	104	43	5,722	86	\$2,174	Slurry Seal
2014-15	1122	VIANA AVE	PACIFIC COAST HWY	END	E	AC	942	33	32,836	38	\$90,299	AC Grind Overlay
											\$992,824	
2015-16	1003	246TH PL	PENNSYLVANIA AVE	CYPRESS ST	E	AC	771	26	20,046	73	\$7,818	Slurry Seal
2015-16	1248	246TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	73	\$7,808	Slurry Seal
2015-16	1249	246TH ST	FALENA AVE	END	E	AC	639	30	19,170	36	\$59,427	AC Grind Overlay
2015-16	1255	248TH ST	OAK ST	ESHELMAN AVE	E	AC	830	26	21,580	13	\$206,521	AC Recon
2015-16	1256	248TH ST	ESHELMAN AVE	END	E	AC	354	20	7,080	2	\$67,756	AC Recon
2015-16	1065	ABITA AVE	247TH ST	END	E	AC	179	27	4,833	31	\$14,982	AC Grind Overlay
2015-16	1105	ADAMO AVE	END	255TH ST	E	AC	256	26	7,906	59	\$24,509	AC Grind Overlay
2015-16	1315	ADONA DR	CADIZ DR	END	E	AC	276	26	8,426	54	\$26,121	AC Grind Overlay
2015-16	1166	ALCOR ST	END	WALNUT ST	E	AC	264	32	9,698	18	\$92,131	AC Recon
2015-16	1177	ALLBROOK ST	END	ESHELMAN AVE	E	AC	483	26	14,308	45	\$44,355	AC Grind Overlay
2015-16	1069	ALLIENE AVE	255TH ST	END	E	AC	488	32	15,716	70	\$5,501	Slurry Seal
2015-16	1316	ALLIENE AVE	241ST	LOMITA	E	AC	1,191	20	23,820	58	\$73,842	AC Grind Overlay
2015-16	1111	CAYUGA AVE	PACIFIC COAST HWY	259TH PL	E	AC	708	34	23,822	86	\$9,291	Slurry Seal
2015-16	1113	CAYUGA AVE	259TH PL	261ST ST	E	AC	544	29	15,776	86	\$6,153	Slurry Seal
2015-16	1115	CAYUGA AVE	261ST ST	262ND ST	E	AC	331	32	10,592	84	\$4,131	Slurry Seal
2015-16	1229	CYPRESS ST	255TH ST	STRATFORD DR	E	AC	533	30	15,990	60	\$49,569	AC Grind Overlay
2015-16	1230	CYPRESS ST	249TH ST	250TH ST	E	AC	274	27	7,398	57	\$22,934	AC Grind Overlay
2015-16	1231	CYPRESS ST	PACIFIC COAST HWY	STRATFORD DR	E	AC	525	30	15,750	77	\$6,143	Slurry Seal
2015-16	1232	CYPRESS ST	250TH ST	ROBIN LN	E	AC	636	28	17,808	74	\$6,945	Slurry Seal
2015-16	1056	DANMAR CT	END	PENNSYLVANIA DR	E	AC	127	32	5,814	61	\$18,023	AC Grind Overlay
2015-16	1146	ESTER VIEW DR	SADDLE VIEW RD	PENNSYLVANIA AVE	E	AC	552	31	17,112	80	\$6,674	Slurry Seal
2015-16	1313	GLENTREE DR	END	FAIRVIEW AVE	E	AC	801	24	20,974	74	\$8,180	Slurry Seal
2015-16	1118	KELLEY AVE	255TH ST (S)	END	E	AC	260	26	8,010	78	\$3,124	Slurry Seal
2015-16	1137	LOMITA DR	END	LOMITA BLVD	E	AC	523	31	16,213	58	\$50,260	AC Grind Overlay
2015-16	1006	MARKET PL	259TH ST	260TH ST	E	AC	433	24	10,392	83	\$4,053	Slurry Seal
2015-16	1285	OAK ST	PACIFIC COAST HWY	261ST ST	E	AC	1,033	37	38,221	86	\$14,906	Slurry Seal
2015-16	1286	OAK ST	261ST ST	END	E	AC	890	36	33,290	74	\$12,983	Slurry Seal
2015-16	1130	PENNSYLVANIA AVE	PACIFIC COAST HWY	ESTHER VIEW DR	E	AC	464	34	15,776	58	\$48,906	AC Grind Overlay
2015-16	1131	PENNSYLVANIA AVE	ESTHER VIEW DR	STEED CT	E	AC	610	34	20,740	81	\$8,089	Slurry Seal
2015-16	1301	PENNSYLVANIA AVE	241ST ST	LOMITA BLVD	E	AC	502	33	16,566	72	\$6,461	Slurry Seal
2015-16	1351	PENNSYLVANIA AVE	247TH ST (S)	246TH PL	E	AC	743	31	23,033	87	\$8,983	Slurry Seal
2015-16	1353	PENNSYLVANIA AVE	250TH ST	253RD ST (N)	E	AC	1,054	31	32,674	87	\$12,743	Slurry Seal
2015-16	1354	PENNSYLVANIA AVE	253RD ST (N)	255TH ST	E	AC	1,059	31	32,829	84	\$12,803	Slurry Seal



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2015-16	1362	PENNSYLVANIA AVE	247TH ST (S)	250TH ST	E	AC	848	31	26,288	87	\$10,252	Slurry Seal
2015-16	1145	PENNSYLVANIA DR	STEED CT	END	E	AC	356	36	12,816	71	\$4,998	Slurry Seal
2015-16	1055	STEED CT	END	PENNSYLVANIA AVE	E	AC	337	30	11,860	63	\$36,766	AC Grind Overlay
2015-16	1140	STRATFORD DR	END	CYPRESS ST	E	AC	302	30	10,310	67	\$4,021	Slurry Seal
2015-16	1009	VIA MARQUETTE	VIA DESMONDE	VIA VERA	E	AC	378	32	12,096	78	\$4,717	Slurry Seal
2015-16	1011	VIA MARQUETTE	VIA TAMPA	VIA VERA	E	AC	285	32	9,120	79	\$3,557	Slurry Seal
2015-16	1012	VIA MARQUETTE	VIA SOLANO	VIA TAMPA	E	AC	264	32	8,448	85	\$3,295	Slurry Seal
2015-16	1363	VIA MARQUETTE	VIA SOLANO	VIA MADONNA	E	AC	317	32	10,144	77	\$3,956	Slurry Seal
2015-16	1019	VIA NOVA	END	ROLLING VISTA DR	E	AC	334	27	10,268	87	\$4,005	Slurry Seal
2015-16	1005	VIA SOLANO	END	VIA MARQUETTE	E	AC	330	26	9,830	69	\$3,834	Slurry Seal
2015-16	1013	VIA TAMPA	END	VIA MARQUETTE	E	AC	151	26	3,926	73	\$1,531	Slurry Seal
2015-16	1098	WOODWARD AVE	245TH ST	LOMITA BLVD	E	AC	409	36	14,724	76	\$5,742	Slurry Seal
2015-16	1102	WOODWARD AVE	255TH ST	END (S)	E	AC	633	26	16,458	79	\$6,419	Slurry Seal
											\$1,045,214	
DEFERRED												
	1258	241ST ST	PENNSYLVANIA AVE	ALLIENE AVE	E	AC	1,288	31	39,928	5	\$379,316	AC Recon
	1271	247TH ST	WALNUT ST	FALENA AVE	E	AC	281	32	8,992	100	\$0	No Action
	1274	247TH ST	CYPRESS ST	MOON AVE	E	AC	328	26	8,528	91	\$0	No Action
	1275	247TH ST	MOON AVE	NARBONNE AVE	E	AC	444	26	11,544	92	\$0	No Action
	1250	248TH ST	END	PENNSYLVANIA AVE	E	AC	791	26	20,566	89	\$0	No Action
	1252	248TH ST	CYPRESS ST	NARBONNE AVE	E	AC	770	26	20,020	7	\$190,190	AC Recon
	1257	248TH ST	WEST END	E CITY LIMIT	E	AC	504	25	12,600	15	\$119,700	AC Recon
	1206	250TH ST	CYPRESS ST	NARBONNE AVE	E	AC	828	26	21,528	20	\$204,516	AC Recon
	1207	250TH ST	NARBONNE AVE	WOODWARD AVE (S)	E	AC	410	26	10,660	100	\$0	No Action
	1267	252ND ST	DORIA AVE	ANDREO AVE	E	AC	200	26	5,200	100	\$0	No Action
	1268	252ND ST	ESHELMAN AVE	WALNUT ST	E	AC	703	22	15,466	88	\$0	No Action
	1046	253RD PL	ANDREO WAY	ESHELMAN AVE	E	AC	221	26	5,746	100	\$0	No Action
	1047	253RD PL	ESHELMAN AVE	WALNUT ST	E	AC	702	22	15,444	100	\$0	No Action
	1375	253RD ST	WALNUT ST	ESHELMAN AVE	E	AC	759	20	15,180	100	\$0	No Action
	1261	254TH ST	ESHELMAN AVE	WALNUT ST	E	AC	710	28	19,818	16	\$188,271	AC Recon
	1262	254TH ST	WALNUT ST	E CITY LIMIT	E	AC	986	30	29,580	96	\$0	No Action
	1194	255TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	384	27	10,368	100	\$0	No Action
	1195	255TH ST	WOODWARD AVE	OAK ST	E	AC	387	27	10,449	100	\$0	No Action
	1196	255TH ST	OAK ST	ESHELMAN AVE	E	AC	772	27	20,844	99	\$0	No Action
	1220	256TH ST	WALNUT ST	E CITY LIMIT	E	AC	988	32	31,616	11	\$300,352	AC Recon



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	1221	256TH ST	PENNSYLVANIA AVE	END	E	AC	823	18	14,814	88	\$0	No Action
	1222	256TH ST	NARBONNE AVE	OAK ST	E	AC	771	26	20,046	90	\$0	No Action
	1029	259TH PL	ESHELMAN AVE	WALNUT ST	E	AC	731	31	22,661	92	\$0	No Action
	1030	259TH PL	WALNUT ST	APPIAN WAY	E	AC	50	24	1,200	92	\$0	No Action
	1031	259TH PL	APPIAN WAY	CAYUGA AVE	E	AC	657	26	17,082	91	\$0	No Action
	1032	259TH PL	CAYUGA AVE	MARKET PL	E	AC	252	26	6,552	92	\$0	No Action
	1173	260TH ST	APPIAN WAY	MARKET PL	E	AC	1,141	27	30,807	89	\$0	No Action
	1279	261ST ST	APPIAN WAY	CAYUGA AVE	E	AC	1,187	26	30,862	95	\$0	No Action
	1357	261ST ST	REGENT AVE	APPIAN WAY	E	AC	292	26	7,592	91	\$0	No Action
	1160	263RD ST	APPIAN WAY	FAIRVIEW AVE	E	AC	214	36	7,704	88	\$0	No Action
	1161	263RD ST	FAIRVIEW AVE	MONTE VISTA AVE	E	AC	601	36	21,636	89	\$0	No Action
	1163	263RD ST	REGENT AVE	OCEAN VIEW AVE	E	AC	300	36	10,800	92	\$0	No Action
	1106	ALTA VISTA AVE	262ND ST	END	E	AC	1,152	30	35,810	8	\$340,195	AC Recon
	1077	ANDREO AVE	253RD PL	END	E	AC	357	26	9,282	100	\$0	No Action
	1329	ANDREO AVE	250TH ST	252ND ST	E	AC	899	26	23,374	100	\$0	No Action
	1337	ANDREO AVE	252ND ST	253RD ST	E	AC	531	26	13,806	100	\$0	No Action
	1025	APPIAN WAY	262ND ST	263RD ST	E	AC	720	19	13,430	94	\$0	No Action
	1026	APPIAN WAY	PACIFIC COAST HWY	259TH ST	E	AC	977	15	14,655	93	\$0	No Action
	1358	APPIAN WAY	259TH ST	259TH PL	E	AC	340	24	8,160	88	\$0	No Action
	1053	APRIL CT	END	WALNUT ST	E	AC	265	32	10,580	91	\$0	No Action
	1058	AUBREY LN	254TH ST	END	E	AC	154	32	7,028	94	\$0	No Action
	1110	BANI AVE	256TH ST	END	E	AC	169	30	6,320	90	\$0	No Action
	1119	BECKNEL AVE	253RD ST	END	E	AC	114	22	3,758	88	\$0	No Action
	1060	CARLENE LN	END	DAWN ST	E	AC	157	32	6,274	92	\$0	No Action
	1219	CHAPMAN ST	SADDLE VIEW RD	PENNSYLVANIA AVE	E	AC	523	30	15,690	89	\$0	No Action
	1141	CYPRESS CIRCLE DR	END	CYPRESS ST	E	AC	282	32	11,124	94	\$0	No Action
	1224	CYPRESS ST	LOMITA BLVD	246TH PL	E	AC	679	26	17,654	36	\$48,549	AC Grind Overlay
	1226	CYPRESS ST	247TH ST	248TH ST	E	AC	353	27	9,531	50	\$26,210	AC Grind Overlay
	1227	CYPRESS ST	248TH ST	249TH ST	E	AC	255	27	6,885	88	\$0	No Action
	1323	CYPRESS ST	PACIFIC COAST HWY	S CITY LIMIT	E	AC	1,304	32	41,728	44	\$114,752	AC Grind Overlay
	1340	CYPRESS ST	ROBIN LN	254TH ST	E	AC	951	30	28,530	55	\$78,458	AC Grind Overlay
	1176	DAWN ST	END	ESHELMAN AVE	E	AC	480	32	17,460	88	\$0	No Action
	1004	ELEANOR PL	END	WALNUT ST	E	AC	271	32	9,922	100	\$0	No Action
	1079	ESHELMAN AVE	240TH ST	LOMITA PARK PL	E	AC	1,197	56	67,032	30	\$184,338	AC Grind Overlay
	1080	ESHELMAN AVE	LOMITA BLVD	248TH ST (N)	E	AC	332	57	18,924	34	\$52,041	AC Grind Overlay
	1081	ESHELMAN AVE	250TH ST	ESHELMAN AVE	E	AC	756	57	43,092	26	\$118,503	AC Grind Overlay
	1082	ESHELMAN AVE	252ND ST	253RD ST	E	AC	273	57	15,561	20	\$147,830	AC Recon
	1083	ESHELMAN AVE	253RD ST	253RD PL	E	AC	569	57	32,433	37	\$89,191	AC Grind Overlay



City of Lomita, CA
Forecast Maintenance Report (All Streets 2011-2016)

Sorted by FY, Name A to Z

FY	Sec ID	Name	From	To	Rank	Type	L	W	Area	PCI	Total	Maint.
	1087	ESHELMAN AVE	PACIFIC COAST HWY	259TH PL (S)	E	AC	715	49	35,035	89	\$0	No Action
	1088	ESHELMAN AVE	GARNER ST	262ND ST (N)	E	AC	335	56	18,760	89	\$0	No Action
	1089	ESHELMAN AVE	262ND ST	263RD ST	E	AC	548	26	14,248	95	\$0	No Action
	1090	ESHELMAN AVE	263RD ST	END	E	AC	671	26	17,446	95	\$0	No Action
	1123	ESHELMAN AVE	N CITY LIMIT	240TH ST	E	AC	261	56	14,616	27	\$40,194	AC Grind Overlay
	1303	ESHELMAN AVE	LOMITA PARK PL	LOMITA BLVD	E	AC	1,274	56	71,344	23	\$196,196	AC Grind Overlay
	1312	ESHELMAN AVE	259TH PL	GARNER ST	E	AC	447	54	24,138	90	\$0	No Action
	1318	ESHELMAN AVE	248TH ST (N)	250TH ST	E	AC	316	54	17,064	24	\$46,926	AC Grind Overlay
	1336	ESHELMAN AVE	ESHELMAN AVE	252ND ST	E	AC	456	57	25,992	20	\$246,924	AC Recon
	1376	ESHELMAN AVE	ESHELMAN AVE	END	E	AC	351	33	11,583	49	\$31,853	AC Grind Overlay
	1335	ESHELMAN WAY	ESHELMAN AVE	END	E	AC	219	33	7,227	51	\$19,874	AC Grind Overlay
	1127	FAIRVIEW AVE	APPIAN WAY	263RD ST	E	AC	196	24	4,704	92	\$0	No Action
	1104	FEIJOA AVE	254TH ST	255TH ST	E	AC	535	26	13,910	22	\$38,253	AC Grind Overlay
	1304	FEIJOA AVE	250TH ST	254TH ST	E	AC	1,521	26	39,546	41	\$108,752	AC Grind Overlay
	1155	GARNER ST	END	ESHELMAN AVE	E	AC	288	26	7,488	34	\$20,592	AC Grind Overlay
	1157	GUYSON ST	MURAD AVE	END	E	AC	560	26	15,810	26	\$43,478	AC Grind Overlay
	1107	HILLCREST AVE	END	WESTERN AVE	E	AC	604	36	22,894	88	\$0	No Action
	1117	KELLEY AVE	END (N)	255TH ST	E	AC	184	32	7,138	94	\$0	No Action
	1167	LEOLA ST	WALNUT ST	END	E	AC	276	22	7,822	100	\$0	No Action
	1033	LOMITA BLVD	CRENSHAW BLVD	PENNSYLVANIA AVE	A	AC	856	58	49,648	55	\$161,356	AC Grind Overlay
	1034	LOMITA BLVD	PENNSYLVANIA AVE	CYPRESS ST	A	AC	934	54	50,436	73	\$17,653	Slurry Seal
	1041	LOMITA BLVD	WALNUT ST	EBONY LN	A	AC	1,081	64	69,184	54	\$224,848	AC Grind Overlay
	1042	LOMITA BLVD	EBONY	E CITY LIMIT	A	AC	28	58	1,624	57	\$5,278	AC Grind Overlay
	1049	LOMITA PARK PL	END	ESHELMAN AVE	E	AC	683	34	24,972	7	\$237,234	AC Recon
	1066	LUCILLE AVE	243RD ST	LOMITA BLVD	E	AC	552	20	11,040	64	\$3,864	Slurry Seal
	1324	LUCILLE AVE	PACIFIC COAST HWY	END	E	AC	1,279	26	35,004	91	\$0	No Action
	1326	LUCILLE AVE	255TH ST	PACIFIC COAST HWY	E	AC	1,005	27	27,135	0	\$257,783	AC Recon
	1247	MCKENNA CT	PENNSYLVANIA AVE	END	E	AC	299	32	10,818	93	\$0	No Action
	1125	MONTE VISTA AVE	262ND ST	263RD ST	E	AC	497	26	12,922	92	\$0	No Action
	1126	MONTE VISTA AVE	263RD ST	END	E	AC	667	26	17,342	94	\$0	No Action
	1327	MONTEREY CIR	253RD ST	END	E	AC	153	31	6,493	92	\$0	No Action
	1097	MOON AVE	LOMITA BLVD	247TH ST	E	AC	830	26	21,580	21	\$59,345	AC Grind Overlay
	1091	MURAD AVE	262ND ST	GUYSON ST	E	AC	199	30	5,970	43	\$16,418	AC Grind Overlay
	1070	NARBONNE AVE	245TH ST	LOMITA BLVD	A	AC	248	57	14,136	84	\$0	No Action
	1071	NARBONNE AVE	LOMITA BLVD	248TH ST	A	AC	968	56	54,208	84	\$0	No Action
	1072	NARBONNE AVE	248TH ST	250TH ST	A	AC	531	56	29,736	83	\$0	No Action
	1073	NARBONNE AVE	250TH ST	253RD ST	A	AC	1,428	56	79,968	87	\$0	No Action
	1074	NARBONNE AVE	253RD ST	255TH ST	A	AC	686	56	38,416	89	\$0	No Action



City of Lomita, CA
Forecast Maintenance Report (All Streets 2011-2016)

Sorted by FY, Name A to Z

FY	Sec ID	Name	From	To	Rank	Type	L	W	Area	PCI	Total	Maint.
	1116	NARBONNE AVE	N CITY LIMIT	240TH ST	A	AC	259	58	15,022	89	\$0	No Action
	1307	NARBONNE AVE	240TH ST	245TH ST	A	AC	1,367	51	69,717	86	\$0	No Action
	1325	NARBONNE AVE	PACIFIC COAST HWY	S CITY LIMIT	A	AC	1,610	61	98,210	27	\$319,183	AC Grind Overlay
	1050	NOELLE CT	END	254TH ST	E	AC	147	32	5,954	94	\$0	No Action
	1175	NORDMAN ST	WALNUT ST	END	E	AC	536	28	16,758	13	\$159,201	AC Recon
	1283	OAK ST	255TH ST	256TH ST	E	AC	420	27	11,340	15	\$107,730	AC Recon
	1308	OAK ST	250TH ST	253RD PL	E	AC	1,427	27	38,529	6	\$366,026	AC Recon
	1330	OAK ST	253RD PL	255TH ST	E	AC	684	27	18,468	5	\$175,446	AC Recon
	1334	OAK ST	LOMITA BLVD	250TH ST	E	AC	1,094	25	27,350	21	\$75,213	AC Grind Overlay
	1092	OBER AVE	GUYSON ST	END	E	AC	95	28	3,910	16	\$37,145	AC Recon
	1124	OCEAN VIEW AVE	262ND ST	263RD ST	E	AC	498	26	12,948	92	\$0	No Action
	1321	OLSON LN	END	240TH ST	E	AC	197	32	8,404	91	\$0	No Action
	1136	PALOS VERDES DR (N)	WESTERN AVE	E CITY LIMIT	A	AC	541	100	54,100	82	\$0	No Action
	1242	PARK HAVEN PL	242ND ST	END	E	AC	466	32	17,012	91	\$0	No Action
	1347	PENNSYLVANIA AVE	N CITY LIMIT	241ST ST	E	AC	242	33	7,986	100	\$0	No Action
	1352	PENNSYLVANIA AVE	LOMITA BLVD	246TH ST	E	AC	1,141	31	35,371	91	\$0	No Action
	1355	PENNSYLVANIA AVE	255TH ST	PACIFIC COAST HWY	E	AC	1,049	31	32,519	89	\$0	No Action
	1094	REGENT AVE	260TH ST	262ND ST	E	AC	603	26	15,678	93	\$0	No Action
	1096	REGENT AVE	263RD ST	END	E	AC	665	26	17,290	93	\$0	No Action
	1281	TURRELL ST	END	WALNUT ST	E	AC	500	20	11,750	13	\$111,625	AC Recon
	1059	VERONICA LN	255TH ST	END	E	AC	147	32	6,804	92	\$0	No Action
	1021	VIA MADONNA	ROLLING VISTA DR	VIA SOLANO	E	AC	1,604	32	51,328	76	\$17,965	Slurry Seal
	1182	WALNUT ST	LOMITA BLVD	253RD ST	E	AC	1,402	32	44,864	89	\$0	No Action
	1183	WALNUT ST	253RD ST	255TH ST	E	AC	872	52	45,344	4	\$430,768	AC Recon
	1184	WALNUT ST	255TH ST	PACIFIC COAST HWY	E	AC	1,128	54	60,912	13	\$578,664	AC Recon
	1237	WALNUT ST	END	241ST ST	E	AC	494	36	17,284	5	\$164,198	AC Recon
	1238	WALNUT ST	TURRELL ST	247TH ST (N)	E	AC	630	36	22,680	7	\$215,460	AC Recon
	1240	WALNUT ST	247TH ST (N)	LOMITA BLVD	E	AC	746	33	24,618	6	\$233,871	AC Recon
	1241	WALNUT ST	241ST ST	TURRELL ST	E	AC	1,323	36	47,628	14	\$452,466	AC Recon
	1314	WALNUT ST	PACIFIC COAST HWY	259TH PL	E	AC	658	26	17,108	91	\$0	No Action
	1287	WESTERN AVE	E CITY LIMIT	263RD ST	A	AC	1,110	70	77,700	90	\$0	No Action
	1348	WESTERN AVE	263RD ST	PALOS VERDES DR N	A	AC	1,689	70	118,230	87	\$0	No Action
	1349	WESTERN AVE	PALOS VERDES DR N	S CITY LIMIT	A	AC	1,393	70	97,510	92	\$0	No Action
	1099	WOODWARD AVE	LOMITA BLVD	247TH ST	E	AC	494	26	12,844	95	\$0	No Action
	1100	WOODWARD AVE	247TH ST	250TH ST	E	AC	825	26	21,450	38	\$58,988	AC Grind Overlay
	1305	WOODWARD AVE	250TH ST	253RD ST	E	AC	1,399	24	33,576	8	\$318,972	AC Recon
	1306	WOODWARD AVE	253RD PL	255TH ST	E	AC	657	26	17,082	15	\$162,279	AC Recon



City of Lomita, CA
Canidate Streets for Asphalt Zipper Use

Sorted by Name (A to Z)

Sec ID	Name	From	To	Rank	Type	Length	Width	True Area	PCI	Distress Description	SEVERITY	Quantity	PCI Pct Climate	PCI Pct Load	PCI Pct Other
1260	241ST ST	STANHURST AVE	WALNUT ST	E	AC	471	28	13,188	34	EDGE CRACKING	H	3	13	84	3
1260	241ST ST	STANHURST AVE	WALNUT ST	E	AC	471	28	13,188	34	ALLIGATOR CRACKING	H	29	13	84	3
1257	248TH ST	WEST END	E CITY LIMIT	E	AC	504	25	12,600	15	ALLIGATOR CRACKING	H	149	5	76	19
1257	248TH ST	WEST END	E CITY LIMIT	E	AC	504	25	12,600	15	ALLIGATOR CRACKING	H	23	5	76	19
1044	253RD PL	NARBONNE AVE	WOODWARD AVE	E	AC	359	26	9,334	8	ALLIGATOR CRACKING	H	1,800	15	80	5
1044	253RD PL	NARBONNE AVE	WOODWARD AVE	E	AC	359	26	9,334	8	POTHOLE	H	6	15	80	5
1044	253RD PL	NARBONNE AVE	WOODWARD AVE	E	AC	359	26	9,334	8	ALLIGATOR CRACKING	H	1,450	15	80	5
1007	258TH PL	APPIAN WAY	E CITY LIMIT	E	AC	453	24	9,060	45	POTHOLE	H	5	11	83	6
1007	258TH PL	APPIAN WAY	E CITY LIMIT	E	AC	453	24	9,060	45	ALLIGATOR CRACKING	H	1,800	11	83	6
1166	ALCOR ST	END	WALNUT ST	E	AC	264	32	9,698	18	ALLIGATOR CRACKING	H	950	22	77	1
1166	ALCOR ST	END	WALNUT ST	E	AC	264	32	9,698	18	ALLIGATOR CRACKING	H	1,450	22	77	1
1157	GUYSON ST	MURAD AVE	END	E	AC	560	26	15,810	26	ALLIGATOR CRACKING	H	245	17	76	7
1157	GUYSON ST	MURAD AVE	END	E	AC	560	26	15,810	26	ALLIGATOR CRACKING	H	120	17	76	7
1157	GUYSON ST	MURAD AVE	END	E	AC	560	26	15,810	26	EDGE CRACKING	H	30	17	76	7
1092	OBER AVE	GUYSON ST	END	E	AC	95	28	3,910	16	ALLIGATOR CRACKING	H	120	6	91	3
1092	OBER AVE	GUYSON ST	END	E	AC	95	28	3,910	16	ALLIGATOR CRACKING	H	120	6	91	3
1156	REED ST	PACIFIC COAST HWY	END	E	AC	236	31	6,916	7	ALLIGATOR CRACKING	H	110	15	80	5
1156	REED ST	PACIFIC COAST HWY	END	E	AC	236	31	6,916	7	POTHOLE	H	1	15	80	5
1156	REED ST	PACIFIC COAST HWY	END	E	AC	236	31	6,916	7	POTHOLE	H	7	15	80	5
1156	REED ST	PACIFIC COAST HWY	END	E	AC	236	31	6,916	7	ALLIGATOR CRACKING	H	370	15	80	5
PCI Pct Climate - Percentage of distresses found through inspection that are climate related (i.e. longitudinal, transverse cracking)															
PCI Pct Load - Percentage of distresses found through inspection that are load bearing related (i.e. alligator)															
PCI Pct Other - Percentage of distresses found through inspection that are mix issue related (i.e. rutting, bleeding, slippage cracking)															

These sections were selected through MicroPAVER by querying for what pavement sections have load bearing distresses that are >= 75% of all distresses found and have distresses of high severity (this querying generated 8 sections).