FINAL REPORT

UPDATE OF
PAVEMENT MANAGEMENT PROGRAM
(Citywide)

2014-2019

Submitted to:

City of Lomita, CA

August 29, 2014

BUCKNAM | INFRASTRUCTURE GROUP, INC.

August 29, 2014

Mr. Mark McAvoy P.E.
Director of Public Works/City Engineer
Public Works Department
24300 Narbonne Ave
Lomita, CA 90717

Subject: Final Report - Update of the Pavement Management Program

Dear Mark:

As part of the 2014 Update of the Pavement Management System for the City of Lomita, *Bucknam Infrastructure Group, Inc.* 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:

- **Section I - Executive Summary**

- **Section II - Pavement Management Program Development and Reporting**

- **Section III - Pavement Conditions For Each Segment in the Network**
  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.

- **Section IV - Forecast Maintenance Reports**

  - **Recommended Maintenance and Repair (M&R) Strategies**
    The recommended maintenance and repair strategies were used to generate the Forecasted Maintenance Report and were based on our 2014 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 Infrastructure Group, Inc.

Peter J. Bucknam
Project Manager
Infrastructure Management – GIS Services

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Acronym Listing

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

SECTION I
EXECUTIVE SUMMARY

2014 UPDATE OF PAVEMENT MANAGEMENT SYSTEM

This report reflects the continued dedication and proactive management of the City's Pavement Management Program (PMP); the last major update to the City's PMP was performed in 2010-11. As the City of Lomita continues to show the annual necessity for infrastructure and maintenance improvements, the street network demonstrates this as City streets age and capital street projects are needed. The City of Lomita developed its PMP in 2011 with the use of an automated database program. 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. Furthermore, 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 PMP has been developed to assist City personnel by providing current data on the City's street network and to develop cost-effective maintenance strategies to maintain a desirable level of pavement performance on a network scale, while optimizing the expenditure of limited fiscal resources. The PMP efforts in 2014 consisted of analyzing the City's 2011 dataset for quality and usability. City staff also provided key information pertaining to the ongoing maintenance that has occurred throughout the City since 2011. 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 2014 update, our staff surveyed all arterial and collector routes to assist the City in complying with Los Angeles County MTA (METRO) PMP requirements as well as surveyed all local streets and analyzed historical maintenance operations.

Specifically, the program provides administrators and maintenance personnel with:

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

and each individual street section;

- *Updated PMP data to assist the City with Government Accounting Standards Board Statement (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.

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 24 pavement sections. The residential network consists of approx. 4,798,218 SF of pavement which consists of 290 pavement sections totaling 29.0 centerline miles. Combined, the entire network consists of 33.2 miles of streets.

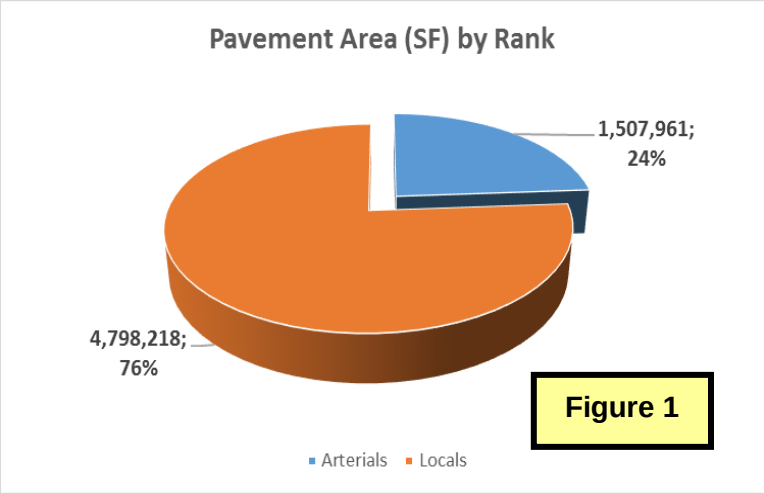


Figure 1

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. In calculating the "weighted average PCI" for the entire network or a given street classification or zone the following formula is used: pavement section PCI multiplied by its own area, divided by the total square footage of the given network/zone.

- **The weighted average PCI for the City of Lomita Arterial / Collector network is 70.2**

- **The weighted average PCI for the City of Lomita Local network is 59.2**

The weighted PCI value associated with the Arterial and Local routes shown through our survey analysis is timely in that it is showing that a large amount of preventive, slurry seal, and overlay work will continue to be needed over the next several years to sustain the moderate increase in PCI levels to ultimately achieve a "preventive maintenance" state.

Rank	PCI 2014	PCI 2011	SF	Mi.
Arterials	70.2	66.8	1,507,961	4.2
Locals	59.2	56.9	4,798,218	29
	61.8	**59.2**	**6,306,179**	**33.2**

Table 1 – Past and Present PCI Results and Comparisons

CURRENT CITYWIDE CONDITIONS (ARTERIALS AND LOCALS)

The overall condition of the City's pavement network is "Fair" with a weighted average PCI of 61.8 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 Infrastructure Group, Inc. performed pavement management studies for several other Los Angeles County agencies and have included their weighted PCI values; El Segundo (64.5), Culver City (62.9), and Compton (58.1). Table 2 summarizes the section conditions found within the City of Lomita pavement network by rank.

Condition	PCI Range	Arterials	Locals	Total Mi.	% of Network
Very Good	86-100	1.5	5.1	6.6	**20%**
Good	75-85	0.8	4.6	5.4	**16%**
Fair	60-74	0.7	5.7	6.4	**19%**
Poor	41-59	0.5	5.0	5.5	**17%**
Failed	0-40	0.7	8.6	9.3	**28%**
		4.2	**29.0**	**33.2**	

Table 2 – Condition Distribution by Mileage for All Streets

As shown above, a large majority of segments are distributed through Fair to Failed condition categories. These findings indicate that the proper maintenance still needs to be performed on the pavement network in the near future. These condition ranges are defined by the Army Corps of Engineers.

The table below shows the general description of the distresses and conditions found within each PCI range:

Pavement Condition Description - PCI Range		
Very Good	86-100	Minor distresses found with low severities; low severity cracking; small areas of weathering
Good	75-85	Slight to moderate distresses found with low/moderate severities; patching locations; weathering extents have increased
Fair	60-74	Moderate distresses found with moderate/high severities and extents; Load bearing distresses are more evident; localized patching typically needed **(Lomita PCI = 61.8)**
Poor	41-59	The pavement section has significant defects such as moderate to high severity cracking, surface distortions, moderate structure failure, heavy weathering/raveling. Rehabilitation (structural improvement, R&R, overlays) required
Failed	0-40	The pavement section has major defects indicating the need for major rehabilitation / reconstruction of the surface and structural profiles

With approximately 64% of the City's pavement sections within a condition level of "Fair to Failed" (approximately 21.2 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 82% of the pavement network require slurry seal or overlay maintenance; this accounts for approximately 23.9 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 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 Poor to Failed condition categories (approximately 1.2 miles of the 4.2 mi., which accounts for approx. 26% 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 preventive 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 the City with a better approach to the maintenance that should be applied.

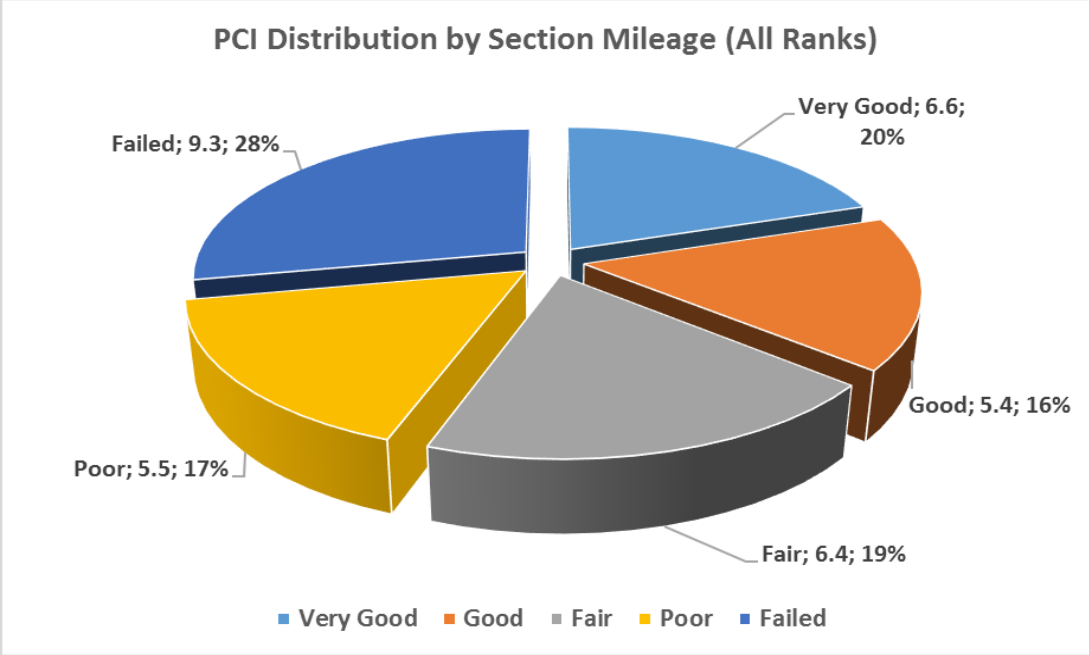


Figure 2 – PCI Condition Distribution by Miles for All Streets

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 Infrastructure Group, Inc. staff identified a distribution of City maintenance funds that would be applied to the network over the next five years. This was based upon the desire to prevent the worsening of street conditions and not allow an increase in the maintenance backlog funds over the five-year program.

With this approach, Bucknam has recommended a "minimal level of service" which creates a major dividing line in determining pavement maintenance. Generally within pavement management programs, a PCI range between 55 to 70 determines the threshold of when preventive 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 preventive maintenance. This recommendation is indicated in Table 6, Section II.

Bucknam Infrastructure Group, Inc. developed a multi-year Capital Improvement Program for the City based on the pavement records, yearly capital expenditures and the most recent 2014 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 61.8 to a level of 75 by FY 2019.

As shown in Figure 2, 55% of the City's streets are in Very Good to Fair 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 preventive 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 >= 75% of all distresses found and have distresses of high severity (this querying generated 21 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 anticipated 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 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 75 within five years

Based on current and future pavement maintenance needs, two annual work programs have been prepared and summarized below. Table 3 demonstrates the citywide five-year, $200,000 per year work program. Table 4 demonstrates the required budget that is needed to improve the citywide weighted average PCI to a level of 68 within five years (each scenario addresses arterial and local streets).

Plan Year	PCI Before	PCI After	Slurry / Cape	Overlay / Recon	Total $
2014-15	61.8	63.6	$0	$334,000	$334,000
2015-16	62.4	64.3	$0	$1,128,000	$1,128,000 *
2016-17	60.5	61.4	$59,220	$141,630	$200,850
2017-18	59.5	59.9	$61,710	$138,970	$200,680
2018-19	57.6	58.1	$60,430	$140,550	$200,980
			$181,360	**$1,883,150**	**$2,064,510**

Table 3 – Citywide Projection Utilizing "Actual" Budget ($200k/yr)
**The City has indicated that the AC Recon project for Oak St (250th to PCH) is funded for FY 2015-16*

Plan Year	PCI Before	PCI After	Slurry / Cape	Overlay / Recon	Total $
2014-15	61.8	65	$0	$726,840	$726,840
2015-16	62.8	67.1	$156,888	$2,060,778	$2,217,666
2016-17	64.5	69.0	$194,507	$1,093,040	$1,287,547
2017-18	66.5	73.0	$121,174	$1,271,927	$1,393,101
2018-19	70.8	75.3	$165,073	$864,927	$1,030,000
			$637,642	**$6,017,512**	**$6,655,154**

Table 4 – Five-Year Projection Demonstrating Required Budget to Reach PCI of 75
**The City has indicated that the AC Recon project for Oak St (250th to PCH) is funded for FY 2015-16*

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 2014 dollars. All repair activities were based on distresses observed at the time of the field survey. These are recommendations and are to be used as "the best case scenario" for improving the City of Lomita street network.

QUALITY CONTROL EFFORTS

As indicated in our scope of work, Bucknam performed numerous quality control checks in the field during survey efforts as well as specific site investigations requested by the City. Field check efforts were performed at the end of each week of survey. During in-house and field operations, we came across a small amount of issues with the previous 2010 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 PCIs. 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.

In addition, it should be noted that unique section PCI values from 2010 to 2014 should go down (with no maintenance performed), however, on occasion, some section PCI values may remain the same or increase slightly. This is due to the nature of the sample locations inspected and the distresses found in those locations.

FINDINGS AND RECOMMENDATIONS

Arterials

The actual workload requirements identified indicate that the Arterial street network is currently in "Fair" condition. To maintain this condition, it is critical that preventive maintenance and overlay activities are funded at the levels identified in Table 4 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 70.2;
- Currently, 26% of the arterial network (approx. 1.2 miles) qualify for overlay/reconstruction maintenance;
- Arterial maintenance projects should focus on maintaining the current weighted PCI of 70.2 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 2014-15 and beyond to ensure the results shown in Table 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 3 is not ample enough to maintain the arterial weighted PCI of 71.7 through five years, furthermore, the citywide deferred backlog increases from a level of $13,100,000 to $19,700,000 after five years
- Bucknam recommends that the City proactively budget pavement maintenance at the levels shown in Table 4 in order to improve upon the conditions found today

Locals

The actual workload requirements identified indicate that the Local street network is currently in "Poor" condition. To maintain this condition, it is critical that preventive maintenance and overlay activities are funded at the levels identified in Table 4 and the reports in Section IV to maintain a good network weighted average PCI value.

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

- The Local network has a weighted PCI of 59.2;
- Currently, 51% of the Local network (approx. 14.8 miles) qualify for overlay/reconstruction maintenance;
- Local maintenance projects should focus on increasing the current weighted PCI of 59.2 to a level of 75 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 2014-15 and beyond to ensure the results shown in Table 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 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 Infrastructure Group, Inc. 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:

2014 Pavement Management Work Efforts:

Task 1: Project Kickoff-Data Management

Task 2: Update of Maintenance Activities

Task 3: Pavement Condition Survey (approx. 33.2 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 2014

As a part of the 2014 update of the pavement management system, a major element of work was to complete a comprehensive assessment of the existing street network and PMP database within the City. This included assessing the City's existing 2011 MicroPAVER supported dataset, GIS, street naming conventions and work history information. From there, Bucknam worked with the City to confirm public and private street listings which set the foundation for accurate CIP reporting. All data was then updated into the City's current MicroPAVER database.

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

Table 5 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. In calculating the "weighted average PCI" for the entire network or a given street classification or zone the following formula is used: pavement section PCI multiplied by its own area, divided by the total square footage of the given network/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.

PCI RANGE	CONDITION
86-100	*Very Good*
75-85	*Good*
60-74	***Fair (Lomita Network 2014 = 61.8)***
41-59	*Poor*
0-40	*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 been 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**
20 - 100	Preventative, Zipper, Stop Gap, Patching	Varies by Activity
60 - 80	Type II Slurry Seal	$0.40/SF
Minimal Level of Service (65)		
40 - 60	Cape Seal	$0.75/SF
20 - 60	2" AC Grind & Overlay (Local)	$2.50/SF
20 - 60	2.5" AC ARHM Overlay (Arterial)	$4.00/SF
0 - 60	Deep Patching, PCC Repair	$12.00/SF
0 - 20	Recon 4"/6" CAB	$10.00/SF
Unit Costs shown include a 35% contingency for admin, design, construction, etc.		

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

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.

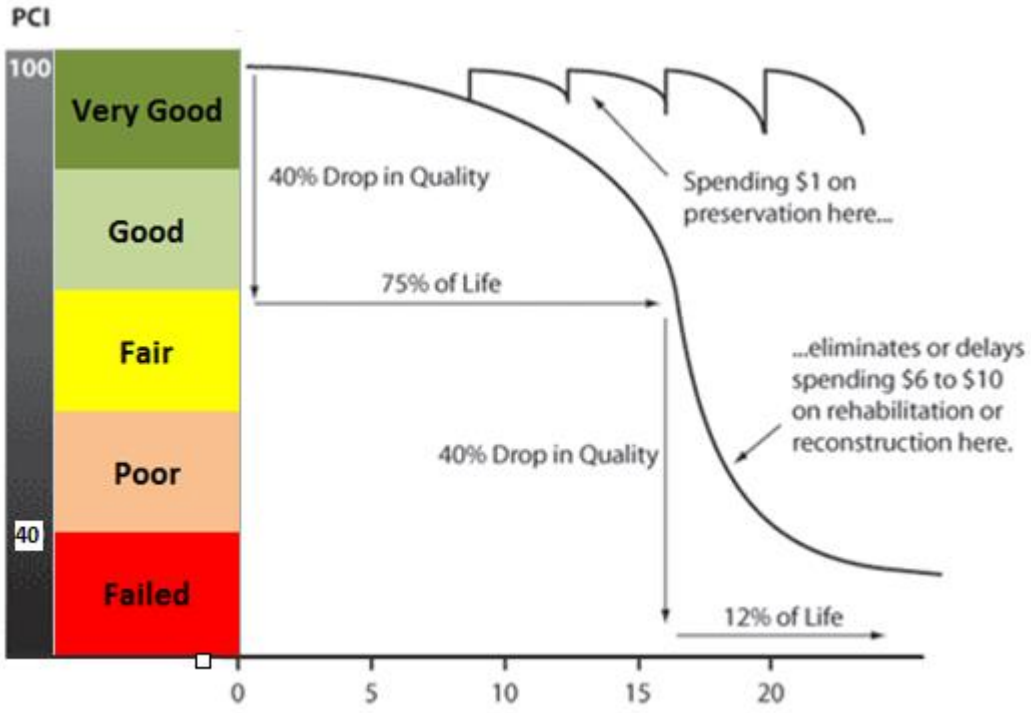


Figure 3 – Sample Pavement Life Cycle
Image Source (USDOT, Federal Highway Administration, Pavements)

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 $200k / yr budget allocation performs against the current citywide conditions.

- City's Actual budget includes:
  - $50,000 for misc. street repairs (Measure R)
  - $200,000 for citywide maintenance repairs

RECOMMENDED BUDGET (REACH PCI 75) – The Recommended budget was generated for the City to demonstrate the necessary funding that is required to increase the current weighted PCI level of 61.8 to 75 after five 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 benchmarked and demonstrated in a positive or negative result. The City's existing $200,000 / 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)
  - $200,000 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	Slurry / Cape	Overlay / Recon	Total $
2014-15	61.8	63.6	$0	$334,000	$334,000
2015-16	62.4	64.3	$0	$1,128,000	$1,128,000 *
2016-17	60.5	61.4	$59,220	$141,630	$200,850
2017-18	59.5	59.9	$61,710	$138,970	$200,680
2018-19	57.6	58.1	$60,430	$140,550	$200,980
			$181,360	**$1,883,150**	**$2,064,510**

Table 7 – Citywide Projection Utilizing "Actual" Budget ($200k/yr)
The City has indicated that the AC Recon project for Oak St (250th to PCH) is funded for FY 2015-16

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 61.8 to a level of 58.1 over the five year CIP.

Secondly, the resulting deferred maintenance backlog increases from $13.1 million to $19.7 million after the five years program which indicates that an annual $200,000 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 an 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. 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's 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 early part of the 2000's (FY's 2001-2003) will need proper overlay maintenance approximately around fiscal year 2014-15 and beyond.

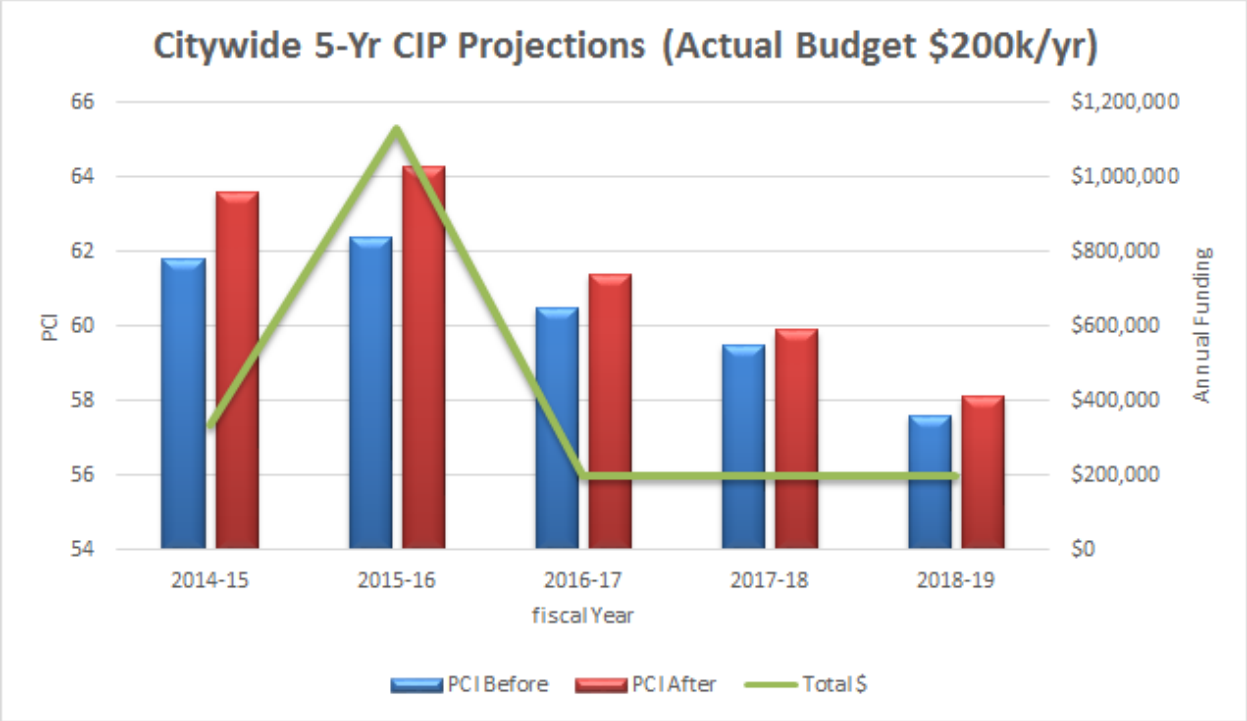


Figure 4 – Resulting Network PCI (Actual Budget)

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 preventive maintenance was performed.

RECOMMENDED PROGRAM (FIVE YEAR MODEL)

With positive results and proactive maintenance shown by the City from 2011 to 2014 our initial goal was to identify and develop a continuous citywide maintenance schedule that will build upon the recent increase in overall PCI conditions. 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, cape seal, mill & cap, and overlay maintenance. Our goal is to increase the network wide PCI level from 61.8 to 75 over five years.

Bucknam 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, preventive 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	Slurry / Cape	Overlay / Recon	Total $
2014-15	61.8	65	$0	$726,840	$726,840
2015-16	62.8	67.1	$156,888	$2,060,778	$2,217,666
2016-17	64.5	69.0	$194,507	$1,093,040	$1,287,547
2017-18	66.5	73.0	$121,174	$1,271,927	$1,393,101
2018-19	70.8	75.3	$165,073	$864,927	$1,030,000
			$637,642	**$6,017,512**	**$6,655,154**

Table 8 – Five-Year Projection Demonstrating Required Budget to Reach PCI of 75

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 slightly decreases from $13.1 million to $11.2 million over the five-years if the City utilizes an annual average of $1,330,000/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 initially see this within the City forecasted CIP schedule for 241st St and 254th St. 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.

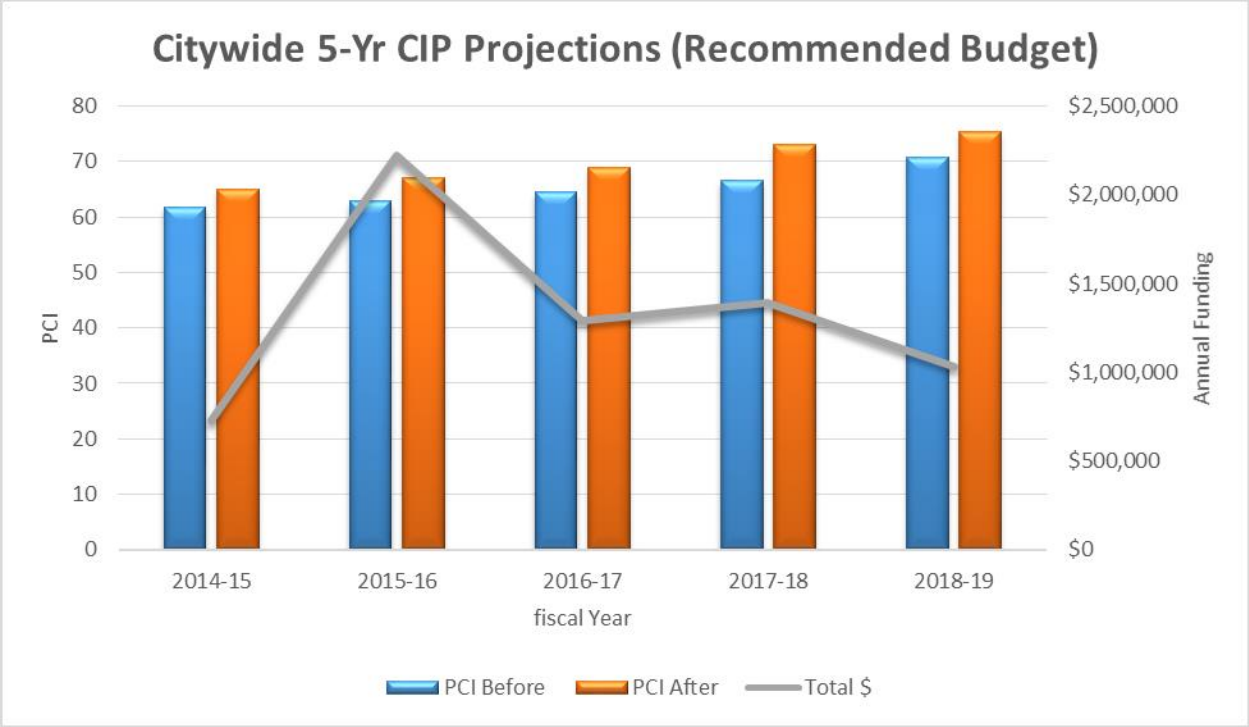


Figure 5 – Resulting Network PCI (Recommended Budget)

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 preventive 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 or Cape Seal 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.

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, 2014 inspections, along with the action and repair costs, as presented within the reports are accurate within tolerable limits. This is noteworthy due to the "implied" accuracy of reporting length and width to the nearest foot, surface area to the nearest square foot, and action and repair unit costs and project estimates to the nearest penny and dollar, respectively.

NEXT STEPS

As with any infrastructure management software program, time investments need to be made by key Public Works staff to maintain the integrity of the data as well as the accuracy. Bucknam can perform training sessions in the use of the 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. 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 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 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

Pavement Condition Description - PCI Range		
Very Good	86-100	Minor distresses found with low severities; low severity cracking; small areas of weathering
Good	75-85	Slight to moderate distresses found with low/moderate severities; patching locations; weathering extents have increased
Fair	60-74	Moderate distresses found with moderate/high severities and extents; Load bearing distresses are more evident; localized patching typically needed **(Lomita PCI = 61.8)**
Poor	41-59	The pavement section has significant defects such as moderate to high severity cracking, surface distortions, moderate structure failure, heavy weathering/raveling. Rehabilitation (structural improvement, R&R, overlays) required
Failed	0-40	The pavement section has major defects indicating the need for major rehabilitation / reconstruction of the surface and structural profiles

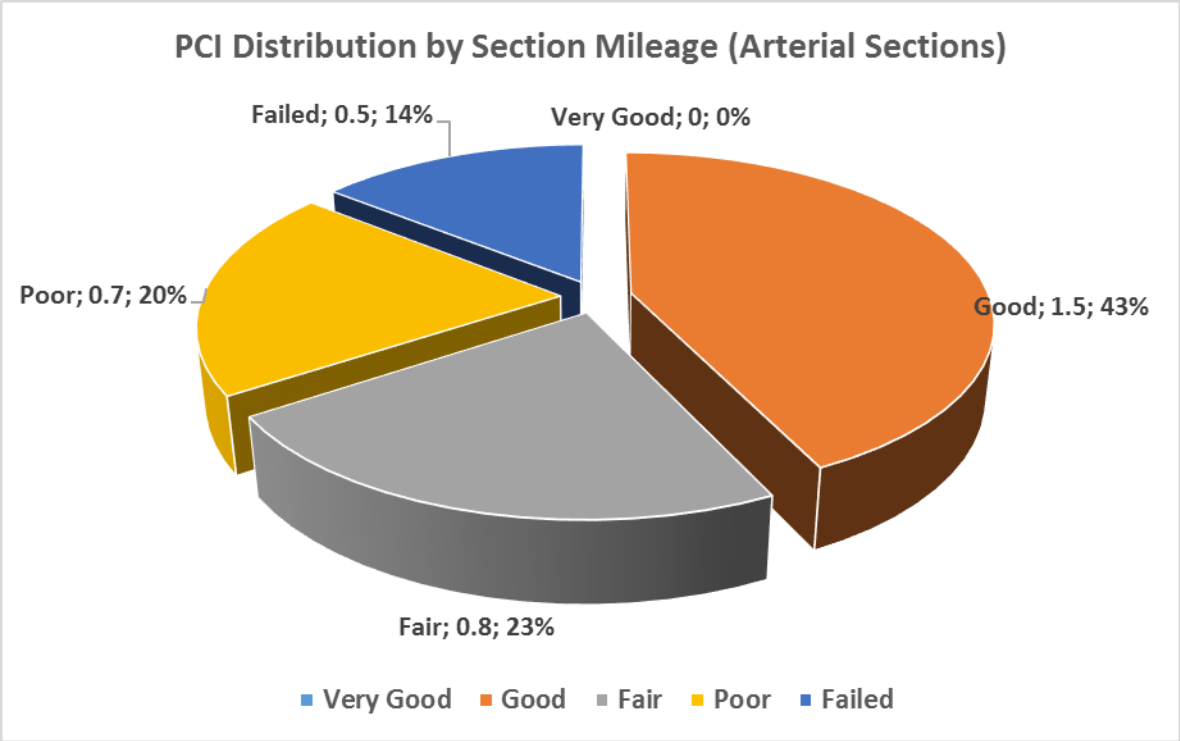


Figure 6 – Arterial Condition Distribution

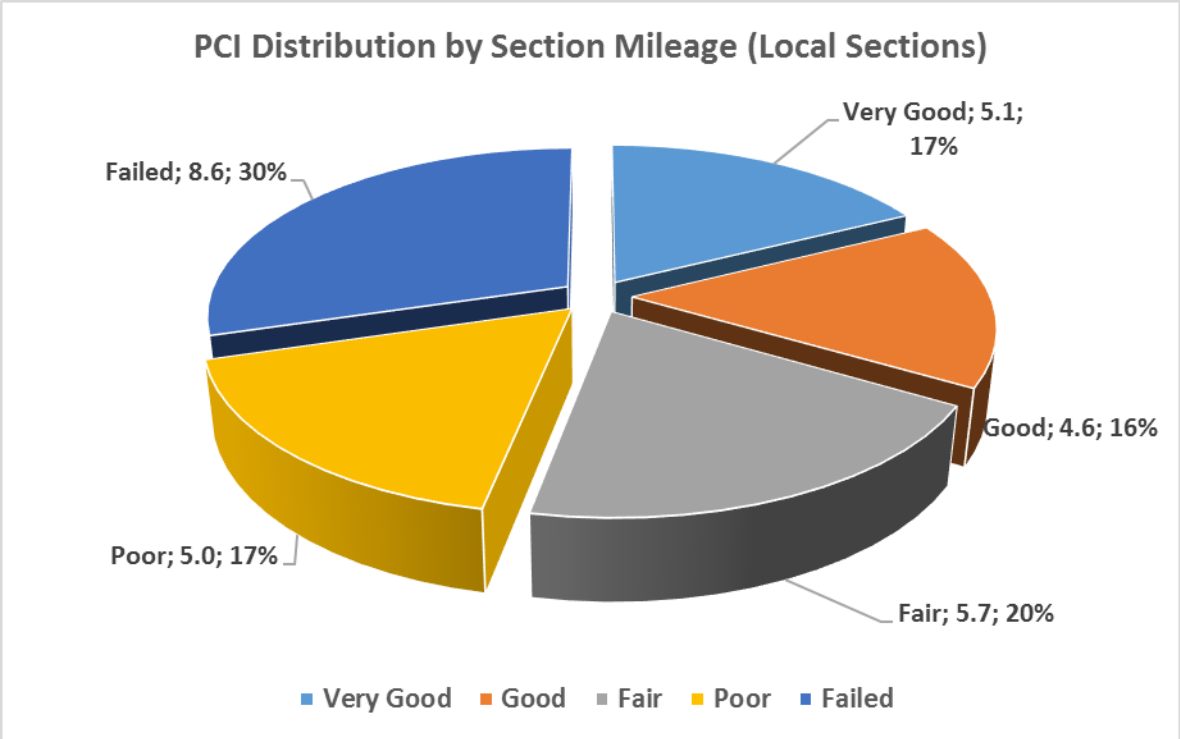


Figure 7 – Local Condition Distribution

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 and 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.

CODE	DESCRIPTION
A	Arterial
E	Residential

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

CODE	DESCRIPTION
AC	Asphalt Concrete
PCC	Concrete

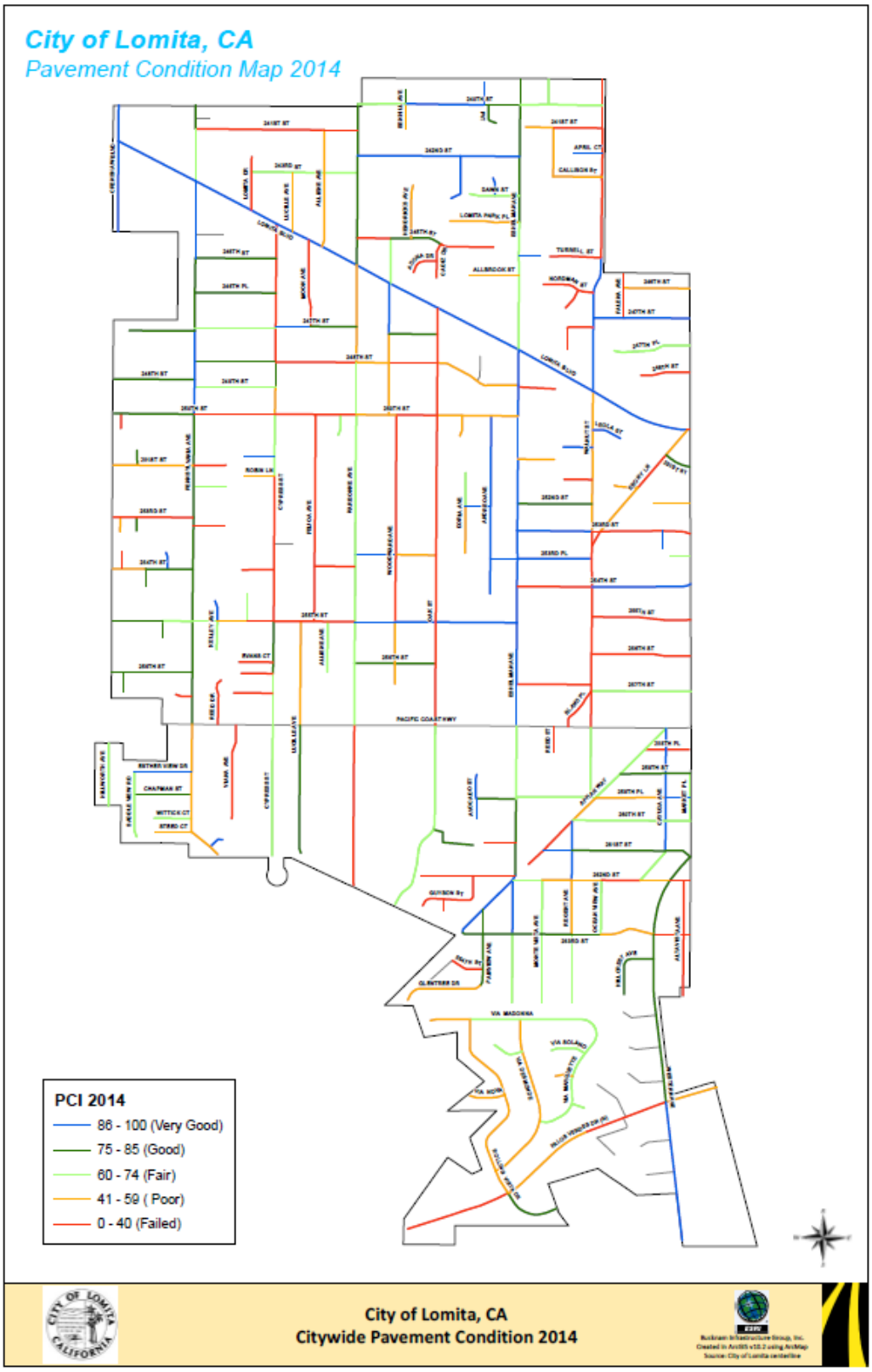
LENGTH - The length of the section within each branch.

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 Map 2014
PCI 2014
86 - 100 (Very Good)
75 - 85 (Good)
60 - 74 (Fair)
41 - 59 (Poor)
0 - 40 (Failed)
City of Lomita, CA
Citywide Pavement Condition 2014

City of Lomita, CA

Pavement Condition Index (PCI) Report - All Streets

Sorted by Rank, Name (A to Z)

Branch ID	Sec ID	Name	From	To	Rank	Type	Length	Width	Area	PCI
Arterials										
1730	1033	LOMITA BLVD	CRENSHAW BLVD	PENNSYLVANIA AVE	A	AC	856	58	49,648	100
1730	1034	LOMITA BLVD	PENNSYLVANIA AVE	CYPRESS ST	A	AC	934	54	50,436	100
1730	1035	LOMITA BLVD	CYPRESS ST	NARBONNE AVE	A	AC	918	64	58,752	100
1730	1036	LOMITA BLVD	NARBONNE AVE	OAK ST	A	AC	935	64	59,840	100
1730	1039	LOMITA BLVD	OAK ST	ESHELMAN AVE	A	AC	928	64	59,392	100
1730	1040	LOMITA BLVD	ESHELMAN AVE	WALNUT ST	A	AC	868	64	55,552	100
1730	1041	LOMITA BLVD	WALNUT ST	EBONY LN	A	AC	1,081	64	69,184	100
1730	1042	LOMITA BLVD	EBONY	E CITY LIMIT	A	AC	28	58	1,624	18
1840	1070	NARBONNE AVE	245TH ST	LOMITA BLVD	A	AC	248	57	14,136	81
1840	1071	NARBONNE AVE	LOMITA BLVD	248TH ST	A	AC	968	56	54,208	59
1840	1072	NARBONNE AVE	248TH ST	250TH ST	A	AC	531	56	29,736	71
1840	1073	NARBONNE AVE	250TH ST	253RD ST	A	AC	1,428	56	79,968	72
1840	1074	NARBONNE AVE	253RD ST	255TH ST	A	AC	686	56	38,416	74
1840	1116	NARBONNE AVE	N CITY LIMIT	240TH ST	A	AC	259	58	15,022	86
1840	1307	NARBONNE AVE	240TH ST	245TH ST	A	AC	1,367	51	69,717	83
1840	1325	NARBONNE AVE	PACIFIC COAST HWY	S CITY LIMIT	A	AC	1,610	61	98,210	24
1840	1360	NARBONNE AVE	255TH ST	PACIFIC COAST HWY	A	AC	1,055	56	59,080	74
1950	1048	PALOS VERDES DR (N)	WESTERN AVE	872 FT W/O WESTERN AVE	A	AC	872	100	87,200	29
1950	1135	PALOS VERDES DR (N)	W CITY LIMIT	ROLLING VISTA DR	A	AC	1,092	100	109,200	24
1950	1136	PALOS VERDES DR (N)	WESTERN AVE	E CITY LIMIT	A	AC	541	100	54,100	43
1950	1345	PALOS VERDES DR (N)	ROLLING VISTA DR	1011 FT E/O ROLLING VISTA DR	A	AC	1,011	100	101,100	43
2210	1287	WESTERN AVE	E CITY LIMIT	263RD ST	A	AC	1,110	70	77,700	85
2210	1348	WESTERN AVE	263RD ST	PALOS VERDES DR N	A	AC	1,689	70	118,230	82
2210	1349	WESTERN AVE	PALOS VERDES DR N	S CITY LIMIT	A	AC	1,393	70	97,510	88
							4.2		**1,507,961**	
Locals										
1010	1215	240TH ST	NARBONNE AVE	BENHILL AVE	E	AC	467	32	14,944	62
1010	1216	240TH ST	OLSON LN	ESHELMAN AVE	E	AC	297	30	8,910	71
1010	1217	240TH ST	ESHELMAN AVE	WALNUT ST	E	AC	783	30	23,490	51
1010	1245	240TH ST	240TH ST	END	E	AC	210	19	3,990	73
1010	1317	240TH ST	BENHILL AVE	OLSON LN	E	AC	836	30	25,080	88
1020	1258	241ST ST	PENNSYLVANIA AVE	ALLIENE AVE	E	AC	1,288	31	39,928	3
1020	1259	241ST ST	END	STANHURST AVE	E	AC	283	28	7,924	50
1020	1260	241ST ST	STANHURST AVE	WALNUT ST	E	AC	471	28	13,188	27

1020	1374	241ST ST	ALLIENE AVE	NARBONNE AVE	E	AC	312	31	9,672	27
1030	1214	242ND ST	NARBONNE AVE	PARK HAVEN PL	E	AC	1,021	25	25,525	88
1030	1346	242ND ST	PARK HAVEN LN	ESHELMAN AVE	E	AC	575	25	14,375	86
1040	1218	243RD ST	LOMITA DR	NARBONNE AVE	E	AC	1,026	26	26,676	70
1050	1179	245TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	315	28	8,820	35
1050	1180	245TH ST	WOODWARD AVE	CADIZ DR	E	AC	522	31	16,182	53
1050	1181	245TH ST	CADIZ DR	END	E	AC	550	31	17,050	24
1060	1003	246TH PL	PENNSYLVANIA AVE	CYPRESS ST	E	AC	771	26	20,046	81
1065	1248	246TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	73
1065	1249	246TH ST	FALENA AVE	END	E	AC	639	30	19,170	5
1070	1043	247TH PL	END	E CITY LIMIT	E	AC	784	25	20,850	68
1075	1271	247TH ST	WALNUT ST	FALENA AVE	E	AC	281	32	8,992	97
1075	1272	247TH ST	END	PENNSYLVANIA AVE	E	AC	640	26	16,640	77
1075	1273	247TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	68
1075	1274	247TH ST	CYPRESS ST	MOON AVE	E	AC	328	26	8,528	87
1075	1275	247TH ST	MOON AVE	NARBONNE AVE	E	AC	444	26	11,544	79
1075	1276	247TH ST	WOODWARD AVE	OAK ST	E	AC	439	26	11,414	85
1075	1277	247TH ST	ABITA AVE	WALNUT ST	E	AC	247	26	6,422	33
1075	1322	247TH ST	FALENA AVE	END	E	AC	664	32	21,248	97
1080	1250	248TH ST	END	PENNSYLVANIA AVE	E	AC	791	26	20,566	79
1080	1251	248TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	77
1080	1252	248TH ST	CYPRESS ST	NARBONNE AVE	E	AC	770	26	20,020	23
1080	1253	248TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	278	26	7,228	47
1080	1254	248TH ST	WOODWARD AVE	OAK ST	E	AC	440	26	11,440	36
1080	1255	248TH ST	OAK ST	ESHELMAN AVE	E	AC	830	26	21,580	42
1080	1256	248TH ST	ESHELMAN AVE	END	E	AC	354	20	7,080	2
1080	1257	248TH ST	WEST END	E CITY LIMIT	E	AC	504	25	13,850	9
1090	1236	249TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	769	16	12,304	63
1100	1202	250TH ST	END	PENNSYLVANIA AVE	E	AC	815	26	21,190	77
1100	1203	250TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	824	26	21,394	40
1100	1206	250TH ST	CYPRESS ST	NARBONNE AVE	E	AC	828	26	21,528	17
1100	1207	250TH ST	NARBONNE AVE	WOODWARD AVE (S)	E	AC	410	26	10,660	44
1100	1209	250TH ST	WOODWARD AVE (S)	OAK ST	E	AC	413	26	10,738	36
1100	1210	250TH ST	OAK ST	ESHELMAN AVE	E	AC	825	26	21,450	45
1110	1159	251ST ST	EBONY LN	E CITY LIMIT	E	AC	247	26	6,422	78
1110	1200	251ST ST	END	PENNSYLVANIA AVE	E	AC	790	32	25,280	46
1110	1201	251ST ST	PENNSYLVANIA AVE	END	E	AC	305	22	7,960	19
1120	1267	252ND ST	DORIA AVE	ANDREO AVE	E	AAC	200	26	5,200	98

1120	1268	252ND ST	ESHELMAN AVE	WALNUT ST	E	AC	703	22	15,466	80
1120	1269	252ND ST	END	EBONY LN	E	AC	215	27	7,055	50
1120	1270	252ND ST	END	E CITY LIMIT	E	AC	372	26	10,922	55
1130	1001	253RD PL	END	E CITY LIMIT	E	PCC	210	15	3,150	60
1130	1044	253RD PL	NARBONNE AVE	WOODWARD AVE	E	AC	359	26	9,334	95
1130	1045	253RD PL	WOODWARD AVE	OAK ST	E	AC	356	26	9,256	58
1130	1046	253RD PL	ANDREO WAY	ESHELMAN AVE	E	AAC	221	26	5,746	98
1130	1047	253RD PL	ESHELMAN AVE	WALNUT ST	E	AAC	702	22	15,444	97
1131	1169	253RD ST	WALNUT ST	EBONY LN	E	AAC	60	13	780	37
1131	1170	253RD ST	MONTEREY CIR	E CITY LIMIT	E	AC	232	36	8,102	37
1131	1171	253RD ST	EBONY LN	MONTEREY CIR	E	AC	663	33	21,879	28
1131	1198	253RD ST	END	PENNSYLVANIA AVE	E	AC	794	32	25,408	32
1131	1199	253RD ST	PENNSYLVANIA AVE	END	E	AC	296	27	9,242	32
1131	1375	253RD ST	WALNUT ST	ESHELMAN AVE	E	AAC	759	20	15,180	93
1140	1261	254TH ST	ESHELMAN AVE	WALNUT ST	E	AC	710	28	19,818	12
1140	1262	254TH ST	WALNUT ST	E CITY LIMIT	E	AAC	986	30	29,580	95
1140	1263	254TH ST	END	CYPRESS ST	E	AC	303	26	7,878	10
1140	1264	254TH ST	FEIJOA AVE	NARBONNE AVE	E	AC	358	26	9,308	100
1140	1265	254TH ST	AUBREY LN	PENNSYLVANIA AVE	E	AC	456	32	14,592	59
1140	1266	254TH ST	END	AUBREY LN	E	AC	212	34	8,458	57
1150	1187	255TH ST	PENNSYLVANIA AVE	KELLEY AVE	E	AC	225	27	6,075	64
1150	1188	255TH ST	KELLEY AVE	ADAMO AVE	E	AC	299	27	8,073	46
1150	1189	255TH ST	ADAMO AVE	CYPRESS ST	E	AC	251	26	6,526	39
1150	1190	255TH ST	CYPRESS ST	NARBONNE AVE	E	AC	825	27	22,275	23
1150	1194	255TH ST	NARBONNE AVE	WOODWARD AVE	E	AAC	384	27	10,368	99
1150	1195	255TH ST	WOODWARD AVE	OAK ST	E	AAC	387	27	10,449	99
1150	1196	255TH ST	OAK ST	ESHELMAN AVE	E	AAC	772	27	20,844	99
1150	1197	255TH ST	VERONICA LN	PENNSYLVANIA AVE	E	AC	787	35	27,545	70
1150	1244	255TH ST	WALNUT ST	E CITY LIMIT	E	AC	984	32	31,488	24
1150	1356	255TH ST	VERONICA LN	END	E	AC	507	27	13,689	79
1160	1220	256TH ST	WALNUT ST	E CITY LIMIT	E	AC	988	32	31,616	12
1160	1221	256TH ST	PENNSYLVANIA AVE	END	E	AC	823	18	14,814	85
1160	1222	256TH ST	NARBONNE AVE	OAK ST	E	AC	771	26	20,046	79
1170	1233	257TH ST	WALNUT ST	E CITY LIMIT	E	AC	988	28	27,664	61
1170	1234	257TH ST	ESHELMAN AVE	WALNUT ST	E	AC	709	22	15,598	39
1180	1007	258TH PL	APPIAN WAY	E CITY LIMIT	E	AC	453	24	9,060	40
1190	1028	259TH PL	AVOCADO ST	ESHELMAN AVE	E	AC	349	32	11,168	82
1190	1029	259TH PL	ESHELMAN AVE	WALNUT ST	E	AC	731	31	22,661	72

1190	1030	259TH PL	WALNUT ST	APPIAN WAY	E	AC	50	24	1,200	70
1190	1031	259TH PL	APPIAN WAY	CAYUGA AVE	E	AC	657	26	17,082	57
1190	1032	259TH PL	CAYUGA AVE	MARKET PL	E	AC	252	26	6,552	87
1195	1172	259TH ST	APPIAN WAY	MARKET PL	E	AC	688	36	24,768	75
1200	1173	260TH ST	APPIAN WAY	MARKET PL	E	AC	1,141	27	30,807	71
1210	1278	261ST ST	OAK ST	END	E	AC	486	23	11,178	76
1210	1279	261ST ST	APPIAN WAY	CAYUGA AVE	E	AC	1,187	26	30,862	83
1210	1280	261ST ST	CAYUGA AVE	WESTERN AVE	E	AC	250	32	8,000	85
1210	1357	261ST ST	REGENT AVE	APPIAN WAY	E	AC	292	26	7,592	91
1220	1147	262ND ST	OAK ST	END	E	AC	963	34	32,492	33
1220	1148	262ND ST	ESHELMAN AVE	MONTE VISTA AVE	E	AC	272	36	9,792	60
1220	1149	262ND ST	MONTE VISTA AVE	REGENT AVE	E	AC	300	36	10,800	53
1220	1150	262ND ST	REGENT AVE	OCEAN VIEW AVE	E	AC	301	36	10,836	41
1220	1151	262ND ST	OCEAN VIEW AVE	CAYUGA AVE	E	AC	395	36	14,220	37
1220	1152	262ND ST	CAYUGA AVE	WESTERN AVE	E	AC	276	36	9,936	58
1220	1153	262ND ST	WESTERN AVE	ALTA VISTA AVE	E	AC	115	29	3,335	26
1220	1213	262ND ST	ALTA VISTA AVE	E CITY LIMIT	E	AC	68	30	2,040	33
1230	1160	263RD ST	APPIAN WAY	FAIRVIEW AVE	E	AC	214	36	7,704	79
1230	1161	263RD ST	FAIRVIEW AVE	MONTE VISTA AVE	E	AC	601	36	21,636	81
1230	1162	263RD ST	MONTE VISTA AVE	REGENT AVE	E	AC	301	36	10,836	76
1230	1163	263RD ST	REGENT AVE	OCEAN VIEW AVE	E	AC	300	36	10,800	82
1230	1164	263RD ST	OCEAN VIEW AVE	WESTERN AVE	E	AC	528	36	19,008	45
1230	1165	263RD ST	WESTERN AVE	E CITY LIMIT	E	AC	372	40	14,880	3
1240	1235	264TH ST	OVID AVE	FAIRVIEW AVE	E	AC	337	20	6,740	34
1250	1065	ABITA AVE	247TH ST	END	E	AC	179	27	6,083	26
1260	1105	ADAMO AVE	END	255TH ST	E	AC	256	26	7,906	60
1270	1315	ADONA DR	CADIZ DR	END	E	AC	276	26	8,426	38
1280	1166	ALCOR ST	END	WALNUT ST	E	AC	264	32	9,698	13
1290	1177	ALLBROOK ST	END	ESHELMAN AVE	E	AC	483	26	14,308	41
1300	1069	ALLIENE AVE	255TH ST	END	E	AC	488	32	15,716	67
1300	1316	ALLIENE AVE	241ST	LOMITA	E	AC	1,191	20	23,820	41
1310	1106	ALTA VISTA AVE	262ND ST	END	E	AC	1,152	30	35,810	8
1320	1077	ANDREO AVE	253RD PL	END	E	AAC	357	26	9,282	94
1320	1329	ANDREO AVE	250TH ST	252ND ST	E	AAC	899	26	23,374	98
1320	1337	ANDREO AVE	252ND ST	253RD ST	E	AAC	531	26	13,806	98
1330	1022	APPIAN WAY	261ST ST	END	E	AC	212	24	5,088	20
1330	1023	APPIAN WAY	259TH PL	260TH ST	E	AC	333	19	6,327	54
1330	1024	APPIAN WAY	260TH ST	261ST ST	E	AC	428	20	8,560	17

1330	1025	APPIAN WAY	262ND ST	263RD ST	E	AC	720	19	13,430	95
1330	1026	APPIAN WAY	PACIFIC COAST HWY	259TH ST	E	AC	977	15	14,655	69
1330	1358	APPIAN WAY	259TH ST	259TH PL	E	AC	340	24	8,160	68
1340	1053	APRIL CT	END	WALNUT ST	E	AC	265	32	10,580	89
1350	1058	AUBREY LN	254TH ST	END	E	AC	154	32	7,028	82
1370	1154	AVOCADO ST	259TH PL	END (S)	E	AC	204	17	3,468	96
1370	1338	AVOCADO ST	259TH PL	END (N)	E	AC	248	33	9,334	87
1380	1110	BANI AVE	256TH ST	END	E	AC	169	30	6,320	81
1380	1120	BANI AVE	250TH ST	END	E	AC	127	32	4,064	33
1380	1121	BANI AVE	253RD ST	END	E	AC	123	26	4,448	53
1380	1298	BANI AVE	END	254TH ST	E	AC	148	30	5,690	21
1390	1119	BECKNEL AVE	253RD ST	END	E	AC	114	22	3,758	76
1400	1075	BENHILL AVE	240TH ST	END	E	AC	231	28	8,568	46
1400	1076	BENHILL AVE	END	240TH ST	E	AC	113	16	2,358	77
1410	1027	BLAND PL	PACIFIC COAST HWY	WALNUT ST	E	AC	400	36	14,400	29
1420	1134	CADIZ DR	245TH ST	END	E	AC	330	32	11,810	39
1430	1282	CALLISON ST	STANHURST AVE	WALNUT ST	E	AC	443	28	12,404	28
1440	1060	CARLENE LN	END	DAWN ST	E	AC	157	32	6,274	91
1450	1111	CAYUGA AVE	PACIFIC COAST HWY	259TH PL	E	AC	708	34	23,822	87
1450	1113	CAYUGA AVE	259TH PL	261ST ST	E	AC	544	29	15,776	87
1450	1115	CAYUGA AVE	261ST ST	262ND ST	E	AC	331	32	10,592	71
1460	1219	CHAPMAN ST	SADDLE VIEW RD	PENNSYLVANIA AVE	E	AC	523	30	15,690	82
1470	1052	COMAL CT	250TH ST	END	E	AC	184	30	5,520	52
1480	1014	CRENSHAW BLVD	N CITY LIMIT	LOMITA BLVD	E	AC	367	76	27,892	100
1480	1015	CRENSHAW BLVD	LOMITA BLVD	S CITY LIMIT	E	AC	920	81	74,520	100
1490	1141	CYPRESS CIRCLE DR	END	CYPRESS ST	E	AC	282	32	11,124	97
1500	1224	CYPRESS ST	LOMITA BLVD	246TH PL	E	AC	679	26	17,654	39
1500	1225	CYPRESS ST	246TH PL	247TH ST	E	AC	351	26	9,126	25
1500	1226	CYPRESS ST	247TH ST	248TH ST	E	AC	353	27	9,531	37
1500	1227	CYPRESS ST	248TH ST	249TH ST	E	AC	255	27	6,885	81
1500	1228	CYPRESS ST	254TH ST	255TH ST	E	AC	527	30	15,810	15
1500	1229	CYPRESS ST	255TH ST	STRATFORD DR	E	AC	533	30	15,990	76
1500	1230	CYPRESS ST	249TH ST	250TH ST	E	AC	274	27	7,398	51
1500	1231	CYPRESS ST	PACIFIC COAST HWY	STRATFORD DR	E	AC	525	30	15,750	74
1500	1232	CYPRESS ST	250TH ST	ROBIN LN	E	AC	636	28	17,808	60
1500	1323	CYPRESS ST	PACIFIC COAST HWY	S CITY LIMIT	E	AC	1,304	32	41,728	72
1500	1340	CYPRESS ST	ROBIN LN	254TH ST	E	AC	951	30	28,530	39
1510	1056	DANMAR CT	END	PENNSYLVANIA DR	E	AC	127	32	5,814	86

1520	1176	DAWN ST	END	ESHELMAN AVE	E	AC	480	32	17,460	73
1530	1108	DORIA AVE	NORTH END	252ND ST	E	AC	342	25	8,550	60
1530	1109	DORIA AVE	252ND ST	SOUTH END	E	AC	475	26	12,350	59
1530	1243	DORIA AVE	250TH ST	END	E	AC	187	30	5,610	58
1540	1061	EBONY LN	251ST ST	252ND ST	E	AC	445	52	23,140	32
1540	1062	EBONY LN	252ND ST	253RD ST	E	AC	585	52	30,420	49
1540	1063	EBONY LN	LOMITA BLVD	251ST ST	E	AC	306	52	15,912	51
1540	1302	EBONY LN	253RD ST	WALNUT ST	E	AC	142	48	6,816	36
1550	1004	ELEANOR PL	END	WALNUT ST	E	AAC	271	32	9,922	98
1560	1079	ESHELMAN AVE	240TH ST	LOMITA PARK PL	E	AC	1,197	56	67,032	77
1560	1080	ESHELMAN AVE	LOMITA BLVD	248TH ST (N)	E	AC	332	57	18,924	100
1560	1081	ESHELMAN AVE	250TH ST	ESHELMAN AVE	E	AC	756	57	43,092	100
1560	1082	ESHELMAN AVE	252ND ST	253RD ST	E	AC	273	57	15,561	100
1560	1083	ESHELMAN AVE	253RD ST	253RD PL	E	AC	569	57	32,433	100
1560	1084	ESHELMAN AVE	253RD PL	255TH ST	E	AC	369	57	21,033	100
1560	1085	ESHELMAN AVE	255TH ST	257TH ST	E	AC	628	57	35,796	100
1560	1086	ESHELMAN AVE	257TH ST	PACIFIC COAST HWY	E	AC	427	57	24,339	100
1560	1087	ESHELMAN AVE	PACIFIC COAST HWY	259TH PL (S)	E	AC	715	49	35,035	62
1560	1088	ESHELMAN AVE	GARNER ST	262ND ST (N)	E	AC	335	56	18,760	83
1560	1089	ESHELMAN AVE	262ND ST	263RD ST	E	AC	548	26	14,248	91
1560	1090	ESHELMAN AVE	263RD ST	END	E	AC	671	26	17,446	71
1560	1123	ESHELMAN AVE	N CITY LIMIT	240TH ST	E	AC	261	56	14,616	76
1560	1303	ESHELMAN AVE	LOMITA PARK PL	LOMITA BLVD	E	AC	1,274	56	71,344	61
1560	1312	ESHELMAN AVE	259TH PL	GARNER ST	E	AC	447	54	24,138	80
1560	1318	ESHELMAN AVE	248TH ST (N)	250TH ST	E	AC	316	54	17,064	100
1560	1336	ESHELMAN AVE	ESHELMAN AVE	252ND ST	E	AC	456	57	25,992	100
1560	1376	ESHELMAN AVE	ESHELMAN AVE	END	E	AC	351	33	11,583	31
1565	1335	ESHELMAN WAY	ESHELMAN AVE	END	E	AC	219	33	7,227	86
1570	1146	ESTER VIEW DR	SADDLE VIEW RD	PENNSYLVANIA AVE	E	AC	552	31	17,112	75
1580	1054	EVANS CT	END	CYPRESS ST	E	AC	324	15	4,860	17
1590	1127	FAIRVIEW AVE	APPIAN WAY	263RD ST	E	AC	196	24	4,704	85
1590	1128	FAIRVIEW AVE	263RD ST	GLENTREE DR	E	AC	534	24	12,816	84
1600	1068	FALENA AVE	247TH ST	END	E	AC	455	30	13,100	7
1610	1104	FEIJOA AVE	254TH ST	255TH ST	E	AC	535	26	13,910	16
1610	1304	FEIJOA AVE	250TH ST	254TH ST	E	AC	1,521	26	39,546	34
1620	1144	FORRESTER DR	END	PENNSYLVANIA AVE	E	AC	147	32	5,954	39
1620	1359	FORRESTER DR	CYPRESS ST	END	E	AC	405	15	6,075	28
1630	1155	GARNER ST	END	ESHELMAN AVE	E	AC	288	26	7,488	24

1640	1313	GLENTREE DR	END	FAIRVIEW AVE	E	AC	801	24	20,974	45
1650	1157	GUYSON ST	MURAD AVE	END	E	AC	560	26	15,810	37
1660	1319	HENDRICKS AVE	END	245TH ST	E	AC	515	26	15,140	47
1670	1107	HILLCREST AVE	END	WESTERN AVE	E	AC	604	36	22,894	84
1690	1342	HILLWORTH AVE	N CITY LIMIT	S CITY LIMIT	E	AC	639	27	17,253	68
1700	1117	KELLEY AVE	END (N)	255TH ST	E	AC	184	32	7,138	93
1700	1118	KELLEY AVE	255TH ST (S)	END	E	AC	260	26	8,010	70
1720	1167	LEOLA ST	WALNUT ST	END	E	AAC	276	22	7,822	96
1740	1137	LOMITA DR	END	LOMITA BLVD	E	AC	523	31	16,213	33
1750	1049	LOMITA PARK PL	END	ESHELMAN AVE	E	AC	683	34	24,972	49
1760	1066	LUCILLE AVE	243RD ST	LOMITA BLVD	E	AC	552	20	11,040	47
1760	1324	LUCILLE AVE	PACIFIC COAST HWY	END	E	AC	1,279	26	35,004	83
1760	1326	LUCILLE AVE	255TH ST	PACIFIC COAST HWY	E	AC	1,005	27	27,135	56
1770	1006	MARKET PL	259TH ST	260TH ST	E	AC	433	24	10,392	74
1780	1247	MCKENNA CT	PENNSYLVANIA AVE	END	E	AC	299	32	10,818	71
1800	1125	MONTE VISTA AVE	262ND ST	263RD ST	E	AC	497	26	12,922	74
1800	1126	MONTE VISTA AVE	263RD ST	END	E	AC	667	26	17,342	74
1810	1327	MONTEREY CIR	253RD ST	END	E	AC	153	31	6,493	90
1820	1097	MOON AVE	LOMITA BLVD	247TH ST	E	AC	830	26	21,580	16
1830	1091	MURAD AVE	262ND ST	GUYSON ST	E	AC	199	30	5,970	25
1850	1138	NEKO DR	END	251ST ST	E	AC	126	33	5,408	75
1860	1050	NOELLE CT	END	254TH ST	E	AC	147	32	5,954	91
1870	1175	NORDMAN ST	WALNUT ST	END	E	AC	536	28	16,758	13
1880	1283	OAK ST	255TH ST	256TH ST	E	AC	420	27	11,340	12
1880	1284	OAK ST	256TH ST	PACIFIC COAST HWY	E	AC	609	27	16,443	29
1880	1285	OAK ST	PACIFIC COAST HWY	261ST ST	E	AC	1,033	37	38,221	74
1880	1286	OAK ST	261ST ST	END	E	AC	890	36	33,290	71
1880	1308	OAK ST	250TH ST	253RD PL	E	AC	1,427	27	38,529	22
1880	1330	OAK ST	253RD PL	255TH ST	E	AC	684	27	18,468	7
1880	1334	OAK ST	LOMITA BLVD	250TH ST	E	AC	1,094	25	27,350	16
1900	1092	OBER AVE	GUYSON ST	END	E	AC	95	28	3,910	12
1910	1124	OCEAN VIEW AVE	262ND ST	263RD ST	E	AC	498	26	12,948	61
1920	1321	OLSON LN	END	240TH ST	E	AC	197	32	8,404	88
2240	1361	PADRON PL	NORDMAN ST	END	E	AC	226	28	7,578	22
1960	1242	PARK HAVEN PL	242ND ST	END	E	AC	466	32	17,012	100
1970	1130	PENNSYLVANIA AVE	PACIFIC COAST HWY	ESTHER VIEW DR	E	AC	464	34	15,776	48
1970	1131	PENNSYLVANIA AVE	ESTHER VIEW DR	STEED CT	E	AC	610	34	20,740	59
1970	1301	PENNSYLVANIA AVE	241ST ST	LOMITA BLVD	E	AC	502	33	16,566	72

1970	1347	PENNSYLVANIA AVE	N CITY LIMIT	241ST ST	E	AC	242	33	7,986	81
1970	1351	PENNSYLVANIA AVE	247TH ST (S)	246TH PL	E	AC	743	31	23,033	78
1970	1352	PENNSYLVANIA AVE	LOMITA BLVD	246TH ST	E	AC	1,141	31	35,371	86
1970	1353	PENNSYLVANIA AVE	250TH ST	253RD ST (N)	E	AC	1,054	31	32,674	78
1970	1354	PENNSYLVANIA AVE	253RD ST (N)	255TH ST	E	AC	1,059	31	32,829	76
1970	1355	PENNSYLVANIA AVE	255TH ST	PACIFIC COAST HWY	E	AC	1,049	31	32,519	76
1970	1362	PENNSYLVANIA AVE	247TH ST (S)	250TH ST	E	AC	848	31	26,288	86
1980	1145	PENNSYLVANIA DR	STEED CT	END	E	AC	356	36	12,816	50
1990	1139	REED DR	END	PACIFIC COAST HWY	E	AC	451	20	9,020	6
2000	1156	REED ST	PACIFIC COAST HWY	END	E	AC	236	31	6,916	23
2010	1094	REGENT AVE	260TH ST	262ND ST	E	AC	603	26	15,678	96
2010	1095	REGENT AVE	262ND ST	263RD ST	E	AC	497	26	12,922	55
2010	1096	REGENT AVE	263RD ST	END	E	AC	665	26	17,290	72
2020	1057	ROBIN LN	END	CYPRESS ST	E	AC	283	32	11,156	58
2030	1142	ROLLING VISTA DR	VIA NOVA	VIA DESMONDE	E	AC	880	32	28,160	53
2030	1143	ROLLING VISTA DR	VIA DESMONDE	PALOS VERDES DR N	E	AC	237	37	8,769	54
2030	1300	ROLLING VISTA DR	VIA MADONNA	VIA NOVA	E	AC	885	32	28,320	49
2030	1344	ROLLING VISTA DR	PALOS VERDES DR N	E CITY LIMIT	E	AC	570	30	17,100	79
2040	1064	SADDLE VIEW RD	ESTHER VIEW DR	END	E	AC	661	30	21,580	71
2050	1078	STANHURST AVE	END	240TH ST	E	AC	232	30	6,960	74
2050	1310	STANHURST AVE	241ST ST	CALLISON ST	E	AC	467	30	14,010	45
2060	1055	STEED CT	END	PENNSYLVANIA AVE	E	AC	337	30	11,860	56
2070	1140	STRATFORD DR	END	CYPRESS ST	E	AC	302	30	10,310	30
2090	1281	TURRELL ST	END	WALNUT ST	E	AC	500	20	11,750	13
2100	1059	VERONICA LN	255TH ST	END	E	AC	147	32	6,804	79
2110	1016	VIA DESMONDE	VIA MADONNA	VIA MARQUETTE	E	AC	1,044	31	32,364	50
2110	1017	VIA DESMONDE	VIA MARQUETTE	ROLLING VISTA DR	E	AC	663	31	20,553	42
2120	1018	VIA ENCANTO	END	VIA DESMONDE	E	AC	289	27	9,053	67
2130	1020	VIA MADONNA	END	ROLLING VISTA DR	E	AC	406	27	12,212	51
2130	1021	VIA MADONNA	ROLLING VISTA DR	VIA SOLANO	E	AC	1,604	32	51,328	69
2140	1009	VIA MARQUETTE	VIA DESMONDE	VIA VERA	E	AC	378	32	12,096	67
2140	1011	VIA MARQUETTE	VIA TAMPA	VIA VERA	E	AC	285	32	9,120	69
2140	1012	VIA MARQUETTE	VIA SOLANO	VIA TAMPA	E	AC	264	32	8,448	63
2140	1363	VIA MARQUETTE	VIA SOLANO	VIA MADONNA	E	AC	317	32	10,144	65
2150	1019	VIA NOVA	END	ROLLING VISTA DR	E	AC	334	27	10,268	53
2160	1005	VIA SOLANO	END	VIA MARQUETTE	E	AC	330	26	9,830	64
2170	1013	VIA TAMPA	END	VIA MARQUETTE	E	AC	151	26	3,926	59
2180	1010	VIA VERA	VIA MARQUETTE	END	E	AC	104	43	5,722	60

2190	1122	VIANA AVE	PACIFIC COAST HWY	END	E	AC	942	33	32,836	26
2200	1182	WALNUT ST	LOMITA BLVD	253RD ST	E	AC	1,402	32	44,864	56
2200	1183	WALNUT ST	253RD ST	255TH ST	E	AC	872	52	45,344	9
2200	1184	WALNUT ST	255TH ST	PACIFIC COAST HWY	E	AC	1,128	54	60,912	13
2200	1237	WALNUT ST	END	241ST ST	E	AC	494	36	17,284	4
2200	1238	WALNUT ST	TURRELL ST	247TH ST (N)	E	AC	630	36	22,680	88
2200	1240	WALNUT ST	247TH ST (N)	LOMITA BLVD	E	AC	746	33	24,618	87
2200	1241	WALNUT ST	241ST ST	TURRELL ST	E	AC	1,323	36	47,628	12
2200	1314	WALNUT ST	PACIFIC COAST HWY	259TH PL	E	AC	658	26	17,108	72
2220	1051	WITTICK CT	END	PENNSYLVANIA AVE	E	AC	346	31	12,476	66
2230	1098	WOODWARD AVE	245TH ST	LOMITA BLVD	E	AC	409	36	14,724	71
2230	1099	WOODWARD AVE	LOMITA BLVD	247TH ST	E	AC	494	26	12,844	89
2230	1100	WOODWARD AVE	247TH ST	250TH ST	E	AC	825	26	21,450	20
2230	1102	WOODWARD AVE	255TH ST	END (S)	E	AC	633	26	16,458	55
2230	1305	WOODWARD AVE	250TH ST	253RD ST	E	AC	1,399	24	33,576	29
2230	1306	WOODWARD AVE	253RD PL	255TH ST	E	AC	657	26	17,082	12
							29.0		**4,798,218**	

Branch ID	Sec ID	Name	From	To	Rank	Type	Length	Width	Area	PCI
Arterials										
1730	1042	LOMITA BLVD	EBONY	E CITY LIMIT	A	AC	28	58	1,624	18
1840	1325	NARBONNE AVE	PACIFIC COAST HWY	S CITY LIMIT	A	AC	1,610	61	98,210	24
1950	1135	PALOS VERDES DR (N)	W CITY LIMIT	ROLLING VISTA DR	A	AC	1,092	100	109,200	24
1950	1048	PALOS VERDES DR (N)	WESTERN AVE	872 FT W/O WESTERN AVE	A	AC	872	100	87,200	29
1950	1136	PALOS VERDES DR (N)	WESTERN AVE	E CITY LIMIT	A	AC	541	100	54,100	43
1950	1345	PALOS VERDES DR (N)	ROLLING VISTA DR	1011 FT E/O ROLLING VISTA DR	A	AC	1,011	100	101,100	43
1840	1071	NARBONNE AVE	LOMITA BLVD	248TH ST	A	AC	968	56	54,208	59
1840	1072	NARBONNE AVE	248TH ST	250TH ST	A	AC	531	56	29,736	71
1840	1073	NARBONNE AVE	250TH ST	253RD ST	A	AC	1,428	56	79,968	72
1840	1074	NARBONNE AVE	253RD ST	255TH ST	A	AC	686	56	38,416	74
1840	1360	NARBONNE AVE	255TH ST	PACIFIC COAST HWY	A	AC	1,055	56	59,080	74
1840	1070	NARBONNE AVE	245TH ST	LOMITA BLVD	A	AC	248	57	14,136	81
2210	1348	WESTERN AVE	263RD ST	PALOS VERDES DR N	A	AC	1,689	70	118,230	82
1840	1307	NARBONNE AVE	240TH ST	245TH ST	A	AC	1,367	51	69,717	83
2210	1287	WESTERN AVE	E CITY LIMIT	263RD ST	A	AC	1,110	70	77,700	85
1840	1116	NARBONNE AVE	N CITY LIMIT	240TH ST	A	AC	259	58	15,022	86
2210	1349	WESTERN AVE	PALOS VERDES DR N	S CITY LIMIT	A	AC	1,393	70	97,510	88
1730	1033	LOMITA BLVD	CRENSHAW BLVD	PENNSYLVANIA AVE	A	AC	856	58	49,648	100
1730	1034	LOMITA BLVD	PENNSYLVANIA AVE	CYPRESS ST	A	AC	934	54	50,436	100
1730	1035	LOMITA BLVD	CYPRESS ST	NARBONNE AVE	A	AC	918	64	58,752	100
1730	1036	LOMITA BLVD	NARBONNE AVE	OAK ST	A	AC	935	64	59,840	100
1730	1039	LOMITA BLVD	OAK ST	ESHELMAN AVE	A	AC	928	64	59,392	100
1730	1040	LOMITA BLVD	ESHELMAN AVE	WALNUT ST	A	AC	868	64	55,552	100
1730	1041	LOMITA BLVD	WALNUT ST	EBONY LN	A	AC	1,081	64	69,184	100
							4.2		**1,507,961**	
Locals										
1080	1256	248TH ST	ESHELMAN AVE	END	E	AC	354	20	7,080	2
1020	1258	241ST ST	PENNSYLVANIA AVE	ALLIENE AVE	E	AC	1,288	31	39,928	3
1230	1165	263RD ST	WESTERN AVE	E CITY LIMIT	E	AC	372	40	14,880	3
2200	1237	WALNUT ST	END	241ST ST	E	AC	494	36	17,284	4
1065	1249	246TH ST	FALENA AVE	END	E	AC	639	30	19,170	5
1990	1139	REED DR	END	PACIFIC COAST HWY	E	AC	451	20	9,020	6
1600	1068	FALENA AVE	247TH ST	END	E	AC	455	30	13,100	7
1880	1330	OAK ST	253RD PL	255TH ST	E	AC	684	27	18,468	7

1310	1106	ALTA VISTA AVE	262ND ST	END	E	AC	1,152	30	35,810	8
1080	1257	248TH ST	WEST END	E CITY LIMIT	E	AC	504	25	13,850	9
2200	1183	WALNUT ST	253RD ST	255TH ST	E	AC	872	52	45,344	9
1140	1263	254TH ST	END	CYPRESS ST	E	AC	303	26	7,878	10
1900	1092	OBER AVE	GUYSON ST	END	E	AC	95	28	3,910	12
2200	1241	WALNUT ST	241ST ST	TURRELL ST	E	AC	1,323	36	47,628	12
2230	1306	WOODWARD AVE	253RD PL	255TH ST	E	AC	657	26	17,082	12
1160	1220	256TH ST	WALNUT ST	E CITY LIMIT	E	AC	988	32	31,616	12
1880	1283	OAK ST	255TH ST	256TH ST	E	AC	420	27	11,340	12
1140	1261	254TH ST	ESHELMAN AVE	WALNUT ST	E	AC	710	28	19,818	12
1280	1166	ALCOR ST	END	WALNUT ST	E	AC	264	32	9,698	13
2200	1184	WALNUT ST	255TH ST	PACIFIC COAST HWY	E	AC	1,128	54	60,912	13
1870	1175	NORDMAN ST	WALNUT ST	END	E	AC	536	28	16,758	13
2090	1281	TURRELL ST	END	WALNUT ST	E	AC	500	20	11,750	13
1500	1228	CYPRESS ST	254TH ST	255TH ST	E	AC	527	30	15,810	15
1880	1334	OAK ST	LOMITA BLVD	250TH ST	E	AC	1,094	25	27,350	16
1610	1104	FEIJOA AVE	254TH ST	255TH ST	E	AC	535	26	13,910	16
1820	1097	MOON AVE	LOMITA BLVD	247TH ST	E	AC	830	26	21,580	16
1100	1206	250TH ST	CYPRESS ST	NARBONNE AVE	E	AC	828	26	21,528	17
1330	1024	APPIAN WAY	260TH ST	261ST ST	E	AC	428	20	8,560	17
1580	1054	EVANS CT	END	CYPRESS ST	E	AC	324	15	4,860	17
1110	1201	251ST ST	PENNSYLVANIA AVE	END	E	AC	305	22	7,960	19
1330	1022	APPIAN WAY	261ST ST	END	E	AC	212	24	5,088	20
2230	1100	WOODWARD AVE	247TH ST	250TH ST	E	AC	825	26	21,450	20
1380	1298	BANI AVE	END	254TH ST	E	AC	148	30	5,690	21
1880	1308	OAK ST	250TH ST	253RD PL	E	AC	1,427	27	38,529	22
2240	1361	PADRON PL	NORDMAN ST	END	E	AC	226	28	7,578	22
1080	1252	248TH ST	CYPRESS ST	NARBONNE AVE	E	AC	770	26	20,020	23
2000	1156	REED ST	PACIFIC COAST HWY	END	E	AC	236	31	6,916	23
1150	1190	255TH ST	CYPRESS ST	NARBONNE AVE	E	AC	825	27	22,275	23
1050	1181	245TH ST	CADIZ DR	END	E	AC	550	31	17,050	24
1150	1244	255TH ST	WALNUT ST	E CITY LIMIT	E	AC	984	32	31,488	24
1630	1155	GARNER ST	END	ESHELMAN AVE	E	AC	288	26	7,488	24
1830	1091	MURAD AVE	262ND ST	GUYSON ST	E	AC	199	30	5,970	25
1500	1225	CYPRESS ST	246TH PL	247TH ST	E	AC	351	26	9,126	25
1220	1153	262ND ST	WESTERN AVE	ALTA VISTA AVE	E	AC	115	29	3,335	26
1250	1065	ABITA AVE	247TH ST	END	E	AC	179	27	6,083	26
2190	1122	VIANA AVE	PACIFIC COAST HWY	END	E	AC	942	33	32,836	26

1020	1260	241ST ST	STANHURST AVE	WALNUT ST	E	AC	471	28	13,188	27
1020	1374	241ST ST	ALLIENE AVE	NARBONNE AVE	E	AC	312	31	9,672	27
1131	1171	253RD ST	EBONY LN	MONTEREY CIR	E	AC	663	33	21,879	28
1620	1359	FORRESTER DR	CYPRESS ST	END	E	AC	405	15	6,075	28
1430	1282	CALLISON ST	STANHURST AVE	WALNUT ST	E	AC	443	28	12,404	28
1410	1027	BLAND PL	PACIFIC COAST HWY	WALNUT ST	E	AC	400	36	14,400	29
2230	1305	WOODWARD AVE	250TH ST	253RD ST	E	AC	1,399	24	33,576	29
1880	1284	OAK ST	256TH ST	PACIFIC COAST HWY	E	AC	609	27	16,443	29
2070	1140	STRATFORD DR	END	CYPRESS ST	E	AC	302	30	10,310	30
1560	1376	ESHELMAN AVE	ESHELMAN AVE	END	E	AC	351	33	11,583	31
1131	1198	253RD ST	END	PENNSYLVANIA AVE	E	AC	794	32	25,408	32
1131	1199	253RD ST	PENNSYLVANIA AVE	END	E	AC	296	27	9,242	32
1540	1061	EBONY LN	251ST ST	252ND ST	E	AC	445	52	23,140	32
1075	1277	247TH ST	ABITA AVE	WALNUT ST	E	AC	247	26	6,422	33
1220	1147	262ND ST	OAK ST	END	E	AC	963	34	32,492	33
1220	1213	262ND ST	ALTA VISTA AVE	E CITY LIMIT	E	AC	68	30	2,040	33
1380	1120	BANI AVE	250TH ST	END	E	AC	127	32	4,064	33
1740	1137	LOMITA DR	END	LOMITA BLVD	E	AC	523	31	16,213	33
1240	1235	264TH ST	OVID AVE	FAIRVIEW AVE	E	AC	337	20	6,740	34
1610	1304	FEIJOA AVE	250TH ST	254TH ST	E	AC	1,521	26	39,546	34
1050	1179	245TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	315	28	8,820	35
1080	1254	248TH ST	WOODWARD AVE	OAK ST	E	AC	440	26	11,440	36
1100	1209	250TH ST	WOODWARD AVE (S)	OAK ST	E	AC	413	26	10,738	36
1540	1302	EBONY LN	253RD ST	WALNUT ST	E	AC	142	48	6,816	36
1131	1169	253RD ST	WALNUT ST	EBONY LN	E	AAC	60	13	780	37
1131	1170	253RD ST	MONTEREY CIR	E CITY LIMIT	E	AC	232	36	8,102	37
1220	1151	262ND ST	OCEAN VIEW AVE	CAYUGA AVE	E	AC	395	36	14,220	37
1500	1226	CYPRESS ST	247TH ST	248TH ST	E	AC	353	27	9,531	37
1650	1157	GUYSON ST	MURAD AVE	END	E	AC	560	26	15,810	37
1270	1315	ADONA DR	CADIZ DR	END	E	AC	276	26	8,426	38
1150	1189	255TH ST	ADAMO AVE	CYPRESS ST	E	AC	251	26	6,526	39
1170	1234	257TH ST	ESHELMAN AVE	WALNUT ST	E	AC	709	22	15,598	39
1420	1134	CADIZ DR	245TH ST	END	E	AC	330	32	11,810	39
1500	1224	CYPRESS ST	LOMITA BLVD	246TH PL	E	AC	679	26	17,654	39
1500	1340	CYPRESS ST	ROBIN LN	254TH ST	E	AC	951	30	28,530	39
1620	1144	FORRESTER DR	END	PENNSYLVANIA AVE	E	AC	147	32	5,954	39
1100	1203	250TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	824	26	21,394	40
1180	1007	258TH PL	APPIAN WAY	E CITY LIMIT	E	AC	453	24	9,060	40

1220	1150	262ND ST	REGENT AVE	OCEAN VIEW AVE	E	AC	301	36	10,836	41
1290	1177	ALLBROOK ST	END	ESHELMAN AVE	E	AC	483	26	14,308	41
1300	1316	ALLIENE AVE	241ST	LOMITA	E	AC	1,191	20	23,820	41
1080	1255	248TH ST	OAK ST	ESHELMAN AVE	E	AC	830	26	21,580	42
2110	1017	VIA DESMONDE	VIA MARQUETTE	ROLLING VISTA DR	E	AC	663	31	20,553	42
1100	1207	250TH ST	NARBONNE AVE	WOODWARD AVE (S)	E	AC	410	26	10,660	44
1100	1210	250TH ST	OAK ST	ESHELMAN AVE	E	AC	825	26	21,450	45
1230	1164	263RD ST	OCEAN VIEW AVE	WESTERN AVE	E	AC	528	36	19,008	45
1640	1313	GLENTREE DR	END	FAIRVIEW AVE	E	AC	801	24	20,974	45
2050	1310	STANHURST AVE	241ST ST	CALLISON ST	E	AC	467	30	14,010	45
1110	1200	251ST ST	END	PENNSYLVANIA AVE	E	AC	790	32	25,280	46
1150	1188	255TH ST	KELLEY AVE	ADAMO AVE	E	AC	299	27	8,073	46
1400	1075	BENHILL AVE	240TH ST	END	E	AC	231	28	8,568	46
1080	1253	248TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	278	26	7,228	47
1660	1319	HENDRICKS AVE	END	245TH ST	E	AC	515	26	15,140	47
1760	1066	LUCILLE AVE	243RD ST	LOMITA BLVD	E	AC	552	20	11,040	47
1970	1130	PENNSYLVANIA AVE	PACIFIC COAST HWY	ESTHER VIEW DR	E	AC	464	34	15,776	48
1540	1062	EBONY LN	252ND ST	253RD ST	E	AC	585	52	30,420	49
1750	1049	LOMITA PARK PL	END	ESHELMAN AVE	E	AC	683	34	24,972	49
2030	1300	ROLLING VISTA DR	VIA MADONNA	VIA NOVA	E	AC	885	32	28,320	49
1020	1259	241ST ST	END	STANHURST AVE	E	AC	283	28	7,924	50
1120	1269	252ND ST	END	EBONY LN	E	AC	215	27	7,055	50
1980	1145	PENNSYLVANIA DR	STEED CT	END	E	AC	356	36	12,816	50
2110	1016	VIA DESMONDE	VIA MADONNA	VIA MARQUETTE	E	AC	1,044	31	32,364	50
1500	1230	CYPRESS ST	249TH ST	250TH ST	E	AC	274	27	7,398	51
1540	1063	EBONY LN	LOMITA BLVD	251ST ST	E	AC	306	52	15,912	51
2130	1020	VIA MADONNA	END	ROLLING VISTA DR	E	AC	406	27	12,212	51
1010	1217	240TH ST	ESHELMAN AVE	WALNUT ST	E	AC	783	30	23,490	51
1470	1052	COMAL CT	250TH ST	END	E	AC	184	30	5,520	52
1220	1149	262ND ST	MONTE VISTA AVE	REGENT AVE	E	AC	300	36	10,800	53
1380	1121	BANI AVE	253RD ST	END	E	AC	123	26	4,448	53
2030	1142	ROLLING VISTA DR	VIA NOVA	VIA DESMONDE	E	AC	880	32	28,160	53
2150	1019	VIA NOVA	END	ROLLING VISTA DR	E	AC	334	27	10,268	53
1050	1180	245TH ST	WOODWARD AVE	CADIZ DR	E	AC	522	31	16,182	53
1330	1023	APPIAN WAY	259TH PL	260TH ST	E	AC	333	19	6,327	54
2030	1143	ROLLING VISTA DR	VIA DESMONDE	PALOS VERDES DR N	E	AC	237	37	8,769	54
1120	1270	252ND ST	END	E CITY LIMIT	E	AC	372	26	10,922	55
2010	1095	REGENT AVE	262ND ST	263RD ST	E	AC	497	26	12,922	55

2230	1102	WOODWARD AVE	255TH ST	END (S)	E	AC	633	26	16,458	55
1760	1326	LUCILLE AVE	255TH ST	PACIFIC COAST HWY	E	AC	1,005	27	27,135	56
2060	1055	STEED CT	END	PENNSYLVANIA AVE	E	AC	337	30	11,860	56
2200	1182	WALNUT ST	LOMITA BLVD	253RD ST	E	AC	1,402	32	44,864	56
1140	1266	254TH ST	END	AUBREY LN	E	AC	212	34	8,458	57
1190	1031	259TH PL	APPIAN WAY	CAYUGA AVE	E	AC	657	26	17,082	57
1130	1045	253RD PL	WOODWARD AVE	OAK ST	E	AC	356	26	9,256	58
1220	1152	262ND ST	CAYUGA AVE	WESTERN AVE	E	AC	276	36	9,936	58
1530	1243	DORIA AVE	250TH ST	END	E	AC	187	30	5,610	58
2020	1057	ROBIN LN	END	CYPRESS ST	E	AC	283	32	11,156	58
1530	1109	DORIA AVE	252ND ST	SOUTH END	E	AC	475	26	12,350	59
1970	1131	PENNSYLVANIA AVE	ESTHER VIEW DR	STEED CT	E	AC	610	34	20,740	59
2170	1013	VIA TAMPA	END	VIA MARQUETTE	E	AC	151	26	3,926	59
1140	1265	254TH ST	AUBREY LN	PENNSYLVANIA AVE	E	AC	456	32	14,592	59
1130	1001	253RD PL	END	E CITY LIMIT	E	PCC	210	15	3,150	60
1220	1148	262ND ST	ESHELMAN AVE	MONTE VISTA AVE	E	AC	272	36	9,792	60
1260	1105	ADAMO AVE	END	255TH ST	E	AC	256	26	7,906	60
1500	1232	CYPRESS ST	250TH ST	ROBIN LN	E	AC	636	28	17,808	60
1530	1108	DORIA AVE	NORTH END	252ND ST	E	AC	342	25	8,550	60
2180	1010	VIA VERA	VIA MARQUETTE	END	E	AC	104	43	5,722	60
1170	1233	257TH ST	WALNUT ST	E CITY LIMIT	E	AC	988	28	27,664	61
1560	1303	ESHELMAN AVE	LOMITA PARK PL	LOMITA BLVD	E	AC	1,274	56	71,344	61
1910	1124	OCEAN VIEW AVE	262ND ST	263RD ST	E	AC	498	26	12,948	61
1010	1215	240TH ST	NARBONNE AVE	BENHILL AVE	E	AC	467	32	14,944	62
1560	1087	ESHELMAN AVE	PACIFIC COAST HWY	259TH PL (S)	E	AC	715	49	35,035	62
1090	1236	249TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	769	16	12,304	63
2140	1012	VIA MARQUETTE	VIA SOLANO	VIA TAMPA	E	AC	264	32	8,448	63
1150	1187	255TH ST	PENNSYLVANIA AVE	KELLEY AVE	E	AC	225	27	6,075	64
2160	1005	VIA SOLANO	END	VIA MARQUETTE	E	AC	330	26	9,830	64
2140	1363	VIA MARQUETTE	VIA SOLANO	VIA MADONNA	E	AC	317	32	10,144	65
2220	1051	WITTICK CT	END	PENNSYLVANIA AVE	E	AC	346	31	12,476	66
1300	1069	ALLIENE AVE	255TH ST	END	E	AC	488	32	15,716	67
2120	1018	VIA ENCANTO	END	VIA DESMONDE	E	AC	289	27	9,053	67
2140	1009	VIA MARQUETTE	VIA DESMONDE	VIA VERA	E	AC	378	32	12,096	67
1070	1043	247TH PL	END	E CITY LIMIT	E	AC	784	25	20,850	68
1075	1273	247TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	68
1330	1358	APPIAN WAY	259TH ST	259TH PL	E	AC	340	24	8,160	68
1690	1342	HILLWORTH AVE	N CITY LIMIT	S CITY LIMIT	E	AC	639	27	17,253	68

1330	1026	APPIAN WAY	PACIFIC COAST HWY	259TH ST	E	AC	977	15	14,655	69
2130	1021	VIA MADONNA	ROLLING VISTA DR	VIA SOLANO	E	AC	1,604	32	51,328	69
2140	1011	VIA MARQUETTE	VIA TAMPA	VIA VERA	E	AC	285	32	9,120	69
1040	1218	243RD ST	LOMITA DR	NARBONNE AVE	E	AC	1,026	26	26,676	70
1150	1197	255TH ST	VERONICA LN	PENNSYLVANIA AVE	E	AC	787	35	27,545	70
1190	1030	259TH PL	WALNUT ST	APPIAN WAY	E	AC	50	24	1,200	70
1700	1118	KELLEY AVE	255TH ST (S)	END	E	AC	260	26	8,010	70
1200	1173	260TH ST	APPIAN WAY	MARKET PL	E	AC	1,141	27	30,807	71
1450	1115	CAYUGA AVE	261ST ST	262ND ST	E	AC	331	32	10,592	71
1560	1090	ESHELMAN AVE	263RD ST	END	E	AC	671	26	17,446	71
1780	1247	MCKENNA CT	PENNSYLVANIA AVE	END	E	AC	299	32	10,818	71
1880	1286	OAK ST	261ST ST	END	E	AC	890	36	33,290	71
2040	1064	SADDLE VIEW RD	ESTHER VIEW DR	END	E	AC	661	30	21,580	71
2230	1098	WOODWARD AVE	245TH ST	LOMITA BLVD	E	AC	409	36	14,724	71
1010	1216	240TH ST	OLSON LN	ESHELMAN AVE	E	AC	297	30	8,910	71
1190	1029	259TH PL	ESHELMAN AVE	WALNUT ST	E	AC	731	31	22,661	72
1500	1323	CYPRESS ST	PACIFIC COAST HWY	S CITY LIMIT	E	AC	1,304	32	41,728	72
1970	1301	PENNSYLVANIA AVE	241ST ST	LOMITA BLVD	E	AC	502	33	16,566	72
2010	1096	REGENT AVE	263RD ST	END	E	AC	665	26	17,290	72
2200	1314	WALNUT ST	PACIFIC COAST HWY	259TH PL	E	AC	658	26	17,108	72
1010	1245	240TH ST	240TH ST	END	E	AC	210	19	3,990	73
1520	1176	DAWN ST	END	ESHELMAN AVE	E	AC	480	32	17,460	73
1065	1248	246TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	73
1500	1231	CYPRESS ST	PACIFIC COAST HWY	STRATFORD DR	E	AC	525	30	15,750	74
1770	1006	MARKET PL	259TH ST	260TH ST	E	AC	433	24	10,392	74
1800	1125	MONTE VISTA AVE	262ND ST	263RD ST	E	AC	497	26	12,922	74
1800	1126	MONTE VISTA AVE	263RD ST	END	E	AC	667	26	17,342	74
1880	1285	OAK ST	PACIFIC COAST HWY	261ST ST	E	AC	1,033	37	38,221	74
2050	1078	STANHURST AVE	END	240TH ST	E	AC	232	30	6,960	74
1195	1172	259TH ST	APPIAN WAY	MARKET PL	E	AC	688	36	24,768	75
1850	1138	NEKO DR	END	251ST ST	E	AC	126	33	5,408	75
1570	1146	ESTER VIEW DR	SADDLE VIEW RD	PENNSYLVANIA AVE	E	AC	552	31	17,112	75
1210	1278	261ST ST	OAK ST	END	E	AC	486	23	11,178	76
1230	1162	263RD ST	MONTE VISTA AVE	REGENT AVE	E	AC	301	36	10,836	76
1390	1119	BECKNEL AVE	253RD ST	END	E	AC	114	22	3,758	76
1500	1229	CYPRESS ST	255TH ST	STRATFORD DR	E	AC	533	30	15,990	76
1560	1123	ESHELMAN AVE	N CITY LIMIT	240TH ST	E	AC	261	56	14,616	76
1970	1354	PENNSYLVANIA AVE	253RD ST (N)	255TH ST	E	AC	1,059	31	32,829	76

1970	1355	PENNSYLVANIA AVE	255TH ST	PACIFIC COAST HWY	E	AC	1,049	31	32,519	76
1075	1272	247TH ST	END	PENNSYLVANIA AVE	E	AC	640	26	16,640	77
1080	1251	248TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	77
1100	1202	250TH ST	END	PENNSYLVANIA AVE	E	AC	815	26	21,190	77
1400	1076	BENHILL AVE	END	240TH ST	E	AC	113	16	2,358	77
1560	1079	ESHELMAN AVE	240TH ST	LOMITA PARK PL	E	AC	1,197	56	67,032	77
1110	1159	251ST ST	EBONY LN	E CITY LIMIT	E	AC	247	26	6,422	78
1970	1351	PENNSYLVANIA AVE	247TH ST (S)	246TH PL	E	AC	743	31	23,033	78
1970	1353	PENNSYLVANIA AVE	250TH ST	253RD ST (N)	E	AC	1,054	31	32,674	78
1075	1275	247TH ST	MOON AVE	NARBONNE AVE	E	AC	444	26	11,544	79
1080	1250	248TH ST	END	PENNSYLVANIA AVE	E	AC	791	26	20,566	79
1150	1356	255TH ST	VERONICA LN	END	E	AC	507	27	13,689	79
1160	1222	256TH ST	NARBONNE AVE	OAK ST	E	AC	771	26	20,046	79
1230	1160	263RD ST	APPIAN WAY	FAIRVIEW AVE	E	AC	214	36	7,704	79
2030	1344	ROLLING VISTA DR	PALOS VERDES DR N	E CITY LIMIT	E	AC	570	30	17,100	79
2100	1059	VERONICA LN	255TH ST	END	E	AC	147	32	6,804	79
1120	1268	252ND ST	ESHELMAN AVE	WALNUT ST	E	AC	703	22	15,466	80
1560	1312	ESHELMAN AVE	259TH PL	GARNER ST	E	AC	447	54	24,138	80
1060	1003	246TH PL	PENNSYLVANIA AVE	CYPRESS ST	E	AC	771	26	20,046	81
1230	1161	263RD ST	FAIRVIEW AVE	MONTE VISTA AVE	E	AC	601	36	21,636	81
1380	1110	BANI AVE	256TH ST	END	E	AC	169	30	6,320	81
1500	1227	CYPRESS ST	248TH ST	249TH ST	E	AC	255	27	6,885	81
1970	1347	PENNSYLVANIA AVE	N CITY LIMIT	241ST ST	E	AC	242	33	7,986	81
1190	1028	259TH PL	AVOCADO ST	ESHELMAN AVE	E	AC	349	32	11,168	82
1230	1163	263RD ST	REGENT AVE	OCEAN VIEW AVE	E	AC	300	36	10,800	82
1350	1058	AUBREY LN	254TH ST	END	E	AC	154	32	7,028	82
1460	1219	CHAPMAN ST	SADDLE VIEW RD	PENNSYLVANIA AVE	E	AC	523	30	15,690	82
1210	1279	261ST ST	APPIAN WAY	CAYUGA AVE	E	AC	1,187	26	30,862	83
1560	1088	ESHELMAN AVE	GARNER ST	262ND ST (N)	E	AC	335	56	18,760	83
1760	1324	LUCILLE AVE	PACIFIC COAST HWY	END	E	AC	1,279	26	35,004	83
1590	1128	FAIRVIEW AVE	263RD ST	GLENTREE DR	E	AC	534	24	12,816	84
1670	1107	HILLCREST AVE	END	WESTERN AVE	E	AC	604	36	22,894	84
1075	1276	247TH ST	WOODWARD AVE	OAK ST	E	AC	439	26	11,414	85
1160	1221	256TH ST	PENNSYLVANIA AVE	END	E	AC	823	18	14,814	85
1210	1280	261ST ST	CAYUGA AVE	WESTERN AVE	E	AC	250	32	8,000	85
1590	1127	FAIRVIEW AVE	APPIAN WAY	263RD ST	E	AC	196	24	4,704	85
1030	1346	242ND ST	PARK HAVEN LN	ESHELMAN AVE	E	AC	575	25	14,375	86
1510	1056	DANMAR CT	END	PENNSYLVANIA DR	E	AC	127	32	5,814	86

1565	1335	ESHELMAN WAY	ESHELMAN AVE	END	E	AC	219	33	7,227	86
1970	1352	PENNSYLVANIA AVE	LOMITA BLVD	246TH ST	E	AC	1,141	31	35,371	86
1970	1362	PENNSYLVANIA AVE	247TH ST (S)	250TH ST	E	AC	848	31	26,288	86
1075	1274	247TH ST	CYPRESS ST	MOON AVE	E	AC	328	26	8,528	87
1190	1032	259TH PL	CAYUGA AVE	MARKET PL	E	AC	252	26	6,552	87
1370	1338	AVOCADO ST	259TH PL	END (N)	E	AC	248	33	9,334	87
1450	1111	CAYUGA AVE	PACIFIC COAST HWY	259TH PL	E	AC	708	34	23,822	87
1450	1113	CAYUGA AVE	259TH PL	261ST ST	E	AC	544	29	15,776	87
2200	1240	WALNUT ST	247TH ST (N)	LOMITA BLVD	E	AC	746	33	24,618	87
1010	1317	240TH ST	BENHILL AVE	OLSON LN	E	AC	836	30	25,080	88
1030	1214	242ND ST	NARBONNE AVE	PARK HAVEN PL	E	AC	1,021	25	25,525	88
1920	1321	OLSON LN	END	240TH ST	E	AC	197	32	8,404	88
2200	1238	WALNUT ST	TURRELL ST	247TH ST (N)	E	AC	630	36	22,680	88
1340	1053	APRIL CT	END	WALNUT ST	E	AC	265	32	10,580	89
2230	1099	WOODWARD AVE	LOMITA BLVD	247TH ST	E	AC	494	26	12,844	89
1810	1327	MONTEREY CIR	253RD ST	END	E	AC	153	31	6,493	90
1210	1357	261ST ST	REGENT AVE	APPIAN WAY	E	AC	292	26	7,592	91
1440	1060	CARLENE LN	END	DAWN ST	E	AC	157	32	6,274	91
1560	1089	ESHELMAN AVE	262ND ST	263RD ST	E	AC	548	26	14,248	91
1860	1050	NOELLE CT	END	254TH ST	E	AC	147	32	5,954	91
1131	1375	253RD ST	WALNUT ST	ESHELMAN AVE	E	AAC	759	20	15,180	93
1700	1117	KELLEY AVE	END (N)	255TH ST	E	AC	184	32	7,138	93
1320	1077	ANDREO AVE	253RD PL	END	E	AAC	357	26	9,282	94
1130	1044	253RD PL	NARBONNE AVE	WOODWARD AVE	E	AC	359	26	9,334	95
1140	1262	254TH ST	WALNUT ST	E CITY LIMIT	E	AAC	986	30	29,580	95
1330	1025	APPIAN WAY	262ND ST	263RD ST	E	AC	720	19	13,430	95
1370	1154	AVOCADO ST	259TH PL	END (S)	E	AC	204	17	3,468	96
1720	1167	LEOLA ST	WALNUT ST	END	E	AAC	276	22	7,822	96
2010	1094	REGENT AVE	260TH ST	262ND ST	E	AC	603	26	15,678	96
1075	1271	247TH ST	WALNUT ST	FALENA AVE	E	AC	281	32	8,992	97
1075	1322	247TH ST	FALENA AVE	END	E	AC	664	32	21,248	97
1130	1047	253RD PL	ESHELMAN AVE	WALNUT ST	E	AAC	702	22	15,444	97
1490	1141	CYPRESS CIRCLE DR	END	CYPRESS ST	E	AC	282	32	11,124	97
1120	1267	252ND ST	DORIA AVE	ANDREO AVE	E	AAC	200	26	5,200	98
1130	1046	253RD PL	ANDREO WAY	ESHELMAN AVE	E	AAC	221	26	5,746	98
1320	1329	ANDREO AVE	250TH ST	252ND ST	E	AAC	899	26	23,374	98
1320	1337	ANDREO AVE	252ND ST	253RD ST	E	AAC	531	26	13,806	98
1550	1004	ELEANOR PL	END	WALNUT ST	E	AAC	271	32	9,922	98

1150	1194	255TH ST	NARBONNE AVE	WOODWARD AVE	E	AAC	384	27	10,368	99
1150	1195	255TH ST	WOODWARD AVE	OAK ST	E	AAC	387	27	10,449	99
1150	1196	255TH ST	OAK ST	ESHELMAN AVE	E	AAC	772	27	20,844	99
1140	1264	254TH ST	FEIJOA AVE	NARBONNE AVE	E	AC	358	26	9,308	100
1480	1014	CRENSHAW BLVD	N CITY LIMIT	LOMITA BLVD	E	AC	367	76	27,892	100
1480	1015	CRENSHAW BLVD	LOMITA BLVD	S CITY LIMIT	E	AC	920	81	74,520	100
1560	1080	ESHELMAN AVE	LOMITA BLVD	248TH ST (N)	E	AC	332	57	18,924	100
1560	1081	ESHELMAN AVE	250TH ST	ESHELMAN AVE	E	AC	756	57	43,092	100
1560	1082	ESHELMAN AVE	252ND ST	253RD ST	E	AC	273	57	15,561	100
1560	1083	ESHELMAN AVE	253RD ST	253RD PL	E	AC	569	57	32,433	100
1560	1084	ESHELMAN AVE	253RD PL	255TH ST	E	AC	369	57	21,033	100
1560	1085	ESHELMAN AVE	255TH ST	257TH ST	E	AC	628	57	35,796	100
1560	1086	ESHELMAN AVE	257TH ST	PACIFIC COAST HWY	E	AC	427	57	24,339	100
1560	1318	ESHELMAN AVE	248TH ST (N)	250TH ST	E	AC	316	54	17,064	100
1560	1336	ESHELMAN AVE	ESHELMAN AVE	252ND ST	E	AC	456	57	25,992	100
1960	1242	PARK HAVEN PL	242ND ST	END	E	AC	466	32	17,012	100
							29.0		**4,798,218**	

SECTION IV
FORECASTED MAINTENANCE REPORT

A. Recommended Budget, Five Year Plan (2014-2019)

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 (REACH PCI 75) – The Recommended budget was generated for the City to demonstrate the necessary funding that is required to increase the current weighted PCI level of 61.8 to 75 after five years.

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

FY	Branch ID	Sec ID	Name	From	To	Rank	Type	Length	Width	Area	PCI	Maint. Type	Total $
	Arterials												
2014-15	***No Arterial Work Scheduled for Fiscal Year 2014-15***												
2015-16	1840	1325	NARBONNE AVE	PACIFIC COAST HWY	S CITY LIMIT	A	AC	1,610	61	98,210	24	ARHM Overlay	**$392,840**
2016-17	1950	1135	PALOS VERDES DR (N)	W CITY LIMIT	ROLLING VISTA DR	A	AC	1,092	100	109,200	24	ARHM Overlay	**$449,904**
2017-18	1950	1345	PALOS VERDES DR (N)	ROLLING VISTA DR	1011 FT E/O ROLLING VISTA DR	A	AC	1,011	100	101,100	43	ARHM Overlay	**$428,664**
2018-19	1950	1048	PALOS VERDES DR (N)	WESTERN AVE	872 FT W/O WESTERN AVE	A	AC	872	100	87,200	29	ARHM Overlay	**$381,064**
	Locals												
2014-15	1020	1258	241ST ST	PENNSYLVANIA AVE	ALLIENE AVE	E	AC	1,288	31	39,928	3	AC Overlay	$334,000
2014-15	1020	1374	241ST ST	ALLIENE AVE	NARBONNE AVE	E	AC	312	31	9,672	27		
2014-15	1140	1264	254TH ST	FEIJOA AVE	NARBONNE AVE	E	AC	358	26	9,308	9		
													$334,000
2015-16	1020	1259	241ST ST	END	STANHURST AVE	E	AC	283	28	7,924	50	Cape Seal	$5,943
2015-16	1020	1260	241ST ST	STANHURST AVE	WALNUT ST	E	AC	471	28	13,188	27	Zipper-AC Overlay	$48,136
2015-16	1180	1007	258TH PL	APPIAN WAY	E CITY LIMIT	E	AC	453	24	9,060	40	Zipper-AC Overlay	$27,633
2015-16	1190	1028	259TH PL	AVOCADO ST	ESHELMAN AVE	E	AC	349	32	11,168	82	Type II Slurry	$4,467
2015-16	1190	1029	259TH PL	ESHELMAN AVE	WALNUT ST	E	AC	731	31	22,661	72	Type II Slurry	$9,064
2015-16	1190	1030	259TH PL	WALNUT ST	APPIAN WAY	E	AC	50	24	1,200	70	Type II Slurry	$480
2015-16	1190	1031	259TH PL	APPIAN WAY	CAYUGA AVE	E	AC	657	26	17,082	57	Cape Seal	$12,812
2015-16	1195	1172	259TH ST	APPIAN WAY	MARKET PL	E	AC	688	36	24,768	75	Type II Slurry	$9,907
2015-16	1200	1173	260TH ST	APPIAN WAY	MARKET PL	E	AC	1,141	27	30,807	71	Type II Slurry	$12,323
2015-16	1210	1278	261ST ST	OAK ST	END	E	AC	486	23	11,178	76	Type II Slurry	$4,471
2015-16	1210	1279	261ST ST	APPIAN WAY	CAYUGA AVE	E	AC	1,187	26	30,862	83	Type II Slurry	$12,345
2015-16	1220	1147	262ND ST	OAK ST	END	E	AC	963	34	32,492	33	AC Overlay	$81,230
2015-16	1220	1148	262ND ST	ESHELMAN AVE	MONTE VISTA AVE	E	AC	272	36	9,792	60	Cape Seal	$7,344
2015-16	1220	1149	262ND ST	MONTE VISTA AVE	REGENT AVE	E	AC	300	36	10,800	53	Cape Seal	$8,100
2015-16	1220	1150	262ND ST	REGENT AVE	OCEAN VIEW AVE	E	AC	301	36	10,836	41	Zipper-AC Overlay	$33,050
2015-16	1220	1151	262ND ST	OCEAN VIEW AVE	CAYUGA AVE	E	AC	395	36	14,220	37	Zipper-AC Overlay	$43,371
2015-16	1220	1152	262ND ST	CAYUGA AVE	WESTERN AVE	E	AC	276	36	9,936	58	Zipper-AC Overlay	$16,891
2015-16	1270	1315	ADONA DR	CADIZ DR	END	E	AC	276	26	8,426	38	Zipper-AC Overlay	$25,699
2015-16	1280	1166	ALCOR ST	END	WALNUT ST	E	AC	264	32	9,698	13	AC Recon	$96,980
2015-16	1290	1177	ALLBROOK ST	END	ESHELMAN AVE	E	AC	483	26	14,308	41	Cape Seal	$10,731
2015-16	1300	1069	ALLIENE AVE	255TH ST	END	E	AC	488	32	15,716	67	Type II Slurry	$6,286
2015-16	1300	1316	ALLIENE AVE	241ST	LOMITA	E	AC	1,191	20	23,820	41	Cape Seal	$17,865
2015-16	1380	1298	BANI AVE	END	255th ST	E	AC	148	30	5,690	21	AC Overlay	$14,225
2015-16	1380	1298	BANI AVE	END	254TH ST	E	AC	148	30	5,690	21	Zipper-AC Overlay	$20,769
2015-16	1540	1061	EBONY LN	251ST ST	252ND ST	E	AC	445	52	23,140	32	AC Overlay	$57,850
2015-16	1540	1062	EBONY LN	252ND ST	253RD ST	E	AC	585	52	30,420	49	Cape Seal	$22,815
2015-16	1540	1063	EBONY LN	LOMITA BLVD	251ST ST	E	AC	306	52	15,912	51	Cape Seal	$11,934
2015-16	1540	1302	EBONY LN	253RD ST	WALNUT ST	E	AC	142	48	6,816	36	AC Overlay	$17,040
2015-16	1880	1308	OAK ST	250TH ST	253RD PL	E	AC	1,427	27	38,529	22	AC Recon (Funded)	$1,128,000
2015-16	1880	1330	OAK ST	253RD PL	255TH ST	E	AC	684	27	18,468	7		
2015-16	1880	1283	OAK ST	255TH ST	256TH ST	E	AC	420	27	11,340	23		
2015-16	1880	1284	OAK ST	256TH ST	PACIFIC COAST HWY	E	AC	609	27	16,443	36		

FY	Branch ID	Sec ID	Name	From	To	Rank	Type	Length	Width	Area	PCI	Maint. Type	Total $
													$1,767,762
2016-17	1040	1218	243RD ST	LOMITA DR	NARBONNE AVE	E	AC	1,026	26	26,676	70	Type II Slurry	$10,670
2016-17	1050	1179	245TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	315	28	8,820	35	AC Overlay	$22,050
2016-17	1050	1180	245TH ST	WOODWARD AVE	CADIZ DR	E	AC	522	31	16,182	77	Type II Slurry	$6,473
2016-17	1050	1181	245TH ST	CADIZ DR	END	E	AC	550	31	17,050	24	Zipper-AC Overlay	$62,233
2016-17	1080	1250	248TH ST	END	PENNSYLVANIA AVE	E	AC	791	26	20,566	79	Type II Slurry	$8,226
2016-17	1080	1251	248TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	770	26	20,020	77	Type II Slurry	$8,008
2016-17	1080	1252	248TH ST	CYPRESS ST	NARBONNE AVE	E	AC	770	26	20,020	23	AC Overlay	$50,050
2016-17	1080	1253	248TH ST	NARBONNE AVE	WOODWARD AVE	E	AC	278	26	7,228	47	AC Overlay	$18,070
2016-17	1080	1254	248TH ST	WOODWARD AVE	OAK ST	E	AC	440	26	11,440	36	AC Overlay	$28,600
2016-17	1080	1255	248TH ST	OAK ST	ESHELMAN AVE	E	AC	830	26	21,580	42	AC Overlay	$53,950
2016-17	1080	1256	248TH ST	ESHELMAN AVE	END	E	AC	354	20	7,080	2	AC Recon	$70,800
2016-17	1080	1257	248TH ST	WEST END	E CITY LIMIT	E	AC	504	25	13,850	9	AC Recon	$138,500
2016-17	1230	1160	263RD ST	APPIAN WAY	FAIRVIEW AVE	E	AC	214	36	7,704	79	Type II Slurry	$3,082
2016-17	1230	1161	263RD ST	FAIRVIEW AVE	MONTE VISTA AVE	E	AC	601	36	21,636	81	Type II Slurry	$8,654
2016-17	1230	1162	263RD ST	MONTE VISTA AVE	REGENT AVE	E	AC	301	36	10,836	76	Type II Slurry	$4,334
2016-17	1230	1163	263RD ST	REGENT AVE	OCEAN VIEW AVE	E	AC	300	36	10,800	82	Type II Slurry	$4,320
2016-17	1500	1224	CYPRESS ST	LOMITA BLVD	246TH PL	E	AC	679	26	17,654	39	AC Overlay	$44,135
2016-17	1500	1225	CYPRESS ST	246TH PL	247TH ST	E	AC	351	26	9,126	37	AC Overlay	$22,815
2016-17	1500	1226	CYPRESS ST	247TH ST	248TH ST	E	AC	353	27	9,531	37	AC Overlay	$23,828
2016-17	1500	1227	CYPRESS ST	248TH ST	249TH ST	E	AC	255	27	6,885	81	Type II Slurry	$2,754
2016-17	1500	1228	CYPRESS ST	254TH ST	255TH ST	E	AC	527	30	15,810	33	AC Overlay	$39,525
2016-17	1500	1229	CYPRESS ST	255TH ST	STRATFORD DR	E	AC	533	30	15,990	76	Type II Slurry	$6,396
2016-17	1500	1230	CYPRESS ST	249TH ST	250TH ST	E	AC	274	27	7,398	51	AC Overlay	$18,495
2016-17	1500	1231	CYPRESS ST	PACIFIC COAST HWY	STRATFORD DR	E	AC	525	30	15,750	74	Type II Slurry	$6,300
2016-17	1500	1232	CYPRESS ST	250TH ST	ROBIN LN	E	AC	636	28	17,808	60	Cape Seal	$13,356
2016-17	1500	1323	CYPRESS ST	PACIFIC COAST HWY	S CITY LIMIT	E	AC	1,304	32	41,728	72	Type II Slurry	$16,691
2016-17	1500	1340	CYPRESS ST	ROBIN LN	254TH ST	E	AC	951	30	28,530	39	AC Overlay	$71,325
2016-17	1970	1130	PENNSYLVANIA AVE	PACIFIC COAST HWY	ESTHER VIEW DR	E	AC	464	34	15,776	48	Cape Seal	$11,832
2016-17	1970	1131	PENNSYLVANIA AVE	ESTHER VIEW DR	STEED CT	E	AC	610	34	20,740	59	Cape Seal	$15,555
2016-17	1970	1301	PENNSYLVANIA AVE	241ST ST	LOMITA BLVD	E	AC	502	33	16,566	72	Type II Slurry	$6,626
2016-17	1970	1347	PENNSYLVANIA AVE	N CITY LIMIT	241ST ST	E	AC	242	33	7,986	81	Type II Slurry	$3,194
2016-17	1970	1351	PENNSYLVANIA AVE	247TH ST (S)	246TH PL	E	AC	743	31	23,033	78	Type II Slurry	$9,213
2016-17	1970	1353	PENNSYLVANIA AVE	250TH ST	253RD ST (N)	E	AC	1,054	31	32,674	78	Type II Slurry	$13,070
2016-17	1970	1354	PENNSYLVANIA AVE	253RD ST (N)	255TH ST	E	AC	1,059	31	32,829	76	Type II Slurry	$13,132
2016-17	1970	1355	PENNSYLVANIA AVE	255TH ST	PACIFIC COAST HWY	E	AC	1,049	31	32,519	76	Type II Slurry	$13,008
2016-17	1980	1145	PENNSYLVANIA DR	STEED CT	END	E	AC	356	36	12,816	50	Cape Seal	$9,612
													$858,883
2017-18	1090	1236	249TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	769	16	12,304	63	Type II Slurry	$4,922
2017-18	1100	1202	250TH ST	END	PENNSYLVANIA AVE	E	AC	815	26	21,190	77	Type II Slurry	$8,476
2017-18	1100	1203	250TH ST	PENNSYLVANIA AVE	CYPRESS ST	E	AC	824	26	21,394	40	AC Overlay	$53,485
2017-18	1100	1206	250TH ST	CYPRESS ST	NARBONNE AVE	E	AC	828	26	21,528	17	AC Recon	$215,280
2017-18	1100	1207	250TH ST	NARBONNE AVE	WOODWARD AVE (S)	E	AC	410	26	10,660	44	Cape Seal	$7,995
2017-18	1100	1209	250TH ST	WOODWARD AVE (S)	OAK ST	E	AC	413	26	10,738	36	AC Overlay	$26,845
2017-18	1100	1210	250TH ST	OAK ST	ESHELMAN AVE	E	AC	825	26	21,450	45	Cape Seal	$16,088
2017-18	1110	1159	251ST ST	EBONY LN	E CITY LIMIT	E	AC	247	26	6,422	78	Type II Slurry	$2,569
2017-18	1110	1200	251ST ST	END	PENNSYLVANIA AVE	E	AC	790	32	25,280	46	AC Overlay	$63,200
2017-18	1110	1201	251ST ST	PENNSYLVANIA AVE	END	E	AC	305	22	7,960	19	AC Recon	$79,600
2017-18	1330	1022	APPIAN WAY	261ST ST	END	E	AC	212	24	5,088	20	AC Recon	$50,880
2017-18	1330	1023	APPIAN WAY	259TH PL	260TH ST	E	AC	333	19	6,327	54	Cape Seal	$4,745
2017-18	1330	1024	APPIAN WAY	260TH ST	261ST ST	E	AC	428	20	8,560	17	AC Recon	$85,600

FY	Branch ID	Sec ID	Name	From	To	Rank	Type	Length	Width	Area	PCI	Maint. Type	Total $
2017-18	1330	1026	APPIAN WAY	PACIFIC COAST HWY	259TH ST	E	AC	977	15	14,655	69	Type II Slurry	$5,862
2017-18	1330	1358	APPIAN WAY	259TH ST	259TH PL	E	AC	340	24	8,160	68	Type II Slurry	$3,264
2017-18	1620	1144	FORRESTER DR	END	PENNSYLVANIA AVE	E	AC	147	32	5,954	39	Zipper-AC Overlay	$18,160
2017-18	1620	1359	FORRESTER DR	CYPRESS ST	END	E	AC	405	15	6,075	28	Zipper-AC Overlay	$22,171
2017-18	1630	1155	GARNER ST	END	ESHELMAN AVE	E	AC	288	26	7,488	24	Zipper-AC Overlay	$27,331
2017-18	1640	1313	GLENTREE DR	END	FAIRVIEW AVE	E	AC	801	24	20,974	45	Cape Seal	$15,731
2017-18	1650	1157	GUYSON ST	MURAD AVE	END	E	AC	560	26	15,810	40	Zipper-AC Overlay	$48,221
2017-18	2030	1142	ROLLING VISTA DR	VIA NOVA	VIA DESMONDE	E	AC	880	32	28,160	53	AC Overlay	$70,400
2017-18	2030	1143	ROLLING VISTA DR	VIA DESMONDE	PALOS VERDES DR N	E	AC	237	37	8,769	54	Cape Seal	$6,577
2017-18	2030	1300	ROLLING VISTA DR	VIA MADONNA	VIA NOVA	E	AC	885	32	28,320	49	Cape Seal	$21,240
2017-18	2030	1344	ROLLING VISTA DR	PALOS VERDES DR N	E CITY LIMIT	E	AC	570	30	17,100	79	Type II Slurry	$6,840
2017-18	2150	1019	VIA NOVA	END	ROLLING VISTA DR	E	AC	334	27	10,268	53	Cape Seal	$7,701
2017-18	2160	1005	VIA SOLANO	END	VIA MARQUETTE	E	AC	330	26	9,830	64	Type II Slurry	$3,932
2017-18	2170	1013	VIA TAMPA	END	VIA MARQUETTE	E	AC	151	26	3,926	59	Cape Seal	$2,945
2017-18	2180	1010	VIA VERA	VIA MARQUETTE	END	E	AC	104	43	5,722	60	Type II Slurry	$2,289
2017-18	2190	1122	VIANA AVE	PACIFIC COAST HWY	END	E	AC	942	33	32,836	26	AC Overlay	$82,090
													$964,437
2018-19	1120	1268	252ND ST	ESHELMAN AVE	WALNUT ST	E	AC	703	22	15,466	80	Type II Slurry	$6,186
2018-19	1120	1269	252ND ST	END	EBONY LN	E	AC	215	27	7,055	50	Cape Seal	$5,291
2018-19	1120	1270	252ND ST	END	E CITY LIMIT	E	AC	372	26	10,922	55	Cape Seal	$8,192
2018-19	1130	1001	253RD PL	END	E CITY LIMIT	E	PCC	210	15	3,150	60	Cape Seal	$2,363
2018-19	1130	1045	253RD PL	WOODWARD AVE	OAK ST	E	AC	356	26	9,256	58	Cape Seal	$6,942
2018-19	1131	1169	253RD ST	WALNUT ST	EBONY LN	E	AAC	60	13	780	37	AC Overlay	$1,950
2018-19	1131	1170	253RD ST	MONTEREY CIR	E CITY LIMIT	E	AC	232	36	8,102	37	AC Overlay	$20,255
2018-19	1131	1171	253RD ST	EBONY LN	MONTEREY CIR	E	AC	663	33	21,879	28	AC Overlay	$54,698
2018-19	1131	1198	253RD ST	END	PENNSYLVANIA AVE	E	AC	794	32	25,408	32	AC Overlay	$63,520
2018-19	1131	1199	253RD ST	PENNSYLVANIA AVE	END	E	AC	296	27	9,242	32	AC Overlay	$23,105
2018-19	1140	1261	254TH ST	ESHELMAN AVE	WALNUT ST	E	AC	710	28	19,818	24	AC Overlay	$49,545
2018-19	1140	1263	254TH ST	END	CYPRESS ST	E	AC	303	26	7,878	10	AC Recon	$78,780
2018-19	1140	1265	254TH ST	AUBREY LN	PENNSYLVANIA AVE	E	AC	456	32	14,592	79	Type II Slurry	$5,837
2018-19	1140	1266	254TH ST	END	AUBREY LN	E	AC	212	34	8,458	57	Cape Seal	$6,344
2018-19	1220	1153	262ND ST	WESTERN AVE	ALTA VISTA AVE	E	AC	115	29	3,335	26	AC Overlay	$8,338
2018-19	1220	1213	262ND ST	ALTA VISTA AVE	E CITY LIMIT	E	AC	68	30	2,040	33	AC Overlay	$5,100
2018-19	1400	1075	BENHILL AVE	240TH ST	END	E	AC	231	28	8,568	46	Cape Seal	$6,426
2018-19	1400	1076	BENHILL AVE	END	240TH ST	E	AC	113	16	2,358	77	Type II Slurry	$943
2018-19	1520	1176	DAWN ST	END	ESHELMAN AVE	E	AC	480	32	17,460	73	Type II Slurry	$6,984
2018-19	1530	1108	DORIA AVE	NORTH END	252ND ST	E	AC	342	25	8,550	60	Zipper-AC Overlay	$14,535
2018-19	1530	1109	DORIA AVE	252ND ST	SOUTH END	E	AC	475	26	12,350	59	Zipper-AC Overlay	$20,995
2018-19	1530	1243	DORIA AVE	250TH ST	END	E	AC	187	30	5,610	58	Cape Seal	$4,208
2018-19	1760	1066	LUCILLE AVE	243RD ST	LOMITA BLVD	E	AC	552	20	11,040	47	AC Overlay	$27,600
2018-19	1760	1324	LUCILLE AVE	PACIFIC COAST HWY	END	E	AC	1,279	26	35,004	83	Type II Slurry	$14,002
2018-19	1760	1326	LUCILLE AVE	255TH ST	PACIFIC COAST HWY	E	AC	1,005	27	27,135	56	Cape Seal	$20,351
2018-19	1990	1139	REED DR	END	PACIFIC COAST HWY	E	AC	451	20	9,020	6	AC Recon	$90,200
2018-19	2000	1156	REED ST	PACIFIC COAST HWY	END	E	AC	236	31	6,916	23	Zipper-AC Overlay	$25,243
2018-19	2010	1095	REGENT AVE	262ND ST	263RD ST	E	AC	497	26	12,922	55	Cape Seal	$9,692
2018-19	2010	1096	REGENT AVE	263RD ST	END	E	AC	665	26	17,290	72	Type II Slurry	$6,916
2018-19	2020	1057	ROBIN LN	END	CYPRESS ST	E	AC	283	32	11,156	58	Cape Seal	$8,367
2018-19	2100	1059	VERONICA LN	255TH ST	END	E	AC	147	32	6,804	79	Type II Slurry	$2,722
2018-19	2110	1016	VIA DESMONDE	VIA MADONNA	VIA MARQUETTE	E	AC	1,044	31	32,364	50	Cape Seal	$24,273
2018-19	2110	1017	VIA DESMONDE	VIA MARQUETTE	ROLLING VISTA DR	E	AC	663	31	20,553	42	Cape Seal	$15,415
2018-19	2120	1018	VIA ENCANTO	END	VIA DESMONDE	E	AC	289	27	9,053	67	Type II Slurry	$3,621

FY	Branch ID	Sec ID	Name	From	To	Rank	Type	Length	Width	Area	PCI	Maint. Type	Total $
													$648,936