

UPDATE OF LA CRESTA POA PAVEMENT MANAGEMENT PROGRAM

(Community-wide)



FINAL REPORT

UPDATE OF

PAVEMENT MANAGEMENT PROGRAM

(Community-Wide)

2026-2030



Submitted to:

La Cresta Property Owner Association

Murrieta, CA

November 18, 2025

November 18, 2025

Mr. James Kramer
Project Manager
La Cresta Property Owner Association
c/o Powerstone Property Management Company
27450 Ynez Road, Suite 307
Temecula, CA 92591

Subject: Final Report - Update of the Pavement Management Program

Dear James:

As part of the 2025 Update of the Pavement Management Program for the La Cresta Property Owner Association (LCPOA), *Bucknam Infrastructure Group, Inc. (Bucknam)* is pleased to submit the Final Report for the Community's pavement network. The information contained in this report was used to develop the recommended improvement program for the pavement network. The report covers the following categories:

- **Executive Summary (Section I)**
- **Pavement Management Program Development and Reporting (Section II)**
- **Pavement Conditions For Each Segment in the Network (PCI Report – Section III)**
The Pavement Condition Index report shows the present condition of each street in the pavement network. In addition, the report shows the basic geometry of each street segment.
- **Forecast Maintenance Reports (Section IV)**
 - **Recommended Maintenance and Repair Strategies**

The recommended maintenance and repair strategies were used to generate the Forecasted Maintenance Report and were based on our 2025 inspections. Additionally, we have assessed and incorporated unit cost and maintenance application practices/types with our strategies.
 - **Projected Projects based on M&R Strategies**
The Forecasted Maintenance Report projects the street maintenance activities required for the next five years, broken down to show maintenance levels for Arterial, Collector and Local streets. The report included in Section IV is broken down by fiscal year.

Our thorough analysis of previous and current LCPOA PMP strategies enabled our staff to make proactive recommendations for future preventive, rehabilitation and reconstruction projects. All comments received from the LCPOA have been incorporated in the reports that follow.



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It has been a pleasure working with you and the LCPOA team on updating your Pavement Management Program. We look forward to the continued success of this project and future teamwork with LCPOA staff.

Sincerely,

Bucknam Infrastructure Group, Inc.

A handwritten signature in black ink, appearing to read "Peter J. Bucknam". The signature is stylized with a large, looped "P" and a long, sweeping underline.

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 (USACE)
Asphalt Concrete (AC)
Asphalt Rubber Hot Mix (ARHM)
Average Daily Traffic (ADT)
Capital Improvement Program (CIP)
Geographic Information System (GIS)
La Cresta Property Owner Association (LCPOA)
Maintenance and Repair (M&R)
Portland Cement Concrete (PCC)
Pavement Condition Index (PCI)
Pavement Management Program (PMP)

SECTION I

EXECUTIVE SUMMARY

2025 UPDATE OF PAVEMENT MANAGEMENT SYSTEM

This report reflects the continued dedication and proactive management of the La Cresta Property Owner Association (LCPOA) Pavement Management Program (PMP); the last major update to the LCPOA PMP was performed in 2020. As LCPOA continues to show limited growth with its population, street/right-of-way and utility infrastructure and maintenance needs, the street network continues to be a major priority for public safety, access, and community growth. Today, LCPOA is currently using the Army Corps of Engineers (USACE) software, MicroPAVER, to manage the street network. This system is essential to the PMP in that it assists the LCPOA Board and staff in identifying necessary annual funding for its street system as well as enhances historical tracking of preventive maintenance and rehabilitations. Under this project, LCPOA has incorporated the update of its unique Pavement Management – GIS layer that will assist La Cresta in spatially analyzing pavement conditions and other attribute information that resides in the MicroPAVER database.

The LCPOA PMP has been developed to assist LCPOA personnel by providing current data on the street network and to develop cost-effective maintenance/rehabilitation strategies to maintain a desirable level of pavement condition on a network scale, while optimizing the expenditure of limited fiscal resources. The PMP efforts in 2025 consisted of analyzing the LCPOA 2020 dataset for quality and usability. LCPOA staff also provided key information pertaining to the historical and ongoing maintenance that has occurred throughout the community since 2020. In doing this, we were tasked to generate an updated Capital Improvement Program report that identified recommendations to the current operating and maintenance efforts put forth by LCPOA.

For the 2025 project, our staff surveyed all public arterial, collector and local routes within LCPOA. Specifically, this report and program provides administrators, maintenance personnel as well as future PS&E contract efforts with:

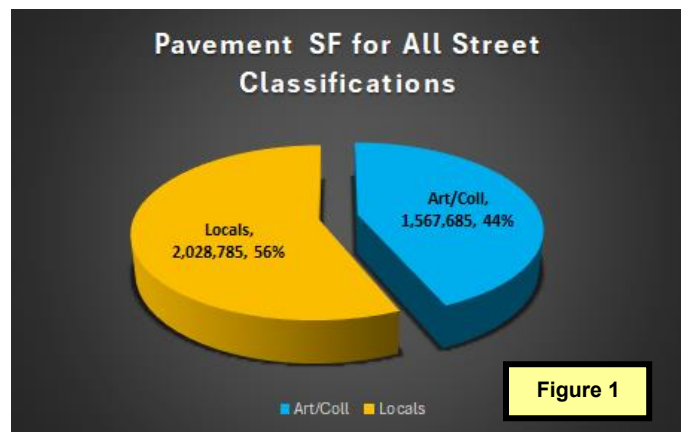
- The present condition status of the pavement network (arterial, collector, and local streets), as a whole and of any grouping or individual component within LCPOA (Areas 1-6);
- A ranked list of all streets, or segments of streets, by condition within the network;
- Rehabilitation/maintenance needs of priority street segments by year;
- An optimized priority maintenance and rehabilitation program based on cost/benefit analysis and various levels of funding;
- Optimum annual budget levels for pavement maintenance for the next five (5) years;
- Prediction of the future performance of La Cresta's pavement network and each individual street section; and
- Pavement condition data and analysis published within GIS files that is compatible ArcGIS and with LCPOA access to Google Earth, etc.

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 LCPOA's forecasted maintenance recommendations we worked with staff in identifying unit costs for all maintenance practices used on an annual basis. Currently, based upon LCPOA's maintenance practices and their associated unit costs, the total replacement value of the pavement network is \$44,955,900. This value clearly indicates that LCPOA's pavement network is the most valuable and essential asset. LCPOA's use of slurry seal, conventional / ARHM Overlay and R&R practices are typically applied at a five year, ten year and 25 year frequency respectively. These frequencies are typical but LCPOA 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 La Cresta'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 LCPOA's PMP database.

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

A. LA CRESTA'S PAVEMENT NETWORK

Within the LCPOA pavement management network there are approximately 11.0 section miles of Arterial/Collector streets (54 pavement sections) that includes approximately 1,567,685 SF of pavement. The Local network includes approximately 15.6 section miles (73 pavement sections) that includes approximately 2,028,785 SF of pavement. Combined, the entire network consists of 26.6 section miles of streets, 127 pavement sections and 3,596,470 SF of pavement.



LCPOA'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 Avenida La Cresta, 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 = pavement section PCI * its own area divided by the total square footage of the given area/zone. Table 1 summarizes the section conditions found within the pavement network

by street classification.

- **The weighted average PCI for the Arterial / Collector network is 83.1**
- **The weighted average PCI for the Local network is 76.0**

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

B. CURRENT COMMUNITY-WIDE CONDITIONS (ARTERIALS/COLLECTORS AND LOCALS)

The overall condition of La Cresta’s pavement network is “Good” with a weighted average PCI of 79.0 based on the surface area of each segment. The distribution of overall pavement network is shown in Section III of this report. For comparison, Bucknam has performed pavement management studies for several other Riverside / San Diego local agencies and has included their weighted PCI values; Menifee (75.1), Lake Elsinore (78.8), Murrieta (78.3), and Vista (80.4).

	Mileage	SF	PCI 2020	PCI 2025
Art/Coll	11.0	1,567,685	83.9	83.1
Locals	15.6	2,028,785	80.9	76.0
Total	26.6	3,596,470	82	79.0

Table 1 – La Cresta PMP Network Data

Condition	PCI Range	Art/Coll	% of Art/Coll	Local	% of Locals	Total	% of Network
Very Good	86-100	4.1	37%	1.7	11%	5.8	22%
Good	75-85	4.9	44%	7.7	49%	12.5	47%
Fair	60-74	1.7	15%	5.7	36%	7.4	28%
Poor	41-59	0.4	4%	0.3	2%	0.7	3%
Very Poor	0-40	0.0	0%	0.2	1%	0.2	1%
		11.0		15.6		26.6	

Table 2 – Condition Distribution by Section Mileage for All Streets

As shown above, a large majority of segments are evenly distributed through three condition categories (Very Good to Good). For a network to be in a “preventive” condition status you would typically see Very Good to Good section percentage totals at a 60% to 70% level; LCPOA’s network currently shows 69% of its sections within these PCI ranges.

These findings indicate that the proper funding of the network over the past several years has been essential and needs to be continued over the next five years to improve the overall PCI above 79+; this will allow Board members/staff to proactively establish preventive and rehabilitation schedules that will generate further high-value ROI for the Community. At a minimum, to sustain this asset, continued amounts of overlay rehabilitation and slurry seal maintenance needs to be budgeted for and performed across all areas of the pavement network.

As shown in Table 2, 31% of the Community's entire network falls within the fair to very poor condition categories based on the PCI findings, highlighting the need for continued funding of proactive slurry seal & overlay projects. More overlay rehabilitation activity will increase the overall weighted PCI while reducing deferred maintenance costs in future fiscal years. Overlay projects applied to appropriate, qualifying segments is necessary to improve the PMP network and achieve a preventive condition status as described above. A network-wide preventive condition status is typically a network with a weighted average PCI over 75.

Regarding the Local network, detailed inspection and work history analysis shows that 17% (2.7 miles) of the network requires slurry seal maintenance activity while 19% (2.9 miles) requires overlay rehabilitation or full reconstruction.

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

In regard to the Arterial / Collector network, detailed inspection analysis shows that 26% (2.9 miles) of the pavement network requires slurry seal maintenance activity while 7% (0.8 miles) requires overlay rehabilitation. Over the past five years the Arterial / Collector weighted PCI has sustained at a high level (70+). This is due to the considerable amount of arterial CIP overlay projects that have been applied to the network since 2000.

With the overall Arterial / Collector PCI in the 80's, proactive planning and application of scheduled overlay projects needs to be sustained; this will maintain the overall conditions while freeing up additional funding for deferred Collector/Local overlay projects.

Through our assessment of LCPOA's annual pavement management budget allocation needs (Tables 3 & 4 below) we have identified the necessary annual funding levels to improve the Community's PCI by 2030.

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

PCI conditions reflect "surface" conditions; additional sub-surface data such as coring data, R-Values and ground penetrating radar (GPR) will provide the LCPOA with enhanced AC/PCC structural data that will assist in project prioritization.

Furthermore, as overlay-rehabilitation projects are considered for funding, LCPOA should also consider

using average daily traffic (ADT) values, sub-grade R - Values, structural design, distress severities and extents as parameters for determining whether a pavement section that lies within the Poor to Very Poor condition range should be overlaid or reconstructed.

Our 2025 findings indicate that the PMP network has been proactively managed over the past several years. This is evident in the sustainment of the community-wide weighted PCI (between 79 to 82) since 2020 and moderate amounts of deferred maintenance/rehabilitation projects. As the Community strives to implement a stronger preventive state of M&R, cost efficient Arterial/Local rehabilitation and proactive use of available overlay funding should remain the focus.

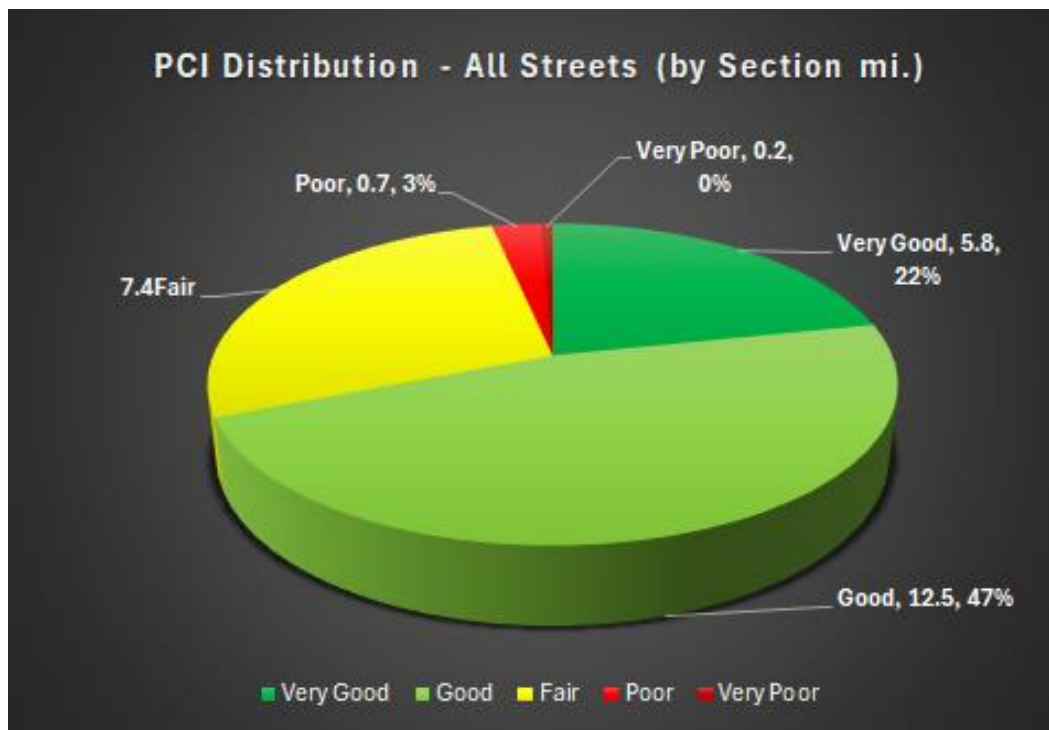


Figure 2 – PCI Condition Distribution by Section Miles for All Streets

C. MAINTENANCE / REHABILITATION STRATEGY DEVELOPMENT

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

With this approach, Bucknam has recommended a “minimal level of service” which creates a major dividing line in determining pavement maintenance. Generally within pavement management programs, a PCI range between 55 to 70 determines the threshold of when preventive or major overlay maintenance is activated. Based on La Cresta’s weighted average PCI, condition distribution, maintenance practices, our team has identified a PCI of “65” as the minimum level of service. This means that any pavement section with a PCI greater than 65 will typically be recommended for preventive maintenance. This recommendation is indicated in Table 6, Section II.

Bucknam developed a multi-year Capital Improvement Program based on the work history records, yearly capital expenditures and the most recent 2025 inspections. These recommendations and results are shown in Section II of this report where we have demonstrated what level of funding is necessary to improve the current weighted condition level of 79 to a level of 82 by 2030.

As shown in Figure 2, 69% of La Cresta’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 “fair to 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, 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 or recommended as part of the long-term maintenance requirements of La Cresta’s street network.

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

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

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.

Overlays (Major Maintenance*); PCI range – 20 to 65

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

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

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

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

Removal of the existing pavement section to a prescribed depth followed by the placement of a conventional flexible pavement section using a structural AC Hot Mix or AR Hot Mix or a full depth asphalt. Each classification of road has a typical design cross-section upon anticipation traffic loading. By performing a reconstruction the sections PCI resets at 100 and restarts the life-cycle deterioration 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.

D. ANNUAL BUDGET PROJECTIONS

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

1. Identify the required annual Community-wide budget to “maintain current PCI” within five years;
2. Identify the required Community-wide budget to reach a PCI level of 82 within five years

Based on current and future pavement maintenance needs, two annual work programs have been prepared and summarized below. Table 3 demonstrates the required budget that is needed to maintain the community-wide weighted average PCI level of 79 over five years. Table 4 demonstrates the required budget that is needed to improve the community-wide weighted average PCI to a level of 82 within five years.

Plan Year	PCI	Slurry Seal	Overlay	Total \$	Deferred Maint.
	79.0				\$545,500
2026	79.5	\$193,300	\$318,000	\$511,300	\$308,600
2027	80.2	\$427,100	\$0	\$427,100	\$655,400
2028	79.8	\$454,300	\$161,200	\$615,500	\$132,100
2029	79.3	\$599,200	\$0	\$599,200	\$0
2030	78.7	\$234,100	\$74,600	\$308,700	\$1,093,400
		\$1,908,000	\$553,800	\$2,461,800	

Table 3 – Five Year Projection Demonstrating Required Budget to Maintain PCI of 79

Plan Year	PCI	Slurry Seal	Overlay	Total \$	Deferred Maint.
	79.0				\$545,500
2026	80.8	\$193,400	\$521,300	\$714,700	\$246,100
2027	82.0	\$460,700	\$0	\$460,700	\$597,200
2028	81.3	\$537,700	\$255,100	\$792,800	\$35,400
2029	82.1	\$701,000	\$0	\$701,000	\$0
2030	82.6	\$469,600	\$74,600	\$544,200	\$606,700
		\$2,362,400	\$851,000	\$3,213,400	

Table 4 – Five-Year Projection Demonstrating Required Budget to Reach PCI of 82

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 2025 dollars. All repair activities were based on distresses observed at the time of the field survey. These are recommendations and are to be used as “the best case scenario” for improving the La Cresta street network.

E. QUALITY CONTROL EFFORTS

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

As indicated in our scope of work, Bucknam performed numerous quality control checks in the field during survey efforts. Field check efforts were performed at the end of each week of survey; 10% of the pavement inspection set was resurveyed by a second team to ensure the quantities and distress types were collected properly (approx. 2.7 miles).

Work History records for 2020 - 2025 street crack sealing, slurry seal and rehabilitations were entered into the database (see Section III Pavement Condition Index (PCI) reports that demonstrate the last work history performed a given pavement section).

F. FINDINGS AND RECOMMENDATIONS

Through our assessment of historical maintenance performed within La Cresta and through our discussions with staff the conditional data found across the network clearly shows that LCPOA has applied strong, preventive maintenance strategies over the past decade. Pavement management involves frequent preventive maintenance; as pavement deteriorates through heavy traffic impacts, weathering and time, preventive maintenances (such as slurry seal, stop gap, etc.) have limited benefits.

Currently, La Cresta's two major streets networks (Arterial/Collector & Local) hold high weighted PCI values; it is our recommendation that a proactive, common sense overlay program be assessed and scheduled over the next several fiscal years. This will ensure that the community-wide weighted PCI will sustain itself and allow for routine slurry seal maintenance to continue. Through our analysis of the PMP we have found and recommend the following items which should be considered for a proactive approach to the PMP and future management of the program:

Arterials

The actual workload requirements identified indicate that the Arterial/Collector street network is currently in "Good" condition (PCI = 83.1). To sustain this condition, it is essential that preventive maintenance and overlay rehabilitation activities are funded at the levels identified in Table 3.

Our Arterial/Collector findings for conditional data and recommendations for revenue expenditures are shown below:

- The Arterial/Collector network has a weighted PCI of 83.1;
- Currently, 7% of the Arterial/Collector network (approx. 0.8 miles) require overlay/reconstruction rehabilitation; 26% (approx. 2.9 miles) require slurry seal maintenance;
- At a minimum, Arterial/Collector maintenance projects should focus on achieving and maintaining a PCI of 79+ within the next five years;
 - Develop a proactive fiscal and planned approach to identify arterial overlay projects based on the deterioration modeling within MicroPAVER;
 - Maintain Arterial/Collector revenues at the levels shown within the Section IV Forecast Maintenance & Rehabilitation (FMR) Report for a minimum of five years to generate the results identified within this report;
- Reassess/re-evaluate the Arterial/Collector rehabilitation budget programs every two years to improve on CIP forecasts for 2026-27 and beyond to ensure the results shown in Table 3 and 4;
- Perform pavement inspections on the arterial network every three years to build a solid planning model within MicroPAVER to track PCI deterioration;

- Demonstrated budget shown in Table 3 is ample to sustain the Arterial/Collector weighted PCI of 80+ through five years, however, the community-wide deferred maintenance (backlog) increases from a level of \$545k to \$1.1 million after five years;
 - Unique budget scenarios created in MicroPAVER calculate annual deferred maintenance amounts based on the available/projected budget applied and section SF's that fall within preventive, slurry seal, overlay and reconstruction PCI ranges;
- Bucknam recommends that the LCPOA proactively budget overlay rehabilitation projects at the levels shown in Table 4 in order to improve upon the conditions found today as well as minimize the impact of a moderate increase deferred maintenance across the Community.

Locals

The actual workload requirements identified indicate that the Local street network is currently in “Good” condition (PCI = 76.0). To improve this condition, it is essential that preventive maintenance and overlay activities are funded at the levels identified in Table 4 to increase the network weighted average PCI value within the “Good” category.

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

- The Local network has a weighted PCI of 76.0;
- Currently, 19% of the Local network (approx. 2.9 miles) require overlay/reconstruction rehabilitation; 17% (approx. 2.7 miles) require slurry seal maintenance;
- At a minimum, Local maintenance projects should focus on achieving and maintaining a weighted PCI above a level of 78+ within the next five years;
 - Current Local Forecast Maintenance & Rehabilitation (FMR) recommendations should be followed as shown in Section IV of this report;
 - Develop a proactive fiscal and planned approach to identify Local overlay projects based on the deterioration modeling within MicroPAVER;
- Increase Local revenues at the levels shown within the Section IV Forecast Maintenance/Rehabilitation (FMR) Report for a minimum of five years to generate the results identified within this report;
- Reassess/re-evaluate the Local rehabilitation budget programs every two years to improve on budget forecasts for 2026-27 and beyond to ensure the results shown in Table 3 or 4;
- Perform pavement inspections on the Local network every three years to build a solid planning model within MicroPAVER to track PCI deterioration;

- Demonstrated budget shown in Table 4 is sufficient to improve the Local weighted PCI as it includes necessary increased overlay funding. Additionally, the community deferred maintenance basically sustains itself at a level of \$606,700 after five years;
 - Unique budget scenarios created in MicroPAVER calculate annual deferred maintenance amounts based on the available/projected budget applied and section SF's that fall within preventive, slurry seal, overlay and reconstruction PCI ranges;
- Bucknam recommends that the LCPOA allocates budget for overlay rehabilitations at the levels shown in Table 4 in order to improve upon the conditions found today as well as greatly reduce the impact of deferred maintenance across the Community.

SECTION II

PAVEMENT MANAGEMENT SYSTEM / CAPITAL IMPROVEMENT PROGRAM

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

2025 Pavement Management Work Efforts:

- Task 1:** Project Kickoff-Data Management
- Task 2:** Update of Maintenance Activities
- Task 3:** Pavement Condition Survey (approx. 26.6 miles)
- Task 4:** Budgetary Analysis and Capital Improvement Reports
- Task 5:** Executive Summary and Final CIP Reports
- Task 6:** Mapping of the Pavement Network

A. PAVEMENT MANAGEMENT PROGRAM SCOPE OF WORK

As a part of the 2025 update of the pavement management program, a major element of work was to complete a comprehensive assessment of the existing street network and PMP database utilized by LCPOA. This included assessing LCPOA's existing 2020 MicroPAVER dataset, GIS, street naming conventions and work history information. From there, Bucknam worked with the LCPOA to confirm public and private street listings which set the foundation for accurate CIP reporting. All data was then updated within the Community's MicroPAVER database.

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

Table 5 demonstrates PCI ranges utilized for PCI calculations and budgetary reporting. Once a pavement inspection is complete, a PCI is calculated for each pavement section. Each PCI calculated falls within a defined PCI range category (Very Good, Poor, etc.). Furthermore, a weighted PCI was calculated for each functional class within the network (arterials and locals).

The PCI is a condition rating that ranges from 100 (a new pavement section or recently overlaid or reconstructed) to 0 for a section that has structurally failed and deteriorated dramatically. Weighted average PCI of a given area/zone equals the pavement sections PCI multiplied by its own area then divided by the total square footage of the given area/zone. This information can also be represented through 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 (2025 LCPOA = 79.0)
60-74	Fair
41-59	Poor
0-40	Very Poor

Table 5 - PCI Conditional Ranges

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

B. MAINTENANCE / REHABILITATION STRATEGY ASSIGNMENTS

Once the appropriate activities from the above listings were shared and approved by LCPOA, a Maintenance / Rehabilitation 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.

Maintenance / Rehabilitation Strategy Assignments

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)	\$0.87/SF
60-85	Type II Slurry (Arterials)	\$0.90/SF
Minimal Level of Service (70)		
20-70	2" Grind - 2" AC Overlay (Local)	\$2.79/SF
20-70	2" Grind - 2" AC Overlay (Arterials)	\$2.79/SF
20-70	2" Grind - 2" ARHM (Arterials)	\$4.50/SF
0-20	AC Reconstruction	\$12.50/SF
0-20	PCC Reconstruction	\$22.50/SF
<i>25% Contingency included within All Unit Costs</i>		

Table 6- Maintenance / Rehabilitation Strategy Assignments

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

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

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

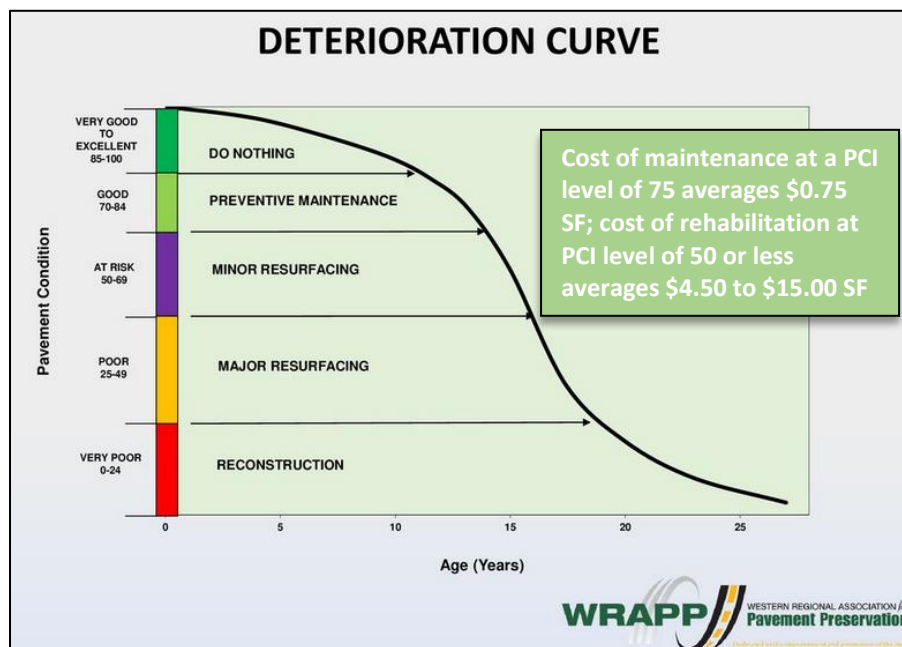


Figure 3 – Sample Pavement Life Cycle

(image source – WRAPP Western Regional Association for Pavement Preservation)

C. MULTI-YEAR ANNUAL WORK PROGRAM PROJECTIONS

The goal of these projections is to assist LCPOA policy makers in utilizing the recommendations of the MicroPAVER system. By using La Cresta's current projected 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 your return on investment. The budget forecasting goal for the La Cresta 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 La Cresta strategies

INCREASE PCI BUDGET – A recommended budget was generated for the LCPOA to demonstrate the necessary funding that is required to increase the current weighted PCI level of 79 to 82 within five years.

MAINTAIN PCI BUDGET – The Maintain PCI budget was generated for the LCPOA to demonstrate what level of annual funding is required to sustain the overall weighted PCI of 79 for the next five years.

ARTERIAL-COLLECTOR / LOCAL BUDGET PROJECTIONS

The annual projected revenues shown below only account for the cost of pavement maintenance and rehabilitation activities (edge of pavement to edge of pavement).

1. 25% contingency costs were applied to pavement material costs, this includes project costs for adding Class II road base to shoulder areas where overlays may occur. Additional soft costs that were not included were:
 - a. Mobilization / demobilization
 - b. Right-of-way improvements
 - c. Curb & gutter improvements
 - d. ADA ramp improvement
 - e. Utility improvement
 - f. Tree removals
2. Bucknam applied a 4% inflation rate on the annual budget within forecast maintenance & rehabilitation projections (Section IV)

INCREASE PCI TO 82 PROGRAM (FIVE YEAR MODEL)

With the Community striving to show proactive rehabilitation across all qualifying pavements, a \$3.4 Million/5-Yr budget program was applied to current conditions to show a potential high return on investment. We used the “Maintain PCI Budget” PMP model (shown on Page 2-7) as a basis for our modeling. Building upon the results of the Maintain PCI budgetary model we increased the amount of funding allocated for slurry/overlay efforts to increase the PCI to the 82 target. The “Increase PCI” program incorporates pavement sections that have a functional class of Arterial (A, B), Collector (C), and Local (E).

Plan Year	PCI	Slurry Seal	Overlay	Total \$	Deferred Maint.
	79.0				\$545,500
2026	80.8	\$193,400	\$521,300	\$714,700	\$246,100
2027	82.0	\$460,700	\$0	\$460,700	\$597,200
2028	81.3	\$537,700	\$255,100	\$792,800	\$35,400
2029	82.1	\$701,000	\$0	\$701,000	\$0
2030	82.6	\$469,600	\$74,600	\$544,200	\$606,700
		\$2,362,400	\$851,000	\$3,213,400	

Table 7 – Necessary Funding to Increase PCI to 82

Referring to Table 7, it is noted that the weighted PCI increases proactively through the five-year term (79 to 82.6). Additionally, the annual deferred maintenance/backlog total sustains itself at \$607k by the end of the five-years. If the Community utilizes an average annual budget of \$642,700/yr for slurry, overlay, and reconstruction projects as shown above, LCPOA will be able to “increase” the current conditions and will continue to see a proactive decrease in deferred maintenance by fiscal year 2030. We recommend that a annual focus be placed on the Local network improvements due to the fact that its weighted PCIs are currently lower than the arterials.

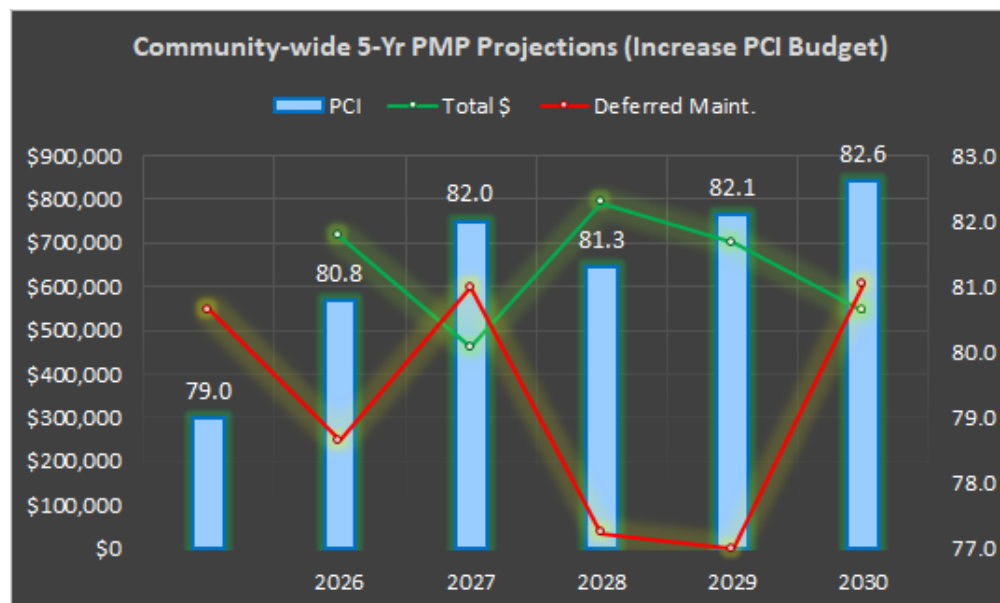


Figure 4 – Five Year Projection; Increase PCI to 82 Budget

MAINTAIN PCI PROGRAM (FIVE YEAR MODEL)

Our goal under this model is to maintain the current 2025 weighted PCI of 79 after a five-year program. This model will calculate the necessary funding to achieve this goal.

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

Plan Year	PCI	Slurry Seal	Overlay	Total \$	Deferred Maint.
	79.0				\$545,500
2026	79.5	\$193,300	\$318,000	\$511,300	\$308,600
2027	80.2	\$427,100	\$0	\$427,100	\$655,400
2028	79.8	\$454,300	\$161,200	\$615,500	\$132,100
2029	79.3	\$599,200	\$0	\$599,200	\$0
2030	78.7	\$234,100	\$74,600	\$308,700	\$1,093,400
		\$1,908,000	\$553,800	\$2,461,800	

Table 8 – Necessary Funding to Maintain PCI of 79

Referring to Table 8, it is noted that the weighted PCI consistently remains at a PCI of 79 throughout the five-year projection. Furthermore, the resulting deferred maintenance shows that it increases from \$545k to \$1.1 million after the five years program which indicates that an annual average budget of \$492,400/yr is not ample to chip away at the deferred maintenance on the network. In the PMP industry if you have a “maintain PCI” budget model hold its PCI for a given term but also demonstrates a reduction in deferred backlog, it is a good indication that the PMP is successful. If the LCPOA were to reduce their annual funding to a level of \$250,000/yr major overlay projects would continue to be delayed thus increasing the overall deferred maintenance to a level of \$1.7 million after five years.

DEFERRED MAINTENANCE (BACKLOG)

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

We recommend that a stronger focus be placed on the Local network improvements within the first three years due to the fact that the network has a slightly lower weighted PCI than the Arterials/Collectors. We still recommend comprehensive maintenance to the Arterial/Collector network through localized patching, crack sealing, slurry seal and through the use of Community funds.

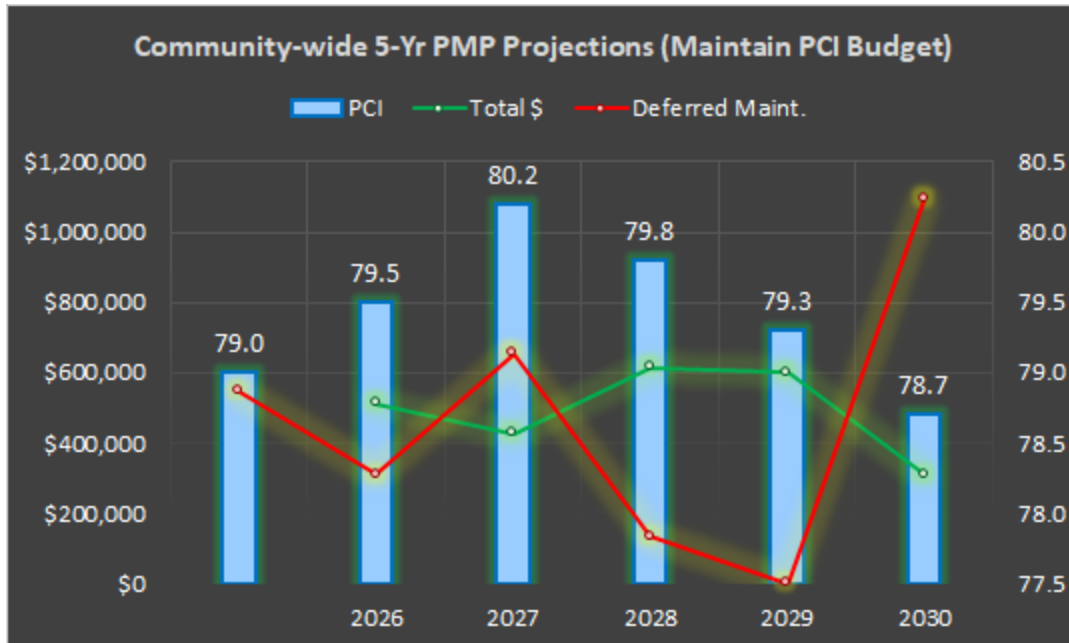


Figure 5 – Five Year Projection; Maintain PCI of 79 Budget

As mentioned above, a continued Local slurry/overlay M&R “zone” strategy should be considered for several reasons. With the LCPOA applying continued local maintenance efforts, four beneficial impacts occur:

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

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

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 & Rehabilitation 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 2012, 2014, 2020 and 2025 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 staff to maintain the integrity of the data as well as the accuracy. Bucknam can perform training sessions in the use of the MicroPAVER tools and demonstrate how to generate standard common-sense reports to assist staff in developing yearly budgets, project level analysis, and CIP projections. This will be key to future management of the pavement program and reporting. LCPOA personnel need to maintain their commitment to the preventive maintenance system, while working toward reducing La Cresta's present backlog of rehabilitation projects.

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

- Survey all arterials and collectors every two years; and
- Survey all locals every two years

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

Bucknam will be supporting La Cresta 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.

D. CONDITION DISTRIBUTION REPORT

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

The condition scheme ranges from “Very Good” to “Very Poor”; with a “Very Good” condition corresponding to a pavement at the beginning of its life cycle, and a “Very Poor” condition representing a badly deteriorated pavement with virtually no remaining life. The table below shows the general description for each pavement condition:

Condition Description – PCI Range - Description

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

2025 LCPOA weighted average PCI is 79.0 (Good).

E. 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)

PAVER 6.1.2

File Tables Preferences Add-Ins Window Help

Inventory Work PCI Reports Pred. Modeling Cond. Analysis M&R Plan GIS/Tree Sel. List Sel. Wizard

List Selector

Network: Arcadia City of Arcadia, CA
Branch: ALBERT WY
Section: 1000 From: PALM AVE To: WOODRUFF AVE

PCI: Arcadia-ALBERT WY-1000

Summary data at time of inspection

Branch Use: ROADWAY Section Surface Type: AC Section True Area: 22,605 SqFt
Section Length: 685 Ft Section Width: 33 Ft

Inspection Date: 4/1/2005 Edit Inspections Detailed Inspection Comments Calculate Conditions

Sample Unit: 1 Edit Sample Units

Sample Unit Size: 22605.00 SqFt No distresses found during inspection. Remaining Samples Have No Distress

Distress Type

☒ 01 ALLIGATOR CR ☐ 06 DEPRESSION ☐ 11 PATCH/UT CUT ☐ 16 SHOING
☐ 02 BLEEDING ☐ 07 EDGE CR ☐ 12 POLISHED AG ☐ 17 SLIPPAGE CR
☐ 03 BLOCK CR ☐ 08 JT REF. CR ☐ 13 POTHOLE ☐ 18 SWELL
☐ 04 BUMPS/SAGS ☐ 09 LANE SH DROP ☐ 14 RR CROSSING ☐ 19 WEATH/RAVEL
☐ 05 CORRUGATION ☐ 10 L_T CR ☐ 15 RUTTING

Distress Severity

☒ Low ☐ Medium ☐ High ☐ N/A

Distress Quantity

2825.98 SqFt

Distress	Description	Severity	Quantity	Units
1	ALLIGATOR	L	2,825.98	SqFt
1	ALLIGATOR	M	115	SqFt
1	ALLIGATOR	H	25	SqFt
3	BLOCK	L	12,432.9	SqFt
3	BLOCK	M	1,016.99	SqFt

Previous Sample Unit Next Sample Unit Smp Images (0) Insp Images (0) Close

Add Distress Delete Distress Replace Distress

Figure 6 – PCI Calculation Worksheet

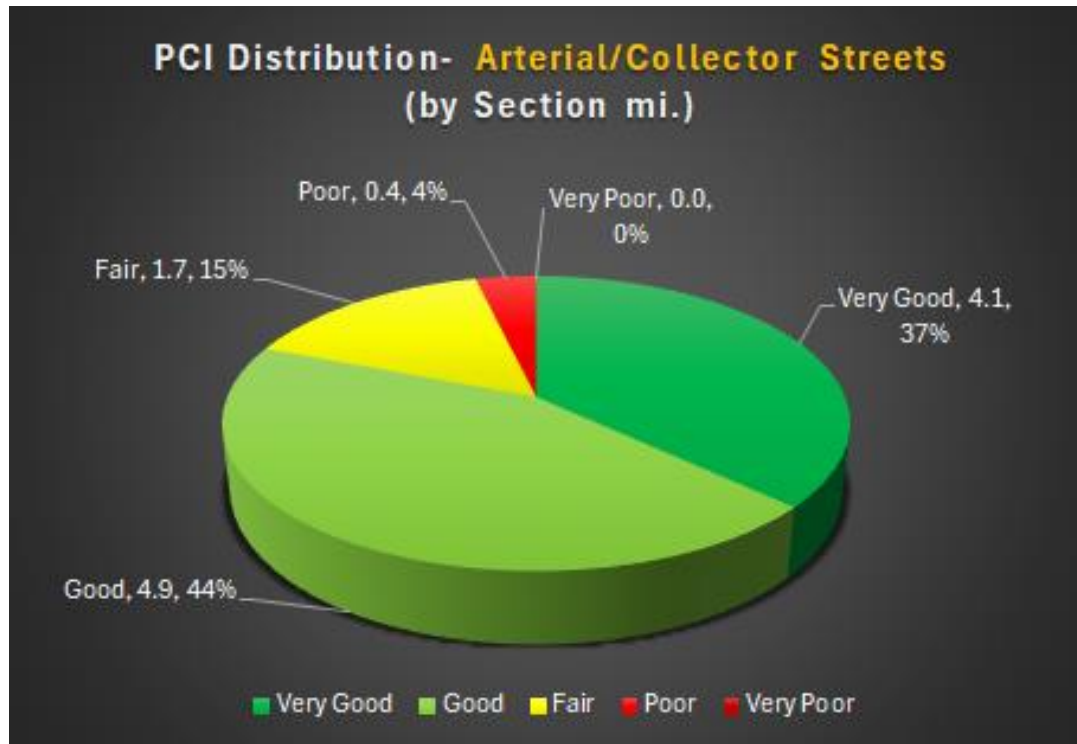


Figure 7 – Arterial / Collector Condition Distribution

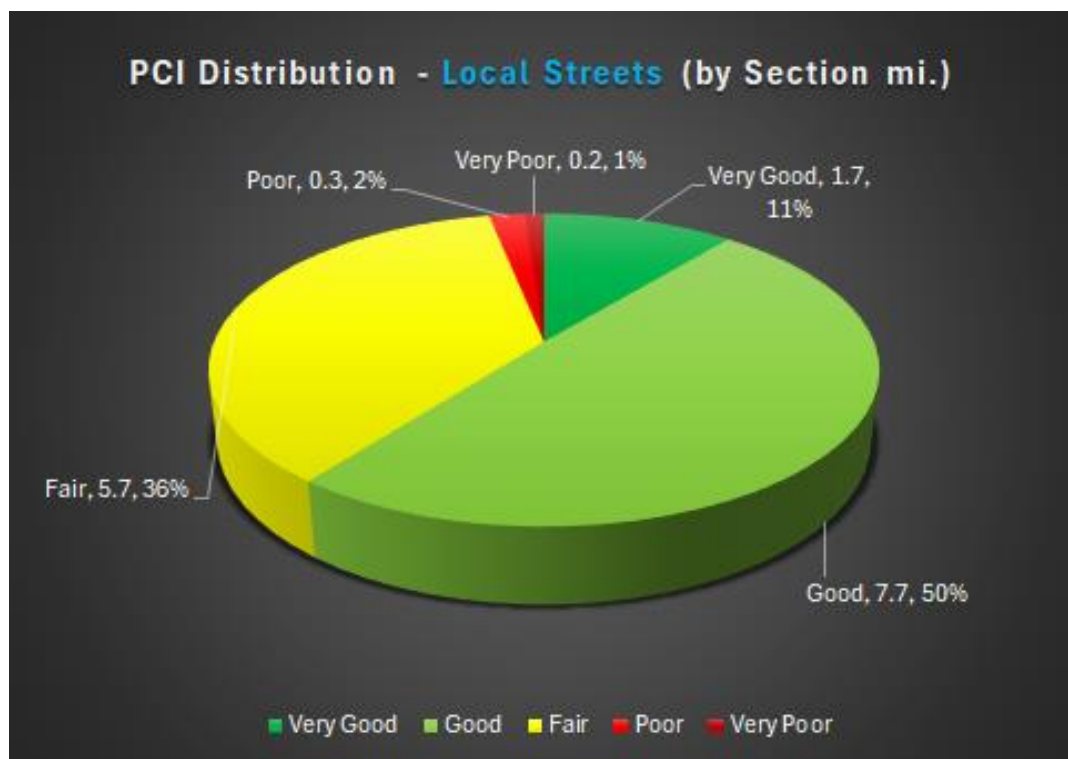


Figure 8 – Local Condition Distribution

SECTION III

**COMMUNITY-WIDE
PAVEMENT CONDITION INDEX REPORT**

- A. PCI Report – Data Definitions
- B. 2025 La Cresta POA PCI Map
 - C. Name Order (A-Z)
 - D. PCI Order (0-100)

A. PAVEMENT CONDITION INDEX REPORT – DATA DEFINITIONS

Listed alphabetically by street name or PCI, this report provides the Community with a listing of pertinent inventory and pavement condition data for each inventory unit within the La Cresta 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 four street classifications are represented below. The following codes are classified according to LCPOA classifications.

<u>CODE</u>	<u>DESCRIPTION</u>
A	Primary Arterial
B	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
AAC	AC Overlay over original AC construction
PCC	Concrete

LENGTH - The length of the section within each branch.

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

AREA - The area of each section within a branch.

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

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

PCI CLIMATE, LOAD AND OTHER – reflects “Section Extrapolated Distress”; these values are shown within 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.

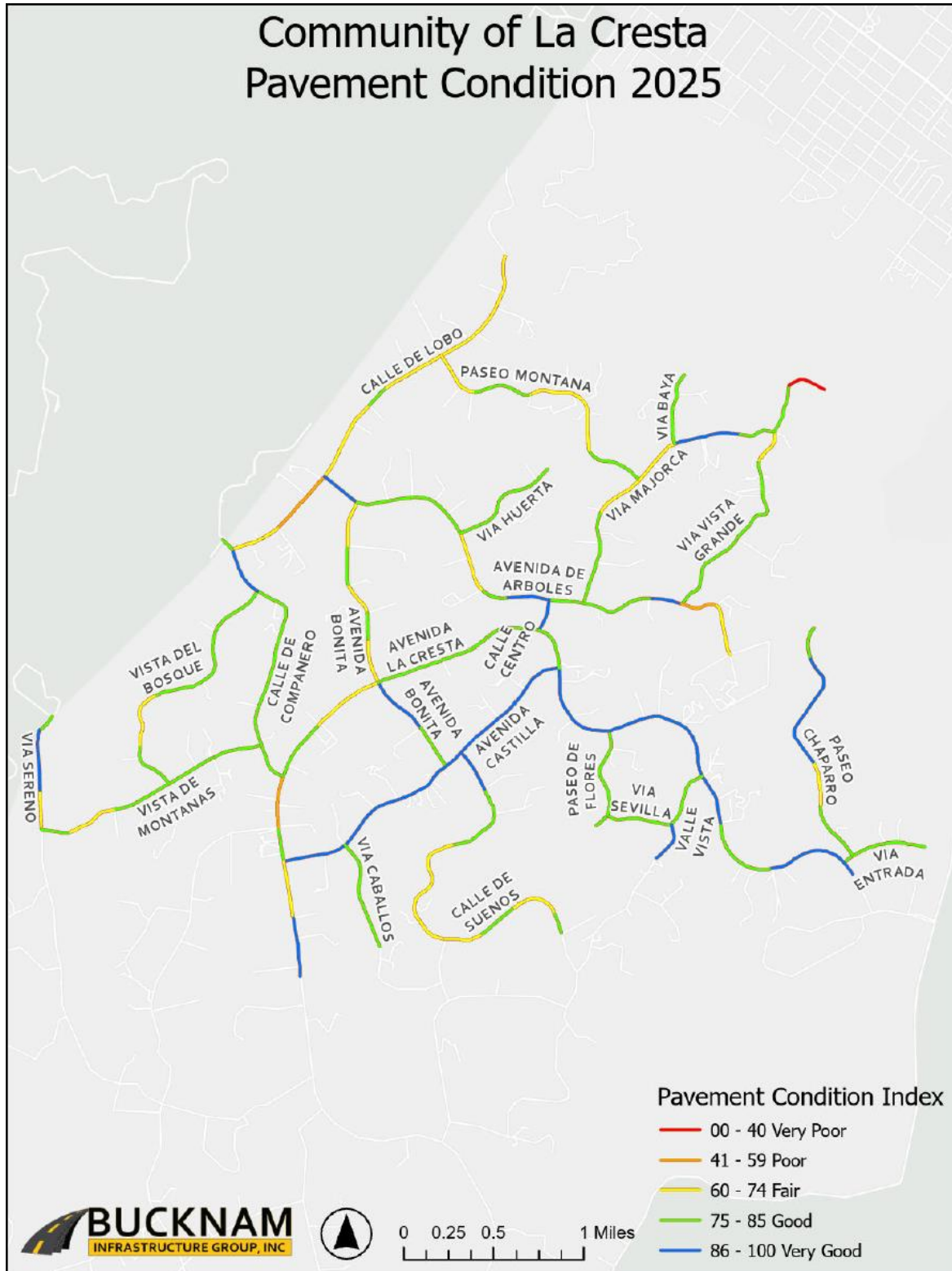


Figure 9 – 2025 La Cresta POA PCI Map

La Cresta Property Owner's Association (LCPOA)
Pavement Condition Index (PCI) Report - All Streets

Sorted by Street Classification, Name Order (A-Z)

Branch ID	Sec ID	Zone	Name	From	To	Surface Type	Street Classification	ADT	L	W	Area	2020 PCI	2025 PCI	% Load	% Climate	% Other	Insp. Date	Last Work Date	Last Work Type
Arterials / Collectors																			
160	200	5	Avenida La Cresta	LC Limit (245' S/ Corte Palabras)	Via Diana	AAC	A	75	1,480	24	33,880	92	85	20	68	12	9/2/25	8/23/22	Crack Sealing - AC
160	205	5	Avenida La Cresta	Via Diana	Avenida Castilla	AAC	A	95	1,415	24	33,195	97	74	64	36	0	9/2/25	12/31/17	Overlay - AC Structural
160	210	5	Avenida La Cresta	Avenida Castilla	Calle Bandido	AAC	A	80	845	24	20,280	97	78	14	67	19	9/2/25	12/31/17	Overlay - AC Structural
160	215	5	Avenida La Cresta	Calle Bandido	Calle De Companero	AAC	A	90	1,270	24	29,600	93	50	71	11	18	9/2/25	12/31/17	Overlay - AC Structural
160	220	5	Avenida La Cresta	Calle Companero	Avenida De Felicidad	AC	A	360	1,540	24	35,915	90	75	8	67	25	9/3/25	12/31/18	Surface Treatment - Slurry Seal
160	225	5	Avenida La Cresta	Avenida De Felicidad	Avenida Bonita	AC	A	400	1,795	24	42,185	90	72	44	33	23	9/3/25	12/31/18	Surface Treatment - Slurry Seal
160	230	4	Avenida La Cresta	Avenida Bonita	Madre Vista	AC	A	800	1,640	24	40,435	88	81	32	40	28	9/3/25	4/27/22	Surface Treatment - Slurry Seal
160	235	4	Avenida La Cresta	Madre Vista	1230' E/ Madre Vista	AC	A	840	1,230	25	30,150	88	82	19	39	42	9/3/25	4/27/22	Surface Treatment - Slurry Seal
160	240	4	Avenida La Cresta	1230' E/ Madre Vista	Calle Centro	AC	A	890	1,312	25	32,130	87	82	50	43	7	9/3/25	4/27/22	Surface Treatment - Slurry Seal
160	245	4	Avenida La Cresta	Calle Centro	Avenida Castilla	AAC	A	1,500	1,130	31	38,220	75	82	0	78	22	9/2/25	11/17/21	Overlay - AC Structural
160	250	4	Avenida La Cresta	Avenida Castilla	Avenida Bizaro	AC	A	1,775	1,320	30	48,860	87	87	0	68	32	9/2/25	4/29/22	Surface Treatment - Slurry Seal
160	255	4	Avenida La Cresta	Avenida Bizaro	Paseo De Flores	AC	A	1,835	995	27	29,026	81	87	0	53	47	9/2/25	4/29/22	Surface Treatment - Slurry Seal
160	260	4	Avenida La Cresta	Paseo De Flores	King Ct	AC	A	1,860	1,285	32	44,315	86	93	0	74	26	9/17/25	4/29/22	Surface Treatment - Slurry Seal
160	265	4	Avenida La Cresta	King Ct	Avenida Insook	AC	A	1,890	603	30	18,090	90	94	0	55	45	9/2/25	4/29/22	Surface Treatment - Slurry Seal
160	270	4	Avenida La Cresta	Avenida Insook	Valle Vista	AC	A	1,925	1,407	36	50,301	85	93	0	39	61	9/2/25	4/29/22	Surface Treatment - Slurry Seal
160	275	4	Avenida La Cresta	Valle Vista	Camino Arriba	AAC	A	1,950	1,252	38	49,175	71	87	0	100	0	9/2/25	11/18/21	Overlay - AC Structural
160	280	4	Avenida La Cresta	Camino Arriba	Sierra De Ronda	AAC	A	1,980	1,970	38	75,653	71	84	45	46	9	9/2/25	11/18/21	Overlay - AC Structural
160	285	4	Avenida La Cresta	Sierra De Ronda	Via Entrada	AAC	A	2,020	1,977	32	63,915	68	92	27	0	73	9/2/25	6/9/21	Overlay - AC Structural
160	290	4	Avenida La Cresta	Via Entrada	LC Limit (330' S/ Via Entrada)	AAC	A	2,070	330	32	11,645	67	95	0	0	100	9/2/25	6/9/21	Overlay - AC Structural
170	295	5	Avenida Castilla	Avenida La Cresta	Avenida Omeara	AAC	B	60	985	25	25,336	79	94	0	26	74	9/16/25	6/23/25	Overlay - AC Structural
170	300	5	Avenida Castilla	Avenida Omeara	Via Caballos	AAC	B	75	570	25	14,250	78	90	0	0	100	9/16/25	6/23/25	Overlay - AC Structural
170	305	5	Avenida Castilla	Via Caballos	Vineyard View Dr	AAC	B	125	1,185	25	28,922	76	92	0	8	92	9/16/25	6/23/25	Overlay - AC Structural
170	310	5	Avenida Castilla	Vineyard View Dr	Wind Dance Way	AAC	B	160	611	25	14,670	81	93	0	20	80	9/16/25	6/23/25	Overlay - AC Structural
170	315	5	Avenida Castilla	Wind Dance Way	Avenida Bonita	AAC	B	195	1,448	25	36,200	79	95	0	28	72	9/16/25	6/23/25	Overlay - AC Structural
170	320	5	Avenida Castilla	Avenida Bonita	Calle De Suenos	AC	B	225	506	25	12,805	85	100	0	0	0	9/16/25	12/31/18	Surface Treatment - Slurry Seal
170	325	5	Avenida Castilla	Calle De Suenos	Del Parque Ct	AC	B	275	1,275	25	31,900	84	100	0	0	0	9/16/25	12/31/18	Surface Treatment - Slurry Seal
170	330	5	Avenida Castilla	Del Parque Ct	Del Sol Ct	AC	B	300	930	25	23,500	82	100	0	0	0	9/16/25	12/31/18	Surface Treatment - Slurry Seal
170	335	5	Avenida Castilla	Del Sol Ct	Avenida La Cresta	AC	B	325	1,010	25	25,485	85	100	0	0	0	9/16/25	12/31/18	Surface Treatment - Slurry Seal
240	130	4	Calle Centro	Avenida De Arboles	Avenida La Cresta	AAC	B	600	778	25	20,585	67	89	0	45	55	9/16/25	6/1/21	Overlay - AC Structural
200	400	1	Avenida Bonita	Avenida De Arboles	Avenida Rosella	AC	C	260	1,100	25	27,070	87	70	39	25	36	9/17/25	12/31/18	Surface Treatment - Slurry Seal
200	405	1	Avenida Bonita	Avenida Rosella	Managua Pl	AC	C	290	990	25	23,956	82	78	42	29	29	9/17/25	12/31/18	Surface Treatment - Slurry Seal
200	410	1	Avenida Bonita	Managua Pl	Hitt Ln	AC	C	320	815	25	20,200	85	70	30	36	34	9/17/25	12/31/18	Surface Treatment - Slurry Seal
200	415	1	Avenida Bonita	Hitt Ln	620' S/ Hitt Ln	AC	C	350	620	25	15,215	85	78	11	67	22	9/17/25	12/31/18	Surface Treatment - Slurry Seal
200	420	1	Avenida Bonita	620' S/ Hitt Ln	Avenida La Cresta	AC	C	375	1,070	25	25,865	86	74	48	34	18	9/17/25	12/31/18	Surface Treatment - Slurry Seal
270	470	2	Avenida De Arboles	Calle De Lobo	Avenida Bonita	AC	C	250	995	25	25,665	91	87	0	78	22	9/3/25	12/31/18	Surface Treatment - Slurry Seal
270	475	2	Avenida De Arboles	Avenida Bonita	Via Calorin	AC	C	15	1,380	25	35,805	85	75	6	82	12	9/3/25	12/31/18	Surface Treatment - Slurry Seal
270	480	2	Avenida De Arboles	Via Calorin	Palo Alto Ln	AC	C	30	1,000	25	24,985	91	78	4	78	18	9/17/25	12/31/18	Surface Treatment - Slurry Seal
270	485	2	Avenida De Arboles	Palo Alto Ln	Via Huerta	AC	C	55	583	25	14,875	90	81	0	70	30	9/17/25	12/31/18	Surface Treatment - Slurry Seal
270	490	2	Avenida De Arboles	Via Huerta	Avenida Del Rubio	AC	C	140	1,460	25	36,225	93	72	53	38	9	9/3/25	12/31/18	Surface Treatment - Slurry Seal
270	495	2	Avenida De Arboles	Avenida Del Rubio	Avenida Augustine	AC	C	170	735	25	18,395	94	82	16	64	20	9/3/25	12/31/18	Surface Treatment - Slurry Seal
270	500	2	Avenida De Arboles	Avenida Augustine	Calle Centro	AC	C	200	970	25	25,225	90	85	8	81	11	9/3/25	12/31/18	Surface Treatment - Slurry Seal
270	505	2	Avenida De Arboles	Calle Centro	Via Majorca	AC	C	400	860	25	21,725	87	78	0	67	33	9/3/25	12/31/18	Surface Treatment - Slurry Seal
270	510	3	Avenida De Arboles	Via Majorca	930' E/ Via Majorca	AC	C	150	930	25	24,080	91	75	0	27	73	9/16/25	10/24/22	Surface Treatment - Slurry Seal
270	515	3	Avenida De Arboles	930' E/ Via Majorca	Avenida Manana	AC	C	140	816	25	20,590	91	85	24	76	0	9/3/25	10/23/22	Surface Treatment - Slurry Seal
270	520	3	Avenida De Arboles	Avenida Manana	Via Vista Grande	AC	C	125	805	25	20,370	86	86	51	34	15	9/3/25	10/23/22	Surface Treatment - Slurry Seal
270	525	3	Avenida De Arboles	Via Vista Grande	Via Conteviento	AC	C	45	915	25	22,855	80	56	39	34	27	9/3/25	10/23/22	Surface Treatment - Slurry Seal
270	530	3	Avenida De Arboles	Via Conteviento	1250' S/ Via Conteviento	AC	C	30	1,250	25	31,100	75	73	72	18	10	9/16/25	10/23/22	Surface Treatment - Slurry Seal
130	100	1	Calle De Companero	1450' N/ Avenida Cordoba	Vista Del Bosque	AC	C	70	1,100	25	27,500	83	84	6	77	17	9/10/25	10/23/22	Surface Treatment - Slurry Seal
130	105	1	Calle De Companero	Vista Del Bosque	Calle De Lobo	AC	C	30	1,240	25	31,000	88	86	8	51	41	9/17/25	10/23/22	Surface Treatment - Slurry Seal
130	110	1	Calle De Companero	Calle De Lobo	Corte Poma	AC	C	15	340	25	8,500	86	81	30	46	24	9/10/25	10/23/22	Surface Treatment - Slurry Seal
130	80	1	Calle De Companero	Avenida La Cresta	Vista De Montanas	AC	C	270	975	25	26,236	86	81	41	37	22	9/10/25	10/23/22	Surface Treatment - Slurry Seal
130	85	1	Calle De Companero	Vista De Montanas	Vista De Cielo	AC	C	120	965	25	24,125	87	80	10	45	45	9/17/25	10/23/22	Surface Treatment - Slurry Seal
130	90	1	Calle De Companero	Vista De Cielo	Avenida Cordoba	AC	C	100	770	25	19,250	85	84	20	59	21	9/10/25	10/23/22	Surface Treatment - Slurry Seal
130	95	1	Calle De Companero	Avenida Cordoba	1450' N/ Avenida Cordoba	AC	C	85	1,450	25	36,250	88	81	15	53	32	9/10/25	10/23/22	Surface Treatment - Slurry Seal
									11.0			1,567,685							
Locals																			
200	425	5	Avenida Bonita	Avenida La Cresta	Mesita Ln	AAC	E	35	1,535	25	38,385	76	86	15	85	0	9/17/25	8/11/22	Overlay - AC Structural
200	430	5	Avenida Bonita	Mesita Ln	Avenida Castilla	AAC	E	20	1,115	25	26,945	79	84	0	55	45	9/17/25	8/11/22	Overlay - AC Structural
140	140	2	Calle De Lobo	Calle De Companero	Quarter Horse Tr	AC	E	20	1,230	25	30,750	76	65	58	36	6	9/17/25	12/31/18	Surface Treatment - Slurry Seal
140	145	2	Calle De Lobo	Quarter Horse Tr	Avenida De Arboles	AC	E	20	1,685	25	42,125	77	59	38	48	14	9/9/25	12/31/18	Surface Treatment - Slurry Seal
140	150	2	Calle De Lobo	Avenida De Arboles	Calle Celluzz	AC	E	50	1,525	25	38,125	78	63	53	34	13	9/17/25	12/31/18	Surface Treatment - Slurry Seal
140	155	2	Calle De Lobo	Calle Celluzz	Corte Palo Viejo	AC	E	70	555	25	13,300	76	75	12	57	31	9/17/25	12/31/18	Surface Treatment - Slurry Seal
140	160	2	Calle De Lobo	Corte Palo Viejo	Calle Ladera	AC	E	105	740	25	17,800	82	74	0	58	42	9/17/25	12/31/18	Surface Treatment - Slurry Seal
140	165	2	Calle De Lobo	Calle Ladera	Paseo Montana	AC	E	125	870	25	21,								

La Cresta Property Owner's Association (LCPOA)
Pavement Condition Index (PCI) Report - All Streets

Sorted by Street Classification, Name Order (A-Z)

Branch ID	Sec ID	Zone	Name	From	To	Surface Type	Street Classification	ADT	L	W	Area	2020 PCI	2025 PCI	% Load	% Climate	% Other	Insp. Date	Last Work Date	Last Work Type
190	375	5	Calle De Suenos	770' N/ Calle Rosita	Calle Rosita	AC	E	40	770	25	19,250	82	74	0	90	10	9/2/25	8/23/22	Crack Sealing - AC
190	380	5	Calle De Suenos	Calle Rosita	950' E/ Calle Rosita	AAC	E	30	948	25	23,595	99	74	0	100	0	9/2/25	8/23/22	Crack Sealing - AC
190	385	5	Calle De Suenos	950' E/ Calle Rosita	1925' E/ Calle Rosita	AAC	E	25	975	25	24,375	99	74	0	100	0	9/2/25	8/23/22	Crack Sealing - AC
190	390	5	Calle De Suenos	1925' E/ Calle Rosita	490' N/ Teich Ln	AAC	E	10	1,260	25	31,500	92	74	0	100	0	9/2/25	8/23/22	Crack Sealing - AC
190	395	5	Calle De Suenos	490' N/ Teich Ln	Teich Ln	AAC	E	5	490	25	12,250	97	79	0	100	0	9/2/25	8/23/22	Crack Sealing - AC
260	445	6	Paseo Chaparro	Via Entrada	Paseo Chico	AC	E	25	1,560	25	37,955	87	77	19	65	16	9/2/25	6/1/21	Crack Sealing - AC
260	450	6	Paseo Chaparro	Paseo Chico	1040' N/ Paseo Chico	AC	E	20	1,040	25	25,415	92	73	38	50	12	9/2/25	12/31/18	Surface Treatment - Slurry Seal
260	455	6	Paseo Chaparro	1040' N/ Paseo Chico	2540' N/ Paseo Chico	AAC	E	15	1,500	24	33,320	52	90	0	48	52	9/2/25	6/1/21	Overlay - AC Structural
260	460	6	Paseo Chaparro	2540' N/ Paseo Chico	4040' N/ Paseo Chico	AC	E	20	1,500	20	27,050	75	91	77	23	0	9/2/25	6/1/21	Surface Treatment - Slurry Seal
260	465	6	Paseo Chaparro	4040' N/ Paseo Chico	End	AAC	E	10	755	20	14,145	54	81	46	41	13	9/2/25	6/1/21	Overlay - AC Structural
210	115	4	Paseo De Flores	Avenida La Cresta	Camino Balada	AC	E	40	1,218	25	30,560	74	79	29	43	28	9/17/25	5/4/22	Surface Treatment - Slurry Seal
210	120	4	Paseo De Flores	Camino Balada	Via Sevilla	AAC	E	20	965	25	23,985	73	79	6	70	24	9/17/25	5/4/22	Surface Treatment - Slurry Seal
210	125	4	Paseo De Flores	Via Sevilla	End	AAC	E	5	400	25	13,145	89	80	12	88	0	9/17/25	5/4/22	Surface Treatment - Slurry Seal
280	540	2	Paseo Montana	Calle De Lobo	Corte Rancho Ariba	AC	E	20	1,185	25	29,956	74	72	61	33	6	9/9/25	8/23/22	Crack Sealing - AC
280	545	2	Paseo Montana	Corte Rancho Ariba	Corte Hanna	AC	E	10	1,480	25	37,511	82	77	20	80	0	9/9/25	8/23/22	Crack Sealing - AC
280	550	2	Paseo Montana	Corte Hanna	El Tigre Dr	AC	E	20	1,390	24	33,750	82	69	67	33	0	9/9/25	8/23/22	Crack Sealing - AC
280	555	2	Paseo Montana	El Tigre Dr	1235' S/ El Tigre Dr	AC	E	40	1,235	24	29,020	73	69	65	20	15	9/16/25	8/23/22	Crack Sealing - AC
280	560	2	Paseo Montana	1235' S/ El Tigre Dr	Via Majorca	AC	E	65	1,480	24	36,355	84	78	54	27	19	9/16/25	8/23/22	Crack Sealing - AC
230	185	4	Valle Vista	Avenida La Cresta	Via Sevilla	AC	E	25	1,470	25	38,715	82	76	31	61	8	9/2/25	5/3/22	Surface Treatment - Slurry Seal
230	190	4	Valle Vista	Via Sevilla	End (1160' S/ Via Sevilla)	AC	E	10	1,160	25	28,660	85	87	0	86	14	9/2/25	5/3/22	Surface Treatment - Slurry Seal
310	635	3	Via Baya	Via Majorca	Los Robles Rd	AC	E	30	966	25	24,398	79	83	26	63	11	9/16/25	5/5/22	Surface Treatment - Slurry Seal
310	640	3	Via Baya	Los Robles Rd	End	AC	E	20	840	25	21,000	76	82	26	52	22	9/16/25	5/5/22	Surface Treatment - Slurry Seal
180	340	5	Via Caballos	Avenida Castilla	1360' S/ Avenida Castilla	AC	E	55	1,360	25	34,560	82	75	41	31	28	9/16/25	8/23/22	Crack Sealing - AC
180	345	5	Via Caballos	1360' S/ Avenida Castilla	2720' S/ Avenida Castilla	AC	E	25	1,360	25	33,157	82	81	22	44	34	9/16/25	8/23/22	Crack Sealing - AC
250	435	6	Via Entrada	Avenida La Cresta	Corte De Ollas	AC	E	50	1,102	25	28,120	73	75	53	37	10	9/2/25	12/31/18	Surface Treatment - Slurry Seal
250	440	6	Via Entrada	Corte De Ollas	End	AC	E	25	1,018	25	27,270	78	76	17	70	13	9/2/25	12/31/18	Surface Treatment - Slurry Seal
320	645	2	Via Heurta	Avenida De Arboles	Kyle Ct	AAC	E	75	1,074	25	27,848	74	79	14	86	0	9/17/25	8/12/22	Overlay - AC Structural
320	650	2	Via Heurta	Kyle Ct	Calle Presa	AAC	E	45	1,256	25	30,785	70	80	0	100	0	9/17/25	8/12/22	Overlay - AC Structural
320	655	2	Via Heurta	Calle Presa	End	AAC	E	25	433	25	12,091	79	81	0	100	0	9/17/25	8/12/22	Overlay - AC Structural
300	600	3	Via Majorca	Avenida De Arboles	Corte Del Riatillo	AAC	E	240	1,025	25	25,500	63	75	0	40	60	9/16/25	11/16/21	Overlay - AC Structural
300	605	3	Via Majorca	Corte Del Riatillo	Dawn Ct	AC	E	200	1,305	25	31,773	77	74	44	22	34	9/16/25	5/5/22	Surface Treatment - Slurry Seal
300	610	3	Via Majorca	Dawn Ct	Paseo Montana	AAC	E	175	1,226	25	29,845	72	72	57	22	21	9/16/25	11/16/21	Overlay - AC Structural
300	615	3	Via Majorca	Paseo Montana	Via Baya	AC	E	110	1,252	25	30,507	77	63	74	15	11	9/16/25	4/27/22	Surface Treatment - Slurry Seal
300	620	3	Via Majorca	Via Baya	Barona Mesa Dr	AC	E	80	681	25	16,975	86	87	0	76	24	9/16/25	4/27/22	Surface Treatment - Slurry Seal
300	625	3	Via Majorca	Barona Mesa Dr	955' E/ Barona Mesa Dr	AC	E	50	955	25	23,420	83	85	22	78	0	9/16/25	4/27/22	Surface Treatment - Slurry Seal
300	630	3	Via Majorca	955' E/ Barona Mesa Dr	Via Vista Grande	AC	E	30	870	25	21,952	84	84	0	67	33	9/16/25	4/27/22	Surface Treatment - Slurry Seal
100	10	1	Via Sereno	Vista De Montanas	Culvert (900' N/ Vista De Montanas)	AAC	E	30	905	24	21,335	88	74	49	51	0	9/2/25	6/17/21	Surface Treatment - Slurry Seal
100	15	1	Via Sereno	Culvert (900' N/ Vista De Montanas)	Culvert (350' S/ Whizzer Ln)	AAC	E	20	1,590	25	38,810	88	87	29	58	13	9/2/25	6/17/21	Surface Treatment - Slurry Seal
100	20	1	Via Sereno	Culvert (350' S/ Whizzer Ln)	Whizzer Ln	AAC	E	10	370	25	9,960	88	77	0	86	14	9/2/25	6/17/21	Surface Treatment - Slurry Seal
220	660	4	Via Sevilla	Paseo De Flores	Valle Vista	AAC	E	10	1,595	25	39,900	70	75	0	61	39	9/17/25	11/17/21	Overlay - AC Structural
290	565	3	Via Vista Grande	Avenida De Arboles	1460' N/ Avenida De Arboles	AC	E	80	1,460	24	36,040	84	81	7	47	46	9/16/25	10/23/22	Surface Treatment - Slurry Seal
290	570	3	Via Vista Grande	1460' N/ Avenida De Arboles	Calle Brillante	AC	E	70	765	24	18,265	85	79	43	45	12	9/3/25	10/23/22	Surface Treatment - Slurry Seal
290	575	3	Via Vista Grande	Calle Brillante	Hoden Hill Ct	AC	E	65	1,445	25	35,972	78	74	25	56	19	9/3/25	10/23/22	Surface Treatment - Slurry Seal
290	580	3	Via Vista Grande	Hoden Hill Ct	885' N/ Hoden Hill Ct	AC	E	45	885	25	21,398	80	76	42	44	14	9/3/25	10/23/22	Surface Treatment - Slurry Seal
290	585	3	Via Vista Grande	885' N/ Hoden Hill Ct	Via Majorca	AC	E	30	840	25	22,107	78	73	67	33	0	9/3/25	10/23/22	Surface Treatment - Slurry Seal
290	590	3	Via Vista Grande	Via Majorca	1185' N/ Via Majorca	AC	E	15	1,185	25	28,745	94	79	39	54	7	9/3/25	10/23/22	Surface Treatment - Slurry Seal
290	595	3	Via Vista Grande	1185' N/ Via Majorca	End	AC	E	10	940	25	22,895	74	37	66	17	17	9/3/25	10/23/22	Surface Treatment - Slurry Seal
110	25	1	Vista De Montanas	Via Sereno	655' E/ Via Sereno	AAC	E	35	655	25	16,375	92	77	0	100	0	9/10/25	6/16/21	Surface Treatment - Slurry Seal
110	30	1	Vista De Montanas	655' E/ Via Sereno	1950' E/ Via Sereno	AAC	E	45	1,290	25	32,250	90	72	15	85	0	9/10/25	6/16/21	Surface Treatment - Slurry Seal
110	35	1	Vista De Montanas	1950' E/ Via Sereno	Vista Del Bosque	AAC	E	60	1,495	25	37,375	92	82	12	88	0	9/10/25	6/16/21	Surface Treatment - Slurry Seal
110	40	1	Vista De Montanas	Vista Del Bosque	Cresta Land Cir	AAC	E	125	1,275	25	31,875	91	83	16	84	0	9/17/25	10/23/22	Surface Treatment - Slurry Seal
110	45	1	Vista De Montanas	Cresta Land Cir	Calle De Companero	AAC	E	170	1,235	25	31,205	91	81	7	40	53	9/17/25	10/23/22	Surface Treatment - Slurry Seal
120	55	1	Vista Del Bosque	Vista De Montanas	1275' N/ Vista De Montanas	AC	E	60	1,275	25	31,875	78	80	0	59	41	9/17/25	10/23/22	Surface Treatment - Slurry Seal
120	60	1	Vista Del Bosque	1275' N/ Vista De Montanas	2685' N/ Vista De Montana	AC	E	45	1,410	25	35,250	85	73	34	53	13	9/10/25	10/23/22	Surface Treatment - Slurry Seal
120	65	1	Vista Del Bosque	2685' N/ Vista De Montana	1260' S/ Avocado Cir	AC	E	30	1,315	25	32,875	85	82	0	56	44	9/17/25	10/23/22	Surface Treatment - Slurry Seal
120	70	1	Vista Del Bosque	1260' S/ Dotson Cir	Dotson Cir	AC	E	15	1,260	25	31,500	84	79	0	61	39	9/10/25	10/23/22	Surface Treatment - Slurry Seal
120	75	1	Vista Del Bosque	Dotson Cir	Calle De Companero	AC	E	20	1,450	25	36,250	86	83	23	48	29	9/10/25	10/23/22	Surface Treatment - Slurry Seal
									15.6		2,028,785								

La Cresta Property Owner's Association (LCPOA)
Pavement Condition Index (PCI) Report - All Streets

Sorted by Street Classification, PCI Order (0-100)

Branch ID	Sec ID	Zone	Name	From	To	Surface Type	Street Classification	ADT	L	W	Area	2020 PCI	2025 PCI	% Load	% Climate	% Other	Insp. Date	Last Work Date	Last Work Type
Arterials / Collectors																			
160	215	5	Avenida La Cresta	Calle Bandido	Calle De Companero	AAC	A	90	1,270	24	29,600	93	50	71	11	18	9/2/25	12/31/17	Overlay - AC Structural
160	225	5	Avenida La Cresta	Avenida De Felicidad	Avenida Bonita	AC	A	400	1,795	24	42,185	90	72	44	33	23	9/3/25	12/31/18	Surface Treatment - Slurry Seal
160	205	5	Avenida La Cresta	Via Diana	Avenida Castilla	AAC	A	95	1,415	24	33,195	97	74	64	36	0	9/2/25	12/31/17	Overlay - AC Structural
160	220	5	Avenida La Cresta	Calle Companero	Avenida De Felicidad	AC	A	360	1,540	24	35,915	90	75	8	67	25	9/3/25	12/31/18	Surface Treatment - Slurry Seal
160	210	5	Avenida La Cresta	Avenida Castilla	Calle Bandido	AAC	A	80	845	24	20,280	97	78	14	67	19	9/2/25	12/31/17	Overlay - AC Structural
160	230	4	Avenida La Cresta	Avenida Bonita	Madre Vista	AC	A	800	1,640	24	40,435	88	81	32	40	28	9/3/25	4/27/22	Surface Treatment - Slurry Seal
160	240	4	Avenida La Cresta	1230' E/ Madre Vista	Calle Centro	AC	A	890	1,312	25	32,130	87	82	50	43	7	9/3/25	4/27/22	Surface Treatment - Slurry Seal
160	245	4	Avenida La Cresta	Calle Centro	Avenida Castilla	AAC	A	1,500	1,130	31	38,220	75	82	0	78	22	9/2/25	11/17/21	Overlay - AC Structural
160	235	4	Avenida La Cresta	Madre Vista	1230' E/ Madre Vista	AC	A	840	1,230	25	30,150	88	82	19	39	42	9/3/25	4/27/22	Surface Treatment - Slurry Seal
160	280	4	Avenida La Cresta	Camino Arriba	Sierra De Ronda	AAC	A	1,980	1,970	38	75,653	71	84	45	46	9	9/2/25	11/18/21	Overlay - AC Structural
160	200	5	Avenida La Cresta	LC Limit (245' S/ Corte Palabras)	Via Diana	AAC	A	75	1,480	24	33,880	92	85	20	68	12	9/2/25	8/23/22	Crack Sealing - AC
160	250	4	Avenida La Cresta	Avenida Castilla	Avenida Bizaro	AC	A	1,775	1,320	30	48,860	87	87	0	68	32	9/2/25	4/29/22	Surface Treatment - Slurry Seal
160	255	4	Avenida La Cresta	Avenida Bizaro	Paseo De Flores	AC	A	1,835	995	27	29,026	81	87	0	53	47	9/2/25	4/29/22	Surface Treatment - Slurry Seal
160	275	4	Avenida La Cresta	Valle Vista	Camino Arriba	AAC	A	1,950	1,252	38	49,175	71	87	0	100	0	9/2/25	11/18/21	Overlay - AC Structural
160	285	4	Avenida La Cresta	Sierra De Ronda	Via Entrada	AAC	A	2,020	1,977	32	63,915	68	92	27	0	73	9/2/25	6/9/21	Overlay - AC Structural
160	260	4	Avenida La Cresta	Paseo De Flores	King Ct	AC	A	1,860	1,285	32	44,315	86	93	0	74	26	9/17/25	4/29/22	Surface Treatment - Slurry Seal
160	270	4	Avenida La Cresta	Avenida Insook	Valle Vista	AC	A	1,925	1,407	36	50,301	85	93	0	39	61	9/2/25	4/29/22	Surface Treatment - Slurry Seal
160	265	4	Avenida La Cresta	King Ct	Avenida Insook	AC	A	1,890	603	30	18,090	90	94	0	55	45	9/2/25	4/29/22	Surface Treatment - Slurry Seal
160	290	4	Avenida La Cresta	Via Entrada	LC Limit (330' S/ Via Entrada)	AAC	A	2,070	330	32	11,645	67	95	0	0	100	9/2/25	6/9/21	Overlay - AC Structural
240	130	4	Calle Centro	Avenida De Arboles	Avenida La Cresta	AAC	B	600	778	25	20,585	67	89	0	45	55	9/16/25	6/1/21	Overlay - AC Structural
170	300	5	Avenida Castilla	Avenida Omeara	Via Caballos	AAC	B	75	570	25	14,250	78	90	0	0	100	9/16/25	6/23/25	Overlay - AC Structural
170	305	5	Avenida Castilla	Via Caballos	Vineyard View Dr	AAC	B	125	1,185	25	28,922	76	92	0	8	92	9/16/25	6/23/25	Overlay - AC Structural
170	310	5	Avenida Castilla	Vineyard View Dr	Wind Dance Way	AAC	B	160	611	25	14,670	81	93	0	20	80	9/16/25	6/23/25	Overlay - AC Structural
170	295	5	Avenida Castilla	Avenida La Cresta	Avenida Omeara	AAC	B	60	985	25	25,336	79	94	0	26	74	9/16/25	6/23/25	Overlay - AC Structural
170	315	5	Avenida Castilla	Wind Dance Way	Avenida Bonita	AAC	B	195	1,448	25	36,200	79	95	0	28	72	9/16/25	6/23/25	Overlay - AC Structural
170	320	5	Avenida Castilla	Avenida Bonita	Calle De Suenos	AC	B	225	506	25	12,805	85	100	0	0	0	9/16/25	12/31/18	Surface Treatment - Slurry Seal
170	325	5	Avenida Castilla	Calle De Suenos	Del Parque Ct	AC	B	275	1,275	25	31,900	84	100	0	0	0	9/16/25	12/31/18	Surface Treatment - Slurry Seal
170	330	5	Avenida Castilla	Del Parque Ct	Del Sol Ct	AC	B	300	930	25	23,500	82	100	0	0	0	9/16/25	12/31/18	Surface Treatment - Slurry Seal
170	335	5	Avenida Castilla	Del Sol Ct	Avenida La Cresta	AC	B	325	1,010	25	25,485	85	100	0	0	0	9/16/25	12/31/18	Surface Treatment - Slurry Seal
270	525	3	Avenida De Arboles	Via Vista Grande	Via Conteviento	AC	C	45	915	25	22,855	80	56	39	34	27	9/3/25	10/23/22	Surface Treatment - Slurry Seal
200	400	1	Avenida Bonita	Avenida De Arboles	Avenida Rosella	AC	C	260	1,100	25	27,070	87	70	39	25	36	9/17/25	12/31/18	Surface Treatment - Slurry Seal
200	410	1	Avenida Bonita	Managua Pl	Hitt Ln	AC	C	320	815	25	20,200	85	70	30	36	34	9/17/25	12/31/18	Surface Treatment - Slurry Seal
270	490	2	Avenida De Arboles	Via Huerta	Avenida Del Rubio	AC	C	140	1,460	25	36,225	93	72	53	38	9	9/3/25	12/31/18	Surface Treatment - Slurry Seal
270	530	3	Avenida De Arboles	Via Conteviento	1250' S/ Via Conteviento	AC	C	30	1,250	25	31,100	75	73	72	18	10	9/16/25	10/23/22	Surface Treatment - Slurry Seal
200	420	1	Avenida Bonita	620' S/ Hitt Ln	Avenida La Cresta	AC	C	375	1,070	25	25,865	86	74	48	34	18	9/17/25	12/31/18	Surface Treatment - Slurry Seal
270	510	3	Avenida De Arboles	Via Majorca	930' E/ Via Majorca	AC	C	150	930	25	24,080	91	75	0	27	73	9/16/25	10/24/22	Surface Treatment - Slurry Seal
270	475	2	Avenida De Arboles	Avenida Bonita	Via Calorin	AC	C	15	1,380	25	35,805	85	75	6	82	12	9/3/25	12/31/18	Surface Treatment - Slurry Seal
270	505	2	Avenida De Arboles	Calle Centro	Via Majorca	AC	C	400	860	25	21,725	87	78	0	67	33	9/3/25	12/31/18	Surface Treatment - Slurry Seal
200	405	1	Avenida Bonita	Avenida Rosella	Managua Pl	AC	C	290	990	25	23,956	82	78	42	29	29	9/17/25	12/31/18	Surface Treatment - Slurry Seal
270	480	2	Avenida De Arboles	Via Calorin	Palo Alto Ln	AC	C	30	1,000	25	24,985	91	78	4	78	18	9/17/25	12/31/18	Surface Treatment - Slurry Seal
200	415	1	Avenida Bonita	Hitt Ln	620' S/ Hitt Ln	AC	C	350	620	25	15,215	85	78	11	67	22	9/17/25	12/31/18	Surface Treatment - Slurry Seal
130	85	1	Calle De Companero	Vista De Montanas	Vista De Cielo	AC	C	120	965	25	24,125	87	80	10	45	45	9/17/25	10/23/22	Surface Treatment - Slurry Seal
270	485	2	Avenida De Arboles	Palo Alto Ln	Via Huerta	AC	C	55	583	25	14,875	90	81	0	70	30	9/17/25	12/31/18	Surface Treatment - Slurry Seal
130	110	1	Calle De Companero	Calle De Lobo	Corte Poma	AC	C	15	340	25	8,500	86	81	30	46	24	9/10/25	10/23/22	Surface Treatment - Slurry Seal
130	80	1	Calle De Companero	Avenida La Cresta	Vista De Montanas	AC	C	270	975	25	26,236	86	81	41	37	22	9/10/25	10/23/22	Surface Treatment - Slurry Seal
130	95	1	Calle De Companero	Avenida Cordoba	1450' N/ Avenida Cordoba	AC	C	85	1,450	25	36,250	88	81	15	53	32	9/10/25	10/23/22	Surface Treatment - Slurry Seal
270	495	2	Avenida De Arboles	Avenida Del Rubio	Avenida Augustine	AC	C	170	735	25	18,395	94	82	16	64	20	9/3/25	12/31/18	Surface Treatment - Slurry Seal
130	100	1	Calle De Companero	1450' N/ Avenida Cordoba	Vista Del Bosque	AC	C	70	1,100	25	27,500	83	84	6	77	17	9/10/25	10/23/22	Surface Treatment - Slurry Seal
130	90	1	Calle De Companero	Vista De Cielo	Avenida Cordoba	AC	C	100	770	25	19,250	85	84	20	59	21	9/10/25	10/23/22	Surface Treatment - Slurry Seal
270	515	3	Avenida De Arboles	930' E/ Via Majorca	Avenida Manana	AC	C	140	816	25	20,590	91	85	24	76	0	9/3/25	10/23/22	Surface Treatment - Slurry Seal
270	500	2	Avenida De Arboles	Avenida Augustine	Calle Centro	AC	C	200	970	25	25,225	90	85	8	81	11	9/3/25	12/31/18	Surface Treatment - Slurry Seal
270	520	3	Avenida De Arboles	Avenida Manana	Via Vista Grande	AC	C	125	805	25	20,370	86	86	51	34	15	9/3/25	10/23/22	Surface Treatment - Slurry Seal
130	105	1	Calle De Companero	Vista Del Bosque	Calle De Lobo	AC	C	30	1,240	25	31,000	88	86	8	51	41	9/17/25	10/23/22	Surface Treatment - Slurry Seal
270	470	2	Avenida De Arboles	Calle De Lobo	Avenida Bonita	AC	C	250	995	25	25,665	91	87	0	78	22	9/3/25	12/31/18	Surface Treatment - Slurry Seal
									11.0	1,567,685									
Locals																			
290	595	3	Via Vista Grande	1185' N/ Via Majorca	End	AC	E	10	940	25	22,895	74	37	66	17	17	9/3/25	10/23/22	Surface Treatment - Slurry Seal
140	145	2	Calle De Lobo	Quarter Horse Tr	Avenida De Arboles	AC	E	20	1,685	25	42,125	77	59	38	48	14	9/9/25	12/31/18	Surface Treatment - Slurry Seal
140	165	2	Calle De Lobo	Calle Ladera	Paseo Montana	AC	E	125	870	25	21,750	82	63	53	29	18	9/17/25	12/31/18	Surface Treatment - Slurry Seal
140	150	2	Calle De Lobo	Avenida De Arboles	Calle Celluz	AC	E	50	1,525	25	38,125	78	63	53	34	13	9/17/25	12/31/18	Surface Treatment - Slurry Seal
300	615	3	Via Majorca	Paseo Montana	Via Baya	AC	E	110	1,252	25	30,507	77	63	74	15	11	9/16/25	4/27/22	Surface Treatment - Slurry Seal
140	180	2	Calle De Lobo	Farrelly Cir	Cul-De-Sac	AC	E	40	945	25	24,510	83	64	59	30	11	9/17/25	12/31/18	Surface Treatment - Slurry Seal
140																			

La Cresta Property Owner's Association (LCPOA)
Pavement Condition Index (PCI) Report - All Streets

Sorted by Street Classification, PCI Order (0-100)

Branch ID	Sec ID	Zone	Name	From	To	Surface Type	Street Classification	ADT	L	W	Area	2020 PCI	2025 PCI	% Load	% Climate	% Other	Insp. Date	Last Work Date	Last Work Type
120	60	1	Vista Del Bosque	1275' N/ Vista De Montanas	2685' N/ Vista De Montana	AC	E	45	1,410	25	35,250	85	73	34	53	13	9/10/25	10/23/22	Surface Treatment - Slurry Seal
140	175	2	Calle De Lobo	Corte Floreria	Farrelly Cir	AC	E	75	1,170	25	29,250	85	73	38	51	11	9/17/25	12/31/18	Surface Treatment - Slurry Seal
290	585	3	Via Vista Grande	885' N/ Hoden Hill Ct	Via Majorca	AC	E	30	840	25	22,107	78	73	67	33	0	9/3/25	10/23/22	Surface Treatment - Slurry Seal
190	380	5	Calle De Suenos	Calle Rosita	950' E/ Calle Rosita	AAC	E	30	948	25	23,595	99	74	0	100	0	9/2/25	8/23/22	Crack Sealing - AC
100	10	1	Via Sereno	Vista De Montanas	Culvert (900' N/ Vista De Montanas)	AAC	E	30	905	24	21,335	88	74	49	51	0	9/2/25	6/17/21	Surface Treatment - Slurry Seal
190	375	5	Calle De Suenos	770' N/ Calle Rosita	Calle Rosita	AC	E	40	770	25	19,250	82	74	0	90	10	9/2/25	8/23/22	Crack Sealing - AC
190	390	5	Calle De Suenos	1925' E/ Calle Rosita	490' N/ Teich Ln	AAC	E	10	1,260	25	31,500	92	74	0	100	0	9/2/25	8/23/22	Crack Sealing - AC
140	160	2	Calle De Lobo	Corte Palo Viejo	Calle Ladera	AC	E	105	740	25	17,800	82	74	0	58	42	9/17/25	12/31/18	Surface Treatment - Slurry Seal
190	385	5	Calle De Suenos	950' E/ Calle Rosita	950' E/ Calle Rosita	AAC	E	25	975	25	24,375	99	74	0	100	0	9/2/25	8/23/22	Crack Sealing - AC
190	360	5	Calle De Suenos	Wendy Ln	1400' S/ Wendy Ln	AC	E	70	1,395	25	34,450	80	74	0	100	0	9/2/25	8/23/22	Crack Sealing - AC
300	605	3	Via Majorca	Corte Del Riatillo	Dawn Ct	AC	E	200	1,305	25	31,773	77	74	44	22	34	9/16/25	5/5/22	Surface Treatment - Slurry Seal
290	575	3	Via Vista Grande	Calle Brillante	Hoden Hill Ct	AC	E	65	1,445	25	35,972	78	74	25	56	19	9/3/25	10/23/22	Surface Treatment - Slurry Seal
220	660	4	Via Sevilla	Paseo De Flores	Valle Vista	AAC	E	10	1,595	25	39,900	70	75	0	61	39	9/17/25	11/17/21	Overlay - AC Structural
140	155	2	Calle De Lobo	Calle Celluzz	Corte Palo Viejo	AC	E	70	555	25	13,300	76	75	12	57	31	9/17/25	12/31/18	Surface Treatment - Slurry Seal
180	340	5	Via Caballos	Avenida Castilla	1360' S/ Avenida Castilla	AC	E	55	1,360	25	34,560	82	75	41	31	28	9/16/25	8/23/22	Crack Sealing - AC
250	435	6	Via Entrada	Avenida La Cresta	Corte De Ollas	AC	E	50	1,102	25	28,120	73	75	53	37	10	9/2/25	12/31/18	Surface Treatment - Slurry Seal
300	600	3	Via Majorca	Avenida De Arboles	Corte Del Riatillo	AAC	E	240	1,025	25	25,500	63	75	0	40	60	9/16/25	11/16/21	Overlay - AC Structural
230	185	4	Valle Vista	Avenida La Cresta	Via Sevilla	AC	E	25	1,470	25	38,715	82	76	31	61	8	9/2/25	5/3/22	Surface Treatment - Slurry Seal
290	580	3	Via Vista Grande	Hoden Hill Ct	885' N/ Hoden Hill Ct	AC	E	45	885	25	21,398	80	76	42	44	14	9/3/25	10/23/22	Surface Treatment - Slurry Seal
250	440	6	Via Entrada	Corte De Ollas	End	AC	E	25	1,018	25	27,270	78	76	17	70	13	9/2/25	12/31/18	Surface Treatment - Slurry Seal
280	545	2	Paseo Montana	Corte Rancho Ariba	Corte Hanna	AC	E	10	1,480	25	37,511	82	77	20	80	0	9/9/25	8/23/22	Crack Sealing - AC
100	20	1	Via Sereno	Culvert (350' S/ Whizzer Ln)	Whizzer Ln	AAC	E	10	370	25	9,960	88	77	0	86	14	9/2/25	6/17/21	Surface Treatment - Slurry Seal
260	445	6	Paseo Chaparro	Via Entrada	Paseo Chico	AC	E	25	1,560	25	37,955	87	77	19	65	16	9/2/25	6/1/21	Crack Sealing - AC
110	25	1	Vista De Montanas	Via Sereno	655' E/ Via Sereno	AAC	E	35	655	25	16,375	92	77	0	100	0	9/10/25	6/16/21	Surface Treatment - Slurry Seal
280	560	2	Paseo Montana	1235' S/ El Tigre Dr	Via Majorca	AC	E	65	1,480	24	36,355	84	78	54	27	19	9/16/25	8/23/22	Crack Sealing - AC
210	120	4	Paseo De Flores	Camino Balada	Via Sevilla	AAC	E	20	965	25	23,985	73	79	6	70	24	9/17/25	5/4/22	Surface Treatment - Slurry Seal
290	570	3	Via Vista Grande	1460' N/ Avenida De Arboles	Calle Brillante	AC	E	70	765	24	18,265	85	79	43	45	12	9/3/25	10/23/22	Surface Treatment - Slurry Seal
290	590	3	Via Vista Grande	Via Majorca	1185' N/ Via Majorca	AC	E	15	1,185	25	28,745	94	79	39	54	7	9/3/25	10/23/22	Surface Treatment - Slurry Seal
120	70	1	Vista Del Bosque	1260' S/ Dotson Cir	Dotson Cir	AC	E	15	1,260	25	31,500	84	79	0	61	39	9/10/25	10/23/22	Surface Treatment - Slurry Seal
190	395	5	Calle De Suenos	490' N/ Teich Ln	Teich Ln	AC	E	5	490	25	12,250	97	79	0	100	0	9/2/25	8/23/22	Crack Sealing - AC
320	645	2	Via Heurta	Avenida De Arboles	Kyle Ct	AAC	E	75	1,074	25	27,848	74	79	14	86	0	9/17/25	8/12/22	Overlay - AC Structural
210	115	4	Paseo De Flores	Avenida La Cresta	Camino Balada	AC	E	40	1,218	25	30,560	74	79	29	43	28	9/17/25	5/4/22	Surface Treatment - Slurry Seal
320	650	2	Via Heurta	Kyle Ct	Calle Presa	AAC	E	45	1,256	25	30,785	70	80	0	100	0	9/17/25	8/12/22	Overlay - AC Structural
120	55	1	Vista Del Bosque	Vista De Montanas	1275' N/ Vista De Montanas	AC	E	60	1,275	25	31,875	78	80	0	59	41	9/17/25	10/23/22	Surface Treatment - Slurry Seal
210	125	4	Paseo De Flores	Via Sevilla	End	AAC	E	5	400	25	13,145	89	80	12	88	0	9/17/25	5/4/22	Surface Treatment - Slurry Seal
180	345	5	Via Caballos	1360' S/ Avenida Castilla	2720' S/ Avenida Castilla	AC	E	25	1,360	25	33,157	82	81	22	44	34	9/16/25	8/23/22	Crack Sealing - AC
320	655	2	Via Heurta	Calle Presa	End	AAC	E	25	433	25	12,091	79	81	0	100	0	9/17/25	8/12/22	Overlay - AC Structural
260	465	6	Paseo Chaparro	4040' N/ Paseo Chico	End	AAC	E	10	755	20	14,145	54	81	46	41	13	9/2/25	6/1/21	Overlay - AC Structural
290	565	3	Via Vista Grande	Avenida De Arboles	1460' N/ Avenida De Arboles	AC	E	80	1,460	24	36,040	84	81	7	47	46	9/16/25	10/23/22	Surface Treatment - Slurry Seal
110	45	1	Vista De Montanas	Cresta Land Cir	Calle De Companero	AAC	E	170	1,235	25	31,205	91	81	7	40	53	9/17/25	10/23/22	Surface Treatment - Slurry Seal
310	640	3	Via Baya	Los Robles Rd	End	AC	E	20	840	25	21,000	76	82	26	52	22	9/16/25	5/5/22	Surface Treatment - Slurry Seal
110	35	1	Vista De Montanas	1950' E/ Via Sereno	Vista Del Bosque	AAC	E	60	1,495	25	37,375	92	82	12	88	0	9/10/25	6/16/21	Surface Treatment - Slurry Seal
120	65	1	Vista Del Bosque	2685' N/ Vista De Montana	1260' S/ Avocado Cir	AC	E	30	1,315	25	32,875	85	82	0	56	44	9/17/25	10/23/22	Surface Treatment - Slurry Seal
120	75	1	Vista Del Bosque	Dotson Cir	Calle De Companero	AC	E	20	1,450	25	36,250	86	83	23	48	29	9/10/25	10/23/22	Surface Treatment - Slurry Seal
310	635	3	Via Baya	Via Majorca	Los Robles Rd	AC	E	30	966	25	24,398	79	83	26	63	11	9/16/25	5/5/22	Surface Treatment - Slurry Seal
110	40	1	Vista De Montanas	Vista Del Bosque	Cresta Land Cir	AAC	E	125	1,275	25	31,875	91	83	16	84	0	9/17/25	10/23/22	Surface Treatment - Slurry Seal
300	630	3	Via Majorca	955' E/ Barona Mesa Dr	Via Vista Grande	AC	E	30	870	25	21,952	84	84	0	67	33	9/16/25	4/27/22	Surface Treatment - Slurry Seal
200	430	5	Avenida Bonita	Mesita Ln	Avenida Castilla	AAC	E	20	1,115	25	26,945	79	84	0	55	45	9/17/25	8/11/22	Overlay - AC Structural
190	355	5	Calle De Suenos	Via Palo Pinto	Wendy Ln	AC	E	80	680	25	17,000	89	84	0	77	23	9/2/25	8/23/22	Crack Sealing - AC
300	625	3	Via Majorca	Barona Mesa Dr	955' E/ Barona Mesa Dr	AC	E	50	955	25	23,420	83	85	22	78	0	9/16/25	4/27/22	Surface Treatment - Slurry Seal
200	425	5	Avenida Bonita	Avenida La Cresta	Mesita Ln	AAC	E	35	1,535	25	38,385	76	86	15	85	0	9/17/25	8/11/22	Overlay - AC Structural
190	350	5	Calle De Suenos	Avenida Castilla	Via Palo Pinto	AC	E	95	1,053	24	25,350	85	87	0	68	32	9/2/25	8/23/22	Crack Sealing - AC
100	15	1	Via Sereno	Culvert (900' N/ Vista De Montanas)	Culvert (350' S/ Whizzer Ln)	AAC	E	20	1,590	25	38,810	88	87	29	58	13	9/2/25	6/17/21	Surface Treatment - Slurry Seal
230	190	4	Valle Vista	Via Sevilla	End (1160' S/ Via Sevilla)	AC	E	10	1,160	25	28,660	85	87	0	86	14	9/2/25	5/3/22	Surface Treatment - Slurry Seal
300	620	3	Via Majorca	Via Baya	Barona Mesa Dr	AC	E	80	681	25	16,975	86	87	0	76	24	9/16/25	4/27/22	Surface Treatment - Slurry Seal
260	455	6	Paseo Chaparro	1040' N/ Paseo Chico	2540' N/ Paseo Chico	AAC	E	15	1,500	24	33,320	52	90	0	48	52	9/2/25	6/1/21	Overlay - AC Structural
260	460	6	Paseo Chaparro	2540' N/ Paseo Chico	4040' N/ Paseo Chico	AC	E	20	1,500	20	27,050	75	91	77	23	0	9/2/25	6/1/21	Surface Treatment - Slurry Seal
									15.6		2,028,785								

**SECTION IV
FORECAST MAINTENANCE & REHABILITATION (FMR) REPORT**

A. Forecast Maintenance / Rehabilitation Report – 2026-2030

A. FORECAST MAINTENANCE / REHABILITATION (FMR) REPORT

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

- INCREASE PCI BUDGET – A recommended budget was generated for the LCPOA to demonstrate the necessary funding that is required to increase the current weighted PCI level of 79 to 82 within five years.
- MAINTAIN PCI BUDGET – The Maintain PCI budget was generated for the LCPOA to demonstrate what level of annual funding is required to sustain the overall weighted PCI of 79 for the next five years.

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

****All multi-year budget projections include an annual 4% unit cost inflation rate for the term of the budget forecast, as well as a 25% contingency on material costs which typically cover additional project costs for adding Class II road base to shoulder areas where overlays may occur, contract administration, design, construction management.***

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

La Cresta Property Owner's Association (LCPOA)
Forecast Maintenance / Rehabilitation (FMR) Report - Increase PCI - FY 2026-2030

Sorted by Street Classification, FY, Name Order (A-Z)

Year	BranchID	Sec ID	Name	From	To	Zone	Surface Type	Street Class.	L	W	Area	PCI	% Load	% Climate	% Other	Insp. Date	Maint. Recommendation	Total \$
Arterials / Collectors																		
2025	200	400	Avenida Bonita	Avenida De Arboles	Avenida Rosella	1	AC	C	1,100	25	27,070	70	39	25	36	9/17/25	Type II Slurry	Under Contract
2025	200	405	Avenida Bonita	Avenida Rosella	Managua Pl	1	AC	C	990	25	23,956	78	42	29	29	9/17/25	Type II Slurry	Under Contract
2025	200	410	Avenida Bonita	Managua Pl	Hitt Ln	1	AC	C	815	25	20,200	70	30	36	34	9/17/25	Type II Slurry	Under Contract
2025	200	415	Avenida Bonita	Hitt Ln	620' S/ Hitt Ln	1	AC	C	620	25	15,215	78	11	67	22	9/17/25	Type II Slurry	Under Contract
2025	200	420	Avenida Bonita	620' S/ Hitt Ln	Avenida La Cresta	1	AC	C	1,070	25	25,865	74	48	34	18	9/17/25	Type II Slurry	Under Contract
2025	160	230	Avenida La Cresta	Avenida Bonita	Madre Vista	4	AC	A	1,640	24	40,435	81	32	40	28	9/3/25	AC Grind - 2" Overlay	Under Contract
2025	160	235	Avenida La Cresta	Madre Vista	1230' E/ Madre Vista	4	AC	A	1,230	25	30,150	82	19	39	42	9/3/25	AC Grind - 2" Overlay	Under Contract
2025	160	240	Avenida La Cresta	1230' E/ Madre Vista	Calle Centro	4	AC	A	1,312	25	32,130	82	50	43	7	9/3/25	AC Grind - 2" Overlay	Under Contract
2026	160	215	Avenida La Cresta	Calle Bandido	Calle De Companero	5	AAC	A	1,270	24	29,600	50	71	11	18	9/2/25	AC Grind - 2" Overlay	\$82,584
2026	160	205	Avenida La Cresta	Via Diana	Avenida Castilla	5	AAC	A	1,415	24	33,195	74	64	36	0	9/2/25	Type II Slurry	\$29,876
2026	160	210	Avenida La Cresta	Avenida Castilla	Calle Bandido	5	AAC	A	845	24	20,280	78	14	67	19	9/2/25	Type II Slurry	\$18,252
\$130,712																		
2027	170	320	Avenida Castilla	Avenida Bonita	Calle De Suenos	5	AC	B	506	25	12,805	100	0	0	0	9/16/25	Preventive-Crack Seal	\$1,921
2027	170	325	Avenida Castilla	Calle De Suenos	Del Parque Ct	5	AC	B	1,275	25	31,900	100	0	0	0	9/16/25	Preventive-Crack Seal	\$4,785
2027	170	330	Avenida Castilla	Del Parque Ct	Del Sol Ct	5	AC	B	930	25	23,500	100	0	0	0	9/16/25	Preventive-Crack Seal	\$3,525
2027	170	335	Avenida Castilla	Del Sol Ct	Avenida La Cresta	5	AC	B	1,010	25	25,485	100	0	0	0	9/16/25	Preventive-Crack Seal	\$3,823
2027	270	470	Avenida De Arboles	Calle De Lobo	Avenida Bonita	2	AC	C	995	25	25,665	87	0	78	22	9/3/25	Preventive-Crack Seal	\$3,850
2027	270	475	Avenida De Arboles	Avenida Bonita	Via Calorin	2	AC	C	1,380	25	35,805	75	6	82	12	9/3/25	Type II Slurry	\$33,657
2027	270	480	Avenida De Arboles	Via Calorin	Palo Alto Ln	2	AC	C	1,000	25	24,985	78	4	78	18	9/17/25	Type II Slurry	\$23,486
2027	270	485	Avenida De Arboles	Palo Alto Ln	Via Huerta	2	AC	C	583	25	14,875	81	0	70	30	9/17/25	Type II Slurry	\$13,983
2027	270	490	Avenida De Arboles	Via Huerta	Avenida Del Rubio	2	AC	C	1,460	25	36,225	72	53	38	9	9/3/25	Type II Slurry	\$34,052
2027	270	495	Avenida De Arboles	Avenida Del Rubio	Avenida Augustine	2	AC	C	735	25	18,395	82	16	64	20	9/3/25	Type II Slurry	\$17,291
2027	270	500	Avenida De Arboles	Avenida Augustine	Calle Centro	2	AC	C	970	25	25,225	85	8	81	11	9/3/25	Type II Slurry	\$23,712
2027	270	505	Avenida De Arboles	Calle Centro	Via Majorca	2	AC	C	860	25	21,725	78	0	67	33	9/3/25	Type II Slurry	\$20,422
2027	160	220	Avenida La Cresta	Calle Companero	Avenida De Felicidad	5	AC	A	1,540	24	35,915	75	8	67	25	9/3/25	Type II Slurry	\$33,760
2027	160	225	Avenida La Cresta	Avenida De Felicidad	Avenida Bonita	5	AC	A	1,795	24	42,185	72	44	33	23	9/3/25	Type II Slurry	\$39,654
\$257,918																		
2028	270	510	Avenida De Arboles	Via Majorca	930' E/ Via Majorca	3	AC	C	930	25	24,080	75	0	27	73	9/16/25	Type II Slurry	\$23,358
2028	270	515	Avenida De Arboles	930' E/ Via Majorca	Avenida Manana	3	AC	C	816	25	20,590	85	24	76	0	9/3/25	Type II Slurry	\$19,972
2028	270	520	Avenida De Arboles	Avenida Manana	Via Vista Grande	3	AC	C	805	25	20,370	86	51	34	15	9/3/25	Type II Slurry	\$19,759
2028	270	525	Avenida De Arboles	Via Vista Grande	Via Conteviento	3	AC	C	915	25	22,855	56	39	34	27	9/3/25	AC Grind - 2" Overlay	\$69,022
2028	270	530	Avenida De Arboles	Via Conteviento	1250' S/ Via Conteviento	3	AC	C	1,250	25	31,100	73	72	18	10	9/16/25	AC Grind - 2" Overlay	\$93,922
2028	160	200	Avenida La Cresta	LC Limit (245' S/ Corte Palabras)	Via Diana	5	AAC	A	1,480	24	33,880	85	20	68	12	9/2/25	Type II Slurry	\$32,864
2028	130	100	Calle De Companero	1450' N/ Avenida Cordoba	Vista Del Bosque	1	AC	C	1,100	25	27,500	84	6	77	17	9/10/25	Type II Slurry	\$26,675
2028	130	105	Calle De Companero	Vista Del Bosque	Calle De Lobo	1	AC	C	1,240	25	31,000	86	8	51	41	9/17/25	Type II Slurry	\$30,070
2028	130	110	Calle De Companero	Calle De Lobo	Corte Poma	1	AC	C	340	25	8,500	81	30	46	24	9/10/25	Type II Slurry	\$8,245
2028	130	80	Calle De Companero	Avenida La Cresta	Vista De Montanas	1	AC	C	975	25	26,236	81	41	37	22	9/10/25	Type II Slurry	\$25,449
2028	130	85	Calle De Companero	Vista De Montanas	Vista De Cielo	1	AC	C	965	25	24,125	80	10	45	45	9/17/25	Type II Slurry	\$23,401
2028	130	90	Calle De Companero	Vista De Cielo	Avenida Cordoba	1	AC	C	770	25	19,250	84	20	59	21	9/10/25	Type II Slurry	\$18,673
2028	130	95	Calle De Companero	Avenida Cordoba	1450' N/ Avenida Cordoba	1	AC	C	1,450	25	36,250	81	15	53	32	9/10/25	Type II Slurry	\$35,163
\$426,572																		
2029	160	245	Avenida La Cresta	Calle Centro	Avenida Castilla	4	AAC	A	1,130	31	38,220	82	0	78	22	9/2/25	Type II Slurry	\$38,602
2029	160	280	Avenida La Cresta	Camino Arriba	Sierra De Ronda	4	AAC	A	1,970	38	75,653	84	45	46	9	9/2/25	Type II Slurry	\$76,410
\$115,012																		
2030	170	295	Avenida Castilla	Avenida La Cresta	Avenida Omeara	5	AAC	B	985	25	25,336	94	0	26	74	9/16/25	Preventive-Crack Seal	\$3,800
2030	170	300	Avenida Castilla	Avenida Omeara	Via Caballos	5	AAC	B	570	25	14,250	90	0	0	100	9/16/25	Preventive-Crack Seal	\$2,138
2030	170	305	Avenida Castilla	Via Caballos	Vineyard View Dr	5	AAC	B	1,185	25	28,922	92	0	8	92	9/16/25	Preventive-Crack Seal	\$4,338
2030	170	310	Avenida Castilla	Vineyard View Dr	Wind Dance Way	5	AAC	B	611	25	14,670	93	0	20	80	9/16/25	Preventive-Crack Seal	\$2,201
2030	170	315	Avenida Castilla	Wind Dance Way	Avenida Bonita	5	AAC	B	1,448	25	36,200	95	0	28	72	9/16/25	Preventive-Crack Seal	\$5,430
2030	160	250	Avenida La Cresta	Avenida Castilla	Avenida Bizaro	4	AC	A	1,320	30	48,860	87	0	68	32	9/2/25	Preventive-Crack Seal	\$7,329
2030	160	255	Avenida La Cresta	Avenida Bizaro	Paseo De Flores	4	AC	A	995	27	29,026	87	0	53	47	9/2/25	Preventive-Crack Seal	\$4,354
2030	160	260	Avenida La Cresta	Paseo De Flores	King Ct	4	AC	A	1,285	32	44,315	93	0	74	26	9/17/25	Preventive-Crack Seal	\$6,647
2030	160	265	Avenida La Cresta	King Ct	Avenida Insook	4	AC	A	603	30	18,090	94	0	55	45	9/2/25	Preventive-Crack Seal	\$2,714
2030	160	270	Avenida La Cresta	Avenida Insook	Valle Vista	4	AC	A	1,407	36	50,301	93	0	39	61	9/2/25	Preventive-Crack Seal	\$7,545
2030	160	275	Avenida La Cresta	Valle Vista	Camino Arriba	4	AAC	A	1,252	38	49,175	87	0	100	0	9/2/25	Preventive-Crack Seal	\$7,376
2030	160	285	Avenida La Cresta	Sierra De Ronda	Via Entrada	4	AAC	A	1,977	32	63,915	92	27	0	73	9/2/25	Preventive-Crack Seal	\$9,587
2030	160	290	Avenida La Cresta	Via Entrada	LC Limit (330' S/ Via Entrada)	4	AAC	A	330	32	11,645	95	0	0	100	9/2/25	Preventive-Crack Seal	\$1,747
2030	240	130	Calle Centro	Avenida De Arboles	Avenida La Cresta	4	AAC	B	778	25	20,585	89	0	45	55	9/16/25	Preventive-Crack Seal	\$3,088
\$68,294																		
Locals																		
2026	140	140	Calle De Lobo	Calle De Companero	Quarter Horse Tr	2	AC	E	1,230	25	30,750	65	58	36	6	9/17/25	AC Grind - 2" Overlay	\$85,793
2026	140	145	Calle De Lobo	Quarter Horse Tr	Avenida De Arboles	2	AC	E	1,685	25	42,125	59	38	48	14	9/9/25	AC Grind - 2" Overlay	\$117,529
2026	140	150	Calle De Lobo	Avenida De Arboles	Calle Celluz	2	AC	E	1,525	25	38,125	63	53	34	13	9/17/25	AC Grind - 2" Overlay	\$106,369
2026	140	155	Calle De Lobo	Calle Celluz	Corte Palo Viejo	2	AC	E	555	25	13,300	75	12	57	31	9/17/25	Type II Slurry	\$11,571
2026	140	160	Calle De Lobo	Corte Palo Viejo	Calle Ladera	2	AC	E	740	25	17,800	74	0	58	42	9/17/25	Type II Slurry	\$15,486
2026	140	165	Calle De Lobo	Calle Ladera	Paseo Montana	2	AC	E	870	25	21,750	63	53	29	18	9/17/25	AC Grind - 2" Overlay	\$60,683
2026	140	170	Calle De Lobo	Paseo Montana	Corte Floreria	2	AC	E	1,030	25	25,750	68	56	25	19	9/17/25	Type II Slurry	\$22,403
2026	140	175	Calle De Lobo	Corte Floreria	Farrelly Cir	2	AC	E	1,170	25	29,250	73	38	51	11	9/17/25	Type II Slurry	\$25,448
2026	140	180	Calle De Lobo	Farrelly Cir	Cul-De-Sac	2	AC	E	945	25	24,510	64	59	30	11	9/17/25	AC Grind - 2" Overlay	\$68,383

La Cresta Property Owner's Association (LCPOA)
Forecast Maintenance / Rehabilitation (FMR) Report - Increase PCI - FY 2026-2030

Sorted by Street Classification, FY, Name Order (A-Z)

Year	BranchID	Sec ID	Name	From	To	Zone	Surface Type	Street Class.	L	W	Area	PCI	% Load	% Climate	% Other	Insp. Date	Maint. Recommendation	Total \$
2026	260	450	Paseo Chaparro	Paseo Chico	1040' N/ Paseo Chico	6	AC	E	1,040	25	25,415	73	38	50	12	9/2/25	Type II Slurry	\$22,111
2026	250	435	Via Entrada	Avenida La Cresta	Corte De Ollas	6	AC	E	1,102	25	28,120	75	53	37	10	9/2/25	Type II Slurry	\$24,464
2026	250	440	Via Entrada	Corte De Ollas	End	6	AC	E	1,018	25	27,270	76	17	70	13	9/2/25	Type II Slurry	\$23,725
																		\$583,963
2027	260	445	Paseo Chaparro	Via Entrada	Paseo Chico	6	AC	E	1,560	25	37,955	77	19	65	16	9/2/25	Type II Slurry	\$34,160
2027	260	455	Paseo Chaparro	1040' N/ Paseo Chico	2540' N/ Paseo Chico	6	AAC	E	1,500	24	33,320	90	0	48	52	9/2/25	Preventive-Crack Seal	\$4,998
2027	260	460	Paseo Chaparro	2540' N/ Paseo Chico	4040' N/ Paseo Chico	6	AC	E	1,500	20	27,050	91	77	23	0	9/2/25	Preventive-Crack Seal	\$4,058
2027	260	465	Paseo Chaparro	4040' N/ Paseo Chico	End	6	AAC	E	755	20	14,145	81	46	41	13	9/2/25	Type II Slurry	\$12,306
2027	100	10	Via Sereno	Vista De Montanas	Culvert (900' N/ Vista De Montanas)	1	AAC	E	905	24	21,335	74	49	51	0	9/2/25	Type II Slurry	\$19,202
2027	100	15	Via Sereno	Culvert (900' N/ Vista De Montanas)	Culvert (350' S/ Whizzer Ln)	1	AAC	E	1,590	25	38,810	87	29	58	13	9/2/25	Preventive-Crack Seal	\$5,822
2027	100	20	Via Sereno	Culvert (350' S/ Whizzer Ln)	Whizzer Ln	1	AAC	E	370	25	9,960	77	0	86	14	9/2/25	Type II Slurry	\$8,964
2027	220	660	Via Sevilla	Paseo De Flores	Valle Vista	4	AAC	E	1,595	25	39,900	75	0	61	39	9/17/25	Type II Slurry	\$35,910
2027	110	25	Vista De Montanas	Via Sereno	655' E/ Via Sereno	1	AAC	E	655	25	16,375	77	0	100	0	9/10/25	Type II Slurry	\$14,738
2027	110	30	Vista De Montanas	655' E/ Via Sereno	1950' E/ Via Sereno	1	AAC	E	1,290	25	32,250	72	15	85	0	9/10/25	Type II Slurry	\$29,025
2027	110	35	Vista De Montanas	1950' E/ Via Sereno	Vista Del Bosque	1	AAC	E	1,495	25	37,375	82	12	88	0	9/10/25	Type II Slurry	\$33,638
																		\$202,818
2028	210	115	Paseo De Flores	Avenida La Cresta	Camino Balada	4	AC	E	1,218	25	30,560	79	29	43	28	9/17/25	Type II Slurry	\$28,726
2028	210	120	Paseo De Flores	Camino Balada	Via Sevilla	4	AAC	E	965	25	23,985	79	6	70	24	9/17/25	Type II Slurry	\$22,546
2028	210	125	Paseo De Flores	Via Sevilla	End	4	AAC	E	400	25	13,145	80	12	88	0	9/17/25	Type II Slurry	\$12,356
2028	230	185	Valle Vista	Avenida La Cresta	Via Sevilla	4	AC	E	1,470	25	38,715	76	31	61	8	9/2/25	Type II Slurry	\$36,392
2028	230	190	Valle Vista	Via Sevilla	End (1160' S/ Via Sevilla)	4	AC	E	1,160	25	28,660	87	0	86	14	9/2/25	Preventive-Crack Seal	\$4,299
2028	310	635	Via Baya	Via Majorca	Los Robles Rd	3	AC	E	966	25	24,398	83	26	63	11	9/16/25	Type II Slurry	\$22,934
2028	310	640	Via Baya	Los Robles Rd	End	3	AC	E	840	25	21,000	82	26	52	22	9/16/25	Type II Slurry	\$19,740
2028	300	600	Via Majorca	Avenida De Arboles	Corte Del Riatillo	3	AAC	E	1,025	25	25,500	75	0	40	60	9/16/25	Type II Slurry	\$23,970
2028	300	605	Via Majorca	Corte Del Riatillo	Dawn Ct	3	AC	E	1,305	25	31,773	74	44	22	34	9/16/25	Type II Slurry	\$29,867
2028	300	610	Via Majorca	Dawn Ct	Paseo Montana	3	AAC	E	1,226	25	29,845	72	57	22	21	9/16/25	Type II Slurry	\$28,054
2028	300	615	Via Majorca	Paseo Montana	Via Baya	3	AC	E	1,252	25	30,507	63	74	15	11	9/16/25	AC Grind - 2" Overlay	\$92,131
2028	300	620	Via Majorca	Via Baya	Barona Mesa Dr	3	AC	E	681	25	16,975	87	0	76	24	9/16/25	Preventive-Crack Seal	\$2,546
2028	300	625	Via Majorca	Barona Mesa Dr	955' E/ Barona Mesa Dr	3	AC	E	955	25	23,420	85	22	78	0	9/16/25	Type II Slurry	\$22,015
2028	300	630	Via Majorca	955' E/ Barona Mesa Dr	Via Vista Grande	3	AC	E	870	25	21,952	84	0	67	33	9/16/25	Type II Slurry	\$20,635
																		\$366,212
2029	200	425	Avenida Bonita	Avenida La Cresta	Mesita Ln	5	AAC	E	1,535	25	38,385	86	15	85	0	9/17/25	Type II Slurry	\$37,617
2029	200	430	Avenida Bonita	Mesita Ln	Avenida Castilla	5	AAC	E	1,115	25	26,945	84	0	55	45	9/17/25	Type II Slurry	\$26,406
2029	190	350	Calle De Suenos	Avenida Castilla	Via Palo Pinto	5	AC	E	1,053	24	25,350	87	0	68	32	9/2/25	Preventive-Crack Seal	\$3,803
2029	190	355	Calle De Suenos	Via Palo Pinto	Wendy Ln	5	AC	E	680	25	17,000	84	0	77	23	9/2/25	Type II Slurry	\$16,660
2029	190	360	Calle De Suenos	Wendy Ln	1400' S/ Wendy Ln	5	AC	E	1,395	25	34,450	74	0	100	0	9/2/25	Type II Slurry	\$33,761
2029	190	365	Calle De Suenos	1400' S/ Wendy Ln	2675' S/ Wendy Ln	5	AC	E	1,280	25	31,450	72	0	100	0	9/2/25	Type II Slurry	\$30,821
2029	190	370	Calle De Suenos	2675' S/ Wendy Ln	770' N/ Calle Rosita	5	AC	E	1,195	25	29,875	66	20	80	0	9/2/25	Type II Slurry	\$29,278
2029	190	375	Calle De Suenos	770' N/ Calle Rosita	Calle Rosita	5	AC	E	770	25	19,250	74	0	90	10	9/2/25	Type II Slurry	\$18,865
2029	190	380	Calle De Suenos	Calle Rosita	950' E/ Calle Rosita	5	AAC	E	948	25	23,595	74	0	100	0	9/2/25	Type II Slurry	\$23,123
2029	190	385	Calle De Suenos	950' E/ Calle Rosita	1925' E/ Calle Rosita	5	AAC	E	975	25	24,375	74	0	100	0	9/2/25	Type II Slurry	\$23,888
2029	190	390	Calle De Suenos	1925' E/ Calle Rosita	490' N/ Teich Ln	5	AAC	E	1,260	25	31,500	74	0	100	0	9/2/25	Type II Slurry	\$30,870
2029	190	395	Calle De Suenos	490' N/ Teich Ln	Teich Ln	5	AAC	E	490	25	12,250	79	0	100	0	9/2/25	Type II Slurry	\$12,005
2029	280	540	Paseo Montana	Calle De Lobo	Corte Rancho Ariba	2	AC	E	1,185	25	29,956	72	61	33	6	9/9/25	Type II Slurry	\$29,357
2029	280	545	Paseo Montana	Corte Rancho Ariba	Corte Hanna	2	AC	E	1,480	25	37,511	77	20	80	0	9/9/25	Type II Slurry	\$36,761
2029	280	550	Paseo Montana	Corte Hanna	El Tigre Dr	2	AC	E	1,390	24	33,750	69	67	33	0	9/9/25	Type II Slurry	\$33,075
2029	280	555	Paseo Montana	El Tigre Dr	1235' S/ El Tigre Dr	2	AC	E	1,235	24	29,020	69	65	20	15	9/16/25	Type II Slurry	\$28,440
2029	280	560	Paseo Montana	1235' S/ El Tigre Dr	Via Majorca	2	AC	E	1,480	24	36,355	78	54	27	19	9/16/25	Type II Slurry	\$35,628
2029	180	340	Via Caballos	Avenida Castilla	1360' S/ Avenida Castilla	5	AC	E	1,360	25	34,560	75	41	31	28	9/16/25	Type II Slurry	\$33,869
2029	180	345	Via Caballos	1360' S/ Avenida Castilla	2720' S/ Avenida Castilla	5	AC	E	1,360	25	33,157	81	22	44	34	9/16/25	Type II Slurry	\$32,494
2029	320	645	Via Heurta	Avenida De Arboles	Kyle Ct	2	AAC	E	1,074	25	27,848	79	14	86	0	9/17/25	Type II Slurry	\$27,291
2029	320	650	Via Heurta	Kyle Ct	Calle Presa	2	AAC	E	1,256	25	30,785	80	0	100	0	9/17/25	Type II Slurry	\$30,169
2029	320	655	Via Heurta	Calle Presa	End	2	AAC	E	433	25	12,091	81	0	100	0	9/17/25	Type II Slurry	\$11,849
																		\$586,028
2030	290	565	Via Vista Grande	Avenida De Arboles	1460' N/ Avenida De Arboles	3	AC	E	1,460	24	36,040	81	7	47	46	9/16/25	Type II Slurry	\$36,761
2030	290	570	Via Vista Grande	1460' N/ Avenida De Arboles	Calle Brillante	3	AC	E	765	24	18,265	79	43	45	12	9/3/25	Type II Slurry	\$18,630
2030	290	575	Via Vista Grande	Calle Brillante	Hoden Hill Ct	3	AC	E	1,445	25	35,972	74	25	56	19	9/3/25	Type II Slurry	\$36,691
2030	290	580	Via Vista Grande	Hoden Hill Ct	885' N/ Hoden Hill Ct	3	AC	E	885	25	21,398	76	42	44	14	9/3/25	Type II Slurry	\$21,826
2030	290	585	Via Vista Grande	885' N/ Hoden Hill Ct	Via Majorca	3	AC	E	840	25	22,107	73	67	33	0	9/3/25	Type II Slurry	\$22,549
2030	290	590	Via Vista Grande	Via Majorca	1185' N/ Via Majorca	3	AC	E	1,185	25	28,745	79	39	54	7	9/3/25	Type II Slurry	\$29,320
2030	290	595	Via Vista Grande	1185' N/ Via Majorca	End	3	AC	E	940	25	22,895	37	66	17	17	9/3/25	AC Grind - 2" Overlay	\$74,638
2030	110	40	Vista De Montanas	Vista Del Bosque	Cresta Land Cir	1	AAC	E	1,275	25	31,875	83	16	84	0	9/17/25	Type II Slurry	\$32,513
2030	110	45	Vista De Montanas	Cresta Land Cir	Calle De Companero	1	AAC	E	1,235	25	31,205	81	7	40	53	9/17/25	Type II Slurry	\$31,829
2030	120	55	Vista Del Bosque	Vista De Montanas	1275' N/ Vista De Montanas	1	AC	E	1,275	25	31,875	80	0	59	41	9/17/25	Type II Slurry	\$32,513
2030	120	60	Vista Del Bosque	1275' N/ Vista De Montanas	2685' N/ Vista De Montana	1	AC	E	1,410	25	35,250	73	34	53	13	9/10/25	Type II Slurry	\$35,955
2030	120	65	Vista Del Bosque	2685' N/ Vista De Montana	1260' S/ Avocado Cir	1	AC	E	1,315	25	32,875	82	0	56	44	9/17/25	Type II Slurry	\$33,533
2030	120	70	Vista Del Bosque	1260' S/ Dotson Cir	Dotson Cir	1	AC	E	1,260	25	31,500	79	0	61	39	9/10/25	Type II Slurry	\$32,130
2030	120	75	Vista Del Bosque	Dotson Cir	Calle De Companero	1	AC	E	1,450	25	36,250	83	23	48	29	9/10/25	Type II Slurry	\$36,975
																		\$475,862

La Cresta Property Owner's Association (LCPOA)
Forecast Maintenance / Rehabilitation (FMR) Report - Maintain PCI - FY 2026-2030

Sorted by Street Classification, FY, Name Order (A-Z)

Year	BranchID	Sec ID	Name	From	To	Zone	Surface Type	Street Class.	L	W	Area	PCI	% Load	% Climate	% Other	Insp. Date	Maint. Recommendation	Total \$
Arterials / Collectors																		
2025	200	400	Avenida Bonita	Avenida De Arboles	Avenida Rosella	1	AC	C	1,100	25	27,070	70	39	25	36	9/17/25	Type II Slurry	Under Contract
2025	200	405	Avenida Bonita	Avenida Rosella	Managua Pl	1	AC	C	990	25	23,956	78	42	29	29	9/17/25	Type II Slurry	Under Contract
2025	200	410	Avenida Bonita	Managua Pl	Hitt Ln	1	AC	C	815	25	20,200	70	30	36	34	9/17/25	Type II Slurry	Under Contract
2025	200	415	Avenida Bonita	Hitt Ln	620' S/ Hitt Ln	1	AC	C	620	25	15,215	78	11	67	22	9/17/25	Type II Slurry	Under Contract
2025	200	420	Avenida Bonita	620' S/ Hitt Ln	Avenida La Cresta	1	AC	C	1,070	25	25,865	74	48	34	18	9/17/25	Type II Slurry	Under Contract
2025	160	230	Avenida La Cresta	Avenida Bonita	Madre Vista	4	AC	A	1,640	24	40,435	81	32	40	28	9/3/25	AC Grind - 2" Overlay	Under Contract
2025	160	235	Avenida La Cresta	Madre Vista	1230' E/ Madre Vista	4	AC	A	1,230	25	30,150	82	19	39	42	9/3/25	AC Grind - 2" Overlay	Under Contract
2025	160	240	Avenida La Cresta	1230' E/ Madre Vista	Calle Centro	4	AC	A	1,312	25	32,130	82	50	43	7	9/3/25	AC Grind - 2" Overlay	Under Contract
2026	160	215	Avenida La Cresta	Calle Bandido	Calle De Companero	5	AAC	A	1,270	24	29,600	50	71	11	18	9/2/25	AC Grind - 2" Overlay	\$82,584
2026	160	205	Avenida La Cresta	Via Diana	Avenida Castilla	5	AAC	A	1,415	24	33,195	74	64	36	0	9/2/25	Type II Slurry	\$29,876
2026	160	210	Avenida La Cresta	Avenida Castilla	Calle Bandido	5	AAC	A	845	24	20,280	78	14	67	19	9/2/25	Type II Slurry	\$18,252
\$130,712																		
2027	170	320	Avenida Castilla	Avenida Bonita	Calle De Suenos	5	AC	B	506	25	12,805	100	0	0	0	9/16/25	Preventive-Crack Seal	\$1,921
2027	170	325	Avenida Castilla	Calle De Suenos	Del Parque Ct	5	AC	B	1,275	25	31,900	100	0	0	0	9/16/25	Preventive-Crack Seal	\$4,785
2027	170	330	Avenida Castilla	Del Parque Ct	Del Sol Ct	5	AC	B	930	25	23,500	100	0	0	0	9/16/25	Preventive-Crack Seal	\$3,525
2027	170	335	Avenida Castilla	Del Sol Ct	Avenida La Cresta	5	AC	B	1,010	25	25,485	100	0	0	0	9/16/25	Preventive-Crack Seal	\$3,823
2027	270	470	Avenida De Arboles	Calle De Lobo	Avenida Bonita	2	AC	C	995	25	25,665	87	0	78	22	9/3/25	Preventive-Crack Seal	\$3,850
2027	270	475	Avenida De Arboles	Avenida Bonita	Via Calorin	2	AC	C	1,380	25	35,805	75	6	82	12	9/3/25	Type II Slurry	\$33,657
2027	270	480	Avenida De Arboles	Via Calorin	Palo Alto Ln	2	AC	C	1,000	25	24,985	78	4	78	18	9/17/25	Type II Slurry	\$23,486
2027	270	485	Avenida De Arboles	Palo Alto Ln	Via Huerta	2	AC	C	583	25	14,875	81	0	70	30	9/17/25	Type II Slurry	\$13,983
2027	270	490	Avenida De Arboles	Via Huerta	Avenida Del Rubio	2	AC	C	1,460	25	36,225	72	53	38	9	9/3/25	Type II Slurry	\$34,052
2027	270	495	Avenida De Arboles	Avenida Del Rubio	Avenida Augustine	2	AC	C	735	25	18,395	82	16	64	20	9/3/25	Type II Slurry	\$17,291
2027	270	500	Avenida De Arboles	Avenida Augustine	Calle Centro	2	AC	C	970	25	25,225	85	8	81	11	9/3/25	Type II Slurry	\$23,712
2027	270	505	Avenida De Arboles	Calle Centro	Via Majorca	2	AC	C	860	25	21,725	78	0	67	33	9/3/25	Type II Slurry	\$20,422
2027	160	220	Avenida La Cresta	Calle Companero	Avenida De Felicidad	5	AC	A	1,540	24	35,915	75	8	67	25	9/3/25	Type II Slurry	\$33,760
2027	160	225	Avenida La Cresta	Avenida De Felicidad	Avenida Bonita	5	AC	A	1,795	24	42,185	72	44	33	23	9/3/25	Type II Slurry	\$39,654
\$257,918																		
2028	270	510	Avenida De Arboles	Via Majorca	930' E/ Via Majorca	3	AC	C	930	25	24,080	75	0	27	73	9/16/25	Type II Slurry	\$23,358
2028	270	515	Avenida De Arboles	930' E/ Via Majorca	Avenida Manana	3	AC	C	816	25	20,590	85	24	76	0	9/3/25	Type II Slurry	\$19,972
2028	270	520	Avenida De Arboles	Avenida Manana	Via Vista Grande	3	AC	C	805	25	20,370	86	51	34	15	9/3/25	Type II Slurry	\$19,759
2028	270	525	Avenida De Arboles	Via Vista Grande	Via Conteviento	3	AC	C	915	25	22,855	56	39	34	27	9/3/25	AC Grind - 2" Overlay	\$69,022
2028	160	200	Avenida La Cresta	LC Limit (245' S/ Corte Palabras)	Via Diana	5	AAC	A	1,480	24	33,880	85	20	68	12	9/2/25	Type II Slurry	\$32,864
2028	130	100	Calle De Companero	1450' N/ Avenida Cordoba	Vista Del Bosque	1	AC	C	1,100	25	27,500	84	6	77	17	9/10/25	Type II Slurry	\$26,675
2028	130	105	Calle De Companero	Vista Del Bosque	Calle De Lobo	1	AC	C	1,240	25	31,000	86	8	51	41	9/17/25	Type II Slurry	\$30,070
2028	130	110	Calle De Companero	Calle De Lobo	Corte Poma	1	AC	C	340	25	8,500	81	30	46	24	9/10/25	Type II Slurry	\$8,245
2028	130	80	Calle De Companero	Avenida La Cresta	Vista De Montanas	1	AC	C	975	25	26,236	81	41	37	22	9/10/25	Type II Slurry	\$25,449
2028	130	85	Calle De Companero	Vista De Montanas	Vista De Cielo	1	AC	C	965	25	24,125	80	10	45	45	9/17/25	Type II Slurry	\$23,401
2028	130	90	Calle De Companero	Vista De Cielo	Avenida Cordoba	1	AC	C	770	25	19,250	84	20	59	21	9/10/25	Type II Slurry	\$18,673
2028	130	95	Calle De Companero	Avenida Cordoba	1450' N/ Avenida Cordoba	1	AC	C	1,450	25	36,250	81	15	53	32	9/10/25	Type II Slurry	\$35,163
\$332,650																		
2029	160	245	Avenida La Cresta	Calle Centro	Avenida Castilla	4	AAC	A	1,130	31	38,220	82	0	78	22	9/2/25	Type II Slurry	\$38,602
2029	160	280	Avenida La Cresta	Camino Arriba	Sierra De Ronda	4	AAC	A	1,970	38	75,653	84	45	46	9	9/2/25	Type II Slurry	\$76,410
\$115,012																		
2030	170	295	Avenida Castilla	Avenida La Cresta	Avenida Omeara	5	AAC	B	985	25	25,336	94	0	26	74	9/16/25	Preventive-Crack Seal	\$3,800
2030	170	300	Avenida Castilla	Avenida Omeara	Via Caballos	5	AAC	B	570	25	14,250	90	0	0	100	9/16/25	Preventive-Crack Seal	\$2,138
2030	170	305	Avenida Castilla	Via Caballos	Vineyard View Dr	5	AAC	B	1,185	25	28,922	92	0	8	92	9/16/25	Preventive-Crack Seal	\$4,338
2030	170	310	Avenida Castilla	Vineyard View Dr	Wind Dance Way	5	AAC	B	611	25	14,670	93	0	20	80	9/16/25	Preventive-Crack Seal	\$2,201
2030	170	315	Avenida Castilla	Wind Dance Way	Avenida Bonita	5	AAC	B	1,448	25	36,200	95	0	28	72	9/16/25	Preventive-Crack Seal	\$5,430
2030	160	250	Avenida La Cresta	Avenida Castilla	Avenida Bizaro	4	AC	A	1,320	30	48,860	87	0	68	32	9/2/25	Preventive-Crack Seal	\$7,329
2030	160	255	Avenida La Cresta	Avenida Bizaro	Paseo De Flores	4	AC	A	995	27	29,026	87	0	53	47	9/2/25	Preventive-Crack Seal	\$4,354
2030	160	260	Avenida La Cresta	Paseo De Flores	King Ct	4	AC	A	1,285	32	44,315	93	0	74	26	9/17/25	Preventive-Crack Seal	\$6,647
2030	160	265	Avenida La Cresta	King Ct	Avenida Insook	4	AC	A	603	30	18,090	94	0	55	45	9/2/25	Preventive-Crack Seal	\$2,714
2030	160	270	Avenida La Cresta	Avenida Insook	Valle Vista	4	AC	A	1,407	36	50,301	93	0	39	61	9/2/25	Preventive-Crack Seal	\$7,545
2030	160	275	Avenida La Cresta	Valle Vista	Camino Arriba	4	AAC	A	1,252	38	49,175	87	0	100	0	9/2/25	Preventive-Crack Seal	\$7,376
2030	160	285	Avenida La Cresta	Sierra De Ronda	Via Entrada	4	AAC	A	1,977	32	63,915	92	27	0	73	9/2/25	Preventive-Crack Seal	\$9,587
2030	160	290	Avenida La Cresta	Via Entrada	LC Limit (330' S/ Via Entrada)	4	AAC	A	330	32	11,645	95	0	0	100	9/2/25	Preventive-Crack Seal	\$1,747
2030	240	130	Calle Centro	Avenida De Arboles	Avenida La Cresta	4	AAC	B	778	25	20,585	89	0	45	55	9/16/25	Preventive-Crack Seal	\$3,088
\$68,294																		
Locals																		
2026	140	150	Calle De Lobo	Avenida De Arboles	Calle Celluzz	2	AC	E	1,525	25	38,125	63	53	34	13	9/17/25	AC Grind - 2" Overlay	\$106,369
2026	140	155	Calle De Lobo	Calle Celluzz	Corte Palo Viejo	2	AC	E	555	25	13,300	75	12	57	31	9/17/25	Type II Slurry	\$11,571
2026	140	160	Calle De Lobo	Corte Palo Viejo	Calle Ladera	2	AC	E	740	25	17,800	74	0	58	42	9/17/25	Type II Slurry	\$15,486
2026	140	165	Calle De Lobo	Calle Ladera	Paseo Montana	2	AC	E	870	25	21,750	63	53	29	18	9/17/25	AC Grind - 2" Overlay	\$60,683
2026	140	170	Calle De Lobo	Paseo Montana	Corte Floreria	2	AC	E	1,030	25	25,750	68	56	25	19	9/17/25	Type II Slurry	\$22,403
2026	140	175	Calle De Lobo	Corte Floreria	Farrelly Cir	2	AC	E	1,170	25	29,250	73	38	51	11	9/17/25	Type II Slurry	\$25,448
2026	140	180	Calle De Lobo	Farrelly Cir	Cul-De-Sac	2	AC	E	945	25	24,510	64	59	30	11	9/17/25	AC Grind - 2" Overlay	\$68,383
2026	260	450	Paseo Chaparro	Paseo Chico	1040' N/ Paseo Chico	6	AC	E	1,040	25	25,415	73	38	50	12	9/2/25	Type II Slurry	\$22,111
2026	250	435	Via Entrada	Avenida La Cresta	Corte De Ollas	6	AC	E	1,102	25	28,120	75	53	37	10	9/2/25	Type II Slurry	\$24,464

La Cresta Property Owner's Association (LCPOA)
Forecast Maintenance / Rehabilitation (FMR) Report - Maintain PCI - FY 2026-2030

Sorted by Street Classification, FY, Name Order (A-Z)

Year	BranchID	Sec ID	Name	From	To	Zone	Surface Type	Street Class.	L	W	Area	PCI	% Load	% Climate	% Other	Insp. Date	Maint. Recommendation	Total \$
2026	250	440	Via Entrada	Corte De Ollas	End	6	AC	E	1,018	25	27,270	76	17	70	13	9/2/25	Type II Slurry	\$23,725
																		\$380,642
2027	260	445	Paseo Chaparro	Via Entrada	Paseo Chico	6	AC	E	1,560	25	37,955	77	19	65	16	9/2/25	Type II Slurry	\$34,160
2027	260	455	Paseo Chaparro	1040' N/ Paseo Chico	2540' N/ Paseo Chico	6	AAC	E	1,500	24	33,320	90	0	48	52	9/2/25	Preventive-Crack Seal	\$4,998
2027	260	460	Paseo Chaparro	2540' N/ Paseo Chico	4040' N/ Paseo Chico	6	AC	E	1,500	20	27,050	91	77	23	0	9/2/25	Preventive-Crack Seal	\$4,058
2027	260	465	Paseo Chaparro	4040' N/ Paseo Chico	End	6	AAC	E	755	20	14,145	81	46	41	13	9/2/25	Type II Slurry	\$12,306
2027	100	10	Via Sereno	Vista De Montanas	Culvert (900' N/ Vista De Montanas)	1	AAC	E	905	24	21,335	74	49	51	0	9/2/25	Type II Slurry	\$19,202
2027	100	15	Via Sereno	Culvert (900' N/ Vista De Montanas)	Culvert (350' S/ Whizzer Ln)	1	AAC	E	1,590	25	38,810	87	29	58	13	9/2/25	Preventive-Crack Seal	\$5,822
2027	100	20	Via Sereno	Culvert (350' S/ Whizzer Ln)	Whizzer Ln	1	AAC	E	370	25	9,960	77	0	86	14	9/2/25	Type II Slurry	\$8,964
2027	220	660	Via Sevilla	Paseo De Flores	Valle Vista	4	AAC	E	1,595	25	39,900	75	0	61	39	9/17/25	Type II Slurry	\$35,910
2027	110	25	Vista De Montanas	Via Sereno	655' E/ Via Sereno	1	AAC	E	655	25	16,375	77	0	100	0	9/10/25	Type II Slurry	\$14,738
2027	110	30	Vista De Montanas	655' E/ Via Sereno	1950' E/ Via Sereno	1	AAC	E	1,290	25	32,250	72	15	85	0	9/10/25	Type II Slurry	\$29,025
																		\$169,181
2028	210	115	Paseo De Flores	Avenida La Cresta	Camino Balada	4	AC	E	1,218	25	30,560	79	29	43	28	9/17/25	Type II Slurry	\$28,726
2028	210	120	Paseo De Flores	Camino Balada	Via Sevilla	4	AAC	E	965	25	23,985	79	6	70	24	9/17/25	Type II Slurry	\$22,546
2028	210	125	Paseo De Flores	Via Sevilla	End	4	AAC	E	400	25	13,145	80	12	88	0	9/17/25	Type II Slurry	\$12,356
2028	300	600	Via Majorca	Avenida De Arboles	Corte Del Riatillo	3	AAC	E	1,025	25	25,500	75	0	40	40	9/16/25	Type II Slurry	\$23,970
2028	300	605	Via Majorca	Corte Del Riatillo	Dawn Ct	3	AC	E	1,305	25	31,773	74	44	22	34	9/16/25	Type II Slurry	\$29,867
2028	300	610	Via Majorca	Dawn Ct	Paseo Montana	3	AAC	E	1,226	25	29,845	72	57	22	21	9/16/25	Type II Slurry	\$28,054
2028	300	615	Via Majorca	Paseo Montana	Via Baya	3	AC	E	1,252	25	30,507	63	74	15	11	9/16/25	AC Grind - 2" Overlay	\$92,131
2028	300	620	Via Majorca	Via Baya	Barona Mesa Dr	3	AC	E	681	25	16,975	87	0	76	24	9/16/25	Preventive-Crack Seal	\$2,546
2028	300	625	Via Majorca	Barona Mesa Dr	955' E/ Barona Mesa Dr	3	AC	E	955	25	23,420	85	22	78	0	9/16/25	Type II Slurry	\$22,015
2028	300	630	Via Majorca	955' E/ Barona Mesa Dr	Via Vista Grande	3	AC	E	870	25	21,952	84	0	67	33	9/16/25	Type II Slurry	\$20,635
																		\$282,847
2029	200	425	Avenida Bonita	Avenida La Cresta	Mesita Ln	5	AAC	E	1,535	25	38,385	86	15	85	0	9/17/25	Type II Slurry	\$37,617
2029	200	430	Avenida Bonita	Mesita Ln	Avenida Castilla	5	AAC	E	1,115	25	26,945	84	0	55	45	9/17/25	Type II Slurry	\$26,406
2029	190	350	Calle De Suenos	Avenida Castilla	Via Palo Pinto	5	AC	E	1,053	24	25,350	87	0	68	32	9/2/25	Preventive-Crack Seal	\$3,803
2029	190	355	Calle De Suenos	Via Palo Pinto	Wendy Ln	5	AC	E	680	25	17,000	84	0	77	23	9/2/25	Type II Slurry	\$16,660
2029	190	360	Calle De Suenos	Wendy Ln	1400' S/ Wendy Ln	5	AC	E	1,395	25	34,450	74	0	100	0	9/2/25	Type II Slurry	\$33,761
2029	190	365	Calle De Suenos	1400' S/ Wendy Ln	2675' S/ Wendy Ln	5	AC	E	1,280	25	31,450	72	0	100	0	9/2/25	Type II Slurry	\$30,821
2029	190	370	Calle De Suenos	2675' S/ Wendy Ln	770' N/ Calle Rosita	5	AC	E	1,195	25	29,875	66	20	80	0	9/2/25	Type II Slurry	\$29,278
2029	190	375	Calle De Suenos	770' N/ Calle Rosita	Calle Rosita	5	AC	E	770	25	19,250	74	0	90	10	9/2/25	Type II Slurry	\$18,865
2029	190	380	Calle De Suenos	Calle Rosita	950' E/ Calle Rosita	5	AAC	E	948	25	23,595	74	0	100	0	9/2/25	Type II Slurry	\$23,123
2029	190	385	Calle De Suenos	950' E/ Calle Rosita	1925' E/ Calle Rosita	5	AAC	E	975	25	24,375	74	0	100	0	9/2/25	Type II Slurry	\$23,888
2029	190	390	Calle De Suenos	1925' E/ Calle Rosita	490' N/ Teich Ln	5	AAC	E	1,260	25	31,500	74	0	100	0	9/2/25	Type II Slurry	\$30,870
2029	190	395	Calle De Suenos	490' N/ Teich Ln	Teich Ln	5	AAC	E	490	25	12,250	79	0	100	0	9/2/25	Type II Slurry	\$12,005
2029	280	540	Paseo Montana	Calle De Lobo	Corte Rancho Ariba	2	AC	E	1,185	25	29,956	72	61	33	6	9/9/25	Type II Slurry	\$29,357
2029	280	545	Paseo Montana	Corte Rancho Ariba	Corte Hanna	2	AC	E	1,480	25	37,511	77	20	80	0	9/9/25	Type II Slurry	\$36,761
2029	280	550	Paseo Montana	Corte Hanna	El Tigre Dr	2	AC	E	1,390	24	33,750	69	67	33	0	9/9/25	Type II Slurry	\$33,075
2029	280	555	Paseo Montana	El Tigre Dr	1235' S/ El Tigre Dr	2	AC	E	1,235	24	29,020	69	65	20	15	9/16/25	Type II Slurry	\$28,440
2029	280	560	Paseo Montana	1235' S/ El Tigre Dr	Via Majorca	2	AC	E	1,480	24	36,355	78	54	27	19	9/16/25	Type II Slurry	\$35,628
2029	180	340	Via Caballos	Avenida Castilla	1360' S/ Avenida Castilla	5	AC	E	1,360	25	34,560	75	41	31	28	9/16/25	Type II Slurry	\$33,869
																		\$484,225
2030	290	565	Via Vista Grande	Avenida De Arboles	1460' N/ Avenida De Arboles	3	AC	E	1,460	24	36,040	81	7	47	46	9/16/25	Type II Slurry	\$36,761
2030	290	570	Via Vista Grande	1460' N/ Avenida De Arboles	Calle Brillante	3	AC	E	765	24	18,265	79	43	45	12	9/3/25	Type II Slurry	\$18,630
2030	290	575	Via Vista Grande	Calle Brillante	Hoden Hill Ct	3	AC	E	1,445	25	35,972	74	25	56	19	9/3/25	Type II Slurry	\$36,691
2030	290	580	Via Vista Grande	Hoden Hill Ct	885' N/ Hoden Hill Ct	3	AC	E	885	25	21,398	76	42	44	14	9/3/25	Type II Slurry	\$21,826
2030	290	585	Via Vista Grande	885' N/ Hoden Hill Ct	Via Majorca	3	AC	E	840	25	22,107	73	67	33	0	9/3/25	Type II Slurry	\$22,549
2030	290	590	Via Vista Grande	Via Majorca	1185' N/ Via Majorca	3	AC	E	1,185	25	28,745	79	39	54	7	9/3/25	Type II Slurry	\$29,320
2030	290	595	Via Vista Grande	1185' N/ Via Majorca	End	3	AC	E	940	25	22,895	37	66	17	17	9/3/25	AC Grind - 2" Overlay	\$74,638
																		\$240,415