FINAL REPORT

UPDATE OF PAVEMENT MANAGEMENT PROGRAM

(Citywide)

2016-2021

City of El Segundo, CA

December 2, 2015

BUCKNAM | INFRASTRUCTURE GROUP, INC.

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Acronym Listing

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Geographic Information System (GIS)
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High Density Mineral Bond (HDMB)
Los Angeles County MTA (METRO)
Maintenance and Repair (M&R)
Pavement Condition Index (PCI)
Pavement Management Program (PMP)

SECTION I
EXECUTIVE SUMMARY

2015 UPDATE OF PAVEMENT MANAGEMENT PROGRAM

This report reflects the continued dedication and proactive management of the City's Pavement Management Program (PMP); the last major update to the City's PMP was performed in 2012. As the City of El Segundo continues to show limited growth with its population, demographics, infrastructure and maintenance needs, the street network has been running parallel as the system matures and capital street projects widen streets. The City of El Segundo developed its PMP with the use of an automated database program. Today, the City is currently using the Army Corps of Engineers software, MicroPAVER, to manage the street network. This system is essential to the City in that it assists Public Works staff in capturing funding for its arterial street system as well as cost-effectively manages the local network through proactive maintenance and scheduling. Under this project, the City has incorporated the development of a unique Pavement Management – GIS layer that will assist the City in spatially analyzing pavement conditions and other attribute information that resides in the MicroPAVER database.

The El Segundo PMS has been developed to assist City personnel by providing current data on the City's street network and to develop cost-effective maintenance strategies to maintain a desirable level of pavement performance on a network scale, while optimizing the expenditure of limited fiscal resources. City staff also provided key information pertaining to the ongoing maintenance that has occurred throughout the City since 2012. In doing this, we were tasked to generate an updated Capital Improvement Program report that identified recommendations and deficiencies in the current operating and maintenance efforts put forth by the City.

For the 2015 project, our staff surveyed all arterial and collector routes to assist the City in complying with Los Angeles County MTA (METRO) PMP requirements and analyzed historical maintenance operations.

Specifically, the program provides administrators and maintenance personnel with:

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

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

Pavement is a dynamic structure where deterioration is constantly occurring; thus the pavement management program needs to be updated on a regular basis to reflect these changes in pavement conditions, pavement maintenance histories, and maintenance strategies based upon budgetary constraints. This report reflects the current state of the City's pavement network and recommended maintenance strategies for the next five (5) years.

CITY'S PAVEMENT NETWORK

Within the El Segundo pavement management network there are approximately 32.5 section miles of Arterial/Collector streets. The Arterial and Collector network consists of approximately 7,426,719 SF of pavement which consists of 132 pavement sections. The Local network consists of approx. 5,004,976 SF of pavement which consists of 164 pavement sections totaling in 29.3 section miles. Combined, the entire network consists of 61.8 section miles of streets.

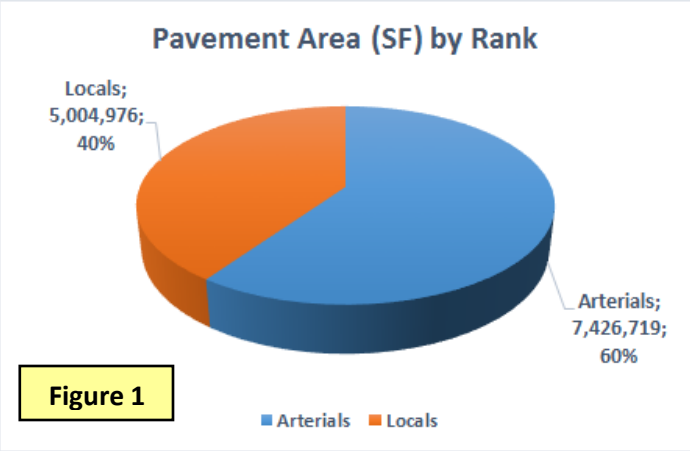

Figure 1

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

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

- **<u>The weighted average PCI for the City of El Segundo ARTERIAL / COLLECTOR network is 70.1</u>**
- **<u>The weighted average PCI for the City of El Segundo LOCAL network is 58.8</u>**

The weighted PCI value associated with the Arterial and Local routes shown through our survey analysis is timely in that it is showing that a large amount of preventative, slurry seal, and overlay work will be needed over the next several years to increase the level of condition (PCI) to a "preventative maintenance" state. The City should strive to reach a citywide weighted PCI of 74.

CURRENT CITYWIDE CONDITIONS (ARTERIALS AND LOCALS)

The overall condition of the City's pavement network is "Fair" with a weighted average PCI of 65.7 based on the surface area of each segment. The distribution of the City's overall pavement network is shown in Section III of this report (Condition Distribution).

For comparison, Bucknam performed 2015 pavement management studies for several other Los Angeles County agencies and have included their weighted PCI values; Hermosa Beach (73.1), Culver City (67.4), and Compton (58.8).

Condition	PCI Range	Arterials	Locals	Total Mi.	% of Network 2015	% of Network 2012
Very Good	(86-100)	10.4	1.7	12.1	20%	19%
Good	(75-85)	6.5	2.3	8.8	14%	8%
Fair	(60-74)	5.0	11.7	16.7	27%	30%
Poor	(41-59)	7.4	11.2	18.6	30%	33%
Very Poor	(0-40)	3.2	2.4	5.6	9%	10%
		32.5	29.3	61.8		

Table 1 – Condition Distribution by Section Mileage for All Streets

As shown above, a large majority of segments are distributed through Good to Poor condition categories (71%, approximately 44.1 miles). These findings indicate that large amount of overlay maintenance is still needed to be performed on the pavement network. These condition ranges are defined by the Army Corps of Engineers. Comparing the 2015 results to the 2012 study, a moderate increase occurs in sections entering the "Good" PCI range. This is inherently due to the proactive amount of slurry seal that has been placed on the Local network since 2012. However, it is important to note that the Poor and Very Poor PCI ranges still includes a similar amount of pavement sections since 2012; this is a clear indication that a high amount of Arterial and Local overlay is still needed.

With 48% of the City's Arterial pavement sections within the condition levels of "Fair to Very Poor" (approximately 15.6 miles), a proactive overlay maintenance program needs to be implemented and funded; this will maintain the citywide weighted PCI at its current conditions and will gradually increase the PCI to a higher condition level while reducing maintenance costs in fiscal years 2016 and beyond.

Local conditions show that 86% of the pavement network is within the condition levels of "Fair to Very Poor" (approximately 25.3 miles, this is a 1.9 mile increase since 2012). These sections should be considered for slurry seal and overlay maintenance. The City should continue to implement their Local zone maintenance approach; this will focus maintenance efforts, on an annual basis, within a small geographic area thus improving specific areas of the City over the next five years. However, moving forward it is highly recommended that additional funding be introduced to the Local

program to address the high amount of needed AC Overlay.

In general, the Arterial network is showing higher condition levels compared to the Local network; there are several key overlay projects that should be proactively managed in the next few years of the Arterial & Local Streets CIP (These are recommended within Section IV of our report).

These 2015 findings are met with some concern in that the amount of overlay revenue needed to maintain the network has not been available to the PMP for several years. This has become detrimental to the system as a whole due to the fact that the majority of street maintenance that has been recently performed included mostly preventative slurry seal projects. The recent Arterial overlay projects on Aviation Blvd and Maple Ave. have helped in the overall condition but more is needed.

Therefore, cost efficient Arterial preventative maintenance and proactive use of available Measure R/Proposition C overlay funding should remain the focus of the Arterials for the next several years. The Local network needs to receive high amounts overlay maintenance in the short-term (FY 2016 thru 2018).

PCI conditions reflect "surface" conditions; as large overlay and rehabilitation projects are considered for funding, the City should also consider using sub-grade R - Values, structural design, distress severities and extents as parameters for determining whether a pavement section that lies within the Fair to Very Poor condition range should be overlaid or reconstructed.

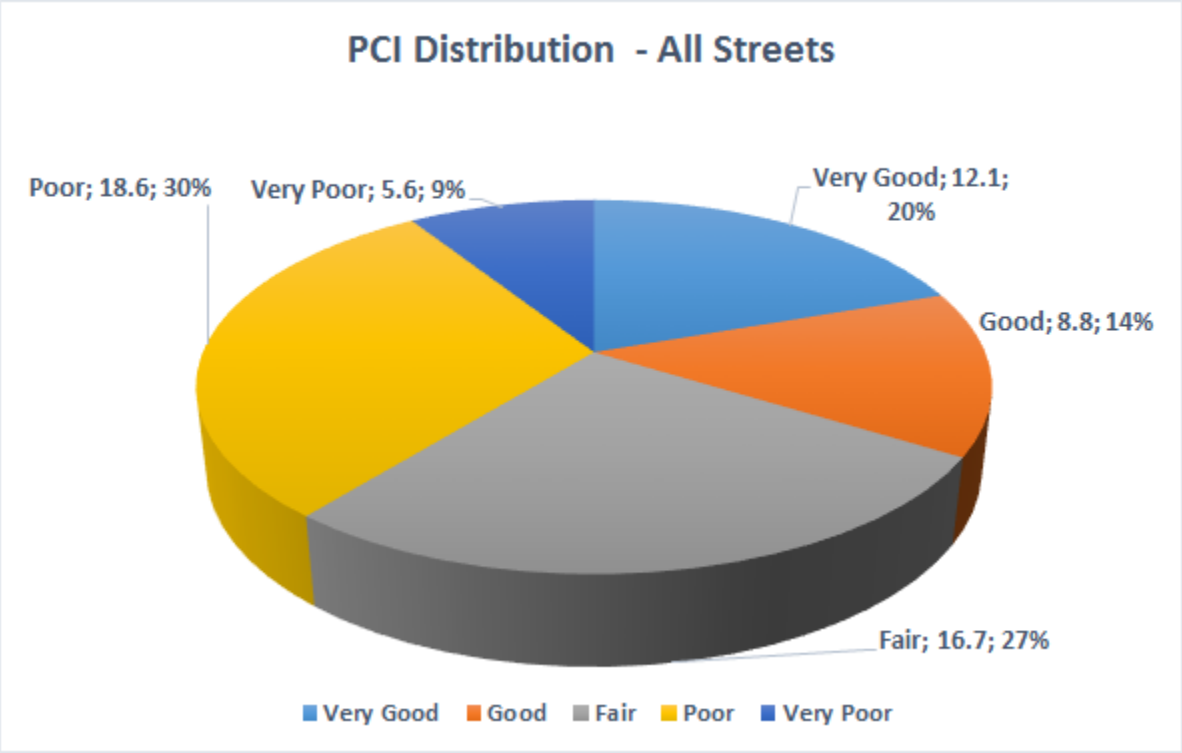

Figure 2 – PCI Distribution by Section Mileage for All Streets

MAINTENANCE STRATEGY DEVELOPMENT

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

With this approach, Bucknam has recommended a "minimal level of service" which creates a major dividing line in determining pavement maintenance. Generally within pavement management programs, a PCI range between 55 to 70 determines the threshold of when preventative or major overlay maintenance is activated. Based on the City's weighted average PCI, condition distribution, maintenance practices, our team has identified a PCI of "65" as the minimum level of service. This means that any pavement section with a PCI greater than 65 will be recommended for preventative maintenance. This recommendation is indicated in Table 5, Section II.

Bucknam developed a multi-year Capital Improvement Program for the City based on the pavement records, yearly capital expenditures and the most recent 2015 inspections. These recommendations and results are shown in Section II of this report where we have demonstrated what level of funding is necessary to improve the current weighted condition level of 65.7 to a level of 73 by FY 2021.

As shown in Figure 2, 34% 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 types of work that have been programmed as part of the long-term maintenance requirements of the City's street network.

General Repairs-Stop Gap (Localized Maintenance*)

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

Slurry Seals (Global Maintenance*) for 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. Sections are typically prepped with crack sealing and minor patching prior to the slurry seal being applied.

Overlays (Major Maintenance*) for PCI range – 20 to 60

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

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

- Pavement resists cracking by being more flexible;
- Cost savings come from a longer life cycle (from Bucknam's experience typically 20% longer), decreased maintenance and the use of less material
- Improvement in skid resistance;
- Decreased noise; and
- It provides long-lasting color contrast for marking and striping

Reconstruction (Major Maintenance*) for PCI range – 0 to 20

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

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

ANNUAL BUDGET PROJECTIONS

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

1. Demonstrate how the City's current "Actual" budget allocation for pavement maintenance performs against the conditions found through our surveys

2. Identify the required citywide budget to reach a PCI level of 73 within five years

Based on current and future pavement maintenance needs, two annual work programs have been prepared and summarized below. Table 2 demonstrates the citywide five-year, $745,000 per year work program. Table 3 demonstrates the required budget that is needed to improve the citywide weighted average PCI to a level of 73 within five years (each scenario addresses arterial and local streets).

Plan Year	PCI Before	PCI After	Slurry / Cape	Overlay / Recon	Total $	Deferred Maint.
2016-17	65.7	67.2	$299,834	$441,155	$740,989	$7,569,900
2017-18	65.9	68.0	$150,429	$616,727	$767,156	$7,005,900
2018-19	66.7	68.6	$429,379	$303,069	$732,448	$6,658,500
2019-20	67.4	69.4	$403,393	$364,213	$767,606	$6,243,700
2020-21	68.4	70.5	$413,150	$338,784	$751,934	$5,834,600
			$1,696,185	**$2,063,948**	**$3,760,133**	

Table 2 – Citywide Projection Utilizing "Actual" Budget

Plan Year	PCI Before	PCI After	Slurry / Cape	Overlay / Recon	Total $	Deferred Maint.
2016-17	65.7	68.1	$299,834	$989,334	$1,289,168	$7,569,900
2017-18	66.8	69.4	$150,429	$1,141,905	$1,292,334	$6,344,500
2018-19	68.4	70.7	$429,379	$843,277	$1,272,656	$5,270,300
2019-20	69.3	71.5	$403,393	$869,416	$1,272,809	$4,210,400
2020-21	70.4	73.0	$449,815	$869,170	$1,318,985	$3,313,700
			$1,732,850	**$4,713,102**	**$6,445,952**	

Table 3 – Five-Year Projection Demonstrating Required Budget to Reach PCI of 73

With the City currently funding the PMP at $745,000 annually and $3,725,000 over five year, these expenditures (shown within Table 2) demonstrate a proactive PCI result. However, it is key to point out that there is $1.6 million of slurry/cape seal and $5.9 million of overlay/reconstruction deferred maintenance currently reside on the network (based upon the City's maintenance practices and costs). The City should be planning for and proactively funding the necessary overlay maintenance to aggressively reduce the amount of needed overlay on the network.

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 2015 dollars. All repair activities were based on distresses observed at the time of the field survey. These are recommendations and are to be used as "the best case scenario" for improving the City of El Segundo street network.

QUALITY CONTROL EFFORTS

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

An assessment of the City's Master Plan of Arterial Highways was performed to ensure that all Arterial/Collectors were properly identified in the database as well as within this report. Corrections were made to a small amount of pavement sections regarding City ownership and section metrics. Additionally, several street sections were re-classified as private and not City maintained; these included:

- Chapman Way, Continental Way, Elin Pointe and Hornet Way

Sections along eastbound Imperial Highway (Sepulveda to Aviation) were classified as City owned; west bound sections were not included within the City's street network.

FINDINGS AND RECOMMENDATIONS

Arterials

The actual workload requirements identified indicate that the Arterial street network is currently in "Fair" condition (PCI = 70.1). To maintain this condition, it is critical that preventive maintenance and overlay activities are funded at the levels identified in Table 3 to increase the network weighted average PCI value to the "Good" (PCI 75 or higher).

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

- The Arterial/Collector network has a weighted PCI of 70.1;
- Currently, 33% of the arterial network (approx. 10.6 miles) qualify for overlay/reconstruction maintenance;
- Arterial maintenance projects should focus on maintaining the current weighted PCI of 70.1 over the next five years;
- Develop a proactive fiscal and planned approach to identify arterial overlay projects based on the deterioration modeling within MicroPAVER;
- Maintain arterial revenues at the levels shown within the Section IV Forecasted Maintenance Report for a minimum of five years to generate the results identified within this report;
- Reassess/re-evaluate the arterial rehabilitation budget programs every two years to improve on CIP forecasts for 2016-17 and beyond to ensure the results shown in Table 2 or 3;
- Perform pavement inspections on the arterial network every two years to build a solid planning model within MicroPAVER to track PCI deterioration;
- Demonstrated budget shown in Table 2 is ample to improve upon the arterial weighted PCI of 70.1 through five years, additionally, the citywide deferred backlog decreases from a level of $7,500,000 to $5,800,000 after five years; and
- Bucknam recommends that the City proactively budget overlay/rehabilitation maintenance at the levels shown in Table 3 in order to improve upon the conditions found today as well as greatly reduce the amount of deferred maintenance across the City ($7.5 million to $3.3 million)
    - These Table 3 projects should include recommended Arterial sections such as Center St, El Segundo Blvd (East and West), Hughes Way, Grand Ave, Imperial Hwy, etc.

Locals

The actual workload requirements identified indicate that the Local street network is currently in "Poor" condition (PCI = 58.8). To maintain this condition, it is critical that preventive maintenance and overlay activities are funded at the levels identified in Table 3 to increase the network weighted average PCI value to the "Good" (PCI 75 or higher).

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

- The Local network has a weighted PCI of 58.8;
- Currently, 68% of the Local network (approx. 19.8 miles) qualify for overlay/reconstruction maintenance; 28% qualify for slurry seal maintenance;
- At a minimum, Local maintenance projects should focus on increasing the current weighted PCI of 58.8 to a level of 70+ over the next five years;
- Current Local Master Plan for maintenance should be followed as shown in Section IV reporting;
- Develop a proactive fiscal and planned approach to identify Local overlay projects based on the deterioration modeling within MicroPAVER;
- Increase Local revenues at the levels shown within the Section IV Forecasted Maintenance Report for a minimum of five years to generate the results identified within this report;
- Reassess/re-evaluate the Local rehabilitation budget programs every two years to improve on budget forecasts for 2016-17 and beyond to ensure the results shown in Table 3;
- Perform pavement inspections on the Local network every three years to build a solid planning model within MicroPAVER to track PCI deterioration (1/3 of the City each year); and
- Demonstrated budget shown in Tables 2 is ample enough to increase the Local weighted PCI; proactive overlay funding needs to be implemented to see these results. additionally, the citywide deferred backlog decreases from a level of $7,500,000 to $5,800,000 after five years
- Bucknam recommends that the City proactively budget overlay/rehabilitation maintenance at the levels shown in Table 3 in order to improve upon the conditions found today as well as greatly reduce the amount of deferred maintenance across the City ($7.5 million to $3.3 million)
    - These Table 3 projects should include recommended Local sections such as Alaska Ave, Coral Circle, Park Place, etc.

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 El Segundo. As a quick overview, the following tasks were performed to complete the work over the past several months:

2015 Pavement Management Work Efforts:

Task 1: Project Kickoff-Data Management

Task 2: Update of Maintenance Activities

Task 3: Pavement Condition Survey (approx. 61.8 miles)

Task 4: Budgetary Analysis and Capital Improvement Reports

Task 5: Executive Summary and Final CIP Reports

Task 6: Mapping of the Pavement Network

Pavement Management Program Update 2015

As a part of the 2015 update of the pavement management program, a major element of work was to complete a comprehensive assessment of the existing street network and PMS database within the City. This included assessing the City's existing 2012 MicroPAVER 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 MicroPAVER database.

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

Table 4 demonstrates PCI ranges defaulted within MicroPAVER. Once a pavement inspection is complete, a PCI is calculated for each pavement section. Each PCI calculated falls within a defined PCI range category (Excellent, Poor, etc.). Furthermore, a weighted PCI was calculated for each functional class within the network (arterials and locals).

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

PCI RANGE	CONDITION
86-100	Very Good
75-85	Good
60-74	*Fair* ***(El Segundo Network 2015 = 65.7)***
41-59	Poor
0-40	Very Poor

Table 4 - PCI Range

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

STRATEGY ASSIGNMENT TABLE

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
80-100	High Density Mineral Bond	$0.22/SF
60-85	Type II Slurry Seal	$0.24/SF
Minimal Level of Service (65)		
40-60	Cape Seal	$0.84/SF
20-60	2" Grind & Overlay (Local)	$2.45/SF
20-60	ARHM Overlay (Arterial)	$3.45/SF
0-20	AC Recon 4" / 6" CAB	$7.13/SF
0-20	4" PCC Recon	$8.40/SF

Table 5 – Maintenance Strategy Assignments

The Strategy Assignments List, shown in Table 5, was developed to identify the most critical segments in each of the work programs (Arterial, Collector and Local).

Segment priorities were established by determining the range of PCI's requiring first attention based on the relative value of each segment's PCI, thus maximizing the annual maintenance budget. Also, distress quantity, area extent, type and severity were critical elements in the decision process for recommending maintenance. The assignment table is used as a guide within MicroPAVER to

recommend maintenance, however, further assessment by City staff and/or outside parties can override maintenance recommendations. This can be done by reviewing and assessing distress extents and their weighted percentages.

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

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

Strategy Assignment Notes

1. Unit costs from the City's most recent construction bids were used;
2. 25% contingency costs were applied to pavement material costs; additional soft costs that were not included were:
    a. Right-of-way improvements
    b. Curb & gutter improvements
    c. ADA ramp improvement
    d. Utility improvement
    e. Design, construction management, inspection, testing
    f. Tree removals
3. Bucknam applied a 3% inflation rate on the annual budget within forecasted maintenance projections (Section IV)

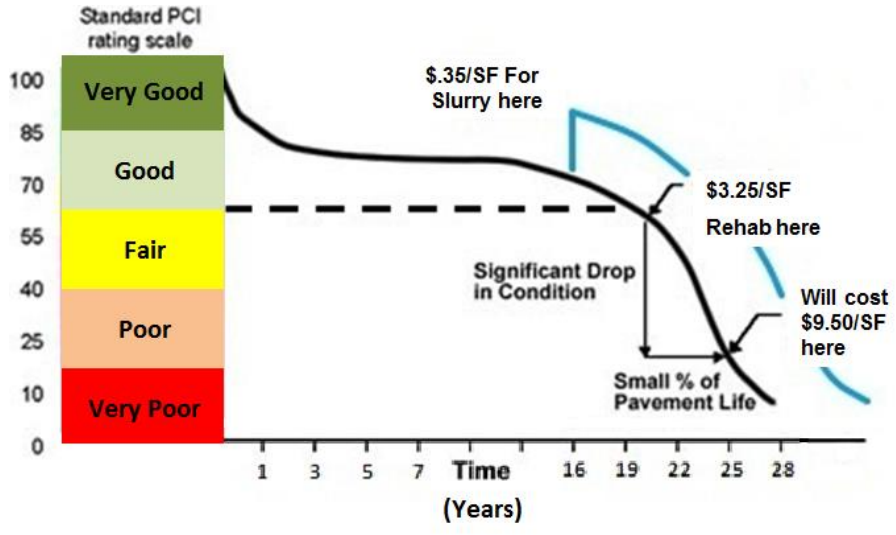

Figure 3 – Sample Pavement Life Cycle (Typical Unit Costs shown)

MULTI-YEAR ANNUAL WORK PROGRAM PROJECTIONS

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

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

ACTUAL BUDGET – The Actual budget was generated for the City to demonstrate how the limited $745k / yr budget allocation performs against the current citywide conditions.

- City's Actual budget includes:
  - 2016-17 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k
  - 2017-18 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k
  - 2018-19 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k
  - 2019-20 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k
  - 2020-21 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k

RECOMMENDED BUDGETS – A recommended budget was generated for the City to demonstrate the necessary funding that is required to increase the current weighted PCI level of 65.7 to 73 within five years.

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

ARTERIAL-COLLECTOR / LOCAL BUDGET PROJECTIONS

The annual projected revenues shown below only account for the cost of pavement maintenance and rehabilitation activities. A 25% contingency was applied to the pavement costs. Additional soft costs not included within the cost of pavement maintenance include:

- Right-of-way, curb & gutter, ADA ramp improvements;
- Utility improvements;
- Design, construction management, inspection, testing;
- Tree removals;

ACTUAL – The first key step in developing a proactive PMP is to model the City's existing conditions against the "actual" annual budget. In doing this, PCI performance, deferred maintenance and pavement application uses are able to benchmark and demonstrate a positive or negative result. The City's existing $745,000 / yr budget was used for this model; the City provided Bucknam with current 2015 unit costs for pavement maintenance applications.

- City's Actual budget includes:
  - 2016-17 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k
  - 2017-18 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k
  - 2018-19 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k
  - 2019-20 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k
  - 2020-21 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k

The resulting PCI conditions and maintenance distributions are shown below.

ACTUAL BUDGET PROGRAM

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

Plan Year	PCI Before	PCI After	Slurry / Cape	Overlay / Recon	Total $	Deferred Maint.
2016-17	65.7	67.2	$299,834	$441,155	$740,989	$7,569,900
2017-18	65.9	68.0	$150,429	$616,727	$767,156	$7,005,900
2018-19	66.7	68.6	$429,379	$303,069	$732,448	$6,658,500
2019-20	67.4	69.4	$403,393	$364,213	$767,606	$6,243,700
2020-21	68.4	70.5	$413,150	$338,784	$751,934	$5,834,600
			$1,696,185	**$2,063,948**	**$3,760,133**	

Table 6 – Citywide Projection Utilizing "Actual" Budget

By modeling the existing pavement conditions against the City's available funding, we have found that two major results occur over the five year CIP; both positive. (See Figure 4 on the following page). First, due to the available annual funding, major overlay projects continued to be addressed. Performing overlays at the proper time resets the sections PCI to 100 and greatly extends the sections life-cycle.

Secondly, the resulting deferred maintenance backlog shows that it decrease from $7.5 million to $5.8 million after the five years program which indicates that an annual $745,000 budget is 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 levels such as $10 Million plus.

Additionally, it is key to point out that there is $1.6 million of slurry/cape seal and $5.9 million of overlay/reconstruction deferred maintenance currently on the network (based upon the City's maintenance practices). The City should be planning for and proactively funding the necessary overlay maintenance to aggressively reduce the amount of needed overlay on the network.

As shown, this projection model does meet the initial goal of maintaining or increasing the City's pavement network PCI. With today's economic issues at the Federal, State and local levels, the City should continuously monitor the management of overlay deferred maintenance.

Through Bucknam analysis of the previous pavement database, work history dates and our experience with AC Overlay deterioration rates, it is important to point out that pavement sections that were overlaid in the early part of the new century will need proper overlay maintenance approximately around fiscal year 2016-17 and beyond.

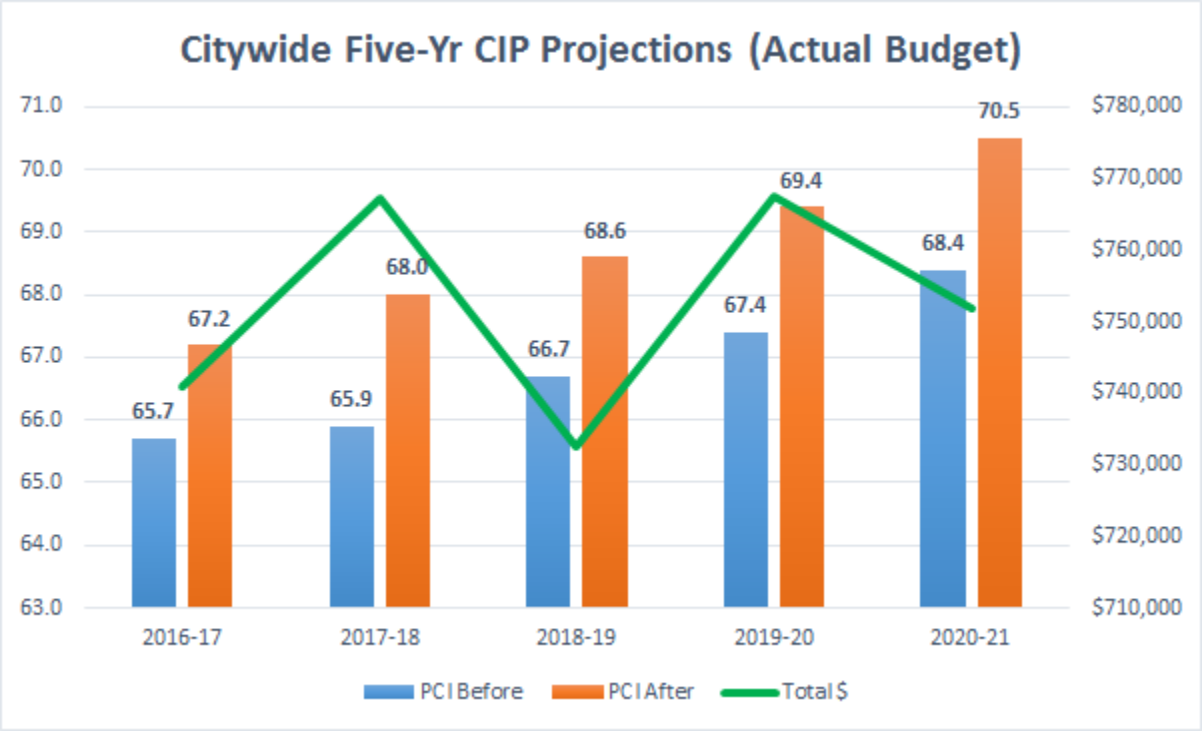

Figure 4 – Five-Year Projection of Actual Budget

The resulting "increase in weighted PCI" shown above for the entire network demonstrates how applying proper capital funds to the network is allowing the City's pavement to improve at a rate that is conducive to PMP success. Looking at the long-term projections., available funding or programmed funding identified by the City's PMP CIP, there may be an opportunity to proactively schedule or appropriate funds to areas of the City that have been annually deferred due to high maintenance costs.

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

RECOMMENDED PROGRAM (FIVE YEAR MODEL)

With the City striving to show proactive maintenance across all City pavements, a recommended budget program was generated to show the greatest return on investment through the application of slurry seal, mill & cap, and alternative overlay maintenance. Our goal is to increase the network wide PCI level from 65.7 to 73 within five years.

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

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

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

Plan Year	PCI Before	PCI After	Slurry / Cape	Overlay / Recon	Total $	Deferred Maint.
2016-17	65.7	68.1	$299,834	$989,334	$1,289,168	$7,569,900
2017-18	66.8	69.4	$150,429	$1,141,905	$1,292,334	$6,344,500
2018-19	68.4	70.7	$429,379	$843,277	$1,272,656	$5,270,300
2019-20	69.3	71.5	$403,393	$869,416	$1,272,809	$4,210,400
2020-21	70.4	73.0	$449,815	$869,170	$1,318,985	$3,313,700
			$1,732,850	**$4,713,102**	**$6,445,952**	

Table 7 – Five-Year Projection Demonstrating Required Budget to Reach PCI of 73

Referring to Table 7, it is noted that the weighted PCI increases at a consistent pace throughout the five-year projection. Furthermore, the annual deferred maintenance total decreases from $7.5 million to $3.3 million after five-years if the City utilizes an annual average of $1,289,000/yr for slurry, overlay, and reconstruction maintenance. We found average square footage breakdowns (zone maintenance) were consistent and well balanced; combined with the positive results found with the weighted PCI and deferred maintenance we recommended that this 5-yr maintenance schedule be followed.

We recommend that a stronger focus be placed on the Local network improvements within the first three years due to the fact that the Local network has a worse weighted PCI than the arterials. We still recommend comprehensive maintenance to the arterial network, i.e. localized patching, slurry seal and the use of Measure R / Proposition C funds. But again, with the Local network showing a higher degree of negative results, a focus for zone area maintenance and proactive overlays should be continued.

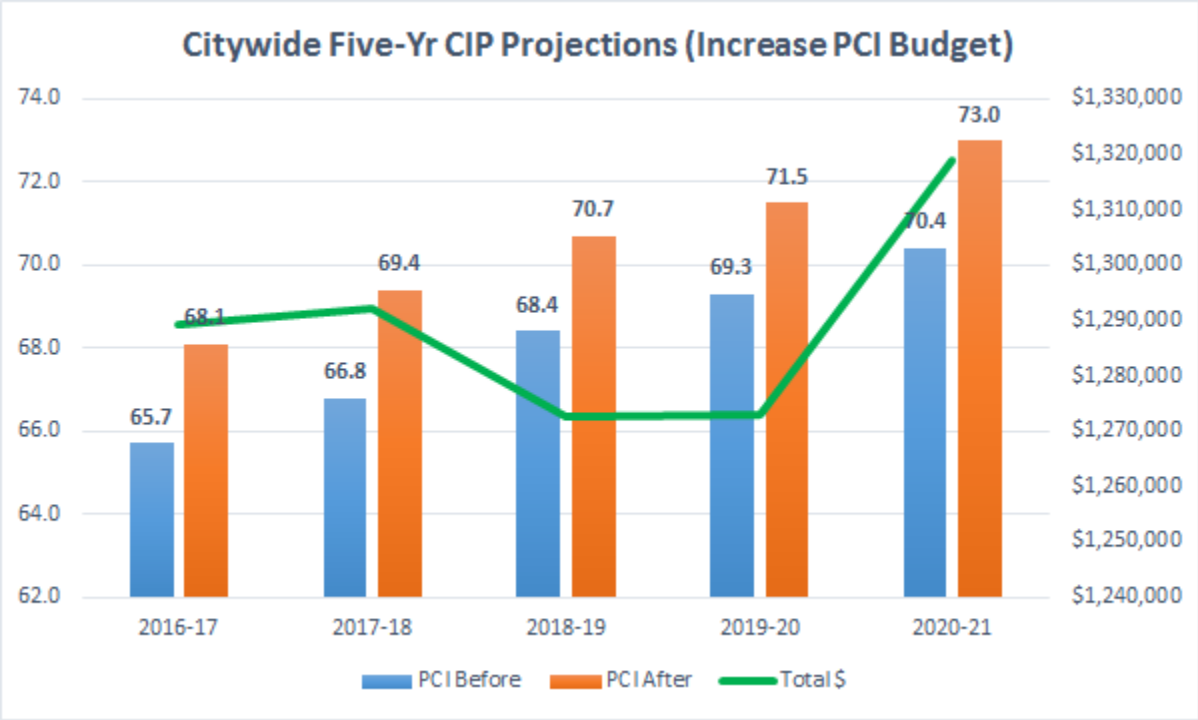

Figure 5 – Five-Year Projection of Recommended Budget (Reach PCI of 73)

Comparing this budget scenario to the "actual" five-year model, the major variance between the two models is the annual average revenue increase within the "recommended" model. The pavement network will require **$537,000 more each year** to obtain even higher weighted PCI results and a proactive decrease in overall deferred maintenance.

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

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

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

The Local maintenance model that has been developed under the Recommended budget can be used as a benchmark to monitor the City's annual budget allocations as the network continues to mature and age; the proper amount of funding for slurry seal and overlay maintenance needs to be the City's highest priority.

Additionally, it is recommended that the City continue to monitor the application of Mill & Cap, Cape Seal and High Density Mineral Bond (HDMB) as an 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 maintenance since crews will not be back within that area for five to six 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.

PAVEMENT MANAGEMENT PROGRAM REPORTS

In addition to the annual budget scenario, this report contains a comprehensive and complementary assemblage of pavement management reports ranging from summary reports to annual maintenance and rehabilitation schedules (Forecasted Maintenance Report, Section IV). Collectively as well as individually, the reports represent reasonable projections of pavement maintenance needs and performance based on visual condition assessments, unit cost estimates, and pavement deterioration models.

It is important to note that pavement segment dimensions and surface area recorded during 1999-2009, 2012 and 2105 inspections, along with the action and repair costs, as presented within the reports are accurate within tolerable limits. This is noteworthy due to the "implied" accuracy of reporting length and width to the nearest foot, surface area to the nearest square foot, and action and repair unit costs and project estimates to the nearest penny and dollar, respectively.

NEXT STEPS

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

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

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

This will not only allow work to be scheduled based on the most current condition data available, but will provide City personnel with a means to monitor actual rates of pavement deterioration so appropriate modifications can be made to the system curves. To be compliant with the MTA requirements, the City must generate a triennial Arterial and Collector network pavement management report indicating condition ratings.

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

ALTERNATIVE PMP FINANCING OPTIONS

Through Bucknam experience with PMP financing and maintenance forecasting, we have been involved with numerous PMP projects that include alternative funding. We have included below several examples and alternatives to PMP funding:

- **Grants - State funding for alternative asphalt applications (i.e. Rubber Asphalt Concrete through the Cal Recycle Grant Program)**
  http://www.calrecycle.ca.gov/Tires/Grants/default.htm#RAC

- **Bond Measures -** Bonds may be issued to fund the amount of the unpaid assessments. The bonds are secured by a pledge of the assessment installments. The amount of bonds issued equals the amount of the unpaid assessment plus additional bond issuance costs and establishment of a reserve. If the City Council determines that it is not convenient to collect the amount assessed in a single year, then the amount of the proposed assessment may be collected in installments over a period of years. Property owners are given an opportunity to pay all or a portion of the amount assessed.

- **General and/or Special Assessments –** Through our experience, we have seen several local agencies perform Special Assessment Feasibility studies and eventually form Special Assessment Districts for the purpose of funding pavement improvements beyond the annual allocated City funding.

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

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

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

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

- **Public Opinion Survey**

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

- **Form Assessment Districts in Phases**

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

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

A. City of San Clemente

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

B. City of Elk Grove

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

C. City of La Habra Heights

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

CONDITION DISTRIBUTION REPORT

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

The condition scheme ranges from "Very Good" to "Very Poor"; with a "Very Good" condition corresponding to a pavement at the beginning of its life cycle, and a "Very Poor" 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

Very Good (86-100) - Minor to low distress, no significant distress. Little distress, with the exception of utility patches in good condition, or slight hairline cracks; may be slightly weathered

Good (75-85) - Slight to moderately weathered, slight distress, possibly patching

Fair (60-74) - Severely weathered or slight to moderate levels of distress, generally limited to patches and non-load-related cracking.
(City of El Segundo citywide weighted average PCI is 65.7).

Poor (41-59) - Moderate to severe distresses including load-related types, such as alligator cracking.

Very Poor (0-40) - Severely distressed, large quantities of distortion or alligator cracking. Failure of the pavement, distress has surpassed tolerable rehabilitation limits.

CALCULATION OF PCI

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

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

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

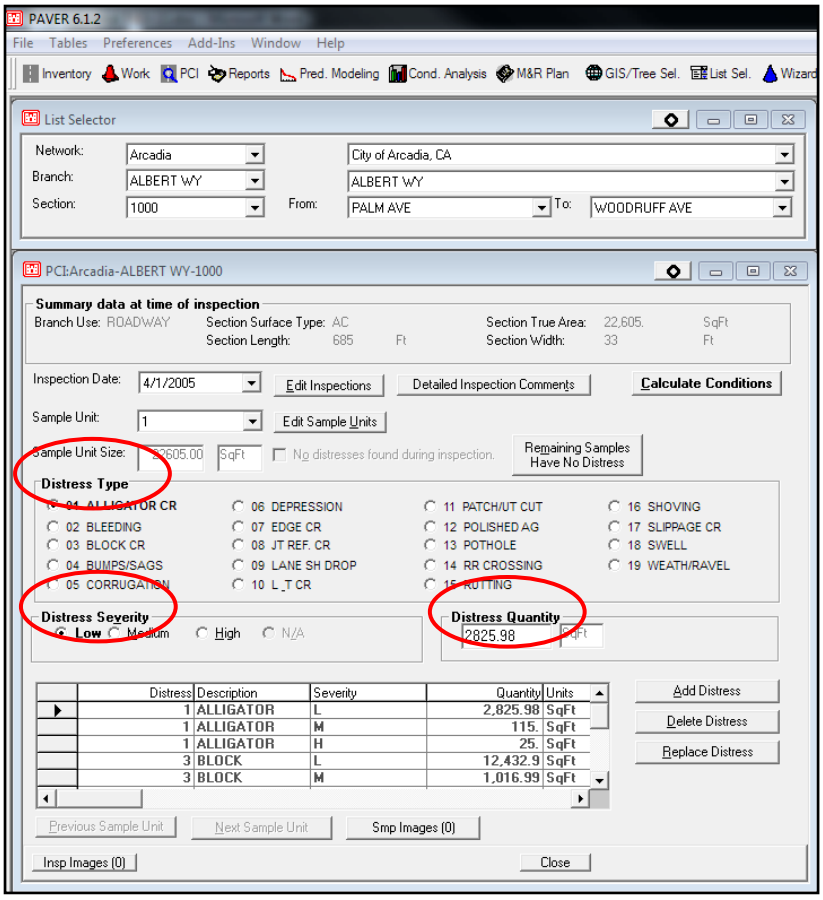

Figure 6 – PCI Calculation Worksheet

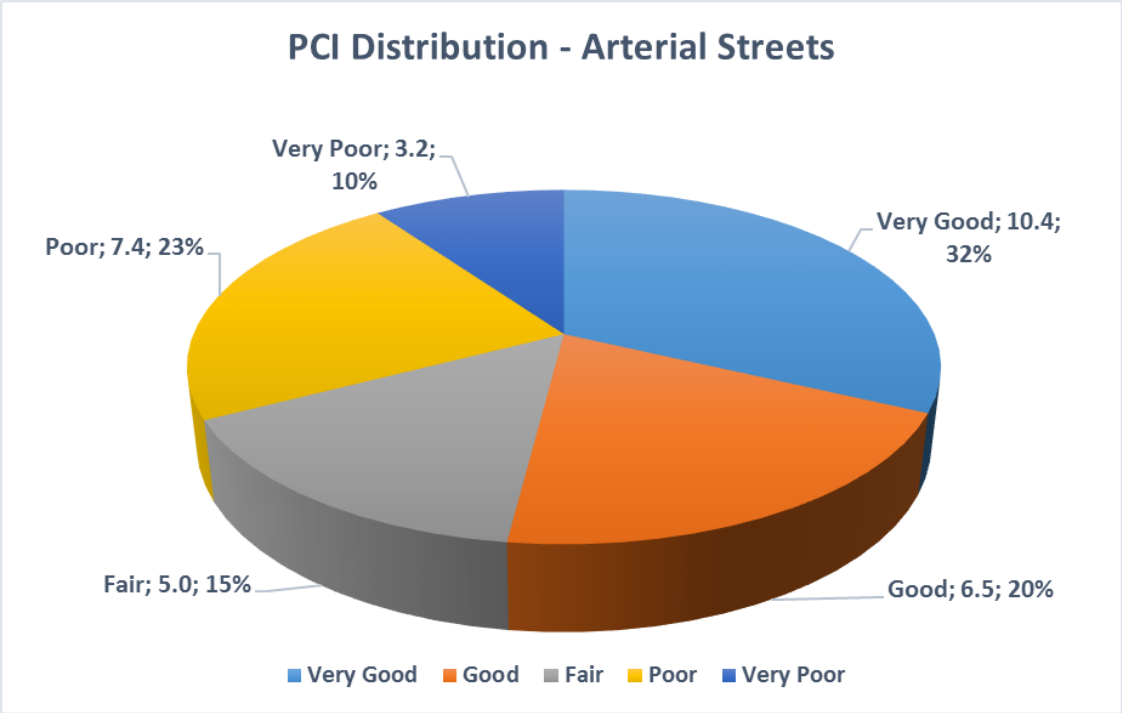

Figure 7 – Arterial Condition Distribution

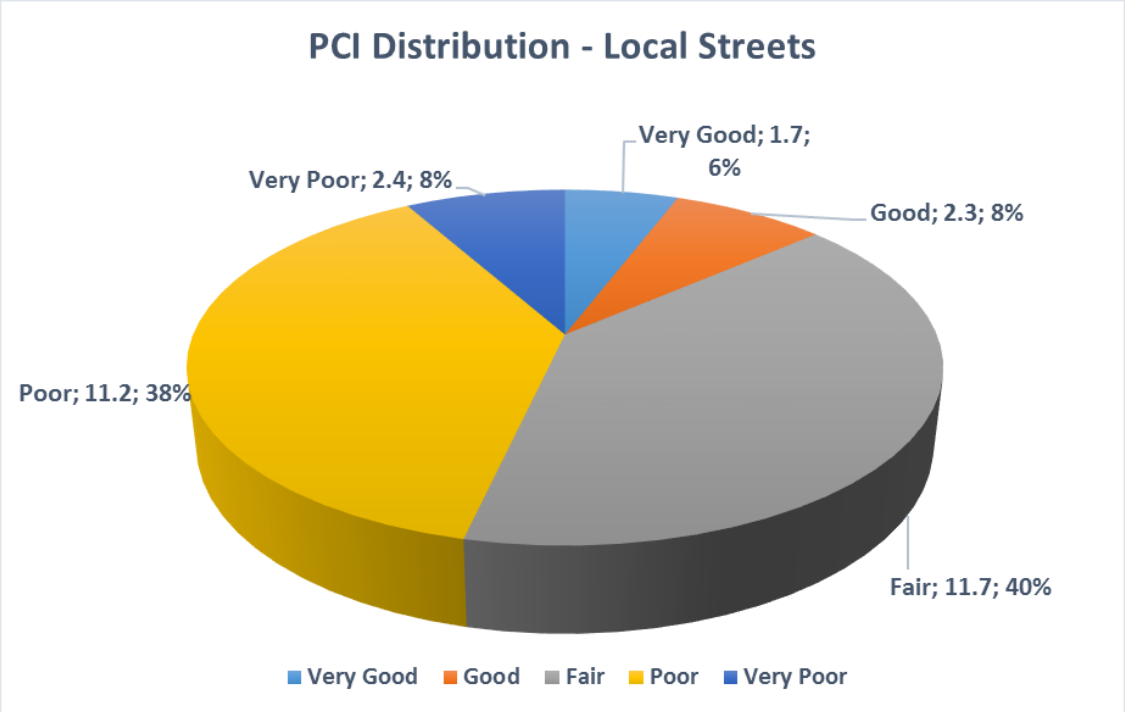

Figure 8 – Local Condition Distribution

SECTION III

CITYWIDE
PAVEMENT CONDITION INDEX REPORT

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

PAVEMENT CONDITION INDEX REPORT

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

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

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

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

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

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

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

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

CODE	DESCRIPTION
A, B, C	Arterials/Collectors
E	Locals

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

CODE	DESCRIPTION
AC	Asphalt Concrete
PCC	Concrete

LENGTH - The length of the section within each branch.

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

AREA - The area of each section within a branch.

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

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

PCI CLIMATE, LOAD AND OTHER – reflects "Section Extrapolated Distress"; these values are shown within MicroPAVER and 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 percentages are shown within the PCI reports herein).

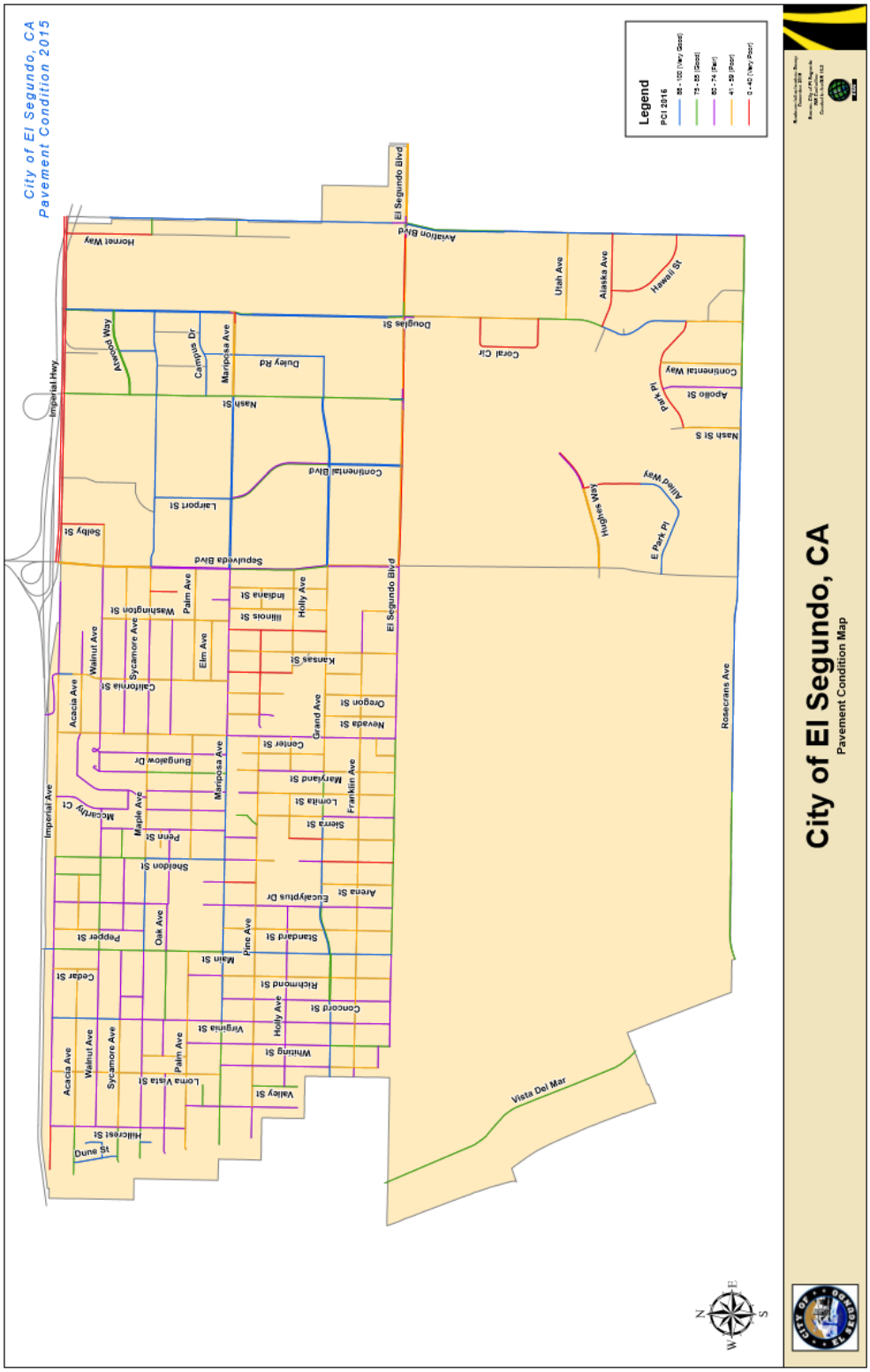

Figure 9 – El Segundo Pavement Condition Index (PCI) Map

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
	Arterials / Collectors															
0003	3	0003x3	Aviation Bl	124th St	230' N/El Segundo Bl	A	AC	5	1,120	63	70,560	92	0	48	52	10-01-2015
0004	4	0004x4	Aviation Bl NB	AT&SF RR Tracks	El Segundo Bl	A	AC	2	1,500	31	46,500	84	0	87	13	10-07-2015
0005	124	0005x124	Aviation Bl SB	138th St	240' N/Rosecrans Av	A	AC	2	1,420	32	45,440	99	0	100	0	10-07-2015
0005	5	0005x5	Aviation Bl SB	116th St	124th St	A	AC	2	3,220	28	90,160	93	0	44	56	10-01-2015
0005	6	0005x6	Aviation Bl SB	El Segundo	AT&SF RR Tracks	A	AC	2	1,500	31	46,500	99	0	100	0	10-07-2015
0005	7	0005x7	Aviation Bl SB	AT&SF RR Tracks	138th St N/s	A	AC	2	2,010	32	71,520	99	0	100	0	10-07-2015
0005	8	0005x8	Aviation Bl SB	240' N/Rosecrans Ave	Rosecrans Ave	A	PCC	4	240	75	18,000	73	61	39	0	10-07-2015
0005	9	0005x9	Aviation Bl SB	230' N/El Segundo Blvd	El Segundo Blvd	A	PCC	3	230	39	8,970	74	80	20	0	11-10-2015
0006	10	0006x10	Center St	Grand Ave	El Segundo Bl	C	AC	2	1,128	39	43,992	69	15	63	22	10-06-2015
0006	11	0006x11	Center St	Imperial Ave	Mariposa Ave	C	AC	2	2,606	37	96,274	45	44	34	22	10-06-2015
0006	12	0006x12	Center St	Mariposa Ave	Grand Ave	C	AC	2	1,536	40	61,440	68	22	62	16	10-06-2015
0007	13	0007x13	Continental Bl NB	Grand Ave	Mariposa Ave	B	AC	3	1,635	32	56,820	63	40	49	11	10-06-2015
0007	14	0007x14	Continental Bl NB	El Segundo Bl	Grand Ave	B	AC	3	1,030	32	33,710	90	0	100	0	10-06-2015
0008	15	0008x15	Continental Bl SB	Mariposa Ave	Grand Ave	B	AC	3	1,635	32	56,820	77	9	68	23	10-06-2015
0008	16	0008x16	Continental Bl SB	Grand Ave	El Segundo Bl	B	AC	3	1,030	32	36,210	91	0	43	57	10-06-2015
0009	120	0009x120	Douglas St	Alaska Ave	Park Pl	C	AC	4	1,352	60	74,020	89	0	100	0	10-07-2015
0009	17	0009x17	Douglas St	Coral Ct (S Outlet)	146' S/El Segundo Bl	C	AC	5	1,940	62	125,280	49	44	41	15	10-07-2015
0009	18	0009x18	Douglas St	Rosecrans Ave	Park Pl	C	AC	4	841	62	56,542	46	49	42	9	10-07-2015
0009	19	0009x19	Douglas St	Alaska Ave	Coral Ct (S Outlet)	C	AC	5	1,010	62	62,620	85	0	68	32	10-07-2015
0010	21	0010x21	Douglas St NB	El Segundo Bl	270' S/Mariposa Ave S/s	A	AC	2	2,134	98	209,132	91	0	21	79	10-01-2015
0010	22	0010x22	Douglas St NB	Mariposa Ave	425' S/Imperial Hwy	A	AC	6	2,100	96	200,600	89	0	67	33	10-01-2015
0010	24	0010x24	Douglas St NB	425' S/Imperial Hwy	Imperial Hwy	A	AC	2	425	34	14,450	88	0	68	32	11-10-2015
39	25	39x25	Douglas St NB	El Segundo Blvd	240' S/El Segundo Blvd	A	PCC	3	240	45	10,800	72	64	32	8	11-16-2015
0010	26	0010x26	Douglas St NB	425' S/Imperial Hwy	Imperial Hwy	A	PCC	3	425	44	18,700	70	64	34	2	11-10-2015
0010	27	0010x27	Douglas St NB	270' S/Mariposa Ave	Mariposa Ave	A	PCC	3	270	47	12,690	83	53	36	11	10-01-2015
0010	28	0010x28	Douglas St NB	Mariposa Ave	77' N Mariposa Ave.	A	PCC	5	77	82	6,314	48	45	30	25	10-01-2015
0010	30	0010x30	Douglas St NB	146' S El Segundo Blvd.	El Segundo Blvd.	A	PCC	5	146	56	8,176	78	80	19	1	11-10-2015
0039	125	0039x125	Douglas St SB	425' S/Imperial Hwy	77' N/Mariposa Av	A	AC	2	2,138	48	102,624	88	0	69	31	10-01-2015
0039	126	0039x126	Douglas St SB	77' N/Mariposa Av	Mariposa Av	A	PCC	2	77	48	3,696	71	67	28	5	10-01-2015
0039	127	0039x127	Douglas St SB	Mariposa Av	255' N/El Segundo Bl	A	AC	2	2,394	48	114,912	90	0	66	34	10-01-2015
0039	128	0039x128	Douglas St SB	255' N/El Segundo Bl	El Segundo Bl	A	PCC	4	255	48	12,240	83	68	32	0	11-10-2015
0039	23	0039x23	Douglas St SB	Imperial Hwy	425' S/Imperial Hwy	A	AC	2	425	21	8,925	84	0	71	29	11-10-2015
0012	31	0012x31	El Segundo Bl	Main St	Whiting St	C	AC	2	1,396	42	58,632	73	20	67	13	10-06-2015
0012	32	0012x32	El Segundo Bl	Center St	Main St	C	AC	4	3,395	52	176,540	76	0	72	28	10-06-2015
0012	33	0012x33	El Segundo Bl	Sepulveda Bl	Center St	C	AC	4	2,661	52	154,338	62	42	46	12	10-08-2015
0013	34	0013x34	El Segundo Bl EB	Nash St	225' W/Douglas St	A	AC	3	1,277	36	46,722	29	75	21	4	11-10-2015
0013	35	0013x35	El Segundo Bl EB	Sepulveda Bl	162' W/Nash St	A	AC	3	2,603	36	101,208	30	68	19	13	11-10-2015
0013	36	0013x36	El Segundo Bl EB	60' E/Aviation Bl	Isis Ave	A	AC	3	1,212	46	59,252	54	31	68	1	11-10-2015
0013	37	0013x37	El Segundo Bl EB	Douglas St	225' E/Aviation Bl	A	AC	3	1,405	46	64,630	41	68	17	15	11-10-2015
0013	38	0013x38	El Segundo Bl EB	162' W/Nash St	Nash St	A	PCC	4	162	50	8,100	71	70	20	10	11-10-2015
0013	39	0013x39	El Segundo Bl EB	Aviation Bl	60' E/Aviation Bl	A	PCC	4	60	50	3,000	51	78	22	0	11-10-2015

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
0013	40	0013x40	El Segundo Bl EB	225' W/Aviation Bl	Aviation Blvd E/s	A	PCC	4	295	50	14,750	74	84	12	4	11-10-2015
0013	41	0013x41	El Segundo Bl EB	225' W/Douglas St	Douglas St	A	PCC	4	225	50	11,250	73	71	13	16	11-10-2015
0014	42	0014x42	El Segundo Bl WB	Isis Ave	105' E/Aviation Bl	A	AC	3	1,212	39	55,268	45	0	51	49	11-10-2015
0014	43	0014x43	El Segundo Bl WB	52' W/Nash St	Sepulveda Bl	A	AC	3	2,603	37	121,311	41	78	15	7	11-10-2015
0014	44	0014x44	El Segundo Bl WB	Aviation Blvd.	90' W Aviation Blvd.	A	PCC	4	90	45	4,050	78	88	6	6	11-10-2015
0014	45	0014x45	El Segundo Bl WB	90' W/Aviation Bl	225' E/Douglas St	A	AC	3	1,405	50	78,250	37	71	28	1	11-10-2015
0014	46	0014x46	El Segundo Bl WB	225' E/Douglas St	Douglas St	A	PCC	5	225	50	11,250	78	81	19	0	11-10-2015
0014	47	0014x47	El Segundo Bl WB	Douglas St	160' E/Nash St	A	AC	3	1,277	43	69,911	42	72	25	3	11-10-2015
0014	48	0014x48	El Segundo Bl WB	160' E/Nash St	Nash St	A	PCC	5	160	50	8,000	65	73	26	1	11-10-2015
0014	49	0014x49	El Segundo Bl WB	Nash St	52' W/Nash St	A	PCC	3	52	50	2,600	67	86	14	0	11-10-2015
0014	50	0014x50	El Segundo Bl WB	105' E/Aviation Bl	Aviation Bl	A	PCC	5	175	50	8,750	63	68	27	5	11-10-2015
0016	122	0016x122	Grand Ave	Center St	Maryland St	B	AC	4	485	47	22,795	57	41	47	12	10-08-2015
0016	123	0016x123	Grand Ave	Kansas StW/s	Center St E/s	B	AC	4	1,325	47	62,275	58	52	48	0	10-08-2015
0016	55	0016x55	Grand Ave	Maryland St	Sierra St	B	AC	4	705	47	33,135	84	0	58	42	10-07-2015
0016	56	0016x56	Grand Ave	Sierra St	Eucalyptus Dr	B	AC	4	1,370	47	64,390	86	0	55	45	10-07-2015
0016	57	0016x57	Grand Ave	Sepulveda Blvd W/s	Kansas St E/s	B	AC	4	1,320	47	62,040	55	47	44	9	10-08-2015
0016	58	0016x58	Grand Ave	Duley Rd	Nash St	B	AC	2	561	49	27,489	93	0	46	54	10-06-2015
0016	59	0016x59	Grand Ave	Concord St E/s	West City Limits	C	AC	4	1,884	43	81,012	89	0	63	37	10-07-2015
0017	60	0017x60	Grand Ave EB	Continental Blvd	Nash St	B	AC	2	985	34	35,990	92	0	47	53	10-06-2015
0017	61	0017x61	Grand Ave EB	Main St	Eucalyptus Dr	B	AC	2	700	37	25,100	84	23	31	46	10-07-2015
0017	62	0017x62	Grand Ave EB	Concord St W/s	Main St E/s	B	AC	2	675	37	22,475	79	7	72	21	10-07-2015
0017	63	0017x63	Grand Ave EB	Sepulveda Blvd	Continental Blvd	B	AC	3	1,440	32	50,580	92	0	48	52	10-06-2015
0018	64	0018x64	Grand Ave WB	Main St E/s	Concord St W/s	C	AC	2	670	37	22,290	84	0	71	29	10-07-2015
0018	65	0018x65	Grand Ave WB	Eucalyptus Dr	Main St	B	AC	2	710	36	25,560	87	9	48	43	10-07-2015
0018	66	0018x66	Grand Ave WB	Continental Blvd	Sepulveda Blvd	B	AC	3	1,460	40	63,200	92	0	46	54	10-06-2015
0018	67	0018x67	Grand Ave WB	Nash St	Continental Blvd	B	AC	3	975	45	45,375	92	0	46	54	10-06-2015
0020	69	0020x69	Hughes Way EB	Allied Way	East End	B	AC	3	820	37	31,090	38	41	47	12	11-16-2015
0020	70	0020x70	Hughes Way EB	Sepulveda Bl	Allied Way	B	AC	3	1,200	37	46,400	46	65	35	0	11-10-2015
0021	71	0021x71	Hughes Way WB	East End	Allied Way	B	AC	4	810	42	35,520	61	24	64	12	11-10-2015
0021	72	0021x72	Hughes Way WB	Allied Way	Sepulveda Bl	B	AC	3	1,200	37	47,400	47	53	41	6	11-10-2015
0022	215	0022x215	Illinois St	Mariposa Av	Grand Av	C	AC	2	1,519	32	48,608	58	39	33	28	10-08-2015
0022	73	0022x73	Illinois St	El Segundo Bl	Franklin Ave	C	AC	2	560	40	23,600	40	53	31	10	11-10-2015
0023	74	0023x74	Imperial Ave	Center St	California St	C	AC	2	910	40	36,400	42	53	39	8	10-08-2015
0023	75	0023x75	Imperial Ave	Sheldon St	Center St	C	AC	2	1,935	40	77,400	59	46	46	8	10-08-2015
0023	76	0023x76	Imperial Ave	Main St	Sheledon St	C	AC	2	1,390	40	55,600	61	41	47	12	10-08-2015
0023	77	0023x77	Imperial Ave	California St	282' W/Sepulveda Bl	C	AC	2	1,470	40	58,800	61	48	45	7	10-08-2015
0023	79	0023x79	Imperial Ave	Hillcrest St	Main St	C	AC	2	2,730	40	109,200	72	49	39	12	10-01-2015
1510	1512	1510x1512	Imperial Hwy	SEPULVEDA BLVD	HUGHES WAY	A	AC	3	1,312	43	56,416	30	77	14	9	11-10-2015
1510	1513	1510x1513	Imperial Hwy	HUGHES WAY	NASH ST	A	AC	3	1,440	49	70,560	24	62	15	23	11-10-2015
1510	1514	1510x1514	Imperial Hwy	NASH ST	DOUGLAS ST	A	AC	3	1,312	48	62,976	28	73	17	10	11-10-2015
1510	1515	1510x1515	Imperial Hwy	DOUGLAS ST	AVIATION BLVD	A	AC	3	1,441	48	69,168	34	63	19	18	11-10-2015
0025	211	0025x211	Kansas St	Mariposa Av	Holly Av	C	AC	2	999	40	39,960	50	56	44	0	11-10-2015
0025	80	0025x80	Kansas St	El Segundo Bl	Holly Ave S/s	C	AC	2	1,570	40	62,800	42	50	32	24	11-10-2015

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
0026	81	0026x81	Lairport St	Mariposa Ave	Maple Ave	C	AC	2	1,135	54	61,290	90	0	29	71	10-01-2015
0027	152	0027x152	Main St	Imperial Av	City Limits	B	AC	2	126	56	7,056	89	0	66	34	10-08-2015
0027	82	0027x82	Main St	Imperial Ave	Mariposa Ave	B	AC	4	2,610	56	146,160	83	0	68	32	10-08-2015
0027	83	0027x83	Main St	Mariposa Ave	Grand Ave	B	AC	4	1,706	56	91,084	89	0	46	54	10-08-2015
0027	84	0027x84	Main St	Grand Ave	El Segundo Blvd	B	AC	4	830	39	29,690	90	0	55	45	10-08-2015
0028	85	0028x85	Maple Ave	Main St E/s	Sheldon St W/s	C	AC	2	1,400	30	42,000	52	55	40	5	11-16-2015
0028	86	0028x86	Maple Ave	Sepulveda Bl	Nash St	C	AC	4	2,610	53	138,330	99	0	100	0	10-01-2015
0028	87	0028x87	Maple Ave	Washington St	Sepulveda Bl	C	AC	2	740	36	26,640	60	10	55	35	11-12-2015
0028	88	0028x88	Maple Ave	Sheldon St E/s	Center St W/s	C	AC	2	2,000	36	67,500	51	45	40	15	11-12-2015
0028	89	0028x89	Maple Ave	Center St	Washington St	C	AC	2	1,800	36	64,800	55	38	48	14	11-12-2015
0029	281	0029x281	Mariposa Av	Main St	Virginia St	C	AC	2	1,075	30	32,250	90	35	58	7	10-01-2015
0029	282	0029x282	Mariposa Av	Virginia St	Hillcrest St	C	AC	2	1,327	30	39,810	84	0	38	62	10-01-2015
0029	283	0029x283	Mariposa Av	Hillcrest St	End	C	AC	2	597	30	17,910	85	0	42	58	10-01-2015
0029	90	0029x90	Mariposa Av	Sepulveda Bl W/s	Center St E/s	C	AC	2	2,540	36	91,440	66	53	15	32	10-01-2015
0029	91	0029x91	Mariposa Av	Center St	Main St	C	AC	2	3,290	36	118,440	86	49	17	34	10-01-2015
0030	92	0030x92	Mariposa Ave EB	Sepulveda Blvd	Nash St	B	AC	3	2,600	33	85,800	92	0	31	69	10-01-2015
0030	93	0030x93	Mariposa Ave EB	Nash St	Douglas St	B	AC	4	1,075	32	34,400	48	49	33	18	10-01-2015
0030	94	0030x94	Mariposa Ave EB	97' W/of Douglas St	Douglas St	B	PCC	3	97	31	2,959	32	31	36	33	11-12-2015
0031	95	0031x95	Mariposa Ave WB	Douglas St W/s	Nash St E/s	B	AC	2	1,150	32	36,800	41	51	32	17	10-01-2015
0031	97	0031x97	Mariposa Ave WB	Nash St	Sepulveda Blvd	B	AC	3	2,595	35	90,825	96	0	49	51	10-01-2015
0032	100	0032x100	Nash St	Maple Ave	Imperial Hwy	C	AC	4	1,439	48	69,072	77	12	70	18	10-01-2015
0032	101	0032x101	Nash St	El Segundo Blvd	210' N/El Segundo Blvd	C	PCC	2	210	41	8,610	82	82	17	1	11-10-2015
0032	102	0032x102	Nash St	Park Pl	Rosecrans Ave	C	AC	4	895	60	54,595	53	52	35	13	11-13-2015
0032	103	0032x103	Nash St	El Segundo Blvd	210' N/El Segundo Blvd	C	AC	2	210	42	8,820	87	0	78	22	11-10-2015
0032	98	0032x98	Nash St	210' N/El Segundo Bl	Mariposa Ave	C	AC	5	2,275	54	122,850	81	0	76	24	10-06-2015
0032	99	0032x99	Nash St	Mariposa Ave	Maple Ave	C	AC	4	1,170	56	68,220	81	0	64	36	10-01-2015
0035	107	0035x107	Rosecrans Av WB	Sepulveda Bl	Flournoy Rd	A	AC	3	3,346	32	107,072	89	0	54	46	10-07-2015
0035	108	0035x108	Rosecrans Av WB	Flourney Rd	West City Limits	A	AC	3	3,279	33	110,547	84	0	59	41	10-07-2015
0035	109	0035x109	Rosecrans Av WB	Apollo St	Sepulveda Bl	A	AC	3	2,940	33	97,020	86	0	72	28	10-07-2015
0035	110	0035x110	Rosecrans Av WB	Aviation Bl	Apollo St	A	AC	3	2,361	33	82,593	82	0	60	40	10-07-2015
0036	111	0036x111	Selby St	Imperial Hwy	Walnut Ave	C	AC	2	610	33	20,130	35	64	30	6	11-13-2015
1500	1500	1500x1500	Sepulveda Blvd	El Segundo Blvd	Grand Ave	A	AC	4	1,115	48	53,520	55	63	29	8	10-06-2015
1500	1501	1500x1501	Sepulveda Blvd	Grand Ave	Mariposa Ave	A	AC	4	1,524	43	65,532	64	57	34	9	10-06-2015
1500	1502	1500x1502	Sepulveda Blvd	Mariposa Ave	Maple Ave	A	AC	4	1,234	48	59,232	62	64	36	0	10-06-2015
1500	1503	1500x1503	Sepulveda Blvd	Maple Ave	Imperial Hwy	A	AC	4	1,447	49	70,903	57	53	39	8	10-06-2015
1500	1504	1500x1504	Sepulveda Blvd	Imperial Hwy	Maple Ave	A	AC	4	1,448	48	69,504	57	39	51	10	10-06-2015
1500	1505	1500x1505	Sepulveda Blvd	Maple Ave	Mariposa Ave	A	AC	4	1,505	49	73,745	60	46	46	8	10-06-2015
1500	1506	1500x1506	Sepulveda Blvd	Mariposa Ave	Grand Ave	A	AC	4	1,524	48	73,152	82	0	82	18	10-06-2015
1500	1507	1500x1507	Sepulveda Blvd	Grand Ave	El Segundo Blvd	A	AC	4	1,115	48	53,520	73	0	82	18	10-06-2015
0056	166	0056x166	Sheldon St	Imperial Av	Maple Av	C	AC	2	1,405	30	42,150	78	57	32	11	10-08-2015
0056	167	0056x167	Sheldon St	Maple Av	Mariposa Av	C	AC	2	1,236	30	37,080	97	0	0	100	11-10-2015
0056	168	0056x168	Sheldon St	Mariposa Av	Pine Av	C	AC	2	495	30	14,850	68	14	68	18	11-10-2015
0056	170	0056x170	Sheldon St	Grand Av	End	C	AC	2	354	28	9,912	71	10	72	18	11-10-2015

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BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
0056	171	0056x171	Sheldon St	Grand Av	El Segundo Blvd	C	AC	2	1,109	35	38,815	39	50	41	9	11-10-2015
0037	112	0037x112	Utah St	Aviation Bl	Douglas St	C	AC	4	1,285	46	59,110	39	55	42	3	11-10-2015
0038	113	0038x113	Vista Del Mar	45th St	Grand Ave	A	AC	4	4,408	44	193,952	77	7	65	28	10-07-2015
0067	209	0067x209	Washington St	Maple Av	Mariposa Av	B	AC	2	1,234	32	39,488	43	56	38	6	10-08-2015
0067	210	0067x210	Washington St	Mariposa Av	Grand Av	B	AC	2	1,234	32	39,488	31	59	35	6	11-10-2015
									32.5		7,426,719					
	Locals															
0087	259	0087x259	118th St	Aviation Blvd	Hornet Way	E	AC	2	252	30	7,560	81	0	33	67	08-23-2012
0088	260	0088x260	120th St	Aviation Blvd	Hornet Way	E	AC	2	252	30	7,560	79	0	44	56	08-23-2012
0084	238	0084x238	Acacia Av	Hillcrest St	End	E	AC	2	749	30	22,470	80	0	51	49	08-21-2012
0084	239	0084x239	Acacia Av	Hillcrest St	Cedar St	E	AC	2	2,449	30	73,470	48	13	39	48	08-21-2012
0084	240	0084x240	Acacia Av	Pepper St	Cypress St	E	AC	2	853	30	25,590	57	50	43	7	08-22-2012
0084	241	0084x241	Acacia Av	Lomita St	Center St	E	AC	2	671	30	20,130	64	0	65	35	08-17-2012
0084	242	0084x242	Acacia Av	Center St	California St	E	AC	2	909	30	27,270	55	0	49	51	08-21-2012
0084	243	0084x243	Acacia Av	California St	End	E	AC	2	667	30	20,010	60	0	44	56	08-21-2012
0001	1	0001x1	Alaska Ave	Aviation Bl	Douglas St	E	AC	4	1,410	46	64,860	7	78	10	12	08-23-2012
0082	234	0082x234	Allied Way	Hughes Way	Park Pl E	E	AC	2	1,684	45	75,780	28	66	26	8	08-23-2012
0002	2	0002x2	Apollo St	Rosecrans Ave	Park Pl	E	AC	4	1,145	52	59,540	61	69	18	13	08-23-2012
0055	163	0055x163	Arena St	Mariposa Av	End	E	AC	2	321	28	8,988	62	20	37	43	08-22-2012
0055	164	0055x164	Arena St	Mariposa Av	Pine Av	E	AC	2	469	28	13,132	38	0	26	74	08-22-2012
0055	165	0055x165	Arena St	Grand Av	El Segundo Blvd	E	AC	2	1,109	38	42,142	57	38	28	34	08-22-2012
0089	261	0089x261	Atwood Way	Nash St	Douglas St	E	AC	2	1,359	25	33,975	76	0	80	20	08-23-2012
0089	262	0089x262	Atwood Way	Douglas St	Nash St	E	AC	2	1,338	25	33,450	77	0	59	41	08-23-2012
0045	141	0045x141	Bayonne St	Maple Av	Palm Av	E	AC	2	699	30	20,970	47	17	33	50	08-22-2012
0097	300	0097x300	Binder Pl	Loma Vista St	Whiting St	E	AC	2	334	25	8,350	63	49	50	1	08-15-2012
0063	194	0063x194	Bungalow Dr	Walnut Av	Maple Av	E	AC	2	746	30	22,380	63	47	46	7	08-17-2012
0063	195	0063x195	Bungalow Dr	Maple Av	Mariposa Av	E	AC	2	1,233	28	34,524	62	48	51	1	08-17-2012
0063	196	0063x196	Bungalow Dr	Pine Av	End	E	AC	2	251	30	8,780	45	0	37	63	08-22-2012
0063	197	0063x197	Bungalow Dr	Pine Av	Grand Av	E	AC	2	1,021	30	30,630	44	56	26	18	08-22-2012
0063	198	0063x198	Bungalow Dr	Elsey Pl	El Segundo Blvd	E	AC	2	299	33	9,867	59	17	49	34	08-22-2012
0064	199	0064x199	California St	Imperial Hwy	Imperial Av	E	AC	2	810	33	26,730	64	40	57	3	08-21-2012
0064	200	0064x200	California St	End	Walnut Av	E	AC	2	1,418	34	48,212	42	60	19	21	08-21-2012
0064	201	0064x201	California St	Maple Av	Mariposa Av	E	AC	2	1,234	33	40,722	59	0	53	47	08-21-2012
0064	202	0064x202	California St	Mariposa Av	Holly Av	E	AC	2	999	32	31,968	34	40	24	36	08-21-2012
0064	203	0064x203	California St	Grand Av	Franklin Av	E	AC	2	560	38	21,280	54	14	39	47	08-22-2012
0064	303	0064x303	California St	Imperial Av	End	E	AC	2	132	34	4,488	87	0	52	48	08-21-2012
0076	224	0076x224	Campus Dr	Nash St	Parkview Dr S	E	AC	2	663	34	22,542	89	0	100	0	08-28-2012
0076	225	0076x225	Campus Dr	Parkview Dr S	Douglas St	E	AC	2	675	34	22,950	89	0	96	4	08-28-2012
0050	151	0050x151	Cedar St	Imperial Av	Walnut Av	E	AC	2	705	30	21,150	56	51	33	16	08-21-2012
0048	148	0048x148	Concord Pl	Sycamore Av	Maple Av	E	AC	2	350	16	5,600	70	22	42	36	08-22-2012
0049	150	0049x150	Concord St	Mariposa Av	Grand Av	E	AC	2	1,673	30	50,190	63	46	54	0	08-15-2012
0049	151	0049x151	Concord St	Grand Av	El Segundo Blvd	E	AC	2	950	30	28,500	64	33	57	10	08-15-2012

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
0079	231	0079x231	Coral Cir	Douglas St	Douglas St	E	AC	2	1,744	45	78,480	26	66	22	12	08-23-2012
0054	162	0054x162	Cypress St	Imperial Av	Walnut Av	E	AC	2	705	30	21,150	77	0	51	49	08-22-2012
0073	220	0073x220	Duley Rd	Mariposa Av	Grand Av	E	AC	2	1,399	25	30,778	93	0	59	41	08-23-2012
0042	138	0042x138	Dune St	Acacia Av	Sycamore Av	E	AC	2	689	32	22,048	92	0	65	35	08-21-2012
0092	279	0092x279	Elm Av	Hillcrest St	End	E	AC	2	330	20	6,600	79	0	100	0	08-15-2012
0092	280	0092x280	Elm Av	California St	Washington St	E	AC	2	935	30	28,050	50	15	29	56	08-21-2012
0098	301	0098x301	Elsey Pl	Bungalow Dr	Center St	E	AC	2	265	32	8,480	51	32	35	33	08-22-2012
0053	157	0053x157	Eucalyptus Dr	Imperial Av	Maple Av	E	AC	2	1,405	37	51,985	67	31	59	10	08-17-2012
0053	158	0053x158	Eucalyptus Dr	Maple Av	Oak Av	E	AC	2	351	37	12,987	73	31	69	0	08-17-2012
0053	159	0053x159	Eucalyptus Dr	Mariposa Av	End	E	AC	2	317	37	11,729	61	63	36	1	08-15-2012
0053	160	0053x160	Eucalyptus Dr	Mariposa Av	Grand Av	E	AC	2	1,520	40	60,800	70	42	52	6	08-15-2012
0053	161	0053x161	Eucalyptus Dr	Grand Av	El Segundo Blvd	E	AC	2	1,108	37	40,996	65	50	43	7	08-15-2012
0015	236	0015x236	Franklin Ave	Main St	Loma Vista St	E	AC	2	1,760	39	68,640	58	41	46	13	08-16-2012
0015	237	0015x237	Franklin Ave	Loma Vista St	City Limits	E	AC	2	144	39	5,616	67	0	99	1	08-16-2012
0015	51	0015x51	Franklin Ave	Illinois St	Kansas St E/s	E	AC	2	620	39	24,180	61	41	50	9	08-16-2012
0015	52	0015x52	Franklin Ave	Kansas St E/s	Center St E/s	E	AC	2	1,320	39	51,480	48	44	39	17	08-16-2012
0015	53	0015x53	Franklin Ave	Center St E/s	Sheldon St E/s	E	AC	2	1,946	30	58,380	49	37	45	18	08-16-2012
0015	54	0015x54	Franklin Ave	Sheldon St	Main St	E	AC	2	1,435	30	43,050	50	36	48	16	08-16-2012
0019	68	0019x68	Hawaii St	Aviation Bl	Alaska Ave	E	AC	4	1,450	46	66,700	15	79	15	6	08-23-2012
0040	130	0040x130	Hillcrest St	Imperial Av	Sycamore Av	E	AC	2	1,057	35	36,995	68	0	72	28	08-22-2012
0040	131	0040x131	Hillcrest St	Sycamore Av	Palm Av	E	AC	2	1,049	35	36,715	73	0	76	24	08-22-2012
0040	132	0040x132	Hillcrest St	Palm Av	Pine Av	E	AC	2	1,031	35	36,085	68	33	53	14	08-15-2012
0040	133	0040x133	Hillcrest St	Pine Av	End	E	AC	2	714	28	19,992	61	34	66	0	08-15-2012
0095	293	0095x293	Holly Av	Valley St	Virginia St	E	AC	2	998	30	29,940	71	23	67	10	08-15-2012
0095	294	0095x294	Holly Av	Virginia St	Main St	E	AC	2	1,075	30	32,250	65	29	71	0	08-15-2012
0095	295	0095x295	Holly Av	Main St	Eucalyptus Dr	E	AC	2	729	30	21,870	63	35	65	0	08-15-2012
0095	296	0095x296	Holly Av	Penn St	Lomita St	E	AC	2	700	30	21,000	48	47	32	21	08-22-2012
0095	297	0095x297	Holly Av	Maryland St	Center St	E	AC	2	531	30	15,930	59	24	41	35	08-22-2012
0095	298	0095x298	Holly Av	California St	Sepulveda Blvd	E	AC	2	1,617	30	48,510	47	40	38	22	08-21-2012
0068	214	0068x214	Illinois Ct	Mariposa Av	End	E	AC	2	267	32	9,794	66	43	31	26	08-21-2012
0023	78	0023x78	Imperial Ave	West End	Hillcrest St	E	AC	2	670	30	21,600	35	52	48	0	10-08-2015
0069	216	0069x216	Indiana Ct	Maple Av	End	E	AC	2	417	32	14,594	39	43	27	30	08-21-2012
0070	217	0070x217	Indiana St	Mariposa Av	Grand Av	E	AC	2	1,519	32	48,608	48	43	34	23	08-16-2012
0090	273	0090x273	Irene Ct	Penn St	End	E	AC	2	288	23	7,774	57	0	47	53	08-22-2012
0041	134	0041x134	Loma Vista St	Imperial Av	Sycamore Av	E	AC	2	1,055	28	29,540	51	54	38	8	08-15-2012
0041	135	0041x135	Loma Vista St	Sycamore Av	Mariposa Av	E	AC	2	1,582	28	44,296	58	50	40	10	08-15-2012
0041	136	0041x136	Loma Vista St	Mariposa Av	Grand Av	E	AC	2	1,700	28	47,600	66	33	55	12	08-15-2012
0041	137	0041x137	Loma Vista St	Grand Av	Binder Pl	E	AC	2	753	28	21,084	57	55	38	7	08-15-2012
0061	183	0061x183	Lomita St	Acacia Av	Maple Av	E	AC	2	1,179	33	38,907	65	38	54	8	08-17-2012
0061	184	0061x184	Lomita St	Maple Av	Mariposa Av	E	AC	2	1,234	33	40,722	63	48	44	8	08-17-2012
0061	185	0061x185	Lomita St	Pine Av	End	E	AC	2	298	28	8,344	62	45	46	9	08-16-2012
0061	186	0061x186	Lomita St	Pine Av	Grand Av	E	AC	2	1,019	28	28,532	57	40	46	14	08-16-2012
0061	187	0061x187	Lomita St	Grand Av	El Segundo Blvd	E	AC	2	1,111	28	31,108	49	53	39	8	08-16-2012

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
0028	226	0028x226	Maple Ave	Nash St	Parkview Dr N	E	AC	2	687	30	20,610	92	0	48	52	08-28-2012
0028	227	0028x227	Maple Ave	Parkview Dr N	Douglas St	E	AC	2	630	30	18,900	86	0	71	29	08-28-2012
0028	263	0028x263	Maple Ave	Main St	Virginia St	E	AC	2	1,074	30	32,220	68	28	62	10	08-17-2012
0028	264	0028x264	Maple Ave	Virginia St	Hillcrest St	E	AC	2	1,681	30	50,430	65	39	53	8	08-17-2012
0028	265	0028x265	Maple Ave	Hillcrest St	End	E	AC	2	477	30	14,310	76	0	82	18	08-17-2012
0062	188	0062x188	Maryland St	Walnut Av	End	E	AC	2	161	26	4,186	71	0	100	0	08-17-2012
0062	189	0062x189	Maryland St	Walnut Av	Maple Av	E	AC	2	746	33	24,618	68	25	63	12	08-17-2012
0062	190	0062x190	Maryland St	Maple Av	Mariposa Av	E	AC	2	1,234	33	40,722	75	49	41	10	08-28-2012
0062	191	0062x191	Maryland St	Pine Av	End	E	AC	2	324	28	9,072	57	50	38	12	08-16-2012
0062	192	0062x192	Maryland St	Pine Av	Grand Av	E	AC	2	1,021	30	30,630	66	37	52	11	08-16-2012
0062	193	0062x193	Maryland St	Grand Av	El Segundo Blvd	E	AC	2	1,109	30	33,270	55	42	42	16	08-16-2012
0058	177	0058x177	McCarthy Ct	Imperial Av	Walnut Av	E	AC	2	748	30	22,440	62	37	63	0	08-17-2012
0058	178	0058x178	McCarthy Ct	Walnut Av	Lomita St	E	AC	2	701	30	21,030	72	0	99	1	08-17-2012
0065	204	0065x204	Nevada St	Mariposa Av	Pine Av	E	AC	2	500	32	16,000	58	37	32	31	08-21-2012
0065	205	0065x205	Nevada St	Pine Av	End	E	AC	2	224	32	8,418	61	52	18	30	08-21-2012
0065	212	0065x212	Nevada St	Grand Av	El Segundo Blvd	E	AC	2	1,109	32	35,488	49	64	30	6	08-16-2012
0077	266	0077x266	Oak Av	Hillcrest St	End	E	AC	2	400	30	13,150	68	0	51	49	08-22-2012
0077	267	0077x267	Oak Av	Hillcrest St	Loma Vista St	E	AC	2	849	30	25,470	61	17	42	41	08-22-2012
0077	268	0077x268	Oak Av	Bayonne St	Virginia St	E	AC	2	561	30	16,830	66	0	51	49	08-22-2012
0077	269	0077x269	Oak Av	Virginia St	Main St	E	AC	2	1,074	30	32,220	79	0	50	50	08-22-2012
0077	270	0077x270	Oak Av	Main St	Sheldon St	E	AC	2	1,453	30	43,590	62	21	70	9	08-17-2012
0077	271	0077x271	Oak Av	Sheldon St	Penn St	E	AC	2	454	30	13,620	72	0	74	26	08-22-2012
0077	272	0077x272	Oak Av	Center St	Washington St	E	AC	2	1,783	30	53,490	64	21	50	29	08-21-2012
0066	206	0066x206	Oregon St	Mariposa Av	Pine Av	E	AC	2	499	32	15,968	56	49	39	12	08-21-2012
0066	207	0066x207	Oregon St	Pine Av	End	E	AC	2	369	32	11,808	52	59	15	26	08-21-2012
0066	213	0066x213	Oregon St	Grand Av	El Segundo Blvd	E	AC	2	1,108	32	35,456	48	42	52	6	08-16-2012
0091	274	0091x274	Palm Av	Hillcrest St	End	E	AC	2	339	30	10,170	51	49	51	0	08-17-2012
0091	275	0091x275	Palm Av	Hillcrest St	Virginia St	E	AC	2	1,681	30	50,430	51	50	50	0	08-17-2012
0091	276	0091x276	Palm Av	Virginia St	Main St	E	AC	2	1,075	30	32,250	44	37	40	23	08-17-2012
0091	277	0091x277	Palm Av	Sheldon St	Center St	E	AC	2	1,933	30	57,990	47	49	40	11	08-28-2012
0091	278	0091x278	Palm Av	California St	Sepulveda Blvd	E	AC	2	1,755	30	52,650	51	12	35	53	08-21-2012
0033	104	0033x104	Park Pl	Douglas St	Nash St	E	AC	3	1,830	52	95,160	34	62	23	15	08-23-2012
0083	235	0083x235	Park Pl E	Sepulveda Blvd	Allied Way	E	AC	2	1,023	45	46,035	86	0	55	45	08-23-2012
0071	218	0071x218	Parkview Dr N	Maple Av	Atwood Way	E	AC	2	578	51	29,478	91	0	64	36	08-23-2012
0072	219	0072x219	Parkview Dr S	Campus Dr	Mariposa Av	E	AC	2	474	33	15,642	93	0	71	29	08-23-2012
0057	172	0057x172	Penn St	Walnut Av	Maple Av	E	AC	2	700	33	23,100	67	32	58	10	08-17-2012
0057	173	0057x173	Penn St	Maple Av	Mariposa Av	E	AC	2	1,235	28	34,580	65	28	71	1	08-17-2012
0057	174	0057x174	Penn St	Mariposa Av	Pine Av	E	AC	2	495	30	14,850	62	22	27	51	08-22-2012
0057	175	0057x175	Penn St	Holly Av	Grand Av	E	AC	2	519	30	15,570	34	51	23	26	08-22-2012
0057	176	0057x176	Penn St	Grand Av	El Segundo Blvd	E	AC	2	1,110	38	42,180	59	45	23	32	08-22-2012
0051	153	0051x153	Pepper St	Imperial Av	Walnut Av	E	AC	2	705	30	21,150	59	28	30	42	08-22-2012
0051	154	0051x154	Pepper St	Walnut Av	Maple Ave	E	AC	2	700	30	21,000	67	28	37	35	08-22-2012
0093	284	0093x284	Pine Av	Hillcrest St	End	E	AC	2	480	30	14,400	69	17	74	9	08-15-2012

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
0093	285	0093x285	Pine Av	Hillcrest St	Virginia St	E	AC	2	1,329	30	39,870	58	32	65	3	08-16-2012
0093	286	0093x286	Pine Av	Virginia St	Main St	E	AC	2	1,076	30	32,280	43	55	45	0	08-16-2012
0093	287	0093x287	Pine Av	Main St	Sheldon St	E	AC	2	1,434	30	43,020	48	53	41	6	08-16-2012
0093	288	0093x288	Pine Av	Sheldon St	Center St	E	AC	2	1,932	30	57,960	55	44	52	4	08-16-2012
0093	289	0093x289	Pine Av	Nevada St	End	E	AC	2	207	30	7,460	74	18	44	38	08-21-2012
0093	290	0093x290	Pine Av	Nevada St	Washington St	E	AC	2	1,313	30	39,390	37	47	26	27	08-21-2012
0093	291	0093x291	Pine Av	Illinois St	Indiana St	E	AC	2	328	30	9,840	51	68	26	6	08-21-2012
0043	139	0043x139	Redwood Av	Dune St	End	E	AC	2	502	32	17,214	93	0	78	22	08-21-2012
0034	105	0034x105	Richmond St	El Segundo Bl	Grand Ave S/s	E	AC	2	905	39	34,827	57	49	44	7	08-15-2012
0034	106	0034x106	Richmond St	Palm Ave	Mariposa Ave	E	AC	2	562	35	19,970	64	43	44	13	08-17-2012
0034	121	0034x121	Richmond St	Grand Ave	Mariposa Ave	E	AC	2	1,630	39	63,070	53	66	27	7	08-15-2012
0056	169	0056x169	Sheldon St	Pine Av	End	E	AC	2	277	27	7,479	56	0	77	23	08-22-2012
0060	182	0060x182	Sierra Pl	Pine Av	End	E	AC	2	378	35	14,380	78	0	53	47	08-22-2012
0059	179	0059x179	Sierra St	Maple Av	Mariposa Av	E	AC	2	1,235	30	37,050	67	45	54	1	08-17-2012
0059	180	0059x180	Sierra St	Pine Av	Grand Av	E	AC	2	1,020	33	33,660	57	21	43	36	08-22-2012
0059	181	0059x181	Sierra St	Grand Av	El Segundo Blvd	E	AC	2	1,109	33	36,597	61	13	47	40	08-22-2012
0052	155	0052x155	Standard St	Mariposa Av	Grand Av	E	AC	2	1,580	37	58,460	58	59	33	8	08-15-2012
0052	156	0052x156	Standard St	Grand Av	El Segundo Blvd	E	AC	2	1,048	37	38,776	59	53	24	23	08-15-2012
0086	252	0086x252	Sycamore Av	Hillcrest St	End	E	AC	2	643	31	21,183	85	0	71	29	08-21-2012
0086	253	0086x253	Sycamore Av	Hillcrest St	Virginia St	E	AC	2	1,681	31	52,111	57	23	37	40	08-21-2012
0086	254	0086x254	Sycamore Av	Virginia St	Main St	E	AC	2	1,073	31	33,263	60	16	52	32	08-21-2012
0086	255	0086x255	Sycamore Av	Pepper St	Sheldon St	E	AC	2	1,125	31	34,875	61	15	34	51	08-22-2012
0086	256	0086x256	Sycamore Av	Sheldon St	Penn St	E	AC	2	453	31	14,043	76	0	61	39	08-22-2012
0086	257	0086x257	Sycamore Av	Center St	Washington St	E	AC	2	1,783	31	55,273	63	27	63	10	08-28-2012
0086	258	0086x258	Sycamore Av	Washington St	Sepulveda Blvd	E	AC	2	819	31	25,389	56	26	42	32	08-21-2012
0094	292	0094x292	Valley St	Pine Av	End	E	AC	2	706	25	17,650	76	0	99	1	08-15-2012
0047	145	0047x145	Virginia St	Imperial Av	Sycamore Av	E	AC	2	1,055	30	31,650	100	0	0	0	10-08-2015
0047	146	0047x146	Virginia St	Sycamore Av	Mariposa Av	E	AC	2	1,561	30	46,830	67	24	65	11	10-08-2015
0047	147	0047x147	Virginia St	Mariposa Av	Grand Av	E	AC	2	1,698	30	50,940	66	35	56	9	10-08-2015
0047	148	0047x148	Virginia St	Grand Av	El Segundo Blvd	E	AC	2	927	30	27,810	66	41	59	0	10-08-2015
0085	244	0085x244	Walnut Av	Hillcrest St	Virginia St	E	AC	2	1,682	30	50,460	62	25	62	13	08-17-2012
0085	245	0085x245	Walnut Av	Virginia St	Main St	E	AC	2	1,075	30	32,250	66	32	59	9	08-17-2012
0085	246	0085x246	Walnut Av	Main St	Sheldon St	E	AC	2	1,434	30	43,020	76	17	67	16	08-17-2012
0085	247	0085x247	Walnut Av	Sheldon St	McCarthy Ct	E	AC	2	758	30	22,740	65	17	71	12	08-17-2012
0085	248	0085x248	Walnut Av	Maryland St	Center St	E	AC	2	797	30	23,910	65	0	39	61	08-21-2012
0085	249	0085x249	Walnut Av	Center St	Washington St	E	AC	2	1,783	30	53,490	61	11	37	52	08-21-2012
0085	250	0085x250	Walnut Av	Washington St	Sepulveda Blvd	E	AC	2	820	30	24,600	66	16	31	53	08-21-2012
0085	251	0085x251	Walnut Av	Sepulveda Blvd	Selby St	E	AC	2	643	30	19,290	45	27	47	26	08-21-2012
0067	208	0067x208	Washington St	Walnut Av	Maple Av	E	AC	2	748	32	23,936	54	55	45	0	10-08-2015
0046	142	0046x142	Whiting St	Palm Av	Mariposa Av	E	AC	2	534	30	16,020	72	40	59	1	08-15-2012
0046	143	0046x143	Whiting St	Mariposa Av	Grand Av	E	AC	2	1,699	30	50,970	73	35	53	12	08-15-2012
0046	144	0046x144	Whiting St	Grand Av	El Segundo Blvd	E	AC	2	927	30	27,810	75	29	57	14	08-15-2012
0044	140	0044x140	Yucca St	Maple Av	End	E	AC	2	425	30	13,900	87	8	18	74	08-22-2012

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
									29.3		5,004,976					

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
	Arterials / Collectors															
1510	1513	1510x1513	Imperial Hwy	HUGHES WAY	NASH ST	A	AC	3	1,440	49	70,560	24	62	15	23	11-10-2015
1510	1514	1510x1514	Imperial Hwy	NASH ST	DOUGLAS ST	A	AC	3	1,312	48	62,976	28	73	17	10	11-10-2015
0013	34	0013x34	El Segundo Bl EB	Nash St	225' W/Douglas St	A	AC	3	1,277	36	46,722	29	75	21	4	11-10-2015
0013	35	0013x35	El Segundo Bl EB	Sepulveda Bl	162' W/Nash St	A	AC	3	2,603	36	101,208	30	68	19	13	11-10-2015
1510	1512	1510x1512	Imperial Hwy	SEPULVEDA BLVD	HUGHES WAY	A	AC	3	1,312	43	56,416	30	77	14	9	11-10-2015
0067	210	0067x210	Washington St	Mariposa Av	Grand Av	B	AC	2	1,234	32	39,488	31	59	35	6	11-10-2015
0030	94	0030x94	Mariposa Ave EB	97' W/of Douglas St	Douglas St	B	PCC	3	97	31	2,959	32	31	36	33	11-12-2015
1510	1515	1510x1515	Imperial Hwy	DOUGLAS ST	AVIATION BLVD	A	AC	3	1,441	48	69,168	34	63	19	18	11-10-2015
0036	111	0036x111	Selby St	Imperial Hwy	Walnut Ave	C	AC	2	610	33	20,130	35	64	30	6	11-13-2015
0014	45	0014x45	El Segundo Bl WB	90' W/Aviation Bl	225' E/Douglas St	A	AC	3	1,405	50	78,250	37	71	28	1	11-10-2015
0020	69	0020x69	Hughes Way EB	Allied Way	East End	B	AC	3	820	37	31,090	38	41	47	12	11-16-2015
0056	171	0056x171	Sheldon St	Grand Av	El Segundo Blvd	C	AC	2	1,109	35	38,815	39	50	41	9	11-10-2015
0037	112	0037x112	Utah St	Aviation Bl	Douglas St	C	AC	4	1,285	46	59,110	39	55	42	3	11-10-2015
0022	73	0022x73	Illinois St	El Segundo Bl	Franklin Ave	C	AC	2	560	40	23,600	40	53	31	10	11-10-2015
0013	37	0013x37	El Segundo Bl EB	Douglas St	225' E/Aviation Bl	A	AC	3	1,405	46	64,630	41	68	17	15	11-10-2015
0014	43	0014x43	El Segundo Bl WB	52' W/Nash St	Sepulveda Bl	A	AC	3	2,603	37	121,311	41	78	15	7	11-10-2015
0031	95	0031x95	Mariposa Ave WB	Douglas St W/s	Nash St E/s	B	AC	2	1,150	32	36,800	41	51	32	17	10-01-2015
0014	47	0014x47	El Segundo Bl WB	Douglas St	160' E/Nash St	A	AC	3	1,277	43	69,911	42	72	25	3	11-10-2015
0023	74	0023x74	Imperial Ave	Center St	California St	C	AC	2	910	40	36,400	42	53	39	8	10-08-2015
0025	80	0025x80	Kansas St	El Segundo Bl	Holly Ave S/s	C	AC	2	1,570	40	62,800	42	50	32	24	11-10-2015
0067	209	0067x209	Washington St	Maple Av	Mariposa Av	B	AC	2	1,234	32	39,488	43	56	38	6	10-08-2015
0006	11	0006x11	Center St	Imperial Ave	Mariposa Ave	C	AC	2	2,606	37	96,274	45	44	34	22	10-06-2015
0014	42	0014x42	El Segundo Bl WB	Isis Ave	105' E/Aviation Bl	A	AC	3	1,212	39	55,268	45	0	51	49	11-10-2015
0009	18	0009x18	Douglas St	Rosecrans Ave	Park Pl	C	AC	4	841	62	56,542	46	49	42	9	10-07-2015
0020	70	0020x70	Hughes Way EB	Sepulveda Bl	Allied Way	B	AC	3	1,200	37	46,400	46	65	35	0	11-10-2015
0021	72	0021x72	Hughes Way WB	Allied Way	Sepulveda Bl	B	AC	3	1,200	37	47,400	47	53	41	6	11-10-2015
0010	28	0010x28	Douglas St NB	Mariposa Ave	77' N Mariposa Ave.	A	PCC	5	77	82	6,314	48	45	30	25	10-01-2015
0030	93	0030x93	Mariposa Ave EB	Nash St	Douglas St	B	AC	4	1,075	32	34,400	48	49	33	18	10-01-2015
0009	17	0009x17	Douglas St	Coral Ct (S Outlet)	146' S/El Segundo Bl	C	AC	5	1,940	62	125,280	49	44	41	15	10-07-2015
0025	211	0025x211	Kansas St	Mariposa Av	Holly Av	C	AC	2	999	40	39,960	50	56	44	0	11-10-2015
0013	39	0013x39	El Segundo Bl EB	Aviation Bl	60' E/Aviation Bl	A	PCC	4	60	50	3,000	51	78	22	0	11-10-2015
0028	88	0028x88	Maple Ave	Sheldon St E/s	Center St W/s	C	AC	2	2,000	36	67,500	51	45	40	15	11-12-2015
0028	85	0028x85	Maple Ave	Main St E/s	Sheldon St W/s	C	AC	2	1,400	30	42,000	52	55	40	5	11-16-2015
0032	102	0032x102	Nash St	Park Pl	Rosecrans Ave	C	AC	4	895	60	54,595	53	52	35	13	11-13-2015
0013	36	0013x36	El Segundo Bl EB	60' E/Aviation Bl	Isis Ave	A	AC	3	1,212	46	59,252	54	31	68	1	11-10-2015
0016	57	0016x57	Grand Ave	Sepulveda Blvd W/s	Kansas St E/s	B	AC	4	1,320	47	62,040	55	47	44	9	10-08-2015
0028	89	0028x89	Maple Ave	Center St	Washington St	C	AC	2	1,800	36	64,800	55	38	48	14	11-12-2015
1500	1500	1500x1500	Sepulveda Blvd	El Segundo Blvd	Grand Ave	A	AC	4	1,115	48	53,520	55	63	29	8	10-06-2015
0016	122	0016x122	Grand Ave	Center St	Maryland St	B	AC	4	485	47	22,795	57	41	47	12	10-08-2015
1500	1503	1500x1503	Sepulveda Blvd	Maple Ave	Imperial Hwy	A	AC	4	1,447	49	70,903	57	53	39	8	10-06-2015
1500	1504	1500x1504	Sepulveda Blvd	Imperial Hwy	Maple Ave	A	AC	4	1,448	48	69,504	57	39	51	10	10-06-2015

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
0016	123	0016x123	Grand Ave	Kansas StW/s	Center St E/s	B	AC	4	1,325	47	62,275	58	52	48	0	10-08-2015
0022	215	0022x215	Illinois St	Mariposa Av	Grand Av	C	AC	2	1,519	32	48,608	58	39	33	28	10-08-2015
0023	75	0023x75	Imperial Ave	Sheldon St	Center St	C	AC	2	1,935	40	77,400	59	46	46	8	10-08-2015
0028	87	0028x87	Maple Ave	Washington St	Sepulveda Bl	C	AC	2	740	36	26,640	60	10	55	35	11-12-2015
1500	1505	1500x1505	Sepulveda Blvd	Maple Ave	Mariposa Ave	A	AC	4	1,505	49	73,745	60	46	46	8	10-06-2015
0021	71	0021x71	Hughes Way WB	East End	Allied Way	B	AC	4	810	42	35,520	61	24	64	12	11-10-2015
0023	76	0023x76	Imperial Ave	Main St	Sheledon St	C	AC	2	1,390	40	55,600	61	41	47	12	10-08-2015
0023	77	0023x77	Imperial Ave	California St	282' W/Sepulveda Bl	C	AC	2	1,470	40	58,800	61	48	45	7	10-08-2015
0012	33	0012x33	El Segundo Bl	Sepulveda Bl	Center St	C	AC	4	2,661	52	154,338	62	42	46	12	10-08-2015
1500	1502	1500x1502	Sepulveda Blvd	Mariposa Ave	Maple Ave	A	AC	4	1,234	48	59,232	62	64	36	0	10-06-2015
0007	13	0007x13	Continental Bl NB	Grand Ave	Mariposa Ave	B	AC	3	1,635	32	56,820	63	40	49	11	10-06-2015
0014	50	0014x50	El Segundo Bl WB	105' E/Aviation Bl	Aviation Bl	A	PCC	5	175	50	8,750	63	68	27	5	11-10-2015
1500	1501	1500x1501	Sepulveda Blvd	Grand Ave	Mariposa Ave	A	AC	4	1,524	43	65,532	64	57	34	9	10-06-2015
0014	48	0014x48	El Segundo Bl WB	160' E/Nash St	Nash St	A	PCC	5	160	50	8,000	65	73	26	1	11-10-2015
0029	90	0029x90	Mariposa Av	Sepulveda Bl W/s	Center St E/s	C	AC	2	2,540	36	91,440	66	53	15	32	10-01-2015
0014	49	0014x49	El Segundo Bl WB	Nash St	52' W/Nash St	A	PCC	3	52	50	2,600	67	86	14	0	11-10-2015
0006	12	0006x12	Center St	Mariposa Ave	Grand Ave	C	AC	2	1,536	40	61,440	68	22	62	16	10-06-2015
0056	168	0056x168	Sheldon St	Mariposa Av	Pine Av	C	AC	2	495	30	14,850	68	14	68	18	11-10-2015
0006	10	0006x10	Center St	Grand Ave	El Segundo Bl	C	AC	2	1,128	39	43,992	69	15	63	22	10-06-2015
0010	26	0010x26	Douglas St NB	425' S/Imperial Hwy	Imperial Hwy	A	PCC	3	425	44	18,700	70	64	34	2	11-10-2015
0039	126	0039x126	Douglas St SB	77' N/Mariposa Av	Mariposa Av	A	PCC	2	77	48	3,696	71	67	28	5	10-01-2015
0013	38	0013x38	El Segundo Bl EB	162' W/Nash St	Nash St	A	PCC	4	162	50	8,100	71	70	20	10	11-10-2015
0056	170	0056x170	Sheldon St	Grand Av	End	C	AC	2	354	28	9,912	71	10	72	18	11-10-2015
39	25	39x25	Douglas St NB	El Segundo Blvd	240' S/El Segundo Blvd	A	PCC	3	240	45	10,800	72	64	32	8	11-16-2015
0023	79	0023x79	Imperial Ave	Hillcrest St	Main St	C	AC	2	2,730	40	109,200	72	49	39	12	10-01-2015
0005	8	0005x8	Aviation Bl SB	240' N/Rosecrans Ave	Rosecrans Ave	A	PCC	4	240	75	18,000	73	61	39	0	10-07-2015
0012	31	0012x31	El Segundo Bl	Main St	Whiting St	C	AC	2	1,396	42	58,632	73	20	67	13	10-06-2015
0013	41	0013x41	El Segundo Bl EB	225' W/Douglas St	Douglas St	A	PCC	4	225	50	11,250	73	71	13	16	11-10-2015
1500	1507	1500x1507	Sepulveda Blvd	Grand Ave	El Segundo Blvd	A	AC	4	1,115	48	53,520	73	0	82	18	10-06-2015
0005	9	0005x9	Aviation Bl SB	230' N/El Segundo Blvd	El Segundo Blvd	A	PCC	3	230	39	8,970	74	80	20	0	11-10-2015
0013	40	0013x40	El Segundo Bl EB	225' W/Aviation Bl	Aviation Blvd E/s	A	PCC	4	295	50	14,750	74	84	12	4	11-10-2015
0012	32	0012x32	El Segundo Bl	Center St	Main St	C	AC	4	3,395	52	176,540	76	0	72	28	10-06-2015
0008	15	0008x15	Continental Bl SB	Mariposa Ave	Grand Ave	B	AC	3	1,635	32	56,820	77	9	68	23	10-06-2015
0032	100	0032x100	Nash St	Maple Ave	Imperial Hwy	C	AC	4	1,439	48	69,072	77	12	70	18	10-01-2015
0038	113	0038x113	Vista Del Mar	45th St	Grand Ave	A	AC	4	4,408	44	193,952	77	7	65	28	10-07-2015
0010	30	0010x30	Douglas St NB	146' S El Segundo Blvd.	El Segundo Blvd.	A	PCC	5	146	56	8,176	78	80	19	1	11-10-2015
0014	44	0014x44	El Segundo Bl WB	Aviation Blvd.	90' W Aviation Blvd.	A	PCC	4	90	45	4,050	78	88	6	6	11-10-2015
0014	46	0014x46	El Segundo Bl WB	225' E/Douglas St	Douglas St	A	PCC	5	225	50	11,250	78	81	19	0	11-10-2015
0056	166	0056x166	Sheldon St	Imperial Av	Maple Av	C	AC	2	1,405	30	42,150	78	57	32	11	10-08-2015
0017	62	0017x62	Grand Ave EB	Concord St W/s	Main St E/s	B	AC	2	675	37	22,475	79	7	72	21	10-07-2015
0032	98	0032x98	Nash St	210' N/El Segundo Bl	Mariposa Ave	C	AC	5	2,275	54	122,850	81	0	76	24	10-06-2015
0032	99	0032x99	Nash St	Mariposa Ave	Maple Ave	C	AC	4	1,170	56	68,220	81	0	64	36	10-01-2015
0032	101	0032x101	Nash St	El Segundo Blvd	210' N/El Segundo Blvd	C	PCC	2	210	41	8,610	82	82	17	1	11-10-2015

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
0035	110	0035x110	Rosecrans Av WB	Aviation Bl	Apollo St	A	AC	3	2,361	33	82,593	82	0	60	40	10-07-2015
1500	1506	1500x1506	Sepulveda Blvd	Mariposa Ave	Grand Ave	A	AC	4	1,524	48	73,152	82	0	82	18	10-06-2015
0010	27	0010x27	Douglas St NB	270' S/Mariposa Ave	Mariposa Ave	A	PCC	3	270	47	12,690	83	53	36	11	10-01-2015
0039	128	0039x128	Douglas St SB	255' N/El Segundo Bl	El Segundo Bl	A	PCC	4	255	48	12,240	83	68	32	0	11-10-2015
0027	82	0027x82	Main St	Imperial Ave	Mariposa Ave	B	AC	4	2,610	56	146,160	83	0	68	32	10-08-2015
0004	4	0004x4	Aviation Bl NB	AT&SF RR Tracks	El Segundo Bl	A	AC	2	1,500	31	46,500	84	0	87	13	10-07-2015
0039	23	0039x23	Douglas St SB	Imperial Hwy	425' S/Imperial Hwy	A	AC	2	425	21	8,925	84	0	71	29	11-10-2015
0016	55	0016x55	Grand Ave	Maryland St	Sierra St	B	AC	4	705	47	33,135	84	0	58	42	10-07-2015
0017	61	0017x61	Grand Ave EB	Main St	Eucalyptus Dr	B	AC	2	700	37	25,100	84	23	31	46	10-07-2015
0018	64	0018x64	Grand Ave WB	Main St E/s	Concord St W/s	C	AC	2	670	37	22,290	84	0	71	29	10-07-2015
0029	282	0029x282	Mariposa Av	Virginia St	Hillcrest St	C	AC	2	1,327	30	39,810	84	0	38	62	10-01-2015
0035	108	0035x108	Rosecrans Av WB	Flourney Rd	West City Limits	A	AC	3	3,279	33	110,547	84	0	59	41	10-07-2015
0009	19	0009x19	Douglas St	Alaska Ave	Coral Ct (S Outlet)	C	AC	5	1,010	62	62,620	85	0	68	32	10-07-2015
0029	283	0029x283	Mariposa Av	Hillcrest St	End	C	AC	2	597	30	17,910	85	0	42	58	10-01-2015
0016	56	0016x56	Grand Ave	Sierra St	Eucalyptus Dr	B	AC	4	1,370	47	64,390	86	0	55	45	10-07-2015
0029	91	0029x91	Mariposa Av	Center St	Main St	C	AC	2	3,290	36	118,440	86	49	17	34	10-01-2015
0035	109	0035x109	Rosecrans Av WB	Apollo St	Sepulveda Bl	A	AC	3	2,940	33	97,020	86	0	72	28	10-07-2015
0018	65	0018x65	Grand Ave WB	Eucalyptus Dr	Main St	B	AC	2	710	36	25,560	87	9	48	43	10-07-2015
0032	103	0032x103	Nash St	El Segundo Blvd	210' N/El Segundo Blvd	C	AC	2	210	42	8,820	87	0	78	22	11-10-2015
0010	24	0010x24	Douglas St NB	425' S/Imperial Hwy	Imperial Hwy	A	AC	2	425	34	14,450	88	0	68	32	11-10-2015
0039	125	0039x125	Douglas St SB	425' S/Imperial Hwy	77' N/Mariposa Av	A	AC	2	2,138	48	102,624	88	0	69	31	10-01-2015
0009	120	0009x120	Douglas St	Alaska Ave	Park Pl	C	AC	4	1,352	60	74,020	89	0	100	0	10-07-2015
0010	22	0010x22	Douglas St NB	Mariposa Ave	425' S/Imperial Hwy	A	AC	6	2,100	96	200,600	89	0	67	33	10-01-2015
0016	59	0016x59	Grand Ave	Concord St E/s	West City Limits	C	AC	4	1,884	43	81,012	89	0	63	37	10-07-2015
0027	152	0027x152	Main St	Imperial Av	City Limits	B	AC	2	126	56	7,056	89	0	66	34	10-08-2015
0027	83	0027x83	Main St	Mariposa Ave	Grand Ave	B	AC	4	1,706	56	91,084	89	0	46	54	10-08-2015
0035	107	0035x107	Rosecrans Av WB	Sepulveda Bl	Flournoy Rd	A	AC	3	3,346	32	107,072	89	0	54	46	10-07-2015
0007	14	0007x14	Continental Bl NB	El Segundo Bl	Grand Ave	B	AC	3	1,030	32	33,710	90	0	100	0	10-06-2015
0039	127	0039x127	Douglas St SB	Mariposa Av	255' N/El Segundo Bl	A	AC	2	2,394	48	114,912	90	0	66	34	10-01-2015
0026	81	0026x81	Lairport St	Mariposa Ave	Maple Ave	C	AC	2	1,135	54	61,290	90	0	29	71	10-01-2015
0027	84	0027x84	Main St	Grand Ave	El Segundo Blvd	B	AC	4	830	39	29,690	90	0	55	45	10-08-2015
0029	281	0029x281	Mariposa Av	Main St	Virginia St	C	AC	2	1,075	30	32,250	90	35	58	7	10-01-2015
0008	16	0008x16	Continental Bl SB	Grand Ave	El Segundo Bl	B	AC	3	1,030	32	36,210	91	0	43	57	10-06-2015
0010	21	0010x21	Douglas St NB	El Segundo Bl	270' S/Mariposa Ave S/s	A	AC	2	2,134	98	209,132	91	0	21	79	10-01-2015
0003	3	0003x3	Aviation Bl	124th St	230' N/El Segundo Bl	A	AC	5	1,120	63	70,560	92	0	48	52	10-01-2015
0017	60	0017x60	Grand Ave EB	Continental Blvd	Nash St	B	AC	2	985	34	35,990	92	0	47	53	10-06-2015
0017	63	0017x63	Grand Ave EB	Sepulveda Blvd	Continental Blvd	B	AC	3	1,440	32	50,580	92	0	48	52	10-06-2015
0018	66	0018x66	Grand Ave WB	Continental Blvd	Sepulveda Blvd	B	AC	3	1,460	40	63,200	92	0	46	54	10-06-2015
0018	67	0018x67	Grand Ave WB	Nash St	Continental Blvd	B	AC	3	975	45	45,375	92	0	46	54	10-06-2015
0030	92	0030x92	Mariposa Ave EB	Sepulveda Blvd	Nash St	B	AC	3	2,600	33	85,800	92	0	31	69	10-01-2015
0005	5	0005x5	Aviation Bl SB	116th St	124th St	A	AC	2	3,220	28	90,160	93	0	44	56	10-01-2015
0016	58	0016x58	Grand Ave	Duley Rd	Nash St	B	AC	2	561	49	27,489	93	0	46	54	10-06-2015
0031	97	0031x97	Mariposa Ave WB	Nash St	Sepulveda Blvd	B	AC	3	2,595	35	90,825	96	0	49	51	10-01-2015

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
0056	167	0056x167	Sheldon St	Maple Av	Mariposa Av	C	AC	2	1,236	30	37,080	97	0	0	100	11-10-2015
0005	124	0005x124	Aviation Bl SB	138th St	240' N/Rosecrans Av	A	AC	2	1,420	32	45,440	99	0	100	0	10-07-2015
0005	6	0005x6	Aviation Bl SB	El Segundo	AT&SF RR Tracks	A	AC	2	1,500	31	46,500	99	0	100	0	10-07-2015
0005	7	0005x7	Aviation Bl SB	AT&SF RR Tracks	138th St N/s	A	AC	2	2,010	32	71,520	99	0	100	0	10-07-2015
0028	86	0028x86	Maple Ave	Sepulveda Bl	Nash St	C	AC	4	2,610	53	138,330	99	0	100	0	10-01-2015
									32.5		7,426,719					
	Locals															
0001	1	0001x1	Alaska Ave	Aviation Bl	Douglas St	E	AC	4	1,410	46	64,860	7	78	10	12	08-23-2012
0019	68	0019x68	Hawaii St	Aviation Bl	Alaska Ave	E	AC	4	1,450	46	66,700	15	79	15	6	08-23-2012
0079	231	0079x231	Coral Cir	Douglas St	Douglas St	E	AC	2	1,744	45	78,480	26	66	22	12	08-23-2012
0082	234	0082x234	Allied Way	Hughes Way	E Park Pl	E	AC	2	1,684	45	75,780	28	66	26	8	08-23-2012
0064	202	0064x202	California St	Mariposa Av	Holly Av	E	AC	2	999	32	31,968	34	40	24	36	08-21-2012
0033	104	0033x104	Park Pl	Douglas St	Nash St	E	AC	3	1,830	52	95,160	34	62	23	15	08-23-2012
0057	175	0057x175	Penn St	Holly Av	Grand Av	E	AC	2	519	30	15,570	34	51	23	26	08-22-2012
0023	78	0023x78	Imperial Ave	West End	Hillcrest St	E	AC	2	670	30	21,600	35	52	48	0	10-08-2015
0093	290	0093x290	Pine Av	Nevada St	Washington St	E	AC	2	1,313	30	39,390	37	47	26	27	08-21-2012
0055	164	0055x164	Arena St	Mariposa Av	Pine Av	E	AC	2	469	28	13,132	38	0	26	74	08-22-2012
0069	216	0069x216	Indiana Ct	Maple Av	End	E	AC	2	417	32	14,594	39	43	27	30	08-21-2012
0064	200	0064x200	California St	End	Walnut Av	E	AC	2	1,418	34	48,212	42	60	19	21	08-21-2012
0093	286	0093x286	Pine Av	Virginia St	Main St	E	AC	2	1,076	30	32,280	43	55	45	0	08-16-2012
0063	197	0063x197	Bungalow Dr	Pine Av	Grand Av	E	AC	2	1,021	30	30,630	44	56	26	18	08-22-2012
0091	276	0091x276	Palm Av	Virginia St	Main St	E	AC	2	1,075	30	32,250	44	37	40	23	08-17-2012
0063	196	0063x196	Bungalow Dr	Pine Av	End	E	AC	2	251	30	8,780	45	0	37	63	08-22-2012
0085	251	0085x251	Walnut Av	Sepulveda Blvd	Selby St	E	AC	2	643	30	19,290	45	27	47	26	08-21-2012
0045	141	0045x141	Bayonne St	Maple Av	Palm Av	E	AC	2	699	30	20,970	47	17	33	50	08-22-2012
0095	298	0095x298	Holly Av	California St	Sepulveda Blvd	E	AC	2	1,617	30	48,510	47	40	38	22	08-21-2012
0091	277	0091x277	Palm Av	Sheldon St	Center St	E	AC	2	1,933	30	57,990	47	49	40	11	08-28-2012
0084	239	0084x239	Acacia Av	Hillcrest St	Cedar St	E	AC	2	2,449	30	73,470	48	13	39	48	08-21-2012
0015	52	0015x52	Franklin Ave	Kansas St E/s	Center St E/s	E	AC	2	1,320	39	51,480	48	44	39	17	08-16-2012
0095	296	0095x296	Holly Av	Penn St	Lomita St	E	AC	2	700	30	21,000	48	47	32	21	08-22-2012
0070	217	0070x217	Indiana St	Mariposa Av	Grand Av	E	AC	2	1,519	32	48,608	48	43	34	23	08-16-2012
0066	213	0066x213	Oregon St	Grand Av	El Segundo Blvd	E	AC	2	1,108	32	35,456	48	42	52	6	08-16-2012
0093	287	0093x287	Pine Av	Main St	Sheldon St	E	AC	2	1,434	30	43,020	48	53	41	6	08-16-2012
0015	53	0015x53	Franklin Ave	Center St E/s	Sheldon St E/s	E	AC	2	1,946	30	58,380	49	37	45	18	08-16-2012
0061	187	0061x187	Lomita St	Grand Av	El Segundo Blvd	E	AC	2	1,111	28	31,108	49	53	39	8	08-16-2012
0065	212	0065x212	Nevada St	Grand Av	El Segundo Blvd	E	AC	2	1,109	32	35,488	49	64	30	6	08-16-2012
0092	280	0092x280	Elm Av	California St	Washington St	E	AC	2	935	30	28,050	50	15	29	56	08-21-2012
0015	54	0015x54	Franklin Ave	Sheldon St	Main St	E	AC	2	1,435	30	43,050	50	36	48	16	08-16-2012
0098	301	0098x301	Elsey Pl	Bungalow Dr	Center St	E	AC	2	265	32	8,480	51	32	35	33	08-22-2012
0041	134	0041x134	Loma Vista St	Imperial Av	Sycamore Av	E	AC	2	1,055	28	29,540	51	54	38	8	08-15-2012
0091	274	0091x274	Palm Av	Hillcrest St	End	E	AC	2	339	30	10,170	51	49	51	0	08-17-2012
0091	275	0091x275	Palm Av	Hillcrest St	Virginia St	E	AC	2	1,681	30	50,430	51	50	50	0	08-17-2012

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
0091	278	0091x278	Palm Av	California St	Sepulveda Blvd	E	AC	2	1,755	30	52,650	51	12	35	53	08-21-2012
0093	291	0093x291	Pine Av	Illinois St	Indiana St	E	AC	2	328	30	9,840	51	68	26	6	08-21-2012
0066	207	0066x207	Oregon St	Pine Av	End	E	AC	2	369	32	11,808	52	59	15	26	08-21-2012
0034	121	0034x121	Richmond St	Grand Ave	Mariposa Ave	E	AC	2	1,630	39	63,070	53	66	27	7	08-15-2012
0064	203	0064x203	California St	Grand Av	Franklin Av	E	AC	2	560	38	21,280	54	14	39	47	08-22-2012
0067	208	0067x208	Washington St	Walnut Av	Maple Av	E	AC	2	748	32	23,936	54	55	45	0	10-08-2015
0084	242	0084x242	Acacia Av	Center St	California St	E	AC	2	909	30	27,270	55	0	49	51	08-21-2012
0062	193	0062x193	Maryland St	Grand Av	El Segundo Blvd	E	AC	2	1,109	30	33,270	55	42	42	16	08-16-2012
0093	288	0093x288	Pine Av	Sheldon St	Center St	E	AC	2	1,932	30	57,960	55	44	52	4	08-16-2012
0050	151	0050x151	Cedar St	Imperial Av	Walnut Av	E	AC	2	705	30	21,150	56	51	33	16	08-21-2012
0066	206	0066x206	Oregon St	Mariposa Av	Pine Av	E	AC	2	499	32	15,968	56	49	39	12	08-21-2012
0056	169	0056x169	Sheldon St	Pine Av	End	E	AC	2	277	27	7,479	56	0	77	23	08-22-2012
0086	258	0086x258	Sycamore Av	Washington St	Sepulveda Blvd	E	AC	2	819	31	25,389	56	26	42	32	08-21-2012
0084	240	0084x240	Acacia Av	Pepper St	Cypress St	E	AC	2	853	30	25,590	57	50	43	7	08-22-2012
0055	165	0055x165	Arena St	Grand Av	El Segundo Blvd	E	AC	2	1,109	38	42,142	57	38	28	34	08-22-2012
0090	273	0090x273	Irene Ct	Penn St	End	E	AC	2	288	23	7,774	57	0	47	53	08-22-2012
0041	137	0041x137	Loma Vista St	Grand Av	Binder Pl	E	AC	2	753	28	21,084	57	55	38	7	08-15-2012
0061	186	0061x186	Lomita St	Pine Av	Grand Av	E	AC	2	1,019	28	28,532	57	40	46	14	08-16-2012
0062	191	0062x191	Maryland St	Pine Av	End	E	AC	2	324	28	9,072	57	50	38	12	08-16-2012
0034	105	0034x105	Richmond St	El Segundo Bl	Grand Ave S/s	E	AC	2	905	39	34,827	57	49	44	7	08-15-2012
0059	180	0059x180	Sierra St	Pine Av	Grand Av	E	AC	2	1,020	33	33,660	57	21	43	36	08-22-2012
0086	253	0086x253	Sycamore Av	Hillcrest St	Virginia St	E	AC	2	1,681	31	52,111	57	23	37	40	08-21-2012
0015	236	0015x236	Franklin Ave	Main St	Loma Vista St	E	AC	2	1,760	39	68,640	58	41	46	13	08-16-2012
0041	135	0041x135	Loma Vista St	Sycamore Av	Mariposa Av	E	AC	2	1,582	28	44,296	58	50	40	10	08-15-2012
0065	204	0065x204	Nevada St	Mariposa Av	Pine Av	E	AC	2	500	32	16,000	58	37	32	31	08-21-2012
0093	285	0093x285	Pine Av	Hillcrest St	Virginia St	E	AC	2	1,329	30	39,870	58	32	65	3	08-16-2012
0052	155	0052x155	Standard St	Mariposa Av	Grand Av	E	AC	2	1,580	37	58,460	58	59	33	8	08-15-2012
0063	198	0063x198	Bungalow Dr	Elsey Pl	El Segundo Blvd	E	AC	2	299	33	9,867	59	17	49	34	08-22-2012
0064	201	0064x201	California St	Maple Av	Mariposa Av	E	AC	2	1,234	33	40,722	59	0	53	47	08-21-2012
0095	297	0095x297	Holly Av	Maryland St	Center St	E	AC	2	531	30	15,930	59	24	41	35	08-22-2012
0057	176	0057x176	Penn St	Grand Av	El Segundo Blvd	E	AC	2	1,110	38	42,180	59	45	23	32	08-22-2012
0051	153	0051x153	Pepper St	Imperial Av	Walnut Av	E	AC	2	705	30	21,150	59	28	30	42	08-22-2012
0052	156	0052x156	Standard St	Grand Av	El Segundo Blvd	E	AC	2	1,048	37	38,776	59	53	24	23	08-15-2012
0084	243	0084x243	Acacia Av	California St	End	E	AC	2	667	30	20,010	60	0	44	56	08-21-2012
0086	254	0086x254	Sycamore Av	Virginia St	Main St	E	AC	2	1,073	31	33,263	60	16	52	32	08-21-2012
0002	2	0002x2	Apollo St	Rosecrans Ave	Park Pl	E	AC	4	1,145	52	59,540	61	69	18	13	08-23-2012
0053	159	0053x159	Eucalyptus Dr	Mariposa Av	End	E	AC	2	317	37	11,729	61	63	36	1	08-15-2012
0015	51	0015x51	Franklin Ave	Illinois St	Kansas St E/s	E	AC	2	620	39	24,180	61	41	50	9	08-16-2012
0040	133	0040x133	Hillcrest St	Pine Av	End	E	AC	2	714	28	19,992	61	34	66	0	08-15-2012
0065	205	0065x205	Nevada St	Pine Av	End	E	AC	2	224	32	8,418	61	52	18	30	08-21-2012
0077	267	0077x267	Oak Av	Hillcrest St	Loma Vista St	E	AC	2	849	30	25,470	61	17	42	41	08-22-2012
0059	181	0059x181	Sierra St	Grand Av	El Segundo Blvd	E	AC	2	1,109	33	36,597	61	13	47	40	08-22-2012
0086	255	0086x255	Sycamore Av	Pepper St	Sheldon St	E	AC	2	1,125	31	34,875	61	15	34	51	08-22-2012

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
0085	249	0085x249	Walnut Av	Center St	Washington St	E	AC	2	1,783	30	53,490	61	11	37	52	08-21-2012
0055	163	0055x163	Arena St	Mariposa Av	End	E	AC	2	321	28	8,988	62	20	37	43	08-22-2012
0063	195	0063x195	Bungalow Dr	Maple Av	Mariposa Av	E	AC	2	1,233	28	34,524	62	48	51	1	08-17-2012
0061	185	0061x185	Lomita St	Pine Av	End	E	AC	2	298	28	8,344	62	45	46	9	08-16-2012
0058	177	0058x177	McCarthy Ct	Imperial Av	Walnut Av	E	AC	2	748	30	22,440	62	37	63	0	08-17-2012
0077	270	0077x270	Oak Av	Main St	Sheldon St	E	AC	2	1,453	30	43,590	62	21	70	9	08-17-2012
0057	174	0057x174	Penn St	Mariposa Av	Pine Av	E	AC	2	495	30	14,850	62	22	27	51	08-22-2012
0085	244	0085x244	Walnut Av	Hillcrest St	Virginia St	E	AC	2	1,682	30	50,460	62	25	62	13	08-17-2012
0097	300	0097x300	Binder Pl	Loma Vista St	Whiting St	E	AC	2	334	25	8,350	63	49	50	1	08-15-2012
0063	194	0063x194	Bungalow Dr	Walnut Av	Maple Av	E	AC	2	746	30	22,380	63	47	46	7	08-17-2012
0049	150	0049x150	Concord St	Mariposa Av	Grand Av	E	AC	2	1,673	30	50,190	63	46	54	0	08-15-2012
0095	295	0095x295	Holly Av	Main St	Eucalyptus Dr	E	AC	2	729	30	21,870	63	35	65	0	08-15-2012
0061	184	0061x184	Lomita St	Maple Av	Mariposa Av	E	AC	2	1,234	33	40,722	63	48	44	8	08-17-2012
0086	257	0086x257	Sycamore Av	Center St	Washington St	E	AC	2	1,783	31	55,273	63	27	63	10	08-28-2012
0084	241	0084x241	Acacia Av	Lomita St	Center St	E	AC	2	671	30	20,130	64	0	65	35	08-17-2012
0064	199	0064x199	California St	Imperial Hwy	Imperial Av	E	AC	2	810	33	26,730	64	40	57	3	08-21-2012
0049	151	0049x151	Concord St	Grand Av	El Segundo Blvd	E	AC	2	950	30	28,500	64	33	57	10	08-15-2012
0077	272	0077x272	Oak Av	Center St	Washington St	E	AC	2	1,783	30	53,490	64	21	50	29	08-21-2012
0034	106	0034x106	Richmond St	Palm Ave	Mariposa Ave	E	AC	2	562	35	19,970	64	43	44	13	08-17-2012
0053	161	0053x161	Eucalyptus Dr	Grand Av	El Segundo Blvd	E	AC	2	1,108	37	40,996	65	50	43	7	08-15-2012
0095	294	0095x294	Holly Av	Virginia St	Main St	E	AC	2	1,075	30	32,250	65	29	71	0	08-15-2012
0061	183	0061x183	Lomita St	Acacia Av	Maple Av	E	AC	2	1,179	33	38,907	65	38	54	8	08-17-2012
0028	264	0028x264	Maple Ave	Virginia St	Hillcrest St	E	AC	2	1,681	30	50,430	65	39	53	8	08-17-2012
0057	173	0057x173	Penn St	Maple Av	Mariposa Av	E	AC	2	1,235	28	34,580	65	28	71	1	08-17-2012
0085	247	0085x247	Walnut Av	Sheldon St	McCarthy Ct	E	AC	2	758	30	22,740	65	17	71	12	08-17-2012
0085	248	0085x248	Walnut Av	Maryland St	Center St	E	AC	2	797	30	23,910	65	0	39	61	08-21-2012
0068	214	0068x214	Illinois Ct	Mariposa Av	End	E	AC	2	267	32	9,794	66	43	31	26	08-21-2012
0041	136	0041x136	Loma Vista St	Mariposa Av	Grand Av	E	AC	2	1,700	28	47,600	66	33	55	12	08-15-2012
0062	192	0062x192	Maryland St	Pine Av	Grand Av	E	AC	2	1,021	30	30,630	66	37	52	11	08-16-2012
0077	268	0077x268	Oak Av	Bayonne St	Virginia St	E	AC	2	561	30	16,830	66	0	51	49	08-22-2012
0047	147	0047x147	Virginia St	Mariposa Av	Grand Av	E	AC	2	1,698	30	50,940	66	35	56	9	10-08-2015
0047	148	0047x148	Virginia St	Grand Av	El Segundo Blvd	E	AC	2	927	30	27,810	66	41	59	0	10-08-2015
0085	245	0085x245	Walnut Av	Virginia St	Main St	E	AC	2	1,075	30	32,250	66	32	59	9	08-17-2012
0085	250	0085x250	Walnut Av	Washington St	Sepulveda Blvd	E	AC	2	820	30	24,600	66	16	31	53	08-21-2012
0053	157	0053x157	Eucalyptus Dr	Imperial Av	Maple Av	E	AC	2	1,405	37	51,985	67	31	59	10	08-17-2012
0015	237	0015x237	Franklin Ave	Loma Vista St	City Limits	E	AC	2	144	39	5,616	67	0	99	1	08-16-2012
0057	172	0057x172	Penn St	Walnut Av	Maple Av	E	AC	2	700	33	23,100	67	32	58	10	08-17-2012
0051	154	0051x154	Pepper St	Walnut Av	Maple Ave	E	AC	2	700	30	21,000	67	28	37	35	08-22-2012
0059	179	0059x179	Sierra St	Maple Av	Mariposa Av	E	AC	2	1,235	30	37,050	67	45	54	1	08-17-2012
0047	146	0047x146	Virginia St	Sycamore Av	Mariposa Av	E	AC	2	1,561	30	46,830	67	24	65	11	10-08-2015
0040	130	0040x130	Hillcrest St	Imperial Av	Sycamore Av	E	AC	2	1,057	35	36,995	68	0	72	28	08-22-2012
0040	132	0040x132	Hillcrest St	Palm Av	Pine Av	E	AC	2	1,031	35	36,085	68	33	53	14	08-15-2012
0028	263	0028x263	Maple Ave	Main St	Virginia St	E	AC	2	1,074	30	32,220	68	28	62	10	08-17-2012

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
0062	189	0062x189	Maryland St	Walnut Av	Maple Av	E	AC	2	746	33	24,618	68	25	63	12	08-17-2012
0077	266	0077x266	Oak Av	Hillcrest St	End	E	AC	2	400	30	13,150	68	0	51	49	08-22-2012
0093	284	0093x284	Pine Av	Hillcrest St	End	E	AC	2	480	30	14,400	69	17	74	9	08-15-2012
0048	148	0048x148	Concord Pl	Sycamore Av	Maple Av	E	AC	2	350	16	5,600	70	22	42	36	08-22-2012
0053	160	0053x160	Eucalyptus Dr	Mariposa Av	Grand Av	E	AC	2	1,520	40	60,800	70	42	52	6	08-15-2012
0095	293	0095x293	Holly Av	Valley St	Virginia St	E	AC	2	998	30	29,940	71	23	67	10	08-15-2012
0062	188	0062x188	Maryland St	Walnut Av	End	E	AC	2	161	26	4,186	71	0	100	0	08-17-2012
0058	178	0058x178	McCarthy Ct	Walnut Av	Lomita St	E	AC	2	701	30	21,030	72	0	99	1	08-17-2012
0077	271	0077x271	Oak Av	Sheldon St	Penn St	E	AC	2	454	30	13,620	72	0	74	26	08-22-2012
0046	142	0046x142	Whiting St	Palm Av	Mariposa Av	E	AC	2	534	30	16,020	72	40	59	1	08-15-2012
0053	158	0053x158	Eucalyptus Dr	Maple Av	Oak Av	E	AC	2	351	37	12,987	73	31	69	0	08-17-2012
0040	131	0040x131	Hillcrest St	Sycamore Av	Palm Av	E	AC	2	1,049	35	36,715	73	0	76	24	08-22-2012
0046	143	0046x143	Whiting St	Mariposa Av	Grand Av	E	AC	2	1,699	30	50,970	73	35	53	12	08-15-2012
0093	289	0093x289	Pine Av	Nevada St	End	E	AC	2	207	30	7,460	74	18	44	38	08-21-2012
0062	190	0062x190	Maryland St	Maple Av	Mariposa Av	E	AC	2	1,234	33	40,722	75	49	41	10	08-28-2012
0046	144	0046x144	Whiting St	Grand Av	El Segundo Blvd	E	AC	2	927	30	27,810	75	29	57	14	08-15-2012
0089	261	0089x261	Atwood Way	Nash St	Douglas St	E	AC	2	1,359	25	33,975	76	0	80	20	08-23-2012
0028	265	0028x265	Maple Ave	Hillcrest St	End	E	AC	2	477	30	14,310	76	0	82	18	08-17-2012
0086	256	0086x256	Sycamore Av	Sheldon St	Penn St	E	AC	2	453	31	14,043	76	0	61	39	08-22-2012
0094	292	0094x292	Valley St	Pine Av	End	E	AC	2	706	25	17,650	76	0	99	1	08-15-2012
0085	246	0085x246	Walnut Av	Main St	Sheldon St	E	AC	2	1,434	30	43,020	76	17	67	16	08-17-2012
0089	262	0089x262	Atwood Way	Douglas St	Nash St	E	AC	2	1,338	25	33,450	77	0	59	41	08-23-2012
0054	162	0054x162	Cypress St	Imperial Av	Walnut Av	E	AC	2	705	30	21,150	77	0	51	49	08-22-2012
0060	182	0060x182	Sierra Pl	Pine Av	End	E	AC	2	378	35	14,380	78	0	53	47	08-22-2012
0088	260	0088x260	120th St	Aviation Blvd	Hornet Way	E	AC	2	252	30	7,560	79	0	44	56	08-23-2012
0092	279	0092x279	Elm Av	Hillcrest St	End	E	AC	2	330	20	6,600	79	0	100	0	08-15-2012
0077	269	0077x269	Oak Av	Virginia St	Main St	E	AC	2	1,074	30	32,220	79	0	50	50	08-22-2012
0084	238	0084x238	Acacia Av	Hillcrest St	End	E	AC	2	749	30	22,470	80	0	51	49	08-21-2012
0087	259	0087x259	118th St	Aviation Blvd	Hornet Way	E	AC	2	252	30	7,560	81	0	33	67	08-23-2012
0086	252	0086x252	Sycamore Av	Hillcrest St	End	E	AC	2	643	31	21,183	85	0	71	29	08-21-2012
0083	235	0083x235	Park Pl E	Sepulveda Blvd	Allied Way	E	AC	2	1,023	45	46,035	86	0	55	45	08-23-2012
0028	227	0028x227	Maple Ave	Parkview Dr N	Douglas St	E	AC	2	630	30	18,900	86	0	71	29	08-28-2012
0064	303	0064x303	California St	Imperial Av	End	E	AC	2	132	34	4,488	87	0	52	48	08-21-2012
0044	140	0044x140	Yucca St	Maple Av	End	E	AC	2	425	30	13,900	87	8	18	74	08-22-2012
0076	224	0076x224	Campus Dr	Nash St	Parkview Dr S	E	AC	2	663	34	22,542	89	0	100	0	08-28-2012
0076	225	0076x225	Campus Dr	Parkview Dr S	Douglas St	E	AC	2	675	34	22,950	89	0	96	4	08-28-2012
0071	218	0071x218	Parkview Dr N	Maple Av	Atwood Way	E	AC	2	578	51	29,478	91	0	64	36	08-23-2012
0042	138	0042x138	Dune St	Acacia Av	Sycamore Av	E	AC	2	689	32	22,048	92	0	65	35	08-21-2012
0028	226	0028x226	Maple Ave	Nash St	Parkview Dr N	E	AC	2	687	30	20,610	92	0	48	52	08-28-2012
0073	220	0073x220	Duley Rd	Mariposa Av	Grand Av	E	AC	2	1,399	25	30,778	93	0	59	41	08-23-2012
0072	219	0072x219	Parkview Dr S	Campus Dr	Mariposa Av	E	AC	2	474	33	15,642	93	0	71	29	08-23-2012
0043	139	0043x139	Redwood Av	Dune St	End	E	AC	2	502	32	17,214	93	0	78	22	08-21-2012
0047	145	0047x145	Virginia St	Imperial Av	Sycamore Av	E	AC	2	1,055	30	31,650	100	0	0	0	10-08-2015

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	PCI Load	PCI Climate	PCI Other	Insp. Date
									29.3		5,004,976					

PCI Climate, PCI Load and PCI Other values indicate the % of "distress type" found within section samples

SECTION IV
FORECASTED MAINTENANCE REPORT

A. Actual Budget, Five Year Plan (2016-2021)

FORECASTED MAINTENANCE REPORT

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

ACTUAL BUDGET – The Actual budget was generated for the City to demonstrate how the limited $745 / yr budget allocation performs against the current citywide conditions.

- City's Actual budget includes:
  - 2016-17 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k
  - 2017-18 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k
  - 2018-19 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k
  - 2019-20 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k
  - 2020-21 - $450k (Gas Tax); $175k (Measure R); $120k Prop. C, Totaling $745k

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

FY	BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	Maint. Type	Total $
		Arterials / Collectors													
2016-17	0023	74	0023x74	Imperial Ave	Center St	California St	C	AC	2	910	40	36,400	42	AC Overlay	$97,916
2016-17	0023	75	0023x75	Imperial Ave	Sheldon St	Center St	C	AC	2	1,935	40	77,400	59	AC Overlay	$208,206
															$306,122
2017-18	0020	69	0020x69	Hughes Way EB	Allied Way	East End	B	AC	3	820	37	31,090	38	AC Overlay	$86,119
2017-18	0030	93	0030x93	Mariposa Ave EB	Nash St	Douglas St	B	AC	4	1,075	32	34,400	48	AC Overlay	$95,288
2017-18	0030	94	0030x94	Mariposa Ave EB	97' W/of Douglas St	Douglas St	B	PCC	3	97	31	2,959	32	PCC Repair	$12,500
2017-18	0031	95	0031x95	Mariposa Ave WB	Douglas St W/s	Nash St E/s	B	AC	2	1,150	32	36,800	41	AC Overlay	$101,936
															$295,843
2018-19	0013	34	0013x34	El Segundo Bl EB	Nash St	225' W/Douglas St	A	AC	3	1,277	36	46,722	29	AC Overlay	$133,158
2018-19	0036	111	0036x111	Selby St	Imperial Hwy	Walnut Ave	C	AC	2	610	33	20,130	35	AC Overlay	$57,371
2018-19	0067	209	0067x209	Washington St	Maple Av	Mariposa Av	B	AC	2	1,234	32	39,488	43	AC Overlay	$112,541
															$303,069
2019-20	0013	36	0013x36	El Segundo Bl EB	60' E/Aviation Bl	Isis Ave	A	AC	3	1,212	46	59,252	54	AC Overlay	$174,201
2019-20	0013	37	0013x37	El Segundo Bl EB	Douglas St	225' E/Aviation Bl	A	AC	3	1,405	46	64,630	41	AC Overlay	$190,012
															$364,213
2020-21	0009	18	0009x18	Douglas St	Rosecrans Ave	Park Pl	C	AC	4	841	62	56,542	46	AC Overlay	$171,322
2020-21	0014	42	0014x42	El Segundo Bl WB	Isis Ave	105' E/Aviation Bl	A	AC	3	1,212	39	55,268	45	AC Overlay	$167,462
															$338,784
		Locals													
2016-17	0084	241	0084x241	Acacia Av	Lomita St	Center St	E	AC	2	671	30	20,130	64	Type II Slurry	$4,831
2016-17	0084	242	0084x242	Acacia Av	Center St	California St	E	AC	2	909	30	27,270	55	Type II Slurry	$6,545
2016-17	0084	243	0084x243	Acacia Av	California St	End	E	AC	2	667	30	20,010	60	Type II Slurry	$4,802
2016-17	0063	194	0063x194	Bungalow Dr	Walnut Av	Maple Av	E	AC	2	746	30	22,380	63	Type II Slurry	$5,371
2016-17	0063	195	0063x195	Bungalow Dr	Maple Av	Mariposa Av	E	AC	2	1,233	28	34,524	62	Type II Slurry	$8,286
2016-17	0064	199	0064x199	California St	Imperial Hwy	Imperial Av	E	AC	2	810	33	26,730	64	Type II Slurry	$6,415
2016-17	0064	200	0064x200	California St	End	Walnut Av	E	AC	2	1,418	34	48,212	42	AC Overlay	$103,656
2016-17	0064	201	0064x201	California St	Maple Av	Mariposa Av	E	AC	2	1,234	33	40,722	59	Type II Slurry	$9,773
2016-17	0064	303	0064x303	California St	Imperial Av	End	E	AC	2	132	34	4,488	87	Type II Slurry	$1,077
2016-17	0092	280	0092x280	Elm Av	California St	Washington St	E	AC	2	935	30	28,050	50	Cape Seal	$23,562
2016-17	0069	216	0069x216	Indiana Ct	Maple Av	End	E	AC	2	417	32	14,594	39	AC Overlay	$31,377
2016-17	0090	273	0090x273	Irene Ct	Penn St	End	E	AC	2	288	23	7,774	57	Type II Slurry	$1,866
2016-17	0061	183	0061x183	Lomita St	Acacia Av	Maple Av	E	AC	2	1,179	33	38,907	65	Type II Slurry	$9,338
2016-17	0061	184	0061x184	Lomita St	Maple Av	Mariposa Av	E	AC	2	1,234	33	40,722	63	Type II Slurry	$9,773
2016-17	0062	188	0062x188	Maryland St	Walnut Av	End	E	AC	2	161	26	4,186	71	Type II Slurry	$1,005
2016-17	0062	189	0062x189	Maryland St	Walnut Av	Maple Av	E	AC	2	746	33	24,618	68	Type II Slurry	$5,908
2016-17	0062	190	0062x190	Maryland St	Maple Av	Mariposa Av	E	AC	2	1,234	33	40,722	75	Type II Slurry	$9,773
2016-17	0058	177	0058x177	McCarthy Ct	Imperial Av	Walnut Av	E	AC	2	748	30	22,440	62	Type II Slurry	$5,386
2016-17	0058	178	0058x178	McCarthy Ct	Walnut Av	Lomita St	E	AC	2	701	30	21,030	72	Type II Slurry	$5,047
2016-17	0077	271	0077x271	Oak Av	Sheldon St	Penn St	E	AC	2	454	30	13,620	72	Type II Slurry	$3,269
2016-17	0077	272	0077x272	Oak Av	Center St	Washington St	E	AC	2	1,783	30	53,490	64	Type II Slurry	$12,838

FY	BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	Maint. Type	Total $
2016-17	0091	277	0091x277	Palm Av	Sheldon St	Center St	E	AC	2	1,933	30	57,990	47	Cape Seal	$48,712
2016-17	0091	278	0091x278	Palm Av	California St	Sepulveda Blvd	E	AC	2	1,755	30	52,650	51	Cape Seal	$44,226
2016-17	0057	172	0057x172	Penn St	Walnut Av	Maple Av	E	AC	2	700	33	23,100	67	Type II Slurry	$5,544
2016-17	0057	173	0057x173	Penn St	Maple Av	Mariposa Av	E	AC	2	1,235	28	34,580	65	Type II Slurry	$8,299
2016-17	0059	179	0059x179	Sierra St	Maple Av	Mariposa Av	E	AC	2	1,235	30	37,050	67	Type II Slurry	$8,892
2016-17	0086	257	0086x257	Sycamore Av	Center St	Washington St	E	AC	2	1,783	31	55,273	63	Type II Slurry	$13,266
2016-17	0086	258	0086x258	Sycamore Av	Washington St	Sepulveda Blvd	E	AC	2	819	31	25,389	56	Type II Slurry	$6,093
2016-17	0085	247	0085x247	Walnut Av	Sheldon St	McCarthy Ct	E	AC	2	758	30	22,740	65	Type II Slurry	$5,458
2016-17	0085	248	0085x248	Walnut Av	Maryland St	Center St	E	AC	2	797	30	23,910	65	Type II Slurry	$5,738
2016-17	0085	249	0085x249	Walnut Av	Center St	Washington St	E	AC	2	1,783	30	53,490	61	Type II Slurry	$12,838
2016-17	0085	250	0085x250	Walnut Av	Washington St	Sepulveda Blvd	E	AC	2	820	30	24,600	66	Type II Slurry	$5,904
															$434,867
2017-18	0087	259	0087x259	118th St	Aviation Blvd	Hornet Way	E	AC	2	252	30	7,560	81	Type II Slurry	$1,890
2017-18	0088	260	0088x260	120th St	Aviation Blvd	Hornet Way	E	AC	2	252	30	7,560	79	Type II Slurry	$1,890
2017-18	0082	234	0082x234	Allied Way	Hughes Way	E Park Pl	E	AC	2	1,684	45	75,780	28	AC Overlay	$167,474
2017-18	0002	2	0002x2	Apollo St	Rosecrans Ave	Park Pl	E	AC	4	1,145	52	59,540	61	Type II Slurry	$14,885
2017-18	0089	261	0089x261	Atwood Way	Nash St	Douglas St	E	AC	2	1,359	25	33,975	76	Type II Slurry	$8,494
2017-18	0089	262	0089x262	Atwood Way	Douglas St	Nash St	E	AC	2	1,338	25	33,450	77	Type II Slurry	$8,363
2017-18	0076	224	0076x224	Campus Dr	Nash St	Parkview Dr S	E	AC	2	663	34	22,542	89	Type II Slurry	$5,636
2017-18	0076	225	0076x225	Campus Dr	Parkview Dr S	Douglas St	E	AC	2	675	34	22,950	89	Type II Slurry	$5,738
2017-18	0073	220	0073x220	Duley Rd	Mariposa Av	Grand Av	E	AC	2	1,399	25	30,778	93	Type II Slurry	$7,695
2017-18	0042	138	0042x138	Dune St	Acacia Av	Sycamore Av	E	AC	2	689	32	22,048	92	Type II Slurry	$5,512
2017-18	0083	235	0083x235	Park Pl E	Sepulveda Blvd	Allied Way	E	AC	2	1,023	45	46,035	86	Type II Slurry	$11,509
2017-18	0019	68	0019x68	Hawaii St	Aviation Bl	Alaska Ave	E	AC	4	1,450	46	66,700	15	AC Level/Overlay	$153,410
2017-18	0068	214	0068x214	Illinois Ct	Mariposa Av	End	E	AC	2	267	32	9,794	66	Type II Slurry	$2,449
2017-18	0023	78	0023x78	Imperial Ave	West End	Hillcrest St	E	AC	2	670	30	21,600	35	Cape Seal	$18,792
2017-18	0028	226	0028x226	Maple Ave	Nash St	Parkview Dr N	E	AC	2	687	30	20,610	92	Type II Slurry	$5,153
2017-18	0028	227	0028x227	Maple Ave	Parkview Dr N	Douglas St	E	AC	2	630	30	18,900	86	Type II Slurry	$4,725
2017-18	0071	218	0071x218	Parkview Dr N	Maple Av	Atwood Way	E	AC	2	578	51	29,478	91	Type II Slurry	$7,370
2017-18	0072	219	0072x219	Parkview Dr S	Campus Dr	Mariposa Av	E	AC	2	474	33	15,642	93	Type II Slurry	$3,911
2017-18	0086	256	0086x256	Sycamore Av	Sheldon St	Penn St	E	AC	2	453	31	14,043	76	Type II Slurry	$3,511
2017-18	0085	251	0085x251	Walnut Av	Sepulveda Blvd	Selby St	E	AC	2	643	30	19,290	45	Cape Seal	$16,782
2017-18	0067	208	0067x208	Washington St	Walnut Av	Maple Av	E	AC	2	748	32	23,936	54	Type II Slurry	$5,984
															$461,168
2018-19	0063	196	0063x196	Bungalow Dr	Pine Av	End	E	AC	2	251	30	8,780	52	Cape Seal	$7,814
2018-19	0063	197	0063x197	Bungalow Dr	Pine Av	Grand Av	E	AC	2	1,021	30	30,630	51	Cape Seal	$27,261
2018-19	0063	198	0063x198	Bungalow Dr	Elsey Pl	El Segundo Blvd	E	AC	2	299	33	9,867	66	Type II Slurry	$2,516
2018-19	0064	202	0064x202	California St	Mariposa Av	Holly Av	E	AC	2	999	32	31,968	35	Cape Seal	$28,452
2018-19	0064	203	0064x203	California St	Grand Av	Franklin Av	E	AC	2	560	38	21,280	61	Type II Slurry	$5,426
2018-19	0098	301	0098x301	Elsey Pl	Bungalow Dr	Center St	E	AC	2	265	32	8,480	58	Type II Slurry	$2,162
2018-19	0015	51	0015x51	Franklin Ave	Illinois St	Kansas St E/s	E	AC	2	620	39	24,180	68	Type II Slurry	$6,166
2018-19	0015	52	0015x52	Franklin Ave	Kansas St E/s	Center St E/s	E	AC	2	1,320	39	51,480	55	Type II Slurry	$13,127
2018-19	0015	53	0015x53	Franklin Ave	Center St E/s	Sheldon St E/s	E	AC	2	1,946	30	58,380	56	Type II Slurry	$14,887

FY	BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	Maint. Type	Total $
2018-19	0095	296	0095x296	Holly Av	Penn St	Lomita St	E	AC	2	700	30	21,000	55	Cape Seal	$18,690
2018-19	0095	297	0095x297	Holly Av	Maryland St	Center St	E	AC	2	531	30	15,930	66	Cape Seal	$14,178
2018-19	0095	298	0095x298	Holly Av	California St	Sepulveda Blvd	E	AC	2	1,617	30	48,510	54	Cape Seal	$43,174
2018-19	0070	217	0070x217	Indiana St	Mariposa Av	Grand Av	E	AC	2	1,519	32	48,608	55	Cape Seal	$43,261
2018-19	0061	185	0061x185	Lomita St	Pine Av	End	E	AC	2	298	28	8,344	69	Type II Slurry	$2,128
2018-19	0061	186	0061x186	Lomita St	Pine Av	Grand Av	E	AC	2	1,019	28	28,532	64	Type II Slurry	$7,276
2018-19	0061	187	0061x187	Lomita St	Grand Av	El Segundo Blvd	E	AC	2	1,111	28	31,108	56	Type II Slurry	$7,933
2018-19	0062	191	0062x191	Maryland St	Pine Av	End	E	AC	2	324	28	9,072	64	Type II Slurry	$2,313
2018-19	0062	192	0062x192	Maryland St	Pine Av	Grand Av	E	AC	2	1,021	30	30,630	72	Type II Slurry	$7,811
2018-19	0062	193	0062x193	Maryland St	Grand Av	El Segundo Blvd	E	AC	2	1,109	30	33,270	62	Type II Slurry	$8,484
2018-19	0065	204	0065x204	Nevada St	Mariposa Av	Pine Av	E	AC	2	500	32	16,000	65	Type II Slurry	$4,080
2018-19	0065	205	0065x205	Nevada St	Pine Av	End	E	AC	2	224	32	8,418	68	Type II Slurry	$2,147
2018-19	0065	212	0065x212	Nevada St	Grand Av	El Segundo Blvd	E	AC	2	1,109	32	35,488	55	Cape Seal	$31,584
2018-19	0066	206	0066x206	Oregon St	Mariposa Av	Pine Av	E	AC	2	499	32	15,968	63	Type II Slurry	$4,072
2018-19	0066	207	0066x207	Oregon St	Pine Av	End	E	AC	2	369	32	11,808	59	Type II Slurry	$3,011
2018-19	0066	213	0066x213	Oregon St	Grand Av	El Segundo Blvd	E	AC	2	1,108	32	35,456	55	Type II Slurry	$9,041
2018-19	0057	174	0057x174	Penn St	Mariposa Av	Pine Av	E	AC	2	495	30	14,850	69	Type II Slurry	$3,787
2018-19	0057	175	0057x175	Penn St	Holly Av	Grand Av	E	AC	2	519	30	15,570	35	Cape Seal	$13,857
2018-19	0057	176	0057x176	Penn St	Grand Av	El Segundo Blvd	E	AC	2	1,110	38	42,180	66	Type II Slurry	$10,756
2018-19	0093	288	0093x288	Pine Av	Sheldon St	Center St	E	AC	2	1,932	30	57,960	62	Type II Slurry	$14,780
2018-19	0093	289	0093x289	Pine Av	Nevada St	End	E	AC	2	207	30	7,460	81	Type II Slurry	$1,902
2018-19	0093	290	0093x290	Pine Av	Nevada St	Washington St	E	AC	2	1,313	30	39,390	39	Cape Seal	$35,057
2018-19	0093	291	0093x291	Pine Av	Illinois St	Indiana St	E	AC	2	328	30	9,840	58	Cape Seal	$8,758
2018-19	0056	169	0056x169	Sheldon St	Pine Av	End	E	AC	2	277	27	7,479	63	Type II Slurry	$1,907
2018-19	0060	182	0060x182	Sierra Pl	Pine Av	End	E	AC	2	378	35	14,380	84	Type II Slurry	$3,667
2018-19	0059	180	0059x180	Sierra St	Pine Av	Grand Av	E	AC	2	1,020	33	33,660	64	Type II Slurry	$8,583
2018-19	0059	181	0059x181	Sierra St	Grand Av	El Segundo Blvd	E	AC	2	1,109	33	36,597	68	Type II Slurry	$9,332
															$429,379
2019-20	0084	238	0084x238	Acacia Av	Hillcrest St	End	E	AC	2	749	30	22,470	85	Type II Slurry	$5,842
2019-20	0084	240	0084x240	Acacia Av	Pepper St	Cypress St	E	AC	2	853	30	25,590	64	Type II Slurry	$6,653
2019-20	0055	163	0055x163	Arena St	Mariposa Av	End	E	AC	2	321	28	8,988	67	Type II Slurry	$2,337
2019-20	0055	164	0055x164	Arena St	Mariposa Av	Pine Av	E	AC	2	469	28	13,132	39	Cape Seal	$12,081
2019-20	0055	165	0055x165	Arena St	Grand Av	El Segundo Blvd	E	AC	2	1,109	38	42,142	64	Type II Slurry	$10,957
2019-20	0097	300	0097x300	Binder Pl	Loma Vista St	Whiting St	E	AC	2	334	25	8,350	70	Type II Slurry	$2,171
2019-20	0050	151	0050x151	Cedar St	Imperial Av	Walnut Av	E	AC	2	705	30	21,150	63	Type II Slurry	$5,499
2019-20	0048	148	0048x148	Concord Pl	Sycamore Av	Maple Av	E	AC	2	350	16	5,600	77	Type II Slurry	$1,456
2019-20	0049	150	0049x150	Concord St	Mariposa Av	Grand Av	E	AC	2	1,673	30	50,190	70	Type II Slurry	$13,049
2019-20	0049	151	0049x151	Concord St	Grand Av	El Segundo Blvd	E	AC	2	950	30	28,500	71	Type II Slurry	$7,410
2019-20	0054	162	0054x162	Cypress St	Imperial Av	Walnut Av	E	AC	2	705	30	21,150	84	Type II Slurry	$5,499
2019-20	0092	279	0092x279	Elm Av	Hillcrest St	End	E	AC	2	330	20	6,600	85	Type II Slurry	$1,716
2019-20	0015	236	0015x236	Franklin Ave	Main St	Loma Vista St	E	AC	2	1,760	39	68,640	65	Type II Slurry	$17,846
2019-20	0015	237	0015x237	Franklin Ave	Loma Vista St	City Limits	E	AC	2	144	39	5,616	74	Type II Slurry	$1,460
2019-20	0040	130	0040x130	Hillcrest St	Imperial Av	Sycamore Av	E	AC	2	1,057	35	36,995	75	Type II Slurry	$9,619

FY	BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	Maint. Type	Total $
2019-20	0040	131	0040x131	Hillcrest St	Sycamore Av	Palm Av	E	AC	2	1,049	35	36,715	80	Type II Slurry	$9,546
2019-20	0040	132	0040x132	Hillcrest St	Palm Av	Pine Av	E	AC	2	1,031	35	36,085	75	Type II Slurry	$9,382
2019-20	0040	133	0040x133	Hillcrest St	Pine Av	End	E	AC	2	714	28	19,992	68	Type II Slurry	$5,198
2019-20	0095	293	0095x293	Holly Av	Valley St	Virginia St	E	AC	2	998	30	29,940	78	Type II Slurry	$7,784
2019-20	0095	294	0095x294	Holly Av	Virginia St	Main St	E	AC	2	1,075	30	32,250	72	Type II Slurry	$8,385
2019-20	0095	295	0095x295	Holly Av	Main St	Eucalyptus Dr	E	AC	2	729	30	21,870	70	Type II Slurry	$5,686
2019-20	0041	137	0041x137	Loma Vista St	Grand Av	Binder Pl	E	AC	2	753	28	21,084	64	Type II Slurry	$5,482
2019-20	0028	263	0028x263	Maple Ave	Main St	Virginia St	E	AC	2	1,074	30	32,220	75	Type II Slurry	$8,377
2019-20	0028	264	0028x264	Maple Ave	Virginia St	Hillcrest St	E	AC	2	1,681	30	50,430	72	Type II Slurry	$13,112
2019-20	0028	265	0028x265	Maple Ave	Hillcrest St	End	E	AC	2	477	30	14,310	81	Type II Slurry	$3,721
2019-20	0077	266	0077x266	Oak Av	Hillcrest St	End	E	AC	2	400	30	13,150	75	Type II Slurry	$3,419
2019-20	0077	267	0077x267	Oak Av	Hillcrest St	Loma Vista St	E	AC	2	849	30	25,470	68	Type II Slurry	$6,622
2019-20	0077	268	0077x268	Oak Av	Bayonne St	Virginia St	E	AC	2	561	30	16,830	73	Type II Slurry	$4,376
2019-20	0077	269	0077x269	Oak Av	Virginia St	Main St	E	AC	2	1,074	30	32,220	84	Type II Slurry	$8,377
2019-20	0077	270	0077x270	Oak Av	Main St	Sheldon St	E	AC	2	1,453	30	43,590	69	Type II Slurry	$11,333
2019-20	0091	274	0091x274	Palm Av	Hillcrest St	End	E	AC	2	339	30	10,170	58	Type II Slurry	$2,644
2019-20	0091	275	0091x275	Palm Av	Hillcrest St	Virginia St	E	AC	2	1,681	30	50,430	58	Type II Slurry	$13,112
2019-20	0051	153	0051x153	Pepper St	Imperial Av	Walnut Av	E	AC	2	705	30	21,150	66	Type II Slurry	$5,499
2019-20	0051	154	0051x154	Pepper St	Walnut Av	Maple Ave	E	AC	2	700	30	21,000	74	Type II Slurry	$5,460
2019-20	0093	284	0093x284	Pine Av	Hillcrest St	End	E	AC	2	480	30	14,400	76	Type II Slurry	$3,744
2019-20	0093	285	0093x285	Pine Av	Hillcrest St	Virginia St	E	AC	2	1,329	30	39,870	65	Type II Slurry	$10,366
2019-20	0093	286	0093x286	Pine Av	Virginia St	Main St	E	AC	2	1,076	30	32,280	48	Cape Seal	$29,698
2019-20	0052	155	0052x155	Standard St	Mariposa Av	Grand Av	E	AC	2	1,580	37	58,460	65	Type II Slurry	$15,200
2019-20	0052	156	0052x156	Standard St	Grand Av	El Segundo Blvd	E	AC	2	1,048	37	38,776	66	Type II Slurry	$10,082
2019-20	0086	253	0086x253	Sycamore Av	Hillcrest St	Virginia St	E	AC	2	1,681	31	52,111	64	Type II Slurry	$13,549
2019-20	0086	254	0086x254	Sycamore Av	Virginia St	Main St	E	AC	2	1,073	31	33,263	67	Type II Slurry	$8,648
2019-20	0086	255	0086x255	Sycamore Av	Pepper St	Sheldon St	E	AC	2	1,125	31	34,875	68	Type II Slurry	$9,068
2019-20	0094	292	0094x292	Valley St	Pine Av	End	E	AC	2	706	25	17,650	80	Type II Slurry	$4,589
2019-20	0085	244	0085x244	Walnut Av	Hillcrest St	Virginia St	E	AC	2	1,682	30	50,460	68	Type II Slurry	$13,120
2019-20	0085	245	0085x245	Walnut Av	Virginia St	Main St	E	AC	2	1,075	30	32,250	73	Type II Slurry	$8,385
2019-20	0085	246	0085x246	Walnut Av	Main St	Sheldon St	E	AC	2	1,434	30	43,020	83	Type II Slurry	$11,185
2019-20	0046	142	0046x142	Whiting St	Palm Av	Mariposa Av	E	AC	2	534	30	16,020	79	Type II Slurry	$4,165
2019-20	0046	143	0046x143	Whiting St	Mariposa Av	Grand Av	E	AC	2	1,699	30	50,970	79	Type II Slurry	$13,252
2019-20	0046	144	0046x144	Whiting St	Grand Av	El Segundo Blvd	E	AC	2	927	30	27,810	81	Type II Slurry	$7,231
															$403,393
2020-21	0084	239	0084x239	Acacia Av	Hillcrest St	Cedar St	E	AC	2	2,449	30	73,470	55	Cape Seal	$69,797
2020-21	0084	241	0084x241	Acacia Av	Lomita St	Center St	E	AC	2	671	30	20,130	68	Type II Slurry	$5,435
2020-21	0084	242	0084x242	Acacia Av	Center St	California St	E	AC	2	909	30	27,270	62	Type II Slurry	$7,363
2020-21	0084	243	0084x243	Acacia Av	California St	End	E	AC	2	667	30	20,010	65	Type II Slurry	$5,403
2020-21	0045	141	0045x141	Bayonne St	Maple Av	Palm Av	E	AC	2	699	30	20,970	54	Cape Seal	$19,922
2020-21	0063	194	0063x194	Bungalow Dr	Walnut Av	Maple Av	E	AC	2	746	30	22,380	67	Type II Slurry	$6,043
2020-21	0063	195	0063x195	Bungalow Dr	Maple Av	Mariposa Av	E	AC	2	1,233	28	34,524	66	Type II Slurry	$9,321
2020-21	0064	199	0064x199	California St	Imperial Hwy	Imperial Av	E	AC	2	810	33	26,730	68	Type II Slurry	$7,217

FY	BranchID	Sec ID	Conc ID	Name	From	To	Rank	Type	Lanes	L	W	Area	PCI	Maint. Type	Total $
2020-21	0064	201	0064x201	California St	Maple Av	Mariposa Av	E	AC	2	1,234	33	40,722	63	Type II Slurry	$10,995
2020-21	0064	303	0064x303	California St	Imperial Av	End	E	AC	2	132	34	4,488	87	Type II Slurry	$1,212
2020-21	0092	280	0092x280	Elm Av	California St	Washington St	E	AC	2	935	30	28,050	85	Type II Slurry	$7,574
2020-21	0053	157	0053x157	Eucalyptus Dr	Imperial Av	Maple Av	E	AC	2	1,405	37	51,985	74	Type II Slurry	$14,036
2020-21	0053	158	0053x158	Eucalyptus Dr	Maple Av	Oak Av	E	AC	2	351	37	12,987	80	Type II Slurry	$3,506
2020-21	0053	159	0053x159	Eucalyptus Dr	Mariposa Av	End	E	AC	2	317	37	11,729	68	Type II Slurry	$3,167
2020-21	0053	160	0053x160	Eucalyptus Dr	Mariposa Av	Grand Av	E	AC	2	1,520	40	60,800	77	Type II Slurry	$16,416
2020-21	0053	161	0053x161	Eucalyptus Dr	Grand Av	El Segundo Blvd	E	AC	2	1,108	37	40,996	72	Type II Slurry	$11,069
2020-21	0015	54	0015x54	Franklin Ave	Sheldon St	Main St	E	AC	2	1,435	30	43,050	57	Cape Seal	$40,898
2020-21	0041	134	0041x134	Loma Vista St	Imperial Av	Sycamore Av	E	AC	2	1,055	28	29,540	58	Type II Slurry	$7,976
2020-21	0041	135	0041x135	Loma Vista St	Sycamore Av	Mariposa Av	E	AC	2	1,582	28	44,296	65	Type II Slurry	$11,960
2020-21	0041	136	0041x136	Loma Vista St	Mariposa Av	Grand Av	E	AC	2	1,700	28	47,600	73	Type II Slurry	$12,852
2020-21	0091	276	0091x276	Palm Av	Virginia St	Main St	E	AC	2	1,075	30	32,250	50	Cape Seal	$30,638
2020-21	0093	287	0093x287	Pine Av	Main St	Sheldon St	E	AC	2	1,434	30	43,020	52	Cape Seal	$40,869
2020-21	0034	105	0034x105	Richmond St	El Segundo Bl	Grand Ave S/s	E	AC	2	905	39	34,827	65	Type II Slurry	$9,403
2020-21	0034	106	0034x106	Richmond St	Palm Ave	Mariposa Ave	E	AC	2	562	35	19,970	71	Type II Slurry	$5,392
2020-21	0034	121	0034x121	Richmond St	Grand Ave	Mariposa Ave	E	AC	2	1,630	39	63,070	60	Type II Slurry	$17,029
2020-21	0047	146	0047x146	Virginia St	Sycamore Av	Mariposa Av	E	AC	2	1,561	30	46,830	67	Type II Slurry	$12,644
2020-21	0047	147	0047x147	Virginia St	Mariposa Av	Grand Av	E	AC	2	1,698	30	50,940	66	Type II Slurry	$13,754
2020-21	0047	148	0047x148	Virginia St	Grand Av	El Segundo Blvd	E	AC	2	927	30	27,810	66	Type II Slurry	$7,509
2020-21	0044	140	0044x140	Yucca St	Maple Av	End	E	AC	2	425	30	13,900	92	Type II Slurry	$3,753
															$413,150