

FINAL REPORT

**UPDATE OF
PAVEMENT MANAGEMENT PROGRAM
(Citywide)**

2023-2026



Submitted to:

City of Sierra Madre, CA

July 18, 2023



July 18, 2023

Mr. Chris Cimino
Director of Public Works
City of Sierra Madre
232 West Sierra Madre Blvd.
Sierra Madre, CA 91024

Subject: Final Report - Update of the Pavement Management Program

Dear Chris:

As part of the 2023 Update of the Pavement Management System for the City of Sierra Madre, *Bucknam Infrastructure Group, Inc.* is pleased to submit the Final Report for the City's pavement network.

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

- **Executive Summary, Findings and Recommendations (Section I)**
- **Pavement Management Program Development and Reporting (Section II)**
- **Pavement Conditions For Each Segment in the Network (PCI Report – Section III)**
The Pavement Condition Index report shows the present condition of each street in the pavement network. In addition, the report shows the basic geometry of each street segment.
- **Projected Projects based on those Strategies (Forecast Maintenance & Rehabilitation Report – Section IV)**
The Forecast Maintenance & Rehabilitation (FMR) Report projects the street maintenance activities required for the next three years, broken down to show maintenance levels for all streets. The forecast maintenance report included is sorted by functional classification and fiscal year.
 - **Recommended Maintenance and Repair Strategies**
The recommended maintenance and repair strategies were used to generate the Forecast Maintenance & Rehabilitation Report and were based on our spring/summer 2023 inspections. Additionally, we have assessed and incorporated unit cost and maintenance application practices/types with our strategies.

Our thorough analysis of previous and current Sierra Madre PMP strategies enabled our staff to make proactive recommendations to the City's pavement CIP. As stated by the City, specific arterial and local industrial/residential rehabilitation projects are scheduled for design and construction for the next three years.



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All comments received from the City have been incorporated in the reports that follow. All of the City's issues and needs that were brought to our attention are included in the report. It has been a pleasure working with you and the City on updating your Pavement Management Program. We look forward to the continued success of this project and future teamwork with City staff.

Sincerely,

Bucknam Infrastructure Group, Inc.

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

Peter J. Bucknam
Project Manager
Infrastructure Management – GIS Services

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Acronym Listing

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

SECTION I

EXECUTIVE SUMMARY

2023 PAVEMENT MANAGEMENT PROGRAM

As the City of Sierra Madre continues to show growth with its population, demographics, infrastructure and maintenance needs, the street network has followed this trend. The City of Sierra Madre developed its Pavement Management Program (PMP) over the past ten (10) years with the use of an automated database program and geographic information systems. Today, the City is currently using the Army Corps of Engineers (ACOE) software, MicroPAVER, to manage the street network. MicroPAVER has been in place for over ten (10) years and has continued to produce solid recommendations for street maintenance. This system is essential to the City in that it assists Engineering staff in identifying the proper funding for its arterial highway system as well as cost-effectively managing the local industrial/residential network through proactive maintenance and scheduling.

The purpose of the PMP is to combine pavement condition data collected in the field with budgetary constraints and construction unit-costs within the MicroPAVER computer model to monitor the condition of the City's network of streets and develop a roster of projects which provides the most benefit. The new PMP document incorporates a project forecasting strategy developed by Bucknam and City Engineering/Maintenance staff which not only follows the City's pavement maintenance and rehabilitation project budgets/schedules but also addresses the needs of certain streets which would typically be excluded from the project roster generated by MicroPAVER due to their condition being below the baseline level of selection used within the computer model.

By using the PMP as one of its primary budgetary planning tools, Sierra Madre Public Works / Maintenance staff has been successful in achieving measurable improvements in the condition of the City's network of streets. The continuously upward-trend in pavement condition has certainly been the result of not only an ongoing commitment by the City Council in providing the necessary funding for Pavement Management within the City's yearly budgets but also proper selection by staff.

The Sierra Madre PMP has been updated to assist City personnel by providing current data on the street network and to develop cost-effective maintenance strategies to maintain a desirable level of pavement service and performance on a network scale. In turn, this will optimize the expenditure of limited fiscal resources. The FY 2023 project consisted of inspecting over 37 miles of streets as well as assisting in updating the City's 5-Year Capital Improvement Program (CIP). The updated PMP report has identified recommendations and deficiencies in the current operating and maintenance efforts put forth by the City.

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;*



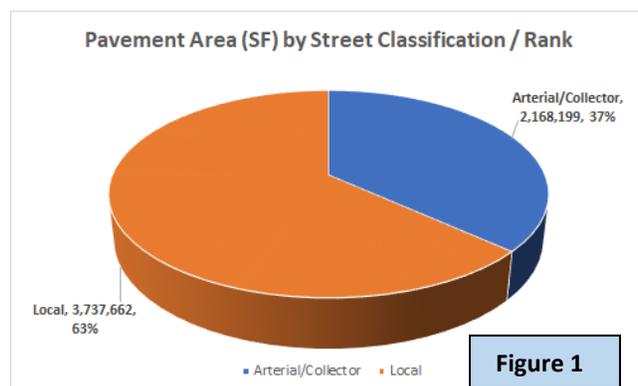
- *An optimized priority maintenance and rehabilitation program based on cost/benefit analysis and various levels of funding;*
- *Optimum annual budget levels for pavement maintenance for the current and the following three (3) years;*
- *Prediction of the future performance of the City’s pavement network and each individual street section; and*
- *Pavement condition data and analysis presented in ArcGIS that is compatible with City’s existing ESRI GIS / XY Maps / MyRoads® (GIS map provided within Section III and shapefiles delivered to the City)*

Pavement is a dynamic structure where deterioration is constantly occurring; thus the pavement management system needs to be updated on a regular basis to reflect these changes in pavement conditions, pavement maintenance histories, and maintenance strategies based upon budgetary constraints. In our approach to develop the City’s forecasted maintenance recommendations we worked with Sierra Madre staff in identifying unit costs for all maintenance practices used on an annual basis. Currently, based upon the City’s maintenance practices and their associated unit costs, the total replacement value of the Sierra Madre pavement network is \$84,818,700. This value clearly indicates that the City’s pavement network is the most valuable and essential asset. The City’s use of slurry seal, ARHM Overlay and reconstruction practices are typically applied at a five year, ten year and 25 year frequency respectively. These frequencies are typical but the City may see increases in deterioration rates due to environmental, load and high average daily traffic (ADT) volumes. For example, high ADT volumes along one of Sierra Madre’s arterial streets will increase deterioration rates for a previously applied AC Overlay compared to a small local street. These deterioration rates are monitored through frequent inspections and functional class deterioration analysis within the City’s PMP database.

This report reflects our findings and recommendations for the PMP and the current state of the City’s pavement network. Furthermore, we have recommended detailed funding and maintenance strategies for the arterial/collector and residential networks for next three (3) years.

CITY’S PAVEMENT NETWORK

Within the Sierra Madre pavement management network there are approximately 12.2 section miles of Arterial/Collector streets consisting of approximately 2,168,199 SF of pavement and 109 pavement sections. The Local network consists of approx. 24.2 section miles consisting of 3,737,662 SF of pavement which consists of 249 pavement sections. Combined, the entire network consists of 36.4 section miles of streets, 5,905,861 SF and 358 total pavement sections.



The City’s pavement network is broken down into manageable groups that have similar characteristics, such as pavement street classification, surface type and logical segmentation. Pavement segments are identified by their branch and section numbers. Pavement “branches” that have a common usage, such as Arrow Hwy, defines a “branch” within MicroPAVER. 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 (a new pavement section or recently overlaid or reconstructed) to 0 for a section that has structurally failed and deteriorated dramatically. Weighted average PCI of a given area/zone equals the pavement section PCI multiplied by its own area then divided by the total square footage of the given area/zone. Table 2 summarizes the section conditions found within the City of Sierra Madre pavement network by street classification.

- **The weighted average PCI for the City of Sierra Madre Arterial / Collector network is 81.0**
- **The weighted average PCI for the City of Sierra Madre Local network is 74.1**

The weighted PCI value associated with the Arterial and Local routes shown through our survey analysis is timely in that it is showing that a large amount of preventive and overlay work will continue to be needed over the next several years to proactively increase the PCI level to ultimately achieve a “preventive maintenance” state (typically a weighted PCI of 74 or higher).

CURRENT CITYWIDE CONDITIONS (ARTERIALS AND LOCALS)

The overall condition of the City’s network is “Good” with a weighted average PCI of **76.7** based on the conditions and surface areas found within each segment. Based upon these findings, comparing the PCI conditions reported to the City in 2020, the City’s PCI rating has slightly increased from 76.5 to 76.7 (0.3% increase).

| Rank | Mileage | SF | W. PCI 2023 | PCI 2020 | PCI 2017 | PCI 2013 |
|--------------------|---------|-----------|-------------|----------|----------|----------|
| Arterial/Collector | 12.2 | 2,168,199 | 81.0 | 81.7 | 77.1 | 77.5 |
| Local | 24.2 | 3,737,662 | 74.1 | 73.5 | 71.5 | 73.9 |
| Citywide | 36.4 | 5,905,861 | 76.7 | 76.5 | 73.6 | 75.2 |

Table 1 – Historical Sierra Madre Weighted PCI Tracking (2013-2023)



Shown below is a historical performance track of Ontario’s weighted PCI’s.

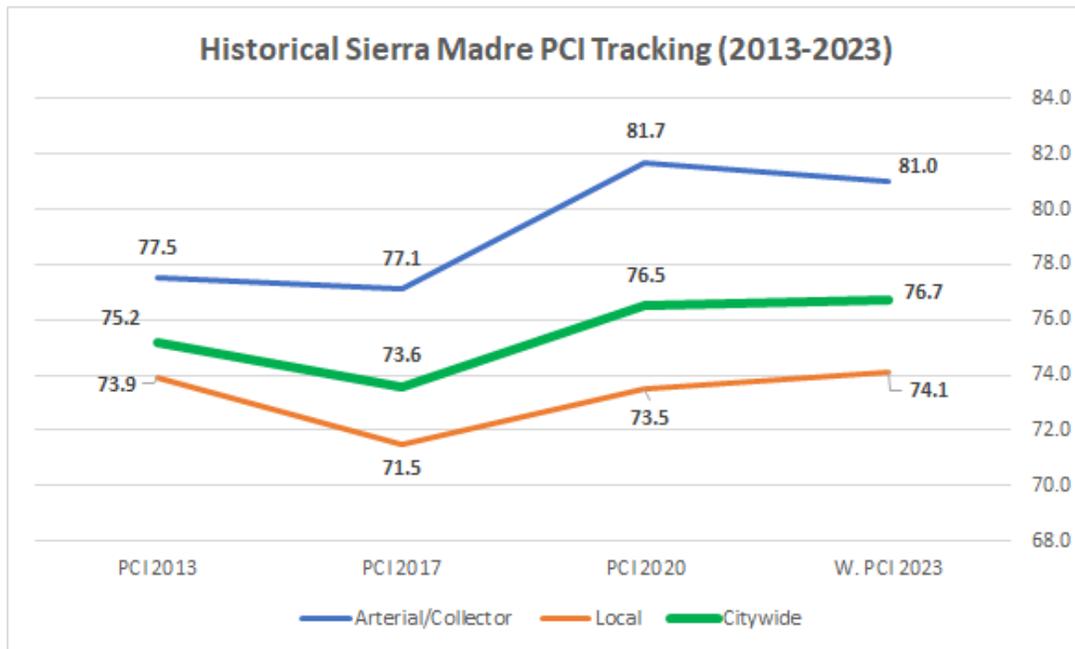


Figure 2 – Historical Sierra Madre Weighted PCI Tracking (2013-2023)

| Condition | PCI Range | Arterial/Collector | Locals | Total Mi. | % of Network |
|-----------|-----------|--------------------|--------|-----------|--------------|
| Very Good | (86-100) | 4.4 | 6.8 | 11.2 | 31% |
| Good | (75-85) | 4.5 | 5.6 | 10.1 | 28% |
| Fair | (60-74) | 2.8 | 7.3 | 10.1 | 28% |
| Poor | (41-59) | 0.5 | 3.4 | 3.9 | 11% |
| Very Poor | (0-40) | 0.0 | 1.1 | 1.1 | 3% |
| | | 12.2 | 24.2 | 36.4 | |

Table 2 – Condition Distribution by Mileage for All Streets

For comparison, Bucknam has performed recent pavement management studies for several other Los Angeles County agencies and neighborhood cities to Sierra Madre and have included their weighted PCI values to the right.

| Neighboring City PCI's | | | |
|------------------------|------|---------------|------|
| Alhambra | 76.9 | Duarte | 77.3 |
| South Gate | 55.5 | Monterey Park | 65.7 |
| Lynwood | 71.6 | Covina | 73.4 |
| South Pasadena | 63.8 | La Habra | 81.9 |
| El Segundo | 74.4 | Commerce | 65.5 |
| Buena Park | 79.7 | Compton | 58.0 |
| La Verne | 80.6 | Gardena | 81.2 |

As shown above, a large majority of segments are evenly distributed through Very Good to Good condition categories (59%). For a network in “preventive” condition status you would typically see Very Good and Good section percentage totals at the 60 to 70% range. These findings indicate that the proper rehabilitation maintenance needs have been well managed over the past 7+ years, however, with these positive findings it is key to point out that proper preventative maintenance needs to be funded as well as proactive rehabilitation projects.



Citywide, approximately 42% of the City’s pavement sections within a condition level of “Fair to Poor” (approximately 15.1 section miles), a proactive overlay rehabilitation program needs to be implemented and funded; this will increase the citywide weighted PCI to a higher level while reducing deferred maintenance costs in fiscal years 2023 and beyond. Approximately <1% of the network qualifies for reconstruction.

Local conditions show that 42% of its network requires slurry seal maintenance (10.3 miles) while 28% qualifies for overlay/reconstruction (6.7 miles); in total, this accounts for approximately 17 section miles of streets. With the moderate amount of local sections still needing maintenance, the City should proactively appropriate funding to the Local street network in order to sustain its PCI at 75. At a minimum, the Local network PCI needs to be maintained over the next three years. The Local network accounts for 63% of the Sierra Madre’s total pavement area and will continue to create a minor to moderate amount of deferred maintenance if additional pavement funding is not continuously appropriated.

The Arterial network is showing significantly higher condition levels compared to the Local network. Over the past five years we have identified a four (4) PCI point increase on the Arterial network, a 5% improvement. Similar to the Local network, Arterial funding sources need to be continuously monitored and applied to the network to ensure no further PCI decrease within the next three years. If the proper funding levels are applied the City will continue to chip away at the overall deferred rehabilitation on the system and have more flexibility on where to apply funding in FY 2023-24 and beyond. Arterial conditions show that 53% of its network requires slurry seal maintenance (6.5 miles) while 10% qualifies for overlay/reconstruction (1.2 miles); in total, this accounts for approximately 7.7 section miles of streets.

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 thus projects are pushed to the next budget cycle. The actual repairs that are being deferred are often referred to as a “backlog”. Based upon our most recent inspections and unit cost analysis we have identified \$2.8 million in deferred maintenance. This includes consideration of stop gap, slurry/cape seal, overlay rehabilitation and reconstruction applications. Backlog projects are only considering maintenance and rehabilitation costs from edge of pavement to edge of pavement. No right-of-way (i.e. sidewalk, ADA ramp, etc.) costs are included in our calculations. As maintenance is deferred, the opportunity to apply life extending preventive pavement applications is lost and the ultimate cost of rehabilitation multiplies.

Through our assessment and budgetary modeling the City’s annual pavement maintenance / rehabilitation budget allocations are sufficient and will allow the City’s weighted PCI to increase over the next three years (based upon Section IV recommendations).

Furthermore, as large overlay 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. PCI conditions reflect “surface” conditions; additional sub-surface data such as coring data, R-Values and asphalt depths will provide City to with a better approach to the maintenance that should be applied.



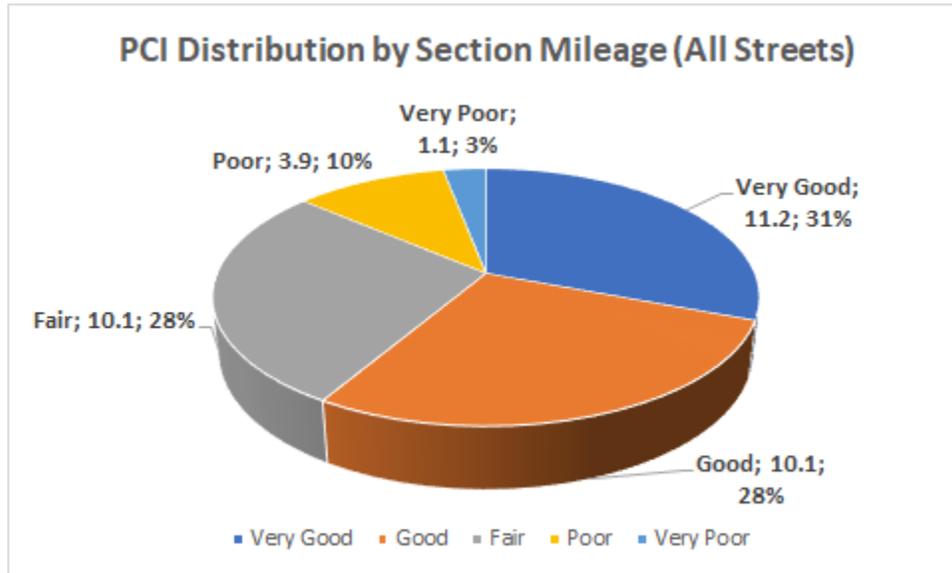


Figure 3 – PCI Condition Distribution by Miles for All Streets

MAINTENANCE STRATEGY DEVELOPMENT

Based on the results of the condition survey and input from the City, pavement maintenance/rehabilitation strategies were developed. At the outset, the City and Bucknam staff identified a distribution of City maintenance funds that would be applied to the network over the next three 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 three-year program.

Through our assessment and discussions with the City we were provided with the City’s FY 2023-24 annual street maintenance/rehabilitation revenue which totals \$1,510,000; the latter two years of the projected PMP budget (FY 2024-25 / FY 2025-26) include \$900,000/yr. The annual funding source allocations are broken down in the following way:

- CIP;
- Proposition C;
- Measure M;
- Measure R;
- RMRA;
- Gas Tax;

With this approach, Bucknam has recommended a “minimal level of service” which creates a major dividing line in determining between preventive maintenance and major pavement rehabilitation. Generally within pavement management programs, a PCI range between 55 to 70 determines the threshold of when preventive or major overlay maintenance is activated. Based on the City’s weighted average PCI, condition distribution, maintenance practices, our team has identified a PCI of “70” as the minimum level of service.

This means that any pavement section with a PCI greater than 65 will typically be recommended for preventive maintenance (i.e. slurry seal). This recommendation is indicated in Table 6, Section II.

Bucknam developed two multi-year Capital Improvement Programs for the City based on the pavement records, yearly capital expenditures, available funding and the most recent 2023 inspections. These recommendations and results are shown in Section II of this report where, for example, we have demonstrated what level of funding is necessary to maintain the current weighted condition level of 77 through FY 2025-26.

As shown in Figure 3, 59% 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, AC deep patching, AC skin patching, PCC slab replacement, grinding and leveling.

High Density Mineral Bond (HDMB) - (Global Maintenance*); PCI range – 75 to 95

This alternative application should be applied to Local pavement sections that are within a PCI range of 75 to 95; the benefit of applying HDMB is the extension of life it provides prior to having a slurry seal applied. HDMB is comprised of a mixture of fine aggregates and UV-blocking polymers suspended in a non-ionic asphalt emulsion. HDMB application life-cycles are averaging 7 to 8 years without surface oxidation and are preventing 400% less cracking within a section during that timeframe. HDMB can be applied on conventional and/or rubber asphalts, retains its aesthetics longer than Type 1 / Type 2 slurry and does not require the sweeping or removal of loose aggregate. It is applied through specialized equipment that can uniformly disperse a thixotropic material along a retractable spray bar; applications are guaranteed for five (5) years.

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

Surface treatments applied to pavements with minimal surface distress to provide new wearing surfaces and extend pavement life. Generally consists of a mixture of conventional or latex-modified emulsified asphalt, well-graded fine aggregate, mineral filler and water placed over an existing AC surface; Slurry seal application life-cycles are averaging 4 to 5 years. Type II Slurry is recommended for Local streets.



Cape Seals (Global Maintenance*); PCI range – 40 to 60

This is an application of a single layer of asphalt binder to a road surface immediately followed by a single layer of cover aggregate (chips). The single layer chip seal is then followed with a slurry seal application; Conventional cape seal application life-cycles are averaging 6 to 7 years. For sections that have lower PCI's in this range, leveling courses should be considered.

Overlays (Major Rehabilitation*); PCI range – 20 to 60

1.5" to 2" Grind and 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 Aggregate Membrane - The ASTM definition is: Asphalt-Rubber is a blend of asphalt cement, reclaimed tire rubber and certain additives in which the rubber component is at least 15% by weight of the total blend and has reacted in the hot asphalt cement sufficiently to cause swelling of the rubber particles. Specifically, using crumb rubber modified binders in pavement application benefit local agencies in that cities find:

- Pavement resists cracking by being more flexible;
- Cost savings come from a longer life cycle (from Bucknam’s experience typically 20% longer), decreased maintenance and the use of less material
- Improvement in skid resistance;
- Decreased noise; and
- It provides long-lasting color contrast for marking and striping
- Life cycles are averaging 8 to 12 years

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

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

*Localized, Global and Major maintenance activities are default terms used within the MicroPAVER pavement software. Specific pavement repair applications are placed within each maintenance activity in order to develop multi-year maintenance forecast recommendations. PCI ranges shown are typical in nature and are adjusted based upon the types of distress extents/percentages found within a section.

ANNUAL BUDGET PROJECTIONS

The budgeting process was approached with the following in mind; generate two unique work programs for the next three (3) years based upon actual road pavement conditions in order to:

1. Demonstrate how the City’s annual budget performs against the conditions found in 2023
2. Identify the required annual citywide budget to “maintain” at the current 2023 PCI level of 77 after three years

Based on current and future pavement maintenance needs, two annual work programs have been prepared and summarized below. Table 3 demonstrates how the City’s current annual pavement budget (\$1,510,000/yr) reacts to the conditions found through this study. Table 4 demonstrates the required budget that is needed to maintain the citywide weighted average PCI at a level of 77 after three years (each scenario addresses arterial and local streets).

| Plan Year | PCI | R&R / Slurry | Overlay / Recon | PMP Total \$ | Deferred Maint. |
|-----------|------|--------------|-----------------|--------------|-----------------|
| 2023-24 | 78.2 | \$406,500 | \$1,019,600 | \$1,426,100 | \$2,069,900 |
| 2024-25 | 79.8 | \$206,100 | \$700,100 | \$906,200 | \$1,784,600 |
| 2025-26 | 81.1 | \$254,500 | \$650,300 | \$904,800 | \$1,488,100 |
| | | \$867,100 | \$2,370,000 | \$3,237,100 | |

Table 3 – Conditional Results Based Upon City’s Actual Budget

| Plan Year | PCI | R&R / Slurry | Overlay / Recon | PMP Total \$ | Deferred Maint. |
|-----------|------|--------------|-----------------|--------------|-----------------|
| 2023-24 | 76.8 | \$347,600 | \$403,500 | \$751,100 | \$2,825,400 |
| 2024-25 | 76.6 | \$443,300 | \$294,400 | \$737,700 | \$2,869,800 |
| 2025-26 | 77.5 | \$31,400 | \$710,400 | \$741,800 | \$2,495,200 |
| | | \$822,300 | \$1,408,300 | \$2,230,600 | |

Table 4 – Necessary Annual Funding to Maintain PCI at 77

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

All work program budgets generated are presented in terms of current 2023 dollars. All repair activities were based on distresses observed at the time of the field survey. These are planning recommendations and are to be used as “the best case scenario” for improving the City of Sierra Madre street network.



FINDINGS AND RECOMMENDATIONS

Arterials

The actual workload requirements identified indicate that the Arterial street network is currently in “Good” condition. To maintain this condition, it is critical that preventive maintenance and overlay activities are funded at the levels identified in Table 4 to maintain a Good network weighted average PCI value.

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

- The Arterial/Collector network has a weighted PCI of 81.0; this is a 9% decrease from the 2020 findings;
- Currently, 10% of the arterial network (approx. 1.2 miles) qualify for overlay/reconstruction; while 53% requires slurry seal maintenance (6.5 miles);
- Develop a proactive fiscal and planned approach to identify future arterial overlay projects based on the deterioration modeling within MicroPAVER;
- Appropriate the necessary arterial CIP revenues at the levels shown within the Section IV Forecast Maintenance & Rehabilitation Report (FMR) for a minimum of three years to generate the results identified within this report;
- Reassess/re-evaluate the arterial rehabilitation budget program every three years to improve on CIP forecasts for 2023-24 and beyond to ensure the results shown in Table 3;
- Perform pavement inspections on the arterial network every three years in order to proactively track pavement deterioration rates and to improve upon the planning modes shown within this report;
- Currently, there is \$1.0 million of deferred maintenance/rehabilitation on the Arterial/Collector network;
- Demonstrated budget shown in Table 3 is ample improve upon the Arterial weighted PCI of 81.0 after three years, furthermore, the citywide deferred backlog decreases from a level of 2.1 million to \$1.5 million after three years;
 - This is an indication that additional arterial overlay/rehabilitation funding would proactively reduce future revenue burdens for FY 2026 and beyond;
- Bucknam recommends that the City proactively budget pavement maintenance at the levels shown in Table 3 in order to improve upon the conditions found today

Locals

The actual workload requirements identified indicate that the Local street network is currently in “Fair” condition. To maintain this level of condition, it is critical that preventive maintenance and slurry seal activities are funded at the levels identified in Table 4 to sustain a Fair network weighted average PCI value.

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

- The Local network has a weighted PCI of 74.1; this is a 8% increase from the 2020 study;
- Currently, 28% of the Local network (approx. 6.7 miles) qualify for overlay/reconstruction maintenance; while 42% requires slurry seal maintenance (10.3 miles);
- Follow the proactive Local preventive/overlay fiscal plan approach shown in the Section IV reporting;
- Reassess/re-evaluate the Local rehabilitation budget program every three years to improve on budget forecasts for 2023-24 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;
- Currently, there is \$1,876,200 million of deferred maintenance/rehabilitation on the Local network;
- Demonstrated budget shown in Table 3 is ample to improve upon the Local weighted PCI of 74.1 after three years; furthermore, the citywide deferred backlog decreases from a level of \$2.1 million to \$1.5 million after three years;
 - This is an indication that additional Local overlay/rehabilitation funding would proactively reduce future revenue burdens for FY 2026 and beyond;
- Additional overlay/rehabilitation funding should focus on pavement sections within the PCI range of Good to Poor (PCI 21 to 65).

SECTION II

PAVEMENT MANAGEMENT PROGRAM – CAPITAL IMPROVEMENT PROGRAM

Bucknam performed the following services in accordance with the scope of services that was contracted with the City of Sierra Madre. As a quick overview, the following tasks were performed to complete the work over the past several months:

2023 Pavement Management Work Efforts:

- Task 1:** Project Kickoff-Data Management
- Task 2:** Update of Maintenance Activities
- Task 3:** Pavement Condition Survey (approx. 36.4 miles)
- Task 4:** Budgetary Analysis and Capital Improvement Reports
- Task 5:** Executive Summary and Final CIP Reports
- Task 6:** Mapping of the Pavement Network

Pavement Management Update 2023

As a part of the 2023 update of the pavement management program, a major element of work was to complete a comprehensive assessment of the existing street network and PMP data within the City. This included assessing the City's existing 2020 PMP database, GIS centerline, street naming conventions and work history information. From there, Bucknam worked with the City to confirm public and private street listings which set the foundation for accurate CIP reporting. All data was then updated into the City's current MicroPAVER database.

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

Table 5 demonstrates PCI ranges identified 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 (Very Good, Poor, etc.). Furthermore, a weighted PCI was calculated for the each functional class within the network (arterials, locals, alleys).

The PCI is a condition rating that ranges from 100 (a new pavement section or recently overlaid or reconstructed) to 0 for a section that has structurally failed and deteriorated dramatically. Weighted average PCI of a given area/zone equals the pavement section PCI multiplied by its own area then divided by the total square footage of the given area/zone. This information can also be represented through 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 (2023 Sierra Madre = 76.7) |
| 60-74 | Fair |
| 41-59 | Poor |
| 0-40 | Very Poor |

Table 5 - PCI Range

(Additionally, see page 25 for detailed description of PCI ranges)

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

STRATEGY ASSIGNMENT TABLE

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

Strategy Assignment Table

| All Streets | | |
|---|----------------------------------|--------------------|
| PCI Range | Description | Unit Cost |
| 20-100 | Preventative, Stop Gap, Patching | Varies by Activity |
| Varies by Activity | | |
| 60-85 | Type II Slurry (Locals) | \$0.70/SF |
| 60-85 | Type II Slurry (Arterials) | \$0.70/SF |
| Minimal Level of Service (65) | | |
| 40-65 | Cape Seal (Locals) | \$1.45/SF |
| 20-60 | 1.5" Grind / Overlay (Local) | \$2.15/SF |
| 20-60 | 2" ARHM Overlay (Arterial) | \$3.90/SF |
| 0-20 | AC Remove & Replace (Locals) | \$10.50/SF |
| 0-20 | AC Remove & Replace (Arterials) | \$10.50/SF |
| 0-20 | PCC Reconstruction | \$18.25/SF |
| <i>30% Contingency included within All Unit Costs</i> | | |

Table 6 - Strategy Assignment Table

Strategy Assignment Notes

1. Unit costs from the City’s most recent construction bids were used;
2. 30% contingency costs were applied to pavement material costs; additional soft costs that were not included were:
 - a. Curb & gutter improvements
 - b. Utility improvement
 - c. Design, construction management, inspection, testing
 - d. Tree removals
3. Bucknam applied a 5% inflation rate on the annual budget within forecast maintenance and rehabilitation projections (Section IV)

The Strategy Assignments List, shown in Table 6, was developed to identify the most critical segments in each of the work programs (Arterial, Collector and Local). Segment priorities were established by determining the range of PCI's requiring first attention based on the relative value of each segment’s PCI, thus maximizing the annual maintenance budget.



Also, distress quantity, area extent, type (load / climate) and distress severity levels were critical elements in the decision process for recommending maintenance. The assignment table is used as a guide within MicroPAVER to recommend maintenance, however, further assessment by City staff and/or outside parties can override maintenance recommendations. This can be done by reviewing and assessing distress extents and their weighted percentages.

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

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

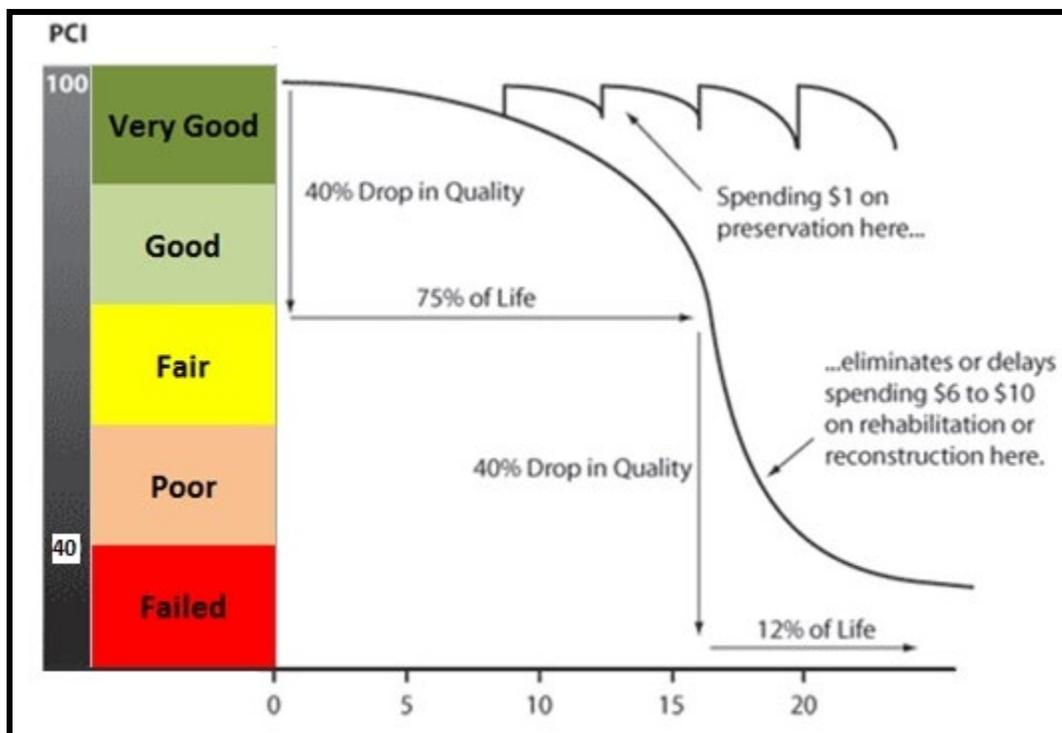


Figure 4 – Sample Pavement Life Cycle / Deterioration Rate

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 Sierra Madre’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 \$3.5 Million/3 yr budget allocation performs against the current citywide conditions. This annual budget allocation is broken down in the following way:

- CIP;
- Proposition C;
- Measure M;
- Measure R;
- RMRA;
- Gas Tax;

MAINTAIN BUDGET – A “maintain” budget was generated for the City to demonstrate the necessary annual funding required to maintain the current weighted PCI level at 77 after three years.

ARTERIAL-COLLECTOR / LOCAL BUDGET PROJECTIONS

The annual projected revenues shown below only account for the cost of pavement maintenance and rehabilitation activities. A 30% contingency was applied to the pavement costs. Additional soft costs not included within the cost of pavement maintenance include:

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

ACTUAL BUDGET PROGRAM (THREE YEAR MODEL)

The first key step in developing a proactive PMP is to model the City’s existing conditions against a projected and/or available budgets. In doing this, PCI performance, deferred maintenance and pavement application uses are able to benchmarked and demonstrated in a positive or negative result. With the City striving to show proactive maintenance across all City pavements and neighborhoods, a budget program was generated to show the greatest return on investment through the application of slurry seal, cape seal, grind & overlay and alternative overlay maintenance. Bucknam utilized the City’s \$3.5 million/3 yr budget to establish a benchmark scenario for pavement funding.

The “Actual Budget” program incorporates pavement sections that have a functional class of Arterial (A, C) and Local (E).

| Plan Year | PCI | R&R / Slurry | Overlay / Recon | PMP Total \$ | Deferred Maint. |
|-----------|------|--------------|-----------------|--------------|-----------------|
| 2023-24 | 78.2 | \$406,500 | \$1,019,600 | \$1,426,100 | \$2,069,900 |
| 2024-25 | 79.8 | \$206,100 | \$700,100 | \$906,200 | \$1,784,600 |
| 2025-26 | 81.1 | \$254,500 | \$650,300 | \$904,800 | \$1,488,100 |
| | | \$867,100 | \$2,370,000 | \$3,237,100 | |

Table 7 – Resulting Conditions Based Upon Actual Budget (FY 2023-2026)

Referring to Table 7, it is noted that the weighted PCI increases proactively through the three-year projection (76.7 to 81.1). If the City utilizes an average annual budget of \$1,080,000/yr for slurry, overlay, and reconstruction maintenance as shown above, the City will be able to “increase” the current conditions and will see a dramatic decrease in the amount of deferred maintenance (mostly overlay rehabilitation). The annual deferred maintenance total decreases from \$2.1 million to \$1.5 million at the end of the three-years. This is a proactive decrease that should be monitored as the City’s performs major rehabilitation over the next several years.

It is key to point out that if the City continues to fund the PMP at these levels for the next seven years future years of PMP management (i.e. 2023/24 through 2030/31) will only require minimal rehabilitation funding. The majority of the work will only require strategic and proactive preventative maintenance. The long-term PCI goal for the City should be to focus on “achieving a weighted PCI of 81” and sustain it at that level (+/- 1 PCI point) over the next ten years.

We recommend that a stronger focus be placed on the Local network improvements due to the fact that the network has a moderately lower weighted PCI than the Arterials (7 point variance). We still recommend consistent maintenance to the Arterial network (i.e. localized patching, cape seal, AC Overlay through the use of awarded Proposition C and Measure R funds) and this is shown within our reporting in Section IV. But again, with the Local network showing a higher degree of negative results, a new focus for rehabilitations and proactive overlays should be considered.



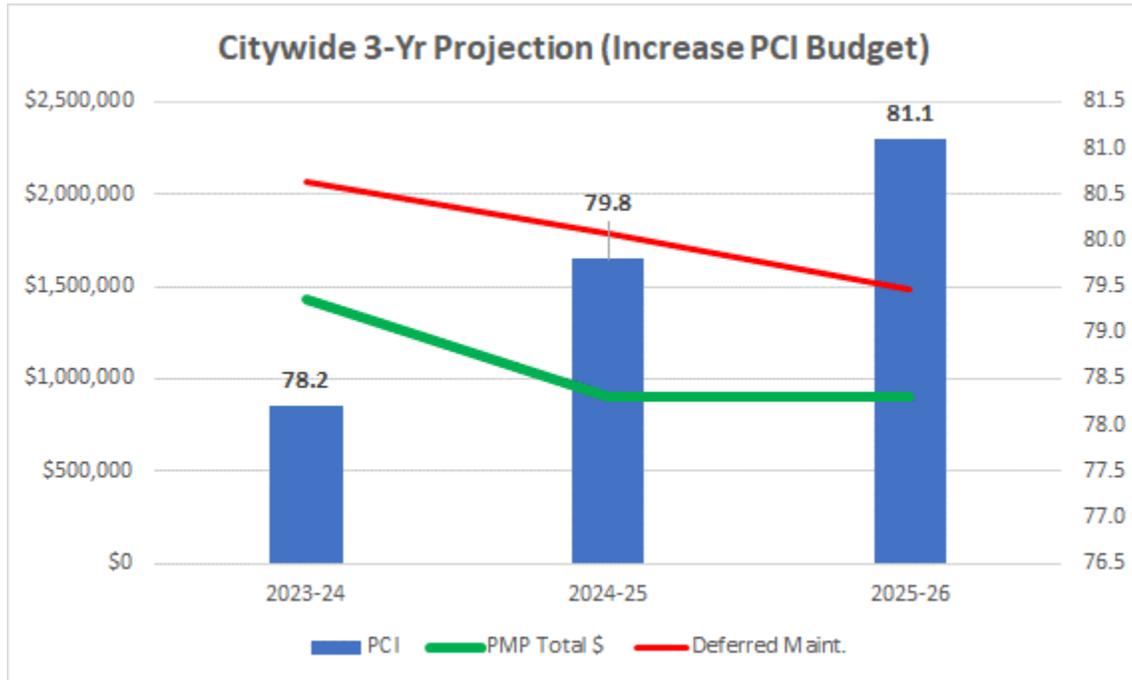


Figure 5 – Resulting Network PCI (Actual Budget)

The resulting “increase of the weighted PCI” shown above for the entire network demonstrates how applying ample/appropriate capital funds to specific areas of the network allows the City’s pavement conditions to appreciate at a rate that is conducive to a successful PMP. Additionally, even with the limited budget, the City should continue to implement localized maintenance (i.e. alternative High Density Mineral Bond (HDMB) applications, deep patching, leveling courses, crack sealing, etc.) prior to any major slurry seal and/or overlay maintenance. By performing stop gap measures to individual pavement sections the overall performance of the sections condition will improve over time and sustain itself longer than if no preventive maintenance was performed.

MAINTAIN PROGRAM (THREE YEAR MODEL)

Utilizing the City’s previous Actual Budget PMP scenario as a benchmark, our goal under this model is to maintain the current 2023 weighted PCI of 76.7 through a three-year program. This model will demonstrate the necessary funding needed each fiscal year to achieve this goal.

The “Maintain” program incorporates pavement sections that have a functional class of Arterial (A, C) and Local (E).

| Plan Year | PCI | R&R / Slurry | Overlay / Recon | PMP Total \$ | Deferred Maint. |
|-----------|------|--------------|-----------------|--------------|-----------------|
| 2023-24 | 76.8 | \$347,600 | \$403,500 | \$751,100 | \$2,825,400 |
| 2024-25 | 76.6 | \$443,300 | \$294,400 | \$737,700 | \$2,869,800 |
| 2025-26 | 77.5 | \$31,400 | \$710,400 | \$741,800 | \$2,495,200 |
| | | \$822,300 | \$1,408,300 | \$2,230,600 | |

Table 8 – Necessary Annual Funding to Maintain PCI at 77

Referring to Table 8, it is noted that the weighted PCI maintains itself through the three-year projection (76.7 to 77.5). However, the annual deferred maintenance total only slightly decreases from \$2.8 million to \$2.5 million at the end of the three-years; moderately higher than the previous budget scenario. If the City utilizes an average annual budget of \$743,500/yr for slurry, overlay, and reconstruction maintenance as shown above, the City will be able to “hold” the current conditions and will continue to see an moderate amount of deferred maintenance by FY 2025-26 (mostly overlay maintenance).

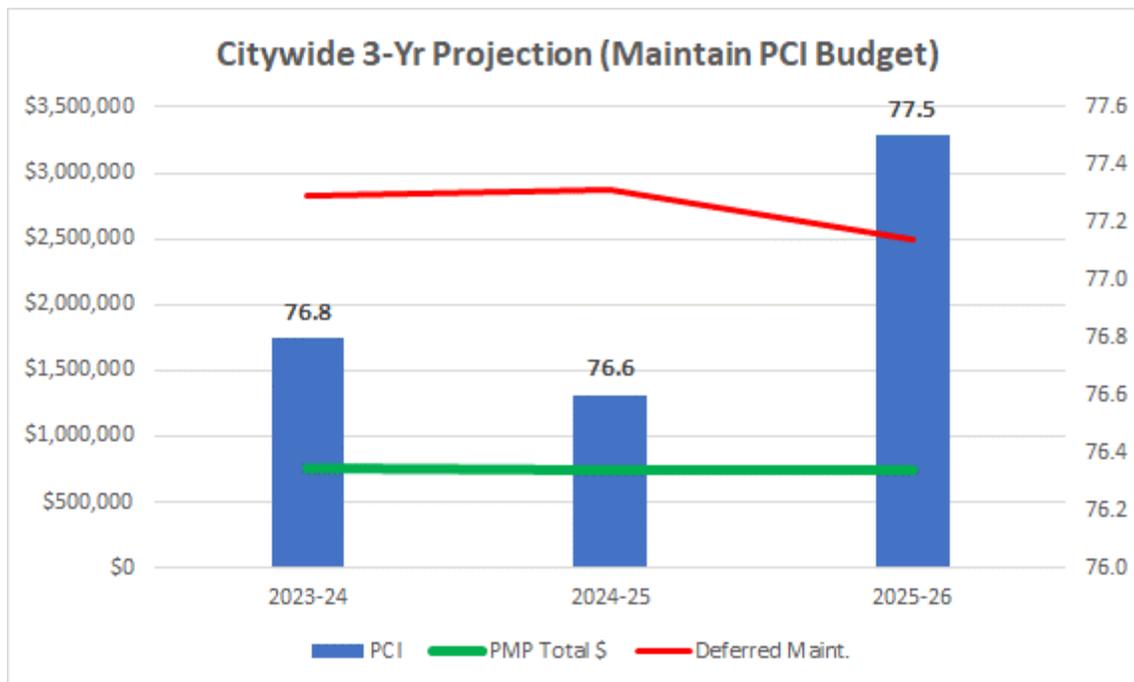


Figure 6 – Resulting Network PCI (Maintain Budget)

Once the City has performed the recommended pavement rehabilitation projects for FY 2023 through 2024; the City should consider establishing a cape seal/slurry maintenance “neighborhood” strategy for several reasons. First, preventive maintenance applications applied five plus (5+) years after rehabilitation, like those mentioned above, will help to sustain high levels of condition while reducing annual expenditures. Secondly, with a citywide maintenance neighborhood methodology established, four beneficial impacts occur:

- 1) Planned / Maintenance areas are addressed through a multi-yr maintenance cycle which creates a dedicated project schedule for City staff and constituent inquiries;
- 2) Deferred overlay rehabilitation can be addressed in a more effective manner due to accrued savings of revenues (reduced construction logistical costs, volume-based costs, etc.)
- 3) A preventive maintenance strategy is more cost-effective in a long-term PMP rather than implementing a maintenance approach that addresses only the “worst-first” streets.
- 4) All maintenance alternatives are available due to the increased funding and focused maintenance per year.

The Local maintenance model that has been developed under the “Maintain” 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 overlay maintenance needs to be the City’s highest priority.

Again, it is recommended that the City continue to monitor the deterioration rates for the applications of Grind & Overlay, Cape Seal and Type II slurry seal to ensure the City is generating the greatest return-on-investment and extend life-cycles; this should be done through frequent inspections and deterioration studies.

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 2006 - 2020, and 2023 inspections), along with the action and repair costs, as presented within the reports are accurate within tolerable limits. This is noteworthy due to the "implied" accuracy of reporting length and width to the nearest foot, surface area to the nearest square foot, and action and repair unit costs and project estimates to the nearest penny and dollar, respectively.

NEXT STEPS

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

This will not only allow work to be scheduled based on the most current condition data available, but will provide City personnel with a means to monitor actual rates of pavement deterioration so appropriate modifications can be made to the system curves. To be compliant with the 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.

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)

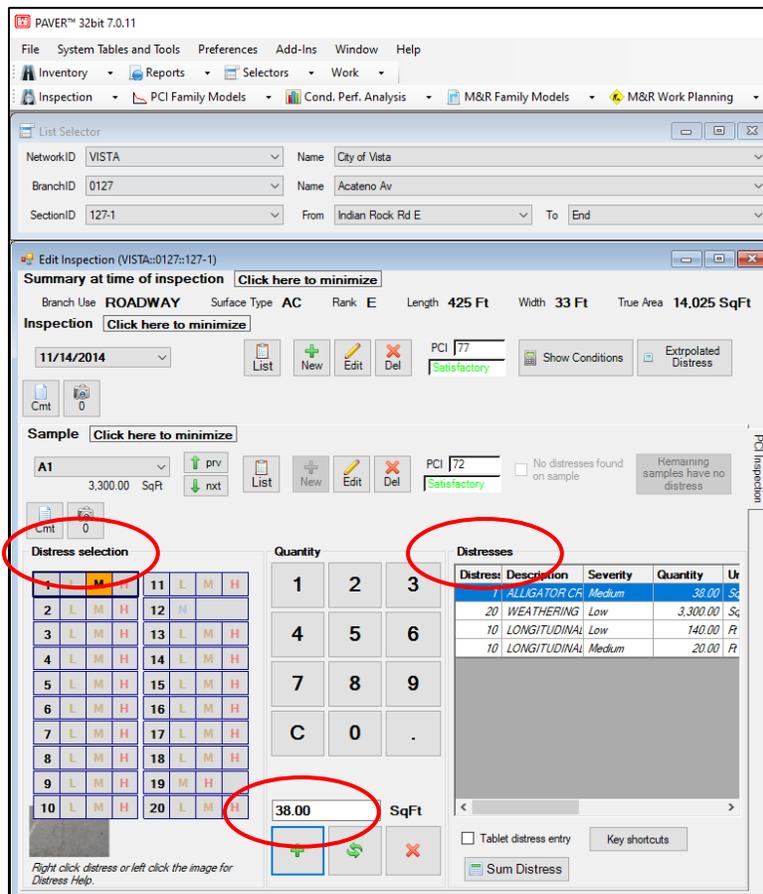


Figure 7 – PCI Calculation Worksheet



CONDITION DISTRIBUTION REPORT

This report graphically 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

| Condition Description | PCI Range | Description |
|------------------------------|------------------|---|
| Very Good | 86-100 | Minor to low distress, no significant distress; Low severity distresses with expectation of utility patches in good condition or slight hairline cracks; minor weathering found |
| Good | 75-85 | Slight to moderately weathered, low to moderate distress severities, utility patching commonly found; moderate distress extents |
| Fair | 60-74 | Severely weathered or moderate levels of distress, generally limited to utility patching and climate related distress |
| Poor | 41-59 | Moderate to high distresses including load related types such as alligator cracking, greater distress extents |
| Very Poor | 0-40 | Severely distresses, large quantities of distortion or alligator cracking; Failure of the pavement, distress has surpassed tolerable rehabilitation limits |

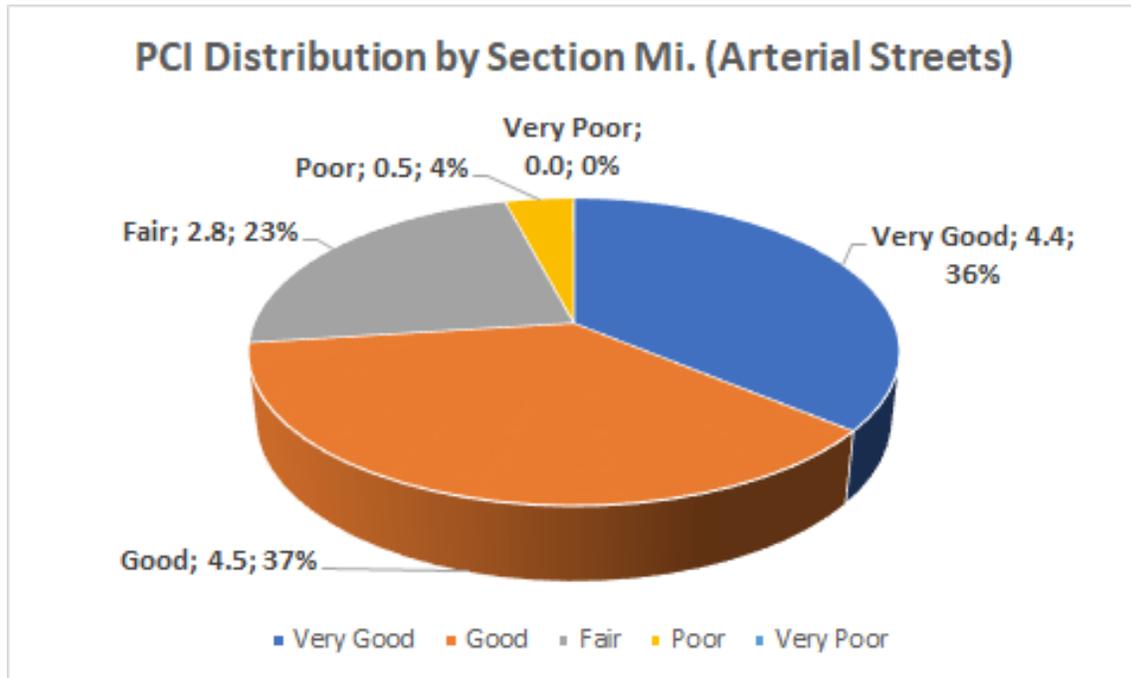


Figure 8 – Arterial Condition Distribution

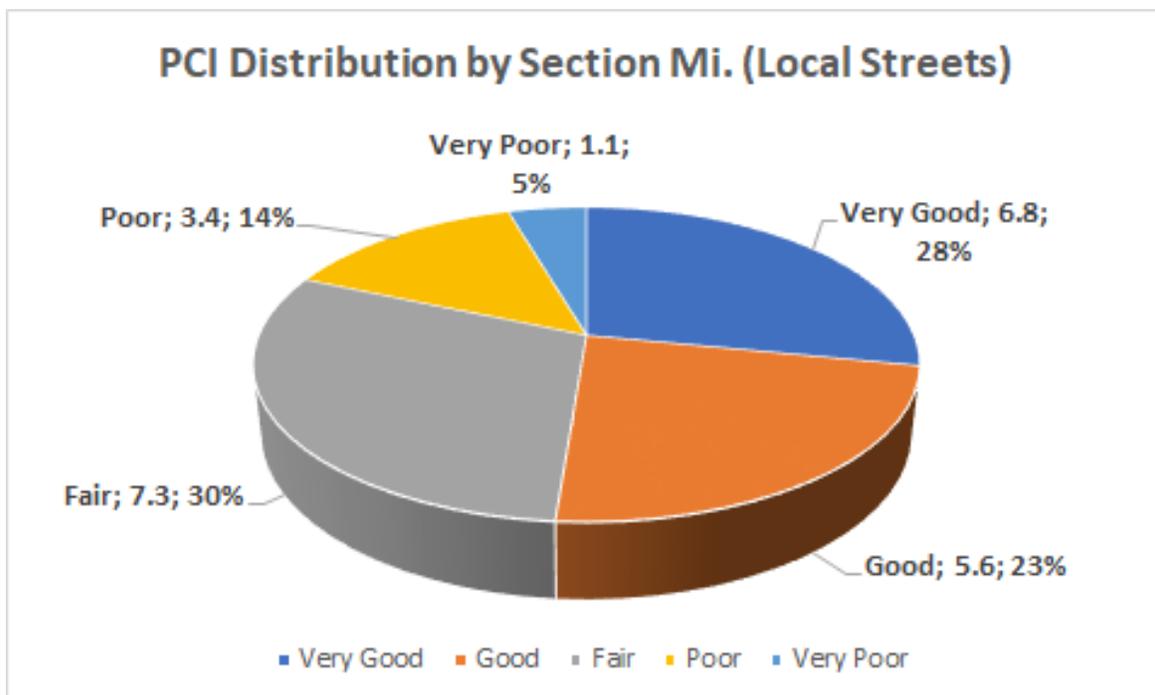


Figure 9 – Local Condition Distribution

SAMPLE DISTRESS PHOTOS – RECOMMENDED TREATMENT (FIGURE 10)

Bucknam Infrastructure Group



ASPHALT CONCRETE (AC)

1. Alligator Cracking



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

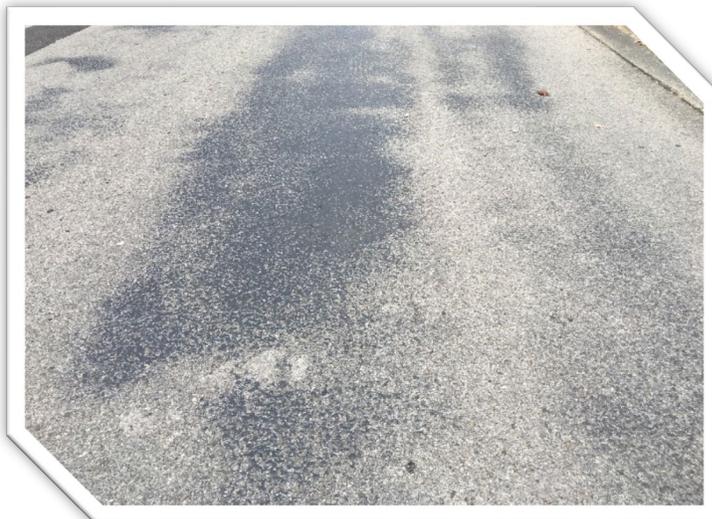
Low Severity: Thin parallel longitudinal cracks that may come together at certain points, but full alligator pattern is not present yet.

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

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

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

2. Bleeding



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

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

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



3. Block Cracking



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

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

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

High Severity: Cracking is over 3 inches.

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

4. Bumps and Sags



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

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

Typical Recommendation: R&R - Patching

5. Corrugation



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

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

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

6. Depression



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

Low Severity: depth of ½ to 1 inch.

Medium Severity: depth of 1 to 2 Inches.

High Severity: depth greater than 2 inches.

Typical Recommendation: R&R - Patching

7. Edge Cracking



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

Low Severity: Low or Medium cracking with no breakup.

Medium Severity: Medium cracking with some breakup.

High Severity: Considerable breakup of pavement.

Typical Recommendation: R&R - Patching

8. Joint Reflective Cracking



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

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

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

High Severity: Cracking is over 3 inches.

Typical Recommendation: R&R - Overlay

9. Lane / Shoulder Drop-off



Elevation change between pavement and shoulder.

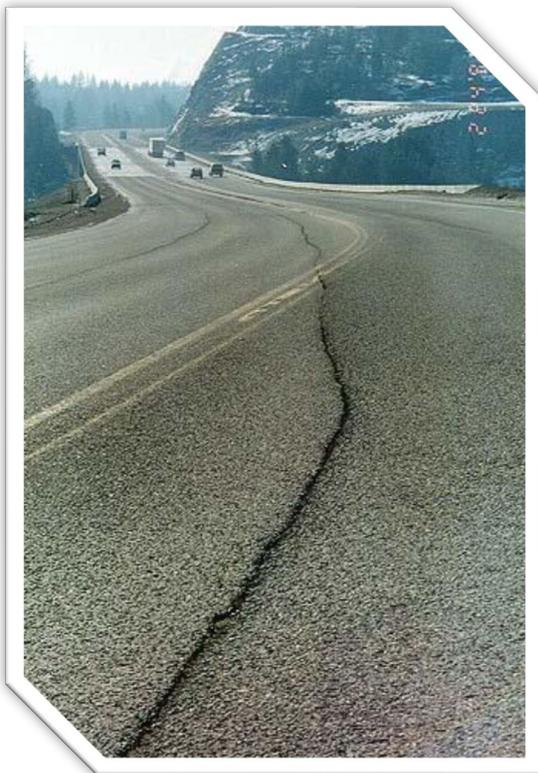
Low Severity: Difference in elevation is between 1 and 2 inches.

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

High Severity: Difference in elevation is over 4 inches.

Typical Recommendation: R&R – Patching or edge grinding

10. Linear & Transverse Cracking



Cracks that are generally either parallel or perpendicular to traffic.

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

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

High Severity: Cracking is over 3 inches.

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

11. Patching

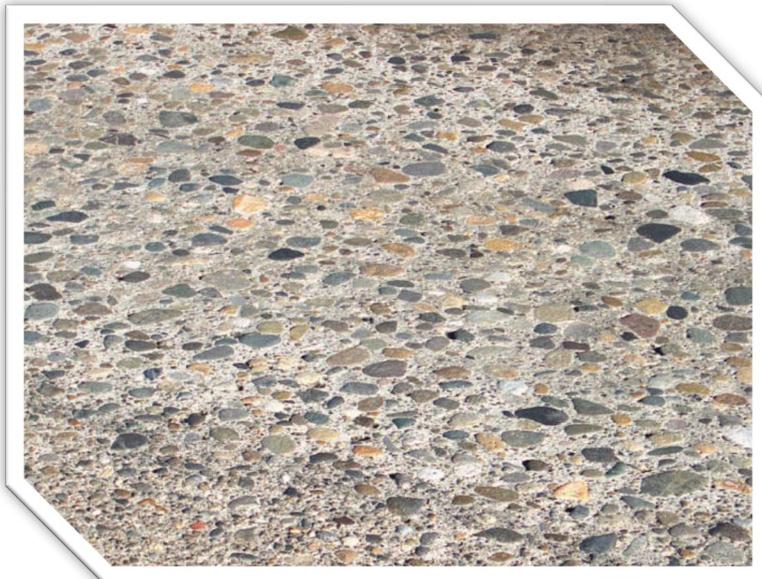


Area of pavement that has been replaced.

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

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

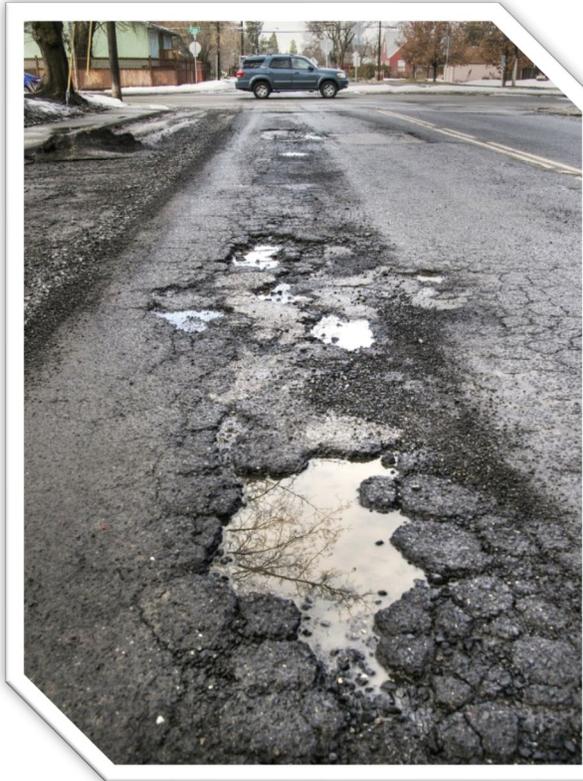
12. Polished Aggregate



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

There are no Severity Levels for this distress.

13. Pothole



Severity Measured using the following Matrix.

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

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

14. RR Crossing



Pavement distresses caused by railroad crossings.

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

Typical Recommendation: R&R - Patching

15. Rutting



Linear depressions along wheel paths caused by traffic.

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

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

High Severity: is greater than 1 inch.

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

16. Shoving



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

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

Typical Recommendation: R&R - Patching

17. Slippage Cracking



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

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

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

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

Typical Recommendation: R&R
- Patching

18. Swell

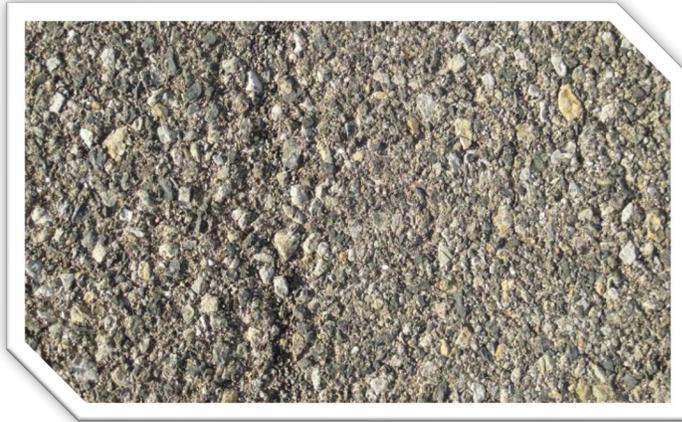


Upward Bulges creating “wave-like” patterns.

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

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

19. Weathering



The wearing away of the asphalt binder.

Low Severity: Aggregate is starting to be exposed.

Medium Severity: Aggregate is exposed up to $\frac{1}{4}$ of its width.

High Severity: Aggregate is exposed to greater than $\frac{1}{4}$ of its width.

Typical Recommendation: naturally occurring, slurry seal

20. Raveling



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

Medium Severity: Considerable loss of aggregate.

High Severity: Almost complete removal of coarse aggregate.

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

PORTLAND CEMENT CONCRETE (PCC)

1. Blowup



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

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

2. Corner Break



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

Low Severity: Crack is less than ½ inches wide.

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

High Severity: Crack is wider than 2 inches.

3. Divided Slab



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

Severity is determined by the following matrix.

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

4. Durability Cracking



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

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

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

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

5. Faulting



Elevation Difference between slabs.

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

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

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

6. Joint Seal Damage



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

Low Severity: Joint sealant has only minor damage.

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

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

7. Lane / Shoulder Drop-Off



The Elevation difference between pavement and shoulder.

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

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

High Severity: Elevation difference is greater than 4 inches.

8. Linear Cracking



Cracks that divide slab into two or three pieces.

Low Severity: Crack is less than ½ inch wide.

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

High Severity: Crack is wider than 2 inches.

9. Large Patch



Patch that is larger than 5.5 sq ft.

Low Severity: Patch has little or no deterioration.

Medium Severity: Patch is moderately deteriorated.

High Severity: Patch is badly deteriorated.

10. Small Patch



Patch that is smaller than 5.5 sq ft.

Low Severity: Patch has little or no deterioration.

Medium Severity: Patch is moderately deteriorated.

High Severity: Patch is badly deteriorated.

11. Polished Aggregate



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

There are no Severity Levels for this distress.

12. Popouts



Small piece of pavement that breaks loose from surface.

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

13. Pumping



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

There are no Severity Levels for this distress.

14. Punchout



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

Severity is determined by the following matrix.

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

15. Railroad Crossing



Pavement distresses caused by railroad crossings.

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

16. Map Cracking, Scaling



Map cracking refers to a network of shallow, fine cracks. This can lead to breakdown of slab surface (Scaling).

Low Severity: Map cracking exists over most of slab area, but there is only minor scaling present.

Medium Severity: Slab is scaled to less than 15 percent of the area.

High Severity: Slab is scaled to over 15% of its area.

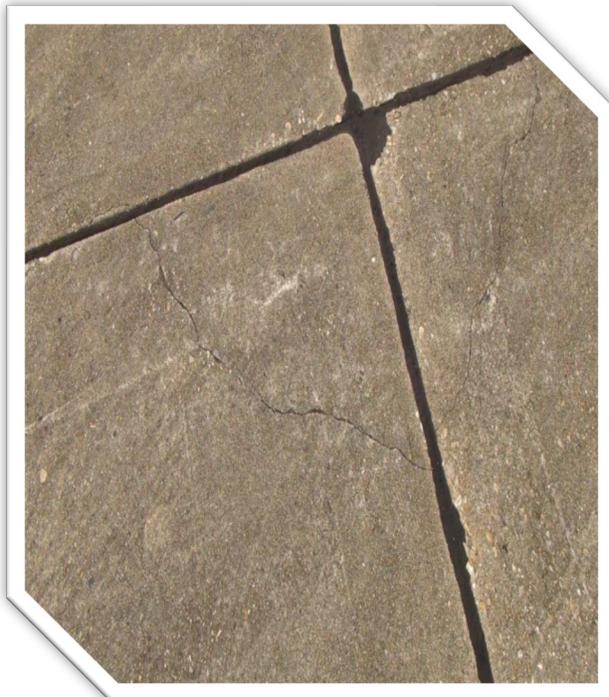
17. Shrinkage Cracking



Short hairline cracks formed during setting of concrete.

There are no Severity Levels for this distress.

18. Corner Spall



Breakdown of slab at corner. Crack angles toward joint as opposed to straight down.

Severity is determined by the following matrix.

| Depth Of Spall | Dimensions Of Sides Of Spall | |
|----------------------------------|--|---------------------------------|
| | 5 x 5 in. to 12 x 12 in. (130 x 130 mm to 300 x 300 mm) | > 12 x 12 in. (300 x 300 mm) |
| < 1 in. (25 mm) | L | L |
| > 1 to 2 in. (25 mm to 50 mm) | L | M |
| > 2 in. (50 mm) | M | H |

19. Joint Spall



Breakdown of slab at a joint. Crack angles toward joint as opposed to straight down.

Severity is determined by the following matrix.

| Spall Pieces | Width of Spall | Length of Spall | |
|---|------------------|-------------------|-------------------|
| | | ≤ 2 ft (0.6 m) | > 2 ft (0.6 m) |
| Tight: Cannot be easily removed (maybe a few pieces missing) | ≤ 4 in. (102 mm) | L | L |
| | > 4 in. | L | L |
| Loose: Can be removed and some pieces are missing; if most or all pieces are missing, spall is shallow, less than 25 mm (1 in.) | ≤ 4 in. | L | M |
| | > 4 in. | L | M |
| Missing: Most or all pieces have been removed | ≤ 4 in. | L | M |
| | > 4 in. | M | H |

SECTION III
CITYWIDE
PAVEMENT CONDITION INDEX (PCI) REPORT

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



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:

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

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

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

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

| <u>CODE</u> | <u>DESCRIPTION</u> |
|-------------|-----------------------|
| A | Primary Arterial |
| C | Collector / Secondary |
| E | Local |

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

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

LANES – Total lane count along the given section.



LENGTH - The length of the section within each section.

WIDTH – The width of the section within each section (edge of pavement to edge of pavement).

AREA - The true area of each section within a branch.

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

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

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

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

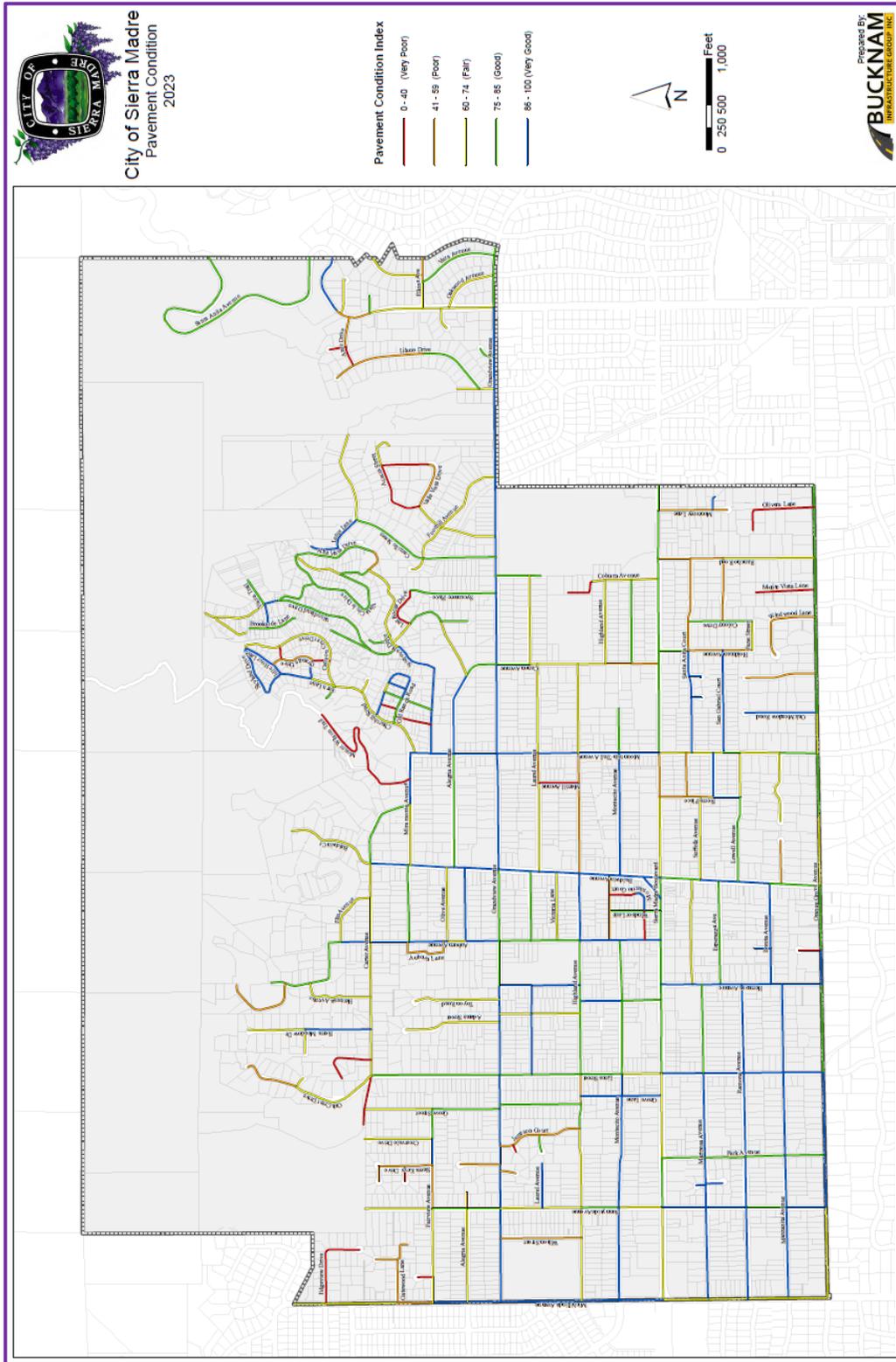


Figure 11 – 2023 Sierra Madre PCI Map

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

Sorted by Rank, Name Order (A-Z)

| Sec ID | Name | From | To | Rank | Type | Lanes | L | W | Area | Insp. Date | PCI | PCI Pct Climate | PCI Pct Load | PCI Pct Other | Work Type | Work Date |
|-------------------------------|------------------|--------------------|--------------------|------|------|-------|-------|----|--------|------------|-----|-----------------|--------------|---------------|---|-----------|
| Arterials / Collectors | | | | | | | | | | | | | | | | |
| 019 | Auburn Avenue | Hermosa Ave | North End | C | AC | 2 | 445 | 24 | 10,680 | 5/25/23 | 82 | 100 | 0 | 0 | Complete Reconstruction - AC | 11/1/13 |
| 020 | Auburn Avenue | Hermosa Ave | Elm Ave | C | AC | 2 | 710 | 20 | 14,200 | 5/25/23 | 82 | 98 | 0 | 2 | Complete Reconstruction - AC | 11/1/13 |
| 021 | Auburn Avenue | Elm Ave | Carter Ave | C | AAC | 2 | 450 | 19 | 9,800 | 5/25/23 | 87 | 92 | 0 | 8 | Overlay - AC Structural | 10/1/01 |
| 022 | Auburn Avenue | Carter Ave | Miramonte Ave | C | AAC | 2 | 410 | 26 | 10,660 | 5/25/23 | 87 | 72 | 0 | 28 | Overlay - AC Structural | 10/1/01 |
| 023 | Auburn Avenue | Miramonte Ave | Olive Ave | C | AAC | 2 | 410 | 26 | 10,660 | 5/25/23 | 91 | 100 | 0 | 0 | Overlay - AC Structural | 10/1/01 |
| 024 | Auburn Avenue | Olive Ave | Alegria Ave | C | AC | 2 | 190 | 26 | 4,940 | 5/25/23 | 68 | 44 | 56 | 0 | New Construction - Initial | 1/1/80 |
| 025 | Auburn Avenue | Alegria Ave | Grandview Ave | C | AC | 2 | 330 | 26 | 8,800 | 5/25/23 | 98 | 100 | 0 | 0 | Complete Reconstruction - AC | 6/1/18 |
| 026 | Auburn Avenue | Grandview Ave | Laurel Ave | C | AAC | 2 | 310 | 37 | 11,470 | 5/25/23 | 79 | 86 | 14 | 0 | Surface Treatment - Slurry Seal | 2/1/20 |
| 027 | Auburn Avenue | Laurel Ave | Highland Ave | C | AAC | 2 | 520 | 37 | 19,240 | 5/25/23 | 80 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/1/20 |
| 028 | Auburn Avenue | Highland Ave | Montecito Ave | C | AAC | 2 | 430 | 36 | 15,480 | 5/25/23 | 87 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/1/20 |
| 029 | Auburn Avenue | Montecito Ave | Sierra Madre Blvd | C | AAC | 2 | 527 | 36 | 18,972 | 5/25/23 | 87 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/1/20 |
| 032 | Baldwin Avenue | Carter Ave | Miramonte Ave | B | AC | 2 | 400 | 37 | 14,800 | 5/31/23 | 89 | 40 | 21 | 39 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 033 | Baldwin Avenue | Miramonte Ave | Alegria Ave | B | AC | 2 | 475 | 37 | 17,575 | 5/31/23 | 89 | 67 | 24 | 9 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 034 | Baldwin Avenue | Alegria Ave | Grandview Ave | B | AC | 2 | 460 | 46 | 21,160 | 5/31/23 | 86 | 100 | 0 | 0 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 035 | Baldwin Avenue | Grandview Ave | Laurel Ave | B | AC | 2 | 430 | 52 | 22,360 | 5/31/23 | 86 | 80 | 20 | 0 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 036 | Baldwin Avenue | Laurel Ave | Highland Ave | B | AC | 2 | 430 | 52 | 22,360 | 5/31/23 | 86 | 79 | 21 | 0 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 037 | Baldwin Avenue | Highland Ave | Montecito Ave | B | AC | 2 | 450 | 52 | 23,000 | 5/31/23 | 88 | 98 | 2 | 0 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 038 | Baldwin Avenue | Montecito Ave | Sierra Madre Blvd | B | AC | 2 | 540 | 52 | 26,250 | 5/31/23 | 86 | 76 | 20 | 4 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 039 | Baldwin Avenue | Sierra Madre Blvd | Suffolk Ave | B | AC | 2 | 400 | 51 | 19,600 | 5/31/23 | 78 | 44 | 53 | 3 | Surface Treatment - Slurry Seal | 10/1/02 |
| 040 | Baldwin Avenue | Suffolk Ave | Lowell Ave | B | AC | 2 | 400 | 52 | 20,800 | 5/31/23 | 86 | 53 | 40 | 7 | Surface Treatment - Slurry Seal | 10/1/02 |
| 041 | Baldwin Avenue | Lowell Ave | Bonita Ave | B | AC | 2 | 420 | 51 | 21,420 | 5/31/23 | 87 | 69 | 21 | 10 | Surface Treatment - Slurry Seal | 10/1/02 |
| 042 | Baldwin Avenue | Orange Grove Ave | Bonita Ave | B | AC | 2 | 400 | 51 | 20,400 | 5/31/23 | 85 | 47 | 47 | 6 | Surface Treatment - Slurry Seal | 10/1/02 |
| 101 | Grandview Avenue | East City Limits | Oakwood Ave | B | AAC | 2 | 330 | 34 | 11,220 | 5/25/23 | 80 | 78 | 0 | 22 | Overlay - AC Structural | 10/1/01 |
| 102 | Grandview Avenue | Oakwood Ave | Santa Anita Ave | B | AAC | 2 | 360 | 34 | 12,240 | 5/25/23 | 82 | 100 | 0 | 0 | Overlay - AC Structural | 10/1/01 |
| 103 | Grandview Avenue | Santa Anita Ave | Liliano Pl | B | AAC | 2 | 530 | 31 | 15,635 | 5/25/23 | 100 | 100 | 0 | 0 | Overlay - AC Structural | 10/31/22 |
| 104 | Grandview Avenue | Liliano Pl | Stonehouse Rd N | B | AAC | 2 | 350 | 28 | 9,800 | 5/25/23 | 100 | 34 | 43 | 23 | Overlay - AC Structural | 10/31/22 |
| 105 | Grandview Avenue | Stonehouse Rd N | Foothill Ave | B | AAC | 2 | 950 | 36 | 34,200 | 5/25/23 | 100 | 100 | 0 | 0 | Overlay - AC Structural | 10/31/22 |
| 106 | Grandview Avenue | Foothill Ave | Acacia St | B | AAC | 2 | 650 | 37 | 22,682 | 5/25/23 | 100 | 50 | 50 | 0 | Overlay - AC Structural | 10/31/22 |
| 107 | Grandview Avenue | Acacia St | Camillo St N | B | AAC | 2 | 240 | 37 | 8,880 | 5/25/23 | 99 | 100 | 0 | 0 | Overlay - AC Structural | 10/31/22 |
| 108 | Grandview Avenue | Camillo St N | Sycamore Pl | B | AAC | 2 | 380 | 37 | 13,061 | 5/25/23 | 99 | 0 | 0 | 100 | Overlay - AC Structural | 10/31/22 |
| 109 | Grandview Avenue | Sycamore Pl | Canon Ave N | B | AAC | 2 | 800 | 35 | 28,000 | 5/25/23 | 100 | 39 | 56 | 5 | Overlay - AC Structural | 10/31/22 |
| 110 | Grandview Avenue | Canon Ave N | Mountain Trail Ave | B | AAC | 2 | 960 | 35 | 33,600 | 5/25/23 | 94 | 6 | 94 | 0 | Overlay - AC Structural | 2/1/20 |
| 111 | Grandview Avenue | Mountain Trail Ave | Baldwin Ave | B | AAC | 2 | 1,260 | 36 | 44,928 | 5/25/23 | 99 | 100 | 0 | 0 | Overlay - AC Structural | 2/1/20 |
| 112 | Grandview Avenue | Baldwin Ave | Auburn Ave | B | AC | 2 | 785 | 32 | 24,928 | 5/25/23 | 80 | 49 | 45 | 6 | Cape Seal | 6/1/18 |
| 113 | Grandview Avenue | Auburn Ave | Hermosa Ave | B | AC | 2 | 480 | 32 | 15,360 | 5/25/23 | 84 | 68 | 32 | 0 | Cape Seal | 6/1/18 |
| 114 | Grandview Avenue | Hermosa Ave | Adams St | B | AC | 2 | 400 | 32 | 12,800 | 5/25/23 | 96 | 78 | 0 | 22 | Overlay-Rubber Hot Mix | 7/1/17 |
| 115 | Grandview Avenue | Adams St | Lima St | B | AC | 2 | 565 | 32 | 18,080 | 5/25/23 | 93 | 40 | 0 | 60 | Overlay-Rubber Hot Mix | 7/1/17 |
| 116 | Grandview Avenue | Lima St | Grove St | B | AC | 2 | 375 | 32 | 12,000 | 5/25/23 | 95 | 48 | 0 | 52 | Overlay-Rubber Hot Mix | 7/1/17 |
| 117 | Grandview Avenue | Grove St | Jameson Ct | B | AC | 2 | 400 | 32 | 12,800 | 5/25/23 | 94 | 29 | 0 | 71 | Overlay-Rubber Hot Mix | 7/1/17 |
| 118 | Grandview Avenue | Jameson Ct | Sierra Woods Dr | B | AC | 2 | 220 | 32 | 7,040 | 5/25/23 | 97 | 67 | 0 | 33 | Overlay-Rubber Hot Mix | 7/1/17 |
| 119 | Grandview Avenue | Sierra Woods Dr | Sunnyside Ave | B | AC | 2 | 390 | 32 | 12,480 | 5/25/23 | 94 | 30 | 0 | 70 | Overlay-Rubber Hot Mix | 7/1/17 |
| 120 | Grandview Avenue | Sunnyside Ave | Wilson St | B | AC | 2 | 330 | 32 | 10,560 | 5/25/23 | 92 | 20 | 0 | 80 | Overlay-Rubber Hot Mix | 7/1/17 |
| 121 | Grandview Avenue | Wilson St | Michillinda Ave | B | AC | 2 | 640 | 32 | 20,480 | 5/25/23 | 96 | 100 | 0 | 0 | Overlay-Rubber Hot Mix | 7/1/17 |
| 124 | Grove Street | Carter Ave W | Fairview Ave | B | AAC | 2 | 750 | 25 | 18,750 | 5/26/23 | 68 | 59 | 0 | 41 | Overlay - AC Structural | 10/1/04 |
| 125 | Grove Street | Fairview Ave | Grandview Ave | B | AAC | 2 | 763 | 25 | 19,075 | 5/26/23 | 84 | 33 | 21 | 46 | Surface Reconstruction - AC | 10/1/03 |
| 136 | Highland Avenue | Coburn Ave | Canon Ave | C | AC | 2 | 870 | 28 | 24,000 | 5/25/23 | 61 | 60 | 36 | 4 | Surface Treatment - Slurry Seal | 10/1/03 |
| 137 | Highland Avenue | Canon Ave | Mountain Trail Ave | C | AC | 2 | 875 | 34 | 29,750 | 5/26/23 | 63 | 55 | 24 | 21 | New Construction - Initial | 1/1/80 |
| 138 | Highland Avenue | Mountain Trail Ave | Merrill Ave | C | AC | 2 | 302 | 40 | 12,080 | 5/26/23 | 55 | 55 | 30 | 15 | New Construction - Initial | 1/1/80 |
| 139 | Highland Avenue | Merrill Ave | Baldwin Ave | C | AC | 2 | 940 | 40 | 36,500 | 5/26/23 | 58 | 64 | 31 | 5 | New Construction - Initial | 1/1/80 |
| 140 | Highland Avenue | Baldwin Ave | Auburn Ave | C | AC | 2 | 650 | 34 | 21,964 | 5/26/23 | 100 | 71 | 10 | 19 | Complete Reconstruction - AC | 2/1/20 |
| 141 | Highland Avenue | Auburn Ave | Hermosa Ave | C | AC | 2 | 615 | 34 | 20,910 | 5/26/23 | 78 | 68 | 25 | 7 | Cape Seal | 6/1/18 |
| 142 | Highland Avenue | Hermosa Ave | Lima St | C | AAC | 2 | 938 | 34 | 27,098 | 5/26/23 | 80 | 57 | 21 | 22 | Cape Seal | 6/1/18 |
| 143 | Highland Avenue | Lima St | Grove St | C | AAC | 2 | 330 | 35 | 11,550 | 5/26/23 | 56 | 55 | 40 | 5 | Overlay - AC Structural | 10/1/02 |
| 144 | Highland Avenue | Grove St | Jameson Ct | C | AAC | 2 | 300 | 35 | 10,500 | 5/26/23 | 83 | 54 | 46 | 0 | Overlay - AC Structural | 10/1/02 |
| 145 | Highland Avenue | Jameson Ct | Sunnyside Ave | C | AAC | 2 | 830 | 35 | 29,050 | 5/26/23 | 68 | 69 | 16 | 15 | Overlay - AC Structural | 10/1/02 |
| 146 | Highland Avenue | Sunnyside Ave | Wilson St | C | AAC | 2 | 355 | 35 | 12,425 | 5/26/23 | 72 | 74 | 25 | 1 | Overlay - AC Structural | 10/1/02 |
| 147 | Highland Avenue | Wilson St | Michillinda Ave | C | AAC | 2 | 640 | 35 | 22,260 | 5/26/23 | 66 | 48 | 19 | 33 | Overlay - AC Structural | 10/1/02 |

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

Sorted by Rank, Name Order (A-Z)

| | | | | | | | | | | | | | | | | |
|-----|------------------------|--------------------|--------------------|---|-----|---|-------------|----|------------------|---------|----|-----|----|----|---------------------------------|---------|
| 170 | Lima Street | Carter Ave | Grandview Ave | C | AAC | 2 | 1,340 | 33 | 44,220 | 5/25/23 | 76 | 48 | 21 | 31 | Overlay - AC Structural | 10/1/01 |
| 172 | Lima Street | Grandview Ave | Laurel Ave | C | AAC | 2 | 320 | 36 | 11,520 | 5/25/23 | 75 | 57 | 41 | 2 | Overlay - AC Structural | 10/1/01 |
| 173 | Lima Street | Laurel Ave | Highland Ave | C | AAC | 2 | 475 | 36 | 17,100 | 5/25/23 | 84 | 61 | 0 | 39 | Overlay - AC Structural | 10/1/01 |
| 174 | Lima Street | Highland Ave | Montecito Ave | C | AAC | 2 | 400 | 36 | 14,400 | 5/25/23 | 75 | 39 | 42 | 19 | Overlay - AC Structural | 10/1/01 |
| 175 | Lima Street | Montecito Ave | Sierra Madre Blvd | C | AAC | 2 | 380 | 36 | 13,680 | 5/25/23 | 69 | 41 | 57 | 2 | Overlay - AC Structural | 10/1/01 |
| 176 | Lima Street | Sierra Madre Blvd | Mariposa Ave | C | AAC | 2 | 410 | 36 | 14,760 | 5/25/23 | 91 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 177 | Lima Street | Mariposa Ave | Ramona Ave | C | AAC | 2 | 440 | 36 | 15,840 | 5/25/23 | 91 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 178 | Lima Street | Ramona Ave | Manzanita Ave | C | AAC | 2 | 440 | 36 | 15,840 | 5/25/23 | 92 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 179 | Lima Street | Manzanita Ave | Orange Grove Ave | C | AAC | 2 | 390 | 36 | 14,040 | 5/25/23 | 93 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 195 | Michillinda Avenue | North City Limits | Edgeview Dr | B | AAC | 2 | 350 | 23 | 8,050 | 6/1/23 | 65 | 87 | 13 | 0 | Overlay - AC Structural | 10/1/02 |
| 196 | Michillinda Avenue | Edgeview Dr | Gatewood Ln | B | AAC | 2 | 800 | 23 | 18,400 | 6/1/23 | 63 | 74 | 0 | 26 | Overlay - AC Structural | 10/1/02 |
| 197 | Michillinda Avenue | Gatewood Ln | Fairview Ave | B | AAC | 2 | 360 | 23 | 8,280 | 6/1/23 | 56 | 57 | 14 | 29 | Overlay - AC Structural | 10/1/02 |
| 198 | Michillinda Avenue | Fairview Ave | Alegria Ave | B | AAC | 2 | 360 | 23 | 8,280 | 6/1/23 | 95 | 26 | 0 | 74 | Overlay-Rubber Hot Mix | 6/1/18 |
| 199 | Michillinda Avenue | Alegria Ave | Grandview Ave W | B | AAC | 2 | 360 | 23 | 8,280 | 6/1/23 | 96 | 28 | 0 | 72 | Overlay-Rubber Hot Mix | 6/1/18 |
| 200 | Michillinda Avenue | Grandview Ave | Highland Ave | B | AAC | 2 | 870 | 23 | 20,010 | 6/1/23 | 93 | 16 | 84 | 0 | Overlay-Rubber Hot Mix | 6/1/18 |
| 201 | Michillinda Avenue | Highland Ave | Montecito Ave | B | AAC | 2 | 390 | 23 | 8,970 | 6/1/23 | 99 | 100 | 0 | 0 | Overlay-Rubber Hot Mix | 6/1/18 |
| 202 | Michillinda Avenue | Montecito Ave | Sierra Madre Blvd | B | AAC | 2 | 590 | 23 | 13,570 | 6/1/23 | 99 | 100 | 0 | 0 | Overlay-Rubber Hot Mix | 6/1/18 |
| 203 | Michillinda Avenue | Sierra Madre Blvd | Mariposa Ave | B | AC | 2 | 500 | 23 | 11,500 | 6/1/23 | 70 | 31 | 9 | 60 | New Construction - Initial | 1/1/80 |
| 204 | Michillinda Avenue | Mariposa Ave | Ramona Ave | B | AC | 2 | 430 | 23 | 9,890 | 6/1/23 | 69 | 31 | 19 | 50 | New Construction - Initial | 1/1/80 |
| 205 | Michillinda Avenue | Ramona Ave | Manzanita Ave | B | AC | 2 | 430 | 23 | 9,890 | 6/1/23 | 72 | 39 | 0 | 61 | New Construction - Initial | 1/1/80 |
| 206 | Michillinda Avenue | Manzanita Ave | Orange Grove Ave | B | AC | 2 | 450 | 23 | 10,350 | 6/1/23 | 72 | 39 | 0 | 61 | New Construction - Initial | 1/1/80 |
| 250 | Orange Grove Avenue | Easy City Limits | Rancho Rd | B | AC | 2 | 790 | 30 | 23,700 | 5/24/23 | 76 | 45 | 53 | 2 | New Construction - Initial | 1/1/80 |
| 251 | Orange Grove Avenue | Rancho Rd | Windwood Ln | B | AC | 2 | 700 | 28 | 20,150 | 6/1/23 | 79 | 100 | 0 | 0 | New Construction - Initial | 1/1/80 |
| 252 | Orange Grove Avenue | Windwood Ln | Canon Ave | B | AC | 2 | 580 | 28 | 15,990 | 6/1/23 | 84 | 92 | 0 | 8 | New Construction - Initial | 1/1/80 |
| 253 | Orange Grove Avenue | Canon Ave | Oak Meadow Rd | B | AC | 2 | 430 | 28 | 11,915 | 6/1/23 | 77 | 98 | 0 | 2 | New Construction - Initial | 1/1/80 |
| 254 | Orange Grove Avenue | Oak Meadow Rd | Mountain Trail Ave | B | AC | 2 | 450 | 28 | 12,600 | 6/1/23 | 70 | 85 | 15 | 0 | New Construction - Initial | 1/1/80 |
| 255 | Orange Grove Avenue | Mountain Trail Ave | Private Street | B | AC | 2 | 690 | 28 | 19,320 | 6/1/23 | 81 | 81 | 19 | 0 | New Construction - Initial | 1/1/80 |
| 256 | Orange Grove Avenue | Private Street | Baldwin Ave | B | AC | 2 | 750 | 28 | 21,500 | 6/1/23 | 71 | 77 | 22 | 1 | New Construction - Initial | 1/1/80 |
| 257 | Orange Grove Avenue | Baldwin Ave | Old Oak Ln | B | AC | 2 | 700 | 28 | 19,600 | 6/1/23 | 78 | 50 | 28 | 22 | New Construction - Initial | 1/1/80 |
| 258 | Orange Grove Avenue | Old Oak Ln | Hermosa Ave | B | AC | 2 | 380 | 28 | 10,640 | 6/1/23 | 86 | 84 | 0 | 16 | New Construction - Initial | 1/1/80 |
| 259 | Orange Grove Avenue | Hermosa Ave | Lima St | B | AC | 2 | 960 | 28 | 26,955 | 6/1/23 | 75 | 66 | 32 | 2 | New Construction - Initial | 1/1/80 |
| 260 | Orange Grove Avenue | Lima St | Park Ave | B | AC | 2 | 910 | 28 | 25,480 | 6/1/23 | 86 | 97 | 0 | 3 | New Construction - Initial | 1/1/80 |
| 261 | Orange Grove Avenue | Park Ave | Sunnyside Ave | B | AC | 2 | 565 | 28 | 15,820 | 6/1/23 | 89 | 97 | 0 | 3 | New Construction - Initial | 1/1/80 |
| 262 | Orange Grove Avenue | Sunnyside Ave | Michillinda Ave | B | AC | 2 | 950 | 28 | 26,600 | 6/1/23 | 72 | 50 | 47 | 3 | New Construction - Initial | 1/1/80 |
| 281 | Santa Anita Avenue | City Limits | City Limits | B | AC | 2 | 3,455 | 24 | 82,920 | 6/10/20 | 83 | 98 | 0 | 2 | New Construction - Initial | 1/1/80 |
| 282 | Santa Anita Avenue | City Limits | Arno Dr (E) | B | AC | 2 | 653 | 24 | 15,672 | 5/30/23 | 90 | 96 | 0 | 4 | New Construction - Initial | 1/1/80 |
| 283 | Santa Anita Avenue | Arno Dr (E) | Via Granate | B | AAC | 2 | 408 | 33 | 13,464 | 5/30/23 | 59 | 39 | 41 | 20 | Overlay - AC Structural | 10/1/01 |
| 284 | Santa Anita Avenue | Via Granate | Elkins Dr | B | AAC | 2 | 600 | 47 | 28,200 | 5/30/23 | 71 | 45 | 21 | 34 | Overlay - AC Structural | 10/1/01 |
| 285 | Santa Anita Avenue | Elkins Ave | Oakwood Ave | B | AAC | 2 | 300 | 47 | 14,100 | 5/30/23 | 74 | 42 | 31 | 27 | Overlay - AC Structural | 10/1/01 |
| 286 | Santa Anita Avenue | Oakwood Ave | Grandview Ave | B | AAC | 2 | 520 | 47 | 25,190 | 5/30/23 | 72 | 36 | 31 | 33 | Overlay - AC Structural | 10/1/01 |
| 292 | Sierra Madre Boulevard | East City Limits | Monterey Ln | B | AAC | 2 | 270 | 41 | 11,070 | 5/24/23 | 81 | 63 | 32 | 5 | Overlay - AC Structural | 10/1/01 |
| 293 | Sierra Madre Boulevard | Monterey Ln | Rancho Rd | B | AAC | 2 | 500 | 41 | 20,500 | 5/24/23 | 75 | 52 | 46 | 2 | Overlay - AC Structural | 10/1/01 |
| 294 | Sierra Madre Boulevard | Rancho Rd | Holdman Ave | B | AAC | 2 | 1,080 | 41 | 44,280 | 5/24/23 | 78 | 58 | 39 | 3 | Overlay - AC Structural | 10/1/01 |
| 295 | Sierra Madre Boulevard | Holdman Ave | Mountain Trail Ave | B | AAC | 2 | 1,050 | 41 | 43,050 | 5/24/23 | 82 | 51 | 45 | 4 | Overlay - AC Structural | 10/1/01 |
| 296 | Sierra Madre Boulevard | Mountain Trail Ave | Sierra Pl | B | AAC | 2 | 490 | 41 | 20,090 | 6/1/23 | 45 | 13 | 87 | 0 | Overlay - AC Structural | 10/1/01 |
| 297 | Sierra Madre Boulevard | Sierra Pl | Baldwin Ave | B | AAC | 2 | 880 | 41 | 34,480 | 6/1/23 | 61 | 28 | 72 | 0 | Overlay - AC Structural | 10/1/01 |
| 298 | Sierra Madre Boulevard | Baldwin Avenue | Auburn Avenue | B | AC | 2 | 675 | 52 | 32,700 | 6/1/23 | 84 | 74 | 17 | 9 | Surface Treatment - Slurry Seal | 11/1/13 |
| 299 | Sierra Madre Boulevard | Auburn Avenue | Hermosa Avenue | B | AC | 2 | 655 | 52 | 33,140 | 6/1/23 | 77 | 31 | 69 | 0 | Crack Seal and Slurry | 11/1/13 |
| 300 | Sierra Madre Boulevard | Hermosa Avenue | Lima St | B | AC | 2 | 800 | 52 | 39,330 | 6/1/23 | 75 | 40 | 60 | 0 | Crack Seal and Slurry | 11/1/13 |
| 301 | Sierra Madre Boulevard | Lima St | Park Ave | B | AC | 2 | 920 | 52 | 46,240 | 6/1/23 | 70 | 27 | 67 | 6 | Crack Seal and Slurry | 11/1/13 |
| 302 | Sierra Madre Boulevard | Park Ave | Sunnyside Ave | B | AC | 2 | 540 | 52 | 28,080 | 6/1/23 | 81 | 40 | 57 | 3 | Crack Seal and Slurry | 11/1/13 |
| 303 | Sierra Madre Boulevard | Sunnyside Ave | Michillinda Ave | B | AC | 2 | 970 | 52 | 47,240 | 6/1/23 | 74 | 28 | 50 | 22 | Crack Seal and Slurry | 11/1/13 |
| | | | | | | | 12.2 | | 2,168,199 | | | | | | | |
| | Locals | | | | | | | | | | | | | | | |
| 001 | Acacia Street | East End | Valle Vista Dr | E | AC | 2 | 220 | 23 | 5,060 | 5/30/23 | 61 | 33 | 38 | 29 | New Construction - Initial | 1/1/80 |
| 002 | Acacia Street | Bend | Valle Vista Dr | E | AC | 2 | 430 | 27 | 12,360 | 5/30/23 | 34 | 38 | 50 | 12 | New Construction - Initial | 1/1/80 |
| 003 | Acacia Street | Valle Vista Dr | Bend | E | AC | 2 | 330 | 27 | 9,660 | 5/30/23 | 37 | 19 | 50 | 31 | New Construction - Initial | 1/1/80 |
| 004 | Acacia Street | Foothill Ave | Valle Vista Dr | E | AC | 2 | 470 | 27 | 12,690 | 5/30/23 | 63 | 42 | 40 | 18 | New Construction - Initial | 1/1/80 |
| 005 | Acacia Street | Grandview Ave | Foothill Ave | E | AC | 2 | 550 | 27 | 14,175 | 5/30/23 | 74 | 62 | 28 | 10 | Crack Sealing - AC | 11/1/13 |

City of Sierra Madre, CA
Pavement Condition Index (PCI) Report - All Streets

Sorted by Rank, Name Order (A-Z)

| | | | | | | | | | | | | | | | | |
|-----|--------------------|----------------------------------|----------------------------------|---|-----|---|-------|----|--------|---------|-----|-----|----|----|---------------------------------|---------|
| 006 | Adams Street | North End | Grandview Ave | E | AAC | 2 | 1,080 | 27 | 30,981 | 5/25/23 | 62 | 36 | 39 | 25 | Overlay - AC Structural | 10/1/01 |
| 007 | Adams Street | Grandview Ave | Laurel Ave | E | AAC | 2 | 310 | 34 | 10,336 | 5/25/23 | 66 | 100 | 0 | 0 | Overlay - AC Structural | 10/1/02 |
| 008 | Adams Street | Laurel Ave | Highland Ave | E | AAC | 2 | 440 | 34 | 14,960 | 5/25/23 | 65 | 92 | 0 | 8 | Overlay - AC Structural | 10/1/02 |
| 009 | Alegria Avenue | Canon Dr | Mountain Trail Ave | E | AC | 2 | 883 | 42 | 34,315 | 5/30/23 | 90 | 100 | 0 | 0 | Complete Reconstruction - AC | 10/1/10 |
| 010 | Alegria Avenue | Mountain Trail Ave | Baldwin Ave | E | AC | 2 | 1,150 | 46 | 52,346 | 5/30/23 | 79 | 58 | 27 | 15 | Complete Reconstruction - AC | 10/1/10 |
| 011 | Alegria Avenue | Baldwin Ave | Auburn Ave | E | AC | 2 | 740 | 26 | 18,928 | 5/30/23 | 89 | 92 | 0 | 8 | Complete Reconstruction - AC | 2/1/11 |
| 012 | Alegria Avenue | Cul-de-sac | Sunnyside Ave | E | AAC | 2 | 140 | 39 | 5,232 | 5/26/23 | 54 | 41 | 22 | 37 | Overlay - AC Structural | 10/1/01 |
| 013 | Alegria Avenue | Sunnyside Ave | Michillinda Ave | E | AAC | 2 | 960 | 37 | 35,520 | 5/26/23 | 66 | 25 | 46 | 29 | Overlay - AC Structural | 10/1/01 |
| 014 | Alta Vista Drive | Sturtevant Dr | Vista Cir | E | AAC | 2 | 870 | 18 | 15,660 | 5/30/23 | 76 | 69 | 11 | 20 | Overlay - AC Structural | 10/1/04 |
| 015 | Alta Vista Drive | Vista Cir | Woodland Dr | E | AAC | 2 | 743 | 17 | 12,631 | 5/30/23 | 78 | 38 | 0 | 62 | Overlay - AC Structural | 10/1/04 |
| 016 | Arno Drive | East End | Santa Anita Ave | E | AAC | 2 | 310 | 32 | 11,445 | 5/30/23 | 60 | 47 | 44 | 9 | Overlay - AC Structural | 10/1/01 |
| 017 | Arno Drive | Santa Anita Ave | Kaia Ln | E | AAC | 2 | 275 | 33 | 8,877 | 5/30/23 | 50 | 23 | 38 | 39 | Overlay - AC Structural | 10/1/01 |
| 018 | Arno Drive | Kaia Ln | Liliano Dr | E | AAC | 2 | 275 | 33 | 8,877 | 5/30/23 | 26 | 8 | 70 | 22 | Overlay - AC Structural | 10/1/01 |
| 580 | Auburn Avenue | Auburn Ave | End | E | AC | 0 | 945 | 20 | 18,900 | 5/25/23 | 52 | 59 | 34 | 7 | New Construction - Initial | 1/1/80 |
| 030 | Auburn Lane | Auburn Avenue | Auburn Avenue | E | AC | 1 | 510 | 12 | 11,120 | 5/31/23 | 45 | 45 | 38 | 17 | New Construction - Initial | 1/1/80 |
| 402 | Audobon Way | Sturtevant Drive | End | E | AC | 1 | 275 | 10 | 2,750 | 5/30/23 | 78 | 100 | 0 | 0 | New Construction - Initial | 1/1/80 |
| 575 | Baldwin Ct | Carter Ave | North End | E | AC | 2 | 989 | 22 | 23,479 | 5/31/23 | 62 | 93 | 0 | 7 | New Construction - AC | 1/1/80 |
| 043 | Bonita Avenue | Mountain Trail Ave | End | E | AC | 2 | 830 | 33 | 29,082 | 5/24/23 | 64 | 60 | 35 | 5 | Complete Reconstruction - AC | 2/1/11 |
| 044 | Bonita Avenue | Cul-de-sac | Baldwin Ave | E | AC | 2 | 390 | 32 | 14,130 | 5/24/23 | 45 | 34 | 64 | 2 | Complete Reconstruction - AC | 2/1/11 |
| 045 | Bonita Avenue | Baldwin Ave | Hermosa Ave | E | AAC | 2 | 1,020 | 36 | 36,360 | 5/24/23 | 92 | 93 | 0 | 7 | Surface Reconstruction - AC | 10/1/03 |
| 046 | Brookside Lane | Woodland Dr | End | E | AAC | 1 | 395 | 10 | 3,950 | 5/30/23 | 82 | 52 | 0 | 48 | Overlay - AC Structural | 10/1/01 |
| 047 | Brookside Lane | Woodland Dr | South End | E | AC | 1 | 405 | 15 | 6,075 | 5/30/23 | 65 | 17 | 34 | 49 | New Construction - Initial | 1/1/80 |
| 048 | Brookside Lane | South End (325' S/ Sunnyside Ln) | North End (200' N/ Sunnyside Ln) | E | AC | 1 | 530 | 15 | 7,950 | 5/30/23 | 78 | 37 | 58 | 5 | New Construction - Initial | 1/1/80 |
| 049 | Camillo Street | East End | Lotus Lane | E | AC | 2 | 1,140 | 27 | 30,780 | 5/30/23 | 68 | 44 | 28 | 28 | New Construction - Initial | 1/1/80 |
| 050 | Camillo Street | Lotus Ln | Foothill Ave | E | AAC | 2 | 940 | 29 | 27,260 | 5/30/23 | 78 | 75 | 0 | 25 | Overlay - AC Structural | 10/1/03 |
| 051 | Camillo Street | Foothill Ave | Grandview Ave | E | AAC | 2 | 780 | 27 | 20,898 | 5/30/23 | 79 | 72 | 0 | 28 | Overlay - AC Structural | 10/1/03 |
| 052 | Canon Avenue | Sturtevant Dr | Las Rocas Dr | E | AAC | 2 | 230 | 20 | 4,600 | 5/30/23 | 65 | 41 | 54 | 5 | Overlay - AC Structural | 10/1/01 |
| 053 | Canon Avenue | Las Rocas Ln | Theresa Ln | E | AAC | 2 | 500 | 20 | 10,000 | 5/30/23 | 80 | 44 | 45 | 11 | Overlay - AC Structural | 10/1/01 |
| 054 | Canon Avenue | Theresa Ln | Alegria Ave | E | AAC | 2 | 627 | 20 | 12,540 | 5/30/23 | 70 | 26 | 72 | 2 | Overlay - AC Structural | 10/1/01 |
| 055 | Canon Avenue | Alegria Ave | Grandview Ave | E | AAC | 2 | 333 | 32 | 10,208 | 5/31/23 | 76 | 27 | 64 | 9 | Overlay - AC Structural | 10/1/01 |
| 056 | Canon Avenue | Grandview Ave | Laurel Ave | E | AC | 2 | 360 | 35 | 12,390 | 5/31/23 | 85 | 47 | 53 | 0 | Surface Treatment - Slurry Seal | 10/1/02 |
| 057 | Canon Avenue | Laurel Ave | Highland Ave | E | AC | 2 | 800 | 35 | 28,000 | 5/31/23 | 69 | 41 | 53 | 6 | Surface Treatment - Slurry Seal | 10/1/03 |
| 058 | Canon Avenue | Highland Ave | Montecito Ave | E | AC | 2 | 275 | 35 | 9,625 | 5/31/23 | 59 | 25 | 74 | 1 | Surface Treatment - Slurry Seal | 10/1/03 |
| 059 | Canon Avenue | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 240 | 35 | 8,190 | 5/31/23 | 44 | 24 | 76 | 0 | Surface Treatment - Slurry Seal | 10/1/03 |
| 060 | Canon Avenue | North End | Orange Grove Ave | E | AC | 2 | 760 | 34 | 26,943 | 5/24/23 | 56 | 59 | 41 | 0 | New Construction - Initial | 1/1/80 |
| 061 | Canon Place | Cul-de-sac | Santa Anita Ct | E | AAC | 2 | 120 | 22 | 3,490 | 5/24/23 | 100 | 9 | 84 | 7 | Overlay - AC Structural | 2/23/21 |
| 062 | Canyon Crest Drive | Idlehour Ln | Orange Dr (One-way Section) | E | AAC | 2 | 370 | 18 | 6,660 | 5/31/23 | 63 | 15 | 34 | 51 | Overlay - AC Structural | 10/1/01 |
| 063 | Canyon Crest Drive | Orange Dr | Orange Dr (One-way section) | E | AAC | 1 | 795 | 18 | 14,310 | 5/31/23 | 66 | 11 | 38 | 51 | Surface Reconstruction - AC | 10/1/03 |
| 064 | Canyon Crest Drive | Orange Dr | Churchill Rd | E | AAC | 2 | 269 | 17 | 4,573 | 5/31/23 | 70 | 23 | 29 | 48 | Surface Reconstruction - AC | 10/1/03 |
| 065 | Carter Avenue | Miramonte Ave | Baldwin Ave | E | AC | 2 | 800 | 27 | 21,600 | 5/31/23 | 82 | 78 | 13 | 9 | Surface Treatment - Slurry Seal | 10/1/03 |
| 066 | Carter Avenue | Baldwin Ave | Elm Ave | E | AC | 2 | 380 | 26 | 9,880 | 5/31/23 | 71 | 67 | 20 | 13 | New Construction - Initial | 1/1/80 |
| 067 | Carter Avenue | Elm Ave | Auburn Ave | E | AC | 2 | 470 | 26 | 12,220 | 5/31/23 | 72 | 72 | 0 | 28 | New Construction - Initial | 1/1/80 |
| 068 | Carter Avenue | Auburn Ave | Hermosa Ave | E | AC | 2 | 580 | 27 | 15,660 | 5/25/23 | 62 | 71 | 16 | 13 | New Construction - Initial | 1/1/80 |
| 069 | Carter Avenue | Hermosa Ave | Sierra Meadow Dr | E | AC | 2 | 330 | 27 | 8,910 | 5/25/23 | 74 | 99 | 1 | 0 | New Construction - Initial | 1/1/80 |
| 070 | Carter Avenue | Sierra Meadow Ln | Lima St | E | AC | 2 | 490 | 27 | 13,230 | 5/25/23 | 68 | 71 | 19 | 10 | New Construction - Initial | 1/1/80 |
| 071 | Carter Avenue | Lima St | Grove St | E | AC | 2 | 240 | 20 | 4,800 | 5/25/23 | 35 | 32 | 67 | 1 | New Construction - Initial | 1/1/80 |
| 072 | Carter Avenue | Grove St | West End | E | AC | 2 | 231 | 20 | 4,620 | 5/25/23 | 33 | 46 | 43 | 11 | New Construction - Initial | 1/1/80 |
| 073 | Churchill Glen | Cul-de-sac | Churchill Road | E | AAC | 2 | 142 | 30 | 6,007 | 5/31/23 | 69 | 38 | 0 | 62 | Overlay - AC Structural | 10/1/01 |
| 074 | Churchill Road | Canyon Crest Dr | Old Ranch Road | E | AAC | 2 | 625 | 20 | 12,500 | 5/31/23 | 70 | 13 | 12 | 75 | Surface Reconstruction - AC | 10/1/03 |
| 075 | Churchill Road | Old Ranch Road | Old Ranch Road | E | AAC | 2 | 248 | 20 | 4,960 | 5/31/23 | 68 | 13 | 0 | 87 | Surface Reconstruction - AC | 10/1/03 |
| 076 | Churchill Road | Old Ranch Road | Mountain Trail Ave | E | AAC | 2 | 415 | 20 | 8,300 | 5/31/23 | 69 | 13 | 0 | 87 | Surface Reconstruction - AC | 10/1/03 |
| 077 | Coburn Avenue | Sierra Madre Blvd | North End | E | AAC | 2 | 710 | 16 | 11,360 | 5/25/23 | 72 | 32 | 42 | 26 | Surface Reconstruction - AC | 10/1/02 |
| 583 | Coburn Avenue | PVMT CHNG (130' N/ HIGHLAND AV) | END | E | AC | 0 | 400 | 20 | 8,000 | 5/25/23 | 19 | 18 | 77 | 5 | New Construction - Initial | 1/1/80 |
| 078 | Colony Drive | Fane St | Santa Anita Ct | E | AC | 2 | 590 | 34 | 19,916 | 5/24/23 | 77 | 29 | 15 | 56 | Surface Treatment - Slurry Seal | 11/1/13 |
| 079 | Crestvale Drive | Cul-de-sac | Fairview Ave | E | AAC | 2 | 710 | 30 | 22,837 | 5/26/23 | 66 | 58 | 34 | 8 | Overlay - AC Structural | 10/1/01 |
| 080 | Deodar Circle | Cul-de-sac | Oakcrest Dr | E | AC | 2 | 140 | 25 | 5,145 | 5/25/23 | 61 | 60 | 33 | 7 | New Construction - Initial | 1/1/80 |
| 081 | Edgeview Drive | Cul-de-sac | Bend | E | AAC | 2 | 390 | 30 | 13,450 | 5/26/23 | 36 | 37 | 55 | 8 | Surface Reconstruction - AC | 10/1/02 |
| 082 | Edgeview Drive | Bend | Michillinda Ave | E | AAC | 2 | 490 | 31 | 14,890 | 5/26/23 | 40 | 42 | 58 | 0 | Surface Reconstruction - AC | 10/1/02 |
| 083 | Elkins Ave | East City Limits | Vista Ave | E | AC | 2 | 220 | 34 | 7,480 | 5/30/23 | 50 | 14 | 86 | 0 | New Construction - Initial | 1/1/80 |

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

Sorted by Rank, Name Order (A-Z)

| | | | | | | | | | | | | | | | | |
|------|------------------|--------------------|--------------------|---|-----|---|-------|----|--------|---------|-----|-----|----|-----|---|---------|
| 084 | Elkins Ave | Vista Ave | N Santa Anita Ave | E | AC | 2 | 270 | 34 | 9,044 | 5/30/23 | 74 | 55 | 43 | 2 | New Construction - Initial | 1/1/80 |
| 085 | Elm Avenue | Carter Ave | Auburn Ave | E | AC | 2 | 660 | 20 | 13,080 | 5/31/23 | 72 | 42 | 40 | 18 | New Construction - Initial | 1/1/80 |
| 086 | Esperanza Ave | Baldwin Ave | Hermosa Ave | E | AAC | 2 | 1,050 | 34 | 35,700 | 5/24/23 | 76 | 54 | 40 | 6 | Overlay - AC Structural | 10/1/01 |
| 087 | Fairview Avenue | Grove St | Crestvale Dr | E | AAC | 2 | 295 | 35 | 10,115 | 5/26/23 | 83 | 20 | 0 | 80 | Overlay - AC Structural | 10/1/04 |
| 088 | Fairview Avenue | Crestvale Dr | Sierra Keys Dr | E | AC | 2 | 290 | 32 | 9,280 | 5/26/23 | 98 | 76 | 0 | 24 | Complete Reconstruction - AC | 6/1/18 |
| 089 | Fairview Avenue | Sierra Keys Dr | Sunnyside Ave | E | AAC | 2 | 430 | 32 | 13,568 | 5/26/23 | 47 | 29 | 51 | 20 | Overlay - AC Structural | 10/1/01 |
| 090 | Fairview Avenue | Sunnyside Ave | Fairview Ter | E | AAC | 2 | 700 | 32 | 22,400 | 5/26/23 | 73 | 43 | 0 | 57 | Overlay - AC Structural | 10/1/04 |
| 091 | Fairview Avenue | Fairview Ave | Michillinda Ave | E | AAC | 2 | 300 | 32 | 9,472 | 5/26/23 | 72 | 36 | 0 | 64 | Overlay - AC Structural | 10/1/04 |
| 092 | Fairview Terrace | Cul-de-sac | Fairview Ave | E | AC | 2 | 190 | 33 | 8,028 | 5/26/23 | 31 | 45 | 36 | 19 | New Construction - Initial | 1/1/80 |
| 093 | Fane Street | Colony Dr | Holdman Ave | E | AAC | 2 | 370 | 30 | 10,972 | 5/24/23 | 64 | 22 | 49 | 29 | Overlay - AC Structural | 10/1/01 |
| 095 | Fern Glen | Fern Drive | West End | E | AAC | 1 | 180 | 10 | 1,800 | 5/31/23 | 83 | 89 | 11 | 0 | Overlay - AC Structural | 10/1/01 |
| 094 | Fern Lane | Canyon Crest | Skyland Dr | E | AAC | 1 | 350 | 10 | 3,500 | 5/31/23 | 64 | 14 | 24 | 62 | Overlay - AC Structural | 10/1/01 |
| 096 | Foothill Avenue | Grandview Ave | Acacia St | E | AAC | 2 | 820 | 27 | 21,640 | 5/30/23 | 67 | 41 | 23 | 36 | Overlay - AC Structural | 10/1/01 |
| 097 | Foothill Avenue | Acacia St | Camillo Dr | E | AC | 2 | 400 | 27 | 10,800 | 5/30/23 | 74 | 58 | 15 | 27 | New Construction - Initial | 1/1/80 |
| 098 | Foothill Avenue | Camillo Dr | Cul-de-sac | E | AC | 2 | 233 | 27 | 7,541 | 5/30/23 | 72 | 100 | 0 | 0 | New Construction - Initial | 1/1/80 |
| 100 | Gatewood Lane | Cul-de-sac | Michillinda Ave | E | AAC | 2 | 700 | 28 | 19,600 | 5/26/23 | 43 | 39 | 38 | 23 | Surface Reconstruction - AC | 10/1/02 |
| 099 | Gatewood Terrace | Cul-de-sac | Gatewood Lane | E | AAC | 2 | 300 | 30 | 10,250 | 5/26/23 | 55 | 35 | 52 | 13 | Surface Reconstruction - AC | 10/1/02 |
| 122 | Grove Lane | Highland Ave | Montecito Ave | E | AC | 2 | 375 | 14 | 5,250 | 5/26/23 | 87 | 96 | 0 | 4 | Complete Reconstruction - AC | 11/1/13 |
| 123 | Grove Lane | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 360 | 14 | 5,040 | 5/26/23 | 88 | 96 | 0 | 4 | Complete Reconstruction - AC | 11/1/13 |
| 126 | Grove Street | Highland Ave | Highland Ave | E | AC | 2 | 800 | 31 | 24,800 | 5/25/23 | 78 | 97 | 0 | 3 | Complete Reconstruction - AC | 2/1/11 |
| 127 | Hermosa Avenue | Auburn Ave | Carter Ave | E | AAC | 2 | 680 | 21 | 14,280 | 5/25/23 | 62 | 14 | 46 | 40 | Overlay - AC Structural | 10/1/01 |
| 128 | Hermosa Avenue | Grandview Ave | Laurel Ave | E | AAC | 2 | 320 | 23 | 7,222 | 5/25/23 | 86 | 100 | 0 | 0 | Overlay - AC Structural | 10/1/05 |
| 129 | Hermosa Avenue | Laurel Ave | Highland Ave | E | AAC | 2 | 580 | 23 | 13,340 | 5/25/23 | 87 | 80 | 0 | 20 | Overlay - AC Structural | 10/1/05 |
| 130 | Hermosa Avenue | Highland Ave | Montecito Ave | E | AC | 2 | 360 | 23 | 8,004 | 5/26/23 | 88 | 96 | 0 | 4 | New Construction - Initial | 1/1/80 |
| 131 | Hermosa Avenue | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 390 | 23 | 8,832 | 5/26/23 | 82 | 50 | 0 | 50 | New Construction - Initial | 1/1/80 |
| 132 | Hermosa Avenue | Sierra Madre Blvd | Mariposa Ave | E | AAC | 2 | 300 | 34 | 9,996 | 5/26/23 | 92 | 93 | 0 | 7 | Surface Treatment - Slurry Seal | 2/23/21 |
| 133 | Hermosa Avenue | Mariposa Ave | Esperanza Ave | E | AAC | 2 | 300 | 34 | 10,200 | 5/26/23 | 90 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |
| 134 | Hermosa Avenue | Esperanza Ave | Bonita Ave | E | AAC | 2 | 540 | 34 | 18,360 | 5/26/23 | 92 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |
| 135 | Hermosa Avenue | Bonita Ave | Orange Grove Ave | E | AAC | 2 | 510 | 34 | 17,340 | 5/26/23 | 93 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |
| 148 | Holdman Avenue | Sierra Madre Blvd | Santa Anita Ct | E | AC | 2 | 170 | 34 | 5,780 | 5/24/23 | 76 | 36 | 0 | 64 | Surface Treatment - Slurry Seal | 11/1/13 |
| 149 | Holdman Avenue | Santa Anita Ct | Fane St | E | AAC | 2 | 580 | 34 | 19,720 | 5/24/23 | 58 | 23 | 53 | 24 | Overlay - AC Structural | 10/1/01 |
| 150 | Ida May Court | Jameson Ct | Cul-de-sac | E | AC | 2 | 68 | 69 | 4,692 | 5/26/23 | 36 | 55 | 45 | 0 | New Construction - Initial | 1/1/80 |
| 151 | Ida May Lane | Jameson Ct | Cul-de-sac | E | AC | 2 | 254 | 24 | 7,632 | 5/26/23 | 84 | 97 | 0 | 3 | New Construction - Initial | 1/1/80 |
| 152 | Idle Hour Lane | Skyland Dr | Orange Dr | E | AC | 1 | 513 | 19 | 9,747 | 5/31/23 | 95 | 50 | 0 | 50 | Complete Reconstruction - AC | 7/1/17 |
| 0154 | Jameson Court | Grandview Ave | Highland Ave | E | AC | 2 | 905 | 24 | 21,720 | 5/26/23 | 49 | 29 | 15 | 56 | New Construction - Initial | 1/1/80 |
| 0155 | Kaia Lane | Cul-de-sac | Arno Dr | E | AC | 2 | 210 | 25 | 7,045 | 5/30/23 | 24 | 6 | 49 | 45 | New Construction - Initial | 1/1/80 |
| 0156 | Kersting Court | Baldwin Ave | Sierra Madre Blvd | E | AC | 1 | 205 | 45 | 8,725 | 6/1/23 | 100 | 78 | 0 | 22 | New Construction - Initial | 1/1/80 |
| 157 | Key Vista Drive | Sierra Keys Dr | Cul-de-sac | E | AC | 2 | 200 | 33 | 8,062 | 5/26/23 | 19 | 29 | 68 | 3 | New Construction - Initial | 1/1/80 |
| 180 | Las Rocas Drive | Sycamore Pl | Canon Dr | E | AC | 2 | 470 | 16 | 6,960 | 5/30/23 | 33 | 27 | 66 | 7 | New Construction - Initial | 1/1/80 |
| 158 | Laurel Avenue | Sycamore Pl | Canon Ave | E | AC | 2 | 900 | 30 | 26,760 | 5/25/23 | 68 | 48 | 45 | 7 | New Construction - Initial | 1/1/80 |
| 159 | Laurel Avenue | Canon Ave | Mountain Trail Ave | E | AAC | 2 | 880 | 33 | 28,644 | 5/31/23 | 64 | 64 | 23 | 13 | Surface Reconstruction - AC | 10/1/02 |
| 160 | Laurel Avenue | Mountain Trail Ave | Merrill Ave | E | AAC | 2 | 300 | 29 | 8,526 | 5/31/23 | 52 | 55 | 40 | 5 | Surface Reconstruction - AC | 10/1/02 |
| 161 | Laurel Avenue | Merrill Ave | Baldwin Ave | E | AAC | 2 | 900 | 29 | 26,013 | 5/31/23 | 64 | 62 | 35 | 3 | Surface Reconstruction - AC | 10/1/02 |
| 162 | Laurel Avenue | Baldwin Ave | Auburn Ave | E | AAC | 2 | 700 | 30 | 20,820 | 5/31/23 | 79 | 82 | 0 | 18 | Overlay - AC Structural | 10/1/01 |
| 163 | Laurel Avenue | Hermosa Ave | Adams St | E | AC | 2 | 250 | 33 | 8,250 | 5/25/23 | 98 | 0 | 0 | 100 | Complete Reconstruction - AC | 6/1/18 |
| 164 | Laurel Avenue | Adams St | Lima St | E | AC | 2 | 600 | 30 | 18,000 | 5/25/23 | 100 | 48 | 50 | 2 | Complete Reconstruction - AC | 6/1/18 |
| 165 | Laurel Avenue | Cul-de-sac | Sunnyside Ave | E | AC | 2 | 440 | 30 | 13,200 | 5/26/23 | 98 | 100 | 0 | 0 | Complete Reconstruction - AC | 6/1/18 |
| 166 | Lilano Drive | Cul-de-sac | Arno Dr | E | AAC | 2 | 261 | 28 | 8,640 | 5/30/23 | 43 | 26 | 50 | 24 | Overlay - AC Structural | 10/1/03 |
| 167 | Lilano Drive | Arno Dr | 775' S/O Arno Dr | E | AAC | 2 | 775 | 33 | 25,575 | 5/30/23 | 46 | 27 | 46 | 27 | Overlay - AC Structural | 10/1/01 |
| 168 | Lilano Drive | 775' S/O Arno Dr | Stonehouse Rd | E | AAC | 2 | 775 | 33 | 25,335 | 5/30/23 | 76 | 64 | 17 | 19 | Patching - AC Deep | 3/1/19 |
| 169 | Liliano Place | Cul-de-sac | Grandview Ave | E | AAC | 2 | 250 | 32 | 9,250 | 5/30/23 | 77 | 9 | 0 | 91 | Overlay - AC Structural | 6/1/19 |
| 181 | Lotus Lane | Camillo St | Sturtevant Dr | E | AC | 2 | 350 | 23 | 8,050 | 5/30/23 | 100 | 32 | 51 | 17 | New Construction - Initial | 1/1/80 |
| 582 | Lotus Lane | Lotus Ln | End | E | AC | 0 | 385 | 18 | 6,930 | 6/5/20 | 96 | 100 | 0 | 0 | New Construction - Initial | 1/1/80 |
| 182 | Lowell Avenue | Mountain Trail Ave | Sierra Pl | E | AC | 2 | 465 | 35 | 16,275 | 5/24/23 | 74 | 70 | 27 | 3 | Complete Reconstruction - AC | 10/1/10 |
| 183 | Lowell Avenue | Sierra Pl | Baldwin Ave | E | AC | 2 | 900 | 36 | 32,400 | 5/24/23 | 77 | 100 | 0 | 0 | Complete Reconstruction - AC | 10/1/10 |
| 184 | Madre Lane | Old Ranch Rd | Old Ranch Rd | E | AAC | 2 | 160 | 20 | 2,720 | 5/31/23 | 86 | 100 | 0 | 0 | Overlay - AC Structural | 10/1/01 |
| 185 | Manzanita Avenue | Hermosa Ave | Lima St | E | AAC | 2 | 920 | 36 | 33,120 | 5/24/23 | 92 | 93 | 0 | 7 | Surface Treatment - Slurry Seal Type II | 6/1/18 |
| 186 | Manzanita Avenue | Lima St | Park Ave | E | AAC | 2 | 915 | 36 | 32,940 | 5/24/23 | 94 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 187 | Manzanita Avenue | Park Ave | Sunnyside Ave | E | AAC | 2 | 560 | 36 | 20,160 | 5/24/23 | 93 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |

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

Sorted by Rank, Name Order (A-Z)

| | | | | | | | | | | | | | | | | |
|-----|-----------------------|---------------------------|--------------------------|---|-----|---|-------|----|--------|---------|-----|-----|-----|----|---|---------|
| 188 | Manzanita Avenue | Sunnyside Ave | Michillinda Ave | E | AAC | 2 | 960 | 36 | 34,200 | 5/24/23 | 90 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 189 | Mariposa Avenue | Baldwin Ave | Hermosa Ave | E | AC | 2 | 1,060 | 28 | 28,630 | 5/24/23 | 66 | 18 | 80 | 2 | 2 in. Overlay | 11/1/13 |
| 190 | Mariposa Avenue | Hermosa Avenue | Lima St | E | AC | 2 | 890 | 36 | 31,788 | 5/24/23 | 85 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 191 | Mariposa Avenue | Lima St | Park Ave | E | AC | 2 | 953 | 36 | 34,308 | 5/24/23 | 94 | 57 | 43 | 0 | Overlay - AC Structural | 2/23/21 |
| 192 | Mariposa Avenue | Park Ave | Sunnyside Ave | E | AC | 2 | 540 | 32 | 17,152 | 5/24/23 | 89 | 97 | 0 | 3 | Overlay - AC Structural | 2/23/21 |
| 193 | Mariposa Avenue | Sunnyside Ave | Michillinda Ave | E | AC | 2 | 970 | 36 | 34,560 | 5/24/23 | 98 | 100 | 0 | 0 | Overlay - AC Structural | 2/23/21 |
| 194 | Merrill Avenue | Highland Ave | Laurel Ave | E | AC | 2 | 350 | 22 | 7,700 | 5/31/23 | 39 | 41 | 47 | 12 | New Construction - Initial | 1/1/80 |
| 207 | Mira Monte Avenue | Mountain Trail | Carter Avenue | E | AC | 2 | 550 | 46 | 25,300 | 5/31/23 | 92 | 84 | 0 | 16 | New Construction - Initial | 1/1/80 |
| 208 | Mira Monte Avenue | Carter Avenue | Baldwin Avenue | E | AAC | 2 | 580 | 46 | 26,404 | 5/31/23 | 70 | 47 | 52 | 1 | Overlay - AC Structural | 10/1/04 |
| 209 | Mira Monte Avenue | Baldwin Avenue | Auburn Avenue | E | AC | 2 | 800 | 24 | 18,912 | 5/31/23 | 79 | 40 | 0 | 60 | Surface Treatment - Slurry Seal | 10/1/03 |
| 210 | Montecito Avenue | Coburn Ave | Canon Ave | E | AAC | 2 | 860 | 28 | 23,900 | 5/25/23 | 81 | 48 | 20 | 32 | Overlay - AC Structural | 10/1/01 |
| 212 | Montecito Avenue | Mountain Trail Ave | End | E | AAC | 2 | 465 | 30 | 13,950 | 5/26/23 | 80 | 44 | 29 | 27 | Overlay - AC Structural | 10/1/01 |
| 213 | Montecito Avenue | Mountain Trail Ave | Baldwin Ave | E | AC | 2 | 1,265 | 36 | 45,252 | 5/26/23 | 95 | 89 | 0 | 11 | Overlay-Rubber Hot Mix | 6/1/18 |
| 214 | Montecito Avenue | Auburn Ave | Baldwin Ave | E | AAC | 2 | 630 | 23 | 14,398 | 5/31/23 | 57 | 21 | 39 | 40 | Overlay - AC Structural | 10/1/05 |
| 215 | Montecito Avenue | Auburn Ave | Hermosa Ave | E | AAC | 2 | 620 | 36 | 21,888 | 5/24/23 | 85 | 49 | 23 | 28 | Overlay - AC Structural | 10/1/05 |
| 216 | Montecito Avenue | Hermosa Ave | Lima St | E | AAC | 2 | 800 | 36 | 28,656 | 5/24/23 | 83 | 41 | 57 | 2 | Overlay - AC Structural | 10/1/05 |
| 217 | Montecito Avenue | Lima St | Grove Ln | E | AAC | 2 | 240 | 27 | 6,399 | 5/24/23 | 88 | 37 | 20 | 43 | Overlay - AC Structural | 10/1/05 |
| 218 | Montecito Avenue | Grove Ln | Sunnyside Ave | E | AAC | 2 | 1,220 | 27 | 32,832 | 5/24/23 | 89 | 47 | 0 | 53 | Overlay - AC Structural | 10/1/05 |
| 219 | Montecito Avenue | Sunnyside Ave | Michillinda Ave | E | AC | 2 | 980 | 30 | 29,100 | 5/26/23 | 93 | 64 | 0 | 36 | New Construction - Initial | 1/1/80 |
| 220 | Montecito Court | Auburn Ave | Windsor Ln | E | AC | 2 | 278 | 14 | 3,892 | 5/31/23 | 40 | 18 | 60 | 22 | New Construction - Initial | 1/1/80 |
| 578 | Montecito Court | Windsor Ln | AC (265' NE/ Windsor Ln) | E | PCC | 0 | 265 | 20 | 5,300 | 6/9/20 | 89 | 14 | 83 | 3 | New Construction - Initial | 1/1/80 |
| 579 | Montecito Court | PCC (265' NE/ Windsor Ln) | Montecito Ave | E | AC | 0 | 262 | 14 | 3,668 | 5/31/23 | 35 | 45 | 55 | 0 | New Construction - Initial | 1/1/80 |
| 221 | Monterey Lane | Sierra Madre Blvd | South End | E | AC | 2 | 750 | 34 | 25,284 | 5/24/23 | 58 | 30 | 46 | 24 | Complete Reconstruction - AC | 2/1/11 |
| 222 | Monterey Place | Monterey Ln | End | E | AC | 2 | 150 | 29 | 4,350 | 5/24/23 | 88 | 88 | 0 | 12 | Complete Reconstruction - AC | 2/1/11 |
| 223 | Mountain Trail Avenue | Miramonte Ave | Alegria Ave | E | AAC | 2 | 470 | 37 | 17,390 | 5/26/23 | 88 | 26 | 0 | 74 | Overlay - AC Structural | 10/1/04 |
| 224 | Mountain Trail Avenue | Alegria Ave | Grandview Ave | E | AC | 2 | 450 | 37 | 16,650 | 5/26/23 | 96 | 85 | 0 | 15 | Overlay-Rubber Hot Mix | 6/1/18 |
| 225 | Mountain Trail Avenue | Grandview Ave | Laurel Ave | E | AAC | 2 | 430 | 37 | 15,910 | 5/26/23 | 100 | 16 | 31 | 53 | Overlay - AC Structural | 1/5/22 |
| 226 | Mountain Trail Avenue | Laurel Ave | Highland Ave | E | AAC | 2 | 430 | 37 | 15,910 | 5/26/23 | 100 | 33 | 34 | 33 | Overlay - AC Structural | 1/5/22 |
| 227 | Mountain Trail Avenue | Highland Ave | Montecito Ave | E | AAC | 2 | 450 | 37 | 16,650 | 5/26/23 | 100 | 27 | 30 | 43 | Overlay - AC Structural | 1/5/22 |
| 228 | Mountain Trail Avenue | Montecito Ave | Sierra Madre Blvd | E | AAC | 2 | 400 | 37 | 14,800 | 5/26/23 | 97 | 0 | 100 | 0 | Overlay - AC Structural | 1/5/22 |
| 229 | Mountain Trail Avenue | Sierra Madre Blvd | Santa Anita Ct | E | AC | 2 | 240 | 41 | 9,840 | 5/26/23 | 68 | 42 | 54 | 4 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 230 | Mountain Trail Avenue | Santa Anita Ct | San Gabriel Ct | E | AC | 2 | 300 | 41 | 12,300 | 5/26/23 | 73 | 61 | 0 | 39 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 231 | Mountain Trail Avenue | San Gabriel Ct | Lowell Ave | E | AC | 2 | 230 | 41 | 9,430 | 5/26/23 | 76 | 61 | 39 | 0 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 232 | Mountain Trail Avenue | Lowell Ave | Bonita Ave | E | AC | 2 | 425 | 34 | 14,450 | 5/26/23 | 74 | 59 | 38 | 3 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 233 | Mountain Trail Avenue | Bonita Ave | Orange Grove Ave | E | AC | 2 | 380 | 34 | 12,920 | 5/26/23 | 79 | 48 | 41 | 11 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 234 | Oak Crest Drive | Cul-de-sac | Deodar Cir | E | AC | 2 | 669 | 22 | 18,200 | 5/25/23 | 54 | 67 | 23 | 10 | New Construction - Initial | 1/1/80 |
| 235 | Oak Crest Drive | Deodar Cir | Carter Ave | E | AC | 2 | 920 | 25 | 23,000 | 5/25/23 | 61 | 59 | 19 | 22 | New Construction - Initial | 1/1/80 |
| 237 | Oak Meadow Place | Santa Anita Ct | Cul-de-sac | E | AAC | 2 | 110 | 22 | 3,390 | 5/24/23 | 99 | 100 | 0 | 0 | Overlay - AC Structural | 2/23/21 |
| 238 | Oak Meadow Road | North End | Orange Grove Ave | E | AC | 2 | 760 | 33 | 26,970 | 5/24/23 | 94 | 63 | 0 | 37 | Crack Sealing - AC | 11/1/13 |
| 236 | Oakdale Drive | Sturtevant Dr | Vista Cir | E | AC | 2 | 300 | 14 | 4,200 | 5/30/23 | 83 | 81 | 0 | 19 | New Construction - Initial | 1/1/80 |
| 239 | Oakwood Avenue | Grandview Ave | Santa Anita Ave | E | AC | 2 | 570 | 34 | 19,380 | 5/30/23 | 73 | 67 | 30 | 3 | New Construction - Initial | 1/1/80 |
| 240 | Oakwood Place | Santa Anita Ave | Cul-de-sac | E | AC | 2 | 260 | 33 | 10,042 | 5/30/23 | 71 | 27 | 44 | 29 | New Construction - Initial | 1/1/80 |
| 241 | Old Oak Lane | North End | Orange Grove Ave | E | AC | 2 | 270 | 33 | 10,315 | 5/26/23 | 37 | 48 | 33 | 19 | New Construction - Initial | 1/1/80 |
| 242 | Old Ranch Road | Madre Lane | Madre Lane (e'ly end) | E | AC | 2 | 393 | 20 | 7,260 | 5/31/23 | 92 | 55 | 0 | 45 | Complete Reconstruction - AC | 11/1/13 |
| 243 | Old Ranch Road | Madre Lane | Pleasant Hill Ln (n'ly) | E | AAC | 2 | 110 | 20 | 2,200 | 5/31/23 | 74 | 48 | 52 | 0 | Overlay - AC Structural | 10/1/01 |
| 244 | Old Ranch Road | Madre Ln | Pleasant Hill Ln (s'ly) | E | AAC | 2 | 110 | 18 | 1,980 | 5/31/23 | 90 | 59 | 0 | 41 | Overlay - AC Structural | 10/1/01 |
| 245 | Old Ranch Road | Pleasant Hill Ln | Churchill Dr (s'ly) | E | AC | 2 | 296 | 19 | 5,624 | 5/31/23 | 83 | 65 | 0 | 35 | Complete Reconstruction - AC | 11/1/13 |
| 246 | Old Ranch Road | Pleasant Hill Ln | Churchill Dr (n'ly) | E | AAC | 2 | 285 | 19 | 5,415 | 5/31/23 | 89 | 100 | 0 | 0 | Complete Reconstruction - AC | 11/1/13 |
| 247 | Olive Avenue | Baldwin Avenue | Auburn | E | AC | 2 | 775 | 26 | 19,838 | 5/31/23 | 74 | 73 | 25 | 2 | Surface Treatment - Slurry Seal | 10/1/03 |
| 248 | Orange Drive | Canyon Crest Dr | Skyland Dr | E | AAC | 2 | 250 | 17 | 4,250 | 5/31/23 | 37 | 21 | 75 | 4 | Overlay - AC Structural | 10/1/01 |
| 249 | Orange Drive | Skyland Dr | Idlehour Ln | E | AAC | 1 | 554 | 17 | 9,418 | 5/31/23 | 53 | 38 | 45 | 17 | Overlay - AC Structural | 10/1/01 |
| 581 | Orange Drive | Canyon Crest Dr | Orange Dr | E | AC | 0 | 115 | 18 | 2,070 | 5/31/23 | 24 | 11 | 71 | 18 | New Construction - Initial | 1/1/80 |
| 263 | Park Avenue | Sierra Madre Blvd | Mariposa Ave | E | AAC | 2 | 400 | 25 | 9,750 | 5/26/23 | 85 | 94 | 0 | 6 | Overlay - AC Structural | 10/1/01 |
| 264 | Park Avenue | Mariposa Ave | Ramona Ave | E | AAC | 2 | 370 | 37 | 12,815 | 5/26/23 | 85 | 75 | 0 | 25 | Overlay - AC Structural | 10/1/01 |
| 265 | Park Avenue | Ramona Ave | Manzanita Ave | E | AAC | 2 | 370 | 28 | 10,360 | 5/26/23 | 80 | 47 | 0 | 53 | Overlay - AC Structural | 10/1/01 |
| 266 | Park Avenue | Manzanita Ave | Orange Grove Ave | E | AAC | 2 | 370 | 28 | 10,360 | 5/26/23 | 77 | 15 | 20 | 65 | Overlay - AC Structural | 10/1/01 |
| 267 | Pleasant Hill Lane | Old Ranch Rd | Sturtevant Dr | E | AC | 2 | 346 | 19 | 5,590 | 5/31/23 | 84 | 47 | 28 | 25 | Complete Reconstruction - AC | 11/1/13 |
| 268 | Pleasant Hill Lane | Old Ranch Rd | Old Ranch Rd | E | AC | 2 | 188 | 20 | 3,196 | 5/31/23 | 82 | 41 | 0 | 59 | Complete Reconstruction - AC | 11/1/13 |
| 269 | Ramona Avenue | Hemosa Ave | Lima St | E | AAC | 2 | 880 | 33 | 28,640 | 5/24/23 | 92 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |

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

Sorted by Rank, Name Order (A-Z)

| | | | | | | | | | | | | | | | | |
|-----|--------------------|---------------------|--------------------|---|-----|---|-------|----|--------|---------|-----|-----|----|----|---|----------|
| 270 | Ramona Avenue | Lima St | Park Ave | E | AAC | 2 | 880 | 36 | 31,680 | 5/24/23 | 96 | 64 | 0 | 36 | Surface Treatment - Slurry Seal | 2/23/21 |
| 271 | Ramona Avenue | Park Ave | Sunnyside Ave | E | AAC | 2 | 550 | 36 | 19,800 | 5/24/23 | 96 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |
| 272 | Ramona Avenue | Sunnyside Ave | Michillinda Ave | E | AAC | 2 | 960 | 34 | 32,640 | 5/24/23 | 92 | 90 | 0 | 10 | Surface Treatment - Slurry Seal | 2/23/21 |
| 273 | Rancho Road | Sierra Madre Blvd | Santa Anita Ct | E | AAC | 2 | 300 | 33 | 9,900 | 5/24/23 | 59 | 75 | 0 | 25 | Surface Reconstruction - AC | 10/1/02 |
| 274 | Rancho Road | Santa Anita Ct | San Gabriel Ct | E | AAC | 2 | 320 | 33 | 10,560 | 5/24/23 | 50 | 49 | 23 | 28 | Surface Reconstruction - AC | 10/1/02 |
| 275 | Rancho Road | San Gabriel Ct | Orange Grove Ave | E | AAC | 2 | 990 | 33 | 32,670 | 5/24/23 | 62 | 95 | 5 | 0 | Surface Reconstruction - AC | 10/1/02 |
| 276 | Ross Place | North End | Mariposa Ave | E | AAC | 2 | 120 | 29 | 5,326 | 5/24/23 | 86 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 277 | Ross Place | South End | Mariposa Ave | E | AC | 2 | 230 | 29 | 8,516 | 5/24/23 | 92 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |
| 278 | San Gabriel Court | Rancho Rd | Colony Dr | E | AC | 2 | 680 | 33 | 22,940 | 5/24/23 | 55 | 34 | 44 | 22 | Complete Reconstruction - AC | 10/1/10 |
| 279 | San Gabriel Court | Holdman Ave | Mountain Trail Ave | E | AC | 2 | 1,000 | 28 | 28,000 | 5/24/23 | 100 | 100 | 0 | 0 | Complete Reconstruction - AC | 3/1/19 |
| 280 | San Gabriel Court | Mountain Trail Ave | Sierra Pl | E | AC | 2 | 410 | 40 | 16,400 | 5/24/23 | 100 | 37 | 43 | 20 | Complete Reconstruction - AC | 3/1/19 |
| 287 | Santa Anita Court | Rancho Rd | Holdman Ave | E | AAC | 2 | 1,000 | 34 | 34,500 | 5/24/23 | 47 | 20 | 56 | 24 | Surface Reconstruction - AC | 10/1/02 |
| 288 | Santa Anita Court | Holdman Ave | Mountain Trail Ave | E | AAC | 2 | 1,000 | 34 | 33,784 | 5/24/23 | 96 | 100 | 0 | 0 | Overlay - AC Structural | 2/23/21 |
| 289 | Santa Anita Court | Mountain Trail Ave | Sierra Pl | E | AAC | 2 | 420 | 40 | 16,800 | 5/24/23 | 52 | 16 | 50 | 34 | Overlay - AC Structural | 10/1/01 |
| 290 | Sierra Keys Drive | Fairview Ave | Bend | E | AAC | 2 | 530 | 34 | 18,566 | 5/26/23 | 42 | 58 | 35 | 7 | Overlay - AC Structural | 10/1/02 |
| 291 | Sierra Keys Drive | Bend | Cul-de-sac | E | AC | 2 | 270 | 33 | 11,122 | 5/26/23 | 52 | 62 | 38 | 0 | New Construction - Initial | 1/1/80 |
| 304 | Sierra Meadow Dr | Cul-de-sac | Wisteria Wy | E | AC | 2 | 650 | 35 | 24,200 | 5/25/23 | 69 | 52 | 35 | 13 | Complete Reconstruction - AC | 2/1/11 |
| 305 | Sierra Meadow Dr | Wisteria Wy | Carter Ave | E | AC | 2 | 744 | 35 | 25,935 | 5/25/23 | 86 | 85 | 15 | 0 | Complete Reconstruction - AC | 2/1/11 |
| 306 | Sierra Place | Sierra Madre Blvd | San Gabriel Ct | E | AC | 2 | 536 | 30 | 15,695 | 5/24/23 | 42 | 13 | 61 | 26 | Surface Treatment - Slurry Seal | 1/1/18 |
| 307 | Sierra Place | San Gabriel Ct | Lowell Ave | E | AC | 2 | 295 | 34 | 9,765 | 5/24/23 | 100 | 30 | 54 | 16 | Complete Reconstruction - AC | 3/1/19 |
| 308 | Sierra Woods Drive | Cul-de-sac | Grandview Ave | E | AAC | 2 | 470 | 30 | 15,667 | 5/25/23 | 53 | 71 | 29 | 0 | Overlay - AC Structural | 10/1/02 |
| 309 | Sierra Woods Drive | Grandview Ave | Cul-de-sac | E | AC | 2 | 200 | 30 | 7,567 | 5/25/23 | 47 | 56 | 28 | 16 | New Construction - Initial | 1/1/80 |
| 310 | Skyland Drive | Orange Dr | Fern Dr | E | AC | 2 | 205 | 18 | 3,690 | 5/31/23 | 93 | 57 | 0 | 43 | Complete Reconstruction - AC | 7/1/17 |
| 311 | Skyland Drive | Fern Ln | Idlehour | E | AC | 2 | 400 | 16 | 6,400 | 5/31/23 | 93 | 47 | 0 | 53 | Complete Reconstruction - AC | 7/1/17 |
| 312 | Skyland Drive | Idlehour Dr | Idlehour Dr | E | AC | 2 | 843 | 16 | 13,488 | 5/31/23 | 96 | 85 | 0 | 15 | Complete Reconstruction - AC | 7/1/17 |
| 313 | Stonehouse Road | North End | Grandview Ave | E | AAC | 2 | 400 | 33 | 13,700 | 5/30/23 | 72 | 37 | 8 | 55 | Overlay - AC Structural | 10/1/01 |
| 315 | Sturtevant Drive | Alta Vista Dr | Oakdale Dr | E | AC | 2 | 330 | 18 | 5,940 | 5/30/23 | 48 | 17 | 59 | 24 | New Construction - Initial | 1/1/80 |
| 316 | Sturtevant Drive | Woodland Dr | Oakdale Dr | E | AAC | 2 | 1,040 | 18 | 18,720 | 5/30/23 | 68 | 59 | 27 | 14 | Overlay - AC Structural | 10/1/01 |
| 318 | Sturtevant Drive | Canon Dr N | Bend | E | AAC | 2 | 560 | 21 | 11,960 | 5/31/23 | 100 | 44 | 24 | 32 | Overlay - AC Structural | 10/31/22 |
| 319 | Sturtevant Drive | Bend | Pleasant Hill Ln | E | AAC | 2 | 430 | 21 | 9,030 | 5/31/23 | 100 | 59 | 14 | 27 | Overlay - AC Structural | 10/31/22 |
| 320 | Sturtevant Drive | Pleasant Hill Ln | Mountain Trail Ave | E | AAC | 2 | 470 | 24 | 12,030 | 5/31/23 | 100 | 55 | 42 | 3 | Overlay - AC Structural | 10/31/22 |
| 321 | Suffolk Avenue | Sierra Pl | Baldwin Ave | E | AAC | 2 | 820 | 36 | 29,520 | 5/24/23 | 61 | 67 | 32 | 1 | Overlay - AC Structural | 10/1/02 |
| 322 | Sunnyside Avenue | Retreat Center Gate | Fairview Ave | E | AAC | 2 | 720 | 37 | 26,640 | 5/26/23 | 70 | 47 | 0 | 53 | Overlay - AC Structural | 10/1/04 |
| 323 | Sunnyside Avenue | Fairview Ave | Alegria Ave | E | AC | 2 | 370 | 37 | 13,690 | 5/26/23 | 75 | 37 | 0 | 63 | New Construction - Initial | 1/1/80 |
| 324 | Sunnyside Avenue | Alegria Ave | Grandview Ave | E | AC | 2 | 330 | 37 | 12,210 | 5/26/23 | 75 | 29 | 0 | 71 | New Construction - Initial | 1/1/80 |
| 325 | Sunnyside Avenue | Grandview Ave | Laurel Ave | E | AC | 2 | 440 | 33 | 14,520 | 5/26/23 | 70 | 48 | 45 | 7 | New Construction - Initial | 1/1/80 |
| 326 | Sunnyside Avenue | Laurel Ave | Highland Ave | E | AC | 2 | 360 | 33 | 11,880 | 5/26/23 | 70 | 30 | 60 | 10 | New Construction - Initial | 1/1/80 |
| 327 | Sunnyside Avenue | Highland Ave | Montecito Ave | E | AC | 2 | 340 | 33 | 11,220 | 5/26/23 | 77 | 50 | 50 | 0 | New Construction - Initial | 1/1/80 |
| 328 | Sunnyside Avenue | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 400 | 33 | 13,200 | 5/26/23 | 68 | 37 | 62 | 1 | New Construction - Initial | 1/1/80 |
| 329 | Sunnyside Avenue | Sierra Madre Blvd | Mariposa Ave | E | AAC | 2 | 390 | 33 | 12,870 | 5/26/23 | 93 | 92 | 0 | 8 | Surface Treatment - Slurry Seal | 2/23/21 |
| 330 | Sunnyside Avenue | Mariposa Ave | Ramona Ave | E | AAC | 2 | 360 | 33 | 11,880 | 5/26/23 | 88 | 39 | 56 | 5 | Surface Treatment - Slurry Seal | 2/23/21 |
| 331 | Sunnyside Avenue | Ramona Ave | Manzanita Ave | E | AC | 2 | 370 | 35 | 12,950 | 5/26/23 | 85 | 48 | 39 | 13 | Surface Treatment - Slurry Seal | 11/1/13 |
| 332 | Sunnyside Avenue | Manzanita Ave | Orange Grove Ave | E | AC | 2 | 360 | 33 | 11,880 | 5/26/23 | 87 | 100 | 0 | 0 | Surface Treatment - Slurry Seal Type II | 11/1/13 |
| 570 | Sunnyside Lane | Woodland Dr | West End | E | AC | 2 | 132 | 15 | 1,980 | 5/30/23 | 100 | 31 | 0 | 69 | New Construction - Initial | 1/1/80 |
| 333 | Sycamore Place | Las Rocas Dr | Grandview Ave | E | AAC | 2 | 950 | 33 | 31,350 | 5/30/23 | 78 | 46 | 19 | 35 | Overlay - AC Structural | 10/1/01 |
| 334 | Sycamore Place | Grandview Ave | South End | E | AAC | 2 | 495 | 20 | 9,900 | 5/25/23 | 76 | 70 | 29 | 1 | Overlay - AC Structural | 10/1/01 |
| 335 | Theresa Lane | Canon Dr N | Cul-de-sac | E | AAC | 2 | 440 | 29 | 14,490 | 5/30/23 | 77 | 95 | 0 | 5 | Overlay - AC Structural | 10/1/01 |
| 336 | Toyon Road | Cul-de-sac | Grandview Ave | E | AAC | 2 | 880 | 33 | 30,732 | 5/25/23 | 71 | 52 | 35 | 13 | Overlay - AC Structural | 10/1/01 |
| 337 | Valle Vista Drive | Acacia St | Bend | E | AC | 2 | 400 | 29 | 12,350 | 5/30/23 | 51 | 31 | 46 | 23 | Surface Treatment - Slurry Seal | 10/1/02 |
| 338 | Valle Vista Drive | Bend | Acacia St | E | AC | 2 | 400 | 29 | 12,350 | 5/30/23 | 39 | 32 | 52 | 16 | New Construction - Initial | 1/1/80 |
| 339 | Via Granate | Cul-de-sac | Santa Anita Ave | E | AAC | 2 | 200 | 26 | 6,725 | 5/30/23 | 76 | 34 | 0 | 66 | Overlay - AC Structural | 10/1/04 |
| 340 | Victoria Lane | Baldwin Ave | Auburn Ave | E | AC | 2 | 670 | 22 | 14,608 | 5/31/23 | 72 | 74 | 26 | 0 | New Construction - Initial | 1/1/80 |
| 341 | Vista Avenue | East City Limits | Elkins Ave | E | AC | 2 | 600 | 32 | 19,200 | 5/30/23 | 61 | 42 | 58 | 0 | New Construction - Initial | 1/1/80 |
| 400 | Vista Avenue | Grandview Ave | Elkins Ave | E | AC | 2 | 885 | 34 | 30,090 | 5/30/23 | 78 | 81 | 0 | 19 | New Construction - Initial | 1/1/80 |
| 342 | Vista Circle Drive | Alta Vista | Oakdale | E | AC | 2 | 1,265 | 18 | 22,770 | 5/30/23 | 76 | 49 | 24 | 27 | New Construction - Initial | 1/1/80 |
| 343 | Vista Circle Drive | Oakdale Dr | Alta Vista Dr | E | AAC | 2 | 550 | 18 | 9,900 | 5/30/23 | 71 | 35 | 20 | 45 | Overlay - AC Structural | 10/1/04 |
| 346 | Webster Way | North End | Bonita Ave | E | AAC | 2 | 160 | 28 | 5,105 | 5/24/23 | 88 | 93 | 0 | 7 | Surface Reconstruction - AC | 10/1/03 |
| 347 | Wilson Street | Grandview Ave | Highland Ave | E | AAC | 2 | 800 | 36 | 28,224 | 5/25/23 | 55 | 41 | 58 | 1 | Surface Reconstruction - AC | 10/1/02 |
| 348 | Windsor Lane | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 460 | 20 | 9,080 | 5/31/23 | 78 | 41 | 0 | 59 | New Construction - Initial | 1/1/80 |

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| | | | | | | | | | | | | | | | | |
|-----|----------------|------------------|------------------|---|-----|---|-------------|----|------------------|---------|----|-----|----|----|---------------------------------|---------|
| 349 | Windwood Lane | Orange Grove Ave | End | E | AC | 2 | 920 | 32 | 32,705 | 5/24/23 | 57 | 54 | 45 | 1 | Surface Treatment - Slurry Seal | 10/1/02 |
| 350 | Wisteria Way | Sierra Meadow Dr | Cul-de-sac | E | AAC | 2 | 270 | 35 | 10,200 | 5/25/23 | 60 | 52 | 48 | 0 | Overlay - AC Structural | 10/1/01 |
| 351 | Woodland Drive | North End | Yucca Trail | E | AAC | 2 | 670 | 20 | 11,900 | 5/30/23 | 65 | 21 | 14 | 65 | Overlay - AC Structural | 10/1/04 |
| 352 | Woodland Drive | Yucca Trail | Alta Vista Dr | E | AAC | 2 | 170 | 20 | 2,890 | 5/30/23 | 90 | 100 | 0 | 0 | Overlay - AC Structural | 10/1/04 |
| 353 | Woodland Drive | Alta Vista Dr | Holly Path Trail | E | AAC | 2 | 570 | 20 | 9,690 | 5/30/23 | 84 | 57 | 31 | 12 | Overlay - AC Structural | 10/1/04 |
| 354 | Woodland Drive | Holly Path Trail | Brookside Ln | E | AC | 2 | 550 | 20 | 9,290 | 5/30/23 | 80 | 77 | 12 | 11 | Surface Treatment - Slurry Seal | 10/1/04 |
| 355 | Woodland Drive | Brookside Ln | Sturtevant Dr | E | AC | 2 | 320 | 18 | 5,760 | 5/30/23 | 77 | 95 | 0 | 5 | New Construction - Initial | 1/1/80 |
| 356 | Yucca Trail | East End | Woodland Dr | E | AC | 2 | 280 | 12 | 3,360 | 5/30/23 | 76 | 43 | 0 | 57 | New Construction - Initial | 1/1/80 |
| | | | | | | | 24.2 | | 3,737,662 | | | | | | | |

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

Sorted by Rank, PCI Order (0-100)

| Sec ID | Name | From | To | Rank | Type | Lanes | L | W | Area | Insp. Date | PCI | PCI Pct Climate | PCI Pct Load | PCI Pct Other | Work Type | Work Date |
|-------------------------------|------------------------|--------------------|--------------------|------|------|-------|-------|----|--------|------------|-----|-----------------|--------------|---------------|---------------------------------|-----------|
| Arterials / Collectors | | | | | | | | | | | | | | | | |
| 296 | Sierra Madre Boulevard | Mountain Trail Ave | Sierra Pl | B | AAC | 2 | 490 | 41 | 20,090 | 6/1/23 | 45 | 13 | 87 | 0 | Overlay - AC Structural | 10/1/01 |
| 138 | Highland Avenue | Mountain Trail Ave | Merrill Ave | C | AC | 2 | 302 | 40 | 12,080 | 5/26/23 | 55 | 55 | 30 | 15 | New Construction - Initial | 1/1/80 |
| 143 | Highland Avenue | Lima St | Grove St | C | AAC | 2 | 330 | 35 | 11,550 | 5/26/23 | 56 | 55 | 40 | 5 | Overlay - AC Structural | 10/1/02 |
| 197 | Michillinda Avenue | Gatewood Ln | Fairview Ave | B | AAC | 2 | 360 | 23 | 8,280 | 6/1/23 | 56 | 57 | 14 | 29 | Overlay - AC Structural | 10/1/02 |
| 139 | Highland Avenue | Merrill Ave | Baldwin Ave | C | AC | 2 | 940 | 40 | 36,500 | 5/26/23 | 58 | 64 | 31 | 5 | New Construction - Initial | 1/1/80 |
| 283 | Santa Anita Avenue | Arno Dr (E) | Via Granate | B | AAC | 2 | 408 | 33 | 13,464 | 5/30/23 | 59 | 39 | 41 | 20 | Overlay - AC Structural | 10/1/01 |
| 136 | Highland Avenue | Coburn Ave | Canon Ave | C | AC | 2 | 870 | 28 | 24,000 | 5/25/23 | 61 | 60 | 36 | 4 | Surface Treatment - Slurry Seal | 10/1/03 |
| 297 | Sierra Madre Boulevard | Sierra Pl | Baldwin Ave | B | AAC | 2 | 880 | 41 | 34,480 | 6/1/23 | 61 | 28 | 72 | 0 | Overlay - AC Structural | 10/1/01 |
| 137 | Highland Avenue | Canon Ave | Mountain Trail Ave | C | AC | 2 | 875 | 34 | 29,750 | 5/26/23 | 63 | 55 | 24 | 21 | New Construction - Initial | 1/1/80 |
| 196 | Michillinda Avenue | Edgeview Dr | Gatewood Ln | B | AAC | 2 | 800 | 23 | 18,400 | 6/1/23 | 63 | 74 | 0 | 26 | Overlay - AC Structural | 10/1/02 |
| 195 | Michillinda Avenue | North City Limits | Edgeview Dr | B | AAC | 2 | 350 | 23 | 8,050 | 6/1/23 | 65 | 87 | 13 | 0 | Overlay - AC Structural | 10/1/02 |
| 147 | Highland Avenue | Wilson St | Michillinda Ave | C | AAC | 2 | 640 | 35 | 22,260 | 5/26/23 | 66 | 48 | 19 | 33 | Overlay - AC Structural | 10/1/02 |
| 024 | Auburn Avenue | Olive Ave | Alegria Ave | C | AC | 2 | 190 | 26 | 4,940 | 5/25/23 | 68 | 44 | 56 | 0 | New Construction - Initial | 1/1/80 |
| 124 | Grove Street | Carter Ave W | Fairview Ave | B | AAC | 2 | 750 | 25 | 18,750 | 5/26/23 | 68 | 59 | 0 | 41 | Overlay - AC Structural | 10/1/04 |
| 145 | Highland Avenue | Jameson Ct | Sunnyside Ave | C | AAC | 2 | 830 | 35 | 29,050 | 5/26/23 | 68 | 69 | 16 | 15 | Overlay - AC Structural | 10/1/02 |
| 175 | Lima Street | Montecito Ave | Sierra Madre Blvd | C | AAC | 2 | 380 | 36 | 13,680 | 5/25/23 | 69 | 41 | 57 | 2 | Overlay - AC Structural | 10/1/01 |
| 204 | Michillinda Avenue | Mariposa Ave | Ramona Ave | B | AC | 2 | 430 | 23 | 9,890 | 6/1/23 | 69 | 31 | 19 | 50 | New Construction - Initial | 1/1/80 |
| 203 | Michillinda Avenue | Sierra Madre Blvd | Mariposa Ave | B | AC | 2 | 500 | 23 | 11,500 | 6/1/23 | 70 | 31 | 9 | 60 | New Construction - Initial | 1/1/80 |
| 254 | Orange Grove Avenue | Oak Meadow Rd | Mountain Trail Ave | B | AC | 2 | 450 | 28 | 12,600 | 6/1/23 | 70 | 85 | 15 | 0 | New Construction - Initial | 1/1/80 |
| 301 | Sierra Madre Boulevard | Lima St | Park Ave | B | AC | 2 | 920 | 52 | 46,240 | 6/1/23 | 70 | 27 | 67 | 6 | Crack Seal and Slurry | 11/1/13 |
| 256 | Orange Grove Avenue | Private Street | Baldwin Ave | B | AC | 2 | 750 | 28 | 21,500 | 6/1/23 | 71 | 77 | 22 | 1 | New Construction - Initial | 1/1/80 |
| 284 | Santa Anita Avenue | Via Granate | Elkins Dr | B | AAC | 2 | 600 | 47 | 28,200 | 5/30/23 | 71 | 45 | 21 | 34 | Overlay - AC Structural | 10/1/01 |
| 146 | Highland Avenue | Sunnyside Ave | Wilson St | C | AAC | 2 | 355 | 35 | 12,425 | 5/26/23 | 72 | 74 | 25 | 1 | Overlay - AC Structural | 10/1/02 |
| 205 | Michillinda Avenue | Ramona Ave | Manzanita Ave | B | AC | 2 | 430 | 23 | 9,890 | 6/1/23 | 72 | 39 | 0 | 61 | New Construction - Initial | 1/1/80 |
| 206 | Michillinda Avenue | Manzanita Ave | Orange Grove Ave | B | AC | 2 | 450 | 23 | 10,350 | 6/1/23 | 72 | 39 | 0 | 61 | New Construction - Initial | 1/1/80 |
| 262 | Orange Grove Avenue | Sunnyside Ave | Michillinda Ave | B | AC | 2 | 950 | 28 | 26,600 | 6/1/23 | 72 | 50 | 47 | 3 | New Construction - Initial | 1/1/80 |
| 286 | Santa Anita Avenue | Oakwood Ave | Grandview Ave | B | AAC | 2 | 520 | 47 | 25,190 | 5/30/23 | 72 | 36 | 31 | 33 | Overlay - AC Structural | 10/1/01 |
| 285 | Santa Anita Avenue | Elkins Ave | Oakwood Ave | B | AAC | 2 | 300 | 47 | 14,100 | 5/30/23 | 74 | 42 | 31 | 27 | Overlay - AC Structural | 10/1/01 |
| 303 | Sierra Madre Boulevard | Sunnyside Ave | Michillinda Ave | B | AC | 2 | 970 | 52 | 47,240 | 6/1/23 | 74 | 28 | 50 | 22 | Crack Seal and Slurry | 11/1/13 |
| 172 | Lima Street | Grandview Ave | Laurel Ave | C | AAC | 2 | 320 | 36 | 11,520 | 5/25/23 | 75 | 57 | 41 | 2 | Overlay - AC Structural | 10/1/01 |
| 174 | Lima Street | Highland Ave | Montecito Ave | C | AAC | 2 | 400 | 36 | 14,400 | 5/25/23 | 75 | 39 | 42 | 19 | Overlay - AC Structural | 10/1/01 |
| 259 | Orange Grove Avenue | Hermosa Ave | Lima St | B | AC | 2 | 960 | 28 | 26,955 | 6/1/23 | 75 | 66 | 32 | 2 | New Construction - Initial | 1/1/80 |
| 293 | Sierra Madre Boulevard | Monterey Ln | Rancho Rd | B | AAC | 2 | 500 | 41 | 20,500 | 5/24/23 | 75 | 52 | 46 | 2 | Overlay - AC Structural | 10/1/01 |
| 300 | Sierra Madre Boulevard | Hermosa Ave | Lima St | B | AC | 2 | 800 | 52 | 39,330 | 6/1/23 | 75 | 40 | 60 | 0 | Crack Seal and Slurry | 11/1/13 |
| 170 | Lima Street | Carter Ave | Grandview Ave | C | AAC | 2 | 1,340 | 33 | 44,220 | 5/25/23 | 76 | 48 | 21 | 31 | Overlay - AC Structural | 10/1/01 |
| 250 | Orange Grove Avenue | Easy City Limits | Rancho Rd | B | AC | 2 | 790 | 30 | 23,700 | 5/24/23 | 76 | 45 | 53 | 2 | New Construction - Initial | 1/1/80 |
| 253 | Orange Grove Avenue | Canon Ave | Oak Meadow Rd | B | AC | 2 | 430 | 28 | 11,915 | 6/1/23 | 77 | 98 | 0 | 2 | New Construction - Initial | 1/1/80 |
| 299 | Sierra Madre Boulevard | Auburn Avenue | Hermosa Avenue | B | AC | 2 | 655 | 52 | 33,140 | 6/1/23 | 77 | 31 | 69 | 0 | Crack Seal and Slurry | 11/1/13 |
| 039 | Baldwin Avenue | Sierra Madre Blvd | Suffolk Ave | B | AC | 2 | 400 | 51 | 19,600 | 5/31/23 | 78 | 44 | 53 | 3 | Surface Treatment - Slurry Seal | 10/1/02 |
| 141 | Highland Avenue | Auburn Ave | Hermosa Ave | C | AC | 2 | 615 | 34 | 20,910 | 5/26/23 | 78 | 68 | 25 | 7 | Cape Seal | 6/1/18 |
| 257 | Orange Grove Avenue | Baldwin Ave | Old Oak Ln | B | AC | 2 | 700 | 28 | 19,600 | 6/1/23 | 78 | 50 | 28 | 22 | New Construction - Initial | 1/1/80 |
| 294 | Sierra Madre Boulevard | Rancho Rd | Holdman Ave | B | AAC | 2 | 1,080 | 41 | 44,280 | 5/24/23 | 78 | 58 | 39 | 3 | Overlay - AC Structural | 10/1/01 |
| 026 | Auburn Avenue | Grandview Ave | Laurel Ave | C | AAC | 2 | 310 | 37 | 11,470 | 5/25/23 | 79 | 86 | 14 | 0 | Surface Treatment - Slurry Seal | 2/1/20 |
| 251 | Orange Grove Avenue | Rancho Rd | Windwood Ln | B | AC | 2 | 700 | 28 | 20,150 | 6/1/23 | 79 | 100 | 0 | 0 | New Construction - Initial | 1/1/80 |
| 027 | Auburn Avenue | Laurel Ave | Highland Ave | C | AAC | 2 | 520 | 37 | 19,240 | 5/25/23 | 80 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/1/20 |
| 101 | Grandview Avenue | East City Limits | Oakwood Ave | B | AAC | 2 | 330 | 34 | 11,220 | 5/25/23 | 80 | 78 | 0 | 22 | Overlay - AC Structural | 10/1/01 |
| 112 | Grandview Avenue | Baldwin Ave | Auburn Ave | B | AC | 2 | 785 | 32 | 24,928 | 5/25/23 | 80 | 49 | 45 | 6 | Cape Seal | 6/1/18 |
| 142 | Highland Avenue | Hermosa Ave | Lima St | C | AAC | 2 | 938 | 34 | 27,098 | 5/26/23 | 80 | 57 | 21 | 22 | Cape Seal | 6/1/18 |
| 255 | Orange Grove Avenue | Mountain Trail Ave | Private Street | B | AC | 2 | 690 | 28 | 19,320 | 6/1/23 | 81 | 81 | 19 | 0 | New Construction - Initial | 1/1/80 |
| 292 | Sierra Madre Boulevard | East City Limits | Monterey Ln | B | AAC | 2 | 270 | 41 | 11,070 | 5/24/23 | 81 | 63 | 32 | 5 | Overlay - AC Structural | 10/1/01 |
| 302 | Sierra Madre Boulevard | Park Ave | Sunnyside Ave | B | AC | 2 | 540 | 52 | 28,080 | 6/1/23 | 81 | 40 | 57 | 3 | Crack Seal and Slurry | 11/1/13 |
| 019 | Auburn Avenue | Hermosa Ave | North End | C | AC | 2 | 445 | 24 | 10,680 | 5/25/23 | 82 | 100 | 0 | 0 | Complete Reconstruction - AC | 11/1/13 |
| 020 | Auburn Avenue | Hermosa Ave | Elm Ave | C | AC | 2 | 710 | 20 | 14,200 | 5/25/23 | 82 | 98 | 0 | 2 | Complete Reconstruction - AC | 11/1/13 |
| 102 | Grandview Avenue | Oakwood Ave | Santa Anita Ave | B | AAC | 2 | 360 | 34 | 12,240 | 5/25/23 | 82 | 100 | 0 | 0 | Overlay - AC Structural | 10/1/01 |
| 295 | Sierra Madre Boulevard | Holdman Ave | Mountain Trail Ave | B | AAC | 2 | 1,050 | 41 | 43,050 | 5/24/23 | 82 | 51 | 45 | 4 | Overlay - AC Structural | 10/1/01 |
| 144 | Highland Avenue | Grove St | Jameson Ct | C | AAC | 2 | 300 | 35 | 10,500 | 5/26/23 | 83 | 54 | 46 | 0 | Overlay - AC Structural | 10/1/02 |
| 281 | Santa Anita Avenue | City Limits | City Limits | B | AC | 2 | 3,455 | 24 | 82,920 | 6/10/20 | 83 | 98 | 0 | 2 | New Construction - Initial | 1/1/80 |

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

Sorted by Rank, PCI Order (0-100)

| | | | | | | | | | | | | | | | | |
|------|------------------------|----------------------------------|--------------------|---|-----|---|-------------|----|------------------|---------|-----|-----|----|-----|---|----------|
| 113 | Grandview Avenue | Auburn Ave | Hermosa Ave | B | AC | 2 | 480 | 32 | 15,360 | 5/25/23 | 84 | 68 | 32 | 0 | Cape Seal | 6/1/18 |
| 125 | Grove Street | Fairview Ave | Grandview Ave | B | AAC | 2 | 763 | 25 | 19,075 | 5/26/23 | 84 | 33 | 21 | 46 | Surface Reconstruction - AC | 10/1/03 |
| 173 | Lima Street | Laurel Ave | Highland Ave | C | AAC | 2 | 475 | 36 | 17,100 | 5/25/23 | 84 | 61 | 0 | 39 | Overlay - AC Structural | 10/1/01 |
| 252 | Orange Grove Avenue | Windwood Ln | Canon Ave | B | AC | 2 | 580 | 28 | 15,990 | 6/1/23 | 84 | 92 | 0 | 8 | New Construction - Initial | 1/1/80 |
| 298 | Sierra Madre Boulevard | Baldwin Avenue | Auburn Avenue | B | AC | 2 | 675 | 52 | 32,700 | 6/1/23 | 84 | 74 | 17 | 9 | Surface Treatment - Slurry Seal | 11/1/13 |
| 042 | Baldwin Avenue | Orange Grove Ave | Bonita Ave | B | AC | 2 | 400 | 51 | 20,400 | 5/31/23 | 85 | 47 | 47 | 6 | Surface Treatment - Slurry Seal | 10/1/02 |
| 034 | Baldwin Avenue | Alegria Ave | Grandview Ave | B | AC | 2 | 460 | 46 | 21,160 | 5/31/23 | 86 | 100 | 0 | 0 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 035 | Baldwin Avenue | Grandview Ave | Laurel Ave | B | AC | 2 | 430 | 52 | 22,360 | 5/31/23 | 86 | 80 | 20 | 0 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 036 | Baldwin Avenue | Laurel Ave | Highland Ave | B | AC | 2 | 430 | 52 | 22,360 | 5/31/23 | 86 | 79 | 21 | 0 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 038 | Baldwin Avenue | Montecito Ave | Sierra Madre Blvd | B | AC | 2 | 540 | 52 | 26,250 | 5/31/23 | 86 | 76 | 20 | 4 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 040 | Baldwin Avenue | Suffolk Ave | Lowell Ave | B | AC | 2 | 400 | 52 | 20,800 | 5/31/23 | 86 | 53 | 40 | 7 | Surface Treatment - Slurry Seal | 10/1/02 |
| 258 | Orange Grove Avenue | Old Oak Ln | Hermosa Ave | B | AC | 2 | 380 | 28 | 10,640 | 6/1/23 | 86 | 84 | 0 | 16 | New Construction - Initial | 1/1/80 |
| 260 | Orange Grove Avenue | Lima St | Park Ave | B | AC | 2 | 910 | 28 | 25,480 | 6/1/23 | 86 | 97 | 0 | 3 | New Construction - Initial | 1/1/80 |
| 021 | Auburn Avenue | Elm Ave | Carter Ave | C | AAC | 2 | 450 | 19 | 9,800 | 5/25/23 | 87 | 92 | 0 | 8 | Overlay - AC Structural | 10/1/01 |
| 022 | Auburn Avenue | Carter Ave | Miramonte Ave | C | AAC | 2 | 410 | 26 | 10,660 | 5/25/23 | 87 | 72 | 0 | 28 | Overlay - AC Structural | 10/1/01 |
| 028 | Auburn Avenue | Highland Ave | Montecito Ave | C | AAC | 2 | 430 | 36 | 15,480 | 5/25/23 | 87 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/1/20 |
| 029 | Auburn Avenue | Montecito Ave | Sierra Madre Blvd | C | AAC | 2 | 527 | 36 | 18,972 | 5/25/23 | 87 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/1/20 |
| 041 | Baldwin Avenue | Lowell Ave | Bonita Ave | B | AC | 2 | 420 | 51 | 21,420 | 5/31/23 | 87 | 69 | 21 | 10 | Surface Treatment - Slurry Seal | 10/1/02 |
| 037 | Baldwin Avenue | Highland Ave | Montecito Ave | B | AC | 2 | 450 | 52 | 23,000 | 5/31/23 | 88 | 98 | 2 | 0 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 032 | Baldwin Avenue | Carter Ave | Miramonte Ave | B | AC | 2 | 400 | 37 | 14,800 | 5/31/23 | 89 | 40 | 21 | 39 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 033 | Baldwin Avenue | Miramonte Ave | Alegria Ave | B | AC | 2 | 475 | 37 | 17,575 | 5/31/23 | 89 | 67 | 24 | 9 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 261 | Orange Grove Avenue | Park Ave | Sunnyside Ave | B | AC | 2 | 565 | 28 | 15,820 | 6/1/23 | 89 | 97 | 0 | 3 | New Construction - Initial | 1/1/80 |
| 282 | Santa Anita Avenue | City Limits | Arno Dr (E) | B | AC | 2 | 653 | 24 | 15,672 | 5/30/23 | 90 | 96 | 0 | 4 | New Construction - Initial | 1/1/80 |
| 023 | Auburn Avenue | Miramonte Ave | Olive Ave | C | AAC | 2 | 410 | 26 | 10,660 | 5/25/23 | 91 | 100 | 0 | 0 | Overlay - AC Structural | 10/1/01 |
| 176 | Lima Street | Sierra Madre Blvd | Mariposa Ave | C | AAC | 2 | 410 | 36 | 14,760 | 5/25/23 | 91 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 177 | Lima Street | Mariposa Ave | Ramona Ave | C | AAC | 2 | 440 | 36 | 15,840 | 5/25/23 | 91 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 120 | Grandview Avenue | Sunnyside Ave | Wilson St | B | AC | 2 | 330 | 32 | 10,560 | 5/25/23 | 92 | 20 | 0 | 80 | Overlay-Rubber Hot Mix | 7/1/17 |
| 178 | Lima Street | Ramona Ave | Manzanita Ave | C | AAC | 2 | 440 | 36 | 15,840 | 5/25/23 | 92 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 115 | Grandview Avenue | Adams St | Lima St | B | AC | 2 | 565 | 32 | 18,080 | 5/25/23 | 93 | 40 | 0 | 60 | Overlay-Rubber Hot Mix | 7/1/17 |
| 179 | Lima Street | Manzanita Ave | Orange Grove Ave | C | AAC | 2 | 390 | 36 | 14,040 | 5/25/23 | 93 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 200 | Michillinda Avenue | Grandview Ave | Highland Ave | B | AAC | 2 | 870 | 23 | 20,010 | 6/1/23 | 93 | 16 | 84 | 0 | Overlay-Rubber Hot Mix | 6/1/18 |
| 110 | Grandview Avenue | Canon Ave N | Mountain Trail Ave | B | AAC | 2 | 960 | 35 | 33,600 | 5/25/23 | 94 | 6 | 94 | 0 | Overlay - AC Structural | 2/1/20 |
| 117 | Grandview Avenue | Grove St | Jameson Ct | B | AC | 2 | 400 | 32 | 12,800 | 5/25/23 | 94 | 29 | 0 | 71 | Overlay-Rubber Hot Mix | 7/1/17 |
| 119 | Grandview Avenue | Sierra Woods Dr | Sunnyside Ave | B | AC | 2 | 390 | 32 | 12,480 | 5/25/23 | 94 | 30 | 0 | 70 | Overlay-Rubber Hot Mix | 7/1/17 |
| 116 | Grandview Avenue | Lima St | Grove St | B | AC | 2 | 375 | 32 | 12,000 | 5/25/23 | 95 | 48 | 0 | 52 | Overlay-Rubber Hot Mix | 7/1/17 |
| 198 | Michillinda Avenue | Fairview Ave | Alegria Ave | B | AAC | 2 | 360 | 23 | 8,280 | 6/1/23 | 95 | 26 | 0 | 74 | Overlay-Rubber Hot Mix | 6/1/18 |
| 114 | Grandview Avenue | Hermosa Ave | Adams St | B | AC | 2 | 400 | 32 | 12,800 | 5/25/23 | 96 | 78 | 0 | 22 | Overlay-Rubber Hot Mix | 7/1/17 |
| 121 | Grandview Avenue | Wilson St | Michillinda Ave | B | AC | 2 | 640 | 32 | 20,480 | 5/25/23 | 96 | 100 | 0 | 0 | Overlay-Rubber Hot Mix | 7/1/17 |
| 199 | Michillinda Avenue | Alegria Ave | Grandview Ave W | B | AAC | 2 | 360 | 23 | 8,280 | 6/1/23 | 96 | 28 | 0 | 72 | Overlay-Rubber Hot Mix | 6/1/18 |
| 118 | Grandview Avenue | Jameson Ct | Sierra Woods Dr | B | AC | 2 | 220 | 32 | 7,040 | 5/25/23 | 97 | 67 | 0 | 33 | Overlay-Rubber Hot Mix | 7/1/17 |
| 025 | Auburn Avenue | Alegria Ave | Grandview Ave | C | AC | 2 | 330 | 26 | 8,800 | 5/25/23 | 98 | 100 | 0 | 0 | Complete Reconstruction - AC | 6/1/18 |
| 107 | Grandview Avenue | Acacia St | Camillo St N | B | AAC | 2 | 240 | 37 | 8,880 | 5/25/23 | 99 | 100 | 0 | 0 | Overlay - AC Structural | 10/31/22 |
| 108 | Grandview Avenue | Camillo St N | Sycamore Pl | B | AAC | 2 | 380 | 37 | 13,061 | 5/25/23 | 99 | 0 | 0 | 100 | Overlay - AC Structural | 10/31/22 |
| 111 | Grandview Avenue | Mountain Trail Ave | Baldwin Ave | B | AAC | 2 | 1,260 | 36 | 44,928 | 5/25/23 | 99 | 100 | 0 | 0 | Overlay - AC Structural | 2/1/20 |
| 201 | Michillinda Avenue | Highland Ave | Montecito Ave | B | AAC | 2 | 390 | 23 | 8,970 | 6/1/23 | 99 | 100 | 0 | 0 | Overlay-Rubber Hot Mix | 6/1/18 |
| 202 | Michillinda Avenue | Montecito Ave | Sierra Madre Blvd | B | AAC | 2 | 590 | 23 | 13,570 | 6/1/23 | 99 | 100 | 0 | 0 | Overlay-Rubber Hot Mix | 6/1/18 |
| 103 | Grandview Avenue | Santa Anita Ave | Liliano Pl | B | AAC | 2 | 530 | 31 | 15,635 | 5/25/23 | 100 | 100 | 0 | 0 | Overlay - AC Structural | 10/31/22 |
| 104 | Grandview Avenue | Liliano Pl | Stonehouse Rd N | B | AAC | 2 | 350 | 28 | 9,800 | 5/25/23 | 100 | 34 | 43 | 23 | Overlay - AC Structural | 10/31/22 |
| 105 | Grandview Avenue | Stonehouse Rd N | Foothill Ave | B | AAC | 2 | 950 | 36 | 34,200 | 5/25/23 | 100 | 100 | 0 | 0 | Overlay - AC Structural | 10/31/22 |
| 106 | Grandview Avenue | Foothill Ave | Acacia St | B | AAC | 2 | 650 | 37 | 22,682 | 5/25/23 | 100 | 50 | 50 | 0 | Overlay - AC Structural | 10/31/22 |
| 109 | Grandview Avenue | Sycamore Pl | Canon Ave N | B | AAC | 2 | 800 | 35 | 28,000 | 5/25/23 | 100 | 39 | 56 | 5 | Overlay - AC Structural | 10/31/22 |
| 140 | Highland Avenue | Baldwin Ave | Auburn Ave | C | AC | 2 | 650 | 34 | 21,964 | 5/26/23 | 100 | 71 | 10 | 19 | Complete Reconstruction - AC | 2/1/20 |
| | | | | | | | 12.2 | | 2,168,199 | | | | | | | |
| | Locals | | | | | | | | | | | | | | | |
| 583 | Coburn Avenue | PVMT CHNG (130' N/ HIGHLAND AVE) | END | E | AC | 0 | 400 | 20 | 8,000 | 5/25/23 | 19 | 18 | 77 | 5 | New Construction - Initial | 1/1/80 |
| 157 | Key Vista Drive | Sierra Keys Dr | Cul-de-sac | E | AC | 2 | 200 | 33 | 8,062 | 5/26/23 | 19 | 29 | 68 | 3 | New Construction - Initial | 1/1/80 |
| 0155 | Kaia Lane | Cul-de-sac | Arno Dr | E | AC | 2 | 210 | 25 | 7,045 | 5/30/23 | 24 | 6 | 49 | 45 | New Construction - Initial | 1/1/80 |
| 581 | Orange Drive | Canyon Crest Dr | Orange Dr | E | AC | 0 | 115 | 18 | 2,070 | 5/31/23 | 24 | 11 | 71 | 18 | New Construction - Initial | 1/1/80 |
| 018 | Arno Drive | Kaia Ln | Liliano Dr | E | AAC | 2 | 275 | 33 | 8,877 | 5/30/23 | 26 | 8 | 70 | 22 | Overlay - AC Structural | 10/1/01 |

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

Sorted by Rank, PCI Order (0-100)

| | | | | | | | | | | | | | | | | |
|------|--------------------|--------------------------|-------------------|---|-----|---|-------|----|--------|---------|----|----|----|----|---------------------------------|---------|
| 092 | Fairview Terrace | Cul-de-sac | Fairview Ave | E | AC | 2 | 190 | 33 | 8,028 | 5/26/23 | 31 | 45 | 36 | 19 | New Construction - Initial | 1/1/80 |
| 072 | Carter Avenue | Grove St | West End | E | AC | 2 | 231 | 20 | 4,620 | 5/25/23 | 33 | 46 | 43 | 11 | New Construction - Initial | 1/1/80 |
| 180 | Las Rocas Drive | Sycamore Pl | Canon Dr | E | AC | 2 | 470 | 16 | 6,960 | 5/30/23 | 33 | 27 | 66 | 7 | New Construction - Initial | 1/1/80 |
| 002 | Acacia Street | Bend | Valle Vista Dr | E | AC | 2 | 430 | 27 | 12,360 | 5/30/23 | 34 | 38 | 50 | 12 | New Construction - Initial | 1/1/80 |
| 071 | Carter Avenue | Lima St | Grove St | E | AC | 2 | 240 | 20 | 4,800 | 5/25/23 | 35 | 32 | 67 | 1 | New Construction - Initial | 1/1/80 |
| 579 | Montecito Court | PCC (265' NE/ Windsr Ln) | Montecito Ave | E | AC | 0 | 262 | 14 | 3,668 | 5/31/23 | 35 | 45 | 55 | 0 | New Construction - Initial | 1/1/80 |
| 081 | Edgeview Drive | Cul-de-sac | Bend | E | AAC | 2 | 390 | 30 | 13,450 | 5/26/23 | 36 | 37 | 55 | 8 | Surface Reconstruction - AC | 10/1/02 |
| 150 | Ida May Court | Jameson Ct | Cul-de-sac | E | AC | 2 | 68 | 69 | 4,692 | 5/26/23 | 36 | 55 | 45 | 0 | New Construction - Initial | 1/1/80 |
| 003 | Acacia Street | Valle Vista Dr | Bend | E | AC | 2 | 330 | 27 | 9,660 | 5/30/23 | 37 | 19 | 50 | 31 | New Construction - Initial | 1/1/80 |
| 241 | Old Oak Lane | North End | Orange Grove Ave | E | AC | 2 | 270 | 33 | 10,315 | 5/26/23 | 37 | 48 | 33 | 19 | New Construction - Initial | 1/1/80 |
| 248 | Orange Drive | Canyon Crest Dr | Skyland Dr | E | AAC | 2 | 250 | 17 | 4,250 | 5/31/23 | 37 | 21 | 75 | 4 | Overlay - AC Structural | 10/1/01 |
| 194 | Merrill Avenue | Highland Ave | Laurel Ave | E | AC | 2 | 350 | 22 | 7,700 | 5/31/23 | 39 | 41 | 47 | 12 | New Construction - Initial | 1/1/80 |
| 338 | Valle Vista Drive | Bend | Acacia St | E | AC | 2 | 400 | 29 | 12,350 | 5/30/23 | 39 | 32 | 52 | 16 | New Construction - Initial | 1/1/80 |
| 082 | Edgeview Drive | Bend | Michillinda Ave | E | AAC | 2 | 490 | 31 | 14,890 | 5/26/23 | 40 | 42 | 58 | 0 | Surface Reconstruction - AC | 10/1/02 |
| 220 | Montecito Court | Auburn Ave | Windsor Ln | E | AC | 2 | 278 | 14 | 3,892 | 5/31/23 | 40 | 18 | 60 | 22 | New Construction - Initial | 1/1/80 |
| 290 | Sierra Keys Drive | Fairview Ave | Bend | E | AAC | 2 | 530 | 34 | 18,566 | 5/26/23 | 42 | 58 | 35 | 7 | Overlay - AC Structural | 10/1/02 |
| 306 | Sierra Place | Sierra Madre Blvd | San Gabriel Ct | E | AC | 2 | 536 | 30 | 15,695 | 5/24/23 | 42 | 13 | 61 | 26 | Surface Treatment - Slurry Seal | 1/1/18 |
| 100 | Gatewood Lane | Cul-de-sac | Michillinda Ave | E | AAC | 2 | 700 | 28 | 19,600 | 5/26/23 | 43 | 39 | 38 | 23 | Surface Reconstruction - AC | 10/1/02 |
| 166 | Lilano Drive | Cul-de-sac | Arno Dr | E | AAC | 2 | 261 | 28 | 8,640 | 5/30/23 | 43 | 26 | 50 | 24 | Overlay - AC Structural | 10/1/03 |
| 059 | Canon Avenue | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 240 | 35 | 8,190 | 5/31/23 | 44 | 24 | 76 | 0 | Surface Treatment - Slurry Seal | 10/1/03 |
| 030 | Auburn Lane | Auburn Avenue | Auburn Avenue | E | AC | 1 | 510 | 12 | 11,120 | 5/31/23 | 45 | 45 | 38 | 17 | New Construction - Initial | 1/1/80 |
| 044 | Bonita Avenue | Cul-de-sac | Baldwin Ave | E | AC | 2 | 390 | 32 | 14,130 | 5/24/23 | 45 | 34 | 64 | 2 | Complete Reconstruction - AC | 2/1/11 |
| 167 | Lilano Drive | Arno Dr | 775' S/O Arno Dr | E | AAC | 2 | 775 | 33 | 25,575 | 5/30/23 | 46 | 27 | 46 | 27 | Overlay - AC Structural | 10/1/01 |
| 089 | Fairview Avenue | Sierra Keys Dr | Sunnyside Ave | E | AAC | 2 | 430 | 32 | 13,568 | 5/26/23 | 47 | 29 | 51 | 20 | Overlay - AC Structural | 10/1/01 |
| 287 | Santa Anita Court | Rancho Rd | Holdman Ave | E | AAC | 2 | 1,000 | 34 | 34,500 | 5/24/23 | 47 | 20 | 56 | 24 | Surface Reconstruction - AC | 10/1/02 |
| 309 | Sierra Woods Drive | Grandview Ave | Cul-de-sac | E | AC | 2 | 200 | 30 | 7,567 | 5/25/23 | 47 | 56 | 28 | 16 | New Construction - Initial | 1/1/80 |
| 315 | Sturtevant Drive | Alta Vista Dr | Oakdale Dr | E | AC | 2 | 330 | 18 | 5,940 | 5/30/23 | 48 | 17 | 59 | 24 | New Construction - Initial | 1/1/80 |
| 0154 | Jameson Court | Grandview Ave | Highland Ave | E | AC | 2 | 905 | 24 | 21,720 | 5/26/23 | 49 | 29 | 15 | 56 | New Construction - Initial | 1/1/80 |
| 017 | Arno Drive | Santa Anita Ave | Kala Ln | E | AAC | 2 | 275 | 33 | 8,877 | 5/30/23 | 50 | 23 | 38 | 39 | Overlay - AC Structural | 10/1/01 |
| 083 | Elkins Ave | East City Limits | Vista Ave | E | AC | 2 | 220 | 34 | 7,480 | 5/30/23 | 50 | 14 | 86 | 0 | New Construction - Initial | 1/1/80 |
| 274 | Rancho Road | Santa Anita Ct | San Gabriel Ct | E | AAC | 2 | 320 | 33 | 10,560 | 5/24/23 | 50 | 49 | 23 | 28 | Surface Reconstruction - AC | 10/1/02 |
| 337 | Valle Vista Drive | Acacia St | Bend | E | AC | 2 | 400 | 29 | 12,350 | 5/30/23 | 51 | 31 | 46 | 23 | Surface Treatment - Slurry Seal | 10/1/02 |
| 580 | Auburn Avenue | Auburn Ave | End | E | AC | 0 | 945 | 20 | 18,900 | 5/25/23 | 52 | 59 | 34 | 7 | New Construction - Initial | 1/1/80 |
| 160 | Laurel Avenue | Mountain Trail Ave | Merrill Ave | E | AAC | 2 | 300 | 29 | 8,526 | 5/31/23 | 52 | 55 | 40 | 5 | Surface Reconstruction - AC | 10/1/02 |
| 289 | Santa Anita Court | Mountain Trail Ave | Sierra Pl | E | AAC | 2 | 420 | 40 | 16,800 | 5/24/23 | 52 | 16 | 50 | 34 | Overlay - AC Structural | 10/1/01 |
| 291 | Sierra Keys Drive | Bend | Cul-de-sac | E | AC | 2 | 270 | 33 | 11,122 | 5/26/23 | 52 | 62 | 38 | 0 | New Construction - Initial | 1/1/80 |
| 249 | Orange Drive | Skyland Dr | Idlehour Ln | E | AAC | 1 | 554 | 17 | 9,418 | 5/31/23 | 53 | 38 | 45 | 17 | Overlay - AC Structural | 10/1/01 |
| 308 | Sierra Woods Drive | Cul-de-sac | Grandview Ave | E | AAC | 2 | 470 | 30 | 15,667 | 5/25/23 | 53 | 71 | 29 | 0 | Overlay - AC Structural | 10/1/02 |
| 012 | Alegria Avenue | Cul-de-sac | Sunnyside Ave | E | AAC | 2 | 140 | 39 | 5,232 | 5/26/23 | 54 | 41 | 22 | 37 | Overlay - AC Structural | 10/1/01 |
| 234 | Oak Crest Drive | Cul-de-sac | Deodar Cir | E | AC | 2 | 669 | 22 | 18,200 | 5/25/23 | 54 | 67 | 23 | 10 | New Construction - Initial | 1/1/80 |
| 099 | Gatewood Terrace | Cul-de-sac | Gatewood Lane | E | AAC | 2 | 300 | 30 | 10,250 | 5/26/23 | 55 | 35 | 52 | 13 | Surface Reconstruction - AC | 10/1/02 |
| 278 | San Gabriel Court | Rancho Rd | Colony Dr | E | AC | 2 | 680 | 33 | 22,940 | 5/24/23 | 55 | 34 | 44 | 22 | Complete Reconstruction - AC | 10/1/10 |
| 347 | Wilson Street | Grandview Ave | Highland Ave | E | AAC | 2 | 800 | 36 | 28,224 | 5/25/23 | 55 | 41 | 58 | 1 | Surface Reconstruction - AC | 10/1/02 |
| 060 | Canon Avenue | North End | Orange Grove Ave | E | AC | 2 | 760 | 34 | 26,943 | 5/24/23 | 56 | 59 | 41 | 0 | New Construction - Initial | 1/1/80 |
| 214 | Montecito Avenue | Auburn Ave | Baldwin Ave | E | AAC | 2 | 630 | 23 | 14,398 | 5/31/23 | 57 | 21 | 39 | 40 | Overlay - AC Structural | 10/1/05 |
| 349 | Windwood Lane | Orange Grove Ave | End | E | AC | 2 | 920 | 32 | 32,705 | 5/24/23 | 57 | 54 | 45 | 1 | Surface Treatment - Slurry Seal | 10/1/02 |
| 149 | Holdman Avenue | Santa Anita Ct | Fane St | E | AAC | 2 | 580 | 34 | 19,720 | 5/24/23 | 58 | 23 | 53 | 24 | Overlay - AC Structural | 10/1/01 |
| 221 | Monterey Lane | Sierra Madre Blvd | South End | E | AC | 2 | 750 | 34 | 25,284 | 5/24/23 | 58 | 30 | 46 | 24 | Complete Reconstruction - AC | 2/1/11 |
| 058 | Canon Avenue | Highland Ave | Montecito Ave | E | AC | 2 | 275 | 35 | 9,625 | 5/31/23 | 59 | 25 | 74 | 1 | Surface Treatment - Slurry Seal | 10/1/03 |
| 273 | Rancho Road | Sierra Madre Blvd | Santa Anita Ct | E | AAC | 2 | 300 | 33 | 9,900 | 5/24/23 | 59 | 75 | 0 | 25 | Surface Reconstruction - AC | 10/1/02 |
| 016 | Arno Drive | East End | Santa Anita Ave | E | AAC | 2 | 310 | 32 | 11,445 | 5/30/23 | 60 | 47 | 44 | 9 | Overlay - AC Structural | 10/1/01 |
| 350 | Wisteria Way | Sierra Meadow Dr | Cul-de-sac | E | AAC | 2 | 270 | 35 | 10,200 | 5/25/23 | 60 | 52 | 48 | 0 | Overlay - AC Structural | 10/1/01 |
| 001 | Acacia Street | East End | Valle Vista Dr | E | AC | 2 | 220 | 23 | 5,060 | 5/30/23 | 61 | 33 | 38 | 29 | New Construction - Initial | 1/1/80 |
| 080 | Deodar Circle | Cul-de-sac | Oakcrest Dr | E | AC | 2 | 140 | 25 | 5,145 | 5/25/23 | 61 | 60 | 33 | 7 | New Construction - Initial | 1/1/80 |
| 235 | Oak Crest Drive | Deodar Cir | Carter Ave | E | AC | 2 | 920 | 25 | 23,000 | 5/25/23 | 61 | 59 | 19 | 22 | New Construction - Initial | 1/1/80 |
| 321 | Suffolk Avenue | Sierra Pl | Baldwin Ave | E | AAC | 2 | 820 | 36 | 29,520 | 5/24/23 | 61 | 67 | 32 | 1 | Overlay - AC Structural | 10/1/02 |
| 341 | Vista Avenue | East City Limits | Elkins Ave | E | AC | 2 | 600 | 32 | 19,200 | 5/30/23 | 61 | 42 | 58 | 0 | New Construction - Initial | 1/1/80 |
| 006 | Adams Street | North End | Grandview Ave | E | AAC | 2 | 1,080 | 27 | 30,981 | 5/25/23 | 62 | 36 | 39 | 25 | Overlay - AC Structural | 10/1/01 |
| 575 | Baldwin Ct | Carter Ave | North End | E | AC | 2 | 989 | 22 | 23,479 | 5/31/23 | 62 | 93 | 0 | 7 | New Construction - AC | 1/1/80 |

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

Sorted by Rank, PCI Order (0-100)

| | | | | | | | | | | | | | | | | |
|-----|-----------------------|---------------------|-----------------------------|---|-----|---|-------|----|--------|---------|----|-----|----|----|---|---------|
| 068 | Carter Avenue | Auburn Ave | Hermosa Ave | E | AC | 2 | 580 | 27 | 15,660 | 5/25/23 | 62 | 71 | 16 | 13 | New Construction - Initial | 1/1/80 |
| 127 | Hermosa Avenue | Auburn Ave | Carter Ave | E | AAC | 2 | 680 | 21 | 14,280 | 5/25/23 | 62 | 14 | 46 | 40 | Overlay - AC Structural | 10/1/01 |
| 275 | Rancho Road | San Gabriel Ct | Orange Grove Ave | E | AAC | 2 | 990 | 33 | 32,670 | 5/24/23 | 62 | 95 | 5 | 0 | Surface Reconstruction - AC | 10/1/02 |
| 004 | Acacia Street | Foothill Ave | Valle Vista Dr | E | AC | 2 | 470 | 27 | 12,690 | 5/30/23 | 63 | 42 | 40 | 18 | New Construction - Initial | 1/1/80 |
| 062 | Canyon Crest Drive | Idlehour Ln | Orange Dr (One-way Section) | E | AAC | 2 | 370 | 18 | 6,660 | 5/31/23 | 63 | 15 | 34 | 51 | Overlay - AC Structural | 10/1/01 |
| 043 | Bonita Avenue | Mountain Trail Ave | End | E | AC | 2 | 830 | 33 | 29,082 | 5/24/23 | 64 | 60 | 35 | 5 | Complete Reconstruction - AC | 2/1/11 |
| 093 | Fane Street | Colony Dr | Holdman Ave | E | AAC | 2 | 370 | 30 | 10,972 | 5/24/23 | 64 | 22 | 49 | 29 | Overlay - AC Structural | 10/1/01 |
| 094 | Fern Lane | Canon Crest | Skyland Dr | E | AAC | 1 | 350 | 10 | 3,500 | 5/31/23 | 64 | 14 | 24 | 62 | Overlay - AC Structural | 10/1/01 |
| 159 | Laurel Avenue | Canon Ave | Mountain Trail Ave | E | AAC | 2 | 880 | 33 | 28,644 | 5/31/23 | 64 | 64 | 23 | 13 | Surface Reconstruction - AC | 10/1/02 |
| 161 | Laurel Avenue | Merrill Ave | Baldwin Ave | E | AAC | 2 | 900 | 29 | 26,013 | 5/31/23 | 64 | 62 | 35 | 3 | Surface Reconstruction - AC | 10/1/02 |
| 008 | Adams Street | Laurel Ave | Highland Ave | E | AAC | 2 | 440 | 34 | 14,960 | 5/25/23 | 65 | 92 | 0 | 8 | Overlay - AC Structural | 10/1/02 |
| 047 | Brookside Lane | Woodland Dr | South End | E | AC | 1 | 405 | 15 | 6,075 | 5/30/23 | 65 | 17 | 34 | 49 | New Construction - Initial | 1/1/80 |
| 052 | Canon Avenue | Sturtevant Dr | Las Rocas Dr | E | AAC | 2 | 230 | 20 | 4,600 | 5/30/23 | 65 | 41 | 54 | 5 | Overlay - AC Structural | 10/1/01 |
| 351 | Woodland Drive | North End | Yucca Trail | E | AAC | 2 | 670 | 20 | 11,900 | 5/30/23 | 65 | 21 | 14 | 65 | Overlay - AC Structural | 10/1/04 |
| 007 | Adams Street | Grandview Ave | Laurel Ave | E | AAC | 2 | 310 | 34 | 10,336 | 5/25/23 | 66 | 100 | 0 | 0 | Overlay - AC Structural | 10/1/02 |
| 013 | Alegria Avenue | Sunnyside Ave | Michillinda Ave | E | AAC | 2 | 960 | 37 | 35,520 | 5/26/23 | 66 | 25 | 46 | 29 | Overlay - AC Structural | 10/1/01 |
| 063 | Canyon Crest Drive | Orange Dr | Orange Dr (One-way section) | E | AAC | 1 | 795 | 18 | 14,310 | 5/31/23 | 66 | 11 | 38 | 51 | Surface Reconstruction - AC | 10/1/03 |
| 079 | Crestvale Drive | Cul-de-sac | Fairview Ave | E | AAC | 2 | 710 | 30 | 22,837 | 5/26/23 | 66 | 58 | 34 | 8 | Overlay - AC Structural | 10/1/01 |
| 189 | Mariposa Avenue | Baldwin Ave | Hermosa Ave | E | AC | 2 | 1,060 | 28 | 28,630 | 5/24/23 | 66 | 18 | 80 | 2 | 2 in. Overlay | 11/1/13 |
| 096 | Foothill Avenue | Grandview Ave | Acacia St | E | AAC | 2 | 820 | 27 | 21,640 | 5/30/23 | 67 | 41 | 23 | 36 | Overlay - AC Structural | 10/1/01 |
| 049 | Camillo Street | East End | Lotus Lane | E | AC | 2 | 1,140 | 27 | 30,780 | 5/30/23 | 68 | 44 | 28 | 28 | New Construction - Initial | 1/1/80 |
| 070 | Carter Avenue | Sierra Meadow Ln | Lima St | E | AC | 2 | 490 | 27 | 13,230 | 5/25/23 | 68 | 71 | 19 | 10 | New Construction - Initial | 1/1/80 |
| 075 | Churchill Road | Old Ranch Road | Old Ranch Road | E | AAC | 2 | 248 | 20 | 4,960 | 5/31/23 | 68 | 13 | 0 | 87 | Surface Reconstruction - AC | 10/1/03 |
| 158 | Laurel Avenue | Sycamore Pl | Canon Ave | E | AC | 2 | 900 | 30 | 26,760 | 5/25/23 | 68 | 48 | 45 | 7 | New Construction - Initial | 1/1/80 |
| 229 | Mountain Trail Avenue | Sierra Madre Blvd | Santa Anita Ct | E | AC | 2 | 240 | 41 | 9,840 | 5/26/23 | 68 | 42 | 54 | 4 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 316 | Sturtevant Drive | Woodland Dr | Oakdale Dr | E | AAC | 2 | 1,040 | 18 | 18,720 | 5/30/23 | 68 | 59 | 27 | 14 | Overlay - AC Structural | 10/1/01 |
| 328 | Sunnyside Avenue | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 400 | 33 | 13,200 | 5/26/23 | 68 | 37 | 62 | 1 | New Construction - Initial | 1/1/80 |
| 057 | Canon Avenue | Laurel Ave | Highland Ave | E | AC | 2 | 800 | 35 | 28,000 | 5/31/23 | 69 | 41 | 53 | 6 | Surface Treatment - Slurry Seal | 10/1/03 |
| 073 | Churchill Glen | Cul-de-sac | Churchill Road | E | AAC | 2 | 142 | 30 | 6,007 | 5/31/23 | 69 | 38 | 0 | 62 | Overlay - AC Structural | 10/1/01 |
| 076 | Churchill Road | Old Ranch Road | Mountain Trail Ave | E | AAC | 2 | 415 | 20 | 8,300 | 5/31/23 | 69 | 13 | 0 | 87 | Surface Reconstruction - AC | 10/1/03 |
| 304 | Sierra Meadow Dr | Cul-de-sac | Wisteria Wy | E | AC | 2 | 650 | 35 | 24,200 | 5/25/23 | 69 | 52 | 35 | 13 | Complete Reconstruction - AC | 2/1/11 |
| 054 | Canon Avenue | Theresa Ln | Alegria Ave | E | AAC | 2 | 627 | 20 | 12,540 | 5/30/23 | 70 | 26 | 72 | 2 | Overlay - AC Structural | 10/1/01 |
| 064 | Canyon Crest Drive | Orange Dr | Churchill Rd | E | AAC | 2 | 269 | 17 | 4,573 | 5/31/23 | 70 | 23 | 29 | 48 | Surface Reconstruction - AC | 10/1/03 |
| 074 | Churchill Road | Canyon Crest Dr | Old Ranch Road | E | AAC | 2 | 625 | 20 | 12,500 | 5/31/23 | 70 | 13 | 12 | 75 | Surface Reconstruction - AC | 10/1/03 |
| 208 | Mira Monte Avenue | Carter Avenue | Baldwin Avenue | E | AAC | 2 | 580 | 46 | 26,404 | 5/31/23 | 70 | 47 | 52 | 1 | Overlay - AC Structural | 10/1/04 |
| 322 | Sunnyside Avenue | Retreat Center Gate | Fairview Ave | E | AAC | 2 | 720 | 37 | 26,640 | 5/26/23 | 70 | 47 | 0 | 53 | Overlay - AC Structural | 10/1/04 |
| 325 | Sunnyside Avenue | Grandview Ave | Laurel Ave | E | AC | 2 | 440 | 33 | 14,520 | 5/26/23 | 70 | 48 | 45 | 7 | New Construction - Initial | 1/1/80 |
| 326 | Sunnyside Avenue | Laurel Ave | Highland Ave | E | AC | 2 | 360 | 33 | 11,880 | 5/26/23 | 70 | 30 | 60 | 10 | New Construction - Initial | 1/1/80 |
| 066 | Carter Avenue | Baldwin Ave | Elm Ave | E | AC | 2 | 380 | 26 | 9,880 | 5/31/23 | 71 | 67 | 20 | 13 | New Construction - Initial | 1/1/80 |
| 240 | Oakwood Place | Santa Anita Ave | Cul-de-sac | E | AC | 2 | 260 | 33 | 10,042 | 5/30/23 | 71 | 27 | 44 | 29 | New Construction - Initial | 1/1/80 |
| 336 | Toyon Road | Cul-de-sac | Grandview Ave | E | AAC | 2 | 880 | 33 | 30,732 | 5/25/23 | 71 | 52 | 35 | 13 | Overlay - AC Structural | 10/1/01 |
| 343 | Vista Circle Drive | Oakdale Dr | Alta Vista Dr | E | AAC | 2 | 550 | 18 | 9,900 | 5/30/23 | 71 | 35 | 20 | 45 | Overlay - AC Structural | 10/1/04 |
| 067 | Carter Avenue | Elm Ave | Auburn Ave | E | AC | 2 | 470 | 26 | 12,220 | 5/31/23 | 72 | 72 | 0 | 28 | New Construction - Initial | 1/1/80 |
| 077 | Coburn Avenue | Sierra Madre Blvd | North End | E | AAC | 2 | 710 | 16 | 11,360 | 5/25/23 | 72 | 32 | 42 | 26 | Surface Reconstruction - AC | 10/1/02 |
| 085 | Elm Avenue | Carter Ave | Auburn Ave | E | AC | 2 | 660 | 20 | 13,080 | 5/31/23 | 72 | 42 | 40 | 18 | New Construction - Initial | 1/1/80 |
| 091 | Fairview Avenue | Fairview Ter | Michillinda Ave | E | AAC | 2 | 300 | 32 | 9,472 | 5/26/23 | 72 | 36 | 0 | 64 | Overlay - AC Structural | 10/1/04 |
| 098 | Foothill Avenue | Camillo Dr | Cul-de-sac | E | AC | 2 | 233 | 27 | 7,541 | 5/30/23 | 72 | 100 | 0 | 0 | New Construction - Initial | 1/1/80 |
| 313 | Stonehouse Road | North End | Grandview Ave | E | AAC | 2 | 400 | 33 | 13,700 | 5/30/23 | 72 | 37 | 8 | 55 | Overlay - AC Structural | 10/1/01 |
| 340 | Victoria Lane | Baldwin Ave | Auburn Ave | E | AC | 2 | 670 | 22 | 14,608 | 5/31/23 | 72 | 74 | 26 | 0 | New Construction - Initial | 1/1/80 |
| 090 | Fairview Avenue | Sunnyside Ave | Fairview Ter | E | AAC | 2 | 700 | 32 | 22,400 | 5/26/23 | 73 | 43 | 0 | 57 | Overlay - AC Structural | 10/1/04 |
| 230 | Mountain Trail Avenue | Santa Anita Ct | San Gabriel Ct | E | AC | 2 | 300 | 41 | 12,300 | 5/26/23 | 73 | 61 | 0 | 39 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 239 | Oakwood Avenue | Grandview Ave | Santa Anita Ave | E | AC | 2 | 570 | 34 | 19,380 | 5/30/23 | 73 | 67 | 30 | 3 | New Construction - Initial | 1/1/80 |
| 005 | Acacia Street | Grandview Ave | Foothill Ave | E | AC | 2 | 550 | 27 | 14,175 | 5/30/23 | 74 | 62 | 28 | 10 | Crack Sealing - AC | 11/1/13 |
| 069 | Carter Avenue | Hermosa Ave | Sierra Meadow Dr | E | AC | 2 | 330 | 27 | 8,910 | 5/25/23 | 74 | 99 | 1 | 0 | New Construction - Initial | 1/1/80 |
| 084 | Elkins Ave | Vista Ave | N Santa Anita Ave | E | AC | 2 | 270 | 34 | 9,044 | 5/30/23 | 74 | 55 | 43 | 2 | New Construction - Initial | 1/1/80 |
| 097 | Foothill Avenue | Acacia St | Camillo Dr | E | AC | 2 | 400 | 27 | 10,800 | 5/30/23 | 74 | 58 | 15 | 27 | New Construction - Initial | 1/1/80 |
| 182 | Lowell Avenue | Mountain Trail Ave | Sierra Pl | E | AC | 2 | 465 | 35 | 16,275 | 5/24/23 | 74 | 70 | 27 | 3 | Complete Reconstruction - AC | 10/1/10 |
| 232 | Mountain Trail Avenue | Lowell Ave | Bonita Ave | E | AC | 2 | 425 | 34 | 14,450 | 5/26/23 | 74 | 59 | 38 | 3 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 243 | Old Ranch Road | Madre Lane | Pleasant Hill Ln (n'ly) | E | AAC | 2 | 110 | 20 | 2,200 | 5/31/23 | 74 | 48 | 52 | 0 | Overlay - AC Structural | 10/1/01 |

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

Sorted by Rank, PCI Order (0-100)

| | | | | | | | | | | | | | | | | |
|-----|-----------------------|----------------------------------|----------------------------------|---|-----|---|-------|----|--------|---------|----|-----|----|----|---|---------|
| 247 | Olive Avenue | Baldwin Avenue | Auburn | E | AC | 2 | 775 | 26 | 19,838 | 5/31/23 | 74 | 73 | 25 | 2 | Surface Treatment - Slurry Seal | 10/1/03 |
| 323 | Sunnyside Avenue | Fairview Ave | Alegria Ave | E | AC | 2 | 370 | 37 | 13,690 | 5/26/23 | 75 | 37 | 0 | 63 | New Construction - Initial | 1/1/80 |
| 324 | Sunnyside Avenue | Alegria Ave | Grandview Ave | E | AC | 2 | 330 | 37 | 12,210 | 5/26/23 | 75 | 29 | 0 | 71 | New Construction - Initial | 1/1/80 |
| 014 | Alta Vista Drive | Sturtevant Dr | Vista Cir | E | AAC | 2 | 870 | 18 | 15,660 | 5/30/23 | 76 | 69 | 11 | 20 | Overlay - AC Structural | 10/1/04 |
| 055 | Canon Avenue | Alegria Ave | Grandview Ave | E | AAC | 2 | 333 | 32 | 10,208 | 5/31/23 | 76 | 27 | 64 | 9 | Overlay - AC Structural | 10/1/01 |
| 086 | Esperanza Ave | Baldwin Ave | Hermosa Ave | E | AAC | 2 | 1,050 | 34 | 35,700 | 5/24/23 | 76 | 54 | 40 | 6 | Overlay - AC Structural | 10/1/01 |
| 148 | Holdman Avenue | Sierra Madre Blvd | Santa Anita Ct | E | AC | 2 | 170 | 34 | 5,780 | 5/24/23 | 76 | 36 | 0 | 64 | Surface Treatment - Slurry Seal | 11/1/13 |
| 168 | Lilano Drive | 775' S/O Arno Dr | Stonehouse Rd | E | AAC | 2 | 775 | 33 | 25,335 | 5/30/23 | 76 | 64 | 17 | 19 | Patching - AC Deep | 3/1/19 |
| 231 | Mountain Trail Avenue | San Gabriel Ct | Lowell Ave | E | AC | 2 | 230 | 41 | 9,430 | 5/26/23 | 76 | 61 | 39 | 0 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 334 | Sycamore Place | Grandview Ave | South End | E | AAC | 2 | 495 | 20 | 9,900 | 5/25/23 | 76 | 70 | 29 | 1 | Overlay - AC Structural | 10/1/01 |
| 339 | Via Granate | Cul-de-sac | Santa Anita Ave | E | AAC | 2 | 200 | 26 | 6,725 | 5/30/23 | 76 | 34 | 0 | 66 | Overlay - AC Structural | 10/1/04 |
| 342 | Vista Circle Drive | Alta Vista | Oakdale | E | AC | 2 | 1,265 | 18 | 22,770 | 5/30/23 | 76 | 49 | 24 | 27 | New Construction - Initial | 1/1/80 |
| 356 | Yucca Trail | East End | Woodland Dr | E | AC | 2 | 280 | 12 | 3,360 | 5/30/23 | 76 | 43 | 0 | 57 | New Construction - Initial | 1/1/80 |
| 078 | Colony Drive | Fane St | Santa Anita Ct | E | AC | 2 | 590 | 34 | 19,916 | 5/24/23 | 77 | 29 | 15 | 56 | Surface Treatment - Slurry Seal | 11/1/13 |
| 169 | Liliano Place | Cul-de-sac | Grandview Ave | E | AAC | 2 | 250 | 32 | 9,250 | 5/30/23 | 77 | 9 | 0 | 91 | Overlay - AC Structural | 6/1/19 |
| 183 | Lowell Avenue | Sierra Pl | Baldwin Ave | E | AC | 2 | 900 | 36 | 32,400 | 5/24/23 | 77 | 100 | 0 | 0 | Complete Reconstruction - AC | 10/1/10 |
| 266 | Park Avenue | Manzanita Ave | Orange Grove Ave | E | AAC | 2 | 370 | 28 | 10,360 | 5/26/23 | 77 | 15 | 20 | 65 | Overlay - AC Structural | 10/1/01 |
| 327 | Sunnyside Avenue | Highland Ave | Montecito Ave | E | AC | 2 | 340 | 33 | 11,220 | 5/26/23 | 77 | 50 | 50 | 0 | New Construction - Initial | 1/1/80 |
| 335 | Theresa Lane | Canon Dr N | Cul-de-sac | E | AAC | 2 | 440 | 29 | 14,490 | 5/30/23 | 77 | 95 | 0 | 5 | Overlay - AC Structural | 10/1/01 |
| 355 | Woodland Drive | Brookside Ln | Sturtevant Dr | E | AC | 2 | 320 | 18 | 5,760 | 5/30/23 | 77 | 95 | 0 | 5 | New Construction - Initial | 1/1/80 |
| 015 | Alta Vista Drive | Vista Cir | Woodland Dr | E | AAC | 2 | 743 | 17 | 12,631 | 5/30/23 | 78 | 38 | 0 | 62 | Overlay - AC Structural | 10/1/04 |
| 402 | Audobon Way | Sturtevant Drive | End | E | AC | 1 | 275 | 10 | 2,750 | 5/30/23 | 78 | 100 | 0 | 0 | New Construction - Initial | 1/1/80 |
| 048 | Brookside Lane | South End (325' S/ Sunnyside Ln) | North End (200' N/ Sunnyside Ln) | E | AC | 1 | 530 | 15 | 7,950 | 5/30/23 | 78 | 37 | 58 | 5 | New Construction - Initial | 1/1/80 |
| 050 | Camillo Street | Lotus Ln | Foothill Ave | E | AAC | 2 | 940 | 29 | 27,260 | 5/30/23 | 78 | 75 | 0 | 25 | Overlay - AC Structural | 10/1/03 |
| 126 | Grove Street | Grandview Ave | Highland Ave | E | AC | 2 | 800 | 31 | 24,800 | 5/25/23 | 78 | 97 | 0 | 3 | Complete Reconstruction - AC | 2/1/11 |
| 333 | Sycamore Place | Las Rocas Dr | Grandview Ave | E | AAC | 2 | 950 | 33 | 31,350 | 5/30/23 | 78 | 46 | 19 | 35 | Overlay - AC Structural | 10/1/01 |
| 400 | Vista Avenue | Grandview Ave | Elkins Ave | E | AC | 2 | 885 | 34 | 30,990 | 5/30/23 | 78 | 81 | 0 | 19 | New Construction - Initial | 1/1/80 |
| 348 | Windsor Lane | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 460 | 20 | 9,080 | 5/31/23 | 78 | 41 | 0 | 59 | New Construction - Initial | 1/1/80 |
| 010 | Alegria Avenue | Mountain Trail Ave | Baldwin Ave | E | AC | 2 | 1,150 | 46 | 52,346 | 5/30/23 | 79 | 58 | 27 | 15 | Complete Reconstruction - AC | 10/1/10 |
| 051 | Camillo Street | Foothill Ave | Grandview Ave | E | AAC | 2 | 780 | 27 | 20,898 | 5/30/23 | 79 | 72 | 0 | 28 | Overlay - AC Structural | 10/1/03 |
| 162 | Laurel Avenue | Baldwin Ave | Auburn Ave | E | AAC | 2 | 700 | 30 | 20,820 | 5/31/23 | 79 | 82 | 0 | 18 | Overlay - AC Structural | 10/1/01 |
| 209 | Mira Monte Avenue | Baldwin Avenue | Auburn Avenue | E | AC | 2 | 800 | 24 | 18,912 | 5/31/23 | 79 | 40 | 0 | 60 | Surface Treatment - Slurry Seal | 10/1/03 |
| 233 | Mountain Trail Avenue | Bonita Ave | Orange Grove Ave | E | AC | 2 | 380 | 34 | 12,920 | 5/26/23 | 79 | 48 | 41 | 11 | Surface Treatment - Slurry Seal Type II | 3/1/19 |
| 053 | Canon Avenue | Las Rocas Dr | Theresa Ln | E | AAC | 2 | 500 | 20 | 10,000 | 5/30/23 | 80 | 44 | 45 | 11 | Overlay - AC Structural | 10/1/01 |
| 212 | Montecito Avenue | Mountain Trail Ave | End | E | AAC | 2 | 465 | 30 | 13,950 | 5/26/23 | 80 | 44 | 29 | 27 | Overlay - AC Structural | 10/1/01 |
| 265 | Park Avenue | Ramona Ave | Manzanita Ave | E | AAC | 2 | 370 | 28 | 10,360 | 5/26/23 | 80 | 47 | 0 | 53 | Overlay - AC Structural | 10/1/01 |
| 354 | Woodland Drive | Holly Path Trail | Brookside Ln | E | AC | 2 | 550 | 20 | 9,290 | 5/30/23 | 80 | 77 | 12 | 11 | Surface Treatment - Slurry Seal | 10/1/04 |
| 210 | Montecito Avenue | Coburn Ave | Canon Ave | E | AAC | 2 | 860 | 28 | 23,900 | 5/25/23 | 81 | 48 | 20 | 32 | Overlay - AC Structural | 10/1/01 |
| 046 | Brookside Lane | Woodland Dr | End | E | AAC | 1 | 395 | 10 | 3,950 | 5/30/23 | 82 | 52 | 0 | 48 | Overlay - AC Structural | 10/1/01 |
| 065 | Carter Avenue | Miramonte Ave | Baldwin Ave | E | AC | 2 | 800 | 27 | 21,600 | 5/31/23 | 82 | 78 | 13 | 9 | Surface Treatment - Slurry Seal | 10/1/03 |
| 131 | Hermosa Avenue | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 390 | 23 | 8,832 | 5/26/23 | 82 | 50 | 0 | 50 | New Construction - Initial | 1/1/80 |
| 268 | Pleasant Hill Lane | Old Ranch Rd | Old Ranch Rd | E | AC | 2 | 188 | 20 | 3,196 | 5/31/23 | 82 | 41 | 0 | 59 | Complete Reconstruction - AC | 11/1/13 |
| 087 | Fairview Avenue | Grove St | Crestvale Dr | E | AAC | 2 | 295 | 35 | 10,115 | 5/26/23 | 83 | 20 | 0 | 80 | Overlay - AC Structural | 10/1/04 |
| 095 | Fern Glen | Fern Drive | West End | E | AAC | 1 | 180 | 10 | 1,800 | 5/31/23 | 83 | 89 | 11 | 0 | Overlay - AC Structural | 10/1/01 |
| 216 | Montecito Avenue | Hermosa Ave | Lima St | E | AAC | 2 | 800 | 36 | 28,656 | 5/24/23 | 83 | 41 | 57 | 2 | Overlay - AC Structural | 10/1/05 |
| 236 | Oakdale Drive | Sturtevant Dr | Vista Cir | E | AC | 2 | 300 | 14 | 4,200 | 5/30/23 | 83 | 81 | 0 | 19 | New Construction - Initial | 1/1/80 |
| 245 | Old Ranch Road | Pleasant Hill Ln | Churchill Dr (s'ly) | E | AC | 2 | 296 | 19 | 5,624 | 5/31/23 | 83 | 65 | 0 | 35 | Complete Reconstruction - AC | 11/1/13 |
| 151 | Ida May Lane | Jameson Ct | Cul-de-sac | E | AC | 2 | 254 | 24 | 7,632 | 5/26/23 | 84 | 97 | 0 | 3 | New Construction - Initial | 1/1/80 |
| 267 | Pleasant Hill Lane | Old Ranch Rd | Sturtevant Dr | E | AC | 2 | 346 | 19 | 5,590 | 5/31/23 | 84 | 47 | 28 | 25 | Complete Reconstruction - AC | 11/1/13 |
| 353 | Woodland Drive | Alta Vista Dr | Holly Path Trail | E | AAC | 2 | 570 | 20 | 9,690 | 5/30/23 | 84 | 57 | 31 | 12 | Overlay - AC Structural | 10/1/04 |
| 056 | Canon Avenue | Grandview Ave | Laurel Ave | E | AC | 2 | 360 | 35 | 12,390 | 5/31/23 | 85 | 47 | 53 | 0 | Surface Treatment - Slurry Seal | 10/1/02 |
| 190 | Mariposa Avenue | Hermosa Ave | Lima St | E | AC | 2 | 890 | 36 | 31,788 | 5/24/23 | 85 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 215 | Montecito Avenue | Auburn Ave | Hermosa Ave | E | AAC | 2 | 620 | 36 | 21,888 | 5/24/23 | 85 | 49 | 23 | 28 | Overlay - AC Structural | 10/1/05 |
| 263 | Park Avenue | Sierra Madre Blvd | Mariposa Ave | E | AAC | 2 | 400 | 25 | 9,750 | 5/26/23 | 85 | 94 | 0 | 6 | Overlay - AC Structural | 10/1/01 |
| 264 | Park Avenue | Mariposa Ave | Ramona Ave | E | AAC | 2 | 370 | 37 | 12,815 | 5/26/23 | 85 | 75 | 0 | 25 | Overlay - AC Structural | 10/1/01 |
| 331 | Sunnyside Avenue | Ramona Ave | Manzanita Ave | E | AC | 2 | 370 | 35 | 12,950 | 5/26/23 | 85 | 48 | 39 | 13 | Surface Treatment - Slurry Seal | 11/1/13 |
| 128 | Hermosa Avenue | Grandview Ave | Laurel Ave | E | AAC | 2 | 320 | 23 | 7,222 | 5/25/23 | 86 | 100 | 0 | 0 | Overlay - AC Structural | 10/1/05 |
| 184 | Madre Lane | Old Ranch Rd | Old Ranch Rd | E | AAC | 2 | 160 | 20 | 2,720 | 5/31/23 | 86 | 100 | 0 | 0 | Overlay - AC Structural | 10/1/01 |
| 276 | Ross Place | North End | Mariposa Ave | E | AAC | 2 | 120 | 29 | 5,326 | 5/24/23 | 86 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |

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

Sorted by Rank, PCI Order (0-100)

| | | | | | | | | | | | | | | | | |
|------|-----------------------|--------------------|--------------------------|---|-----|---|-------|----|--------|---------|-----|-----|-----|-----|---|---------|
| 305 | Sierra Meadow Dr | Wisteria Wy | Carter Ave | E | AC | 2 | 744 | 35 | 25,935 | 5/25/23 | 86 | 85 | 15 | 0 | Complete Reconstruction - AC | 2/1/11 |
| 129 | Grove Lane | Highland Ave | Montecito Ave | E | AC | 2 | 375 | 14 | 5,250 | 5/26/23 | 87 | 96 | 0 | 4 | Complete Reconstruction - AC | 11/1/13 |
| 122 | Hermosa Avenue | Laurel Ave | Highland Ave | E | AAC | 2 | 580 | 23 | 13,340 | 5/25/23 | 87 | 80 | 0 | 20 | Overlay - AC Structural | 10/1/05 |
| 332 | Sunnyside Avenue | Manzanita Ave | Orange Grove Ave | E | AC | 2 | 360 | 33 | 11,880 | 5/26/23 | 87 | 100 | 0 | 0 | Surface Treatment - Slurry Seal Type II | 11/1/13 |
| 123 | Grove Lane | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 360 | 14 | 5,040 | 5/26/23 | 88 | 96 | 0 | 4 | Complete Reconstruction - AC | 11/1/13 |
| 130 | Hermosa Avenue | Highland Ave | Montecito Ave | E | AC | 2 | 360 | 23 | 8,004 | 5/26/23 | 88 | 96 | 0 | 4 | New Construction - Initial | 1/1/80 |
| 217 | Montecito Avenue | Lima St | Grove Ln | E | AAC | 2 | 240 | 27 | 6,399 | 5/24/23 | 88 | 37 | 20 | 43 | Overlay - AC Structural | 10/1/05 |
| 222 | Monterey Place | Monterey Ln | End | E | AC | 2 | 150 | 29 | 4,350 | 5/24/23 | 88 | 88 | 0 | 12 | Complete Reconstruction - AC | 2/1/11 |
| 223 | Mountain Trail Avenue | Miramonte Ave | Alegria Ave | E | AAC | 2 | 470 | 37 | 17,390 | 5/26/23 | 88 | 26 | 0 | 74 | Overlay - AC Structural | 10/1/04 |
| 330 | Sunnyside Avenue | Mariposa Ave | Ramona Ave | E | AAC | 2 | 360 | 33 | 11,880 | 5/26/23 | 88 | 39 | 56 | 5 | Surface Treatment - Slurry Seal | 2/23/21 |
| 346 | Webster Way | North End | Bonita Ave | E | AAC | 2 | 160 | 28 | 5,105 | 5/24/23 | 88 | 93 | 0 | 7 | Surface Reconstruction - AC | 10/1/03 |
| 011 | Alegria Avenue | Baldwin Ave | Auburn Ave | E | AC | 2 | 740 | 26 | 18,928 | 5/30/23 | 89 | 92 | 0 | 8 | Complete Reconstruction - AC | 2/1/11 |
| 192 | Mariposa Avenue | Park Ave | Sunnyside Ave | E | AC | 2 | 540 | 32 | 17,152 | 5/24/23 | 89 | 97 | 0 | 3 | Overlay - AC Structural | 2/23/21 |
| 218 | Montecito Avenue | Grove Ln | Sunnyside Ave | E | AAC | 2 | 1,220 | 27 | 32,832 | 5/24/23 | 89 | 47 | 0 | 53 | Overlay - AC Structural | 10/1/05 |
| 578 | Montecito Court | Windsor Ln | AC (265' NE/ Windsor Ln) | E | PCC | 0 | 265 | 20 | 5,300 | 6/9/20 | 89 | 14 | 83 | 3 | New Construction - Initial | 1/1/80 |
| 246 | Old Ranch Road | Pleasant Hill Ln | Churchill Dr (n'ly) | E | AAC | 2 | 285 | 19 | 5,415 | 5/31/23 | 89 | 100 | 0 | 0 | Complete Reconstruction - AC | 11/1/13 |
| 009 | Alegria Avenue | Canon Dr | Mountain Trail Ave | E | AC | 2 | 883 | 42 | 34,315 | 5/30/23 | 90 | 100 | 0 | 0 | Complete Reconstruction - AC | 10/1/10 |
| 133 | Hermosa Avenue | Mariposa Ave | Esperanza Ave | E | AAC | 2 | 300 | 34 | 10,200 | 5/26/23 | 90 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |
| 188 | Manzanita Avenue | Sunnyside Ave | Michillinda Ave | E | AAC | 2 | 960 | 36 | 34,200 | 5/24/23 | 90 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 244 | Old Ranch Road | Madre Ln | Pleasant Hill Ln (s'ly) | E | AAC | 2 | 110 | 18 | 1,980 | 5/31/23 | 90 | 59 | 0 | 41 | Overlay - AC Structural | 10/1/01 |
| 352 | Woodland Drive | Yucca Trail | Alta Vista Dr | E | AAC | 2 | 170 | 20 | 2,890 | 5/30/23 | 90 | 100 | 0 | 0 | Overlay - AC Structural | 10/1/04 |
| 045 | Bonita Avenue | Baldwin Ave | Hermosa Ave | E | AAC | 2 | 1,020 | 36 | 36,360 | 5/24/23 | 92 | 93 | 0 | 7 | Surface Reconstruction - AC | 10/1/03 |
| 132 | Hermosa Avenue | Sierra Madre Blvd | Mariposa Ave | E | AAC | 2 | 300 | 34 | 9,996 | 5/26/23 | 92 | 93 | 0 | 7 | Surface Treatment - Slurry Seal | 2/23/21 |
| 134 | Hermosa Avenue | Esperanza Ave | Bonita Ave | E | AAC | 2 | 540 | 34 | 18,360 | 5/26/23 | 92 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |
| 185 | Manzanita Avenue | Hermosa Ave | Lima St | E | AAC | 2 | 920 | 36 | 33,120 | 5/24/23 | 92 | 93 | 0 | 7 | Surface Treatment - Slurry Seal Type II | 6/1/18 |
| 207 | Mira Monte Avenue | Mountain Trail | Carter Avenue | E | AC | 2 | 550 | 46 | 25,300 | 5/31/23 | 92 | 84 | 0 | 16 | New Construction - Initial | 1/1/80 |
| 242 | Old Ranch Road | Madre Lane | Madre Lane (e'ly end) | E | AC | 2 | 393 | 20 | 7,260 | 5/31/23 | 92 | 55 | 0 | 45 | Complete Reconstruction - AC | 11/1/13 |
| 269 | Ramona Avenue | Hemosa Ave | Lima St | E | AAC | 2 | 880 | 33 | 28,640 | 5/24/23 | 92 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |
| 272 | Ramona Avenue | Sunnyside Ave | Michillinda Ave | E | AAC | 2 | 960 | 34 | 32,640 | 5/24/23 | 92 | 90 | 0 | 10 | Surface Treatment - Slurry Seal | 2/23/21 |
| 277 | Ross Place | South End | Mariposa Ave | E | AC | 2 | 230 | 29 | 8,516 | 5/24/23 | 92 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |
| 135 | Hermosa Avenue | Bonita Ave | Orange Grove Ave | E | AAC | 2 | 510 | 34 | 17,340 | 5/26/23 | 93 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |
| 187 | Manzanita Avenue | Park Ave | Sunnyside Ave | E | AAC | 2 | 560 | 36 | 20,160 | 5/24/23 | 93 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |
| 219 | Montecito Avenue | Sunnyside Ave | Michillinda Ave | E | AC | 2 | 980 | 30 | 29,100 | 5/26/23 | 93 | 64 | 0 | 36 | New Construction - Initial | 1/1/80 |
| 310 | Skyland Drive | Orange Dr | Fern Dr | E | AC | 2 | 205 | 18 | 3,690 | 5/31/23 | 93 | 57 | 0 | 43 | Complete Reconstruction - AC | 7/1/17 |
| 311 | Skyland Drive | Fern Ln | Idlehour | E | AC | 2 | 400 | 16 | 6,400 | 5/31/23 | 93 | 47 | 0 | 53 | Complete Reconstruction - AC | 7/1/17 |
| 329 | Sunnyside Avenue | Sierra Madre Blvd | Mariposa Ave | E | AAC | 2 | 390 | 33 | 12,870 | 5/26/23 | 93 | 92 | 0 | 8 | Surface Treatment - Slurry Seal | 2/23/21 |
| 186 | Manzanita Avenue | Lima St | Park Ave | E | AAC | 2 | 915 | 36 | 32,940 | 5/24/23 | 94 | 100 | 0 | 0 | Surface Treatment - Cape Seal | 2/23/21 |
| 191 | Mariposa Avenue | Lima St | Park Ave | E | AC | 2 | 953 | 36 | 34,308 | 5/24/23 | 94 | 57 | 43 | 0 | Overlay - AC Structural | 2/23/21 |
| 238 | Oak Meadow Road | North End | Orange Grove Ave | E | AC | 2 | 760 | 33 | 26,970 | 5/24/23 | 94 | 63 | 0 | 37 | Crack Sealing - AC | 11/1/13 |
| 152 | Idle Hour Lane | Skyland Dr | Orange Dr | E | AC | 1 | 513 | 19 | 9,747 | 5/31/23 | 95 | 50 | 0 | 50 | Complete Reconstruction - AC | 7/1/17 |
| 213 | Montecito Avenue | Mountain Trail Ave | Baldwin Ave | E | AC | 2 | 1,265 | 36 | 45,252 | 5/26/23 | 95 | 89 | 0 | 11 | Overlay-Rubber Hot Mix | 6/1/18 |
| 582 | Lotus Lane | Lotus Ln | End | E | AC | 0 | 385 | 18 | 6,930 | 6/5/20 | 96 | 100 | 0 | 0 | New Construction - Initial | 1/1/80 |
| 224 | Mountain Trail Avenue | Alegria Ave | Grandview Ave | E | AC | 2 | 450 | 37 | 16,650 | 5/26/23 | 96 | 85 | 0 | 15 | Overlay-Rubber Hot Mix | 6/1/18 |
| 270 | Ramona Avenue | Lima St | Park Ave | E | AAC | 2 | 880 | 36 | 31,680 | 5/24/23 | 96 | 64 | 0 | 36 | Surface Treatment - Slurry Seal | 2/23/21 |
| 271 | Ramona Avenue | Park Ave | Sunnyside Ave | E | AAC | 2 | 550 | 36 | 19,800 | 5/24/23 | 96 | 100 | 0 | 0 | Surface Treatment - Slurry Seal | 2/23/21 |
| 288 | Santa Anita Court | Holdman Ave | Mountain Trail Ave | E | AAC | 2 | 1,000 | 34 | 33,784 | 5/24/23 | 96 | 100 | 0 | 0 | Overlay - AC Structural | 2/23/21 |
| 312 | Skyland Drive | Idlehour Dr | Idlehour Dr | E | AC | 2 | 843 | 16 | 13,488 | 5/31/23 | 96 | 85 | 0 | 15 | Complete Reconstruction - AC | 7/1/17 |
| 228 | Mountain Trail Avenue | Montecito Ave | Sierra Madre Blvd | E | AAC | 2 | 400 | 37 | 14,800 | 5/26/23 | 97 | 0 | 100 | 0 | Overlay - AC Structural | 1/5/22 |
| 088 | Fairview Avenue | Crestvale Dr | Sierra Keys Dr | E | AC | 2 | 290 | 32 | 9,280 | 5/26/23 | 98 | 76 | 0 | 24 | Complete Reconstruction - AC | 6/1/18 |
| 163 | Laurel Avenue | Hermosa Ave | Adams St | E | AC | 2 | 250 | 33 | 8,250 | 5/25/23 | 98 | 0 | 0 | 100 | Complete Reconstruction - AC | 6/1/18 |
| 165 | Laurel Avenue | Cul-de-sac | Sunnyside Ave | E | AC | 2 | 440 | 30 | 13,200 | 5/26/23 | 98 | 100 | 0 | 0 | Complete Reconstruction - AC | 6/1/18 |
| 193 | Mariposa Avenue | Sunnyside Ave | Michillinda Ave | E | AC | 2 | 970 | 36 | 34,560 | 5/24/23 | 98 | 100 | 0 | 0 | Overlay - AC Structural | 2/23/21 |
| 237 | Oak Meadow Place | Santa Anita Ct | Cul-de-sac | E | AAC | 2 | 110 | 22 | 3,390 | 5/24/23 | 99 | 100 | 0 | 0 | Overlay - AC Structural | 2/23/21 |
| 061 | Canon Place | Cul-de-sac | Santa Anita Ct | E | AAC | 2 | 120 | 22 | 3,490 | 5/24/23 | 100 | 9 | 84 | 7 | Overlay - AC Structural | 2/23/21 |
| 0156 | Kersting Court | Baldwin Ave | Sierra Madre Blvd | E | AC | 1 | 205 | 45 | 8,725 | 6/1/23 | 100 | 78 | 0 | 22 | New Construction - Initial | 1/1/80 |
| 164 | Laurel Avenue | Adams St | Lima St | E | AC | 2 | 600 | 30 | 18,000 | 5/25/23 | 100 | 48 | 50 | 2 | Complete Reconstruction - AC | 6/1/18 |
| 181 | Lotus Lane | Camillo St | Sturtevant Dr | E | AC | 2 | 350 | 23 | 8,050 | 5/30/23 | 100 | 32 | 51 | 17 | New Construction - Initial | 1/1/80 |
| 225 | Mountain Trail Avenue | Grandview Ave | Laurel Ave | E | AAC | 2 | 430 | 37 | 15,910 | 5/26/23 | 100 | 16 | 31 | 53 | Overlay - AC Structural | 1/5/22 |
| 226 | Mountain Trail Avenue | Laurel Ave | Highland Ave | E | AAC | 2 | 430 | 37 | 15,910 | 5/26/23 | 100 | 33 | 34 | 33 | Overlay - AC Structural | 1/5/22 |

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

Sorted by Rank, PCI Order (0-100)

| | | | | | | | | | | | | | | | | |
|-----|-----------------------|--------------------|--------------------|---|-----|---|-------------|----|------------------|---------|-----|-----|----|----|------------------------------|----------|
| 227 | Mountain Trail Avenue | Highland Ave | Montecito Ave | E | AAC | 2 | 450 | 37 | 16,650 | 5/26/23 | 100 | 27 | 30 | 43 | Overlay - AC Structural | 1/5/22 |
| 279 | San Gabriel Court | Holdman Ave | Mountain Trail Ave | E | AC | 2 | 1,000 | 28 | 28,000 | 5/24/23 | 100 | 100 | 0 | 0 | Complete Reconstruction - AC | 3/1/19 |
| 280 | San Gabriel Court | Mountain Trail Ave | Sierra Pl | E | AC | 2 | 410 | 40 | 16,400 | 5/24/23 | 100 | 37 | 43 | 20 | Complete Reconstruction - AC | 3/1/19 |
| 307 | Sierra Place | San Gabriel Ct | Lowell Ave | E | AC | 2 | 295 | 34 | 9,765 | 5/24/23 | 100 | 30 | 54 | 16 | Complete Reconstruction - AC | 3/1/19 |
| 318 | Sturtevant Drive | Canon Dr N | Bend | E | AAC | 2 | 560 | 21 | 11,960 | 5/31/23 | 100 | 44 | 24 | 32 | Overlay - AC Structural | 10/31/22 |
| 319 | Sturtevant Drive | Bend | Pleasant Hill Ln | E | AAC | 2 | 430 | 21 | 9,030 | 5/31/23 | 100 | 59 | 14 | 27 | Overlay - AC Structural | 10/31/22 |
| 320 | Sturtevant Drive | Pleasant Hill Ln | Mountain Trail Ave | E | AAC | 2 | 470 | 24 | 12,030 | 5/31/23 | 100 | 55 | 42 | 3 | Overlay - AC Structural | 10/31/22 |
| 570 | Sunnyside Lane | Woodland Dr | West End | E | AC | 2 | 132 | 15 | 1,980 | 5/30/23 | 100 | 31 | 0 | 69 | New Construction - Initial | 1/1/80 |
| | | | | | | | 24.2 | | 3,737,662 | | | | | | | |

SECTION IV
FORECAST MAINTENANCE & REHABILITATION (FMR) REPORT

A. Actual Budget, Three Year Plan (2023-2026)



FORECAST MAINTENANCE & REHABILITATION (FMR) REPORT

Section by section street listing sorted by street classification, plan year then alphabetically; this report presents the year and action corresponding to the next scheduled work activity for specific segments within the pavement network. Sections not shown are considered as deferred maintenance. The City of Sierra Madre makes all final decisions on what pavement sections are scheduled for improvement and within which fiscal year.

ACTUAL BUDGET – The Actual budget was generated for the City to demonstrate how the \$3.5 Million/3 yr budget allocation performs against the current citywide conditions.

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

The annual projected revenues shown below only account for the cost of pavement maintenance and rehabilitation activities. A 30% contingency was applied to the pavement costs.

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

FORECAST MAINTENANCE & REHABILITATION (FMR) REPORT
ACTUAL BUDGET PROJECTION (FY 2023-26)



City of Sierra Madre, CA
Forecast Maintenance / Rehabilitation (FMR) Report - FY 2023-2028

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

| FY | Sec ID | Name | From | To | Rank | Type | Lanes | L | W | Area | PCI | PCI Pct Climate | PCI Pct Load | PCI Pct Other | Maint. Type | Total \$ |
|-------------------------------|--------|------------------------|--------------------|--------------------|------|------|-------|-------|----|--------|-----|-----------------|--------------|---------------|----------------|------------------|
| Arterials / Collectors | | | | | | | | | | | | | | | | |
| 2023-24 | 136 | Highland Avenue | Coburn Ave | Canon Ave | C | AC | 2 | 870 | 28 | 24,000 | 61 | 60 | 36 | 4 | AC Overlay | \$84,000 |
| 2023-24 | 137 | Highland Avenue | Canon Ave | Mountain Trail Ave | C | AC | 2 | 875 | 34 | 29,750 | 63 | 55 | 24 | 21 | AC Overlay | \$104,125 |
| 2023-24 | 138 | Highland Avenue | Mountain Trail Ave | Merrill Ave | C | AC | 2 | 302 | 40 | 12,080 | 55 | 55 | 30 | 15 | ARHM | \$47,112 |
| 2023-24 | 139 | Highland Avenue | Merrill Ave | Baldwin Ave | C | AC | 2 | 940 | 40 | 36,500 | 58 | 64 | 31 | 5 | ARHM | \$142,350 |
| 2023-24 | 141 | Highland Avenue | Auburn Ave | Hermosa Ave | C | AC | 2 | 615 | 34 | 20,910 | 78 | 68 | 25 | 7 | Type II Slurry | \$14,637 |
| 2023-24 | 142 | Highland Avenue | Hermosa Ave | Lima St | C | AAC | 2 | 938 | 34 | 27,098 | 80 | 57 | 21 | 22 | Type II Slurry | \$18,969 |
| 2023-24 | 143 | Highland Avenue | Lima St | Grove St | C | AAC | 2 | 330 | 35 | 11,550 | 56 | 55 | 40 | 5 | ARHM | \$45,045 |
| 2023-24 | 144 | Highland Avenue | Grove St | Jameson Ct | C | AAC | 2 | 300 | 35 | 10,500 | 83 | 54 | 46 | 0 | Type II Slurry | \$7,350 |
| 2023-24 | 145 | Highland Avenue | Jameson Ct | Sunnyside Ave | C | AAC | 2 | 830 | 35 | 29,050 | 68 | 69 | 16 | 15 | Type II Slurry | \$20,335 |
| 2023-24 | 146 | Highland Avenue | Sunnyside Ave | Wilson St | C | AAC | 2 | 355 | 35 | 12,425 | 72 | 74 | 25 | 1 | Type II Slurry | \$8,698 |
| 2023-24 | 147 | Highland Avenue | Wilson St | Michillinda Ave | C | AAC | 2 | 640 | 35 | 22,260 | 66 | 48 | 19 | 33 | ARHM | \$86,814 |
| 2023-24 | 298 | Sierra Madre Boulevard | Baldwin Avenue | Auburn Avenue | B | AC | 2 | 675 | 52 | 32,700 | 84 | 74 | 17 | 9 | AC Overlay | Funded |
| 2023-24 | 299 | Sierra Madre Boulevard | Auburn Avenue | Hermosa Avenue | B | AC | 2 | 655 | 52 | 33,140 | 77 | 31 | 69 | 0 | AC Overlay | Funded |
| | | | | | | | | | | | | | | | | \$579,434 |
| 2024-25 | 039 | Baldwin Avenue | Sierra Madre Blvd | Suffolk Ave | B | AC | 2 | 400 | 51 | 19,600 | 78 | 44 | 53 | 3 | Type II Slurry | \$14,504 |
| 2024-25 | 040 | Baldwin Avenue | Suffolk Ave | Lowell Ave | B | AC | 2 | 400 | 52 | 20,800 | 86 | 53 | 40 | 7 | Type II Slurry | \$15,392 |
| 2024-25 | 042 | Baldwin Avenue | Orange Grove Ave | Bonita Ave | B | AC | 2 | 400 | 51 | 20,400 | 85 | 47 | 47 | 6 | Type II Slurry | \$15,096 |
| 2024-25 | 195 | Michillinda Avenue | North City Limits | Edgeview Dr | B | AAC | 2 | 350 | 23 | 8,050 | 65 | 87 | 13 | 0 | ARHM | \$33,005 |
| 2024-25 | 196 | Michillinda Avenue | Edgeview Dr | Gateway Ln | B | AAC | 2 | 800 | 23 | 18,400 | 63 | 74 | 0 | 26 | ARHM | \$75,440 |
| 2024-25 | 197 | Michillinda Avenue | Gateway Ln | Fairview Ave | B | AAC | 2 | 360 | 23 | 8,280 | 56 | 57 | 14 | 29 | ARHM | \$33,948 |
| 2024-25 | 203 | Michillinda Avenue | Sierra Madre Blvd | Mariposa Ave | B | AC | 2 | 500 | 23 | 11,500 | 70 | 31 | 9 | 60 | Type II Slurry | \$8,510 |
| 2024-25 | 204 | Michillinda Avenue | Mariposa Ave | Ramona Ave | B | AC | 2 | 430 | 23 | 9,890 | 69 | 31 | 19 | 50 | Type II Slurry | \$7,319 |
| 2024-25 | 205 | Michillinda Avenue | Ramona Ave | Manzanita Ave | B | AC | 2 | 430 | 23 | 9,890 | 72 | 39 | 0 | 61 | Type II Slurry | \$7,319 |
| 2024-25 | 206 | Michillinda Avenue | Manzanita Ave | Orange Grove Ave | B | AC | 2 | 450 | 23 | 10,350 | 72 | 39 | 0 | 61 | Type II Slurry | \$7,659 |
| | | | | | | | | | | | | | | | | \$218,191 |
| 2025-26 | 281 | Santa Anita Avenue | City Limits | City Limits | B | AC | 2 | 3,455 | 24 | 82,920 | 83 | 98 | 0 | 2 | Type II Slurry | \$63,848 |
| 2025-26 | 283 | Santa Anita Avenue | Arno Dr (E) | Via Granate | B | AAC | 2 | 408 | 33 | 13,464 | 59 | 39 | 41 | 20 | ARHM | \$57,895 |
| 2025-26 | 284 | Santa Anita Avenue | Via Granate | Elkins Dr | B | AAC | 2 | 600 | 47 | 28,200 | 71 | 45 | 21 | 34 | Type II Slurry | \$21,714 |
| 2025-26 | 285 | Santa Anita Avenue | Elkins Ave | Oakwood Ave | B | AAC | 2 | 300 | 47 | 14,100 | 74 | 42 | 31 | 27 | Type II Slurry | \$10,857 |
| 2025-26 | 286 | Santa Anita Avenue | Oakwood Ave | Grandview Ave | B | AAC | 2 | 520 | 47 | 25,190 | 72 | 36 | 31 | 33 | Type II Slurry | \$19,396 |
| | | | | | | | | | | | | | | | | \$173,711 |
| Locals | | | | | | | | | | | | | | | | |
| 2023-24 | 006 | Adams Street | North End | Grandview Ave | E | AAC | 2 | 1,080 | 27 | 30,981 | 62 | 36 | 39 | 25 | AC Overlay | \$66,609 |
| 2023-24 | 248 | Orange Drive | Canyon Crest Dr | Skyland Dr | E | AAC | 2 | 250 | 17 | 4,250 | 37 | 21 | 75 | 4 | AC Overlay | \$9,138 |
| 2023-24 | 249 | Orange Drive | Skyland Dr | Idlehour Ln | E | AAC | 1 | 554 | 17 | 9,418 | 53 | 38 | 45 | 17 | AC Overlay | \$20,249 |
| 2023-24 | 580 | Auburn Avenue | Auburn Ave | End | E | AC | 0 | 945 | 20 | 18,900 | 52 | 59 | 34 | 7 | AC Overlay | \$40,635 |
| 2023-24 | 030 | Auburn Lane | Auburn Avenue | Auburn Avenue | E | AC | 1 | 510 | 12 | 11,120 | 45 | 45 | 38 | 17 | AC Overlay | \$23,908 |
| 2023-24 | 044 | Bonita Avenue | Cul-de-sac | Baldwin Ave | E | AC | 2 | 390 | 32 | 14,130 | 45 | 34 | 64 | 2 | AC Overlay | \$30,380 |
| 2023-24 | 071 | Carter Avenue | Lima St | Grove St | E | AC | 2 | 240 | 20 | 4,800 | 35 | 32 | 67 | 1 | AC Overlay | \$10,320 |
| 2023-24 | 072 | Carter Avenue | Grove St | West End | E | AC | 2 | 231 | 20 | 4,620 | 33 | 46 | 43 | 11 | AC Overlay | \$9,933 |
| 2023-24 | 092 | Fairview Terrace | Cul-de-sac | Fairview Ave | E | AC | 2 | 190 | 33 | 8,028 | 31 | 45 | 36 | 19 | AC Overlay | \$17,260 |
| 2023-24 | 093 | Fane Street | Colony Dr | Holdman Ave | E | AAC | 2 | 370 | 30 | 10,972 | 64 | 22 | 49 | 29 | AC Overlay | \$23,590 |
| 2023-24 | 094 | Fern Lane | Canyon Crest | Skyland Dr | E | AAC | 1 | 350 | 10 | 3,500 | 64 | 14 | 24 | 62 | AC Overlay | \$7,525 |
| 2023-24 | 274 | Rancho Road | Santa Anita Ct | San Gabriel Ct | E | AAC | 2 | 320 | 33 | 10,560 | 50 | 49 | 23 | 28 | AC Overlay | \$22,704 |
| 2023-24 | 278 | San Gabriel Court | Rancho Rd | Colony Dr | E | AC | 2 | 680 | 33 | 22,940 | 55 | 34 | 44 | 22 | AC Overlay | \$49,321 |
| 2023-24 | 287 | Santa Anita Court | Rancho Rd | Holdman Ave | E | AAC | 2 | 1,000 | 34 | 34,500 | 47 | 20 | 56 | 24 | AC Overlay | \$74,175 |
| 2023-24 | 289 | Santa Anita Court | Mountain Trail Ave | Sierra Pl | E | AAC | 2 | 420 | 40 | 16,800 | 52 | 16 | 50 | 34 | AC Overlay | \$36,120 |
| 2023-24 | 290 | Sierra Keys Drive | Fairview Ave | Bend | E | AAC | 2 | 530 | 34 | 18,566 | 42 | 58 | 35 | 7 | AC Overlay | \$39,917 |
| 2023-24 | 328 | Sunnyside Avenue | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 400 | 33 | 13,200 | 68 | 37 | 62 | 1 | AC Overlay | \$28,380 |
| 2023-24 | 007 | Adams Street | Grandview Ave | Laurel Ave | E | AAC | 2 | 310 | 34 | 10,336 | 66 | 100 | 0 | 0 | Cape Seal | \$14,987 |
| 2023-24 | 008 | Adams Street | Laurel Ave | Highland Ave | E | AAC | 2 | 440 | 34 | 14,960 | 65 | 92 | 0 | 8 | Cape Seal | \$21,692 |
| 2023-24 | 575 | Baldwin Ct | Carter Ave | North End | E | AC | 2 | 989 | 22 | 23,479 | 62 | 93 | 0 | 7 | Cape Seal | \$34,045 |
| 2023-24 | 043 | Bonita Avenue | Mountain Trail Ave | End | E | AC | 2 | 830 | 33 | 29,082 | 64 | 60 | 35 | 5 | Cape Seal | \$42,169 |
| 2023-24 | 068 | Carter Avenue | Auburn Ave | Hermosa Ave | E | AC | 2 | 580 | 27 | 15,660 | 62 | 71 | 16 | 13 | Cape Seal | \$22,707 |
| 2023-24 | 273 | Rancho Road | Sierra Madre Blvd | Santa Anita Ct | E | AAC | 2 | 300 | 33 | 9,900 | 59 | 75 | 0 | 25 | Cape Seal | \$14,355 |
| 2023-24 | 275 | Rancho Road | San Gabriel Ct | Orange Grove Ave | E | AAC | 2 | 990 | 33 | 32,670 | 62 | 95 | 5 | 0 | Cape Seal | \$47,372 |

City of Sierra Madre, CA
Forecast Maintenance / Rehabilitation (FMR) Report - FY 2023-2028

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

| | | | | | | | | | | | | | | | | |
|---------|------|--------------------|----------------------------------|-------------------|---|-----|---|-------|----|--------|----|----|----|----|----------------|------------------|
| 2023-24 | 291 | Sierra Keys Drive | Bend | Cul-de-sac | E | AC | 2 | 270 | 33 | 11,122 | 52 | 62 | 38 | 0 | Cape Seal | \$16,127 |
| 2023-24 | 014 | Alta Vista Drive | Sturtevant Dr | Vista Cir | E | AAC | 2 | 870 | 18 | 15,660 | 76 | 69 | 11 | 20 | Type II Slurry | \$10,962 |
| 2023-24 | 015 | Alta Vista Drive | Vista Cir | Woodland Dr | E | AAC | 2 | 743 | 17 | 12,631 | 78 | 38 | 0 | 62 | Type II Slurry | \$8,842 |
| 2023-24 | 069 | Carter Avenue | Hermosa Ave | Sierra Meadow Dr | E | AC | 2 | 330 | 27 | 8,910 | 74 | 99 | 1 | 0 | Type II Slurry | \$6,237 |
| 2023-24 | 070 | Carter Avenue | Sierra Meadow Ln | Lima St | E | AC | 2 | 490 | 27 | 13,230 | 68 | 71 | 19 | 10 | Type II Slurry | \$9,261 |
| 2023-24 | 095 | Fern Glen | Fern Drive | West End | E | AAC | 1 | 180 | 10 | 1,800 | 83 | 89 | 11 | 0 | Type II Slurry | \$1,260 |
| 2023-24 | 322 | Sunnyside Avenue | Retreat Center Gate | Fairview Ave | E | AAC | 2 | 720 | 37 | 26,640 | 70 | 47 | 0 | 53 | Type II Slurry | \$18,648 |
| 2023-24 | 323 | Sunnyside Avenue | Fairview Ave | Alegria Ave | E | AC | 2 | 370 | 37 | 13,690 | 75 | 37 | 0 | 63 | Type II Slurry | \$9,583 |
| 2023-24 | 324 | Sunnyside Avenue | Alegria Ave | Grandview Ave | E | AC | 2 | 330 | 37 | 12,210 | 75 | 29 | 0 | 71 | Type II Slurry | \$8,547 |
| 2023-24 | 325 | Sunnyside Avenue | Grandview Ave | Laurel Ave | E | AC | 2 | 440 | 33 | 14,520 | 70 | 48 | 45 | 7 | Type II Slurry | \$10,164 |
| 2023-24 | 326 | Sunnyside Avenue | Laurel Ave | Highland Ave | E | AC | 2 | 360 | 33 | 11,880 | 70 | 30 | 60 | 10 | Type II Slurry | \$8,316 |
| 2023-24 | 327 | Sunnyside Avenue | Highland Ave | Montecito Ave | E | AC | 2 | 340 | 33 | 11,220 | 77 | 50 | 50 | 0 | Type II Slurry | \$7,854 |
| 2023-24 | 331 | Sunnyside Avenue | Ramona Ave | Manzanita Ave | E | AC | 2 | 370 | 35 | 12,950 | 85 | 48 | 39 | 13 | Type II Slurry | \$9,065 |
| | | | | | | | | | | | | | | | | \$832,355 |
| 2024-25 | 052 | Canon Avenue | Sturtevant Dr | Las Rocas Dr | E | AAC | 2 | 230 | 20 | 4,600 | 65 | 41 | 54 | 5 | AC Overlay | \$10,396 |
| 2024-25 | 058 | Canon Avenue | Highland Ave | Montecito Ave | E | AC | 2 | 275 | 35 | 9,625 | 59 | 25 | 74 | 1 | AC Overlay | \$21,753 |
| 2024-25 | 059 | Canon Avenue | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 240 | 35 | 8,190 | 44 | 24 | 76 | 0 | AC Overlay | \$18,509 |
| 2024-25 | 583 | Coburn Avenue | PVMT CHNG (130' N/ HIGHLAND AVE) | END | E | AC | 0 | 400 | 20 | 8,000 | 19 | 18 | 77 | 5 | AC Overlay | \$18,080 |
| 2024-25 | 079 | Crestvale Drive | Cul-de-sac | Fairview Ave | E | AAC | 2 | 710 | 30 | 22,837 | 66 | 58 | 34 | 8 | AC Overlay | \$51,612 |
| 2024-25 | 081 | Edgeview Drive | Cul-de-sac | Bend | E | AAC | 2 | 390 | 30 | 13,450 | 36 | 37 | 55 | 8 | AC Overlay | \$30,397 |
| 2024-25 | 082 | Edgeview Drive | Bend | Michillinda Ave | E | AAC | 2 | 490 | 31 | 14,890 | 40 | 42 | 58 | 0 | AC Overlay | \$33,651 |
| 2024-25 | 083 | Elkins Ave | East City Limits | Vista Ave | E | AC | 2 | 220 | 34 | 7,480 | 50 | 14 | 86 | 0 | AC Overlay | \$16,905 |
| 2024-25 | 100 | Gatewood Lane | Cul-de-sac | Michillinda Ave | E | AAC | 2 | 700 | 28 | 19,600 | 43 | 39 | 38 | 23 | AC Overlay | \$44,296 |
| 2024-25 | 099 | Gatewood Terrace | Cul-de-sac | Gatewood Lane | E | AAC | 2 | 300 | 30 | 10,250 | 55 | 35 | 52 | 13 | AC Overlay | \$23,165 |
| 2024-25 | 189 | Mariposa Avenue | Baldwin Ave | Hermosa Ave | E | AC | 2 | 1,060 | 28 | 28,630 | 66 | 18 | 80 | 2 | AC Overlay | \$64,704 |
| 2024-25 | 194 | Merrill Avenue | Highland Ave | Laurel Ave | E | AC | 2 | 350 | 22 | 7,700 | 39 | 41 | 47 | 12 | AC Overlay | \$17,402 |
| 2024-25 | 214 | Montecito Avenue | Auburn Ave | Baldwin Ave | E | AAC | 2 | 630 | 23 | 14,398 | 57 | 21 | 39 | 40 | AC Overlay | \$32,539 |
| 2024-25 | 220 | Montecito Court | Auburn Ave | Windsor Ln | E | AC | 2 | 278 | 14 | 3,892 | 40 | 18 | 60 | 22 | AC Overlay | \$8,796 |
| 2024-25 | 579 | Montecito Court | PCC (265' NE/ Windsor Ln) | Montecito Ave | E | AC | 0 | 262 | 14 | 3,668 | 35 | 45 | 55 | 0 | AC Overlay | \$8,290 |
| 2024-25 | 306 | Sierra Place | Sierra Madre Blvd | San Gabriel Ct | E | AC | 2 | 536 | 30 | 15,695 | 42 | 13 | 61 | 26 | AC Overlay | \$35,471 |
| 2024-25 | 308 | Sierra Woods Drive | Cul-de-sac | Grandview Ave | E | AAC | 2 | 470 | 30 | 15,667 | 53 | 71 | 29 | 0 | AC Overlay | \$35,407 |
| 2024-25 | 309 | Sierra Woods Drive | Grandview Ave | Cul-de-sac | E | AC | 2 | 200 | 30 | 7,567 | 47 | 56 | 28 | 16 | AC Overlay | \$17,101 |
| 2024-25 | 315 | Sturtevant Drive | Alta Vista Dr | Oakdale Dr | E | AC | 2 | 330 | 18 | 5,940 | 48 | 17 | 59 | 24 | AC Overlay | \$13,424 |
| 2024-25 | 337 | Valle Vista Drive | Acacia St | Bend | E | AC | 2 | 400 | 29 | 12,350 | 51 | 31 | 46 | 23 | AC Overlay | \$27,911 |
| 2024-25 | 338 | Valle Vista Drive | Bend | Acacia St | E | AC | 2 | 400 | 29 | 12,350 | 39 | 32 | 52 | 16 | AC Overlay | \$27,911 |
| 2024-25 | 215 | Montecito Avenue | Auburn Ave | Hermosa Ave | E | AAC | 2 | 620 | 36 | 21,888 | 85 | 49 | 23 | 28 | Type II Slurry | \$16,197 |
| 2024-25 | 216 | Montecito Avenue | Hermosa Ave | Lima St | E | AAC | 2 | 800 | 36 | 28,656 | 83 | 41 | 57 | 2 | Type II Slurry | \$21,205 |
| 2024-25 | 313 | Stonehouse Road | North End | Grandview Ave | E | AAC | 2 | 400 | 33 | 13,700 | 72 | 37 | 8 | 55 | Type II Slurry | \$10,138 |
| 2024-25 | 316 | Sturtevant Drive | Woodland Dr | Oakdale Dr | E | AAC | 2 | 1,040 | 18 | 18,720 | 68 | 59 | 27 | 14 | Type II Slurry | \$13,853 |
| 2024-25 | 339 | Via Granate | Cul-de-sac | Santa Anita Ave | E | AAC | 2 | 200 | 26 | 6,725 | 76 | 34 | 0 | 66 | Type II Slurry | \$4,977 |
| 2024-25 | 340 | Victoria Lane | Baldwin Ave | Auburn Ave | E | AC | 2 | 670 | 22 | 14,608 | 72 | 74 | 26 | 0 | Type II Slurry | \$10,810 |
| 2024-25 | 400 | Vista Avenue | Grandview Ave | Elkins Ave | E | AC | 2 | 885 | 34 | 30,090 | 78 | 81 | 0 | 19 | Type II Slurry | \$22,267 |
| 2024-25 | 342 | Vista Circle Drive | Alta Vista | Oakdale | E | AC | 2 | 1,265 | 18 | 22,770 | 76 | 49 | 24 | 27 | Type II Slurry | \$16,850 |
| 2024-25 | 343 | Vista Circle Drive | Oakdale Dr | Alta Vista Dr | E | AAC | 2 | 550 | 18 | 9,900 | 71 | 35 | 20 | 45 | Type II Slurry | \$7,326 |
| 2024-25 | 348 | Windsor Lane | Montecito Ave | Sierra Madre Blvd | E | AC | 2 | 460 | 20 | 9,080 | 78 | 41 | 0 | 59 | Type II Slurry | \$6,719 |
| | | | | | | | | | | | | | | | | \$748,266 |
| 2025-26 | 001 | Acacia Street | East End | Valle Vista Dr | E | AC | 2 | 220 | 23 | 5,060 | 61 | 33 | 38 | 29 | AC Overlay | \$11,992 |
| 2025-26 | 002 | Acacia Street | Bend | Valle Vista Dr | E | AC | 2 | 430 | 27 | 12,360 | 34 | 38 | 50 | 12 | AC Overlay | \$29,293 |
| 2025-26 | 003 | Acacia Street | Valle Vista Dr | Bend | E | AC | 2 | 330 | 27 | 9,660 | 37 | 19 | 50 | 31 | AC Overlay | \$22,894 |
| 2025-26 | 004 | Acacia Street | Foothill Ave | Valle Vista Dr | E | AC | 2 | 470 | 27 | 12,690 | 63 | 42 | 40 | 18 | AC Overlay | \$30,075 |
| 2025-26 | 012 | Alegria Avenue | Cul-de-sac | Sunnyside Ave | E | AAC | 2 | 140 | 39 | 5,232 | 54 | 41 | 22 | 37 | AC Overlay | \$12,400 |
| 2025-26 | 013 | Alegria Avenue | Sunnyside Ave | Michillinda Ave | E | AAC | 2 | 960 | 37 | 35,520 | 66 | 25 | 46 | 29 | AC Overlay | \$84,182 |
| 2025-26 | 016 | Arno Drive | East End | Santa Anita Ave | E | AAC | 2 | 310 | 32 | 11,445 | 60 | 47 | 44 | 9 | AC Overlay | \$27,125 |
| 2025-26 | 017 | Arno Drive | Santa Anita Ave | Kaia Ln | E | AAC | 2 | 275 | 33 | 8,877 | 50 | 23 | 38 | 39 | AC Overlay | \$21,038 |
| 2025-26 | 018 | Arno Drive | Kaia Ln | Liliano Dr | E | AAC | 2 | 275 | 33 | 8,877 | 26 | 8 | 70 | 22 | AC Overlay | \$21,038 |
| 2025-26 | 047 | Brookside Lane | Woodland Dr | South End | E | AC | 1 | 405 | 15 | 6,075 | 65 | 17 | 34 | 49 | AC Overlay | \$14,398 |
| 2025-26 | 149 | Holdman Avenue | Santa Anita Ct | Fane St | E | AAC | 2 | 580 | 34 | 19,720 | 58 | 23 | 53 | 24 | AC Overlay | \$46,736 |
| 2025-26 | 150 | Ida May Court | Jameson Ct | Cul-de-sac | E | AC | 2 | 68 | 69 | 4,692 | 36 | 55 | 45 | 0 | AC Overlay | \$11,120 |
| 2025-26 | 0154 | Jameson Court | Grandview Ave | Highland Ave | E | AC | 2 | 905 | 24 | 21,720 | 49 | 29 | 15 | 56 | AC Overlay | \$51,476 |

City of Sierra Madre, CA
Forecast Maintenance / Rehabilitation (FMR) Report - FY 2023-2028

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

| | | | | | | | | | | | | | | | | |
|---------|------|--------------------|--------------------|-----------------------------|---|-----|---|-------|----|--------|----|----|----|----|----------------|-------------|
| 2025-26 | 0155 | Kaia Lane | Cul-de-sac | Arno Dr | E | AC | 2 | 210 | 25 | 7,045 | 24 | 6 | 49 | 45 | AC Overlay | \$16,697 |
| 2025-26 | 157 | Key Vista Drive | Sierra Keys Dr | Cul-de-sac | E | AC | 2 | 200 | 33 | 8,062 | 19 | 29 | 68 | 3 | AC Overlay | \$19,107 |
| 2025-26 | 180 | Las Rocas Drive | Sycamore Pl | Canon Dr | E | AC | 2 | 470 | 16 | 6,960 | 33 | 27 | 66 | 7 | AC Overlay | \$16,495 |
| 2025-26 | 062 | Canyon Crest Drive | Idlehour Ln | Orange Dr (One-way Section) | E | AAC | 2 | 370 | 18 | 6,660 | 63 | 15 | 34 | 51 | AC Overlay | \$15,784 |
| 2025-26 | 063 | Canyon Crest Drive | Orange Dr | Orange Dr (One-way section) | E | AAC | 1 | 795 | 18 | 14,310 | 66 | 11 | 38 | 51 | AC Overlay | \$33,915 |
| 2025-26 | 089 | Fairview Avenue | Sierra Keys Dr | Sunnyside Ave | E | AAC | 2 | 430 | 32 | 13,568 | 47 | 29 | 51 | 20 | AC Overlay | \$32,156 |
| 2025-26 | 127 | Hermosa Avenue | Auburn Ave | Carter Ave | E | AAC | 2 | 680 | 21 | 14,280 | 62 | 14 | 46 | 40 | AC Overlay | \$33,844 |
| 2025-26 | 160 | Laurel Avenue | Mountain Trail Ave | Merrill Ave | E | AAC | 2 | 300 | 29 | 8,526 | 52 | 55 | 40 | 5 | AC Overlay | \$20,207 |
| 2025-26 | 166 | Lilano Drive | Cul-de-sac | Arno Dr | E | AAC | 2 | 261 | 28 | 8,640 | 43 | 26 | 50 | 24 | AC Overlay | \$20,477 |
| 2025-26 | 159 | Laurel Avenue | Canon Ave | Mountain Trail Ave | E | AAC | 2 | 880 | 33 | 28,644 | 64 | 64 | 23 | 13 | Cape Seal | \$45,830 |
| 2025-26 | 161 | Laurel Avenue | Merrill Ave | Baldwin Ave | E | AAC | 2 | 900 | 29 | 26,013 | 64 | 62 | 35 | 3 | Cape Seal | \$41,621 |
| 2025-26 | 005 | Acacia Street | Grandview Ave | Foothill Ave | E | AC | 2 | 550 | 27 | 14,175 | 74 | 62 | 28 | 10 | Type II Slurry | \$10,915 |
| 2025-26 | 010 | Alegria Avenue | Mountain Trail Ave | Baldwin Ave | E | AC | 2 | 1,150 | 46 | 52,346 | 79 | 58 | 27 | 15 | Type II Slurry | \$40,306 |
| | | | | | | | | | | | | | | | | \$1,106,952 |