Lomita City Hall
Commission Conference Room
24300 Narbonne Avenue
Lomita, CA 90717
Phone: (310) 325-7110
Fax: (310) 325-4024

AGENDA
REGULAR MEETING
PUBLIC SAFETY AND TRAFFIC COMMISSION
WEDNESDAY, APRIL 17, 2024
6:00 P.M.

1. OPENING CEREMONIES

a. Call Meeting to Order
b. Flag Salute
c. Roll Call

2. ORAL COMMUNICATIONS

Persons wishing to speak on items or subjects other than those scheduled are requested to do so at this time. Please state your name and address for the record. In order to conduct a timely meeting, a 3-minute time limit per person has been established. Government Code Section 54954.2 prohibits the Commission from discussing or taking action on a specific item unless it appears on a posted agenda.

3. CONSENT AGENDA

a. APPROVAL OF MINUTES – February 21, 2024

RECOMMENDED ACTION: Approve the minutes.

4. SCHEDULED MATTERS

a. REPORT ON ASSEMBLY BILL 413, CROSSWALK VISIBILITY (Informational only)

Presented by Public Works Director Dillon

b. UPDATE ON THE 2024-29 PAVEMENT MANAGEMENT SYSTEM (Informational only)

Presented by Public Works Director Dillon

c. **"FOLLOW ME, I'M GANG AND DRUG FREE" WALK UPDATE** (Informational only, no staff report) ***Poster contest judging to take place immediately following adjournment***

d. **SHERIFF DEPARTMENT UPDATES** - Informational only, no staff report.

e. **STAFF UPDATES** - Informational only, no staff report.

5. OTHER MATTERS

a. **COMMISSIONER ITEMS**

b. **COMMISSIONERS TO ATTEND CITY COUNCIL MEETINGS**

Tuesday, May 7, 2024, and Tuesday, May 21, 2024

c. **SELECTION OF CHAIR AND VICE CHAIR FOR 2024-2025**

6. ADJOURNMENT

Written materials distributed to the Public Safety & Traffic Commission within 72 hours of the meeting are available for public inspection immediately upon distribution in the City Clerk's office at 24300 Narbonne Avenue, Lomita, California 90717. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the office of the City Clerk at (310) 325-7110 (Voice) or the California Relay Service at 711. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to this meeting.

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted not less than 72 hours prior to the meeting at the following locations: Lomita City Hall, Lomita Park, and uploaded to the City of Lomita website at https://lomitacity.com/agendas-minutes/.

Date Posted: April 11, 2024

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Linda E. Abbott, CMC, Deputy City Clerk

MINUTES OF THE
PUBLIC SAFETY AND TRAFFIC COMMISSION
REGULAR MEETING
WEDNESDAY, FEBRUARY 21, 2024

1. OPENING CEREMONIES

a. The regular meeting of the Lomita Public Safety and Traffic Commission was called to order by Chair Ballard at 6:06 p.m. on Wednesday, February 21, 2024, in the Commission Conference Room at Lomita City Hall, 24300 Narbonne Avenue, Lomita, California.

b. Flag Salute

Chair Ballard led the salute to the flag.

c. Roll Call

PRESENT: Commissioners: Carmody, Cozzolino, Pace, Vice-Chair Kurata (arrived at 6:08 p.m.), and Chair Ballard

ABSENT: None

STAFF PRESENT: Public Works Director Dillon, Deputy Kellogg, Deputy Okamoto, Traffic Advisor Dykstra (via Zoom), Management Analyst Vida, and Deputy City Clerk Abbott

2. ORAL COMMUNICATIONS

Chair Ballard announced the time for Oral Communications. As there were no requests from the public to speak, Chair Ballard closed Oral Communications.

3. CONSENT AGENDA

a. APPROVAL OF MINUTES – November 15, 2023

RECOMMENDED ACTION: Approve the minutes.

Commissioner Cozzolino made a motion, seconded by Commissioner Pace, to approve the recommended action.

MOTION CARRIED by the following vote:

AYES: Commissioners Cozzolino, Pace, and Chair Ballard
NOES: None
ABSENT: Vice-Chair Kurata (arrived at 6:08 p.m.)
ABSTAIN: Commissioner Carmody

4. SCHEDULED MATTERS

a. DISCUSSION AND CONSIDERATION OF SPEED LIMIT SIGN INSTALLATION ON LUCILLE AVENUE SOUTH OF PACIFIC COAST HIGHWAY

RECOMMENDED ACTION: Recommend to the City Council to install two (2) speed limit signs and street markings on Lucille Avenue South of Pacific Coast Highway.

Management Analyst Vida presented the staff report per the agenda material. He stated that there are currently no signs or signals at that location, and that the cost to place the signs would be approximately $1300.00.

After brief Commission discussion, Chair Ballard invited a motion.

Vice-Chair Kurata made a motion, seconded by Commissioner Pace, to recommend to the City Council to install two (2) speed limit signs and street markings on Lucille Avenue South of Pacific Coast Highway.

MOTION CARRIED by the following vote:

AYES: Commissioners Carmody, Cozzolino, Pace, Vice-Chair Kurata, and Chair Ballard
NOES: None
ABSENT: None

b. DISCUSSION AND CONSIDERATION OF MODIFYING PARKING TIME LIMIT AT 25507 NARBONNE AVENUE

RECOMMENDED ACTION: Recommend to the City Council to modify the parking time limit from one (1) hour to two (2) hours at 25507 Narbonne Avenue.

Management Analyst Vida presented the staff report per the agenda material. He stated that this request was received from a business owner, and the time limit change would be consistent with other similar sections of Narbonne Avenue. Fiscal impact would be approximately $300.00.

After brief Commission discussion, Chair Ballard invited a motion.

Commissioner Cozzolino made a motion, seconded by Vice-Chair Kurata, to recommend to the City Council to modify the parking time limit from one (1) hour to two (2) hours at 25507 Narbonne Avenue.

MOTION CARRIED by the following vote:

AYES: Commissioners Carmody, Cozzolino, Pace, Vice-Chair Kurata, and Chair Ballard
NOES: None
ABSENT: None

c. "FOLLOW ME, I'M GANG AND DRUG FREE" WALK UPDATE (Informational only, no staff report)

Deputy City Clerk Abbott presented the update. The date of this year's event is Thursday, April 25.

d. SHERIFF DEPARTMENT UPDATES - Informational only, no staff report.

Vice-Chair Kurata thanked the deputies for increased enforcement efforts at 263rd and Regent Streets.

Deputies Kellogg and Okamoto commented on enforcement relative to vehicles that lack front license plates, license plate "wraps," and e-bikes.

e. STAFF UPDATES - Informational only, no staff report.

Director Dillon updated the Commission on the following:
1) Pavement Management Plan
2) Citywide school loading zones project
3) South Bay Cities Council of Governments Low Speed Travel Network

5. OTHER MATTERS

a. COMMISSIONER ITEMS

Vice-Chair Kurata commented on the following:
1) Departure of City Manager Smoot and appointment of Interim City Manager Hoefgen
2) On Saturday, May 4, 2024, the Red Cross will be offering free smoke alarm installation for residents, as well as sharing disaster preparedness information.

Commissioner Carmody asked the status of the Traffic Calming Toolkit. Director Dillon stated that the City Council had approved it at a recent meeting, and she outlined some of the recommendations in the Toolkit.

b. COMMISSIONERS TO ATTEND CITY COUNCIL MEETINGS

Commissioner Carmody will attend the Tuesday, March 5, 2024, City Council meeting; Commissioner Cozzolino will attend the Tuesday, March 19, 2024, City Council meeting.

6. ADJOURNMENT

As there were no further items to discuss, Chair Ballard adjourned the meeting at 6:44 p.m.

Respectfully submitted,

_____
Linda E. Abbott, CMC, Deputy City Clerk

CITY OF LOMITA
COMMISSION REPORT

TO: Public Safety & Traffic Commission **Item No. 4a**

FROM: Carla Dillon, P.E., Public Works Director

MEETING DATE: April 17, 2024

SUBJECT: Report on Assembly Bill 413, Crosswalk Visibility

RECOMMENDATION

Information only.

BACKGROUND

Assembly Bill 413 is a state law that went into effect on January 1, 2024. Also known as the "daylighting bill," AB 413 amends the California Vehicle Code (CVC) Section 22500 to prohibit the stopping, standing, or parking of any vehicle within 20 feet of any marked or unmarked crosswalk, or 15 feet where a curb extension (bulbout) is present. Daylighting intersections would provide valuable safety benefits to people driving, biking, and walking, and this type of parking prohibition is already in force in 43 other states. The difference in visibility is demonstrated in Figure 1.

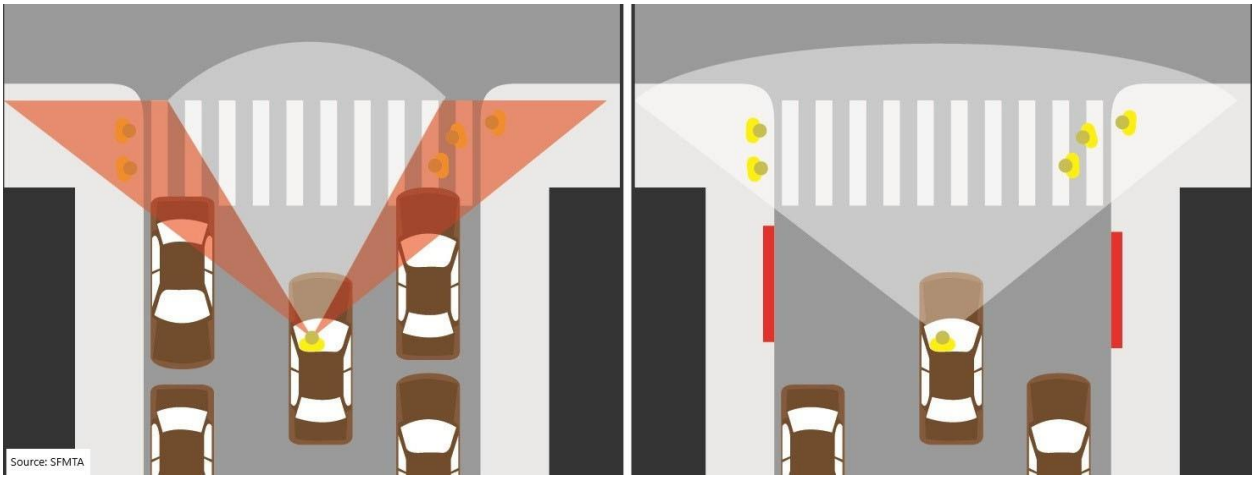

Figure 1: Driver Visibility at Crosswalk

In accordance with AB 413, prior to January 1, 2025, jurisdictions may only issue warnings for violations unless otherwise marked by signage or paint (red curb). In 2025, jurisdictions are allowed to enforce the provisions of AB 413 whether or not red curb and/or signage is present, similar to current parking restrictions adjacent to fire hydrants.

The City is in the initial stages of planning for the implementation, and this agenda item is solely informational for the Commission.

FISCAL IMPACT

None at this time.

OPTIONS

1. Discussion Only

Prepared by:

_____
Carla Dillon, P.E.
Public Works Director

CITY OF LOMITA
COMMISSION REPORT

TO: Public Safety & Traffic Commission **Item No. 4b**

FROM: Carla Dillon, P.E., Public Works Director

MEETING DATE: April 17, 2024

SUBJECT: Update on the 2024-29 Pavement Management System

RECOMMENDATION

Informational only.

BACKGROUND

The City of Lomita owns and maintains approximately 33 centerline miles of roadways with approximately 5,826,000 square feet of pavement. The roadways include arterial/collector streets, local streets, and alleys. The City's Pavement Management System (PMS) is a planning tool that tracks past, present, and future pavement conditions and street maintenance/rehabilitation projects. A PMS ensures that the City is prioritizing roadway repairs and preventive maintenance strategies to best serve the community and make the best use of available funding when prioritizing proposed pavement maintenance projects.

The City is required to update the PMS every three years to maintain eligibility for Proposition C funding. The last update was completed in 2021. On November 7, 2023, the council awarded the contract for the Pavement Management System Update to Bucknam Infrastructure Group, Inc. (Bucknam).

The PMS Update consists of performing visual condition ratings, non-destructive testing, and other evaluation methods on street segments. The collected data is then entered into the City's PMS software which calculates a Pavement Condition Index (PCI) for each roadway segment, on a sliding scale from 0 (complete failure) to 100 (brand new). Once the street inventory and data input are compiled, the PMS software is used to project funding necessities and prioritize pavement repair, rehabilitation, and reconstruction work to be performed. For this PMS Update this year, alleys were included in the assessment for the first time, in addition to the arterial and local streets.

1. The resulting report recommends funding levels that would be necessary to reach or maintain specific PCI levels. These funding levels are based solely on the cost of labor and materials for the pavement and do not include related costs such as curbs and gutters, curb ramps, striping, mobilization, project management, and construction management. In addition, funding levels are subject to prioritization and annual approval. Over time, the City has increased its commitment to street

and infrastructure repairs and maintenance, and the results are evident in the report. The final report also includes a prioritized project list for use in the development of the City's future capital project budgets.

DISCUSSION

The Pavement Management Program evaluated the overall street condition based on the Pavement Condition Index (PCI). The table below shows the progress the City has made from 2011 to 2024 relative to PCI.

	Average Pavement Condition Index (PCI)				
Road Type	**2024**	**2021**	**2017**	**2014**	**2011**
Arterials	85.1	85.2	73.7	70.2	66.8
Locals	70.3	69.2	68.1	59.2	56.9
Alleys*	61.0	N/A	N/A	N/A	N/A
Citywide	74.8	72.5	69.3	61.8	59.2

Legend: Very good – 71-85; Good – 56-70; Fair – 41-55
*Alleys were evaluated starting with the 2024 report.

In 2011 the City's overall street condition was in the bottom range of "good" and close to "Fair". For 2024, the overall condition of the City's arterials is in the "Very Good" range, the City's local streets are "Good", the City's alleys are "Good", and the overall citywide condition is in the "Very Good" range. This can be directly attributed to the City's continued investments in capital improvement program for street improvement.

Funding for street improvement comes from gas tax, Measure R, Measure M, Proposition C, SB 1 and historically from the City's general fund. While the City has made considerable investment in street improvements over the last several years, there is not sufficient funding available to accomplish all of the potential projects listed in the PMP for the next five fiscal years. The significant improvements in PCI from 2011 to 2024 can be attributed directly to the street improvement projects prioritized by the Council over the last several years, including the most recent asphalt concrete overlay and reconstruction projects in Zones C and F, located primarily in the north central part of Lomita. Continued investment in the street network is needed throughout the City and to avoid increasing deferred maintenance backlogs in the future.

OPTIONS:

1. Discussion Only

FISCAL IMPACT

No fiscal impact.

ATTACHMENT

2024-29 Update of the Pavement Management Program Final Report

Prepared by:

Carla Dillon

Carla Dillon, P.E.
Public Works Director

March 22, 2024

Attachment 1

Ms. Carla Dillion, PE
Public Works Director
City of Lomita
24300 Narbonne Avenue
Lomita, CA 90717

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

Dear Ms. Dillion:

As part of the 2023 Update of the Pavement Management Program for the City of Lomita, *Bucknam Infrastructure Group, Inc. (Bucknam)* is pleased to submit the Final Report for the City's pavement network.

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

- **Executive Summary (Section I)**

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

- **Pavement Conditions For Each Segment in the Network (PCI Report – Section III)**
  The Pavement Condition Index report shows the present condition of each street in the pavement network. In addition, the report shows the basic geometry of each street segment.

- **Forecast Maintenance & Rehabilitation (FMR) Reports (Section IV)**

  - **Recommended Maintenance and Repair Strategies**
    The recommended maintenance and repair strategies were used to generate the Forecast Maintenance & Rehabilitation Report and were based on our 2023 inspections. Additionally, we have assessed and incorporated unit cost and maintenance application practices/types with our strategies.

  - **Projected Projects based on M&R Strategies**
    The FMR Report projects the street maintenance activities required for the next five years, broken down to show maintenance levels for Arterials, Collectors, Locals and Alley streets. The data included in this report is organized by fiscal year.

BUCKNAM
INFRASTRUCTURE GROUP, INC
3548 Seagate Way, Suite 230
Oceanside, CA 92056
T: (760) 216-6529
www.bucknam-inc.com

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

FINAL REPORT

UPDATE OF
PAVEMENT MANAGEMENT PROGRAM
(Citywide)

2024-2029

Submitted to:
City of Lomita, CA
March 22, 2024

BUCKNAM
INFRASTRUCTURE GROUP, INC

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Acronym Listing

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

SECTION I
EXECUTIVE SUMMARY

2023-24 UPDATE OF PAVEMENT MANAGEMENT PROGRAM

This report reflects the continued commitment and proactive management of the City's Pavement Management Program (PMP); the last major update to the City's PMP was performed in 2021. As the City of Lomita continues to show growth in its population, demographics, infrastructure and maintenance needs, the street network is demonstrating similar needs in regard to capital revenues and capital improvement program management.

Today, the City is currently using the Army Corps of Engineers pavement management program, StreetSaver, to manage the 32.5 miles within street network. This software is essential to the City in that it assists Public Works staff in identifying what levels of annual funding are needed to maintain and/or improve the pavement conditions across the network. These funds are vital for the annual arterial / collector street capital improvement program projects as well as for cost-effectively managing the local network through proactive cyclical maintenance/rehabilitation and scheduling. Under this project, the City has incorporated the update of its unique Pavement Management – GIS MyRoads® PMP web-portal and GIS layers that assist the City in spatially analyzing pavement conditions and economic needs for a given pavement segment or citywide.

The Lomita PMP has been developed to assist City personnel by providing current data on the City street networks and to develop cost-effective maintenance / rehabilitation strategies to maintain a desirable level of pavement performance on a network scale; this optimizes the expenditure of limited fiscal resources. The PMP efforts in 2023-24 consisted of analyzing the City's previous PMP dataset for quality and usability. City staff also provided key information pertaining to the ongoing maintenance/rehabilitation efforts that have occurred throughout the City since 2021. In doing this, we were tasked to generate an updated Capital Improvement Program report that identified deficiencies and recommendations in the current operating and maintenance efforts put forth by the City.

For the 2023-24 project, our staff surveyed all arterial and collector routes to assist the City in complying with Los Angeles County MTA (METRO) PMP requirements as well as surveyed all local streets sections and analyzed historical maintenance / rehabilitation 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 qualifying street segments 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; and*
- *Pavement network and conditional data presented in* ***ArcMap*** that is compatible with City's existing GIS Enterprise

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. In our approach to develop the City's forecasted maintenance recommendations we worked with Lomita staff in identifying unit costs for all maintenance practices used on an annual basis. Currently, based upon the City's maintenance practices and their associated unit costs, the total replacement value of the pavement network is $73,646,300. This value clearly indicates that the City's pavement network is the most valuable and essential asset to Lomita. The City's use of slurry seal, overlay and R&R practices are typically applied at a five year, ten year and 25 year frequency respectively. These frequencies are typical but the City may see increases in deterioration rates due to environmental, load and high average daily traffic (ADT) volumes. For example, high ADT volumes along one of Lomita's arterial streets will increase deterioration rates for a previously applied AC Overlay compared to a small local street. These deterioration rates are monitored through frequent inspections and functional class deterioration analysis within the City's PMP database.

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

A. CITY'S PAVEMENT NETWORK

The Lomita Arterial/Collector pavement network consists of approximately 3.4 section miles of streets, 1,200,201 SF of AC/PCC pavement that is made up of 20 pavement sections. The Local network consists of approx. 27.8 section miles of streets, 4,625,418 SF of pavement which includes 281 pavement sections. The Alley network consists of approx. 1.3 section miles of streets, 136,791 SF of pavement which includes 23 sections. Combined, the entire network consists of 32.5 section miles of streets, 5,825,619 SF and 324 total pavement sections. A section mile represents the length of a given pavement segment based upon its starting and ending point (typically intersection centerline points, curb returns, distinct pavement age/type variances).

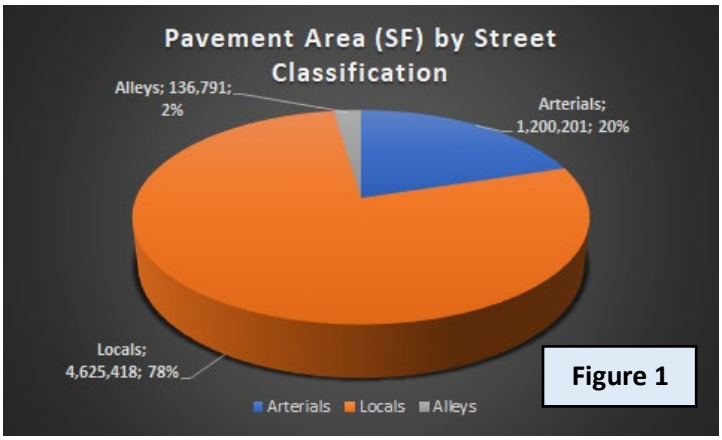


Figure 1

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 StreetSaver. Pavement "sections" are pavement segments within the defined branch that have consistent pavement rankings, construction/maintenance histories and use. Representative inspection samples are then selected and visually surveyed to locate distress data. This data is used to calculate the pavement sections Pavement Condition Index (PCI) which includes distress type, extent of the distress and its severity.

The PCI is a condition rating that ranges from 100 (a new pavement section or recently overlaid or reconstructed) to 0 for a section that has structurally failed and deteriorated dramatically. Weighted average PCI of a given area/zone equals the pavement sections PCI multiplied by its own area then divided by the total square footage of the given area/zone. Table 1 summarizes the section conditions found within the City of Lomita pavement network by rank.

- **The weighted avg. PCI for the City of Lomita ARTERIAL / COLLECTOR network is 85.1**
- **The weighted avg. PCI for the City of Lomita LOCAL network is 70.3**
- **The weighted avg. PCI for the City of Lomita ALLEY network is 61.0**

The weighted PCI value associated with the Arterial and Local routes shown through our survey analysis is timely in that it demonstrates the results of proactive pavement management. Furthermore, it is showing that a moderate amount of preventative, slurry seal, and overlay work will be needed over the next several years to sustain the level of condition (PCI) at a "preventative maintenance" level.

Section length and area values were revised from the previous PMP reports based upon City verification of public and private streets, field edits during surveys, and true area calculations.

Rank	2024	2021	2017	PCI 2014	PCI 2011	SF	Mi.
Arterials	85.1	85.2	73.7	70.2	66.8	1,200,201	3.4
Locals	70.3	69.2	68.1	59.2	56.9	4,625,418	27.8
Alleys	61.0	n/a	n/a	n/a	n/a	136,791	1.3
Citywide	**74.8**	**72.5**	**69.3**	**61.8**	**59.2**	**5,825,619**	**32.5**

Table 1 – Past and Present PCI Results and Comparisons

Figure 2 – Historical PCI Findings (FY 2011-2024)

B. CURRENT CITYWIDE CONDITIONS (ARTERIALS-COLLECTORS, LOCALS AND ALLEYS)

The overall condition of the City's pavement network is "Very Good" with a weighted average PCI of 74.8 based on the surface area of each segment (this is a 2.3 PCI increase or a 3% increase compared to 2021 results). The distribution of the City's overall pavement network is shown in Section III of this report (Condition Distribution).

Condition	PCI Range	Arterials	Locals	Alleys	Total Mi.	% of Network
Excellent	86-100	2.3	8.4	0.2	10.9	60%
Very Good	71-85	0.8	7.2	0.4	8.4	
Good	56-70	0.0	4.6	0.1	4.7	30%
Fair	41-55	0.0	4.8	0.3	5.1	
Poor	26-40	0.3	2.3	0.1	2.7	10%
Very Poor	11-25	0.0	0.5	0.2	0.7	
Failed	0-10	0.0	0.0	0.0	0.0	
		3.4	27.8	1.3	32.5	

Table 2 – Condition Distribution by Section Mileage for All Streets

For comparison, Bucknam performed pavement management studies for several other Los Angeles County agencies and have included their weighted PCI values (right).

Table 3	Neighboring City PCI's		
Alhambra	76.0	Duarte	77.3
South Gate	55.5	Monterey Park	65.7
Lynwood	71.6	Covina	73.4
South Pasadena	63.8	Commerce	65.5
El Segundo	74.4	Compton	58.0
Sierra Madre	76.5	Gardena	81.2

As shown above, a large majority of segments are evenly distributed through four of condition categories (Very Good to Fair). For a network in "preventive" condition status you would typically see Very Good to Good section percentage totals at the 55% to 60% range; Lomita's network currently shows 60% of its sections within these PCI ranges. These findings indicate that the proper funding of the network over the past several years has been ample and needs to continue over the next five years to sustain or improve the overall PCI; this will allow Public Works managers/staff to proactively establish preventative and rehabilitation schedules that will generate further high-value ROI for the City. At a minimum, to sustain this asset, continued amounts of overlay rehabilitation and slurry seal maintenance needs to be budgeted for and performed across all areas of the pavement network.

As shown in Table 2, over 26% of the City's entire network falls within the fair - failed condition categories based on the PCI findings, highlighting the need for continued funding of proactive slurry seal & overlay projects. More overlay rehabilitation activity will increase the City's overall weighted PCI while reducing deferred maintenance costs in future fiscal years. Overlay projects applied to appropriate, qualifying segments is necessary to sustain the City's network in a preventative condition status as described above. A network-wide preventative condition status is typically a network with a weighted average PCI over 75.

Regarding the Local network, detailed inspection analysis shows that 35% (9.7 miles) of the Local / Alley pavement networks require slurry seal maintenance activity while 39% (10.8 miles) requires overlay rehabilitation or full reconstruction.

With the major amount of Local sections needing rehabilitation the City should proactively appropriate the necessary amount of annual overlay funding to improve the network to a higher condition level. The Local network will continue to be a major contributor to the high amount of deferred rehabilitation cost burdens unless appropriate pavement funding is applied.

In regard to the Arterial / Collector network, detailed inspection analysis shows that 24% (0.8 miles) of the pavement network requires slurry seal maintenance activity while 0.5% (0.3 miles) requires overlay rehabilitation or full reconstruction. Over the past three years the Arterial / Collector weighted PCI has sustained at a high level (85.1); one of the best in the County. This is due to the considerable amount of arterial CIP overlay projects that have been applied to the network since 2018. With the overall arterial PCI in the mid-80's, proactive planning and application of scheduled overlay projects needs to be sustained; this will maintain the overall conditions while freeing up additional funding for deferred Local overlay projects.

Through our assessment of the City's annual pavement management budget allocation needs (Tables 4 & 5 below) we have identified the necessary annual funding levels to maintain or improve the City's PCI by FY 2029.

This Pavement Management Program update recommends pavement management strategies for each pavement segment based on the existing surface conditions. However, as large overlay and reconstruction projects are considered for funding, the City should make a final determination of the segment-specific pavement management approach based on subgrade R-values, structural design, and distress severities and extents.

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

Our 2023 findings indicate that the PMP network has been proactively managed over the past several years. This is evident in the improvement of the citywide weighted PCI since 2021 and moderate amounts of deferred maintenance/rehabilitation projects. As the City strives to implement a stronger preventative state of M&R, cost efficient Arterial/Local rehabilitation and proactive use of available SB1/Gas Tax/Prop. C/Measure M/Measure R overlay funding should remain the focus.

The City should consider adopting a pavement cut/trenching moratorium policy in order to preserve the City's investment regarding recent slurry seal / overlay / reconstruction applications. Utility/trench cuts can damage areas of AC / PCC pavement beyond the area of excavation. A moratorium will limit developers, utility companies and City crews from damaging recent AC/PCC applications and/or improvements. This will increase the remaining life cycle, future cost impact and appearance for the given pavement section. Typical recommended street moratoriums include:

- Three (3) year moratorium for AC/PCC cuts on streets receiving slurry seal or chip/cape seal applications
- Five (5) year moratorium for AC/PCC cuts on newly constructed, overlaid or reconstructed streets

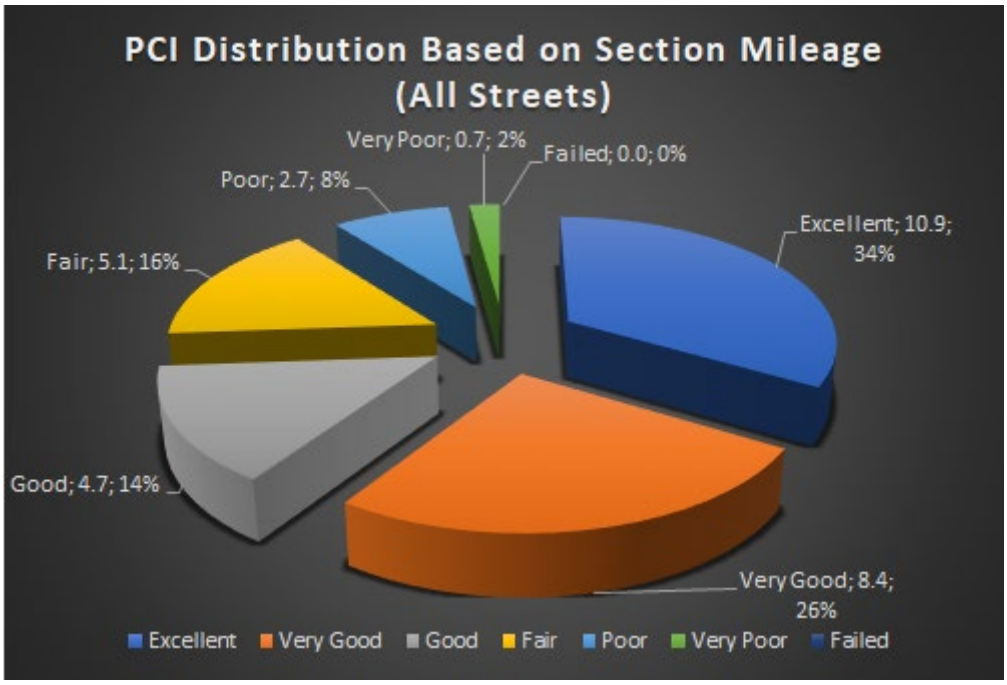


Figure 3 – PCI Distribution by Section Mileage (All Streets)

C. MAINTENANCE STRATEGY DEVELOPMENT

Based on the results of the condition survey and input from the City, pavement maintenance/rehabilitation strategies were developed. The City and Bucknam staff discussed and identified a distribution of benchmark pavement application unit cost that would be applied to the network over the next five years. The overriding goal of the PMP is to prevent the decrease in street conditions and not allow an increase in the deferred maintenance costs over the five-year program. These application unit costs are essential to the economic modeling performed.

Bucknam identified the required level of funding to 1) Maintain the current PCI of 74.8 and 2) Increase the PCI to 79. With this approach, Bucknam has recommended a "minimal level of service" which creates a major dividing line in determining between preventive maintenance and major pavement rehabilitation.

Generally within pavement management programs, a PCI range between 55 to 70 determines the threshold of when preventive or major overlay rehabilitation 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, in most cases, that pavement sections with a PCI greater than 65 will typically be recommended for preventive maintenance (i.e. slurry seal). This recommendation is indicated in Table 7, Section II.

Bucknam developed two multi-year Capital Improvement Programs for the City based on the pavement records, yearly capital expenditures, available funding and the most recent 2023 inspections. These recommendations and results are shown in Section II of this report where, for example, we have demonstrated what level of funding is necessary to improve the current weighted condition level of 74.8 to a level of 79 by FY 2029.

As shown above in Figure 3, 40% of the City's streets are in Very Good to Good condition. These sections will be targeted for "preventive" maintenance within our Capital Improvement Program (CIP) recommendations. The reasoning in doing this is to extend the life cycles of those "good" pavement sections which accrues capital saving to aggressively rehabilitate those pavement sections that are below the "minimal level of service".

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

General Repairs-Stop Gap (Localized Maintenance*); PCI Range – 20 to 95

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, AC deep patching, AC skin patching, PCC slab replacement, grinding and leveling.

Microsurfacing - (Global Maintenance*); PCI Range – 60 to 85

Microsurfacing is similar to slurry seal. It consists of the application of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and chemical additives to an existing asphalt concrete pavement surface. Polymer is commonly added to the asphalt emulsion to provide better mixture properties. The major difference between slurry seal and microsurfacing is in how they "break" or harden. Slurry relies on evaporation of the water in the asphalt emulsion. The asphalt emulsion used in microsurfacing contains chemical additives which allow it to break without relying on the sun or heat for evaporation to occur. Thus, microsurfacing is an application that hardens quicker than slurry seals and can be used when conditions would not allow slurry seal to be successfully placed. Streets that have a lot of shade and streets that have a lot of traffic are good candidates for microsurfacing (*source - LA County of Public Works*).

Slurry Seals (Global Maintenance*); PCI Range – 60 to 85

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; Slurry seal application life-cycles are averaging 4 to 5 years. Type II Slurry is recommended for Local streets.

Cape Seals (Global Maintenance*); PCI Range – 40 to 65

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

with a slurry seal application; Conventional cape seal application life-cycles are averaging 6 to 7 years. For sections that have lower PCI's in this range, leveling courses should be considered. City is currently considering this application as an alternative cost-saving tool.

Overlays (Major Rehabilitation*); PCI Range – 20 to 65

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
- Life cycles are averaging 8 to 12 years

Reconstruction (Major Rehabilitation*); PCI Range – 0 to 20

Reconstruction of an existing pavement section includes demolition and removal of the asphalt to a prescribed depth, grading, sub-base compaction, application of a binder/surface course followed by the placement of a conventional flexible pavement section using a structural AC Hot Mix, ARHM or a full depth asphalt. Each classification of road has a typical design cross-section based on anticipated traffic loading. Reconstruction resets a roadway section PCI to 100 and restarts the life-cycle deterioration curve of the section.

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

D. ANNUAL BUDGET PROJECTIONS

The budgeting process was approached with the following in mind; generate two (2) unique work programs for the next five (5) years based upon actual road pavement conditions in order to:

1. Identify the required annual citywide budget to "increase PCI" within five years; and

2. Identify the required annual citywide budget to "maintain current PCI" within five years;

Plan Year	PCI	R&R / Slurry	Overlay / Recon	Annual Revenue Allocation	Deferred Maint.
Current	**74.8**				$2,598,700
2024-25	76.0	$68,800	$2,125,700	$2,194,500	$1,662,400
2025-26	77.0	$275,000	$1,522,400	$1,797,400	$1,529,600
2026-27	78.0	$267,400	$1,076,600	$1,344,000	$2,006,400
2027-28	79.0	$301,600	$836,500	$1,138,100	$2,264,300
2028-29	79.0	$346,700	$816,300	$1,163,000	$2,678,500
		$1,259,500	$6,377,500	$7,637,000	

Table 4 – Five-Year Projection Demonstrating Annual Budget to Increase PCI to 79

Plan Year	PCI	R&R / Slurry	Overlay / Recon	Annual Revenue Allocation	Deferred Maint.
Current	**74.8**				$2,598,700
2024-25	74.0	$68,800	$806,200	$875,000	$2,192,500
2025-26	75.0	$125,000	$655,000	$780,000	$2,671,300
2026-27	75.0	$22,000	$789,300	$811,300	$3,742,600
2027-28	75.0	$66,000	$791,900	$857,900	$4,966,100
2028-29	75.0	$34,000	$674,600	$708,600	$5,609,800
		$315,800	$3,717,000	$4,032,800	

Table 5 – Five-Year Projection Demonstrating Annual Budget to Maintain PCI of 75

Our findings within Table 4 demonstrate the continued ROI that will result if proper annual funding is applied. By applying approximately $1,527,400/yr ($7,637,000 over five years), the City will start to see positive results with overall PCI, leveling off of deferred preventative maintenance and overlay rehabilitation.

DEFERRED MAINTENANCE
Delaying repairs on streets, where pavement condition indicates a need, creates deferred maintenance. Deferred maintenance includes pavement maintenance / rehabilitation that is needed across the entire network, but cannot be performed due to the lack of available funding and is pushed to the next budget cycle. The actual repairs that are being deferred are often referred to as a "backlog". As maintenance is deferred, the opportunity to apply life extending preventive pavement applications is lost and the ultimate cost of rehabilitation multiples. Unique budget scenarios created in StreetSaver calculate annual deferred maintenance amounts based on the available/projected budget applied and section SF's that fall within preventative, slurry seal, overlay and reconstruction PCI ranges.

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 2023 dollars. The annual costs shown above only include materials and labor for the pavement. **Curb and gutter, striping, project management, mobilization, construction management are not included.** 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.

E. QUALITY CONTROL EFFORTS

Quality control efforts for this PMP update, begin at the notice-to-proceed; this involved a full assessment of the previous PMP spreadsheet as well as available GIS data associated with the City of Lomita street network.

As indicated in our scope of work, Bucknam performed numerous quality control checks in the field during survey efforts. Field check efforts were performed at the end of each week of survey; 10% of the pavement inspection set was resurveyed by a second team to ensure the quantities and distress types were collected properly (approx. 3 miles).

Through our internal/field quality control efforts, we also found multiple sections that were found to be private streets and not maintained by the City, these were removed from the PMP network. Additionally, through our field survey efforts and internal true area pavement section calculations we adjusted section lengths, widths and true area SF's to enhance PMP section accuracies (this resulted in minor Arterial, Local and Alley section mile / total SF area adjustments).

Finally, all City maintained alleys were added to the network and surveyed under this project. We believe that all public street sections have been identified, inventoried, and surveyed under this project.

F. FINDINGS AND RECOMMENDATIONS

Arterials/Collectors

The actual workload requirements identified indicate that the Arterial/Collector street network is currently in "Very Good" condition (PCI = 85.1). To sustain this condition, it is essential that preventive maintenance and overlay rehabilitation activities are funded at the levels identified in Table 5.

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

- The Arterial/Collector network has a weighted PCI of 85.1;
- Currently, 9% of the arterial/collector network (approx. 0.3 miles) require overlay/reconstruction rehabilitation; 25% (approx. 0.8 miles) require slurry seal maintenance;
- At a minimum, Arterial/Collector maintenance projects should focus on achieving and maintaining a PCI of 65+ within the next five years;
    - Develop a proactive fiscal and planned approach to identify arterial/collector overlay projects based on the deterioration modeling within StreetSaver;
    - Maintain arterial/collector General Fund revenues at the levels shown within the Section IV Forecast Maintenance & Rehabilitation (FMR) Report for a minimum of five years to generate the results identified within this report;
- Reassess/re-evaluate the arterial/collector rehabilitation budget programs every two years to improve on CIP forecasts for 2024-25 and beyond to ensure the results shown in Table 4 and 5;
- Perform pavement inspections on the arterial/collector network every three years to build a solid planning model within StreetSaver/MyRoads® to track PCI deterioration;
- Demonstrated budget shown in Table 5 is ample to sustain the Arterial/Collector weighted PCI of 85.1 through five years, however, the citywide deferred maintenance increases from a level of $2.6 million to $5.6 million after five years;
    - Unique budget scenarios created in StreetSaver calculate annual deferred maintenance amounts based on the available/projected budget applied and section SF's that fall within preventative, slurry seal, overlay and reconstruction PCI ranges;
- Bucknam recommends that the City proactively budget overlay rehabilitation projects at the levels shown in Table 4 in order to improve upon the conditions found today as well as minimize the impact of a moderate increase deferred maintenance across the City.

Locals

The actual workload requirements identified indicate that the Local street network is currently in "Good" condition (PCI = 70.3). To improve this condition, it is essential that preventive maintenance and overlay activities are funded at the levels identified in Table 4 to increase the network weighted average PCI value within the "Very Good" category.

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

- The Local network has a weighted PCI of 70.3;
- Currently, 39% of the Local network (approx. 10.8 miles) require overlay/reconstruction rehabilitation; 35% (approx. 9.7 miles) require slurry seal maintenance;
- At a minimum, Local maintenance projects should focus on achieving and maintaining a weighted PCI above a level of 65+ within the next five years;
    - Current Local Forecast Maintenance & Rehabilitation (FMR) recommendations should be followed as shown in Section IV of this report;
    - Develop a proactive fiscal and planned approach to identify Local overlay projects based on the deterioration modeling within StreetSaver;
- 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 programs every two years to improve on budget forecasts for 2024-25 and beyond to ensure the results shown in Table 4 or 5;
- Perform pavement inspections on the Local network every three years to build a solid planning model within StreetSaver/MyRoads® to track PCI deterioration;
- Demonstrated budget shown in Table 4 is sufficient to improve the Local weighted PCI as it included necessary proactive overlay funding. However, the citywide deferred maintenance increases slightly from a level of $2.6 million to $2.7 million after five years;
    - Unique budget scenarios created in StreetSaver calculate annual deferred maintenance amounts based on the available/projected budget applied and section SF's that fall within preventative, slurry seal, overlay and reconstruction PCI ranges;
- Bucknam recommends that the City allocate budget for overlay rehabilitations at the levels shown in Table 4 in order to improve upon the conditions found today as well as minimize the impact of a high increase of deferred maintenance across the City.

SECTION II
PAVEMENT MANAGEMENT PROGRAM – CAPITAL IMPROVEMENT PROGRAM

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

2023-24 Pavement Management Work Efforts:

Task 1: Project Kickoff-Data Management
Task 2: Update of Maintenance Activities
Task 3: Pavement Condition Survey (approx. 32.5 miles)
Task 4: Budgetary Analysis and Capital Improvement Reports
Task 5: Executive Summary and Final CIP Reports
Task 6: Mapping of the Pavement Network

A. PAVEMENT MANAGEMENT PROGRAM UPDATE 2023-24

As a part of the 2023-24 update of the pavement management program, a major element of work was to complete a comprehensive assessment of the existing street network and PMP database utilized by the City. This included assessing the City's existing 2021 StreetSaver dataset, GIS, street naming conventions and work history information. From there, Bucknam worked with the City to confirm public and private street listings which set the foundation for accurate CIP reporting. All data was then updated into the City's StreetSaver database.

Work history information was provided by the City in the form of completed bid documents, institutional knowledge, and CIP maps and Excel documents. This information was entered into the proper pavement segments that match the limits of those projects.

Table 6 demonstrates PCI ranges utilized for PCI calculations and budgetary reporting. Once a pavement inspection is complete, a PCI is calculated for each pavement section. Each PCI calculated falls within a defined PCI range category (Very Good, Poor, etc.). Furthermore, a weighted PCI was calculated for each functional class within the network (arterials and locals).

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

PCI Range	Condition
86-100	Excellent
71-85	*Very Good (2023 Lomita = 74.8)*
56-70	Good
41-55	Fair
26-40	Poor
11-25	Very Poor
0-10	Failed

Table 6 – Pavement Condition Index (PCI) Ranges

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

From there, CIP pavement recommendations were performed (discussed and demonstrated below) where the pavement maintenance/rehabilitation practices utilized by the City were used to generate recommendations through the StreetSaver system.

B. MAINTENANCE STRATEGY ASSIGNMENTS

The City was requested to provide a pavement maintenance list that demonstrated what pavement applications were currently being used and to provide their associated unit costs; from there a Maintenance Strategy Table was defined within the system that provided recommended actions to the specific repair needs of a street or a grouping of streets.

Strategy Assignment Table

All Streets		
PCI Range	**Description**	**Unit Cost**
20-100 Varies by Activity	Preventative, Stop Gap, Patching	Varies by Activity
60-85	Type II Slurry (Locals)	$0.55/SF
60-85	Type II Slurry (Arterials)	$0.70/SF
Minimal Level of Service (75)		
40-65	Cape Seal (Locals)	$1.30/SF
20-60	2" Grind / Overlay (Local)	$3.50/SF
20-60	2.5" Grind / Overlay (Arterial)	$4.40/SF
20-60	2.5" ARHM Overlay (Arterial)	$5.10/SF
0-20	AC Reconstruction	$12.50/SF
0-30	PCC Reconstruction	$22.50/SF
	25% Contingency included within All Unit Costs	

Table 7 – Maintenance Strategy Assignments

The Strategy Assignments List, shown in Table 7, was developed to identify the most critical segments in each of the work programs (Arterial, Collector and Local). Segment priorities were established by determining the range of PCI's requiring first attention based on the relative value of each segment's PCI, thus maximizing the annual maintenance budget. Also, distress quantity, area extent, type and severity were critical elements in the decision process for recommending maintenance. The assignment table is used as a guide within StreetSaver to recommend maintenance, however, further assessment by City staff and/or outside parties can override maintenance recommendations. This can be done by reviewing and assessing distress extents and their weighted percentages.

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

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

Strategy Assignment Notes

1. Unit cost values were assessed and benchmarked from neighboring LA County cities;
2. 25% contingency costs were applied to pavement material costs; additional soft costs that were not included were:
    a. Mobilization / demobilization
    b. Right-of-way improvements
    c. Curb & gutter improvements
    d. ADA ramp improvement
    e. Utility improvement
    f. Tree removals
3. Bucknam applied a 5% inflation rate on the annual budget within forecast maintenance & rehabilitation projections (Section IV)

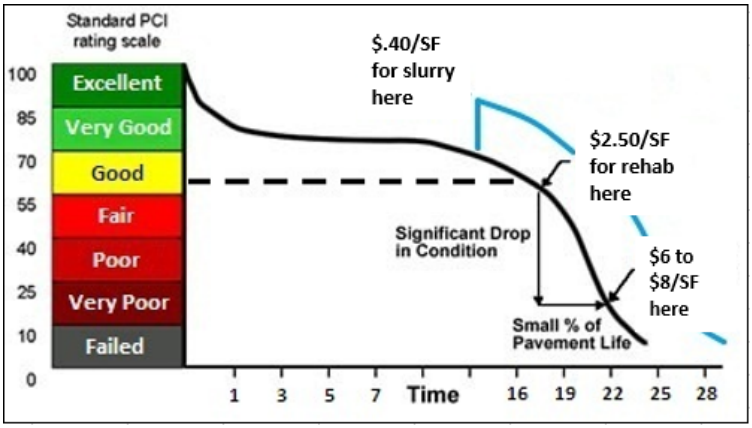


Figure 4 – Sample Pavement Life Cycle

C. MULTI-YEAR ANNUAL WORK PROGRAM PROJECTIONS

The goal of these projections is to assist City policy makers in utilizing the recommendations of the StreetSaver system. By using the City of Lomita's current budgets and maintenance practices the system will develop "section unique" improvements and strategies. Qualifying segments 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

City obtains various amounts of pavement funding through the following sources:

- Gas Tax;
- Proposition C;
- Measure R;
- Measure M;
- Transportation Development Act;
- City's General Street Improvement Fund

INCREASE PCI BUDGET – A recommended budget was generated for the City to demonstrate the necessary funding that is required to increase the current weighted PCI level of 75 to 79 within five years.

MAINTAIN PCI BUDGET – The Maintain PCI budget was generated for the City to demonstrate what level of annual funding is required to sustain the overall weighted PCI of 75 for the next five years.

All multi-year budget projections include a 5% inflation rate for the term of the budget forecast.

ARTERIAL-COLLECTOR / LOCAL / ALLEY
BUDGET PROJECTIONS

INCREASE PCI TO 79 PROGRAM (FIVE YEAR MODEL)

With the City striving to show proactive rehabilitation across all qualifying pavements, a $6.5 Million/5-Yr budget program was applied to current conditions to show a potential higher return on investment. We used the "Maintain PCI Budget" PMP model (shown on Page 2-7) as a basis for our modeling. Building upon the results of the Maintain PCI budgetary model we increased the amount of funding allocated for overlay/rehabilitation efforts to increase the PCI to the 79 target. The "Increase PCI" program incorporates pavement sections that have a functional class of Arterial (A, C), Local (L) and Alley (O).

Plan Year	PCI	R&R / Slurry	Overlay / Recon	Annual Revenue Allocation	Deferred Maint.
Current	**74.8**				$2,598,700
2024-25	76.0	$68,800	$2,125,700	$2,194,500	$1,662,400
2025-26	77.0	$275,000	$1,522,400	$1,797,400	$1,529,600
2026-27	78.0	$267,400	$1,076,600	$1,344,000	$2,006,400
2027-28	79.0	$301,600	$836,500	$1,138,100	$2,264,300
2028-29	79.0	$346,700	$816,300	$1,163,000	$2,678,500
		$1,259,500	$6,377,500	$7,637,000	

Table 8 – Necessary Funding to Increase PCI to 79

Referring to Table 8, it is noted that the weighted PCI increases proactively through the five-year term (74.8 to 79.0). Additionally, the annual deferred maintenance total stays relatively consistent by only increasing from $2.6 million to $2.7 million at the end of the five-years. If the City utilizes an average annual budget of $1,527,400/yr for slurry, overlay, and reconstruction projects as shown above, the City will be able to "increase" the current conditions and will continue to see a sustaining of deferred maintenance by fiscal year 2029. We recommend that a focus be placed on the Local network improvements due to the fact that the weighted PCI is now in the low 70's. We still recommend consistent Arterial/Collector based approach to maintenance within this term as well.

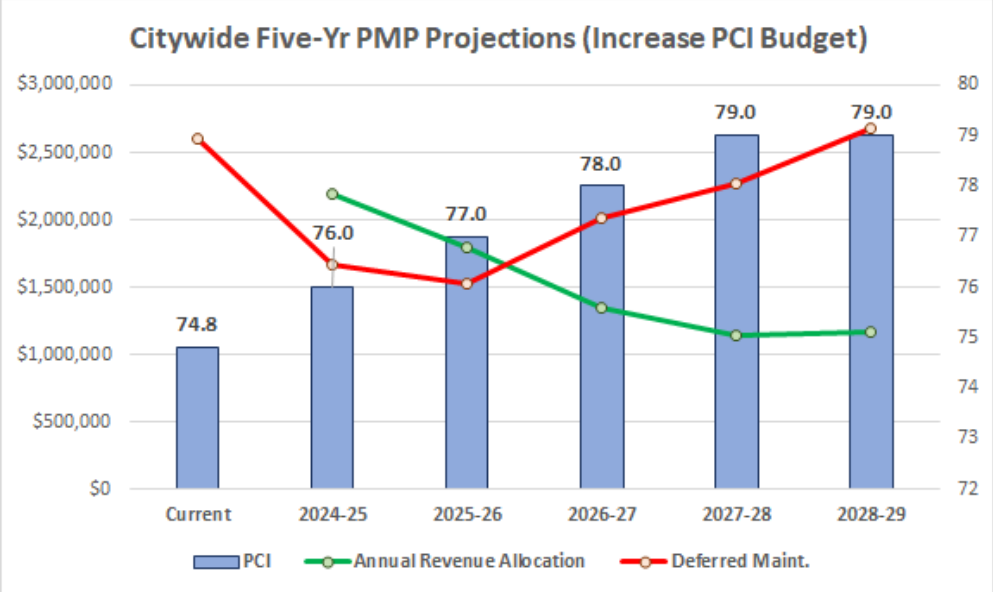


Figure 5 – Five Year Projection; Increase PCI to 79 Budget

MAINTAIN PCI PROGRAM (FIVE YEAR MODEL)

With the City striving to show proactive maintenance/rehabilitation across all City pavements, a budget program was generated to show the greatest return on investment through the application of slurry seal, grind/overlay and alternative overlay rehabilitations. Our goal under this model is to maintain the current 2023 weighted PCI of 74.8 after a five-year program. This model will calculate the necessary funding to achieve this goal.

We used the benchmarked unit costs from neighboring LA County cities within our modeling as a cornerstone within the recommended program. Assessing all work history, current PCI and relevant unit costs for construction, an annual budget was calculated. The Maintain Program incorporates pavement sections that have a functional class of Arterial (A, C), Local (L) and Alley (O).

Plan Year	PCI	R&R / Slurry	Overlay / Recon	Annual Revenue Allocation	Deferred Maint.
Current	**74.8**				$2,598,700
2024-25	74.0	$68,800	$806,200	$875,000	$2,192,500
2025-26	75.0	$125,000	$655,000	$780,000	$2,671,300
2026-27	75.0	$22,000	$789,300	$811,300	$3,742,600
2027-28	75.0	$66,000	$791,900	$857,900	$4,966,100
2028-29	75.0	$34,000	$674,600	$708,600	$5,609,800
		$315,800	$3,717,000	$4,032,800	

Table 9 – Necessary Funding to Maintain PCI of 75

Referring to Table 9, it is noted that the weighted PCI consistently remains at a PCI of 75 pace throughout the five-year projection. Furthermore, the resulting deferred maintenance shows that it increases from $2.6 million to $5.6 million after the five years program which indicates that an annual average budget of $807k/yr is not ample enough to chip away at the deferred maintenance on the network. If the City were to reduce their annual funding to a level of $500k/yr major overlay projects would continue to be delayed thus increasing the overall deferred maintenance to a level of $7.3 million after five years.

DEFERRED MAINTENANCE
Delaying repairs on streets where pavement condition indicates a need creates deferred maintenance. Deferred maintenance includes pavement maintenance / rehabilitation that is needed across the entire network, but cannot be performed due to the lack of available funding and is pushed to the next budget cycle. The actual repairs that are being deferred are often referred to as a "backlog". As maintenance is deferred, the opportunity to apply life extending preventive pavement applications is lost and the ultimate cost of rehabilitation multiples. Unique budget scenarios created in StreetSaver calculate annual deferred maintenance amounts based on the available/projected budget applied and section SF's that fall within preventative, slurry seal, overlay and reconstruction PCI ranges.

We recommend that a stronger focus be placed on the Local network improvements within the first three years due to the fact that the network has a worse weighted PCI than the Arterials/Collector. We still recommend comprehensive maintenance to the Arterial/Collector network through localized patching, slurry seal and through the use of SB1/Measure M/Measure R funds.

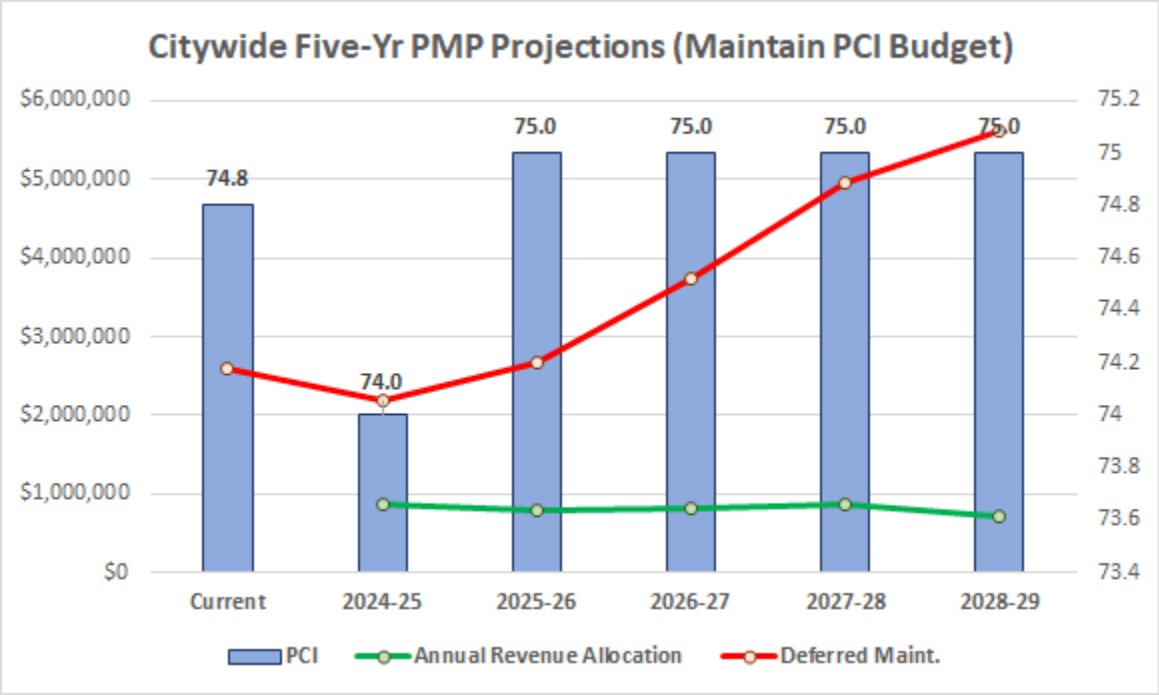


Figure 6 – Five-Year Projection; Maintain PCI of 75 Budget

As mentioned above, a continued local slurry/overlay M&R "zone" strategy should be utilized for several reasons. With the City applying continued local maintenance efforts, 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 rehabilitation can be addressed in a more effective manner due to accrued revenues
3) A preventative maintenance strategy is more cost-effective in a long-term PMP rather than implementing a maintenance approach that addresses only the "worst-first" streets.
4) All maintenance alternatives are available due to the increased funding and focused maintenance within one zone per year.

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

Additionally, it is recommended that the City continue to monitor the potential application of Cape Seal and/or High Density Mineral Bond (HDMB) as asphalt application alternatives for the specific local sections. Specific sections are now qualifying for maintenance that warrants a stronger application rather than a typical slurry seal. With a five-year cycle in motion, it is essential to address local sections that have PCI's less than 65 with the proper rehabilitation since crews will not be back within that area for five to six years.

PAVEMENT MANAGEMENT PROGRAM REPORTS

In addition to the annual budget scenario, this report contains a comprehensive and complementary assemblage of pavement management reports ranging from summary reports to annual maintenance and rehabilitation schedules (Forecast Maintenance & Rehabilitation (FMR) 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 1999-2018, and 2023 inspections, along with the action and repair costs, as presented within the reports are accurate within tolerable limits. This is noteworthy due to the "implied" accuracy of reporting length and width to the nearest foot, surface area to the nearest square foot, and action and repair unit costs and project estimates to the nearest penny and dollar, respectively.

NEXT STEPS

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

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

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

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

D. CONDITION DISTRIBUTION REPORT

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

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

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

Condition Description – PCI Range - Description

Excellent (86-100) - Minor to low distress, no significant distress;

Very Good (71-85) - Little distress, with the exception of utility patches in good condition, or slight hairline cracks; may be slightly weathered; ***(City of Lomita citywide weighted average PCI is 74.8);***

Good (56-70) - Slight to moderately weathered, slight distress, possibly patching;

Fair (41-55) - Severely weathered or slight to moderate levels of distress, generally limited to patches and non-load-related cracking;

Poor (26-40) - Moderate to severe distresses including load-related types, such as alligator cracking;

Very Poor (11-25) - Severely distressed, large quantities of distortion or alligator cracking;

Failed (0-10) - Failure of the pavement, distress has surpassed tolerable rehabilitation limits.

E. CALCULATION OF PCI

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

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

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

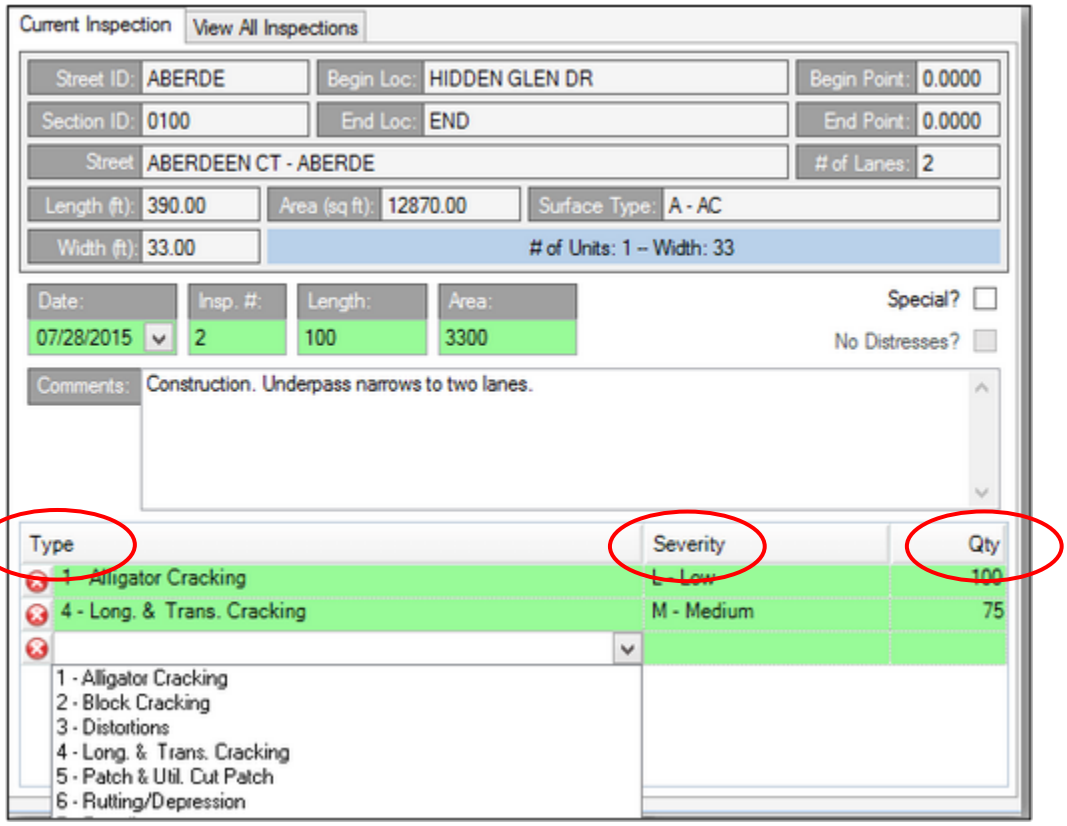


Figure 7 – PCI Calculation Worksheet

Lomita MyRoads® Web-Portal – Bucknam's MyRoads® is a great match for the City of Lomita's PMP today and the future. **MyRoads® brings your PMP data to life within a dynamic dashboard!** Bucknam now provides all our PMP clients with a unique and agency driven "MyRoads®" web-portal that provides instantaneous access to your pavement management database. This "dashboard" allows users to toggle through individual sections via GIS mapping selections, zone queries, rank selection, PCI ranges, etc. to review all section metrics, latest/previous inspections, work histories generate filtered PCI reports and identify potential maintenance / rehabilitation costs based upon your unique needs.

Bucknam has shown below the Lomita MyRoads® account actively working! This tool will be accessed by City staff simply through a Username/Password methodology. As changes are made to the Lomita PMP database the MyRoads® dataset is changed to reflect work history edits, PCI inspections and section changes.

In summary, MyRoads® allows the user to perform the following dynamic functions:

- Query specific pavement segment(s) to view current/historic PCI, work history inspection;
- Filter for pavement sections within a defined zone, PCI range and/or functional class;
- Select a pavement section or grouping of section through the on-board GIS tool;
- Enter slurry, overlay & reconstruction unit costs to determine preliminary cost of maintenance and resulting citywide PCI
    - Display critical street / sidewalk / ROW assets along pavement section(s) that are critical to Engineering Bid development and solicitation (ADA ramps, utilities, manholes, trees, etc.
- Displays all final GIS project maps (PCI, work history, 5-yr forecasted maintenance, etc.)
- Bucknam will train Lomita's staff on the simple use of the MyRoads® dashboard.

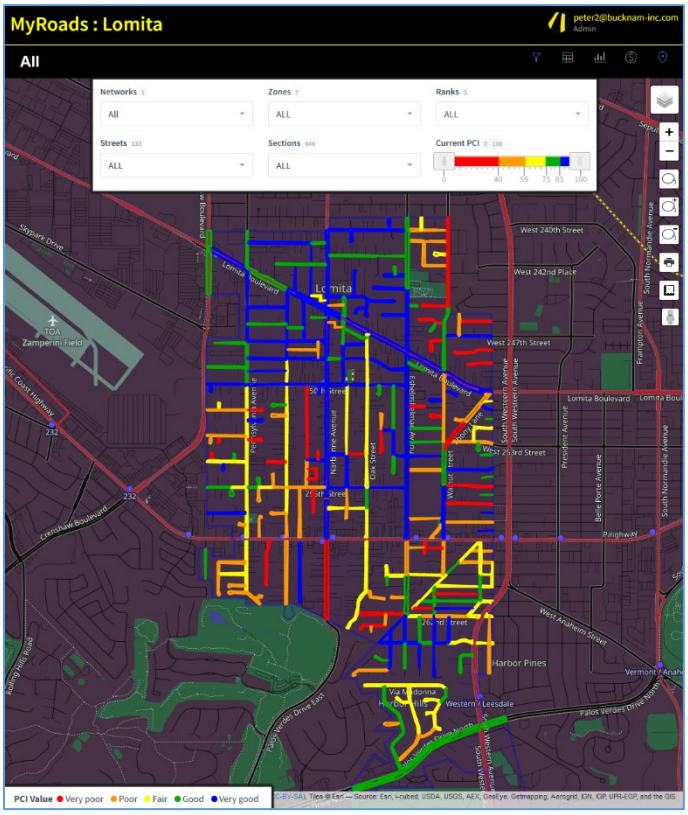


Figure 8 – Lomita MyRoads® PMP Web-Portal

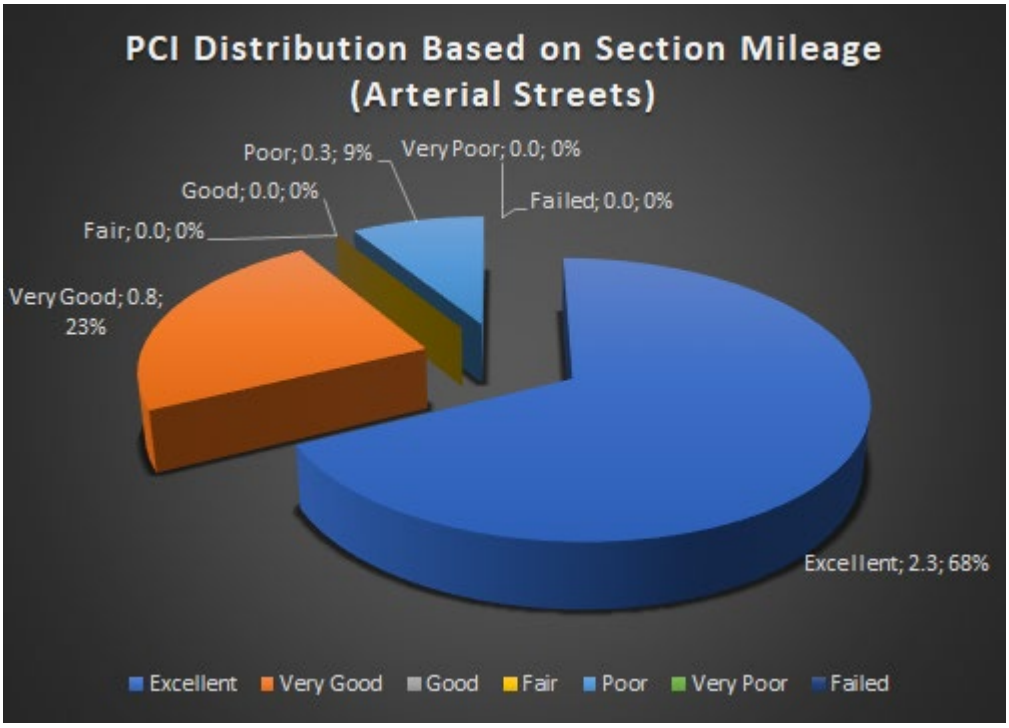


Figure 9 – Arterial/Collector Condition Distribution

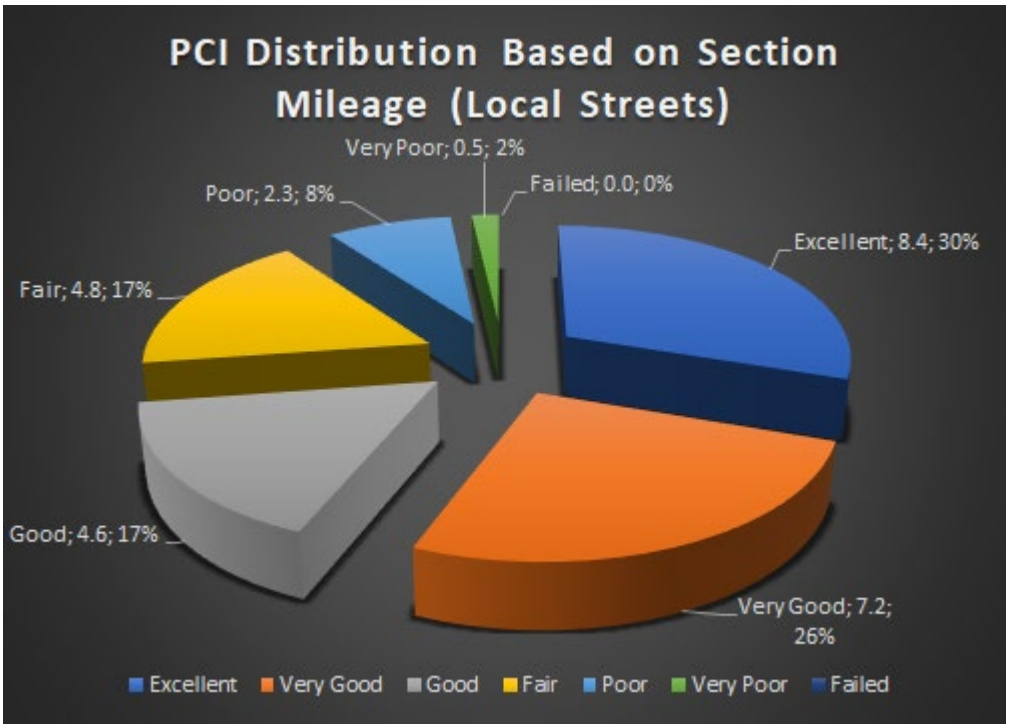


Figure 10 – Local Condition Distribution

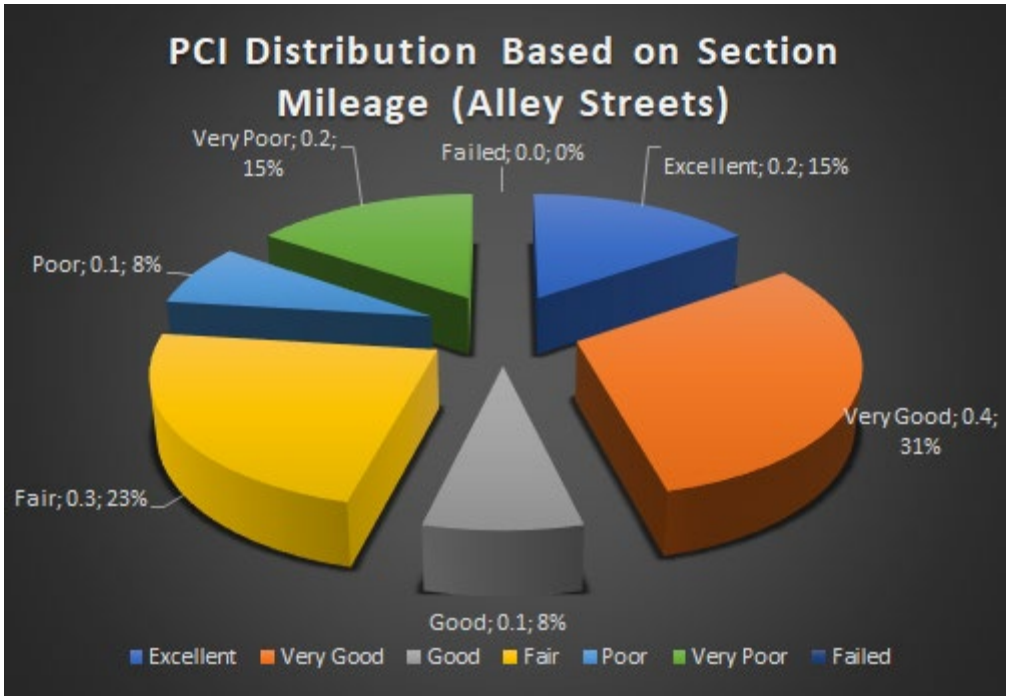


Figure 11 – Alley Condition Distribution

F. SAMPLE DISTRESS PHOTOS – RECOMMENDED TREATMENT (FIGURE 12)

Bucknam Infrastructure Group

1. Alligator Cracking

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

Low Severity: Thin parallel longitudinal cracks that may come together at certain points, but full alligator pattern is not present yet.
Medium Severity: Further development of cracks into alligator pattern. Cracks are starting to spall.
High Severity: Alligator pattern is heavily developed, and cracks are spalled to the point where individual pieces may become separated.

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

2. Bleeding

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

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

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

3. Block Cracking

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

Low Severity: Cracking is less than 3/8 inches.
Medium Severity: Cracking between 3/8 and 3 inches.
High Severity: Cracking is over 3 inches.

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

4. Bumps and Sags

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

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

Typical Recommendation: R&R - Patching

5. Corrugation

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

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

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

6. Depression

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

Low Severity: depth of ½ to 1 inch.
Medium Severity: depth of 1 to 2 Inches.
High Severity: depth greater than 2 inches.

Typical Recommendation: R&R - Patching

7. Edge Cracking

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

Low Severity: Low or Medium cracking with no breakup.
Medium Severity: Medium cracking with some breakup.
High Severity: Considerable breakup of pavement.

Typical Recommendation: R&R - Patching

8. Joint Reflective Cracking

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

Low Severity: Cracking is less than 3/8 inches.
Medium Severity: Cracking between 3/8 and 3 inches.
High Severity: Cracking is over 3 inches.

Typical Recommendation: R&R - Overlay

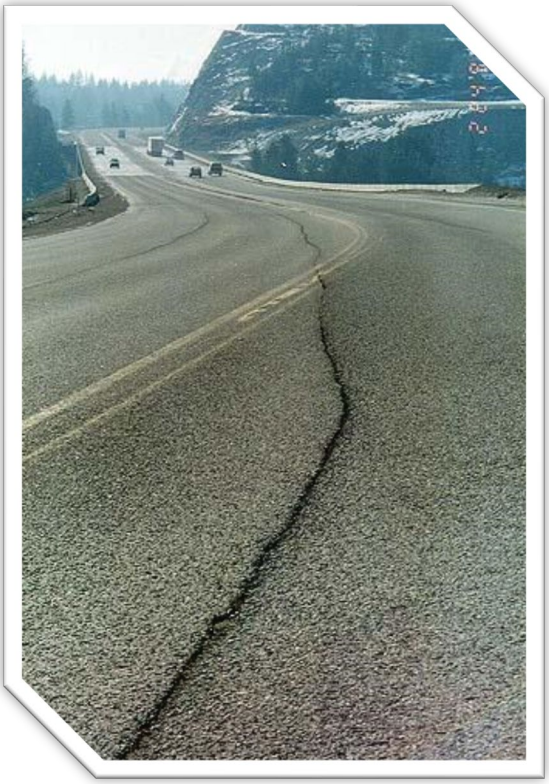
9. Lane / Shoulder Drop-off

Elevation change between pavement and shoulder.

Low Severity: Difference in elevation is between 1 and 2 inches.
Medium Severity: Difference in elevation is between 2 and 4 inches.
High Severity: Difference in elevation is over 4 inches.

Typical Recommendation: R&R – Patching or edge grinding

10. Linear & Transverse Cracking



Cracks that are generally either parallel or perpendicular to traffic.

Low Severity: Cracking is less than 3/8 inches.
Medium Severity: Cracking is between 3/8 and 3 inches.
High Severity: Cracking is over 3 inches.

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

11. Patching

Area of pavement that has been replaced.

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

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

12. Polished Aggregate

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

There are no Severity Levels for this distress.

13. Pothole

Severity Measured using the following Matrix.

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

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

14. RR Crossing

Pavement distresses caused by railroad crossings.

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

Typical Recommendation: R&R - Patching

15. Rutting

Linear depressions along wheel paths caused by traffic.

Low Severity: Depth is ¼ to ½ inches.
Medium Severity: Depth is ½ to 1 inch.
High Severity: is greater than 1 inch.

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

16. Shoving

Displacement of pavement creating a "wave" over a more solid surface.

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

Typical Recommendation: R&R - Patching

17. Slippage Cracking

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

Low Severity: Average crack width is less than 3/8 inch.
Medium Severity: Crack width is between 3/8 and 3/2 inches.
High Severity: Crack width is greater than 3/2 inches.

Typical Recommendation: R&R - Patching

18. Swell

Upward Bulges creating "wave-like" patterns.

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

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

19. Weathering

The wearing away of the asphalt binder.

Low Severity: Aggregate is starting to be exposed.
Medium Severity: Aggregate is exposed up to ¼ of its width.
High Severity: Aggregate is exposed to greater than ¼ of its width.

Typical Recommendation: naturally occurring, slurry seal

20. Raveling

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

Medium Severity: Considerable loss of aggregate.

High Severity: Almost complete removal of coarse aggregate.

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

PORTLAND CEMENT CONCRETE (PCC)

1. Blowup

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

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

2. Corner Break

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

Low Severity: Crack is less than ½ inches wide.
Medium Severity: Crack is between ½ and 2 inches wide.
High Severity: Crack is wider than 2 inches.

3. Divided Slab

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

Severity is determined by the following matrix.

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

4. Durability Cracking

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

Low Severity: Durability cracking covers less than 15 percent of slab.
Medium Severity: Durability cracking covers more than 15 percent of the slab.
High Severity: Durability cracking covers more than 15 percent of slab and most pieces have come out.

5. Faulting

Elevation Difference between slabs.

Low Severity: Elevation difference is between 1/8 and 3/8 inch.
Medium Severity: Elevation is between 3/8 and ¾ inch.
High Severity: Elevation is greater than ¾ inch.

6. Joint Seal Damage

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

Low Severity: Joint sealant has only minor damage.
Medium Severity: Joint sealant is in fair condition. Water can infiltrate and vegetation may be present.
High Severity: Joint sealant is in poor condition. It may be missing and rocks may be present.

7. Lane / Shoulder Drop-Off

The Elevation difference between pavement and shoulder.

Low Severity: Elevation difference is between 1 and 2 inches.
Medium Severity: Elevation difference is between 2 and 4 inches.
High Severity: Elevation difference is greater than 4 inches.

8. Linear Cracking

Cracks that divide slab into two or three pieces.

Low Severity: Crack is less than ½ inch wide.
Medium Severity: Crack is between ½ and 2 inches wide.
High Severity: Crack is wider than 2 inches.

9. Large Patch

Patch that is larger than 5.5 sq ft.

Low Severity: Patch has little or no deterioration.
Medium Severity: Patch is moderately deteriorated.
High Severity: Patch is badly deteriorated.

10. Small Patch

Patch that is smaller than 5.5 sq ft.

Low Severity: Patch has little or no deterioration.
Medium Severity: Patch is moderately deteriorated.
High Severity: Patch is badly deteriorated.

11. Polished Aggregate

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

There are no Severity Levels for this distress.

12. Popouts

Small piece of pavement that breaks loose from surface.

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

13. Pumping

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

There are no Severity Levels for this distress.

14. Punchout

Localized area of a slab that is broken into many pieces.
Severity is determined by the following matrix.

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

SECTION III

CITYWIDE
PAVEMENT CONDITION INDEX REPORT

A. 2023 Lomita PCI Map
B. Name Order (A to Z)
C. PCI Order (0-100)

A. PAVEMENT CONDITION INDEX REPORTS - DEFINITIONS

Listed alphabetically by street name or PCI, these reports provide 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:

AVE -	Avenue	CT -	Court	CIR -	Circle
DR -	Drive	LN -	Lane	RD -	Road
ST -	Street	WY -	Way	EB -	East Bound
NB -	North Bound	SB -	South Bound	WB -	West Bound
TER -	Terrace	PL -	Place		

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.

STREET CLASSIFICATION - The codes for four street classifications are represented below. Basically, units are classified according the LA County MPAH and City classifications.

CODE	DESCRIPTION
A	Primary Arterial
C	Collector / Secondary
L	Local
O	Alley

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

CODE	DESCRIPTION
A-AC	Asphalt Concrete
C-AC/PCC	Asphalt Concrete over PCC
O-AC/AC	Asphalt Concrete over original AC construction
PCC	Portland Cement Concrete
S-ST	Surface treatment applied to original surface

LENGTH - The length of the section within each branch.

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

AREA - The area of each section within a branch.

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

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

PCI CLIMATE, LOAD AND OTHER – reflects "Section Extrapolated Distress"; these values are shown within the Sample Distresses tab within the PCI window. Distresses are aggregated based on the type and severity level. For random samples, distress quantities are adjusted to reflect the extrapolated value based on the sections total area. Extrapolated distress deducts are classified as resulting from Climate, Load and Other distresses. The Distress Classification portion of the tab shows the "percent" of extrapolated distress deduct belonging to Climate, Load and Other (these %'s are shown within the PCI reports herein). These values are beneficial in that they support the decision whether recommend slurry seal, overlay or reconstruction project for street sections (*Source: Pavement Management for Airports, Roads and Parking Lots – M.Y. Shadin, 2004*)

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

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

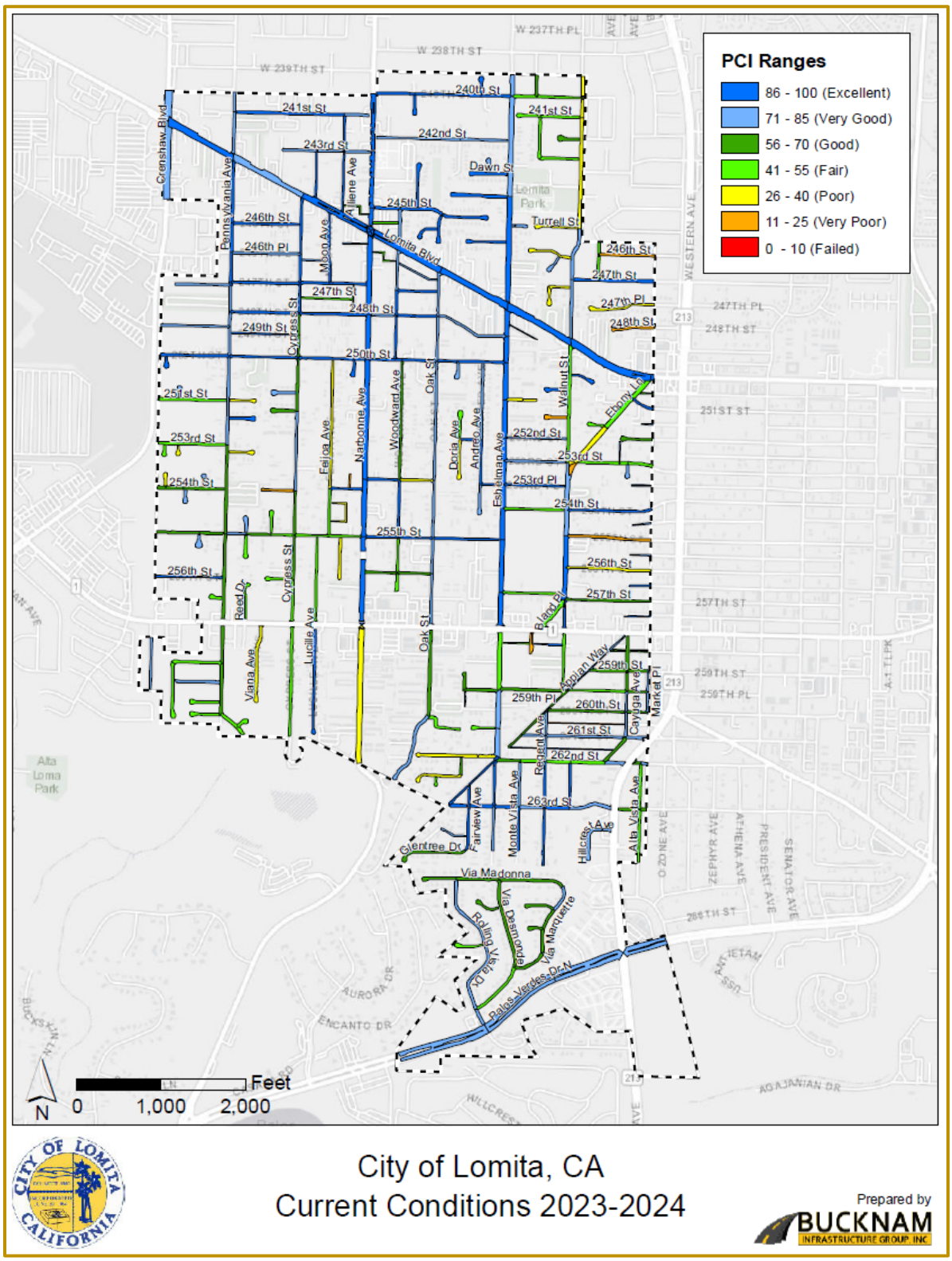


Figure 13 – 2023 Lomita Pavement Condition Index (PCI) Map

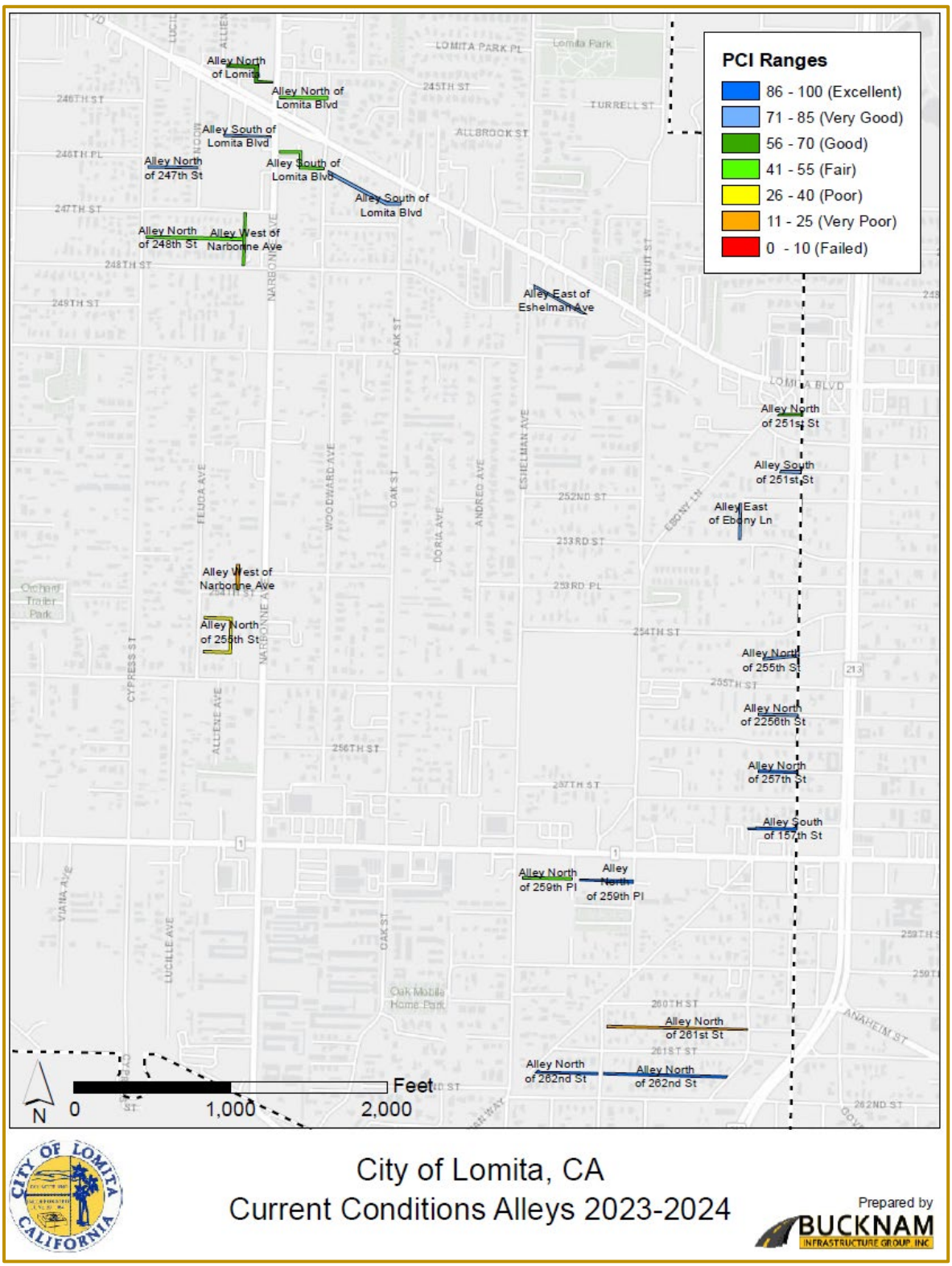


Figure 14 – 2023 Lomita Alley Pavement Condition Index (PCI) Map

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
		Arterials / Collectors									
1730	1033	LOMITA BLVD	CRENSHAW BLVD	PENNSYLVANIA AVE	A - Arterial	C - AC/PCC	F	856	58	61,426	94
1730	1034	LOMITA BLVD	PENNSYLVANIA AVE	CYPRESS ST	A - Arterial	C - AC/PCC	F	934	54	63,056	83
1730	1035	LOMITA BLVD	CYPRESS ST	NARBONNE AVE	A - Arterial	C - AC/PCC	F	918	64	60,821	94
1730	1036	LOMITA BLVD	NARBONNE AVE	OAK ST	A - Arterial	O - AC/AC	F	935	64	70,423	93
1730	1039	LOMITA BLVD	OAK ST	ESHELMAN AVE	A - Arterial	O - AC/AC	F	928	64	60,371	90
1730	1040	LOMITA BLVD	ESHELMAN AVE	WALNUT ST	A - Arterial	O - AC/AC	G	868	64	60,319	91
1730	1041	LOMITA BLVD	WALNUT ST	EBONY LN	A - Arterial	O - AC/AC	G	1,081	64	84,381	88
1730	1042	LOMITA BLVD	EBONY	E CITY LIMIT	A - Arterial	A - AC	G	28	58	2,502	91
1840	1070	NARBONNE AVE	245TH ST	LOMITA BLVD	A - Arterial	O - AC/AC	F	248	57	11,289	95
1840	1071	NARBONNE AVE	LOMITA BLVD	248TH ST	A - Arterial	O - AC/AC	C	968	56	53,959	94
1840	1072	NARBONNE AVE	248TH ST	250TH ST	A - Arterial	O - AC/AC	C	531	56	28,638	92
1840	1073	NARBONNE AVE	250TH ST	253RD ST	A - Arterial	O - AC/AC	D	1,428	56	79,732	95
1840	1074	NARBONNE AVE	253RD ST	255TH ST	A - Arterial	O - AC/AC	D	686	56	37,811	94
1840	1307	NARBONNE AVE	240TH ST	245TH ST	A - Arterial	O - AC/AC	F	1,367	51	60,286	95
1840	1325	NARBONNE AVE	PACIFIC COAST HWY	S CITY LIMIT	A - Arterial	A - AC	B	1,610	61	96,744	34
1840	1360	NARBONNE AVE	255TH ST	PACIFIC COAST HWY	A - Arterial	O - AC/AC	D	1,055	56	50,343	93
1950	1048	PALOS VERDES DR N	WESTERN AVE	872 FT W/O WESTERN AVE	A - Arterial	A - AC	A	872	100	80,587	84
1950	1135	PALOS VERDES DR N	W CITY LIMIT	ROLLING VISTA DR	A - Arterial	A - AC	A	1,092	100	99,049	85
1950	1136	PALOS VERDES DR N	WESTERN AVE	E CITY LIMIT	A - Arterial	A - AC	A	541	100	47,185	82
1950	1345	PALOS VERDES DR N	ROLLING VISTA DR	1011 FT E/O ROLLING VISTA DR	A - Arterial	A - AC	A	1,011	100	91,278	84
								3.4		**1,200,201**	
		Locals									
1010	1215	240TH ST	NARBONNE AVE	BENHILL AVE	L - Local (7)	A - AC	F	467	32	14,052	96
1010	1216	240TH ST	OLSON LN	ESHELMAN AVE	L - Local (7)	A - AC	F	297	30	11,599	89
1010	1217	240TH ST	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	G	783	30	23,903	44
1010	1317	240TH ST	BENHILL AVE	OLSON LN	L - Local (7)	A - AC	F	836	30	22,731	91
1020	1258	241ST ST	PENNSYLVANIA AVE	ALLIENE AVE	L - Local (7)	S - ST	F	1,288	31	42,889	92
1020	1259	241ST ST	END	STANHURST AVE	L - Local (7)	A - AC	G	283	28	8,913	55
1020	1260	241ST ST	STANHURST AVE	WALNUT ST	L - Local (7)	A - AC	G	471	28	13,366	48
1020	1374	241ST ST	ALLIENE AVE	NARBONNE AVE	L - Local (7)	S - ST	F	312	31	9,039	80
1030	1214	242ND ST	NARBONNE AVE	PARK HAVEN PL	L - Local (7)	A - AC	F	1,021	25	25,932	78
1030	1346	242ND ST	PARK HAVEN LN	ESHELMAN AVE	L - Local (7)	A - AC	F	575	25	14,662	82
1040	1218	243RD ST	LOMITA DR	NARBONNE AVE	L - Local (7)	S - ST	F	1,026	26	26,512	84
1050	1179	245TH ST	NARBONNE AVE	WOODWARD AVE	L - Local (7)	S - ST	F	315	28	8,733	89
1050	1180	245TH ST	WOODWARD AVE	CADIZ DR	L - Local (7)	A - AC	F	522	31	17,348	98
1050	1181	245TH ST	CADIZ DR	END	L - Local (7)	S - ST	F	550	31	17,826	90
1060	1003	246TH PL	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	A - AC	C	771	26	21,036	79
1065	1248	246TH ST	PENNSYLVANIA AVE	CYPERSS ST	L - Local (7)	A - AC	C	770	26	20,785	87
1065	1249	246TH ST	FALENA AVE	END	L - Local (7)	S - ST	G	639	30	18,066	19
1070	1043	247TH PL	END	E CITY LIMIT	L - Local (7)	S - ST	G	784	25	22,319	30
1075	1271	247TH ST	WALNUT ST	FALCENA AVE	L - Local (7)	S - ST	G	281	32	9,480	91
1075	1272	247TH ST	END	PENNSYLVANIA AVE	L - Local (7)	S - ST	C	640	26	17,210	82
1075	1273	247TH ST	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	S - ST	C	770	26	21,603	88
1075	1274	247TH ST	CYPRESS ST	MOON AVE	L - Local (7)	A - AC	C	328	26	10,248	91
1075	1275	247TH ST	MOON AVE	NARBONNE AVE	L - Local (7)	S - ST	C	444	26	10,631	90
1075	1276	247TH ST	WOODWARD AVE	OAK ST	L - Local (7)	S - ST	C	439	26	12,308	91
1075	1277	247TH ST	ABITA AVE	WALNUT ST	L - Local (7)	S - ST	G	247	26	7,255	40
1075	1322	247TH ST	FALENA AVE	END	L - Local (7)	S - ST	G	664	32	21,788	90
1080	1250	248TH ST	END	PENNSYLVANIA AVE	L - Local (7)	S - ST	C	791	26	21,350	82

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
1080	1251	248TH ST	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	S - ST	C	770	26	21,341	90
1080	1252	248TH ST	CYPRESS ST	NARBONNE AVE	L - Local (7)	S - ST	C	770	26	20,936	89
1080	1253	248TH ST	NARBONNE AVE	WOODWARD AVE	L - Local (7)	S - ST	C	278	26	7,662	80
1080	1254	248TH ST	WOODWARD AVE	OAK ST	L - Local (7)	S - ST	C	440	26	12,538	88
1080	1255	248TH ST	OAK ST	ESHELMAN AVE	L - Local (7)	S - ST	C	830	26	22,700	85
1080	1257	248TH ST	WEST END	E CITY LIMIT	L - Local (7)	S - ST	G	80	25	14,213	18
1090	1236	249TH ST	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	S - ST	C	769	16	12,502	90
1100	1202	250TH ST	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	C	815	26	22,325	87
1100	1203	250TH ST	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	A - AC	C	824	26	21,048	93
1100	1206	250TH ST	CYPRESS ST	NARBONNE AVE	L - Local (7)	A - AC	C	828	26	20,644	98
1100	1207	250TH ST	NARBONNE AVE	WOODWARD AVE	L - Local (7)	A - AC	C	410	26	9,905	89
1100	1209	250TH ST	WOODWARD AVE	OAK ST	L - Local (7)	O - AC/AC	C	413	26	10,611	86
1100	1210	250TH ST	OAK ST	ESHELMAN AVE	L - Local (7)	O - AC/AC	C	825	26	20,987	91
1110	1159	251ST ST	EBONY LN	E CITY LIMIT	L - Local (7)	A - AC	G	247	26	7,242	86
1110	1200	251ST ST	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	790	32	25,706	48
1110	1201	251ST ST	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	D	305	22	8,510	40
1120	1267	252ND ST	DORIA AVE	ANDREO AVE	L - Local (7)	O - AC/AC	E	200	26	6,075	95
1120	1268	252ND ST	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	G	703	22	15,745	83
1120	1269	252ND ST	END	EBONY LN	L - Local (7)	A - AC	G	215	27	6,372	41
1120	1270	252ND ST	END	E CITY LIMIT	L - Local (7)	A - AC	G	372	26	11,653	65
1130	1001	253RD PL	END	E CITY LIMIT	L - Local (7)	A - AC	E	210	15	2,975	82
1130	1044	253RD PL	NARBONNE AVE	WOODWARD AVE	L - Local (7)	A - AC	E	359	26	9,540	90
1130	1045	253RD PL	WOODWARD AVE	OAK ST	L - Local (7)	A - AC	E	356	26	10,780	38
1130	1046	253RD PL	ANDREO WAY	ESHELMAN AVE	L - Local (7)	O - AC/AC	E	221	26	6,201	95
1130	1047	253RD PL	ESHELMAN AVE	WALNUT ST	L - Local (7)	O - AC/AC	E	702	22	16,001	86
1131	1169	253RD ST	WALNUT ST	EBONY LN	L - Local (7)	O - AC/AC	E	60	13	1,505	29
1131	1170	253RD ST	MONTEREY CIR	E CITY LIMIT	L - Local (7)	A - AC	E	232	36	10,192	45
1131	1171	253RD ST	EBONY LN	MONTEREY CIR	L - Local (7)	A - AC	E	663	33	18,235	49
1131	1198	253RD ST	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	794	32	24,907	48
1131	1199	253RD ST	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	D	296	27	9,208	36
1131	1375	253RD ST	WALNUT ST	ESHELMAN AVE	L - Local (7)	O - AC/AC	E	759	20	15,180	85
1140	1261	254TH ST	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	E	710	28	19,819	53
1140	1262	254TH ST	WALNUT ST	E CITY LIMIT	L - Local (7)	O - AC/AC	E	986	30	26,620	91
1140	1263	254TH ST	END	CYPRESS ST	L - Local (7)	A - AC	D	303	26	10,437	22
1140	1264	254TH ST	FEIJOA AVE	NARBONNE AVE	L - Local (7)	O - AC/AC	D	358	26	9,724	88
1140	1265	254TH ST	AUBREY LN	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	456	32	15,474	56
1140	1266	254TH ST	END	AUBREY LN	L - Local (7)	A - AC	D	304	34	10,483	57
1150	1187	255TH ST	PENNSYLVANIA AVE	KELLEY AVE	L - Local (7)	A - AC	D	225	27	5,996	79
1150	1188	255TH ST	KELLEY AVE	ADAMO AVE	L - Local (7)	A - AC	D	299	27	7,708	64
1150	1189	255TH ST	ADAMO AVE	CYPRESS ST	L - Local (7)	A - AC	D	251	26	6,559	47
1150	1190	255TH ST	CYPRESS ST	NARBONNE AVE	L - Local (7)	A - AC	D	825	27	20,466	48
1150	1194	255TH ST	NARBONNE AVE	WOODWARD AVE	L - Local (7)	O - AC/AC	E	384	27	10,074	95
1150	1195	255TH ST	WOODWARD AVE	OAK ST	L - Local (7)	O - AC/AC	E	387	27	10,529	89
1150	1196	255TH ST	OAK ST	ESHELMAN AVE	L - Local (7)	O - AC/AC	E	772	27	20,280	95
1150	1197	255TH ST	VERONICA LN	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	285	35	8,750	65
1150	1244	255TH ST	WALNUT ST	E CITY LIMIT	L - Local (7)	A - AC	E	984	32	29,546	24
1150	1356	255TH ST	VERONICA LN	END	L - Local (7)	A - AC	D	507	27	15,473	70

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
1160	1220	256TH ST	WALNUT ST	E CITY LIMIT	L - Local (7)	A - AC	E	988	32	29,798	31
1160	1221	256TH ST	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	D	823	18	15,857	93
1160	1222	256TH ST	NARBONNE AVE	OAK ST	L - Local (7)	A - AC	E	771	26	20,009	64
1170	1233	257TH ST	WALNUT ST	E CITY LIMIT	L - Local (7)	A - AC	E	988	28	26,151	58
1170	1234	257TH ST	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	E	709	22	15,917	55
1180	1007	258TH PL	APPIAN WAY	E CITY LIMIT	L - Local (7)	A - AC	B	453	24	8,177	45
1190	1028	259TH PL	AVOCADO ST	ESHELMAN AVE	L - Local (7)	A - AC	B	349	32	13,185	62
1190	1029	259TH PL	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	B	731	31	22,188	67
1190	1030	259TH PL	WALNUT ST	APPIAN WAY	L - Local (7)	A - AC	B	50	24	4,086	68
1190	1031	259TH PL	APPIAN WAY	CAYUGA AVE	L - Local (7)	A - AC	B	657	26	16,433	46
1190	1032	259TH PL	CAYUGA AVE	MARKET PL	L - Local (7)	A - AC	B	252	26	6,074	63
1195	1172	259TH ST	APPIAN WAY	MARKET PL	L - Local (7)	A - AC	B	688	36	23,339	57
1200	1173	260TH ST	APPIAN WAY	MARKET PL	L - Local (7)	A - AC	B	1,141	27	29,975	69
1210	1278	261ST ST	OAK ST	END	L - Local (7)	A - AC	B	486	23	13,913	54
1210	1279	261ST ST	REGENT AVE	CAYUGA AVE	L - Local (7)	A - AC	B	896	26	23,663	85
1210	1280	261ST ST	CAYUGA AVE	WESTERN AVE	L - Local (7)	A - AC	B	250	32	7,531	74
1210	1357	261ST ST	REGENT AVE	APPIAN WAY	L - Local (7)	A - AC	B	292	26	6,948	82
1220	1147	262ND ST	END	ESHELMAN AVE	L - Local (7)	A - AC	B	963	34	32,655	40
1220	1148	262ND ST	ESHELMAN AVE	MONTE VISTA AVE	L - Local (7)	A - AC	B	272	36	10,767	60
1220	1149	262ND ST	MONTE VISTA AVE	REGENT AVE	L - Local (7)	A - AC	B	300	36	10,167	48
1220	1150	262ND ST	REGENT AVE	OCEAN VIEW AVE	L - Local (7)	A - AC	B	301	36	10,340	42
1220	1151	262ND ST	OCEAN VIEW AVE	CAYUGA AVE	L - Local (7)	A - AC	B	395	36	14,364	45
1220	1152	262ND ST	CAYUGA AVE	WESTERN AVE	L - Local (7)	A - AC	B	276	36	8,707	71
1220	1153	262ND ST	WESTERN AVE	ALTA VISTA AVE	L - Local (7)	A - AC	B	115	29	3,022	69
1220	1213	262ND ST	ALTA VISTA AVE	E CITY LIMIT	L - Local (7)	A - AC	B	68	30	2,038	73
1230	1160	263RD ST	APPIAN WAY	FAIRVIEW AVE	L - Local (7)	A - AC	A	214	36	7,466	87
1230	1161	263RD ST	FAIRVIEW AVE	MONTE VISTA AVE	L - Local (7)	A - AC	A	601	36	20,743	94
1230	1162	263RD ST	MONTE VISTA AVE	REGENT AVE	L - Local (7)	A - AC	A	301	36	10,450	84
1230	1163	263RD ST	REGENT AVE	OCEAN VIEW AVE	L - Local (7)	A - AC	A	300	36	10,228	91
1230	1164	263RD ST	OCEAN VIEW AVE	WESTERN AVE	L - Local (7)	A - AC	A	528	36	18,609	71
1230	1165	263RD ST	WESTERN AVE	E CITY LIMIT	L - Local (7)	A - AC	A	372	40	11,639	60
1240	1235	264TH ST	OVID AVE	FAIRVIEW AVE	L - Local (7)	A - AC	A	337	20	6,694	76
1250	1065	ABITA AVE	247TH ST	END	L - Local (7)	A - AC	G	179	27	7,959	29
1260	1105	ADAMO AVE	END	255TH ST	L - Local (7)	A - AC	D	256	26	8,599	43
1270	1315	ADONA DR	CADIZ DR	END	L - Local (7)	A - AC	F	276	26	8,715	98
1280	1166	ALCOR ST	END	WALNUT ST	L - Local (7)	A - AC	G	264	32	10,043	25
1290	1177	ALLBROOK ST	END	ESHELMAN AVE	L - Local (7)	A - AC	F	483	26	13,625	98
1300	1069	ALLIENE AVE	255TH ST	END	L - Local (7)	A - AC	D	488	32	15,917	38
1300	1316	ALLIENE AVE	241ST ST	LOMITA	L - Local (7)	A - AC	F	1,191	20	22,935	98
1310	1106	ALTA VISTA AVE	262ND ST	END	L - Local (7)	A - AC	A	1,152	30	32,835	53
1320	1077	ANDREO AVE	253RD PL	END	L - Local (7)	O - AC/AC	E	357	26	10,871	80
1320	1329	ANDREO AVE	250TH ST	252ND ST	L - Local (7)	O - AC/AC	E	899	26	23,343	81
1320	1337	ANDREO AVE	252ND ST	253RD ST	L - Local (7)	O - AC/AC	E	531	26	14,020	86
1330	1022	APPIAN WAY	261ST ST	END	L - Local (7)	A - AC	B	212	24	4,599	64
1330	1023	APPIAN WAY	259TH PL	260TH ST	L - Local (7)	A - AC	B	333	19	5,869	69
1330	1024	APPIAN WAY	260TH ST	261ST ST	L - Local (7)	A - AC	B	428	20	7,530	69
1330	1025	APPIAN WAY	262ND ST	263RD ST	L - Local (7)	A - AC	B	720	19	14,323	92
1330	1026	APPIAN WAY	PACIFIC COAST HWY	259TH ST	L - Local (7)	A - AC	B	579	15	9,141	71

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
1330	1358	APPIAN WAY	259TH ST	259TH PL	L - Local (7)	A - AC	B	340	24	5,248	81
1340	1053	APRIL CT	END	WALNUT ST	L - Local (7)	A - AC	G	265	32	10,999	69
1350	1058	AUBREY LN	254TH ST	END	L - Local (7)	A - AC	D	154	32	6,392	82
1370	1154	AVOCADO ST	259TH PL	END (S)	L - Local (7)	A - AC	B	204	17	2,658	83
1370	1338	AVOCADO ST	259TH PL	END (N)	L - Local (7)	A - AC	B	248	33	6,954	63
1380	1120	BANI AVE	250TH ST	END	L - Local (7)	A - AC	C	127	32	5,714	98
1380	1121	BANI AVE	253RD ST	END	L - Local (7)	A - AC	D	123	26	4,860	45
1380	1298	BANI AVE	END	254TH ST	L - Local (7)	A - AC	D	148	30	5,469	32
1390	1119	BECKNEL AVE	253RD ST	END	L - Local (7)	A - AC	D	114	22	4,327	26
1400	1075	BENHILL AVE	240TH ST	END (S)	L - Local (7)	A - AC	F	231	28	7,878	96
1410	1027	BLAND PL	PACIFIC COAST HWY	WALNUT ST	L - Local (7)	A - AC	E	400	36	17,790	53
1420	1134	CADIZ DR	245TH ST	END	L - Local (7)	A - AC	F	330	32	11,517	98
1430	1282	CALLISON ST	STANHURST AVE	WALNUT ST	L - Local (7)	A - AC	G	443	28	13,615	44
1440	1060	CARLENE LN	END	DAWN ST	L - Local (7)	A - AC	F	157	32	6,811	85
1450	1111	CAYUGA AVE	PACIFIC COAST HWY	259TH PL	L - Local (7)	A - AC	B	708	34	21,349	60
1450	1113	CAYUGA AVE	259TH PL	261ST ST	L - Local (7)	A - AC	B	544	29	15,652	80
1450	1115	CAYUGA AVE	261ST ST	262ND ST	L - Local (7)	A - AC	B	331	32	12,859	68
1460	1219	CHAPMAN ST	SADDLE VIEW RD	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	523	30	16,282	73
1470	1052	COMAL CT	250TH ST	END	L - Local (7)	A - AC	C	184	30	7,657	92
1480	1014	CRENSHAW BLVD	N CITY LIMIT	LOMITA BLVD	L - Local (7)	O - AC/AC	F	367	76	29,584	82
1480	1015	CRENSHAW BLVD	LOMITA BLVD	S CITY LIMIT	L - Local (7)	O - AC/AC	F	920	81	75,455	79
1490	1141	CYPRESS CIRCLE DR	END	CYPRESS ST	L - Local (7)	A - AC	D	282	32	11,055	80
1500	1224	CYPRESS ST	LOMITA BLVD	246TH PL	L - Local (7)	A - AC	C	679	26	17,543	98
1500	1225	CYPRESS ST	246TH PL	247TH ST	L - Local (7)	A - AC	C	351	26	8,935	97
1500	1226	CYPRESS ST	247TH ST	248TH ST	L - Local (7)	A - AC	C	353	27	9,284	98
1500	1227	CYPRESS ST	248TH ST	249TH ST	L - Local (7)	A - AC	C	255	27	6,553	69
1500	1228	CYPRESS ST	254TH ST	255TH St	L - Local (7)	A - AC	D	527	30	13,660	63
1500	1229	CYPRESS ST	255TH ST	STRATFORD DR	L - Local (7)	A - AC	D	533	30	14,489	68
1500	1230	CYPRESS ST	249TH ST	250TH ST	L - Local (7)	A - AC	C	274	27	7,276	67
1500	1231	CYPRESS ST	PACIFIC COAST HWY	STRATFORD DR	L - Local (7)	A - AC	D	525	30	14,300	54
1500	1232	CYPRESS ST	250TH ST	ROBIN LN	L - Local (7)	A - AC	D	636	28	17,818	63
1500	1323	CYPRESS ST	PACIFIC COAST HWY	S CITY LIMIT	L - Local (7)	A - AC	B	1,304	32	38,948	52
1500	1340	CYPRESS ST	ROBIN LN	254TH ST	L - Local (7)	A - AC	D	951	30	25,134	72
1510	1056	DANMAR CT	END	PENNSYLVANIA DR	L - Local (7)	A - AC	D	127	32	6,194	47
1520	1176	DAWN ST	END	ESHELMAN AVE	L - Local (7)	A - AC	F	480	32	15,816	87
1530	1108	DORIA AVE	NORTH END	252ND ST	L - Local (7)	A - AC	E	342	25	9,891	51
1530	1109	DORIA AVE	252ND ST	SOUTH END	L - Local (7)	A - AC	E	475	26	14,026	30
1530	1243	DORIA AVE	250TH ST	END	L - Local (7)	A - AC	C	187	30	7,778	81
1540	1061	EBONY LN	251ST ST	252ND ST	L - Local (7)	A - AC	G	445	52	24,165	44
1540	1062	EBONY LN	252ND ST	253RD ST	L - Local (7)	A - AC	G	585	52	28,717	29
1540	1063	EBONY LN	LOMITA BLVD	251ST ST	L - Local (7)	A - AC	G	306	52	15,565	47
1540	1302	EBONY LN	253RD ST	WALNUT ST	L - Local (7)	A - AC	G	142	48	8,291	25
1550	1004	ELEANOR PL	END	WALNUT ST	L - Local (7)	O - AC/AC	G	271	32	10,231	86
1560	1079	ESHELMAN AVE	240TH ST	LOMITA PARK PL	L - Local (7)	A - AC	G	1,197	56	66,546	80
1560	1080	ESHELMAN AVE	LOMITA BLVD	248TH ST (N)	L - Local (7)	O - AC/AC	G	332	57	17,405	92
1560	1081	ESHELMAN AVE	250TH ST	ESHELMAN AVE	L - Local (7)	O - AC/AC	E	440	57	24,344	95
1560	1082	ESHELMAN AVE	252ND ST	253RD ST	L - Local (7)	O - AC/AC	E	273	57	15,356	92

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
1560	1083	ESHELMAN AVE	253RD ST	253RD PL	L - Local (7)	O - AC/AC	E	285	57	15,568	93
1560	1084	ESHELMAN AVE	253RD PL	255TH ST	L - Local (7)	O - AC/AC	E	650	57	36,172	95
1560	1085	ESHELMAN AVE	255TH ST	257TH ST	L - Local (7)	O - AC/AC	E	628	57	34,532	95
1560	1086	ESHELMAN AVE	257TH ST	PACIFIC COAST HWY	L - Local (7)	O - AC/AC	E	427	57	22,423	93
1560	1087	ESHELMAN AVE	PACIFIC COAST HWY	259TH PL (S)	L - Local (7)	A - AC	B	715	49	31,808	50
1560	1088	ESHELMAN AVE	GARNER ST	262ND ST (N)	L - Local (7)	A - AC	B	335	56	18,696	78
1560	1089	ESHELMAN AVE	262ND ST	263RD ST	L - Local (7)	A - AC	B	548	26	15,788	90
1560	1090	ESHELMAN AVE	263RD ST	END	L - Local (7)	A - AC	A	671	26	13,664	80
1560	1123	ESHELMAN AVE	N CITY LIMIT	240TH ST	L - Local (7)	A - AC	G	261	56	13,068	83
1560	1303	ESHELMAN AVE	LOMITA PARK PL	LOMITA BLVD	L - Local (7)	A - AC	G	1,274	56	70,005	86
1560	1312	ESHELMAN AVE	259TH PL	GARNER ST	L - Local (7)	A - AC	B	447	54	24,648	83
1560	1318	ESHELMAN AVE	248TH ST (N)	250TH ST	L - Local (7)	O - AC/AC	G	316	54	17,090	92
1560	1336	ESHELMAN AVE	ESHELMAN AVE	252ND ST	L - Local (7)	O - AC/AC	E	456	57	24,889	91
1560	1376	ESHELMAN AVE	ESHELMAN AVE	END	L - Local (7)	A - AC	E	351	33	10,652	34
1565	1335	ESHELMAN WAY	ESHELMAN AVE	END	L - Local (7)	A - AC	G	219	33	5,052	82
1570	1146	ESTER VIEW DR	SADDLE VIEW RD	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	552	31	18,132	48
1590	1127	FAIRVIEW AVE	APPIAN WAY	263RD ST	L - Local (7)	A - AC	B	196	24	6,523	86
1590	1128	FAIRVIEW AVE	263RD ST	GLENTREE DR	L - Local (7)	A - AC	A	534	24	13,060	88
1600	1068	FALENA AVE	247TH ST	END	L - Local (7)	A - AC	G	455	30	13,056	45
1610	1104	FEIJOA AVE	254TH ST	255TH ST	L - Local (7)	A - AC	D	535	26	14,577	49
1610	1304	FEIJOA AVE	250TH ST	254TH ST	L - Local (7)	A - AC	D	1,521	26	40,161	34
1620	1144	FORRESTER DR	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	147	32	6,492	46
1630	1155	GARNER ST	END	ESHELMAN AVE	L - Local (7)	A - AC	B	288	26	8,478	44
1640	1313	GLENTREE DR	END	FAIRVIEW AVE	L - Local (7)	A - AC	A	801	24	22,616	57
1650	1157	GUYSON ST	MURAD AVE	END	L - Local (7)	A - AC	B	560	26	16,706	37
1660	1319	HENDRICKS AVE	END	245TH ST	L - Local (7)	A - AC	F	515	26	15,135	98
1670	1107	HILLCREST AVE	END	WESTERN AVE	L - Local (7)	A - AC	A	604	36	21,714	83
1690	1342	HILLWORTH AVE	N CITY LIMIT	S CITY LIMIT	L - Local (7)	A - AC	D	639	27	16,363	80
1700	1117	KELLEY AVE	END (N)	255TH ST	L - Local (7)	A - AC	D	184	32	7,960	77
1700	1118	KELLEY AVE	255TH ST (S)	END	L - Local (7)	A - AC	D	260	26	9,952	51
1720	1167	LEOLA ST	WALNUT ST	END	L - Local (7)	O - AC/AC	G	276	22	8,001	95
1750	1049	LOMITA PARK PL	END	ESHELMAN AVE	L - Local (7)	A - AC	F	683	34	23,634	97
1760	1066	LUCILLE AVE	243RD ST	LOMITA BLVD	L - Local (7)	A - AC	F	552	20	11,046	96
1760	1324	LUCILLE AVE	PACIFIC COAST HWY	END	L - Local (7)	A - AC	B	1,279	26	32,600	86
1760	1326	LUCILLE AVE	255TH ST	PACIFIC COAST HWY	L - Local (7)	A - AC	D	1,005	27	26,244	54
1770	1006	MARKET PL	259TH ST	260TH ST	L - Local (7)	A - AC	B	433	24	11,683	72
1780	1247	MCKENNA CT	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	D	299	32	11,671	88
1800	1125	MONTE VISTA AVE	262ND ST	263RD ST	L - Local (7)	A - AC	B	497	26	13,639	78
1800	1126	MONTE VISTA AVE	263RD ST	END OF CITY MAINTAINED	L - Local (7)	A - AC	A	520	26	13,434	91
1810	1327	MONTEREY CIR	253RD ST	END	L - Local (7)	A - AC	E	153	31	6,127	77
1820	1097	MOON AVE	LOMITA BLVD	247TH ST	L - Local (7)	A - AC	C	830	26	21,679	95
1830	1091	MURAD AVE	262ND ST	GUYSON ST	L - Local (7)	A - AC	B	199	30	5,613	57
1850	1138	NEKO DR	END	251ST ST	L - Local (7)	A - AC	D	126	33	5,765	74
1860	1050	NOELLE CT	END	254TH ST	L - Local (7)	A - AC	D	147	32	6,019	79
1870	1175	NORDMAN ST	WALNUT ST	END	L - Local (7)	A - AC	G	536	28	13,762	31
1880	1283	OAK ST	255TH ST	256TH ST	L - Local (7)	O - AC/AC	E	420	27	10,676	76
1880	1284	OAK ST	256TH ST	PACIFIC COAST HWY	L - Local (7)	O - AC/AC	E	609	27	15,786	74
1880	1285	OAK ST	PACIFIC COAST HWY	261ST ST	L - Local (7)	A - AC	B	1,033	37	36,784	66

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
1880	1286	OAK ST	261ST ST	END	L - Local (7)	A - AC	B	890	36	32,480	71
1880	1308	OAK ST	250TH ST	253RD PL	L - Local (7)	O - AC/AC	E	1,427	27	36,991	74
1880	1330	OAK ST	253RD PL	255TH ST	L - Local (7)	O - AC/AC	E	684	27	17,858	72
1880	1334	OAK ST	LOMITA BLVD	250TH ST	L - Local (7)	O - AC/AC	C	1,094	25	27,116	74
1900	1092	OBER AVE	GUYSON ST	END	L - Local (7)	A - AC	B	95	28	2,918	44
1910	1124	OCEAN VIEW AVE	262ND ST	263RD ST	L - Local (7)	A - AC	B	498	26	13,662	91
1920	1321	OLSON LN	END	240TH ST	L - Local (7)	A - AC	F	197	32	7,796	89
2240	1361	PADRON PL	NORDMAN ST	END	L - Local (7)	A - AC	G	226	28	6,630	81
1970	1130	PENNSYLVANIA AVE	PACIFIC COAST HWY	ESTHER VIEW DR	L - Local (7)	A - AC	D	464	34	15,173	60
1970	1131	PENNSYLVANIA AVE	ESTHER VIEW DR	STEED CT	L - Local (7)	A - AC	D	610	34	22,137	65
1970	1301	PENNSYLVANIA AVE	241ST ST	LOMITA BLVD	L - Local (7)	A - AC	F	502	33	16,657	84
1970	1347	PENNSYLVANIA AVE	N CITY LIMIT	241ST ST	L - Local (7)	A - AC	F	242	33	7,813	84
1970	1351	PENNSYLVANIA AVE	247TH ST (S)	246TH PL	L - Local (7)	A - AC	C	743	31	22,579	95
1970	1352	PENNSYLVANIA AVE	LOMITA BLVD	246TH ST	L - Local (7)	A - AC	C	740	31	23,159	96
1970	1353	PENNSYLVANIA AVE	250TH ST	253RD ST (N)	L - Local (7)	A - AC	D	1,054	31	32,445	71
1970	1354	PENNSYLVANIA AVE	253RD ST (N)	255TH ST	L - Local (7)	A - AC	D	1,059	31	32,317	67
1970	1355	PENNSYLVANIA AVE	255TH ST	PACIFIC COAST HWY	L - Local (7)	A - AC	D	1,049	31	31,390	69
1970	1362	PENNSYLVANIA AVE	247TH ST (S)	250TH ST	L - Local (7)	A - AC	C	848	31	25,843	85
1980	1145	PENNSYLVANIA DR	STEED CT	END	L - Local (7)	A - AC	D	356	36	13,049	50
1990	1139	REED DR	END	PACIFIC COAST HWY	L - Local (7)	A - AC	D	195	20	9,486	41
2000	1156	REED ST	PACIFIC COAST HWY	END	L - Local (7)	A - AC	B	236	31	8,748	25
2010	1094	REGENT AVE	260TH ST	262ND ST	L - Local (7)	A - AC	B	603	26	15,079	77
2010	1095	REGENT AVE	262ND ST	263RD ST	L - Local (7)	A - AC	B	497	26	14,191	90
2010	1096	REGENT AVE	263RD ST	END	L - Local (7)	A - AC	A	580	26	17,882	89
2020	1057	ROBIN LN	END	CYPRESS ST	L - Local (7)	A - AC	D	283	32	11,212	56
2030	1142	ROLLING VISTA DR	VIA NOVA	VIA DESMONDE	L - Local (7)	A - AC	A	880	32	28,542	79
2030	1143	ROLLING VISTA DR	VIA DESMONDE	PALOS VERDES DR N	L - Local (7)	A - AC	A	237	37	7,262	76
2030	1300	ROLLING VISTA DR	VIA MADONNA	VIA NOVA	L - Local (7)	A - AC	A	885	32	28,447	82
2040	1064	SADDLE VIEW DR	ESTHER VIEW DR	END	L - Local (7)	A - AC	D	661	30	22,163	51
2050	1078	STANHURST AVE	END	240TH ST	L - Local (7)	A - AC	G	232	30	7,546	61
2050	1310	STANHURST AVE	241ST ST	CALLISON ST	L - Local (7)	A - AC	G	467	30	14,875	51
2060	1055	STEED CT	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	337	30	11,897	45
2070	1140	STRATFORD DR	END	CYPRESS ST	L - Local (7)	A - AC	D	302	30	10,579	50
2090	1281	TURRELL ST	END	WALNUT ST	L - Local (7)	A - AC	G	500	20	12,760	34
2100	1059	VERONICA LN	255TH ST	END	L - Local (7)	A - AC	D	147	32	8,331	80
2110	1016	VIA DESMONDE	VIA MADONNA	VIA MARQUETTE	L - Local (7)	A - AC	A	1,044	31	33,390	69
2110	1017	VIA DESMONDE	VIA MARQUETTE	ROLLING VISTA DR	L - Local (7)	A - AC	A	663	31	22,478	49
2120	1018	VIA ENCANTO	END	VIA DESMONDE	L - Local (7)	A - AC	A	289	27	8,921	66
2130	1020	VIA MADONNA	END	ROLLING VISTA DR	L - Local (7)	A - AC	A	406	27	12,264	63
2130	1021	VIA MADONNA	ROLLING VISTA DR	VIA MARQUETTE	L - Local (7)	A - AC	A	1,280	32	41,145	60
2140	1009	VIA MARQUETTE	VIA DESMONDE	VIA VERA	L - Local (7)	A - AC	A	378	32	12,787	56
2140	1011	VIA MARQUETTE	VIA TAMPA	VIA VERA	L - Local (7)	A - AC	A	285	32	9,102	67
2140	1012	VIA MARQUETTE	VIA SOLANO	VIA TAMPA	L - Local (7)	A - AC	A	264	32	8,300	70
2140	1363	VIA MARQUETTE	VIA SOLANO	VIA MADONNA	L - Local (7)	A - AC	A	317	32	10,108	75
2150	1019	VIA NOVA	END	ROLLING VISTA DR	L - Local (7)	A - AC	A	334	27	10,417	45
2160	1005	VIA SOLANO	END	VIA MARQUETTE	L - Local (7)	A - AC	A	330	26	10,883	63

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
2170	1013	VIA TAMPA	END	VIA MARQUETTE	L - Local (7)	A - AC	A	151	26	6,289	60
2180	1010	VIA VERA	VIA MARQUETTE	END	L - Local (7)	A - AC	A	104	43	5,354	72
2190	1122	VIANA AVE	PACIFIC COAST HWY	END	L - Local (7)	A - AC	B	942	33	30,729	29
2200	1182	WALNUT ST	LOMITA BLVD	253RD ST	L - Local (7)	A - AC	G	1,402	32	43,972	52
2200	1183	WALNUT ST	253RD ST	255TH ST	L - Local (7)	A - AC	E	872	52	42,659	82
2200	1184	WALNUT ST	255TH ST	PACIFIC COAST HWY	L - Local (7)	O - AC/AC	E	1,128	54	47,629	95
2200	1237	WALNUT ST	END	241ST ST	L - Local (7)	A - AC	G	494	36	17,025	30
2200	1238	WALNUT ST	TURRELL ST	247TH ST (N)	L - Local (7)	A - AC	G	630	36	22,448	85
2200	1240	WALNUT ST	247TH ST (N)	LOMITA BLVD	L - Local (7)	A - AC	G	746	33	22,019	83
2200	1241	WALNUT ST	241ST ST	TURRELL ST	L - Local (7)	A - AC	G	1,323	36	47,472	31
2200	1314	WALNUT ST	PACIFIC COAST HWY	259TH PL	L - Local (7)	A - AC	B	658	26	18,263	52
2220	1051	WITTICK CT	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	346	31	12,007	47
2230	1098	WOODWARD AVE	245TH ST	LOMITA BLVD	L - Local (7)	A - AC	F	409	36	15,098	79
2230	1099	WOODWARD AVE	LOMITA BLVD	247TH ST	L - Local (7)	A - AC	C	494	26	13,137	78
2230	1100	WOODWARD AVE	247TH ST	250TH ST	L - Local (7)	A - AC	C	825	26	21,029	97
2230	1102	WOODWARD AVE	255TH ST	END OF CITY MAINTAINED	L - Local (7)	A - AC	E	633	26	17,479	46
2230	1305	WOODWARD AVE	250TH ST	253RD ST	L - Local (7)	A - AC	E	1,399	24	36,411	69
2230	1306	WOODWARD AVE	253RD PL	255TH ST	L - Local (7)	A - AC	E	657	26	17,646	95
								27.8		**4,625,418**	
	Alleys										
2355	A12	ALLEY E OF EBONY LN	253RD ST	252ND ST	O - Other	AC	G	166	20	3,318	74
2340	A9	ALLEY E OF ESHELMAN AVE	ESHELMAN AVE	248TH ST	O - Other	PCC	G	251	20	5,018	77
2330	A7	ALLEY N OF 2478TH ST	CYPRESS ST	ALLEY W OF NARBONNE AVE	O - Other	AC	C	528	20	10,565	54
2325	A6	ALLEY N OF 247TH ST	CYPRESS ST	MOON AVE	O - Other	PCC	C	241	20	4,824	85
2345	A10	ALLEY N OF 251ST ST	EBONY LN	CITY BOUNDARY	O - Other	AC	G	124	20	2,483	66
2360	A13	ALLEY N OF 255TH ST	CITY BOUNDARY	END	O - Other	PCC	E	177	20	3,531	82
2360	A21	ALLEY N OF 255TH ST	FEIJOA AVE	FEIJOA AVE	O - Other	AC	D	484	20	9,689	27
2365	A14	ALLEY N OF 256TH ST	CITY BOUNDARY	END	O - Other	PCC	E	179	20	3,584	84
2370	A15	ALLEY N OF 257TH ST	CITY BOUNDARY	END	O - Other	PCC	E	190	20	3,800	89
2380	A17	ALLEY N OF 259TH ST	ESHELMAN AVE	REED ST	O - Other	AC	B	234	20	4,671	48
2380	A19	ALLEY N OF 259TH ST	REED ST	WALNUT ST	O - Other	AC	B	272	20	5,447	24
2390	A18	ALLEY N OF 261ST ST	REGENT AVE	CAYUGA AVE	O - Other	AC	B	672	20	13,437	25
2395	A19	ALLEY N OF 262ND ST	REGENT AVE	APPIAN WAY	O - Other	AC	B	282	20	5,649	89
2395	A20	ALLEY N OF 262ND ST	REGENT AVE	CAYUGA AVE	O - Other	PCC	B	582	20	11,634	93
2300	A1	ALLEY N OF LOMITA BLVD	ALLIENE AVE	NARBONNE AVE	O - Other	AC	F	384	20	7,686	67
2300	A2	ALLEY N OF LOMITA BLVD	NARBONNE AVE	WOODWARD AVE	O - Other	AC	F	278	20	5,553	55
2350	A11	ALLEY S OF 251ST ST	CITY BOUNDARY	END	O - Other	AC	G	115	20	2,298	78
2375	A16	ALLEY S OF 257TH ST	CITY BOUNDARY	END	O - Other	PCC	E	216	20	4,323	91
2310	A3	ALLEY S OF LOMITA BLVD	NARBONNE AVE	END	O - Other	AC	C	215	20	4,301	79
2310	A4	ALLEY S OF LOMITA BLVD	WOODWARD AVE	NARBONNE AVE	O - Other	AC	C	298	20	5,950	52
2310	A5	ALLEY S OF LOMITA BLVD	WOODWARD AVE	OAK ST	O - Other	AC	C	519	20	10,389	76
2335	A22	ALLEY W OF NARBONNE AVE	254TH ST	END	O - Other	AC	D	164	20	3,283	13
2335	A8	ALLEY W OF NARBONNE AVE	247TH ST	248TH ST	O - Other	AC	C	268	20	5,358	42
								1.3		**136,791**	

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
		Arterials / Collectors									
1840	1325	NARBONNE AVE	PACIFIC COAST HWY	S CITY LIMIT	A - Arterial	A - AC	B	1,610	61	96,744	34
1950	1136	PALOS VERDES DR N	WESTERN AVE	E CITY LIMIT	A - Arterial	A - AC	A	541	100	47,185	82
1730	1034	LOMITA BLVD	PENNSYLVANIA AVE	CYPRESS ST	A - Arterial	C - AC/PCC	F	934	54	63,056	83
1950	1048	PALOS VERDES DR N	WESTERN AVE	872 FT W/O WESTERN AVE	A - Arterial	A - AC	A	872	100	80,587	84
1950	1345	PALOS VERDES DR N	ROLLING VISTA DR	1011 FT E/O ROLLING VISTA DR	A - Arterial	A - AC	A	1,011	100	91,278	84
1950	1135	PALOS VERDES DR N	W CITY LIMIT	ROLLING VISTA DR	A - Arterial	A - AC	A	1,092	100	99,049	85
1730	1041	LOMITA BLVD	WALNUT ST	EBONY LN	A - Arterial	O - AC/AC	G	1,081	64	84,381	88
1730	1039	LOMITA BLVD	OAK ST	ESHELMAN AVE	A - Arterial	O - AC/AC	F	928	64	60,371	90
1730	1040	LOMITA BLVD	ESHELMAN AVE	WALNUT ST	A - Arterial	O - AC/AC	G	868	64	60,319	91
1730	1042	LOMITA BLVD	EBONY	E CITY LIMIT	A - Arterial	A - AC	G	28	58	2,502	91
1840	1072	NARBONNE AVE	248TH ST	250TH ST	A - Arterial	O - AC/AC	C	531	56	28,638	92
1730	1036	LOMITA BLVD	NARBONNE AVE	OAK ST	A - Arterial	O - AC/AC	F	935	64	70,423	93
1840	1360	NARBONNE AVE	255TH ST	PACIFIC COAST HWY	A - Arterial	O - AC/AC	D	1,055	56	50,343	93
1730	1033	LOMITA BLVD	CRENSHAW BLVD	PENNSYLVANIA AVE	A - Arterial	C - AC/PCC	F	856	58	61,426	94
1730	1035	LOMITA BLVD	CYPRESS ST	NARBONNE AVE	A - Arterial	C - AC/PCC	F	918	64	60,821	94
1840	1071	NARBONNE AVE	LOMITA BLVD	248TH ST	A - Arterial	O - AC/AC	C	968	56	53,959	94
1840	1074	NARBONNE AVE	253RD ST	255TH ST	A - Arterial	O - AC/AC	D	686	56	37,811	94
1840	1070	NARBONNE AVE	245TH ST	LOMITA BLVD	A - Arterial	O - AC/AC	F	248	57	11,289	95
1840	1073	NARBONNE AVE	250TH ST	253RD ST	A - Arterial	O - AC/AC	D	1,428	56	79,732	95
1840	1307	NARBONNE AVE	240TH ST	245TH ST	A - Arterial	O - AC/AC	F	1,367	51	60,286	95
								3.4		**1,200,201**	
		Locals									
1080	1257	248TH ST	WEST END	E CITY LIMIT	L - Local (7)	S - ST	G	80	25	14,213	18
1065	1249	246TH ST	FALENA AVE	END	L - Local (7)	S - ST	G	639	30	18,066	19
1140	1263	254TH ST	END	CYPRESS ST	L - Local (7)	A - AC	D	303	26	10,437	22
1150	1244	255TH ST	WALNUT ST	E CITY LIMIT	L - Local (7)	A - AC	E	984	32	29,546	24
1280	1166	ALCOR ST	END	WALNUT ST	L - Local (7)	A - AC	G	264	32	10,043	25
1540	1302	EBONY LN	253RD ST	WALNUT ST	L - Local (7)	A - AC	G	142	48	8,291	25
2000	1156	REED ST	PACIFIC COAST HWY	END	L - Local (7)	A - AC	B	236	31	8,748	25
1390	1119	BECKNEL AVE	253RD ST	END	L - Local (7)	A - AC	D	114	22	4,327	26
1131	1169	253RD ST	WALNUT ST	EBONY LN	L - Local (7)	O - AC/AC	E	60	13	1,505	29
1250	1065	ABITA AVE	247TH ST	END	L - Local (7)	A - AC	G	179	27	7,959	29
1540	1062	EBONY LN	252ND ST	253RD ST	L - Local (7)	A - AC	G	585	52	28,717	29
2190	1122	VIANA AVE	PACIFIC COAST HWY	END	L - Local (7)	A - AC	B	942	33	30,729	29
1070	1043	247TH PL	END	E CITY LIMIT	L - Local (7)	S - ST	G	784	25	22,319	30
1530	1109	DORIA AVE	252ND ST	SOUTH END	L - Local (7)	A - AC	E	475	26	14,026	30
2200	1237	WALNUT ST	END	241ST ST	L - Local (7)	A - AC	G	494	36	17,025	30
1160	1220	256TH ST	WALNUT ST	E CITY LIMIT	L - Local (7)	A - AC	E	988	32	29,798	31
1870	1175	NORDMAN ST	WALNUT ST	END	L - Local (7)	A - AC	G	536	28	13,762	31
2200	1241	WALNUT ST	241ST ST	TURRELL ST	L - Local (7)	A - AC	G	1,323	36	47,472	31
1380	1298	BANI AVE	END	254TH ST	L - Local (7)	A - AC	D	148	30	5,469	32
1560	1376	ESHELMAN AVE	ESHELMAN AVE	END	L - Local (7)	A - AC	E	351	33	10,652	34
1610	1304	FEIJOA AVE	250TH ST	254TH ST	L - Local (7)	A - AC	D	1,521	26	40,161	34
2090	1281	TURRELL ST	END	WALNUT ST	L - Local (7)	A - AC	G	500	20	12,760	34
1131	1199	253RD ST	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	D	296	27	9,208	36
1650	1157	GUYSON ST	MURAD AVE	END	L - Local (7)	A - AC	B	560	26	16,706	37
1130	1045	253RD PL	WOODWARD AVE	OAK ST	L - Local (7)	A - AC	E	356	26	10,780	38
1300	1069	ALLIENE AVE	255TH ST	END	L - Local (7)	A - AC	D	488	32	15,917	38
1075	1277	247TH ST	ABITA AVE	WALNUT ST	L - Local (7)	S - ST	G	247	26	7,255	40

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
1110	1201	251ST ST	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	D	305	22	8,510	40
1220	1147	262ND ST	END	ESHELMAN AVE	L - Local (7)	A - AC	B	963	34	32,655	40
1120	1269	252ND ST	END	EBONY LN	L - Local (7)	A - AC	G	215	27	6,372	41
1990	1139	REED DR	END	PACIFIC COAST HWY	L - Local (7)	A - AC	D	195	20	9,486	41
1220	1150	262ND ST	REGENT AVE	OCEAN VIEW AVE	L - Local (7)	A - AC	B	301	36	10,340	42
1260	1105	ADAMO AVE	END	255TH ST	L - Local (7)	A - AC	D	256	26	8,599	43
1010	1217	240TH ST	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	G	783	30	23,903	44
1430	1282	CALLISON ST	STANHURST AVE	WALNUT ST	L - Local (7)	A - AC	G	443	28	13,615	44
1540	1061	EBONY LN	251ST ST	252ND ST	L - Local (7)	A - AC	G	445	52	24,165	44
1630	1155	GARNER ST	END	ESHELMAN AVE	L - Local (7)	A - AC	B	288	26	8,478	44
1900	1092	OBER AVE	GUYSON ST	END	L - Local (7)	A - AC	B	95	28	2,918	44
1131	1170	253RD ST	MONTEREY CIR	E CITY LIMIT	L - Local (7)	A - AC	E	232	36	10,192	45
1180	1007	258TH PL	APPIAN WAY	E CITY LIMIT	L - Local (7)	A - AC	B	453	24	8,177	45
1220	1151	262ND ST	OCEAN VIEW AVE	CAYUGA AVE	L - Local (7)	A - AC	B	395	36	14,364	45
1380	1121	BANI AVE	253RD ST	END	L - Local (7)	A - AC	D	123	26	4,860	45
1600	1068	FALENA AVE	247TH ST	END	L - Local (7)	A - AC	G	455	30	13,056	45
2060	1055	STEED CT	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	337	30	11,897	45
2150	1019	VIA NOVA	END	ROLLING VISTA DR	L - Local (7)	A - AC	A	334	27	10,417	45
1190	1031	259TH PL	APPIAN WAY	CAYUGA AVE	L - Local (7)	A - AC	B	657	26	16,433	46
1620	1144	FORRESTER DR	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	147	32	6,492	46
2230	1102	WOODWARD AVE	255TH ST	END OF CITY MAINTAINED	L - Local (7)	A - AC	E	633	26	17,479	46
1150	1189	255TH ST	ADAMO AVE	CYPRESS ST	L - Local (7)	A - AC	D	251	26	6,559	47
1510	1056	DANMAR CT	END	PENNSYLVANIA DR	L - Local (7)	A - AC	D	127	32	6,194	47
1540	1063	EBONY LN	LOMITA BLVD	251ST ST	L - Local (7)	A - AC	G	306	52	15,565	47
2220	1051	WITTICK CT	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	346	31	12,007	47
1020	1260	241ST ST	STANHURST AVE	WALNUT ST	L - Local (7)	A - AC	G	471	28	13,366	48
1110	1200	251ST ST	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	790	32	25,706	48
1131	1198	253RD ST	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	794	32	24,907	48
1150	1190	255TH ST	CYPRESS ST	NARBONNE AVE	L - Local (7)	A - AC	D	825	27	20,466	48
1220	1149	262ND ST	MONTE VISTA AVE	REGENT AVE	L - Local (7)	A - AC	B	300	36	10,167	48
1570	1146	ESTER VIEW DR	SADDLE VIEW RD	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	552	31	18,132	48
1131	1171	253RD ST	EBONY LN	MONTEREY CIR	L - Local (7)	A - AC	E	663	33	18,235	49
1610	1104	FEIJOA AVE	254TH ST	255TH ST	L - Local (7)	A - AC	D	535	26	14,577	49
2110	1017	VIA DESMONDE	VIA MARQUETTE	ROLLING VISTA DR	L - Local (7)	A - AC	A	663	31	22,478	49
1560	1087	ESHELMAN AVE	PACIFIC COAST HWY	259TH PL (S)	L - Local (7)	A - AC	B	715	49	31,808	50
1980	1145	PENNSYLVANIA DR	STEED CT	END	L - Local (7)	A - AC	D	356	36	13,049	50
2070	1140	STRATFORD DR	END	CYPRESS ST	L - Local (7)	A - AC	D	302	30	10,579	50
1530	1108	DORIA AVE	NORTH END	252ND ST	L - Local (7)	A - AC	E	342	25	9,891	51
1700	1118	KELLEY AVE	255TH ST (S)	END	L - Local (7)	A - AC	D	260	26	9,952	51
2040	1064	SADDLE VIEW DR	ESTHER VIEW DR	END	L - Local (7)	A - AC	D	661	30	22,163	51
2050	1310	STANHURST AVE	241ST ST	CALLISON ST	L - Local (7)	A - AC	G	467	30	14,875	51
1500	1323	CYPRESS ST	PACIFIC COAST HWY	S CITY LIMIT	L - Local (7)	A - AC	B	1,304	32	38,948	52
2200	1182	WALNUT ST	LOMITA BLVD	253RD ST	L - Local (7)	A - AC	G	1,402	32	43,972	52
2200	1314	WALNUT ST	PACIFIC COAST HWY	259TH PL	L - Local (7)	A - AC	B	658	26	18,263	52
1140	1261	254TH ST	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	E	710	28	19,819	53
1310	1106	ALTA VISTA AVE	262ND ST	END	L - Local (7)	A - AC	A	1,152	30	32,835	53
1410	1027	BLAND PL	PACIFIC COAST HWY	WALNUT ST	L - Local (7)	A - AC	E	400	36	17,790	53

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
1210	1278	261ST ST	OAK ST	END	L - Local (7)	A - AC	B	486	23	13,913	54
1500	1231	CYPRESS ST	PACIFIC COAST HWY	STRATFORD DR	L - Local (7)	A - AC	D	525	30	14,300	54
1760	1326	LUCILLE AVE	255TH ST	PACIFIC COAST HWY	L - Local (7)	A - AC	D	1,005	27	26,244	54
1020	1259	241ST ST	END	STANHURST AVE	L - Local (7)	A - AC	G	283	28	8,913	55
1170	1234	257TH ST	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	E	709	22	15,917	55
1140	1265	254TH ST	AUBREY LN	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	456	32	15,474	56
2020	1057	ROBIN LN	END	CYPRESS ST	L - Local (7)	A - AC	D	283	32	11,212	56
2140	1009	VIA MARQUETTE	VIA DESMONDE	VIA VERA	L - Local (7)	A - AC	A	378	32	12,787	56
1140	1266	254TH ST	END	AUBREY LN	L - Local (7)	A - AC	D	304	34	10,483	57
1195	1172	259TH ST	APPIAN WAY	MARKET PL	L - Local (7)	A - AC	B	688	36	23,339	57
1640	1313	GLENTREE DR	END	FAIRVIEW AVE	L - Local (7)	A - AC	A	801	24	22,616	57
1830	1091	MURAD AVE	262ND ST	GUYSON ST	L - Local (7)	A - AC	B	199	30	5,613	57
1170	1233	257TH ST	WALNUT ST	E CITY LIMIT	L - Local (7)	A - AC	E	988	28	26,151	58
1220	1148	262ND ST	ESHELMAN AVE	MONTE VISTA AVE	L - Local (7)	A - AC	B	272	36	10,767	60
1230	1165	263RD ST	WESTERN AVE	E CITY LIMIT	L - Local (7)	A - AC	A	372	40	11,639	60
1450	1111	CAYUGA AVE	PACIFIC COAST HWY	259TH PL	L - Local (7)	A - AC	B	708	34	21,349	60
1970	1130	PENNSYLVANIA AVE	PACIFIC COAST HWY	ESTHER VIEW DR	L - Local (7)	A - AC	D	464	34	15,173	60
2130	1021	VIA MADONNA	ROLLING VISTA DR	VIA MARQUETTE	L - Local (7)	A - AC	A	1,280	32	41,145	60
2170	1013	VIA TAMPA	END	VIA MARQUETTE	L - Local (7)	A - AC	A	151	26	6,289	60
2050	1078	STANHURST AVE	END	240TH ST	L - Local (7)	A - AC	G	232	30	7,546	61
1190	1028	259TH PL	AVOCADO ST	ESHELMAN AVE	L - Local (7)	A - AC	B	349	32	13,185	62
1190	1032	259TH PL	CAYUGA AVE	MARKET PL	L - Local (7)	A - AC	B	252	26	6,074	63
1370	1338	AVOCADO ST	259TH PL	END (N)	L - Local (7)	A - AC	B	248	33	6,954	63
1500	1228	CYPRESS ST	254TH ST	255TH St	L - Local (7)	A - AC	D	527	30	13,660	63
1500	1232	CYPRESS ST	250TH ST	ROBIN LN	L - Local (7)	A - AC	D	636	28	17,818	63
2130	1020	VIA MADONNA	END	ROLLING VISTA DR	L - Local (7)	A - AC	A	406	27	12,264	63
2160	1005	VIA SOLANO	END	VIA MARQUETTE	L - Local (7)	A - AC	A	330	26	10,883	63
1150	1188	255TH ST	KELLEY AVE	ADAMO AVE	L - Local (7)	A - AC	D	299	27	7,708	64
1160	1222	256TH ST	NARBONNE AVE	OAK ST	L - Local (7)	A - AC	E	771	26	20,009	64
1330	1022	APPIAN WAY	261ST ST	END	L - Local (7)	A - AC	B	212	24	4,599	64
1120	1270	252ND ST	END	E CITY LIMIT	L - Local (7)	A - AC	G	372	26	11,653	65
1150	1197	255TH ST	VERONICA LN	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	285	35	8,750	65
1970	1131	PENNSYLVANIA AVE	ESTHER VIEW DR	STEED CT	L - Local (7)	A - AC	D	610	34	22,137	65
1880	1285	OAK ST	PACIFIC COAST HWY	261ST ST	L - Local (7)	A - AC	B	1,033	37	36,784	66
2120	1018	VIA ENCANTO	END	VIA DESMONDE	L - Local (7)	A - AC	A	289	27	8,921	66
1190	1029	259TH PL	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	B	731	31	22,188	67
1500	1230	CYPRESS ST	249TH ST	250TH ST	L - Local (7)	A - AC	C	274	27	7,276	67
1970	1354	PENNSYLVANIA AVE	253RD ST (N)	255TH ST	L - Local (7)	A - AC	D	1,059	31	32,317	67
2140	1011	VIA MARQUETTE	VIA TAMPA	VIA VERA	L - Local (7)	A - AC	A	285	32	9,102	67
1190	1030	259TH PL	WALNUT ST	APPIAN WAY	L - Local (7)	A - AC	B	50	24	4,086	68
1450	1115	CAYUGA AVE	261ST ST	262ND ST	L - Local (7)	A - AC	B	331	32	12,859	68
1500	1229	CYPRESS ST	255TH ST	STRATFORD DR	L - Local (7)	A - AC	D	533	30	14,489	68
1200	1173	260TH ST	APPIAN WAY	MARKET PL	L - Local (7)	A - AC	B	1,141	27	29,975	69
1220	1153	262ND ST	WESTERN AVE	ALTA VISTA AVE	L - Local (7)	A - AC	B	115	29	3,022	69
1330	1023	APPIAN WAY	259TH PL	260TH ST	L - Local (7)	A - AC	B	333	19	5,869	69
1330	1024	APPIAN WAY	260TH ST	261ST ST	L - Local (7)	A - AC	B	428	20	7,530	69
1340	1053	APRIL CT	END	WALNUT ST	L - Local (7)	A - AC	G	265	32	10,999	69
1500	1227	CYPRESS ST	248TH ST	249TH ST	L - Local (7)	A - AC	C	255	27	6,553	69

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
1970	1355	PENNSYLVANIA AVE	255TH ST	PACIFIC COAST HWY	L - Local (7)	A - AC	D	1,049	31	31,390	69
2110	1016	VIA DESMONDE	VIA MADONNA	VIA MARQUETTE	L - Local (7)	A - AC	A	1,044	31	33,390	69
2230	1305	WOODWARD AVE	250TH ST	253RD ST	L - Local (7)	A - AC	E	1,399	24	36,411	69
1150	1356	255TH ST	VERONICA LN	END	L - Local (7)	A - AC	D	507	27	15,473	70
2140	1012	VIA MARQUETTE	VIA SOLANO	VIA TAMPA	L - Local (7)	A - AC	A	264	32	8,300	70
1220	1152	262ND ST	CAYUGA AVE	WESTERN AVE	L - Local (7)	A - AC	B	276	36	8,707	71
1230	1164	263RD ST	OCEAN VIEW AVE	WESTERN AVE	L - Local (7)	A - AC	A	528	36	18,609	71
1330	1026	APPIAN WAY	PACIFIC COAST HWY	259TH ST	L - Local (7)	A - AC	B	579	15	9,141	71
1880	1286	OAK ST	261ST ST	END	L - Local (7)	A - AC	B	890	36	32,480	71
1970	1353	PENNSYLVANIA AVE	250TH ST	253RD ST (N)	L - Local (7)	A - AC	D	1,054	31	32,445	71
1500	1340	CYPRESS ST	ROBIN LN	254TH ST	L - Local (7)	A - AC	D	951	30	25,134	72
1770	1006	MARKET PL	259TH ST	260TH ST	L - Local (7)	A - AC	B	433	24	11,683	72
1880	1330	OAK ST	253RD PL	255TH ST	L - Local (7)	O - AC/AC	E	684	27	17,858	72
2180	1010	VIA VERA	VIA MARQUETTE	END	L - Local (7)	A - AC	A	104	43	5,354	72
1220	1213	262ND ST	ALTA VISTA AVE	E CITY LIMIT	L - Local (7)	A - AC	B	68	30	2,038	73
1460	1219	CHAPMAN ST	SADDLE VIEW RD	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	523	30	16,282	73
1210	1280	261ST ST	CAYUGA AVE	WESTERN AVE	L - Local (7)	A - AC	B	250	32	7,531	74
1850	1138	NEKO DR	END	251ST ST	L - Local (7)	A - AC	D	126	33	5,765	74
1880	1284	OAK ST	256TH ST	PACIFIC COAST HWY	L - Local (7)	O - AC/AC	E	609	27	15,786	74
1880	1308	OAK ST	250TH ST	253RD PL	L - Local (7)	O - AC/AC	E	1,427	27	36,991	74
1880	1334	OAK ST	LOMITA BLVD	250TH ST	L - Local (7)	O - AC/AC	C	1,094	25	27,116	74
2140	1363	VIA MARQUETTE	VIA SOLANO	VIA MADONNA	L - Local (7)	A - AC	A	317	32	10,108	75
1240	1235	264TH ST	OVID AVE	FAIRVIEW AVE	L - Local (7)	A - AC	A	337	20	6,694	76
1880	1283	OAK ST	255TH ST	256TH ST	L - Local (7)	O - AC/AC	E	420	27	10,676	76
2030	1143	ROLLING VISTA DR	VIA DESMONDE	PALOS VERDES DR N	L - Local (7)	A - AC	A	237	37	7,262	76
1700	1117	KELLEY AVE	END (N)	255TH ST	L - Local (7)	A - AC	D	184	32	7,960	77
1810	1327	MONTEREY CIR	253RD ST	END	L - Local (7)	A - AC	E	153	31	6,127	77
2010	1094	REGENT AVE	260TH ST	262ND ST	L - Local (7)	A - AC	B	603	26	15,079	77
1030	1214	242ND ST	NARBONNE AVE	PARK HAVEN PL	L - Local (7)	A - AC	F	1,021	25	25,932	78
1560	1088	ESHELMAN AVE	GARNER ST	262ND ST (N)	L - Local (7)	A - AC	B	335	56	18,696	78
1800	1125	MONTE VISTA AVE	262ND ST	263RD ST	L - Local (7)	A - AC	B	497	26	13,639	78
2230	1099	WOODWARD AVE	LOMITA BLVD	247TH ST	L - Local (7)	A - AC	C	494	26	13,137	78
1060	1003	246TH PL	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	A - AC	C	771	26	21,036	79
1150	1187	255TH ST	PENNSYLVANIA AVE	KELLEY AVE	L - Local (7)	A - AC	D	225	27	5,996	79
1480	1015	CRENSHAW BLVD	LOMITA BLVD	S CITY LIMIT	L - Local (7)	O - AC/AC	F	920	81	75,455	79
1860	1050	NOELLE CT	END	254TH ST	L - Local (7)	A - AC	D	147	32	6,019	79
2030	1142	ROLLING VISTA DR	VIA NOVA	VIA DESMONDE	L - Local (7)	A - AC	A	880	32	28,542	79
2230	1098	WOODWARD AVE	245TH ST	LOMITA BLVD	L - Local (7)	A - AC	F	409	36	15,098	79
1020	1374	241ST ST	ALLIENE AVE	NARBONNE AVE	L - Local (7)	S - ST	F	312	31	9,039	80
1080	1253	248TH ST	NARBONNE AVE	WOODWARD AVE	L - Local (7)	S - ST	C	278	26	7,662	80
1320	1077	ANDREO AVE	253RD PL	END	L - Local (7)	O - AC/AC	E	357	26	10,871	80
1450	1113	CAYUGA AVE	259TH PL	261ST ST	L - Local (7)	A - AC	B	544	29	15,652	80
1490	1141	CYPRESS CIRCLE DR	END	CYPRESS ST	L - Local (7)	A - AC	D	282	32	11,055	80
1560	1079	ESHELMAN AVE	240TH ST	LOMITA PARK PL	L - Local (7)	A - AC	G	1,197	56	66,546	80
1560	1090	ESHELMAN AVE	263RD ST	END	L - Local (7)	A - AC	A	671	26	13,664	80
1690	1342	HILLWORTH AVE	N CITY LIMIT	S CITY LIMIT	L - Local (7)	A - AC	D	639	27	16,363	80
2100	1059	VERONICA LN	255TH ST	END	L - Local (7)	A - AC	D	147	32	8,331	80

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
1320	1329	ANDREO AVE	250TH ST	252ND ST	L - Local (7)	O - AC/AC	E	899	26	23,343	81
1330	1358	APPIAN WAY	259TH ST	259TH PL	L - Local (7)	A - AC	B	340	24	5,248	81
1530	1243	DORIA AVE	250TH ST	END	L - Local (7)	A - AC	C	187	30	7,778	81
2240	1361	PADRON PL	NORDMAN ST	END	L - Local (7)	A - AC	G	226	28	6,630	81
1030	1346	242ND ST	PARK HAVEN LN	ESHELMAN AVE	L - Local (7)	A - AC	F	575	25	14,662	82
1075	1272	247TH ST	END	PENNSYLVANIA AVE	L - Local (7)	S - ST	C	640	26	17,210	82
1080	1250	248TH ST	END	PENNSYLVANIA AVE	L - Local (7)	S - ST	C	791	26	21,350	82
1130	1001	253RD PL	END	E CITY LIMIT	L - Local (7)	A - AC	E	210	15	2,975	82
1210	1357	261ST ST	REGENT AVE	APPIAN WAY	L - Local (7)	A - AC	B	292	26	6,948	82
1350	1058	AUBREY LN	254TH ST	END	L - Local (7)	A - AC	D	154	32	6,392	82
1480	1014	CRENSHAW BLVD	N CITY LIMIT	LOMITA BLVD	L - Local (7)	O - AC/AC	F	367	76	29,584	82
1565	1335	ESHELMAN WAY	ESHELMAN AVE	END	L - Local (7)	A - AC	G	219	33	5,052	82
2030	1300	ROLLING VISTA DR	VIA MADONNA	VIA NOVA	L - Local (7)	A - AC	A	885	32	28,447	82
2200	1183	WALNUT ST	253RD ST	255TH ST	L - Local (7)	A - AC	E	872	52	42,659	82
1120	1268	252ND ST	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	G	703	22	15,745	83
1370	1154	AVOCADO ST	259TH PL	END (S)	L - Local (7)	A - AC	B	204	17	2,658	83
1560	1123	ESHELMAN AVE	N CITY LIMIT	240TH ST	L - Local (7)	A - AC	G	261	56	13,068	83
1560	1312	ESHELMAN AVE	259TH PL	GARNER ST	L - Local (7)	A - AC	B	447	54	24,648	83
1670	1107	HILLCREST AVE	END	WESTERN AVE	L - Local (7)	A - AC	A	604	36	21,714	83
2200	1240	WALNUT ST	247TH ST (N)	LOMITA BLVD	L - Local (7)	A - AC	G	746	33	22,019	83
1040	1218	243RD ST	LOMITA DR	NARBONNE AVE	L - Local (7)	S - ST	F	1,026	26	26,512	84
1230	1162	263RD ST	MONTE VISTA AVE	REGENT AVE	L - Local (7)	A - AC	A	301	36	10,450	84
1970	1301	PENNSYLVANIA AVE	241ST ST	LOMITA BLVD	L - Local (7)	A - AC	F	502	33	16,657	84
1970	1347	PENNSYLVANIA AVE	N CITY LIMIT	241ST ST	L - Local (7)	A - AC	F	242	33	7,813	84
1080	1255	248TH ST	OAK ST	ESHELMAN AVE	L - Local (7)	S - ST	C	830	26	22,700	85
1131	1375	253RD ST	WALNUT ST	ESHELMAN AVE	L - Local (7)	O - AC/AC	E	759	20	15,180	85
1210	1279	261ST ST	REGENT AVE	CAYUGA AVE	L - Local (7)	A - AC	B	896	26	23,663	85
1440	1060	CARLENE LN	END	DAWN ST	L - Local (7)	A - AC	F	157	32	6,811	85
1970	1362	PENNSYLVANIA AVE	247TH ST (S)	250TH ST	L - Local (7)	A - AC	C	848	31	25,843	85
2200	1238	WALNUT ST	TURRELL ST	247TH ST (N)	L - Local (7)	A - AC	G	630	36	22,448	85
1100	1209	250TH ST	WOODWARD AVE	OAK ST	L - Local (7)	O - AC/AC	C	413	26	10,611	86
1110	1159	251ST ST	EBONY LN	E CITY LIMIT	L - Local (7)	A - AC	G	247	26	7,242	86
1130	1047	253RD PL	ESHELMAN AVE	WALNUT ST	L - Local (7)	O - AC/AC	E	702	22	16,001	86
1320	1337	ANDREO AVE	252ND ST	253RD ST	L - Local (7)	O - AC/AC	E	531	26	14,020	86
1550	1004	ELEANOR PL	END	WALNUT ST	L - Local (7)	O - AC/AC	G	271	32	10,231	86
1560	1303	ESHELMAN AVE	LOMITA PARK PL	LOMITA BLVD	L - Local (7)	A - AC	G	1,274	56	70,005	86
1590	1127	FAIRVIEW AVE	APPIAN WAY	263RD ST	L - Local (7)	A - AC	B	196	24	6,523	86
1760	1324	LUCILLE AVE	PACIFIC COAST HWY	END	L - Local (7)	A - AC	B	1,279	26	32,600	86
1065	1248	246TH ST	PENNSYLVANIA AVE	CYPERSS ST	L - Local (7)	A - AC	C	770	26	20,785	87
1100	1202	250TH ST	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	C	815	26	22,325	87
1230	1160	263RD ST	APPIAN WAY	FAIRVIEW AVE	L - Local (7)	A - AC	A	214	36	7,466	87
1520	1176	DAWN ST	END	ESHELMAN AVE	L - Local (7)	A - AC	F	480	32	15,816	87
1075	1273	247TH ST	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	S - ST	C	770	26	21,603	88
1080	1254	248TH ST	WOODWARD AVE	OAK ST	L - Local (7)	S - ST	C	440	26	12,538	88
1140	1264	254TH ST	FEIJOA AVE	NARBONNE AVE	L - Local (7)	O - AC/AC	D	358	26	9,724	88
1590	1128	FAIRVIEW AVE	263RD ST	GLENTREE DR	L - Local (7)	A - AC	A	534	24	13,060	88
1780	1247	MCKENNA CT	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	D	299	32	11,671	88
1010	1216	240TH ST	OLSON LN	ESHELMAN AVE	L - Local (7)	A - AC	F	297	30	11,599	89

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
1050	1179	245TH ST	NARBONNE AVE	WOODWARD AVE	L - Local (7)	S - ST	F	315	28	8,733	89
1080	1252	248TH ST	CYPRESS ST	NARBONNE AVE	L - Local (7)	S - ST	C	770	26	20,936	89
1100	1207	250TH ST	NARBONNE AVE	WOODWARD AVE	L - Local (7)	A - AC	C	410	26	9,905	89
1150	1195	255TH ST	WOODWARD AVE	OAK ST	L - Local (7)	O - AC/AC	E	387	27	10,529	89
1920	1321	OLSON LN	END	240TH ST	L - Local (7)	A - AC	F	197	32	7,796	89
2010	1096	REGENT AVE	263RD ST	END	L - Local (7)	A - AC	A	580	26	17,882	89
1050	1181	245TH ST	CADIZ DR	END	L - Local (7)	S - ST	F	550	31	17,826	90
1075	1275	247TH ST	MOON AVE	NARBONNE AVE	L - Local (7)	S - ST	C	444	26	10,631	90
1075	1322	247TH ST	FALENA AVE	END	L - Local (7)	S - ST	G	664	32	21,788	90
1080	1251	248TH ST	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	S - ST	C	770	26	21,341	90
1090	1236	249TH ST	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	S - ST	C	769	16	12,502	90
1130	1044	253RD PL	NARBONNE AVE	WOODWARD AVE	L - Local (7)	A - AC	E	359	26	9,540	90
1560	1089	ESHELMAN AVE	262ND ST	263RD ST	L - Local (7)	A - AC	B	548	26	15,788	90
2010	1095	REGENT AVE	262ND ST	263RD ST	L - Local (7)	A - AC	B	497	26	14,191	90
1010	1317	240TH ST	BENHILL AVE	OLSON LN	L - Local (7)	A - AC	F	836	30	22,731	91
1075	1271	247TH ST	WALNUT ST	FALCENA AVE	L - Local (7)	S - ST	G	281	32	9,480	91
1075	1274	247TH ST	CYPRESS ST	MOON AVE	L - Local (7)	A - AC	C	328	26	10,248	91
1075	1276	247TH ST	WOODWARD AVE	OAK ST	L - Local (7)	S - ST	C	439	26	12,308	91
1100	1210	250TH ST	OAK ST	ESHELMAN AVE	L - Local (7)	O - AC/AC	C	825	26	20,987	91
1140	1262	254TH ST	WALNUT ST	E CITY LIMIT	L - Local (7)	O - AC/AC	E	986	30	26,620	91
1230	1163	263RD ST	REGENT AVE	OCEAN VIEW AVE	L - Local (7)	A - AC	A	300	36	10,228	91
1560	1336	ESHELMAN AVE	ESHELMAN AVE	252ND ST	L - Local (7)	O - AC/AC	E	456	57	24,889	91
1800	1126	MONTE VISTA AVE	263RD ST	END OF CITY MAINTAINED	L - Local (7)	A - AC	A	520	26	13,434	91
1910	1124	OCEAN VIEW AVE	262ND ST	263RD ST	L - Local (7)	A - AC	B	498	26	13,662	91
1020	1258	241ST ST	PENNSYLVANIA AVE	ALLIENE AVE	L - Local (7)	S - ST	F	1,288	31	42,889	92
1330	1025	APPIAN WAY	262ND ST	263RD ST	L - Local (7)	A - AC	B	720	19	14,323	92
1470	1052	COMAL CT	250TH ST	END	L - Local (7)	A - AC	C	184	30	7,657	92
1560	1080	ESHELMAN AVE	LOMITA BLVD	248TH ST (N)	L - Local (7)	O - AC/AC	G	332	57	17,405	92
1560	1082	ESHELMAN AVE	252ND ST	253RD ST	L - Local (7)	O - AC/AC	E	273	57	15,356	92
1560	1318	ESHELMAN AVE	248TH ST (N)	250TH ST	L - Local (7)	O - AC/AC	G	316	54	17,090	92
1100	1203	250TH ST	PENNSYLVANIA AVE	CYPRESS ST	L - Local (7)	A - AC	C	824	26	21,048	93
1160	1221	256TH ST	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	D	823	18	15,857	93
1560	1083	ESHELMAN AVE	253RD ST	253RD PL	L - Local (7)	O - AC/AC	E	285	57	15,568	93
1560	1086	ESHELMAN AVE	257TH ST	PACIFIC COAST HWY	L - Local (7)	O - AC/AC	E	427	57	22,423	93
1230	1161	263RD ST	FAIRVIEW AVE	MONTE VISTA AVE	L - Local (7)	A - AC	A	601	36	20,743	94
1120	1267	252ND ST	DORIA AVE	ANDREO AVE	L - Local (7)	O - AC/AC	E	200	26	6,075	95
1130	1046	253RD PL	ANDREO WAY	ESHELMAN AVE	L - Local (7)	O - AC/AC	E	221	26	6,201	95
1150	1194	255TH ST	NARBONNE AVE	WOODWARD AVE	L - Local (7)	O - AC/AC	E	384	27	10,074	95
1150	1196	255TH ST	OAK ST	ESHELMAN AVE	L - Local (7)	O - AC/AC	E	772	27	20,280	95
1560	1081	ESHELMAN AVE	250TH ST	ESHELMAN AVE	L - Local (7)	O - AC/AC	E	440	57	24,344	95
1560	1084	ESHELMAN AVE	253RD PL	255TH ST	L - Local (7)	O - AC/AC	E	650	57	36,172	95
1560	1085	ESHELMAN AVE	255TH ST	257TH ST	L - Local (7)	O - AC/AC	E	628	57	34,532	95
1720	1167	LEOLA ST	WALNUT ST	END	L - Local (7)	O - AC/AC	G	276	22	8,001	95
1820	1097	MOON AVE	LOMITA BLVD	247TH ST	L - Local (7)	A - AC	C	830	26	21,679	95
1970	1351	PENNSYLVANIA AVE	247TH ST (S)	246TH PL	L - Local (7)	A - AC	C	743	31	22,579	95
2200	1184	WALNUT ST	255TH ST	PACIFIC COAST HWY	L - Local (7)	O - AC/AC	E	1,128	54	47,629	95

Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI
2230	1306	WOODWARD AVE	253RD PL	255TH ST	L - Local (7)	A - AC	E	657	26	17,646	95
1010	1215	240TH ST	NARBONNE AVE	BENHILL AVE	L - Local (7)	A - AC	F	467	32	14,052	96
1400	1075	BENHILL AVE	240TH ST	END (S)	L - Local (7)	A - AC	F	231	28	7,878	96
1760	1066	LUCILLE AVE	243RD ST	LOMITA BLVD	L - Local (7)	A - AC	F	552	20	11,046	96
1970	1352	PENNSYLVANIA AVE	LOMITA BLVD	246TH ST	L - Local (7)	A - AC	C	740	31	23,159	96
1500	1225	CYPRESS ST	246TH PL	247TH ST	L - Local (7)	A - AC	C	351	26	8,935	97
1750	1049	LOMITA PARK PL	END	ESHELMAN AVE	L - Local (7)	A - AC	F	683	34	23,634	97
2230	1100	WOODWARD AVE	247TH ST	250TH ST	L - Local (7)	A - AC	C	825	26	21,029	97
1050	1180	245TH ST	WOODWARD AVE	CADIZ DR	L - Local (7)	A - AC	F	522	31	17,348	98
1100	1206	250TH ST	CYPRESS ST	NARBONNE AVE	L - Local (7)	A - AC	C	828	26	20,644	98
1270	1315	ADONA DR	CADIZ DR	END	L - Local (7)	A - AC	F	276	26	8,715	98
1290	1177	ALLBROOK ST	END	ESHELMAN AVE	L - Local (7)	A - AC	F	483	26	13,625	98
1300	1316	ALLIENE AVE	241ST ST	LOMITA	L - Local (7)	A - AC	F	1,191	20	22,935	98
1380	1120	BANI AVE	250TH ST	END	L - Local (7)	A - AC	C	127	32	5,714	98
1420	1134	CADIZ DR	245TH ST	END	L - Local (7)	A - AC	F	330	32	11,517	98
1500	1224	CYPRESS ST	LOMITA BLVD	246TH PL	L - Local (7)	A - AC	C	679	26	17,543	98
1500	1226	CYPRESS ST	247TH ST	248TH ST	L - Local (7)	A - AC	C	353	27	9,284	98
1660	1319	HENDRICKS AVE	END	245TH ST	L - Local (7)	A - AC	F	515	26	15,135	98
								27.8		**4,625,418**	
	Alleys										
2335	A22	ALLEY W OF NARBONNE AVE	254TH ST	END	O - Other	AC	D	164	20	3,283	13
2380	A19	ALLEY N OF 259TH ST	REED ST	WALNUT ST	O - Other	AC	B	272	20	5,447	24
2390	A18	ALLEY N OF 261ST ST	REGENT AVE	CAYUGA AVE	O - Other	AC	B	672	20	13,437	25
2360	A21	ALLEY N OF 255TH ST	FEIJOA AVE	FEIJOA AVE	O - Other	AC	D	484	20	9,689	27
2335	A8	ALLEY W OF NARBONNE AVE	247TH ST	248TH ST	O - Other	AC	C	268	20	5,358	42
2380	A17	ALLEY N OF 259TH ST	ESHELMAN AVE	REED ST	O - Other	AC	B	234	20	4,671	48
2310	A4	ALLEY S OF LOMITA BLVD	WOODWARD AVE	NARBONNE AVE	O - Other	AC	C	298	20	5,950	52
2330	A7	ALLEY N OF 2478TH ST	CYPRESS ST	ALLEY W OF NARBONNE AVE	O - Other	AC	C	528	20	10,565	54
2300	A2	ALLEY N OF LOMITA BLVD	NARBONNE AVE	WOODWARD AVE	O - Other	AC	F	278	20	5,553	55
2345	A10	ALLEY N OF 251ST ST	EBONY LN	CITY BOUNDARY	O - Other	AC	G	124	20	2,483	66
2300	A1	ALLEY N OF LOMITA BLVD	ALLIENE AVE	NARBONNE AVE	O - Other	AC	F	384	20	7,686	67
2355	A12	ALLEY E OF EBONY LN	253RD ST	252ND ST	O - Other	AC	G	166	20	3,318	74
2310	A5	ALLEY S OF LOMITA BLVD	WOODWARD AVE	OAK ST	O - Other	AC	C	519	20	10,389	76
2340	A9	ALLEY E OF ESHELMAN AVE	ESHELMAN AVE	248TH ST	O - Other	PCC	G	251	20	5,018	77
2350	A11	ALLEY S OF 251ST ST	CITY BOUNDARY	END	O - Other	AC	G	115	20	2,298	78
2310	A3	ALLEY S OF LOMITA BLVD	NARBONNE AVE	END	O - Other	AC	C	215	20	4,301	79
2360	A13	ALLEY N OF 255TH ST	CITY BOUNDARY	END	O - Other	PCC	E	177	20	3,531	82
2365	A14	ALLEY N OF 256TH ST	CITY BOUNDARY	END	O - Other	PCC	E	179	20	3,584	84
2325	A6	ALLEY N OF 247TH ST	CYPRESS ST	MOON AVE	O - Other	PCC	C	241	20	4,824	85
2370	A15	ALLEY N OF 257TH ST	CITY BOUNDARY	END	O - Other	PCC	E	190	20	3,800	89
2395	A19	ALLEY N OF 262ND ST	REGENT AVE	APPIAN WAY	O - Other	AC	B	282	20	5,649	89
2375	A16	ALLEY S OF 257TH ST	CITY BOUNDARY	END	O - Other	PCC	E	216	20	4,323	91
2395	A20	ALLEY N OF 262ND ST	REGENT AVE	CAYUGA AVE	O - Other	PCC	B	582	20	11,634	93
								1.3		**136,791**	

SECTION IV
FORECAST MAINTENANCE & REHABILITATION (FMR) REPORT

A. Increase PCI Budget, Five Year Plan – FY 2024-2029

A. FORECAST MAINTENANCE / REHABILITATION (FMR) REPORT

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

PCI BUDGET – A recommended budget was generated for the City to demonstrate the necessary funding that is required to increase the current weighted PCI level of 75 to 79 within five years.

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

In general sections are chosen first and foremost on available budget; secondly, the square footage of each section plays a large factor. The software initially chooses the draft sections that will increase PCI, sustain PCI or slow PCI deterioration within the budgeted timeframe. Additionally, the types of distress, extents of distress and severities of distress (high, medium, low) also determine how sections are/can be selected.

All multi-year budget projections include an annual 5% unit cost inflation rate for the term of the budget forecast, as well as a 25% contingency on material costs which typically cover additional project costs for contract administration, design, construction management.

The City of Lomita makes all final decisions on what pavement sections are scheduled for improvement and within which fiscal year.

FY	Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI	Maint. Type	Total $
		Arterials / Collectors												
2024-25	1840	1325	NARBONNE AVE	PACIFIC COAST HWY	S CITY LIMIT	A - Arterial	A - AC	B	1,610	61	96,744	34	Grind-ARHM Overlay	$493,394
														$493,394
2025-26	1730	1034	LOMITA BLVD	PENNSYLVANIA AVE	CYPRESS ST	A - Arterial	C - AC/PCC	F	934	54	63,056	83	Type II Slurry	$46,661
														$46,661
2026-27	1730	1041	LOMITA BLVD	WALNUT ST	EBONY LN	A - Arterial	O - AC/AC	G	1,081	64	84,381	88	Type II Slurry	$64,973
														$64,973
2027-28	1950	1048	PALOS VERDES DR N	WESTERN AVE	872 FT W/O WESTERN AVE	A - Arterial	A - AC	A	872	100	80,587	84	Type II Slurry	$65,276
2027-28	1950	1136	PALOS VERDES DR N	WESTERN AVE	E CITY LIMIT	A - Arterial	A - AC	A	541	100	47,185	82	Type II Slurry	$38,220
														$103,495
2028-29	1950	1135	PALOS VERDES DR N	W CITY LIMIT	ROLLING VISTA DR	A - Arterial	A - AC	A	1,092	100	99,049	85	Type II Slurry	$84,192
2028-29	1950	1345	PALOS VERDES DR N	ROLLING VISTA DR	1011 FT E/O ROLLING VISTA DR	A - Arterial	A - AC	A	1,011	100	91,278	84	Type II Slurry	$77,587
														$161,779
		Locals												
2024-25	1010	1217	240TH ST	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	G	783	30	23,903	44	Grind - Overlay	$83,660
2024-25	1020	1259	241ST ST	END	STANHURST AVE	L - Local (7)	A - AC	G	283	28	8,913	55	Cape Seal	$11,587
2024-25	1020	1260	241ST ST	STANHURST AVE	WALNUT ST	L - Local (7)	A - AC	G	471	28	13,366	48	Grind - Overlay	$46,783
2024-25	1070	1043	247TH PL	END	E CITY LIMIT	L - Local (7)	S - ST	G	784	25	22,319	30	Grind - Overlay	$78,118
2024-25	1075	1277	247TH ST	ABITA AVE	WALNUT ST	L - Local (7)	S - ST	G	247	26	7,255	40	Grind - Overlay	$25,392
2024-25	1120	1269	252ND ST	END	EBONY LN	L - Local (7)	A - AC	G	215	27	6,372	41	Grind - Overlay	$22,303
2024-25	1250	1065	ABITA AVE	247TH ST	END	L - Local (7)	A - AC	G	179	27	7,959	29	Grind - Overlay	$27,856
2024-25	1280	1166	ALCOR ST	END	WALNUT ST	L - Local (7)	A - AC	G	264	32	10,043	25	Grind - Overlay	$35,149
2024-25	1430	1282	CALLISON ST	STANHURST AVE	WALNUT ST	L - Local (7)	A - AC	G	443	28	13,615	44	Grind - Overlay	$47,654
2024-25	1540	1061	EBONY LN	251ST ST	252ND ST	L - Local (7)	A - AC	G	445	52	24,165	44	Grind - Overlay	$84,576
2024-25	1540	1062	EBONY LN	252ND ST	253RD ST	L - Local (7)	A - AC	G	585	52	28,717	29	Grind - Overlay	$100,509
2024-25	1540	1063	EBONY LN	LOMITA BLVD	251ST ST	L - Local (7)	A - AC	G	306	52	15,565	47	Grind - Overlay	$54,478
2024-25	1540	1302	EBONY LN	253RD ST	WALNUT ST	L - Local (7)	A - AC	G	142	48	8,291	25	Grind - Overlay	$29,017
2024-25	1600	1068	FALENA AVE	247TH ST	END	L - Local (7)	A - AC	G	455	30	13,056	45	Grind - Overlay	$45,695
2024-25	1870	1175	NORDMAN ST	WALNUT ST	END	L - Local (7)	A - AC	G	536	28	13,762	31	Grind - Overlay	$48,165
2024-25	2050	1310	STANHURST AVE	241ST ST	CALLISON ST	L - Local (7)	A - AC	G	467	30	14,875	51	Grind - Overlay	$52,061
2024-25	2090	1281	TURRELL ST	END	WALNUT ST	L - Local (7)	A - AC	G	500	20	12,760	34	Grind - Overlay	$44,659
2024-25	2200	1182	WALNUT ST	LOMITA BLVD	253RD ST	L - Local (7)	A - AC	G	1,402	32	43,972	52	Cape Seal	$57,163
2024-25	2200	1237	WALNUT ST	END	241ST ST	L - Local (7)	A - AC	G	494	36	17,025	30	AC Recon	$212,813
2024-25	2200	1241	WALNUT ST	241ST ST	TURRELL ST	L - Local (7)	A - AC	G	1,323	36	47,472	31	AC Recon	$593,396
														$1,701,035
2025-26	1110	1200	251ST ST	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	790	32	25,706	48	Grind - Overlay	$94,597
2025-26	1110	1201	251ST ST	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	D	305	22	8,510	40	Grind - Overlay	$31,318
2025-26	1131	1198	253RD ST	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	794	32	24,907	48	Grind - Overlay	$91,657
2025-26	1131	1199	253RD ST	PENNSYLVANIA AVE	END	L - Local (7)	A - AC	D	296	27	9,208	36	Grind - Overlay	$33,885
2025-26	1140	1263	254TH ST	END	CYPRESS ST	L - Local (7)	A - AC	D	303	26	10,437	22	AC Recon	$137,036
2025-26	1140	1265	254TH ST	AUBREY LN	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	456	32	15,474	56	Grind - Overlay	$56,943
2025-26	1140	1266	254TH ST	END	AUBREY LN	L - Local (7)	A - AC	D	304	34	10,483	57	Cape Seal	$14,362
2025-26	1150	1188	255TH ST	KELLEY AVE	ADAMO AVE	L - Local (7)	A - AC	D	299	27	7,708	64	Cape Seal	$10,560
2025-26	1150	1189	255TH ST	ADAMO AVE	CYPRESS ST	L - Local (7)	A - AC	D	251	26	6,559	47	Grind - Overlay	$24,138
2025-26	1150	1190	255TH ST	CYPRESS ST	NARBONNE AVE	L - Local (7)	A - AC	D	825	27	20,466	48	Grind - Overlay	$75,316
2025-26	1150	1197	255TH ST	VERONICA LN	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	285	35	8,750	65	Cape Seal	$11,987
2025-26	1150	1356	255TH ST	VERONICA LN	END	L - Local (7)	A - AC	D	507	27	15,473	70	Type II Slurry Seal	$8,975
2025-26	1260	1105	ADAMO AVE	END	255TH ST	L - Local (7)	A - AC	D	256	26	8,599	43	Grind - Overlay	$31,644
2025-26	1300	1069	ALLIENE AVE	255TH ST	END	L - Local (7)	A - AC	D	488	32	15,917	38	Grind - Overlay	$58,573
2025-26	1380	1121	BANI AVE	253RD ST	END	L - Local (7)	A - AC	D	123	26	4,860	45	Grind - Overlay	$17,885
2025-26	1380	1298	BANI AVE	END	254TH ST	L - Local (7)	A - AC	D	148	30	5,469	32	Grind - Overlay	$20,125
2025-26	1390	1119	BECKNEL AVE	253RD ST	END	L - Local (7)	A - AC	D	114	22	4,327	26	Grind - Overlay	$15,923
2025-26	1460	1219	CHAPMAN ST	SADDLE VIEW RD	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	523	30	16,282	73	Type II Slurry Seal	$9,444
2025-26	1500	1228	CYPRESS ST	254TH ST	255TH St	L - Local (7)	A - AC	D	527	30	13,660	63	Cape Seal	$18,714
2025-26	1500	1229	CYPRESS ST	255TH ST	STRATFORD DR	L - Local (7)	A - AC	D	533	30	14,489	68	Type II Slurry Seal	$8,404
2025-26	1500	1231	CYPRESS ST	PACIFIC COAST HWY	STRATFORD DR	L - Local (7)	A - AC	D	525	30	14,300	54	Grind - Overlay	$52,626
2025-26	1500	1232	CYPRESS ST	250TH ST	ROBIN LN	L - Local (7)	A - AC	D	636	28	17,818	63	Cape Seal	$24,411
2025-26	1500	1340	CYPRESS ST	ROBIN LN	254TH ST	L - Local (7)	A - AC	D	951	30	25,134	72	Type II Slurry Seal	$14,578
2025-26	1510	1056	DANMAR CT	END	PENNSYLVANIA DR	L - Local (7)	A - AC	D	127	32	6,194	47	Grind - Overlay	$22,795
2025-26	1570	1146	ESTER VIEW DR	SADDLE VIEW RD	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	552	31	18,132	48	Grind - Overlay	$66,727
2025-26	1610	1104	FEIJOA AVE	254TH ST	255TH ST	L - Local (7)	A - AC	D	535	26	14,577	49	Grind - Overlay	$53,642
2025-26	1610	1304	FEIJOA AVE	250TH ST	254TH ST	L - Local (7)	A - AC	D	1,521	26	40,161	34	Grind - Overlay	$147,791
2025-26	1620	1144	FORRESTER DR	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	147	32	6,492	46	Grind - Overlay	$23,890
2025-26	1700	1118	KELLEY AVE	255TH ST (S)	END	L - Local (7)	A - AC	D	260	26	9,952	51	Grind - Overlay	$36,622

FY	Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI	Maint. Type	Total $
2025-26	1760	1326	LUCILLE AVE	255TH ST	PACIFIC COAST HWY	L - Local (7)	A - AC	D	1,005	27	26,244	54	Grind - Overlay	$96,577
2025-26	1970	1130	PENNSYLVANIA AVE	PACIFIC COAST HWY	ESTHER VIEW DR	L - Local (7)	A - AC	D	464	34	15,173	60	Cape Seal	$20,787
2025-26	1970	1131	PENNSYLVANIA AVE	ESTHER VIEW DR	STEED CT	L - Local (7)	A - AC	D	610	34	22,137	65	Cape Seal	$30,327

FY	Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI	Maint. Type	Total $
2025-26	1970	1353	PENNSYLVANIA AVE	250TH ST	253RD ST (N)	L - Local (7)	A - AC	D	1,054	31	32,445	71	Type II Slurry Seal	$18,818
2025-26	1970	1354	PENNSYLVANIA AVE	253RD ST (N)	255TH ST	L - Local (7)	A - AC	D	1,059	31	32,317	67	Type II Slurry Seal	$18,744
2025-26	1970	1355	PENNSYLVANIA AVE	255TH ST	PACIFIC COAST HWY	L - Local (7)	A - AC	D	1,049	31	31,390	69	Type II Slurry Seal	$18,206
2025-26	1980	1145	PENNSYLVANIA DR	STEED CT	END	L - Local (7)	A - AC	D	356	36	13,049	50	Grind - Overlay	$48,021
2025-26	1990	1139	REED DR	END	PACIFIC COAST HWY	L - Local (7)	A - AC	D	195	20	9,486	41	Grind - Overlay	$34,910
2025-26	2020	1057	ROBIN LN	END	CYPRESS ST	L - Local (7)	A - AC	D	283	32	11,212	56	Grind - Overlay	$41,260
2025-26	2040	1064	SADDLE VIEW DR	ESTHER VIEW DR	END	L - Local (7)	A - AC	D	661	30	22,163	51	Grind - Overlay	$81,561
2025-26	2060	1055	STEED CT	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	337	30	11,897	45	Grind - Overlay	$43,782
2025-26	2070	1140	STRATFORD DR	END	CYPRESS ST	L - Local (7)	A - AC	D	302	30	10,579	50	Grind - Overlay	$38,932
2025-26	2220	1051	WITTICK CT	END	PENNSYLVANIA AVE	L - Local (7)	A - AC	D	346	31	12,007	47	Grind - Overlay	$44,186
														$1,750,676
2026-27	1180	1007	258TH PL	APPIAN WAY	E CITY LIMIT	L - Local (7)	A - AC	B	453	24	8,177	45	Grind - Overlay	$31,564
2026-27	1190	1028	259TH PL	AVOCADO ST	ESHELMAN AVE	L - Local (7)	A - AC	B	349	32	13,185	62	Cape Seal	$18,855
2026-27	1190	1029	259TH PL	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	B	731	31	22,188	67	Type II Slurry Seal	$13,535
2026-27	1190	1030	259TH PL	WALNUT ST	APPIAN WAY	L - Local (7)	A - AC	B	50	24	4,086	68	Type II Slurry Seal	$2,493
2026-27	1190	1031	259TH PL	APPIAN WAY	CAYUGA AVE	L - Local (7)	A - AC	B	657	26	16,433	46	Grind - Overlay	$63,433
2026-27	1190	1032	259TH PL	CAYUGA AVE	MARKET PL	L - Local (7)	A - AC	B	252	26	6,074	63	Cape Seal	$8,685
2026-27	1195	1172	259TH ST	APPIAN WAY	MARKET PL	L - Local (7)	A - AC	B	688	36	23,339	57	Grind - Overlay	$90,088
2026-27	1200	1173	260TH ST	APPIAN WAY	MARKET PL	L - Local (7)	A - AC	B	1,141	27	29,975	69	Type II Slurry Seal	$18,285
2026-27	1210	1278	261ST ST	OAK ST	END	L - Local (7)	A - AC	B	486	23	13,913	54	Grind - Overlay	$53,702
2026-27	1220	1148	262ND ST	ESHELMAN AVE	MONTE VISTA AVE	L - Local (7)	A - AC	B	272	36	10,767	60	Cape Seal	$15,396
2026-27	1220	1149	262ND ST	MONTE VISTA AVE	REGENT AVE	L - Local (7)	A - AC	B	300	36	10,167	48	Grind - Overlay	$39,246
2026-27	1220	1150	262ND ST	REGENT AVE	OCEAN VIEW AVE	L - Local (7)	A - AC	B	301	36	10,340	42	Grind - Overlay	$39,911
2026-27	1220	1151	262ND ST	OCEAN VIEW AVE	CAYUGA AVE	L - Local (7)	A - AC	B	395	36	14,364	45	Grind - Overlay	$55,443
2026-27	1220	1152	262ND ST	CAYUGA AVE	WESTERN AVE	L - Local (7)	A - AC	B	276	36	8,707	71	Type II Slurry Seal	$5,311
2026-27	1220	1153	262ND ST	WESTERN AVE	ALTA VISTA AVE	L - Local (7)	A - AC	B	115	29	3,022	69	Type II Slurry Seal	$1,843
2026-27	2380	A19	ALLEY N OF 259TH ST	REED ST	WALNUT ST	O - Other	AC	B	272	20	5,447	24	AC Recon	$75,060
2026-27	2390	A18	ALLEY N OF 261ST ST	REGENT AVE	CAYUGA AVE	O - Other	AC	B	672	20	13,437	25	AC Recon	$185,162
2026-27	1330	1022	APPIAN WAY	261ST ST	END	L - Local (7)	A - AC	B	212	24	4,599	64	Cape Seal	$6,576
2026-27	1330	1023	APPIAN WAY	259TH PL	260TH ST	L - Local (7)	A - AC	B	333	19	5,869	69	Type II Slurry Seal	$3,580
2026-27	1330	1024	APPIAN WAY	260TH ST	261ST ST	L - Local (7)	A - AC	B	428	20	7,530	69	Type II Slurry Seal	$4,593
2026-27	1330	1026	APPIAN WAY	PACIFIC COAST HWY	259TH ST	L - Local (7)	A - AC	B	579	15	9,141	71	Type II Slurry Seal	$5,576
2026-27	1370	1338	AVOCADO ST	259TH PL	END (N)	L - Local (7)	A - AC	B	248	33	6,954	63	Cape Seal	$9,944
2026-27	1450	1111	CAYUGA AVE	PACIFIC COAST HWY	259TH PL	L - Local (7)	A - AC	B	708	34	21,349	60	Cape Seal	$30,529
2026-27	1450	1115	CAYUGA AVE	261ST ST	262ND ST	L - Local (7)	A - AC	B	331	32	12,859	68	Type II Slurry Seal	$7,844
2026-27	1500	1323	CYPRESS ST	PACIFIC COAST HWY	S CITY LIMIT	L - Local (7)	A - AC	B	1,304	32	38,948	52	Grind - Overlay	$150,338
2026-27	1560	1087	ESHELMAN AVE	PACIFIC COAST HWY	259TH PL (S)	L - Local (7)	A - AC	B	715	49	31,808	50	Grind - Overlay	$122,777
2026-27	1630	1155	GARNER ST	END	ESHELMAN AVE	L - Local (7)	A - AC	B	288	26	8,478	44	Grind - Overlay	$32,726
2026-27	1770	1006	MARKET PL	259TH ST	260TH ST	L - Local (7)	A - AC	B	433	24	11,683	72	Type II Slurry Seal	$7,127
2026-27	1830	1091	MURAD AVE	262ND ST	GUYSON ST	L - Local (7)	A - AC	B	199	30	5,613	57	Grind - Overlay	$21,666
2026-27	1880	1285	OAK ST	PACIFIC COAST HWY	261ST ST	L - Local (7)	A - AC	B	1,033	37	36,784	66	Type II Slurry Seal	$22,438
2026-27	1880	1286	OAK ST	261ST ST	END	L - Local (7)	A - AC	B	890	36	32,480	71	Type II Slurry Seal	$19,813
2026-27	1900	1092	OBER AVE	GUYSON ST	END	L - Local (7)	A - AC	B	95	28	2,918	44	Grind - Overlay	$11,263
2026-27	2000	1156	REED ST	PACIFIC COAST HWY	END	L - Local (7)	A - AC	B	236	31	8,748	25	Grind - Overlay	$33,768
2026-27	2200	1314	WALNUT ST	PACIFIC COAST HWY	259TH PL	L - Local (7)	A - AC	B	658	26	18,263	52	Grind - Overlay	$70,497
														$1,279,067
2027-28	1230	1160	263RD ST	APPIAN WAY	FAIRVIEW AVE	L - Local (7)	A - AC	A	214	36	7,466	87	Type II Slurry Seal	$4,778
2027-28	1230	1162	263RD ST	MONTE VISTA AVE	REGENT AVE	L - Local (7)	A - AC	A	301	36	10,450	84	Type II Slurry Seal	$6,688
2027-28	1230	1164	263RD ST	OCEAN VIEW AVE	WESTERN AVE	L - Local (7)	A - AC	A	528	36	18,609	71	Type II Slurry Seal	$11,910
2027-28	1230	1165	263RD ST	WESTERN AVE	E CITY LIMIT	L - Local (7)	A - AC	A	372	40	11,639	60	Grind - Overlay	$47,138
2027-28	1240	1235	264TH ST	OVID AVE	FAIRVIEW AVE	L - Local (7)	A - AC	A	337	20	6,694	76	Type II Slurry Seal	$4,284
2027-28	2360	A21	ALLEY N OF 255TH ST	FEIJOA AVE	FEIJOA AVE	O - Other	AC	D	484	20	9,689	27	AC Recon	$140,200
2027-28	2335	A22	ALLEY W OF NARBONNE AVE	254TH ST	END	O - Other	AC	D	164	20	3,283	13	AC Recon	$47,505
2027-28	1310	1106	ALTA VISTA AVE	262ND ST	END	L - Local (7)	A - AC	A	1,152	30	32,835	53	Grind - Overlay	$132,982
2027-28	1560	1090	ESHELMAN AVE	263RD ST	END	L - Local (7)	A - AC	A	671	26	13,664	80	Type II Slurry Seal	$8,745
2027-28	1590	1128	FAIRVIEW AVE	263RD ST	GLENTREE DR	L - Local (7)	A - AC	A	534	24	13,060	88	Type II Slurry Seal	$8,359
2027-28	1640	1313	GLENTREE DR	END	FAIRVIEW AVE	L - Local (7)	A - AC	A	801	24	22,616	57	Grind - Overlay	$91,595
2027-28	1670	1107	HILLCREST AVE	END	WESTERN AVE	L - Local (7)	A - AC	A	604	36	21,714	83	Type II Slurry Seal	$13,897
2027-28	2030	1142	ROLLING VISTA DR	VIA NOVA	VIA DESMONDE	L - Local (7)	A - AC	A	880	32	28,542	79	Type II Slurry Seal	$18,267
2027-28	2030	1143	ROLLING VISTA DR	VIA DESMONDE	PALOS VERDES DR N	L - Local (7)	A - AC	A	237	37	7,262	76	Type II Slurry Seal	$4,647
2027-28	2030	1300	ROLLING VISTA DR	VIA MADONNA	VIA NOVA	L - Local (7)	A - AC	A	885	32	28,447	82	Type II Slurry Seal	$18,206
2027-28	2110	1016	VIA DESMONDE	VIA MADONNA	VIA MARQUETTE	L - Local (7)	A - AC	A	1,044	31	33,390	69	Type II Slurry Seal	$21,369
2027-28	2110	1017	VIA DESMONDE	VIA MARQUETTE	ROLLING VISTA DR	L - Local (7)	A - AC	A	663	31	22,478	49	Grind - Overlay	$91,034
2027-28	2120	1018	VIA ENCANTO	END	VIA DESMONDE	L - Local (7)	A - AC	A	289	27	8,921	66	Cape Seal	$13,381
2027-28	2130	1020	VIA MADONNA	END	ROLLING VISTA DR	L - Local (7)	A - AC	A	406	27	12,264	63	Cape Seal	$18,395
2027-28	2130	1021	VIA MADONNA	ROLLING VISTA DR	VIA MARQUETTE	L - Local (7)	A - AC	A	1,280	32	41,145	60	Grind - Overlay	$166,636

FY	Street ID	Section ID	Street Name	From	To	Functional Class	Surface Type	Zone	Length	Width	Area	PCI	Maint. Type	Total $
2027-28	2140	1009	VIA MARQUETTE	VIA DESMONDE	VIA VERA	L - Local (7)	A - AC	A	378	32	12,787	56	Grind - Overlay	$51,785
2027-28	2140	1011	VIA MARQUETTE	VIA TAMPA	VIA VERA	L - Local (7)	A - AC	A	285	32	9,102	67	Cape Seal	$13,653
2027-28	2140	1012	VIA MARQUETTE	VIA SOLANO	VIA TAMPA	L - Local (7)	A - AC	A	264	32	8,300	70	Type II Slurry Seal	$5,312
2027-28	2140	1363	VIA MARQUETTE	VIA SOLANO	VIA MADONNA	L - Local (7)	A - AC	A	317	32	10,108	75	Type II Slurry Seal	$6,469
2027-28	2150	1019	VIA NOVA	END	ROLLING VISTA DR	L - Local (7)	A - AC	A	334	27	10,417	45	Grind - Overlay	$42,190
2027-28	2160	1005	VIA SOLANO	END	VIA MARQUETTE	L - Local (7)	A - AC	A	330	26	10,883	63	Cape Seal	$16,325
2027-28	2170	1013	VIA TAMPA	END	VIA MARQUETTE	L - Local (7)	A - AC	A	151	26	6,289	60	Grind - Overlay	$25,470
2027-28	2180	1010	VIA VERA	VIA MARQUETTE	END	L - Local (7)	A - AC	A	104	43	5,354	72	Type II Slurry Seal	$3,427
														$1,034,647
2028-29	1130	1045	253RD PL	WOODWARD AVE	OAK ST	L - Local (7)	A - AC	E	356	26	10,780	38	Grind - Overlay	$45,814
2028-29	1131	1169	253RD ST	WALNUT ST	EBONY LN	L - Local (7)	O - AC/AC	E	60	13	1,505	29	Grind - Overlay	$6,396
2028-29	1131	1170	253RD ST	MONTEREY CIR	E CITY LIMIT	L - Local (7)	A - AC	E	232	36	10,192	45	Grind - Overlay	$43,315
2028-29	1131	1171	253RD ST	EBONY LN	MONTEREY CIR	L - Local (7)	A - AC	E	663	33	18,235	49	Grind - Overlay	$77,497
2028-29	1140	1261	254TH ST	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	E	710	28	19,819	53	Grind - Overlay	$84,231
2028-29	1160	1220	256TH ST	WALNUT ST	E CITY LIMIT	L - Local (7)	A - AC	E	988	32	29,798	31	Grind - Overlay	$126,642
2028-29	1160	1222	256TH ST	NARBONNE AVE	OAK ST	L - Local (7)	A - AC	E	771	26	20,009	64	Cape Seal	$31,614
2028-29	1170	1233	257TH ST	WALNUT ST	E CITY LIMIT	L - Local (7)	A - AC	E	988	28	26,151	58	Cape Seal	$41,318
2028-29	1170	1234	257TH ST	ESHELMAN AVE	WALNUT ST	L - Local (7)	A - AC	E	709	22	15,917	55	Grind - Overlay	$67,646
2028-29	2380	A17	ALLEY N OF 259TH ST	ESHELMAN AVE	REED ST	O - Other	AC	B	234	20	4,671	48	Grind - Overlay	$19,852
2028-29	2310	A4	ALLEY S OF LOMITA BLVD	WOODWARD AVE	NARBONNE AVE	O - Other	AC	C	298	20	5,950	52	Grind - Overlay	$25,288
2028-29	2335	A8	ALLEY W OF NARBONNE AVE	247TH ST	248TH ST	O - Other	AC	C	268	20	5,358	42	Grind - Overlay	$22,772
2028-29	1410	1027	BLAND PL	PACIFIC COAST HWY	WALNUT ST	L - Local (7)	A - AC	E	400	36	17,790	53	Grind - Overlay	$75,609
2028-29	1530	1108	DORIA AVE	NORTH END	252ND ST	L - Local (7)	A - AC	E	342	25	9,891	51	Grind - Overlay	$42,037
2028-29	1530	1109	DORIA AVE	252ND ST	SOUTH END	L - Local (7)	A - AC	E	475	26	14,026	30	Grind - Overlay	$59,610
2028-29	1560	1376	ESHELMAN AVE	ESHELMAN AVE	END	L - Local (7)	A - AC	E	351	33	10,652	34	Grind - Overlay	$45,269
2028-29	1880	1283	OAK ST	255TH ST	256TH ST	L - Local (7)	O - AC/AC	E	420	27	10,676	76	Type II Slurry Seal	$7,153
2028-29	1880	1284	OAK ST	256TH ST	PACIFIC COAST HWY	L - Local (7)	O - AC/AC	E	609	27	15,786	74	Type II Slurry Seal	$10,577
2028-29	1880	1308	OAK ST	250TH ST	253RD PL	L - Local (7)	O - AC/AC	E	1,427	27	36,991	74	Type II Slurry Seal	$24,784
2028-29	1880	1330	OAK ST	253RD PL	255TH ST	L - Local (7)	O - AC/AC	E	684	27	17,858	72	Type II Slurry Seal	$11,965
2028-29	2230	1102	WOODWARD AVE	255TH ST	END OF CITY MAINTAINED	L - Local (7)	A - AC	E	633	26	17,479	46	Grind - Overlay	$74,286
2028-29	2230	1305	WOODWARD AVE	250TH ST	253RD ST	L - Local (7)	A - AC	E	1,399	24	36,411	69	Cape Seal	$57,529
														$1,001,202