AGENDA ITEM: 13C

DATE:	04/9/2026
TO:	Board of Directors
FROM:	Daniel Haggard
SUBJECT:	Review and Accept the Pavement Condition Index (PCI) and 5-year Pavement Management Plan (PMP) Report and Provide Direction to Staff on Next Steps

SUGGESTED ACTION:
Discuss and accept the report and provide directions to staff on next steps.

STRATEGIC PLAN COMPLIANCE:
Effective Infrastructure and Asset Management

FISCAL IMPACT:
There is no fiscal impact from this report. However, the decision as to which funding approach the District will take will have an impact on future rates charged to property owners.

ENVIRONMENTAL REVIEW:
This item does not qualify as a project as defined by the California Environmental Quality Act (CEQA). However, individual projects identified may qualify under CEQA and will be assessed as part of the design process.

BACKGROUND:
Bear Valley CSD last received a Pavement Condition Index report in 2013 performed by JG3 consulting, LLC (Attachment B). Over the 13 years since the last report, asphalt condition has changed drastically as well as rising costs of maintenance, pavement preservation and reconstruction. To more efficiently plan capital Roads repair projects, the District contracted with Infrastructure Management Services (IMS) to provide an updated pavement condition index and to also build a 5-year pavement management plan to be able to plan and better schedule capital roads repairs within the constraints of our limited fiscal capacity of the Roads budget.

ANALYSIS:
A Pavement Condition Index (PCI) is a measurement of pavement health. A PCI study rates the condition of the pavement on a scale of 0 – 100. It identifies surface distresses, which are determined by size, severity and types in predetermined sections. This provides the

consultant and the District a better insight into which areas are most critical and recommends whether the road sections should be fully reconstructed or how best to maintain or preserve the ones that do not need to be reconstructed.

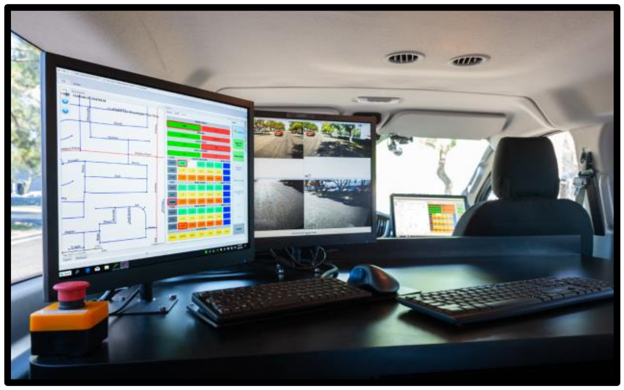
The Pavement Management Plan (PMP) provides details on the best methods to perform these tasks to be more cost effective and bring the roadway network up to the specific PCI rating desired as well as the budget over a 5-year period. It also provides recommendations on the best methods of maintenance, preservation, reconstruction or construction available for the applicable roadway segments and the different asphalt distress types associated with those segments of road.

ATTACHMENTS:
Attachment A: Bear Valley Pavement Management Report 2026 by IMS
Attachment B: Pavement Condition Report 2013

Bear Valley , CA

Pavement Management Report

March, 2026



BEAR VALLEY COMMUNITY SERVICES DISTRICT

IMS

POWERED BY ICC

TABLE OF CONTENTS

Disclaimer Regarding Pavement Management System (PMS) Reports

The Parties acknowledge and agree that the Pavement Management System (PMS) report provided under this Agreement contains forecasts and recommendations pertaining to pavement conditions and treatment strategies. These forecasts and recommendations are based upon analytical parameters, assumptions, and models that have been specified and approved by the Community.

The assumptions utilized in the preparation of the report—including, without limitation, treatment costs, treatment impacts, and performance deterioration models applicable to roadways and related infrastructure—may materially affect the results of the analysis. Accordingly, all forward-looking statements contained in the report are provided solely as estimates and projections, and are not guarantees of future outcomes.

The Consultant has made reasonable efforts to interpret and model the Community infrastructure based on the data and parameters provided. However, the Consultant makes no representations or warranties, express or implied, regarding the accuracy, completeness, or reliability of the forecasts, and shall not be held liable for any variance between the projected outcomes and actual future conditions.

To improve the accuracy and reliability of future analyses, the Community is encouraged to conduct regular and comprehensive data collection regarding the condition of its assets.

1.0 EXECUTIVE SUMMARY

1.1 Project and Methods Overview

In November of 2025, IMS Infrastructure Management Services, LP (IMS) utilized a cutting-edge Integrated Road Information System (IRISpro Pave) (**Figure 1**) to capture continuous, high-resolution pavement images that were used to assess pavement cracking, rutting, and roughness on 95 miles of asphalt roadways in Bear Valley, CA (Community). IMS followed the American Society for Testing and Materials (ASTM) D6433 standard to analyze the images and distress data collected by the IRISpro to determine the Pavement Condition Index (PCI) for each segment of the road. PCI values were recorded to provide an indication of the surface conditions and structural integrity of a pavement.

Using the Easy Street Analysis (ESA) pavement management system, IMS developed multi-year pavement maintenance and rehabilitation (M&R) recommendations for the roadways surveyed. The recommendations consider the severity, quantity, and type of pavement distresses, surface type, pavement strength and functional class. By utilizing these recommendations, the Community can make informed decisions on how best to allocate their resources to ensure the longevity and safety of their roadways.

Figure 1 - IMS Integrated Road Information System platform (IRISPro Pave)

The PCI method was used in accordance with the ASTM D6433 standards to assess the condition of the Community's pavements. This method is considered an objective and repeatable approach to assess pavement condition, which is preferrable to alternative methods that rely upon potentially biased human ratings. Based on the PCI results, ESA prioritizes funding using a cost-of-deferral approach, recommending M&R activities that optimize funding by selecting rehabilitation candidates only when they approach the critical point where a heavier maintenance activity will soon be needed to restore the roadway to full service.

The analysis and data presented in this report are based on the inspections performed by IMS in November of 2025 on the Community's pavement network, using available work history and other assumptions that are elaborated on later in this report. All pavement segments were deteriorated using the defined pavement deterioration models to reflect the conditions of the roadways at the time of analysis, January of 2026.

1.2 Results Overview and Recommendations

PCI values provide an indication of the surface conditions and structural integrity of a pavement. The 0–100 PCI range is commonly divided into categories using descriptive terms: *Very Poor*, *Poor*, *Marginal*, *Fair*, *Good*, *Very Good*, and *Excellent*. Divisions between the terms are not fixed but are meant to reflect common perceptions of pavement conditions. These divisions are discussed in more detail in Section 3.0.

The Community's roadways were generally found to be in Marginal condition with an **average PCI of 44**. **Figure 2** provides a visual breakdown of the distribution of pavement area across different PCI categories at the time of analysis. Approximately 13% of the Community's roadways were found to be in Excellent or Very Good condition. If structurally sound, these pavements are often suitable candidates for cost-effective preventive maintenance treatments. On the other hand, pavements with a PCI below 40 (i.e., pavements in Poor or Very Poor condition) comprise the Community's "backlog" of M&R. The Community's **backlog was found to be 46%.** These pavements typically require full or partial reconstruction. Pavements falling within the middle categories, such as Fair or Marginal condition, often benefit from mill and overlay projects. It's important to note that these are general recommendations, and the specific M&R strategy may vary based on factors such as distress types, soil conditions, structural adequacy, and other project-specific details.

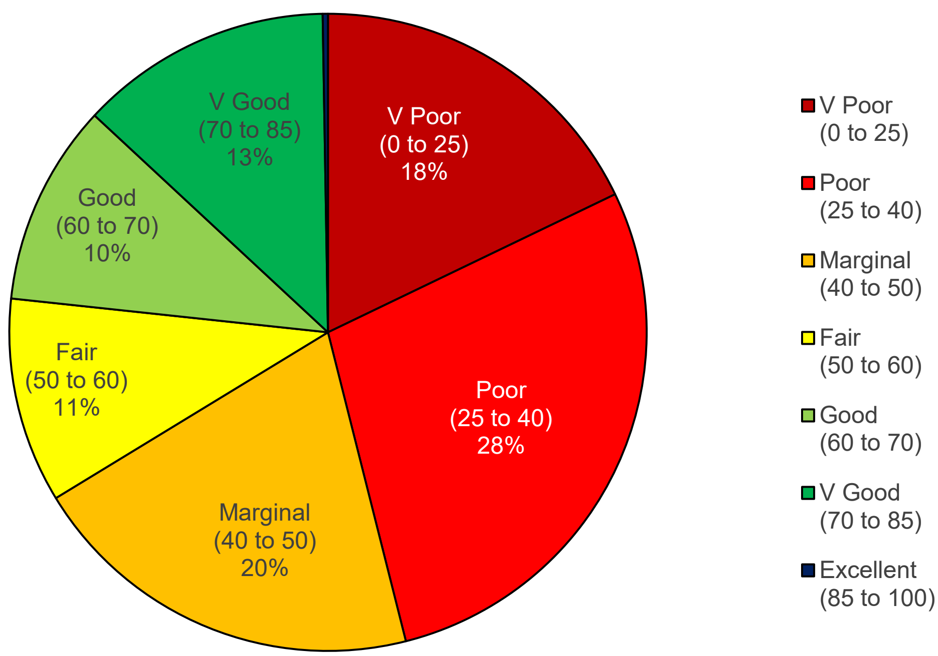


Figure 2 - Distribution of the Community's Pavement System on a Condition Scale

Metrics of Health

The following three metrics are frequently used as indicators of overall pavement network health. The pavement analysis uses these metrics as benchmarks when determining budget goals, such as the backlog control, PCI control, and recommended funding levels.

Pavement Condition Index (PCI) – The PCI score is a ranking assessment on the overall health of a pavement segment on a scale of 0 to 100. The network average PCI is a good global indicator of a network's overall health.

Percent of Excellent Roads – Roads with a condition category of Excellent are those that score between a PCI of 85 to 100.

Backlog –Backlog is the Very Poor and Poor roads (between a PCI of 0 and 40) that represent a portion of the network in need of extensive rehabilitation such as full and partial reconstruction. Using sound pavement management and finance principles, a very healthy network will have a backlog of 10% or less.

The Community met none of the three metrics for evaluating the quality of its roadway network.

- The network average pavement condition score falls below the national average currently seen by IMS of 60 to 65, with the Community's average scoring a 44.
- The number of streets rated Excellent is below the minimum recommended target of 15% at 0%.
- The backlog amount is far above the maximum recommended target of 12% at 46%.

The analysis conducted by IMS using the ESA pavement management system has provided the Community with valuable insights into the condition of its roadways. To assess the effect of annual budget on PCI over a five-year period, **Figure 3** has been generated to depict the anticipated PCI in five years relative to different annual budget allocations. The blue line allows the user to assess the effect of a given annual budget on the PCI in five years, serving as a valuable tool for understanding the potential effects of budget decisions on future pavement conditions.

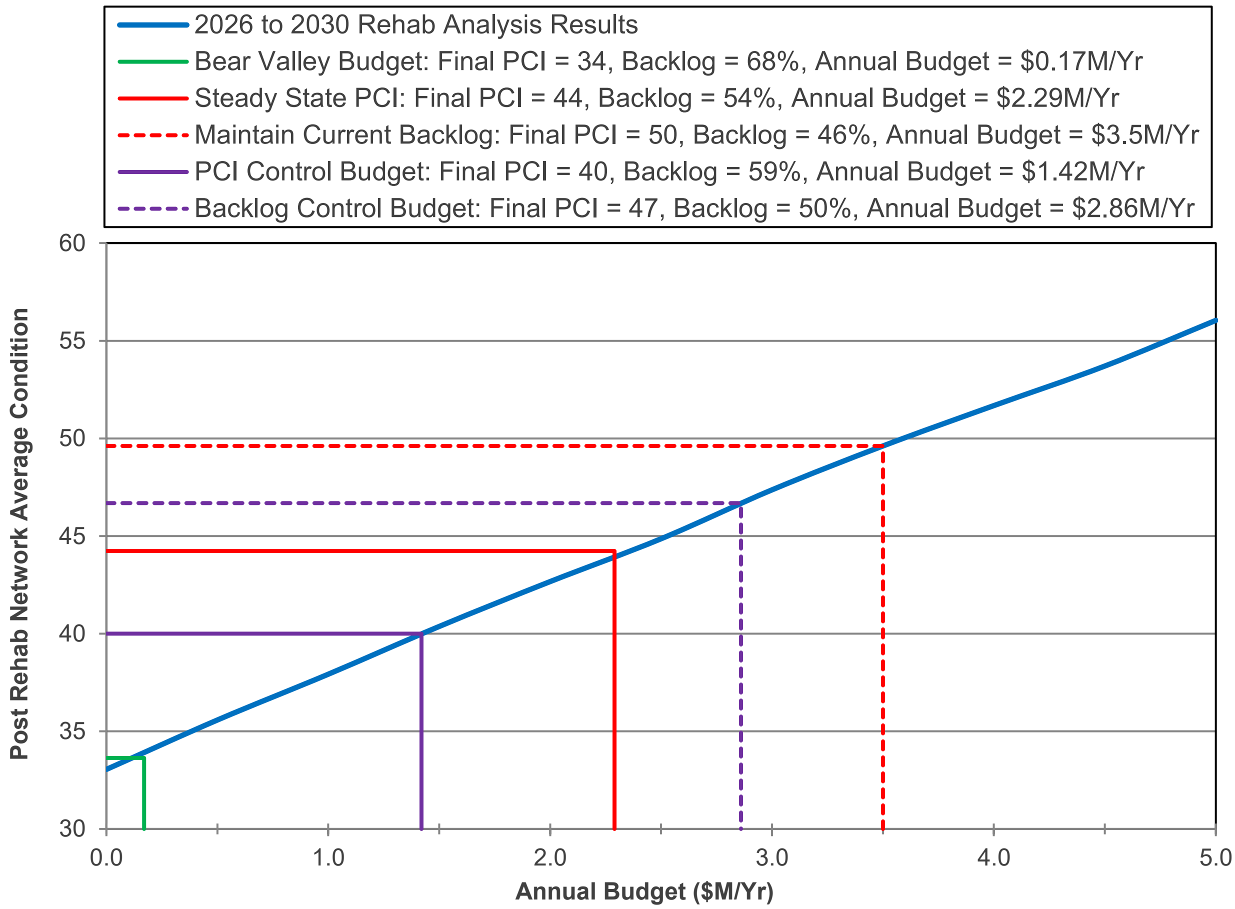


Figure 3 - PCI Based on Five-Year Annual Budget Funding Models

It is important to note that the information presented in the Executive Summary is condensed from various sections of this report.

2.0 PRINCIPLES OF PAVEMENT MANAGEMENT

This section provides an overview of pavement management, including its objectives and the best practices for M&R planning throughout the lifecycle of a pavement. It also highlights the integration of these concepts in the ESA pavement management system, which was used in this report to develop recommendations and analyze the Community's pavement network. This context is important for understanding the content and findings of the report.

2.1 Pavement Management Principles

Pavement management is the process of assessing, prioritizing, and preserving or rehabilitating pavements through a logical system that attempts to use available funds in the most cost-effective manner possible. The process is iterative, and as more data becomes available, prediction models are refined to improve accuracy. **Figure 4** illustrates that pavements typically start deteriorating rapidly once they hit a specific threshold. Therefore, it is more cost-effective to invest in cheaper surface treatments during the first 40% of a pavement's lifespan than to defer maintenance until heavier overlays or reconstruction is required just a few years later. Streets that are repaired while in good condition will have an extended lifespan and will cost less to maintain over their lifetime than those left to deteriorate to a poor condition. Without an adequate routine pavement maintenance program, streets will require more frequent reconstruction, thereby requiring significantly greater funding.

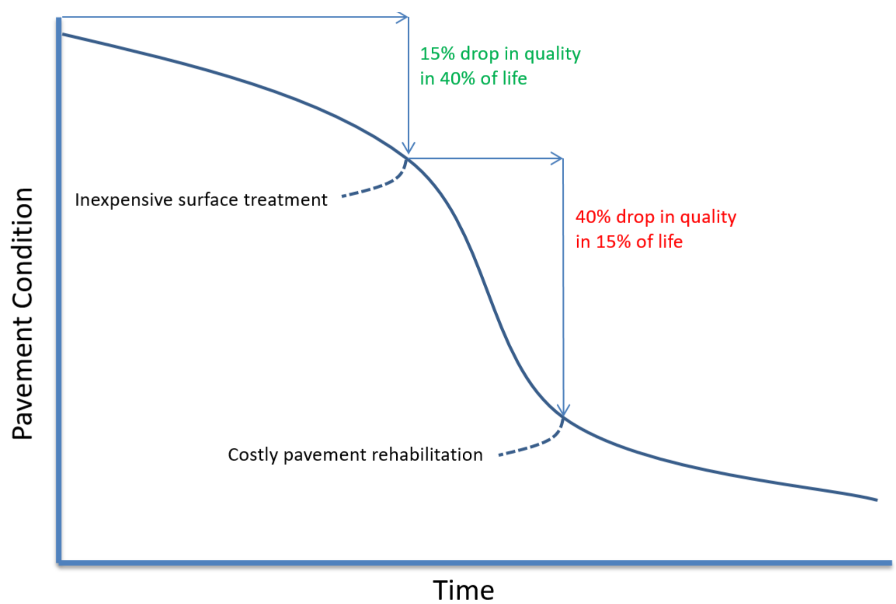


Figure 4 - Pavement Deterioration and Life Cycle Costs

The types of rehabilitation activities that the Community chooses to deploy can have a significant effect on the longevity of a pavement. Depending on the PCI zone in which a pavement falls, a detailed rehabilitation strategy needs to be formed. Common rehabilitation types include localized preventive or stop gap activities (e.g. crack sealing, joint sealing, and patching), global preventive maintenance (e.g. fog seals, rejuvenators, slurry seals, microsurfacing, chip seals, cape seals, and thin overlays), major Rehabilitation (e.g. thin or thick mill and overlays), and major Reconstruction (e.g. surface reconstruction or full reconstruction). Popular examples of cost-effective preventative activities include:

- Crack and Joint Sealing
- Microsurfacing
- Fog Seal and Rejuvenators
- Patching
- Slurry and Chip Seals
- Thin Overlays

A proactive pavement management program focuses on the preventative maintenance category and advocates proper incorporation and application of cost-effective preventative activities. These activities help maintain and repair the surface integrity which can slow deterioration and, depending on the treatment, also extend the life of a pavement. The outcome of this exercise is to increase long-term cost savings and network-level pavement quality over time.

When completed within the target zone for preventative maintenance, a pavement's lifespan can be conveniently extended. The dashed curves in **Figure 5** show the typical lifespan of a pavement that does not undergo any preventive maintenance. Major reconstruction becomes necessary after approximately 20 years. The blue curves show the benefits of preventive maintenance during the first 40% of a pavement's lifespan. Eventually, all pavements will need to undergo reconstruction; however, proactive maintenance and rehabilitation can delay this process for up to an additional 40 years.

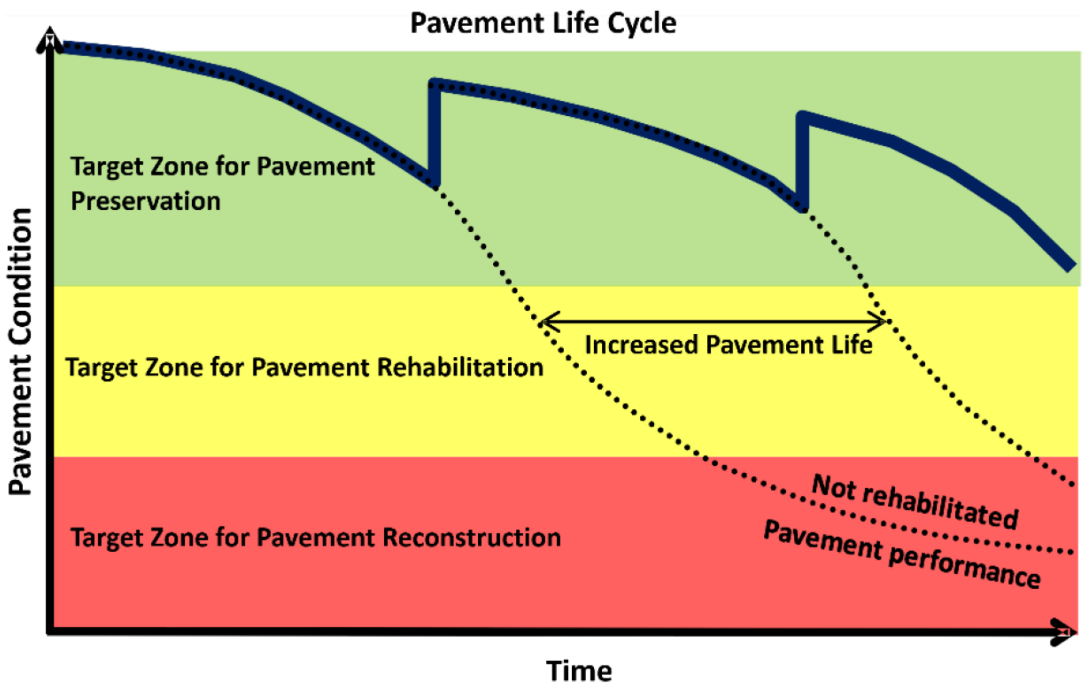


Figure 5 - Pavement Life Cycle Curve

The most effective approach to ensure optimal usage of available funds or to determine the necessary funding to achieve a predetermined level of service is by using a pavement management system. An effective pavement management system can assist agencies in developing an organized catalog of pavement assets, storing periodic condition assessments, and tracking spending and costs. This enables the Community to compare trends in data to assess the effectiveness of maintenance activities and new technologies.

3.0 DATA COLLECTION AND ANALYSIS

3.1 Field Survey Methodology

IMS deployed one of its IrisPro Pave Integrated Road Information Systems for data collection. IrisPro Pave integrates industry-leading subsystems, including 3D pavement imaging systems, lasers, accelerometers, right-of-way cameras, GPS antenna, distance measurement instruments, computers and more (**Figure 6**). All collected data is captured with Drive™ data collection software, which is designed to simplify the collection of quality road data with built-in calibration schedules, real-time quality control, GIS maps, section tracking, audible alerts and voice memos, fly-by events, and exception reporting. The custom-designed hardware and software on IrisPro Pave provides sub-millisecond synchronization between all subsystems.

Figure 6 – LCMS-2 data collection vehicle

3D Pavement Imaging

The Laser Crack Measurement System (LCMS-2) captures continuous 2D and 3D images at 1 mm resolution in the lane of travel up to 4 m (13 ft) wide at highway speeds, allowing for the visualization and characterization of all features on the road surface. The system allows for collection rates up to 28,000 profiles per second, five times faster than the first edition of LCMS. This allows smaller cracks, especially transverse cracks, to be detected more consistently than in the past. The vertical accuracy has also improved from 0.50 mm to 0.25 mm.

High-Definition Imaging

The Ladybug 5+ captures high quality 30MP spherical images using six cameras for a 360-degree view of the roadway and surroundings. The images can be viewed in panoramic mode, 360 mode, or individual directional images can be extracted at any desired camera angle. Both the Pavement imaging and right of way cameras are triggered on a fixed-distance basis, image capture is precisely synchronized to GPSTime and DMI, and cameras are calibrated for asset inventory and geo-referenced image measurements.

3.2 Data Collection Vehicle Validation Testing

To verify the reliability of the survey data, each IRISpro Pave platform is subjected to a series of rigorous tests on a bi-annual basis. The primary objective of these procedures is to ensure the accuracy, reliability and performance of the vehicles' equipment and systems. Certification and validation play a vital role in guaranteeing that vehicles meet stringent quality standards and comply with specific acceptance criteria for any pavement data collection job.

The validations testing procedures include a focus on GPS accuracy, profiler certification, rutting and faulting measurements, pavement surface texture and crack detection capabilities.

GPS Validation

The GPS validation test involves a procedure in which a vehicle must successfully present data with a sub-meter precision in order to pass. This is accomplished using a 180-degree test which is shown in **Figure 7** below.

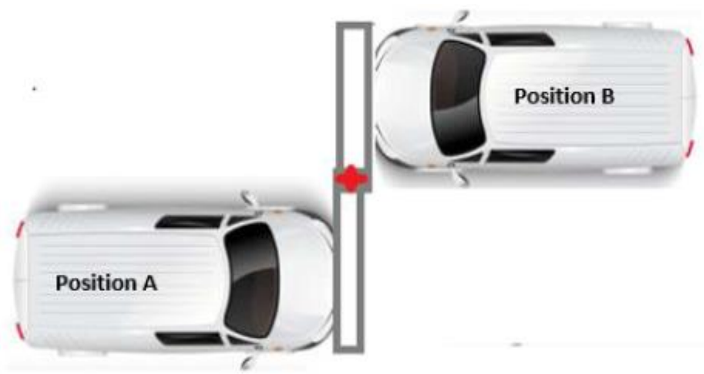


Figure 7 – GPS Validation Test

With the vehicle parked on the marked location (indicated by the red **+**) a data collection event is started. The collection vehicle is then maneuvered 180 degrees so that the marked location is in the same relative position to the vehicle, with the vehicle now facing the opposite direction. Here another collection event is initiated. This process is repeated several times to ensure the accuracy of the test. The accuracy of the internal GPS is then measured against the reference point (the **red +**) and scored for sub-meter accuracy.

Profiler Certification

The profiler certification is conducted according to the AASHTO R56 standard and using a design analysis software called ProVAL to ensure accuracy and repeatability. Prior to collecting the 10 repeated precision runs needed to validate the profiler for International Roughness Index (IRI) measurements, a series of additional vehicle checks are performed including:

- Laser Calibration
- Block Check
- Bounce Test
- Tire Pressure Check
- DMI Calibration

Validation Loop

The validation loop includes four preapproved pavement locations with pavement conditions specifically chosen to measure IRI, rutting, faulting, texture, and crack detection. The specific locations are selected ahead of the test and then all collected in a single run. The validation loop includes multiple pavement types and surface conditions, as well as segments with previously identified rutting and surface distresses. The total length of the validation loop is approximately 3.5 miles but may vary slightly when additional testing sites are chosen.

To score the survey results of the validation loop the data is compared to a baseline, which is an average gathered by other validated survey vehicles, combined with readings from the SurPro5000 walking profiler. These results are compared for a minimum passing repeatability score of 92% which identifies how closely the tested vehicle's survey results compare to the baseline.

The testing survey results are then analyzed through the Connect platform and subjected to similar quality control measures detailed in the following section. Connect is used to confirm that that the profiler data, the LCMS pavement imagery, the forward camera imagery, and the GPS data are all perfectly synchronized. As shown in **Figure 8**.

- The pavement window (top left) shows that the profiler and the LCMS are in sync, as the target position (the white stripe in the LCMS pavement image marked by the green square) matches the position (profiler), indicated by the red vertical line centered on the red square.
- The map (top right) shows that the GPS position is correct, as the event position (profiler), indicated by the red square box is where the tape Is on the ground.
- The forward image (bottom) shows that the target tape is close to the bottom of the image.

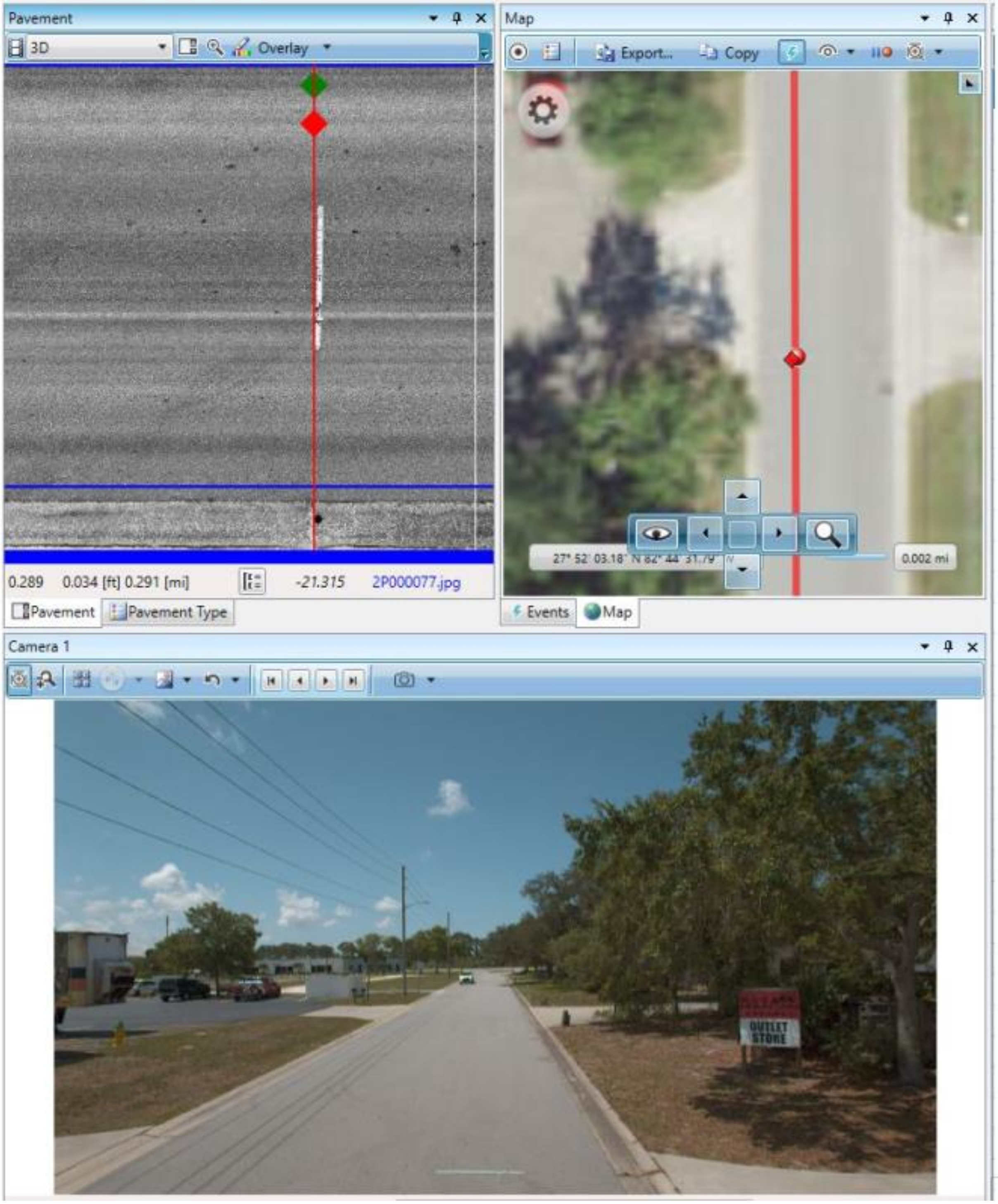


Figure 8 – Lever Arms Final Validations Check

3.3 Data Quality Assurance

The collected data is processed in the office using the Connect™ software. Connect provides a perfectly synchronized multi window platform to view and alter all collected data including profile, distress, slope, International Roughness Index (IRI), events, images, and GPS map. **Figure 9** shows some examples of how data can be viewed in Connect. Using Connect, the LCMS-2 3D pavement images are analyzed to identify and classify distresses, and the longitudinal profile of the road is analyzed to determine the IRI and ride quality under the wheel paths according to industry standards. All processed data is matched to the segment ID of the roadway.

To ensure the accurate determination of PCI scores, the field data undergoes a rigorous series of processing phases and quality checks. These checks encompass synchronized assessment of both processed and raw data streams. The automatic distress identification and classification process involves various steps: First, different rules and processing parameters are applied on different pavement types; next, the auto detected lane markings are manually adjusted to exclude non-pavement areas and limit the assessment area for cracking and rutting to between the lane markings and invalidation rules are applied to exclude additional anomalies (e.g. near railroad crossing or bridge decks) from the assessment area. Finally, a team of pavement raters who are well-versed in both the distress standards and the data in its digital format review images and make the necessary corrections on areas with gross under/over detection.

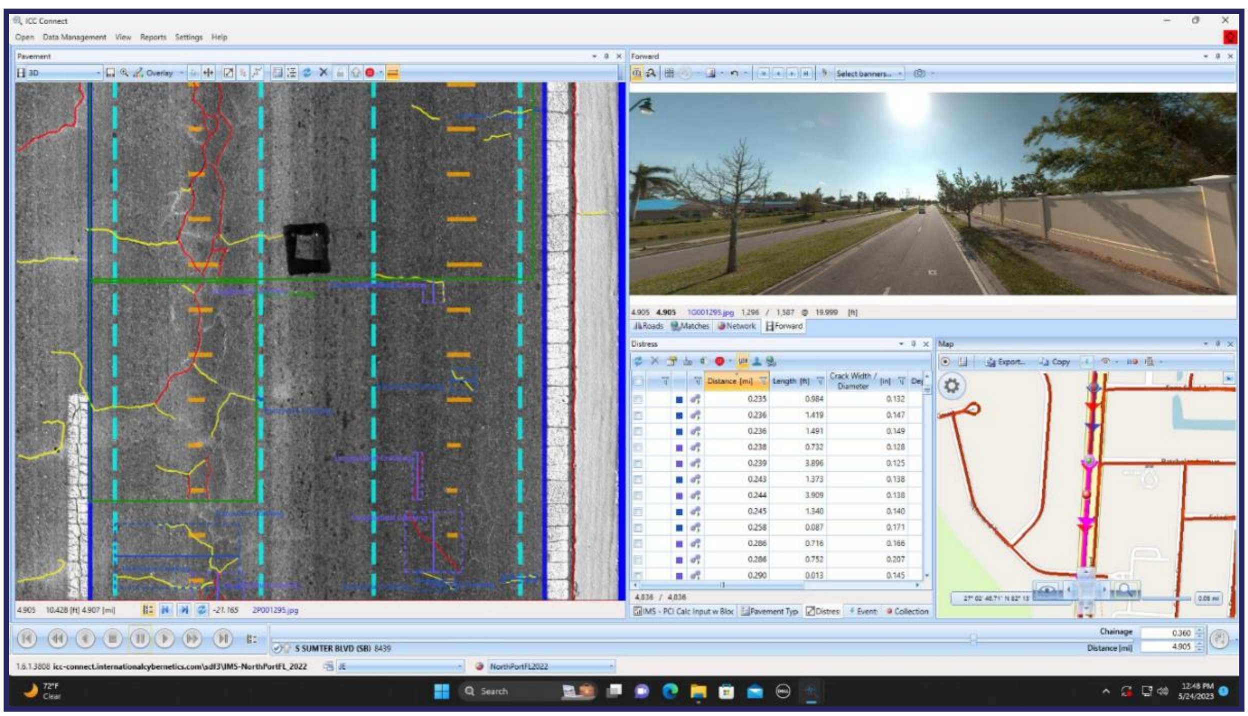


Figure 9 - QC Image from Connect™ Software

To further confirm the accuracy of our condition data, spot checks are conducted on a network-wide basis by both the QC team and engineering staff. These spot checks are carried out on a random selection of road sections across the entire network to verify that the condition data is consistent and accurate. They also help to identify any potential issues that may have been missed during the initial data collection and review process.

Once the QC team and engineering staff have established the integrity of the data, an initial condition spreadsheet with detailed data and summary tables and charts is prepared and submitted for review by the Client. This review process involves a careful examination of the condition data and includes a comprehensive analysis of the data's completeness, accuracy, and consistency before preparing data for import to Community's pavement management system.

3.4 Pavement Condition Survey

The goal of the pavement condition survey is to determine an accurate rating for each pavement section. The process of collecting and assessing data involves both automated and manual observations that originate from the data collected with the IrisPro Pave equipped with LCMS-2 downward imaging lasers, an array of 4k cameras, and trained rating personnel.

Within the "Network Analysis" tab in ESA, IMS has populated values for Surface Distresses, Roughness score, and Strength Rating. These three indices form the foundation on which ESA operates. They allow weighing factors to be uniquely specified for PCI calculation.

Surface Distress Index (SDI)

ASTM D6433 provides a method of categorizing surface distress observations for both asphalt and concrete pavements, based on the extent and severity of distresses along the roadway. The Surface Distress Index (SDI) is used to represent the observed pavement defects on a scale from 0 to 100. However, not all surface distresses are given equal weight. Load-associated distresses (LAD), such as rutting or alligator cracking on asphalt streets, and divided slabs on concrete streets, have a greater impact on the SDI than non-load associated distresses (NLAD), such as raveling or longitudinal and transverse cracking. Even when present in low extents and moderate severity, LAD can significantly decrease the SDI. The SDI inputs are shown in **Figure 10**.

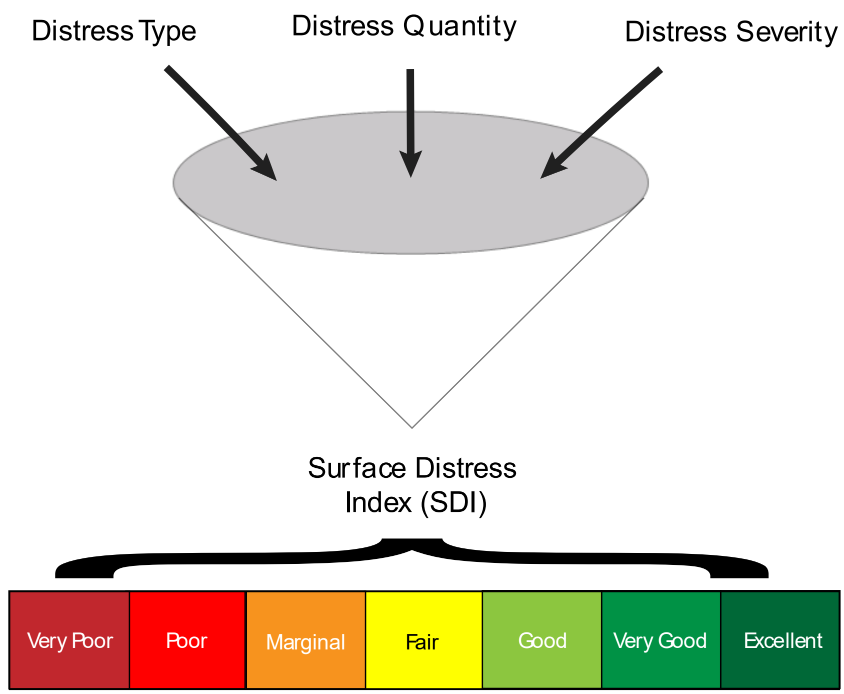


Figure 10 - SDI Inputs and Detailed Scale

ASTM D6433 covers nearly forty unique distress types that may or may not be present in an agency's road network. For that reason, IMS uses a modified approach that collects the most common and relevant and repeatable distresses. The descriptions in **Table 1** outline some of the most common distresses collected for the Community:

Table 1 - Distress Descriptions

Distress Type	Pavement Type	Description	Example
Alligator Cracking	Asphalt	• Quantified by severity and square footage • Caused by the repeated bending from vehicle loads • Propagate from the bottom, meaning that structural failure has occurred • An LAD with significant impact on the condition score, even at low extents	
Rutting	Asphalt	• Caused by the permanent deformation of the pavement and/or subgrade layers • Even in Low densities can have a large impact on the final condition score due to their implication of possible structural failure	
Longitudinal & Transverse Cracking	Asphalt	• Quantified by their length and width • Results from pavement shrinkage due to natural daily and seasonal temperature cycles, construction issues, or other factors	

Roughness Index (RI)

The Roughness Index (RI) provides a quantifiable measure of ride quality, which is determined using the industry-standard ASTM E1926 for calculating the IRI. This value is derived from the longitudinal profile captured by the LCMS as it records the change in elevation over a distance. Once calculated, it is expressed as a slope and reported in millimeters per meter (mm/m). Typical IRI levels for new, older, and damaged pavements are displayed in **Figure 11.** The IRI is lower on average for roads or pavements that are normally used for higher speed travel.

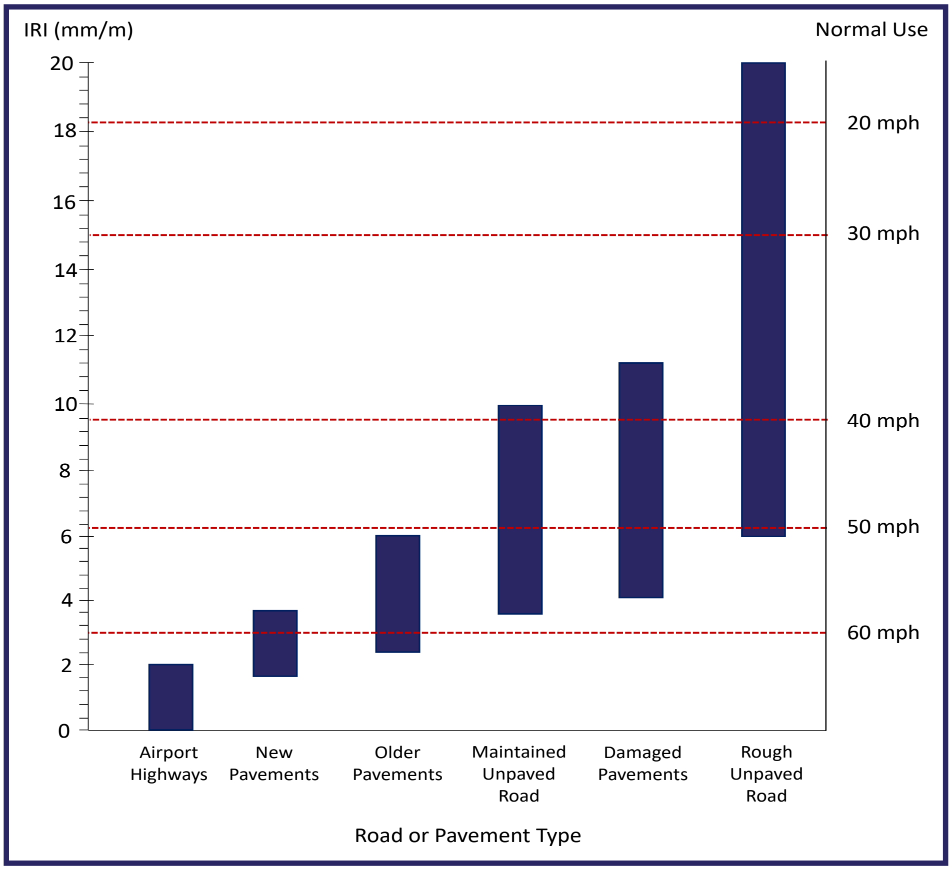


Figure 11 - IRI Scale Definitions

To provide some context, a newly constructed street would typically have an RI value of above 85, whereas a street that requires an overlay would fall within the range of 40 to 70. Lower quality paving practices can lead to a pavement surface with less-than-optimal smoothness, resulting in a low RI value. However, since the distress or imperfection is not caused by severe failures within the pavement structure, the blended PCI value may not be significantly affected.

Structural Index (SI)

Structural adequacy testing was not requested by the Community. Instead, IMS investigated the relationship between the PCI and the number of LAD observed in each pavement section to generate structural indices. Based on this analysis, each section was assigned a rating of Weak, Moderate, or Strong in terms of its strength. These ratings were represented by an SI of 30, 60, or 80, respectively. The established SI was not used in calculating the overall pavement condition score but rather to help determine appropriate rehabilitation strategies based on the pavement strength rating.

Pavement condition index (PCI) – Following the field surveys, the condition data was imported to ESA for calculating the overall PCI. The PCI for each segment was calculated using the following percentages of weighing factors:

PCI = 100% SDI

Table 2 presents each PCI category along with a brief description of the typical distresses and recommended treatments for each.

Table 2 – Pavement Condition Categories

Category	Typical Distresses and M&R Recommendations	PCI Range
Excellent	Like new condition – little to no maintenance required. *Fog Seals and Rejuvenators* Monitor condition or preventive maintenance.	85<PCI≤100
Very Good	Minor cracking, raveling, and other NLAD Routine or preventive maintenance. *E.g., Crack sealing, surface treatment*	70<PCI≤85
Good	Minor to moderate cracking and low severity LAD such as alligator cracking and rutting. Surface treatments with localized repairs and overlays *E.g., Surface treatments, localized surface patching, thin overlay*	60<PCI≤70
Fair	More extensive and severe longitudinal and transverse cracking, as well as moderate severity LAD Localized repairs or major rehabilitation. *E.g., Localized surface and/or full-depth patching, moderate overlays, In-place recycling*	50<PCI≤60
Marginal	Localized high-severity alligator cracking, and rutting Major rehabilitation. *E.g., Localized full-depth patching, mill and overlay, traditional overlay, in-place recycling*	40<PCI≤50
Poor	A greater extent of severe alligator cracking, rutting Major rehabilitation. *E.g., More extensive full-depth patching, mill and overlay, traditional overlay, in-place recycling*	25<PCI≤40
Very Poor	Extensive and severe alligator cracking, more extensive and deeper rutting, and potholes. Major rehabilitation. *E.g., Full-depth reclamation, reconstruction*	0<PCI≤25

3.5 ESA Pavement Management System

The ESA software provides all the functionalities of a standalone software package while being user-friendly. It provides the Community with a tool that can effectively catalog, classify, assess, track, and analyze condition data to aid in the processes of budget planning and pavement rehabilitation.

More specifically the program helps the Community streamline its pavement management by giving structure to the basic information required for a management system:

- Pavement Section Inventory
- Inspection Data
- Pavement Deterioration Modeling
- Rehabilitation Selections & History
- Prioritization
- Work Planning
- Funding Analysis
- Reporting

Pavement Section Inventory

An accurate inventory of all Community-owned streets is necessary to make any determinations, assumptions, or projections within a management system. Individual attributes such as length, width, location, traffic use, surface type, condition, and other factors may be tracked and tied back to a single management segment within ESA. Thereafter, they are given a unique ID within the program. These attributes are critical in determining appropriate rehabilitation activities, prioritizing the management segments within the system, and facilitating placement and sorting during reporting.

Inspection Data

ESA provides the Community with the flexibility to use a blended condition index that can be tailored to meet specific goals and requirements. The inputs for this index rely on inspection data from the field survey. This custom reporting value is built based on various aspects considered while ranking the condition of a pavement. The inputs for this index are derived from inspection data collected during the field survey, including PCI and IRI data. Details on the individual components of the inspection are available earlier in Section 3.0.

Pavement Deterioration Modeling

Inspection data by itself is only capable of representing conditions at the time of collection. Nevertheless, within ESA there are customizable curves that can predict the rate of pavement deterioration based on a streets functional class, pavement type, and strength rating. These deterioration curves are critical in predicting future pavement conditions and determining appropriate rehabilitation strategies. The model assumes that pavements with similar attributes and usage will deteriorate at similar rates. For instance, high volume asphalt arterials that are already in poor condition are expected to deteriorate faster and are represented in **Figure 12** by a purple line. In contrast, low volume concrete local streets are expected to deteriorate slowly and are represented by a blue dashed line.

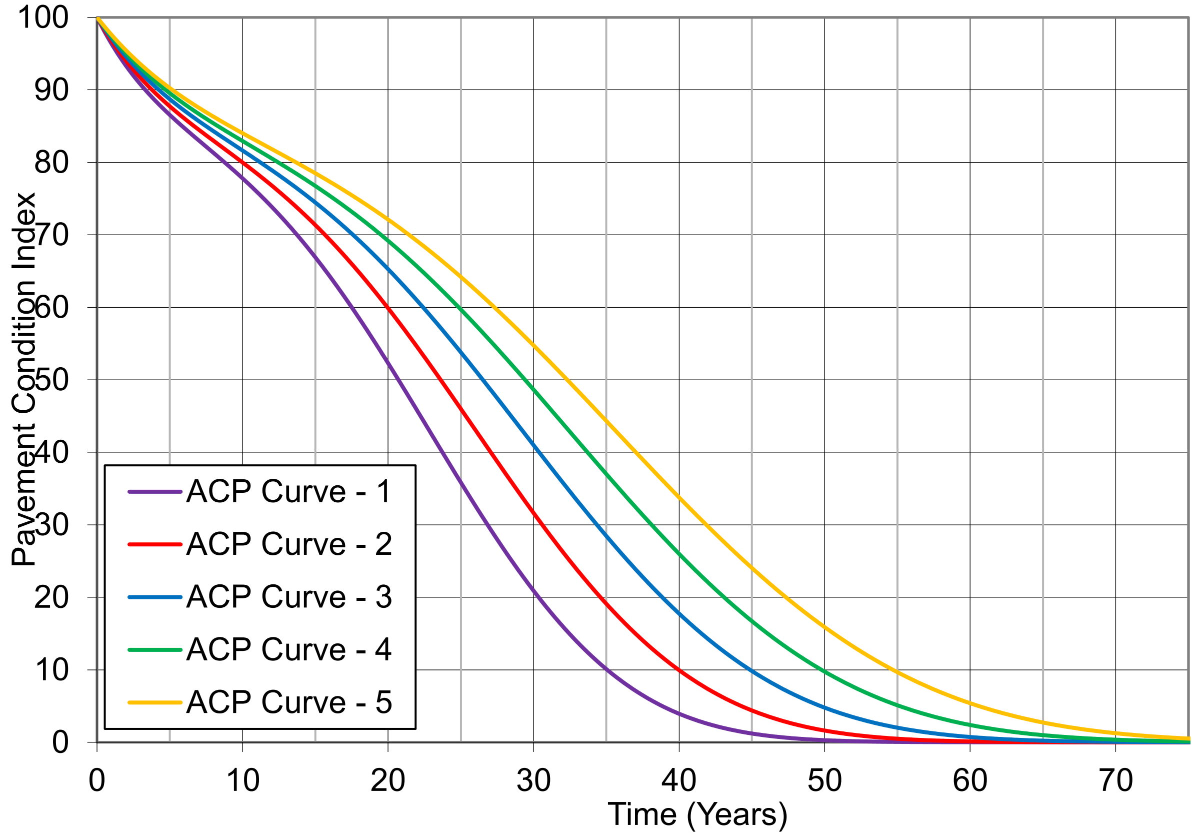


Figure 12 - Asphalt Concrete Pavement (ACP) and Portland Cement Concrete (PCC) Deterioration Curves

Table 3 – Performance Curves

ACP	Weak	Moderate	Strong
Arterial	1	2	3
Collector	2	3	4
Local	3	4	5

Rehabilitation Work Selections & History

ESA uses a set of protocols that allow for activities to be assigned to PCI ranges based on filter criteria that give the Community the ability to create detailed rehabilitation strategy sets for each functional class and pavement type according to the best practices determined for that pavement.

As planned rehabilitation work is completed, a record of the work should be added to the pavement management system. This ensures that conditions are up to date for future selections and creates a repository of information to aid in planning.

Prioritization

Within ESA, the option is available to prioritize pavement projects for rehabilitation based on six main criteria: PCI, Cost of Deferral, Pavement Strength, Pavement Type, Functional Class, and the Area of a segment. Depending on the goals set forth at the beginning of the project, these criteria can be weighted differently based on their definition to create an overall priority factor for a project. Additional details on these factors are available in Section 5.

Project planning

The ability to plan work as needed allows the management program to better reflect the realities of a paving program. Certain constraints may be applied to funds that require their use within a certain year and activities relating to other assets may dictate the time and type of work to be performed. ESA allows for predefined projects to be entered into the management plan to account for work that is known. This ensures that the outcome is consistent with overall Community planning and accurately reflects current funding allocations.

In terms of pavement management efficiency, a program based on worst-first, that is starting at the lowest-rated street and working up towards the highest, does not achieve an optimal expenditure of funds. Generally, under this scenario, agencies cannot sufficiently fund pavement rehabilitation and lose ground despite injecting large amounts of capital into the network.

The preferred basis of rehabilitation candidate selection is to examine the cost of deferral of a street against increased life expectancy.

Funding analysis

The actual process of determining where and when to spend funds is a function of the inputs mentioned in this section. Information from the street section inventory, condition survey, deterioration modeling, rehabilitation activity protocols, prioritization, and project planner are all assessed to predict the potential outcomes of funding scenarios. These can either be goal-based or budget-based. A more detailed description is available in Section 5.0.

Reporting

ESA has the ability to generate basic reports for common data requests through a set of predefined layouts. This allows for quick access to section condition summaries, inspection data, budget scenario summaries, and data charts. The GIS data used to generate this report is also linked to the section summary information to allow for quick and easy visualizations of the data if imported into a GIS utility.

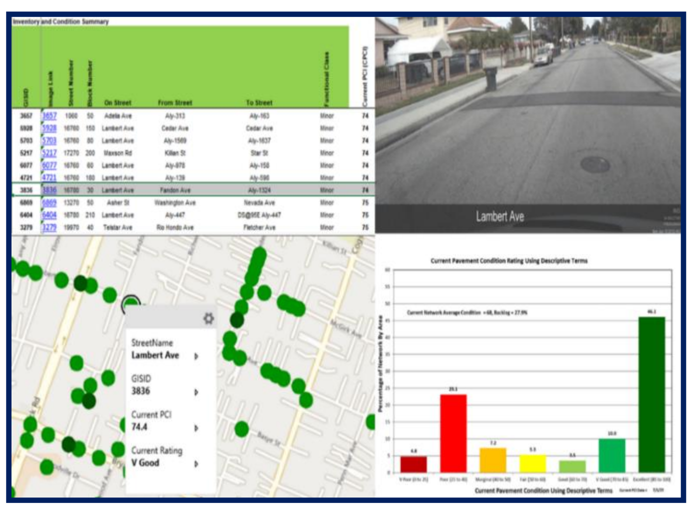


Figure 13 – Example of ESA Data

3.6 ICC Inform Pavement Network Condition Viewer

Included with every IMS pavement management project is an out-of-the-box, user friendly, browser-based image and condition viewer tool called ICC Inform. Inform provides a convenient medium through which the Community may view the imagery collected during the pavement survey. This includes a forward view of the pavement, the downward LCMS view, and a panoramic 360-degree view allowing the Community to view each pavement observation from several perspectives. Lastly, a complete map of the Community will track the location of every pavement image, providing additional context to the individual pavement segments. An example of Inform can be seen in **Figure 14** below.

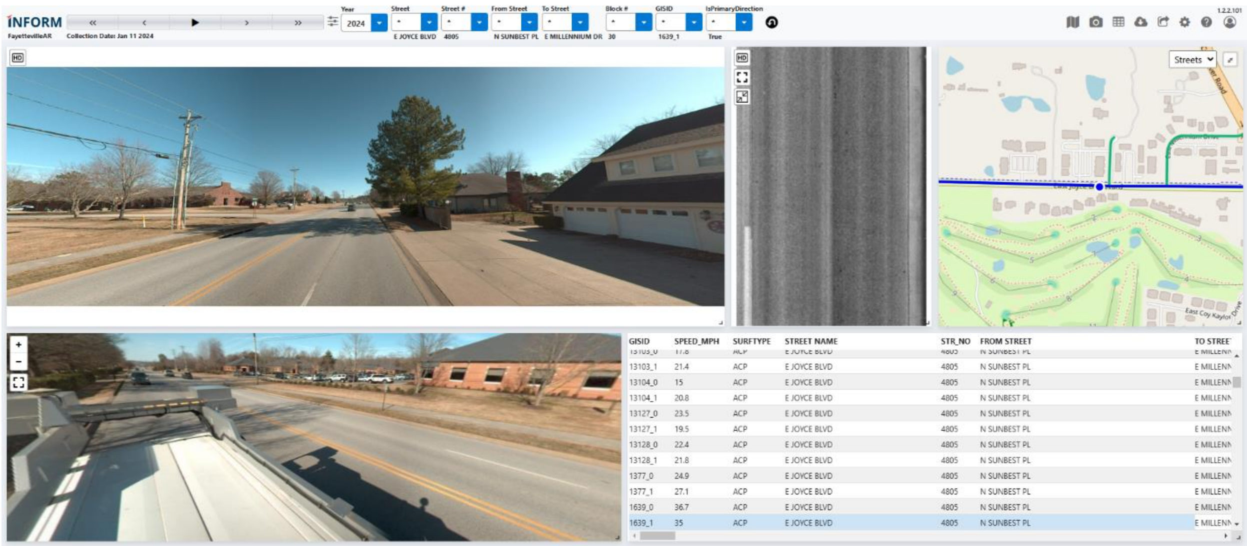


Figure 14 – ICC Inform Image Viewer

The "play" button in the top left of the Inform application provides the user a means to follow the survey vehicle as it drives the Community streets. The drop-down menus in the top-center portion of the screen allow the user to quickly search for a particular street segment by GISID, and to even compare images from multiple years of surveys (if data is available from previous survey years).

The entirety of this proprietary image-viewing application can be accessed through a web browser by following a link that has been provided to the Community staff.

3.7 Summary

This section outlined the fundamental concepts of pavement management and described the implementation process for the Community's pavement management system. The operating parameters of ESA were reviewed, and the inputs provided by the LCMS-2 technology were explained to provide context for calculating PCI, Roughness Index, and Pavement Strength.

4.0 PAVEMENT CONDITION SURVEY RESULTS

This section will review the results of the pavement condition survey performed in November of 2025. The segments were deteriorated using the defined pavement deterioration models to reflect the conditions of the roadways at the time of analysis (January of 2026). This section includes a summary of conditions in the functional classes used in the Community's analysis, followed by a review of network photos taken from the survey vehicle. A series of charts will then summarize the findings of the condition survey and provide an overview of the PCI distribution across the Community's pavement network.

4.1 Community Street Inventory and Condition Summary

The Community of Bear Valley is currently responsible for approximately 95 centerline miles of pavement with an overall PCI of 44 and a backlog of 46%. The following Table 4 presents the Community's inventory and pavement condition breakdown across different functional classes. Detailed information for each management section is available in Appendix A.

Table 4 - Network Inventory Summary by Functional Class and Pavement Type

	Network	Arterial	Collector	Local
Segment (Block) Count	393	163	43	187
Network Length (mi):	95	46	12	37
Average Width (ft):	30	28	25	35
Network Area (yd2):	1,683,822	752,111	175,885	755,826
Current Pavement Condition	44	40	35	50
Current Backlog (%)	46			
Current Roughness Index (RI)	64	67	61	62
Current Structural Index (SI)	0	0	0	0

4.2 Community Network Condition Imagery

The images presented in this section provide a sampling of the Community's streets that fall into various condition categories. A discussion of potential rehabilitation strategies is included for each category.

Very Poor (PCI = 0 to 25) – Complete Reconstruction

Pinedale Drive (PCI = 7) – Rated as Very Poor, this street displays a large quantity of alligator cracking severe enough to suggest that the pavement structure is inadequate for current traffic loads. The rehabilitation of roads in this condition through a mill and overlay is generally ineffective, as the failures usually extend to the bottom of the pavement layer. Streets in this condition require rehabilitation that involves removal and replacement of the asphalt layer, base stabilization, or complete reconstruction based on design requirements.

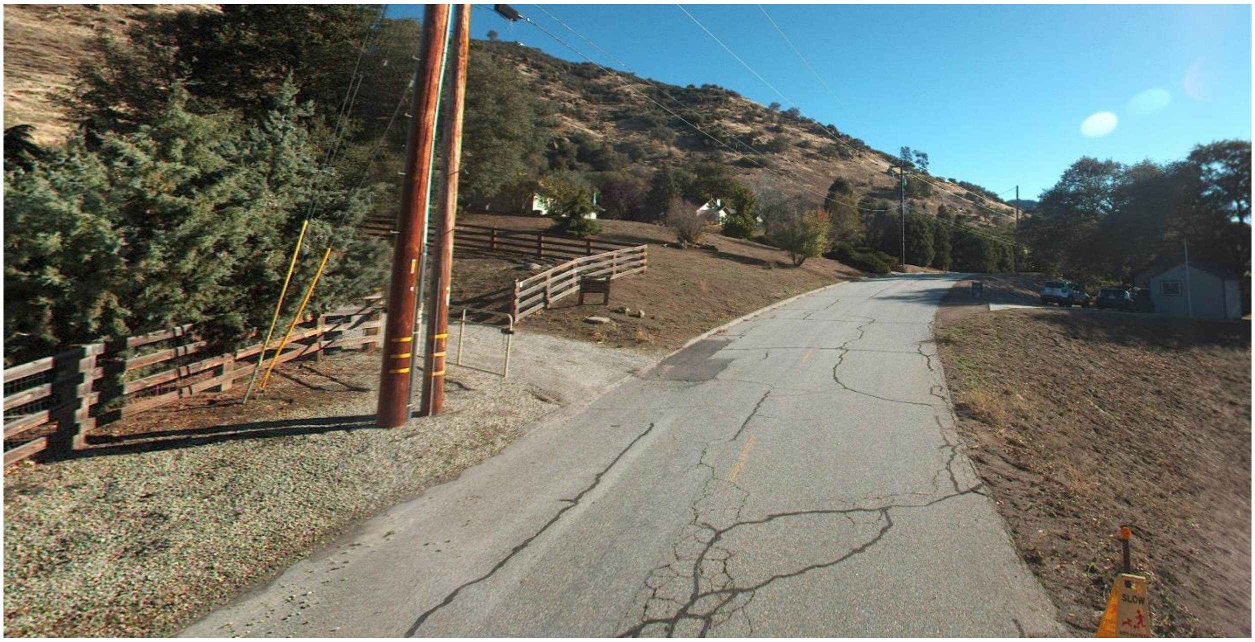
Deferral of reconstruction of streets rated as Very Poor will not cause a substantial decrease in overall pavement quality. The streets have passed the opportunity for overlay-based strategies, meaning that reconstruction, which can be expensive, is the most suitable solution. Thus, Very Poor streets are often deferred in favor of maintaining and rehabilitating more streets at lower costs, resulting in a greater net benefit to the Community. This strategy, however, must be sensitive to citizen complaints that may demand the prioritization of these street repairs. In addition, this type of street can pose a safety hazard for motorists since severe potholes and distortions may develop. It is important to consistently monitor these streets and check for potholes or other structural deficiencies until the street is eventually rebuilt.

Poor (PCI = 25 to 40) – Last Opportunity for Surface and Base Rehabilitation

Lower Valley Road (PCI = 30) – Rated as Poor, this segment still has some remaining life before it becomes a critical reconstruction need. As evident in the imagery, a fair amount of the segment contains alligator cracking. There are also deep longitudinal and transverse cracks, particularly along the edges of the pavement. If left untreated, a partial to full reconstruction would be required within a short period of time.

On heavily trafficked roadways, Poor streets often require partial to full reconstruction. On local roadways, they generally require removal of the pavement surface through grinding or excavation, base repairs, restoration of the curb line and drainage, and then placement of a new surface. These streets can also be good candidates for cold in-place recycling treatments.

Marginal (PCI = 40 to 50) – Thick Overlay



Cumberland Road (PCI = 46) – This street displays transverse and longitudinal cracking across the middle and edges of the pavement. Some, but not all cracks have been sealed. There are sections of alligator cracking dispersed along the segment as well.

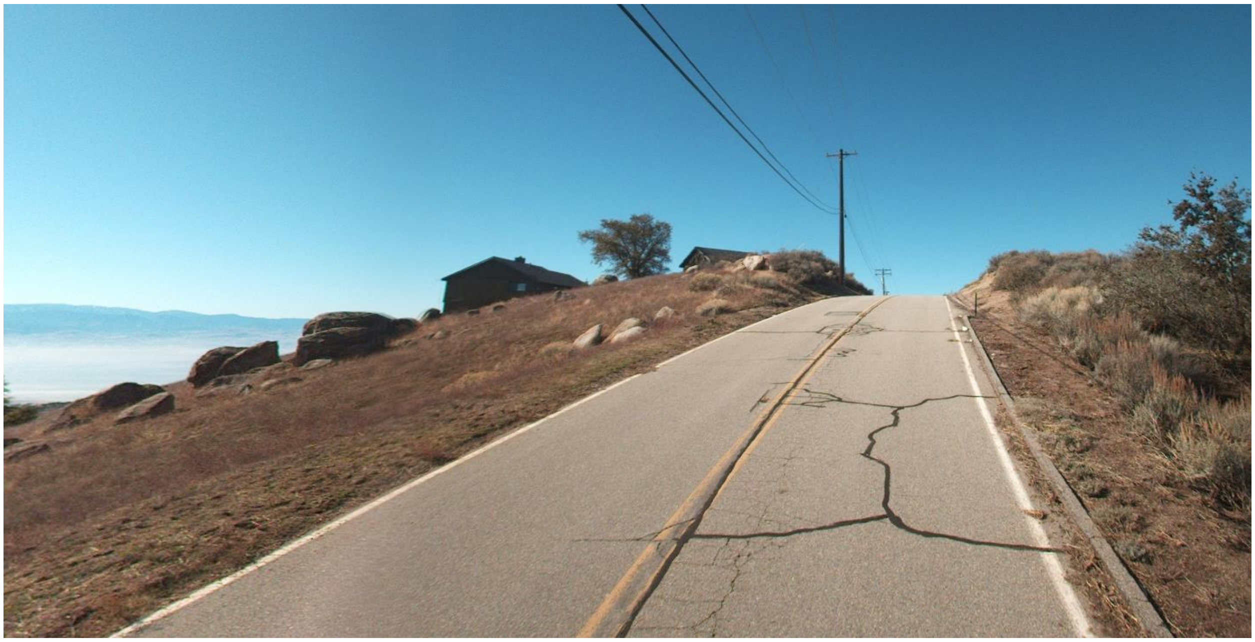
Marginal streets that display high amounts of load associated distresses (LAD) are selected as a high priority for rehabilitation as they generally provide the best cost/benefit ratio to the Community. If left untreated, Marginal streets with high amounts of LAD will deteriorate to become partial reconstruction or recycling candidates. Marginal streets that are failing due to materials issues or non-load associated failures may become suitable candidates for thick overlays or in-place recycling if deferred, without a significant cost increase.

Fair (PCI = 50 to 60) – Moderate Overlay

Greenwater Drive (PCI = 56) – Fair streets have similar characteristics to Marginal streets in that the distresses present tend to be localized and moderate in severity; however, the distresses will predominately be non-load related (i.e., caused by environmental or other factors). This street displays block cracking towards the middle of the pavement. There are moderate amounts of longitudinal and transverse cracking, with some cracks being deep but localized.

Like Marginal streets, Fair streets can provide a good cost/benefit ratio to an agency if addressed with an adequate rehabilitation technique. Stretching the application for surface treatments into this range can pose a cheap alternative to overlays but does not provide the appropriate renewal to the structural capacity of the pavement and may allow load related deterioration to continue unabated.

Good (PCI = 60 to 70) – Surface Treatments



Skyline Drive (PCI = 65) – Rated as Good, the primary cause of deterioration for this street is the longitudinal and transverse cracking. Some, but not all cracks have been previously sealed. The pavement surface could be restored with spot patching to remedy the more heavily distressed areas.

Preventive measures on streets considered Good can have a positive impact on the Community's funding needs. While the expected life of a slurry seal is not as long as that of an overlay, its ability to slow deterioration and relatively low cost can free up funding for streets in worse condition.

Very Good (PCI = 70 to 85) – Surface Treatments and Localized Rehabilitation

Jacaranada Drive (PCI = 79) – Rated as Very Good, this street displays minor amounts of transverse cracking. It is an example of a candidate for preventive maintenance to extend the life of the roadway.

Also, routine maintenance prevents water intrusion by sealing and slowing crack growth. By keeping water out of the base layers, the pavement life is extended without the need for heavier rehabilitations.

Excellent (PCI = 85 to 100)

Bear Valley Road (PCI = 90) – Rated as Excellent, this pavement displays little to no surface distresses. The ride is smooth, and the surface and the base are intact. Excellent roads should be periodically assessed for crack development that would trigger routine maintenance activities such as fog seals and rejuvenators.

4.3 Community Network Condition Distribution

Figure 15 shows the distribution of pavement condition for the roadway network in Bear Valley.

- Less than one percent (0%) of the network can be considered in Excellent condition and should be closely monitored to ensure timely application of early localized preventive measures.
- Approximately thirteen percent (13%) of the network falls into the PCI range considered Very Good. These are roads that benefit most from preventive maintenance techniques, such as spot patching and slurry seals.
- Ten percent (10%) of the streets are rated as Good and may still be candidates for slurry seals or thin overlays.
- Approximately thirty-one percent (31%) of the network can be considered in Fair to Marginal condition and represents candidates for progressively thicker overlay-based rehabilitation. If left untreated, they will decline rapidly into reconstruction candidates.
- Forty-six percent (46%) of the network is rated as Poor or Very Poor, meaning these roadways have deteriorated to the point where surface rehabilitation can no longer restore the pavement to a point of structural adequacy. Rehabilitation of the entire pavement structure is required for these segments.

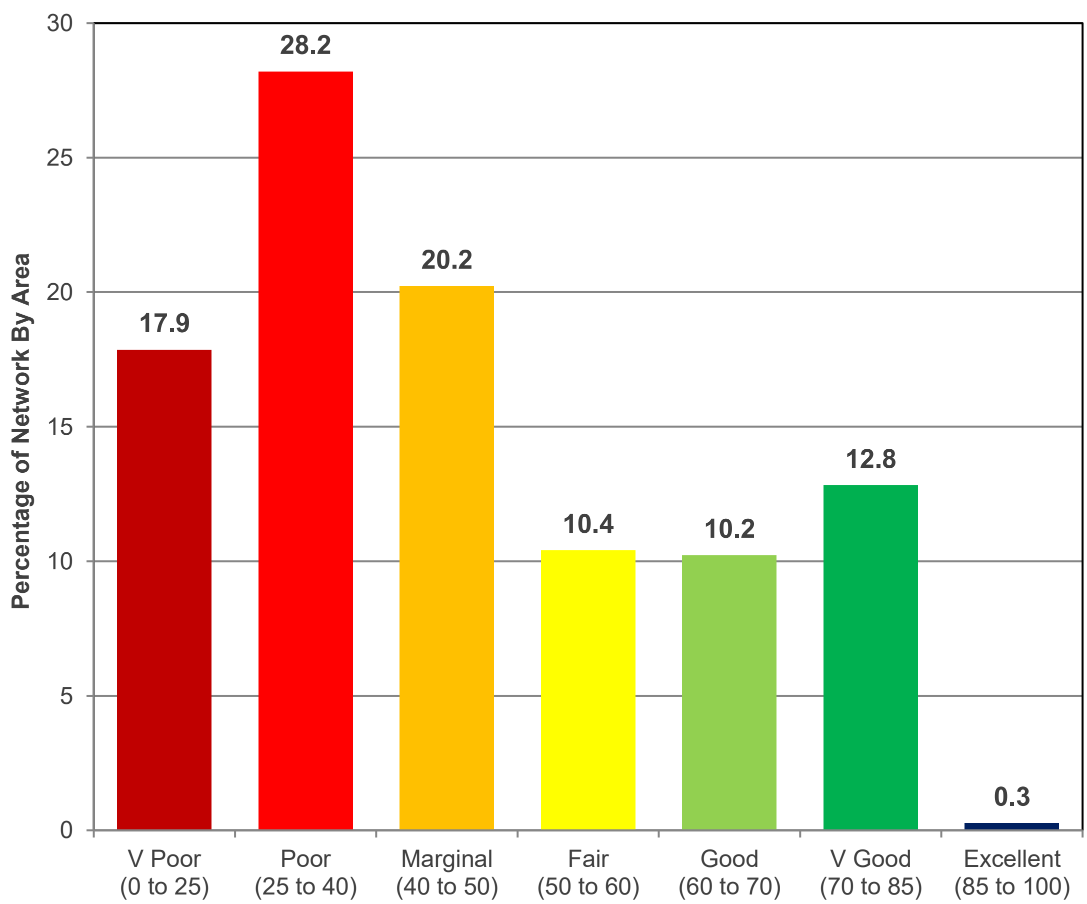


Figure 15 - Roadway Network Present Status Using Descriptive Terms

4.4 Condition By Functional Classification

Analyzing subsets of data in addition to the overall pavement condition can provide a better understanding of where an agency should focus its resources. **Figure 16** displays the distribution of pavement conditions for each functional class.

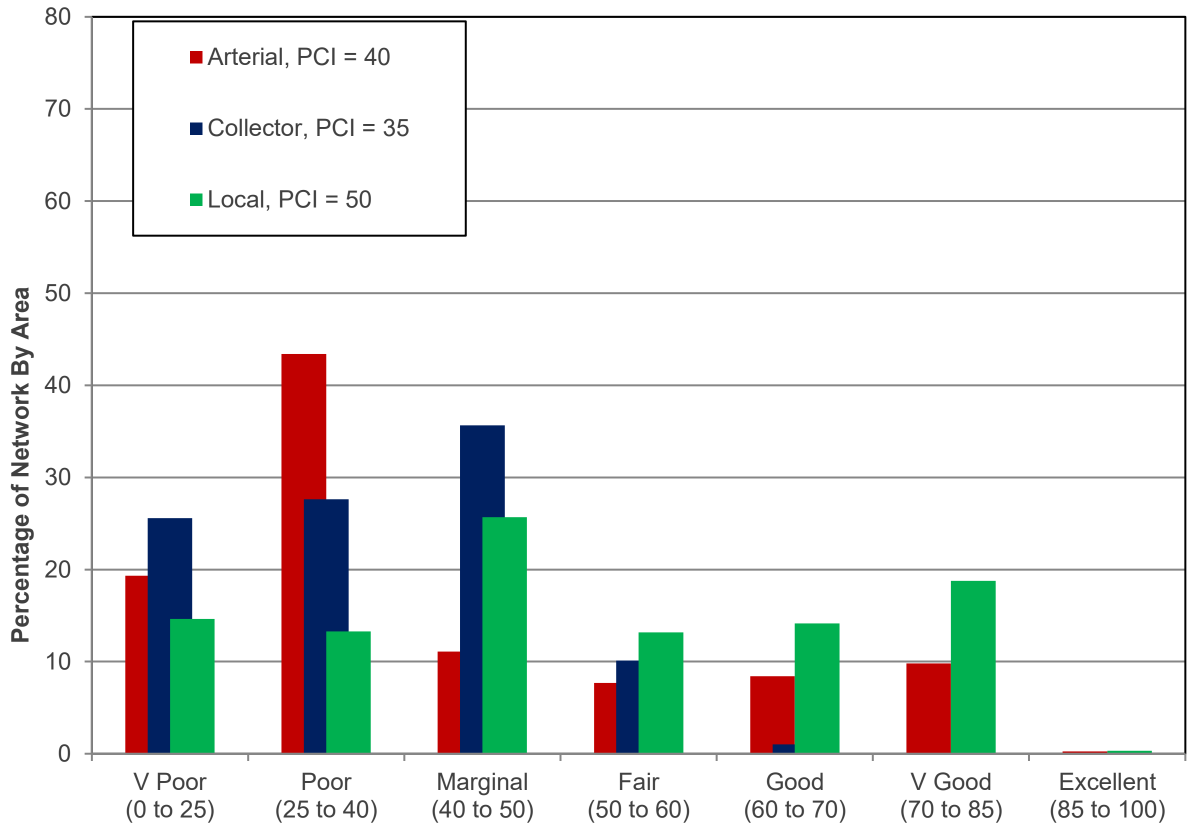


Figure 16 - Condition Rating by Functional Classification

When evaluating the condition of pavement based on the percentage of network it covers, the proportion of each class in the overall network must also be considered. This distribution is illustrated in **Figure 17**. Therefore, the Community should focus its preventive maintenance efforts on the class types that contribute to a greater degree to the overall network.

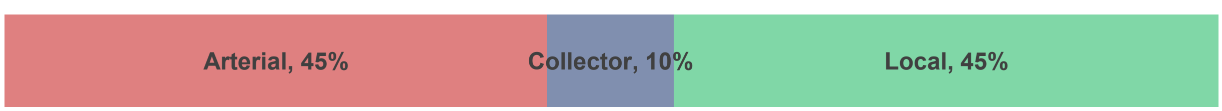


Figure 17 - Functional Classification Distribution By Area

4.5 Summary

Section 4.0 of the report provided a detailed analysis of the results obtained from the pavement condition survey conducted in the Community of Bear Valley. The section covered the functional classifications in the Community and their respective PCI values, which were further illustrated with pavement photographs taken during the survey. Additionally, the section provided a breakdown of the pavement condition distribution for each functional class and pavement type. Overall, the network average PCI for Bear Valley, CA was found to be 44 with a backlog of 46%.

5.0 REHABILITATION PLAN & BUDGET DEVELOPMENT

This section discusses the results of the pavement management analysis that was performed using the ESA pavement management system, starting with an overview of the assumptions that were used when implementing the system, such as the unit rates and the selection methodology for rehabilitation candidates. The subsequent section, **5.2**, details the results of each of the various budget runs, along with their predicted conditions. This is highlighted further through a series of charts that are used to demonstrate the advantages and disadvantages of various funding models.

5.1 Key Analysis Set Points and Assumptions

Pavement management analysis requires user input to complete its condition forecasting and prioritization. A series of operating parameters were developed to create an efficient program that is tailored to the Community's needs.

Selecting Segments for Rehabilitation

The selection of rehabilitation candidates through a worst-first approach or subjective committee input is neither efficient nor cost effective. It is important to establish a set of criteria and determine their importance in the selection process. ESA has defined commonly used criteria within the program that allows different weighting factors to be applied depending on the Community's goals. This approach can lead to more objective and effective selection of rehabilitation candidates.

- **PCI** – As mentioned earlier in this section, the results of the pavement condition survey are used to generate a PCI that ranges from 0-100 where 0 is considered the worst and 100 the best. This factor can be given a higher weight to give greater priority to poor condition streets.
- **Cost of Deferral** – As time passes a pavement will deteriorate and require more costly repairs as it ages. ESA can be configured to prioritize streets nearing the point where this cost increase occurs.
- **Projects and groups** – ESA assigns pavement M&R through the use of projects. Projects are pavements adjacent to one another with the same pavement type, functional class and a similar PCI. Groups are typically designated by entities such as zones, districts, neighborhoods, wards, etc… Grouping projects in ESA allows for all recommended projects within a given entity to occur in the same year, thus minimizing the overhead cost associated with maintenance work deployment and the mobilization of equipment.
- **Pavement Strength** – Through the use of deflection testing or the prevalence of LAD, the relative strength of a pavement can be determined. A prioritization factor can be applied that gives preference to streets that may deteriorate faster in order to apply more cost-effective rehabilitation early in the life cycle.
- **Functional Class** – Generally higher volume streets are given the greatest priority within a program since they serve the most vehicles.
- **Planned or Committed Projects** – When developing the rehabilitation plan, projects that are already scheduled to be completed are taken into consideration. This is done by adjusting the PCI scores to reflect the expected improvement resulting from these projects.

For the Community, the weighting factors for these categories were established with the aim of maximizing the cost savings associated with the concept of deferred maintenance and addressing Weak pavements with lower PCI scores. The goal is to minimize the growth of the backlog.

Rehabilitation Strategies and Unit Rates

The funding requirements for the Community are mainly determined by the rehabilitation strategies and unit rates used in the budget analysis. Table 5 presents a breakdown of the costs associated with different pavement rehabilitation activities and their application.

The parameters to consider when forming rehabilitation strategies include:

- **Rehab Activity** – This includes the assigned identifier and name of each rehabilitation strategy. Various degrees of slurry sealing are outlined to highlight the increasing cost associated with additional patching requirements for lower PCI streets.
- **Min, Max, and Critical PCI** – The PCI range for the application of a specific rehabilitation activity is determined by the Min and Max values that set the upper and lower limits, while the Critical PCI indicates the threshold at which rehabilitation becomes a higher priority to leverage the cost of deferral factor. There can be overlap in the PCI range to allow for further differentiation based on pavement strength.
- **Unit Rates** – The cost of rehabilitation is presented per square yard for each combination of pavement type, functional class, and rehabilitation activity. A base unit rate is set for the lowest assumed cost of a work type, and it is adjusted for each functional class to account for additional work such as traffic control, intersection improvements, landscaping, utility adjustments, and right-of-way (ROW) infrastructure. IMS worked closely with the Community to determine rates that accurately represent the cost of work.

Table 5 – Rehabilitation Rates

Rehab Activity	Base Unit Rate ($/yd2)
Routine Maintenance	0.00
Slurry Seal / Seal Coat	2.25
MicroSurface / Chip Seal	3.10
Edge Mill + Thin Overlay (1.5 - 2.0)	13.75
EM/FWM + Moderate Overlay (2.0 - 3.0)	18.25
FWM + Thick Overlay (> 2.0 - 3.0)	39.03
Surf Recon + Base Rehab / FWM + Strctrl Ptch + Olay	39.50
ACP Full Depth Reconstruction	58.50

5.2 Network Budget Analysis Models

The pavement management analysis using the ESA system involved combining the condition assessment, deterioration model, prioritization factors, and rehabilitation assignments to conduct a budget analysis. With this information, the program can predict the outcomes of different funding levels or suggest the funds necessary to achieve specific goals. To model network trends and estimate the funding levels needed to reach certain condition and distribution targets, IMS conducted an analysis using a series of budgets. The results of this analysis are detailed in this section.

Budget Targets

The following scenarios were generated to forecast the outcomes of the current estimated Community budget compared to Community's target PCI goals over the next five years. The models determine what level of funding may be appropriate going forward. The values for backlog and PCI have been rounded to the nearest whole number to improve legibility. Varying budget figures will have slightly different outcomes that are visible in the charts but may not be completely represented in the legend text.

Five-year Models:

- Bear Valley Budget (Green Line) – This represents the Community's current average annual budget of $0.17M/Yr. dedicated to pavement preservation and rehabilitation. This level of funding will result in a network average PCI score of 34 and a backlog of around 68% after five years.
- Maintain Current Backlog (Red Dashed Line)– The Maintain Current Backlog budget was developed in order to maintain the current backlog of a little under 46% This results in a budget value of $3.5M/Yr. and a PCI of 50 after five years.
- Steady State PCI (Red Line) – This is simply the funds required to maintain the current network average PCI at around 44. The annual budget required to do so is approximately $2.29M/Yr. Backlog will increase to 54% of the network after five years.
- PCI Control (Purple Line) – The PCI Control model determines the funding required to maintain the PCI at a minimum level of 40. This budget is $1.42M/Yr. and will result in a backlog of 59% after five years.
- Backlog Control (Purple Dashed Line) – The Backlog Control budget was developed in order to restrict the backlog at 50% The funding required to achieve this backlog goal is $2.86M/Yr. and will also decrease the PCI to 47 after five years.

The results of the analysis are summarized in **Figure 18**. The x-axis highlights the annual budget, while the y-axis plots the five-year Post Rehab Network Average PCI values. The diagonal blue line is the network trend model developed to show estimated PCI along with a funding range up to $5M/Yr.

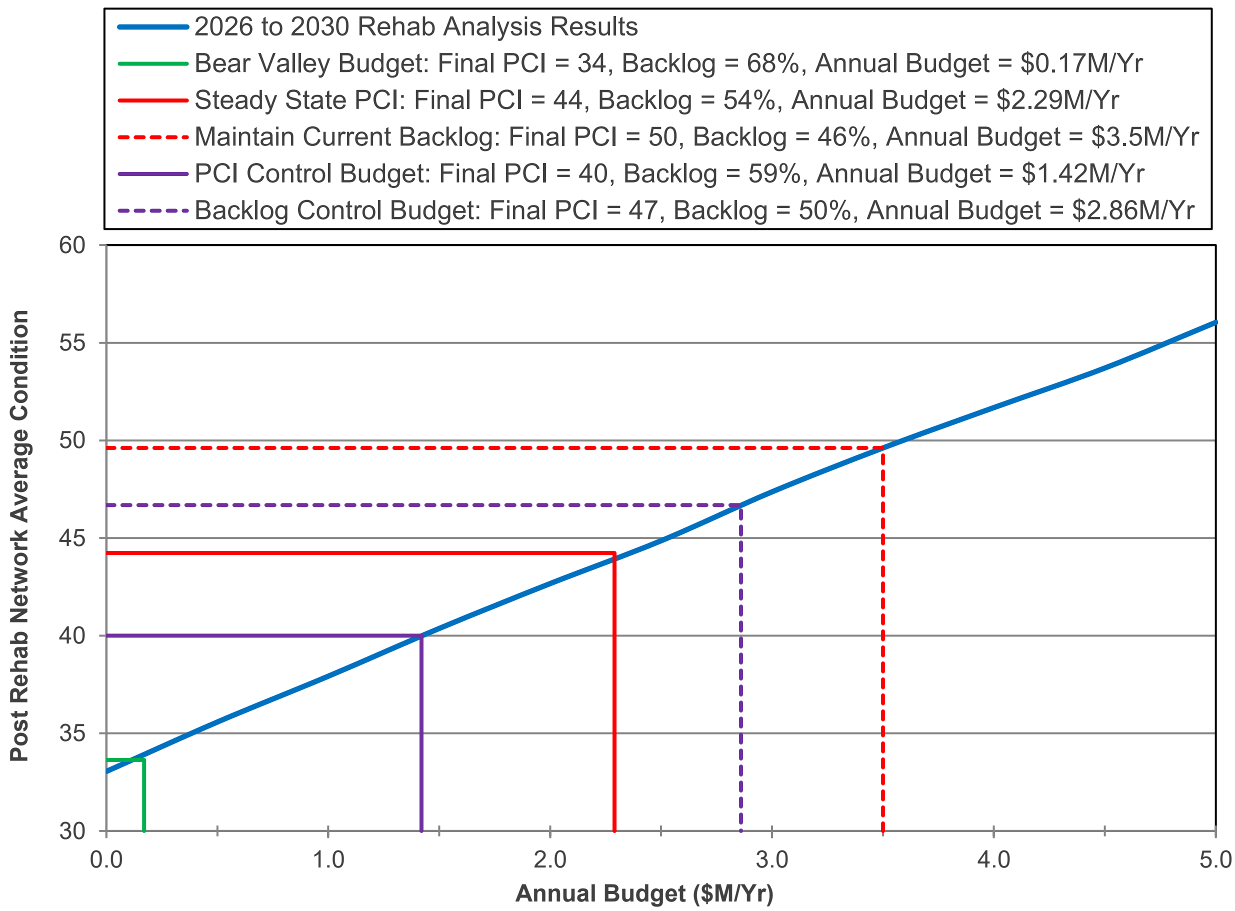


Figure 18 – Five-year Post Rehab Network PCI Analysis Results

Figure 19 presents the resultant network backlog against the annual budget. It is similar to **Figure 18**, but instead of plotting the average PCI score, it displays the total backlog after five years with a blue diagonal line. The Community currently maintains a backlog of 46%. As the backlog grows, the funding required to return to the current level will increase.

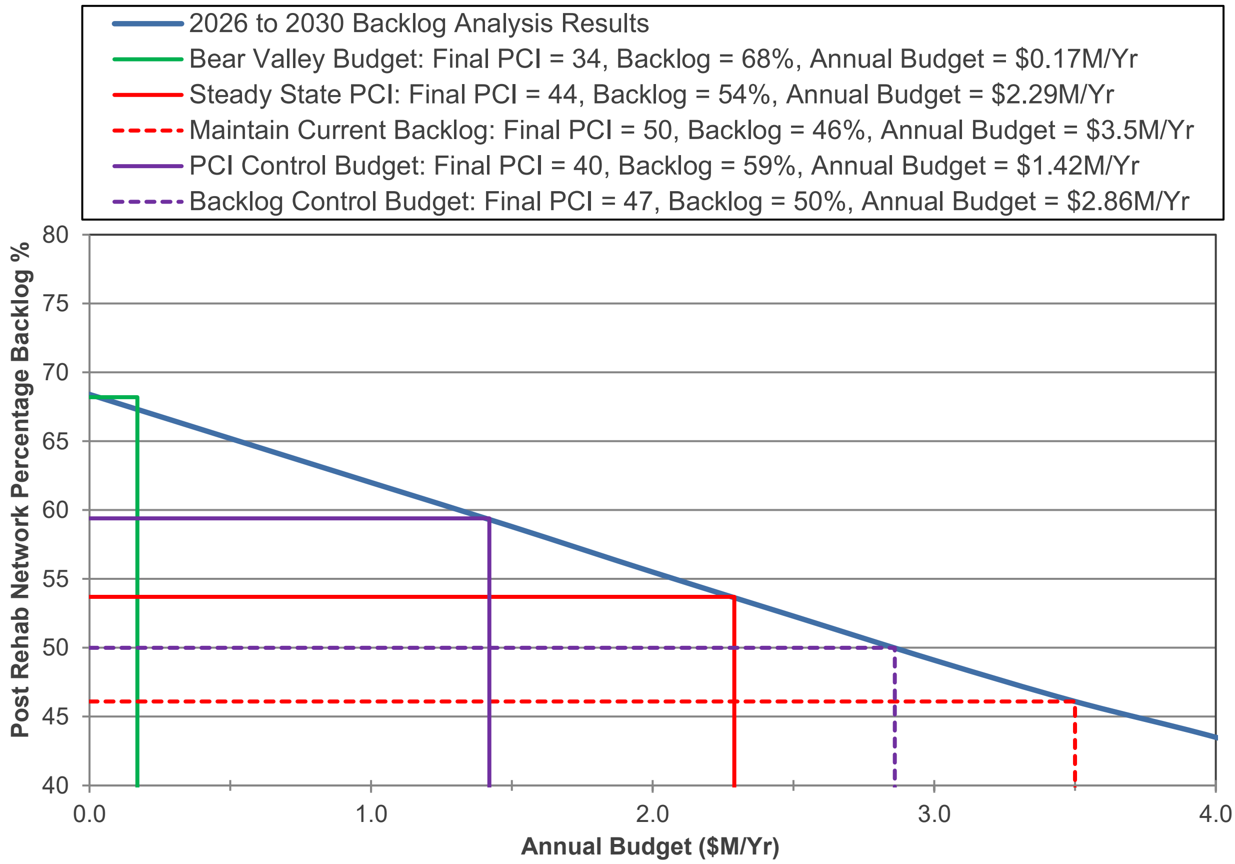


Figure 19 – Five-year Post Rehab Network Backlog Results

Figure 20 presents the analysis results on an annual basis. This shows that if the budget falls below $2.29M/Yr. (Steady State PCI Budget), over time the overall condition of the roads is expected to deteriorate as the backlog grows.

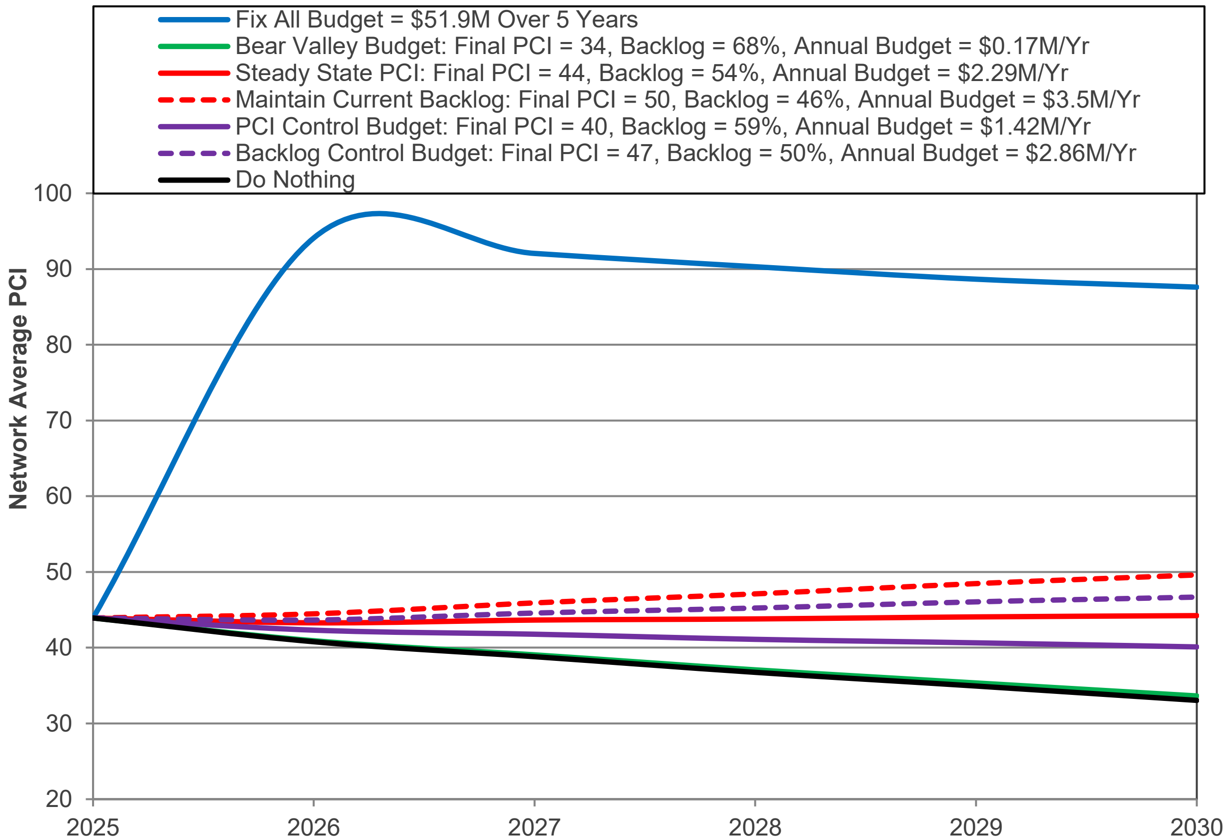


Figure 20 – Five-year Annual PCI

5.3 Post Rehabilitation Condition

Figure 21 compares the percentage of the Community's network area separated into each pavement condition category for two scenarios: the current network average condition (shown in red) and the projected condition in five years with the Community's budget (shown in blue). The analysis shows that if the Community's current budget is maintained, the average PCI is expected to decrease to 34 by the end of the five-year analysis period, and the backlog is projected to decrease to approximately 68%.

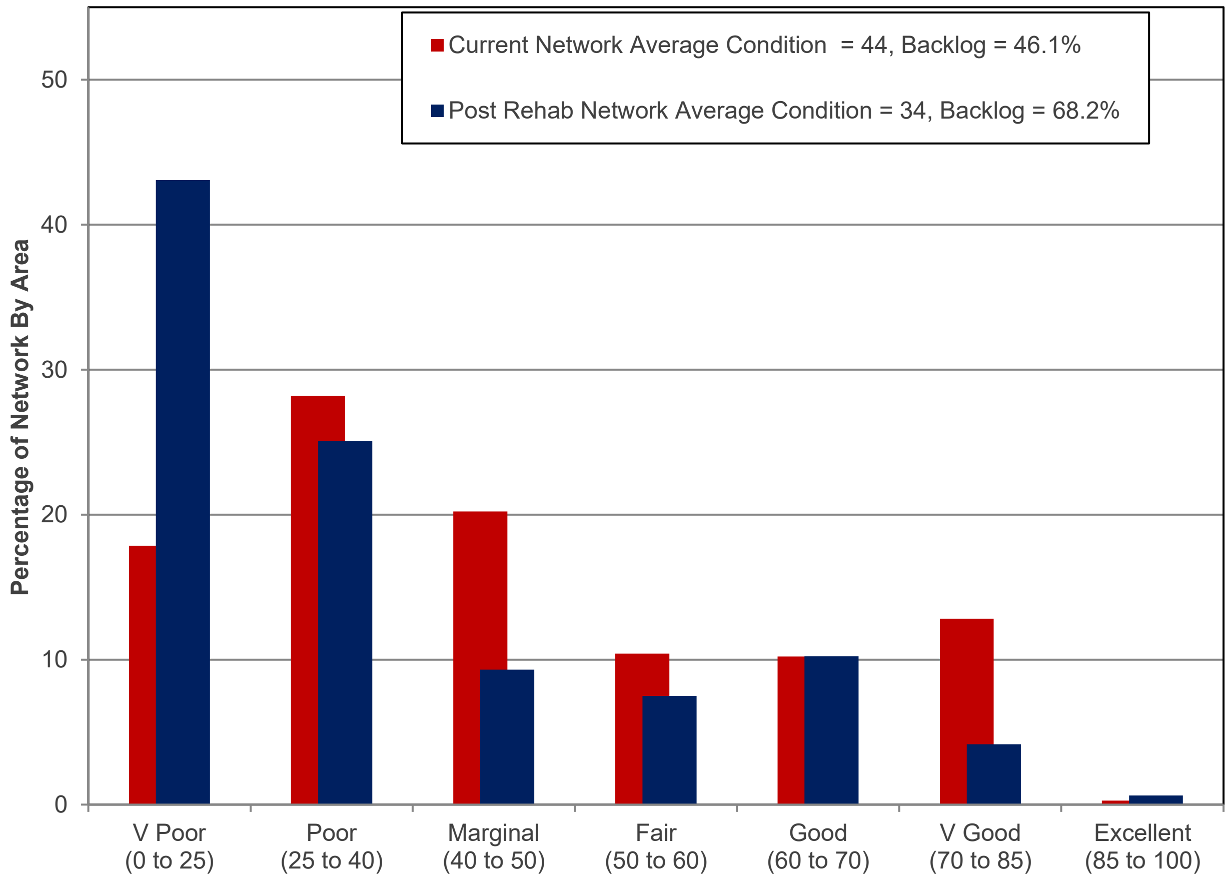


Figure 21 – Comparison of Pavement Condition (Current to 5-year Projection)

5.4 Summary

The pavement analysis models conducted using the ESA program showed that the current annual budget of $0.17M for pavement management would result in negligible change in pavement condition over a period of five years, resulting in a five-year post rehab PCI of 34 and a backlog of 68%. Maintaining the current backlog level at 46% would require an annual budget of approximately $3.5M and result in a PCI of 50.

6.0 PROJECT RECOMMENDATIONS & COMMENTS

6.1 Project Summary and Recommendations

A pavement condition survey was performed in November of 2025 on the full Community pavement network. The results of the condition survey were aggregated into the ESA pavement management system. This system facilitated the creation of a georeferenced pavement inventory, enabled the development of a precise model of the network's current condition and anticipated future deterioration, and provided recommendations for funding to meet various level-of-service goals.

The following broad recommendations are presented to the Community as an output from the pavement analysis and must be read in conjunction with the previous sections.

- The Community should make efforts to keep the ESA spreadsheet up to date.

By maintaining and updating the rehabilitation unit rates, work history of the segments, and accuracy of the inventory, the Community will be able to reliably forecast funding needs for future years. This allows the Community to be proactive in maintaining the condition of the pavement network at an acceptable level.

- The Community should periodically resurvey the pavement network.

Pavement performance over time involves many variables, such as traffic volumes, environmental factors, maintenance timing, and design standards. As these variables change, the rate at which a pavement deteriorates will change with them. The periodic resurvey of pavement conditions allows the Community to track these changes and update models accordingly, ensuring that appropriate rehabilitation measures are being planned.

- The Community should investigate new and additional rehabilitation activities.

Advancements in pavement rehabilitation technology are constantly being made, and it is recommended that the Community periodically update its planned rehabilitation activities in the ESA program to take advantage of these advances.

- The Community should strive to maintain or better its current condition if possible.

Maintaining a pavement network in good condition is more cost-effective than restoring conditions after deterioration. The Community's current pavement network has an overall PCI of 44 with a backlog value of 46%. If the current annual budget of $0.17M is maintained, the models show the PCI will stay at 34 and the backlog will hover around 68% after five years.

6.2 Closing

The IMS Team greatly appreciates the opportunity to work with the Community on this pavement management update. Over the course of this project, the team has observed the Community staff's dedication to offering the best possible service to their community. IMS stands ready to assist the Community with training and technical support as necessary and welcomes the opportunity to work with the Community on future pavement management projects.

Appendix A

Street Inventory and Condition Summary by Segment

Community of Bear Valley, CA

Street Inventory and Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Condition Details: Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1000	ALLEN CT	PINEDALE DR	EOP	Local	Asphalt	128	268	3,987	66	0	59	**50**
1001	AMBERWOOD CT	SKYLINE DR	EOP	Local	Asphalt	8	1,870	2,182	48	14	62	**25**
1002	ANGUS CT	SAN JUAN DR	EOP	Local	Asphalt	20	501	1,151	53	0	59	**61**
1003	AQUA VILLA CT	SOP	CRYSTAL LAKE LN	Local	Asphalt	112	235	3,079	39	0	63	**38**
1004	ARROW CT	SOP	ROLLINGOAK DR	Local	Asphalt	22	1,116	2,812	66	0	61	**62**
1005	ARROYO CT	BEAR VALLEY RD	EOP	Local	Asphalt	38	660	2,926	50	0	63	**54**
1006	ARTESIAN CT	SOP	PARAMOUNT DR	Local	Asphalt	31	1,028	3,680	41	9	58	**33**
1007	BARKES WY	OAKFLAT DR	OAKFLAT DR	Local	Asphalt	21	2,637	6,461	61	0	61	**60**
1008	BASIN HARBOR CT	FAWN WY	CORAL SPRINGS LN	Local	Asphalt	30	587	2,055	77	0	64	**42**
1009	BASIN HARBOR CT	CORAL SPRINGS LN	EOP	Local	Asphalt	27	683	2,151	85	0	61	**55**
1010	BAY CT	BEAR VALLEY RD	EOP	Local	Asphalt	101	545	6,403	58	0	59	**53**
1021	BEAR VALLEY RD	HART DR	BAY CT	Arterial	Asphalt	32	669	2,498	52	30	55	**15**
1036	BEAR VALLEY RD	DS@1148E SAINT ELMO CT	DS@1570S SAINT ELMO CT	Arterial	Asphalt	32	422	1,575	71	27	58	**15**
1019	BEAR VALLEY RD	MARTINGALE WY	SAN JUAN DR	Arterial	Asphalt	26	863	2,618	53	27	56	**17**
1020	BEAR VALLEY RD	SAN JUAN DR	HART DR	Arterial	Asphalt	28	782	2,555	61	23	57	**20**
1024	BEAR VALLEY RD	PUEBLO CT	SERRA PL	Arterial	Asphalt	37	687	2,966	58	25	55	**20**
1037	BEAR VALLEY RD	DS@1570S SAINT ELMO CT	DS@2269S SAINT ELMO CT	Arterial	Asphalt	33	697	2,683	73	22	57	**21**
1016	BEAR VALLEY RD	ARROYO CT	BLACKGOLD WY	Arterial	Asphalt	30	453	1,586	71	20	58	**22**
1022	BEAR VALLEY RD	BAY CT	SORREL CT	Arterial	Asphalt	28	433	1,414	62	19	56	**25**
1025	BEAR VALLEY RD	SERRA PL	PALOMINO DR	Arterial	Asphalt	33	760	2,926	65	19	56	**25**
1040	BEAR VALLEY RD	CUMBERLAND RD	PHEASANT CT	Arterial	Asphalt	31	850	3,074	70	15	58	**27**
1035	BEAR VALLEY RD	SAINT ELMO CT	DS@1148E SAINT ELMO CT	Arterial	Asphalt	33	1,152	4,435	69	16	57	**27**
1033	BEAR VALLEY RD	SENECA WY	COYOTE CT	Arterial	Asphalt	29	276	934	73	13	58	**29**
1023	BEAR VALLEY RD	SORREL CT	PUEBLO CT	Arterial	Asphalt	36	272	1,142	55	15	56	**29**
1038	BEAR VALLEY RD	DS@2269S SAINT ELMO CT	OAKFLAT DR	Arterial	Asphalt	29	732	2,477	74	13	57	**30**
1045	BEAR VALLEY RD	BUTTERCUP CT	EOP	Arterial	Asphalt	44	5,221	26,801	70	8	62	**30**
1011	BEAR VALLEY RD	LOWER VALLEY RD	LOWER VALLEY RD	Arterial	Asphalt	36	2,552	10,718	84	11	57	**32**
1030	BEAR VALLEY RD	SUTTER CT	COLUMBIA WY	Arterial	Asphalt	33	1,120	4,312	75	12	56	**32**
1015	BEAR VALLEY RD	WILLOW PASS DR	ARROYO CT	Arterial	Asphalt	35	738	3,014	76	11	56	**33**
1046	BEAR VALLEY RD	SOP	EOP	Arterial	Asphalt	28	4	0	66	10	57	**33**
1039	BEAR VALLEY RD	OAKFLAT DR	CUMBERLAND RD	Arterial	Asphalt	30	1,424	4,984	68	7	59	**34**
1044	BEAR VALLEY RD	DS@3462E PHEASANT CT	BUTTERCUP CT	Arterial	Asphalt	33	318	0	73	8	58	**34**
1047	BEAR VALLEY RD	SOP	DS@1117W SOP	Arterial	Asphalt	30	1,137	3,980	69	11	52	**37**
1041	BEAR VALLEY RD	PHEASANT CT	DS@799E PHEASANT CT	Arterial	Asphalt	31	799	2,890	68	7	56	**37**
1028	BEAR VALLEY RD	JACARANDA DR	ROWEL CT	Arterial	Asphalt	29	1,285	4,348	72	4	58	**38**

Community of Bear Valley, CA

Street Inventory and Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Condition Details: Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1031	BEAR VALLEY RD	COLUMBIA WY	CHIA CT	Arterial	Asphalt	28	236	771	84	4	55	**41**
1032	BEAR VALLEY RD	CHIA CT	SENECA WY	Arterial	Asphalt	28	516	1,686	84	3	56	**41**
1042	BEAR VALLEY RD	DS@799E PHEASANT CT	DS@1720E PHEASANT CT	Arterial	Asphalt	20	918	2,142	75	2	56	**42**
1034	BEAR VALLEY RD	COYOTE CT	SAINT ELMO CT	Arterial	Asphalt	32	764	2,852	87	0	59	**45**
1029	BEAR VALLEY RD	ROWEL CT	SUTTER CT	Arterial	Asphalt	29	642	2,172	73	0	57	**50**
1014	BEAR VALLEY RD	SILVER CREEK WY	WILLOW PASS DR	Arterial	Asphalt	33	1,345	5,178	88	0	57	**53**
1013	BEAR VALLEY RD	DEERTRAIL DR	SILVER CREEK WY	Arterial	Asphalt	34	1,129	4,478	95	0	60	**54**
1017	BEAR VALLEY RD	BLACKGOLD WY	SAN JUAN DR	Arterial	Asphalt	27	782	2,463	77	0	56	**55**
1012	BEAR VALLEY RD	LOWER VALLEY RD	DEERTRAIL DR	Arterial	Asphalt	28	660	2,156	83	0	58	**57**
1018	BEAR VALLEY RD	SAN JUAN DR	MARTINGALE WY	Arterial	Asphalt	23	983	2,638	87	0	58	**57**
1026	BEAR VALLEY RD	PALOMINO DR	SERRA PL	Arterial	Asphalt	29	350	1,184	75	0	57	**59**
1049	BEAR VALLEY RD	DS@2392E SOP	DS@2507N SOP	Arterial	Asphalt	24	120	336	72	0	58	**72**
1043	BEAR VALLEY RD	DS@1720E PHEASANT CT	DS@3462E PHEASANT CT	Arterial	Asphalt	24	1,740	4,872	60	0	59	**77**
1050	BEAR VALLEY RD	DS@2507N SOP	EOP	Arterial	Asphalt	89	229	2,364	54	0	55	**82**
1048	BEAR VALLEY RD	DS@1117W SOP	DS@2392E SOP	Arterial	Asphalt	24	383	1,072	66	0	57	**83**
1027	BEAR VALLEY RD	SERRA PL	JACARANDA DR	Arterial	Asphalt	32	408	1,523	91	0	55	**90**
1051	BIG SKY CT	SHENANDOAH PL	EOP	Local	Asphalt	34	1,256	4,982	48	9	60	**31**
1052	BLACKGOLD WY	SAN JUAN DR	BEAR VALLEY RD	Local	Asphalt	22	2,412	6,191	76	0	60	**62**
1053	BOWEN CT	WILLOW PASS DR	EOP	Local	Asphalt	23	407	1,092	52	0	68	**59**
1054	BRASSIE CT	LOWER VALLEY RD	EOP	Local	Asphalt	30	410	1,445	58	10	59	**31**
1055	BREECH CT	DART DR	EOP	Local	Asphalt	114	279	3,701	48	0	53	**74**
1056	BRIAN PL	OAKFLAT DR	COLUMBIA WY	Local	Asphalt	24	1,376	3,853	72	5	60	**35**
1057	BUCKBOARD CT	OAKFLAT DR	EOP	Local	Asphalt	198	197	4,542	57	0	54	**76**
1058	BUCKTHORNE CT	SOP	SKYLINE DR	Local	Asphalt	3	2,023	2,360	62	3	63	**34**
1059	BUNKER CT	SOP	CADDY LN	Local	Asphalt	140	83	1,356	28	17	59	**24**
1060	BUTTERCUP CT	BEAR VALLEY RD	EOP	Local	Asphalt	27	638	2,010	53	0	65	**58**
1063	BUTTERFIELD WY	HOMESTEAD WY	LOWER VALLEY RD	Local	Asphalt	24	910	2,548	81	19	57	**24**
1061	BUTTERFIELD WY	SKYLINE DR	HOMESTEAD WY	Local	Asphalt	27	778	2,451	75	0	56	**45**
1062	BUTTERFIELD WY	HOMESTEAD WY	HOMESTEAD WY	Local	Asphalt	25	2,635	7,685	74	0	58	**49**
1064	CABRIOLET CT	TERRITORY WY	EOP	Local	Asphalt	29	694	2,372	50	0	62	**43**
1067	CADDY LN	NIBLICK LN	JAMAICA DUNES DR	Local	Asphalt	30	530	1,855	59	22	61	**17**
1065	CADDY LN	LOWER VALLEY RD	BUNKER CT	Local	Asphalt	25	422	1,231	67	23	59	**18**
1066	CADDY LN	BUNKER CT	NIBLICK LN	Local	Asphalt	28	858	2,803	62	19	61	**20**
1068	CALICO CT	SOP	LOWER VALLEY RD	Local	Asphalt	27	343	1,068	50	0	59	**71**
1069	CAMPGROUND DR	PARAMOUNT DR	EOP	Local	Asphalt	31	1,695	6,072	65	0	63	**48**

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Condition Details: Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1070	CANONERO CT	SOP	PARAMOUNT DR	Local	Asphalt	40	325	1,502	38	21	63	**16**
1071	CANTLE ST	SOP	SERRA PL	Local	Asphalt	32	503	1,901	58	0	63	**63**
1072	CANYON CT	PINEDALE DR	EOP	Local	Asphalt	48	541	3,030	69	0	63	**76**
1073	CEDAR CREEK CT	DEERTRAIL DR	EOP	Local	Asphalt	13	1,019	1,534	59	0	60	**49**
1074	CHATEAU CT	SOP	WILDERNESS WY	Local	Asphalt	71	371	3,077	38	0	63	**54**
1075	CHESTER CT	SOP	DEERTRAIL DR	Local	Asphalt	7	1,401	1,635	65	0	57	**63**
1076	CHIA CT	BEAR VALLEY RD	EOP	Local	Asphalt	78	208	1,893	69	0	56	**84**
1077	CHUKAR CT	SKYLINE DR	EOP	Local	Asphalt	44	1,910	9,827	46	16	61	**23**
1078	CODY CT	SOP	SKYLINE DR	Local	Asphalt	8	752	877	51	1	64	**35**
1079	COLUMBIA CT	COLUMBIA WY	EOP	Local	Asphalt	205	356	8,531	70	0	63	**77**
1082	COLUMBIA WY	SOP	BEAR VALLEY RD	Local	Asphalt	22	2,275	5,839	77	0	59	**47**
1081	COLUMBIA WY	SENECA WY	BRIAN PL	Local	Asphalt	25	332	968	86	0	65	**51**
1084	COLUMBIA WY	COLUMBIA CT	EOP	Local	Asphalt	53	258	1,595	65	0	59	**56**
1083	COLUMBIA WY	BEAR VALLEY RD	COLUMBIA CT	Local	Asphalt	24	580	1,624	68	0	61	**63**
1080	COLUMBIA WY	BEAR VALLEY RD	SENECA WY	Local	Asphalt	25	4,054	11,824	83	0	61	**69**
1086	COOL HAVEN DR	NIBLICK LN	JAMAICA DUNES DR	Local	Asphalt	30	320	1,120	61	22	66	**12**
1085	COOL HAVEN DR	SOP	NIBLICK LN	Local	Asphalt	114	65	863	40	25	56	**19**
1087	CORAL SPRINGS LN	FAWN WY	BASIN HARBOR CT	Local	Asphalt	27	865	2,725	84	0	60	**63**
1088	CORRAL CT	SAN JUAN DR	EOP	Local	Asphalt	78	296	2,683	57	0	59	**62**
1089	COTTONWOOD CT	SOP	SKYLINE DR	Local	Asphalt	19	869	1,926	60	4	62	**34**
1090	COYOTE CT	BEAR VALLEY RD	EOP	Local	Asphalt	226	586	15,451	67	0	62	**77**
1091	CROCKER CT	SOP	DEERTRAIL DR	Local	Asphalt	98	410	4,669	60	0	59	**42**
1092	CRYSTAL LAKE LN	PINEDALE DR	AQUA VILLA CT	Local	Asphalt	26	664	2,014	60	32	59	**9**
1093	CRYSTAL LAKE LN	AQUA VILLA CT	SHORELINE CT	Local	Asphalt	30	415	1,453	62	26	61	**13**
1094	CUB CT	GREENWATER DR	EOP	Local	Asphalt	177	297	6,123	65	0	63	**54**
1095	CUMBERLAND RD	LOWER VALLEY RD	RIDGEVIEW CT	Arterial	Asphalt	27	3,702	11,661	74	22	59	**19**
1100	CUMBERLAND RD	SUNRISE CT	PRAIRIE CT	Arterial	Asphalt	28	1,295	4,230	74	20	58	**22**
1098	CUMBERLAND RD	SADDLEBACK DR	DART DR	Arterial	Asphalt	28	1,204	3,933	72	19	58	**23**
1101	CUMBERLAND RD	PRAIRIE CT	FARGO WY	Arterial	Asphalt	31	939	3,396	76	17	57	**26**
1106	CUMBERLAND RD	FRONTIER WY	BEAR VALLEY RD	Arterial	Asphalt	28	4,538	14,824	74	16	58	**26**
1104	CUMBERLAND RD	FRONTIER WY	SAN JUAN DR	Arterial	Asphalt	27	447	1,408	74	15	58	**27**
1102	CUMBERLAND RD	FARGO WY	SKYLINE DR	Arterial	Asphalt	32	951	3,550	80	16	55	**29**
1096	CUMBERLAND RD	RIDGEVIEW CT	LAKEVIEW DR	Arterial	Asphalt	25	459	1,339	79	11	58	**30**
1103	CUMBERLAND RD	SKYLINE DR	FRONTIER WY	Arterial	Asphalt	31	1,555	5,624	80	12	57	**31**
1097	CUMBERLAND RD	LAKEVIEW DR	SADDLEBACK DR	Arterial	Asphalt	27	235	740	74	4	55	**41**

Street Inventory and Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Condition Details: Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1099	CUMBERLAND RD	DART DR	SUNRISE CT	Arterial	Asphalt	26	2,475	7,508	86	0	59	**46**
1107	CUMBERLAND RD	BEAR VALLEY RD	EOP	Arterial	Asphalt	60	706	4,975	66	0	59	**46**
1105	CUMBERLAND RD	SAN JUAN DR	FRONTIER WY	Arterial	Asphalt	29	1,280	4,331	88	0	62	**56**
1109	DART DR	GOSSETT WY	LAKEVIEW DR	Local	Asphalt	29	2,810	9,507	64	0	58	**59**
1108	DART DR	CUMBERLAND RD	GOSSETT WY	Local	Asphalt	24	2,474	6,927	71	0	55	**77**
1380	DEERTRAIL DR	SOP	DERRICK CT	Arterial	Asphalt	24	2,759	7,725	28	32	57	**11**
1128	DEERTRAIL DR	WILLOW PASS DR	CROCKER CT	Arterial	Asphalt	24	207	580	68	31	56	**12**
1379	DEERTRAIL DR	SOP	DERRICK CT	Arterial	Asphalt	24	2,757	7,720	31	28	57	**15**
1118	DEERTRAIL DR	WINTER CT	MEDICINE BOW CT	Arterial	Asphalt	25	416	1,213	49	23	59	**18**
1117	DEERTRAIL DR	OWL CT	WINTER CT	Arterial	Asphalt	22	262	672	40	21	60	**19**
1132	DEERTRAIL DR	SOP	EOP	Arterial	Asphalt	22	3,838	9,851	68	22	59	**19**
1127	DEERTRAIL DR	SOP	WILLOW PASS DR	Arterial	Asphalt	25	748	2,182	65	24	56	**20**
1130	DEERTRAIL DR	FAWN WY	RAND CT	Arterial	Asphalt	24	1,199	3,357	74	23	56	**20**
1129	DEERTRAIL DR	CROCKER CT	FAWN WY	Arterial	Asphalt	24	601	1,683	79	23	55	**22**
1375	DEERTRAIL DR	SOP	DERRICK CT	Arterial	Asphalt	23	1,903	5,106	40	17	59	**24**
1378	DEERTRAIL DR	SOP	DERRICK CT	Arterial	Asphalt	27	2,763	8,703	36	17	59	**24**
1399	DEERTRAIL DR	STARLAND DR	PARAMOUNT DR	Arterial	Asphalt	26	3,333	10,110	72	17	59	**24**
1131	DEERTRAIL DR	RAND CT	BEAR VALLEY RD	Arterial	Asphalt	24	427	1,196	73	17	59	**24**
1381	DEERTRAIL DR	SOP	DERRICK CT	Arterial	Asphalt	25	2,794	8,149	37	18	57	**25**
1400	DEERTRAIL DR	STARLAND DR	PARAMOUNT DR	Arterial	Asphalt	24	3,366	9,425	63	15	59	**26**
1383	DEERTRAIL DR	SOP	DERRICK CT	Arterial	Asphalt	28	2,755	9,000	45	12	62	**26**
1120	DEERTRAIL DR	GOLDSPIKE RD	CEDAR CREEK CT	Arterial	Asphalt	23	625	1,677	70	6	67	**27**
1373	DEERTRAIL DR	SOP	DERRICK CT	Arterial	Asphalt	25	854	2,491	40	14	59	**27**
1116	DEERTRAIL DR	TEAL CT	OWL CT	Arterial	Asphalt	22	3,026	7,767	58	7	65	**28**
1123	DEERTRAIL DR	GOLDSPIKE RD	SURREY WY	Arterial	Asphalt	24	1,693	4,740	59	9	63	**28**
1119	DEERTRAIL DR	MEDICINE BOW CT	GOLDSPIKE RD	Arterial	Asphalt	20	2,984	6,963	52	10	62	**28**
1377	DEERTRAIL DR	SOP	DERRICK CT	Arterial	Asphalt	25	2,629	7,668	34	13	57	**30**
1124	DEERTRAIL DR	SURREY WY	SPRINGWOOD CT	Arterial	Asphalt	24	484	1,355	70	5	65	**30**
1122	DEERTRAIL DR	SURREY WY	GOLDSPIKE RD	Arterial	Asphalt	23	1,370	3,676	51	6	63	**31**
1115	DEERTRAIL DR	STARLAND DR	TEAL CT	Arterial	Asphalt	26	3,117	9,455	54	4	64	**32**
1125	DEERTRAIL DR	SPRINGWOOD CT	STARLAND DR	Arterial	Asphalt	24	2,021	5,659	51	1	63	**36**
1376	DEERTRAIL DR	SOP	DERRICK CT	Arterial	Asphalt	21	2,739	6,711	40	5	57	**38**
1113	DEERTRAIL DR	CHESTER CT	EL CAMINO RD	Arterial	Asphalt	26	2,229	6,761	50	0	60	**46**
1112	DEERTRAIL DR	HAZELWOOD CT	CHESTER CT	Arterial	Asphalt	23	1,355	3,636	40	0	61	**47**
1121	DEERTRAIL DR	CEDAR CREEK CT	SURREY WY	Arterial	Asphalt	22	1,114	2,859	58	0	64	**51**

Community of Bear Valley, CA

Street Inventory and Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Condition Details: Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1111	DEERTRAIL DR	DERRICK CT	HAZELWOOD CT	Arterial	Asphalt	23	1,756	4,712	56	0	58	**64**
1114	DEERTRAIL DR	EL CAMINO RD	STARLAND DR	Arterial	Asphalt	22	2,834	7,274	72	0	55	**75**
1374	DEERTRAIL DR	SOP	DERRICK CT	Arterial	Asphalt	29	133	450	38	0	55	**88**
1133	DERRICK CT	SOP	DEERTRAIL DR	Local	Asphalt	46	880	4,743	51	0	51	**79**
1134	DIAMOND CT	JACARANDA DR	EOP	Local	Asphalt	31	1,781	6,379	52	3	62	**35**
1135	ECHO CT	SOP	SUNLAND WY	Local	Asphalt	41	275	1,325	36	19	58	**23**
1137	EL CAMINO RD	DS@4715N DEERTRAIL DR	EOP	Local	Asphalt	21	1,602	3,925	46	15	64	**20**
1136	EL CAMINO RD	DEERTRAIL DR	DS@4715N DEERTRAIL DR	Local	Asphalt	21	4,737	11,606	46	16	61	**23**
1138	EL RANCHO DR	SOP	DS@2341S SOP	Collector	Asphalt	21	2,324	5,694	65	19	62	**19**
1139	EL RANCHO DR	DS@2341S SOP	JACARANDA DR	Collector	Asphalt	22	5,282	13,557	69	4	63	**32**
1140	ELK CT	SOP	JACARANDA DR	Local	Asphalt	17	391	780	40	0	57	**43**
1141	FARGO CT	SOP	FARGO WY	Local	Asphalt	184	107	2,301	62	0	59	**74**
1142	FARGO WY	CUMBERLAND RD	FARGO CT	Local	Asphalt	21	1,088	2,666	74	0	59	**77**
1143	FARGO WY	FARGO CT	SKYLINE DR	Local	Asphalt	23	1,298	3,483	77	0	58	**81**
1147	FAWN WY	PEBBLE BEACH LN	GOLFARI CT	Local	Asphalt	28	807	2,636	66	27	65	**8**
1146	FAWN WY	PEBBLE BEACH LN	PEBBLE BEACH LN	Local	Asphalt	31	1,095	3,960	72	25	67	**8**
1145	FAWN WY	BASIN HARBOR CT	PEBBLE BEACH LN	Local	Asphalt	27	640	2,016	59	28	63	**9**
1144	FAWN WY	CORAL SPRINGS LN	BASIN HARBOR CT	Local	Asphalt	26	515	1,562	69	25	63	**12**
1148	FAWN WY	GOLFARI CT	LOWER VALLEY RD	Local	Asphalt	27	624	1,966	68	18	63	**19**
1149	FAWN WY	LOWER VALLEY RD	DEERTRAIL DR	Local	Asphalt	23	935	2,509	65	0	51	**86**
1150	FIRE CT	LOWER VALLEY RD	EOP	Local	Asphalt	33	658	2,549	62	0	62	**40**
1151	FLATIRON CT	ROLLINGOAK DR	EOP	Local	Asphalt	63	945	6,968	60	0	59	**59**
1402	FOX RIDGE CT	SOP	SUNLAND WY	Local	Asphalt	22	2,727	6,999	52	22	58	**20**
1401	FOX RIDGE CT	SOP	SUNLAND WY	Local	Asphalt	21	2,665	6,374	50	21	58	**21**
1153	FRONTIER WY	CUMBERLAND RD	CUMBERLAND RD	Local	Asphalt	21	2,497	6,118	63	0	63	**58**
1154	GARCES CT	SOP	GREENWATER DR	Local	Asphalt	68	213	1,692	54	0	62	**51**
1155	GARCES CT	GREENWATER DR	ROLLINGOAK DR	Local	Asphalt	25	811	2,365	82	0	58	**59**
1404	GOLDSPIKE RD	DEERTRAIL DR	DEERTRAIL DR	Collector	Asphalt	26	2,698	8,184	48	0	60	**41**
1403	GOLDSPIKE RD	DEERTRAIL DR	DEERTRAIL DR	Collector	Asphalt	22	2,712	6,961	48	0	61	**49**
1157	GOLFARI CT	FAWN WY	EOP	Local	Asphalt	81	155	1,461	33	7	60	**32**
1158	GOSSETT WY	LAKEVIEW DR	DART DR	Local	Asphalt	23	544	1,460	75	0	57	**84**
1164	GREENWATER DR	STINE CT	CUB CT	Collector	Asphalt	29	296	1,001	66	27	61	**12**
1165	GREENWATER DR	CUB CT	DEERTRAIL DR	Collector	Asphalt	25	632	1,843	57	26	55	**19**
1163	GREENWATER DR	SOP	STINE CT	Collector	Asphalt	26	1,613	4,893	67	20	56	**24**
1162	GREENWATER DR	DS@1011E STEVENS CT	EOP	Collector	Asphalt	24	1,119	3,133	74	10	57	**33**

Community of Bear Valley, CA

Street Inventory and Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Condition Details: Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1160	GREENWATER DR	SOP	STEVENS CT	Collector	Asphalt	28	960	3,136	77	0	57	**43**
1159	GREENWATER DR	GARCES CT	ROLLINGOAK DR	Collector	Asphalt	25	1,745	5,090	77	0	60	**53**
1161	GREENWATER DR	STEVENS CT	DS@1011E STEVENS CT	Collector	Asphalt	23	1,007	2,702	77	0	61	**56**
1166	HALE CT	SAN JUAN DR	EOP	Local	Asphalt	40	431	1,996	82	0	57	**83**
1167	HART DR	BEAR VALLEY RD	EOP	Local	Asphalt	42	669	3,239	61	0	59	**60**
1168	HAZELWOOD CT	SOP	DEERTRAIL DR	Local	Asphalt	17	1,198	2,418	40	25	60	**15**
1169	HEATHER CT	SOP	ROLLINGOAK DR	Local	Asphalt	18	882	1,801	60	0	59	**55**
1170	HIGH ROCK CT	SOP	JACARANDA DR	Local	Asphalt	20	531	1,239	44	0	59	**42**
1171	HILLSIDE CT	SKYLINE DR	EOP	Local	Asphalt	23	2,000	5,250	49	9	63	**28**
1172	HOMESTEAD WY	BUTTERFIELD WY	BUTTERFIELD WY	Local	Asphalt	22	1,866	4,789	74	0	59	**70**
1173	HORIZON CT	SOP	SKYLINE DR	Local	Asphalt	14	2,834	4,761	57	5	63	**32**
1174	IRONWOOD CT	SOP	JACARANDA DR	Local	Asphalt	31	1,597	5,721	68	0	61	**41**
1177	JACARANDA DR	DIAMOND CT	ELK CT	Arterial	Asphalt	24	214	599	80	13	60	**27**
1395	JACARANDA DR	IRONWOOD CT	TIARA CT	Arterial	Asphalt	24	2,622	7,342	78	10	57	**33**
1178	JACARANDA DR	ELK CT	SANDPIPER CT	Arterial	Asphalt	24	1,211	3,391	81	3	60	**37**
1176	JACARANDA DR	EL RANCHO DR	DIAMOND CT	Arterial	Asphalt	24	2,412	6,754	78	1	61	**38**
1175	JACARANDA DR	IRONWOOD CT	EL RANCHO DR	Arterial	Asphalt	24	1,765	4,942	66	0	60	**43**
1396	JACARANDA DR	IRONWOOD CT	TIARA CT	Arterial	Asphalt	28	1,880	6,141	71	0	56	**44**
1185	JACARANDA DR	REMINGTON CT	HIGH ROCK CT	Arterial	Asphalt	25	563	1,642	78	0	59	**50**
1179	JACARANDA DR	SANDPIPER CT	KEENE CT	Arterial	Asphalt	23	225	604	72	0	56	**51**
1189	JACARANDA DR	PALOMINO DR	BEAR VALLEY RD	Arterial	Asphalt	25	589	1,718	75	0	61	**52**
1394	JACARANDA DR	IRONWOOD CT	TIARA CT	Arterial	Asphalt	24	2,634	7,375	79	0	58	**57**
1188	JACARANDA DR	TIARA CT	PALOMINO DR	Arterial	Asphalt	28	1,881	6,145	71	0	58	**59**
1181	JACARANDA DR	WINCHESTER CT	STIRRUP WY	Arterial	Asphalt	22	1,398	3,588	80	0	60	**65**
1180	JACARANDA DR	KEENE CT	WINCHESTER CT	Arterial	Asphalt	23	1,259	3,378	81	0	59	**69**
1186	JACARANDA DR	HIGH ROCK CT	EOP	Arterial	Asphalt	25	50	146	77	0	62	**74**
1183	JACARANDA DR	RIFLE CT	TERRITORY WY	Arterial	Asphalt	24	2,682	7,510	86	0	63	**78**
1182	JACARANDA DR	STIRRUP WY	RIFLE CT	Arterial	Asphalt	27	1,780	5,607	83	0	59	**79**
1184	JACARANDA DR	TERRITORY WY	REMINGTON CT	Arterial	Asphalt	25	346	1,009	81	0	63	**83**
1191	JAMAICA DUNES DR	COOL HAVEN DR	CADDY LN	Local	Asphalt	32	1,886	7,041	67	16	61	**23**
1190	JAMAICA DUNES DR	LOWER VALLEY RD	COOL HAVEN DR	Local	Asphalt	33	397	1,528	66	17	59	**24**
1193	JAMAICA DUNES DR	MASHIE CT	RYDER CUP LN	Local	Asphalt	30	1,227	4,295	62	13	62	**25**
1192	JAMAICA DUNES DR	CADDY LN	MASHIE CT	Local	Asphalt	27	374	1,178	61	14	61	**25**
1194	JAMAICA DUNES DR	RYDER CUP LN	PINEDALE DR	Local	Asphalt	28	736	2,404	65	0	63	**39**
1195	KEENE CT	JACARANDA DR	EOP	Local	Asphalt	31	678	2,430	50	0	61	**60**

Community of Bear Valley, CA

Street Inventory and Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Condition Details: Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1196	KNIGHT CT	SOP	LOWER VALLEY RD	Local	Asphalt	73	972	8,324	66	0	59	**49**
1197	LAKEVIEW DR	CUMBERLAND RD	GOSSETT WY	Local	Asphalt	23	2,408	6,461	66	0	59	**49**
1198	LAKEVIEW DR	GOSSETT WY	DART DR	Local	Asphalt	27	3,009	9,478	71	0	58	**79**
1213	LOWER VALLEY RD	SKYLINE DR	BUTTERFIELD WY	Arterial	Asphalt	27	2,048	6,451	83	38	54	**8**
1202	LOWER VALLEY RD	JAMAICA DUNES DR	BRASSIE CT	Arterial	Asphalt	25	459	1,339	73	24	59	**17**
1215	LOWER VALLEY RD	PINEDALE DR	CALICO CT	Arterial	Asphalt	30	2,031	7,109	70	19	59	**22**
1201	LOWER VALLEY RD	TIMBERLINE WY	JAMAICA DUNES DR	Arterial	Asphalt	28	221	722	75	16	60	**24**
1203	LOWER VALLEY RD	BRASSIE CT	KNIGHT CT	Arterial	Asphalt	27	598	1,884	79	16	59	**25**
1209	LOWER VALLEY RD	ROLLINGOAK DR	FAWN WY	Arterial	Asphalt	32	1,315	4,909	71	19	54	**27**
1214	LOWER VALLEY RD	BUTTERFIELD WY	PINEDALE DR	Arterial	Asphalt	28	1,017	3,322	75	12	58	**30**
1210	LOWER VALLEY RD	FAWN WY	BEAR VALLEY RD	Arterial	Asphalt	32	1,771	6,612	79	14	55	**31**
1206	LOWER VALLEY RD	ROLLINGOAK DR	OAKTREE CT	Arterial	Asphalt	33	941	3,623	76	11	56	**33**
1204	LOWER VALLEY RD	KNIGHT CT	PINEDALE DR	Arterial	Asphalt	27	394	1,241	72	4	62	**34**
1208	LOWER VALLEY RD	FIRE CT	ROLLINGOAK DR	Arterial	Asphalt	28	379	1,238	73	9	55	**36**
1212	LOWER VALLEY RD	SUNLAND WY	SKYLINE DR	Arterial	Asphalt	31	2,247	8,127	71	2	58	**40**
1205	LOWER VALLEY RD	PINEDALE DR	ROLLINGOAK DR	Arterial	Asphalt	30	2,659	9,307	79	0	57	**43**
1211	LOWER VALLEY RD	SHEEPTRAIL CT	SUNLAND WY	Arterial	Asphalt	28	429	1,401	65	0	58	**43**
1200	LOWER VALLEY RD	CADDY LN	TIMBERLINE WY	Arterial	Asphalt	33	540	2,079	75	0	60	**46**
1199	LOWER VALLEY RD	SHEEPTRAIL CT	CADDY LN	Arterial	Asphalt	31	263	951	76	0	60	**46**
1207	LOWER VALLEY RD	OAKTREE CT	FIRE CT	Arterial	Asphalt	30	1,203	4,211	74	0	56	**48**
1216	LOWER VALLEY RD	CALICO CT	BEAR VALLEY RD	Arterial	Asphalt	32	899	3,356	82	0	55	**68**
1217	MARINA CT	PINEDALE DR	EOP	Local	Asphalt	761	66	5,857	34	13	55	**32**
1218	MARTINGALE WY	SAN JUAN DR	BEAR VALLEY RD	Local	Asphalt	23	3,855	10,344	69	0	61	**50**
1219	MASHIE CT	SOP	JAMAICA DUNES DR	Local	Asphalt	77	124	1,108	41	0	64	**53**
1220	MC CRAY CT	SOP	SILVER CREEK WY	Local	Asphalt	27	495	1,571	64	0	66	**65**
1221	MEADOWVIEW CT	SAN JUAN DR	EOP	Local	Asphalt	121	500	7,053	68	0	59	**75**
1222	MEDICINE BOW CT	DEERTRAIL DR	EOP	Local	Asphalt	17	2,316	4,512	46	0	59	**45**
1223	MOUNTAIN WY	SOP	SAN JUAN DR	Local	Asphalt	18	1,259	2,688	74	0	63	**67**
1224	NIBLICK LN	COOL HAVEN DR	CADDY LN	Local	Asphalt	29	659	2,230	66	0	63	**41**
1226	OAKFLAT DR	BARKES WY	WAGONWHEEL WY	Local	Asphalt	25	183	534	47	21	59	**20**
1225	OAKFLAT DR	SAN JUAN DR	BARKES WY	Local	Asphalt	30	1,052	3,682	70	17	56	**27**
1227	OAKFLAT DR	WAGONWHEEL WY	BUCKBOARD CT	Local	Asphalt	25	936	2,730	64	4	59	**37**
1228	OAKFLAT DR	BUCKBOARD CT	DS@3107S BUCKBOARD CT	Local	Asphalt	27	536	1,688	72	0	60	**62**
1230	OAKFLAT DR	BRIAN PL	BEAR VALLEY RD	Local	Asphalt	28	4,606	15,046	75	0	59	**72**
1229	OAKFLAT DR	BARKES WY	BRIAN PL	Local	Asphalt	23	2,382	6,392	84	0	59	**75**

Community of Bear Valley, CA

Street Inventory and Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Condition Details: Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1231	OAKTREE CT	LOWER VALLEY RD	EOP	Local	Asphalt	69	2,560	20,727	72	0	59	**60**
1232	OWL CT	DEERTRAIL DR	EOP	Local	Asphalt	32	1,177	4,449	63	3	59	**38**
1233	PALOMINO DR	BEAR VALLEY RD	JACARANDA DR	Local	Asphalt	26	1,489	4,517	75	0	62	**70**
1239	PARAMOUNT DR	WILDERNESS WY	STIRRUP WY	Arterial	Asphalt	24	780	2,184	61	18	59	**23**
1237	PARAMOUNT DR	ARTESIAN CT	CAMPGROUND DR	Arterial	Asphalt	23	895	2,402	50	11	59	**30**
1234	PARAMOUNT DR	SOP	DEERTRAIL DR	Arterial	Asphalt	56	999	6,562	50	9	60	**31**
1387	PARAMOUNT DR	CAMPGROUND DR	WILDERNESS WY	Arterial	Asphalt	25	2,837	8,275	54	6	59	**35**
1389	PARAMOUNT DR	CAMPGROUND DR	WILDERNESS WY	Arterial	Asphalt	23	2,845	7,634	64	2	59	**40**
1240	PARAMOUNT DR	STIRRUP WY	JACARANDA DR	Arterial	Asphalt	25	1,465	4,273	68	0	61	**41**
1236	PARAMOUNT DR	CANONERO CT	ARTESIAN CT	Arterial	Asphalt	25	505	1,473	61	0	62	**50**
1242	PARAMOUNT DR	WILDERNESS WY	EOP	Arterial	Asphalt	23	1,307	3,507	66	0	62	**56**
1235	PARAMOUNT DR	DEERTRAIL DR	CANONERO CT	Arterial	Asphalt	24	2,519	7,053	67	0	65	**57**
1241	PARAMOUNT DR	JACARANDA DR	WILDERNESS WY	Arterial	Asphalt	25	2,236	6,522	66	0	69	**61**
1388	PARAMOUNT DR	CAMPGROUND DR	WILDERNESS WY	Arterial	Asphalt	25	2,822	8,231	70	0	63	**66**
1243	PARKE CT	SOP	PINEDALE DR	Local	Asphalt	13	880	1,314	68	0	64	**76**
1244	PEBBLE BEACH LN	FAWN WY	FAWN WY	Local	Asphalt	26	1,021	3,097	74	23	62	**15**
1245	PESO CT	SOP	ROLLINGOAK DR	Local	Asphalt	113	306	4,048	51	0	58	**48**
1246	PHEASANT CT	SOP	BEAR VALLEY RD	Local	Asphalt	90	1,540	16,170	77	0	59	**70**
1258	PINEDALE DR	JAMAICA DUNES DR	RYDER CUP LN	Collector	Asphalt	25	478	1,394	72	35	58	**7**
1259	PINEDALE DR	RYDER CUP LN	LOWER VALLEY RD	Collector	Asphalt	26	557	1,690	60	30	62	**8**
1257	PINEDALE DR	MARINA CT	JAMAICA DUNES DR	Collector	Asphalt	25	201	586	72	29	63	**8**
1256	PINEDALE DR	CRYSTAL LAKE LN	MARINA CT	Collector	Asphalt	29	1,216	4,114	60	27	63	**10**
1254	PINEDALE DR	LOWER VALLEY RD	SHORELINE CT	Collector	Asphalt	31	723	2,615	68	21	66	**13**
1253	PINEDALE DR	WIBLE CT	LOWER VALLEY RD	Collector	Asphalt	25	560	1,633	78	20	61	**19**
1255	PINEDALE DR	SHORELINE CT	CRYSTAL LAKE LN	Collector	Asphalt	25	1,496	4,363	74	19	62	**19**
1249	PINEDALE DR	CANYON CT	TIMBERLINE WY	Collector	Asphalt	26	501	1,520	69	15	63	**22**
1252	PINEDALE DR	ALLEN CT	WIBLE CT	Collector	Asphalt	24	529	1,481	69	13	59	**27**
1251	PINEDALE DR	PARKE CT	ALLEN CT	Collector	Asphalt	26	248	752	57	15	56	**29**
1250	PINEDALE DR	TIMBERLINE WY	PARKE CT	Collector	Asphalt	25	2,001	5,836	68	5	59	**37**
1247	PINEDALE DR	SOP	WOODBINE CT	Collector	Asphalt	25	5,207	14,882	42	0	62	**42**
1248	PINEDALE DR	WOODBINE CT	CANYON CT	Collector	Asphalt	23	1,465	3,931	69	0	62	**45**
1260	PIONEER CT	SHEEPTRAIL CT	EOP	Local	Asphalt	100	243	2,841	62	0	59	**74**
1261	PLANTATION CT	SOP	SAN JUAN DR	Local	Asphalt	37	1,291	5,618	68	0	55	**74**
1262	PLATEAU WY	SENECA WY	BEAR VALLEY RD	Local	Asphalt	24	2,130	5,964	77	0	60	**68**
1263	PLATEAU WY	BEAR VALLEY RD	EOP	Local	Asphalt	20	530	1,237	66	0	57	**73**

Community of Bear Valley, CA

Street Inventory and Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Condition Details: Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1264	PORT ROYAL CT	SOP	SHORELINE CT	Local	Asphalt	71	234	1,941	26	20	57	**23**
1265	PRAIRIE CT	SOP	CUMBERLAND RD	Local	Asphalt	34	593	2,325	78	0	63	**74**
1266	PUEBLO CT	BEAR VALLEY RD	EOP	Local	Asphalt	21	817	1,964	61	0	65	**62**
1267	PUENTE RD	SOP	DS@477N SOP	Local	Asphalt	58	368	2,490	59	3	64	**32**
1268	PUENTE RD	DS@477N SOP	EOP	Local	Asphalt	13	667	973	55	0	62	**41**
1269	RAND CT	DEERTRAIL DR	EOP	Local	Asphalt	40	118	549	42	15	63	**22**
1270	RANGER CT	STIRRUP WY	EOP	Local	Asphalt	63	75	550	46	0	57	**46**
1271	REBEL CT	STIRRUP WY	EOP	Local	Asphalt	62	230	1,669	54	0	61	**60**
1272	REMINGTON CT	JACARANDA DR	EOP	Local	Asphalt	24	524	1,467	51	0	60	**59**
1273	RIDGEVIEW CT	SOP	CUMBERLAND RD	Local	Asphalt	14	2,935	4,657	68	0	67	**38**
1274	RIFLE CT	JACARANDA DR	EOP	Local	Asphalt	31	1,629	5,833	49	0	61	**45**
1278	ROLLINGOAK DR	GARCES CT	GREENWATER DR	Collector	Asphalt	23	653	1,752	73	26	59	**15**
1279	ROLLINGOAK DR	GREENWATER DR	LOWER VALLEY RD	Collector	Asphalt	25	949	2,768	79	25	59	**16**
1281	ROLLINGOAK DR	ARROW CT	FLATIRON CT	Collector	Asphalt	27	209	658	46	17	57	**25**
1277	ROLLINGOAK DR	PESO CT	GARCES CT	Collector	Asphalt	25	1,611	4,699	62	13	60	**27**
1276	ROLLINGOAK DR	HEATHER CT	PESO CT	Collector	Asphalt	24	1,024	2,867	67	2	60	**38**
1282	ROLLINGOAK DR	FLATIRON CT	EOP	Collector	Asphalt	26	3,417	10,365	70	0	62	**41**
1283	ROLLINGOAK DR	SOP	LOWER VALLEY RD	Collector	Asphalt	22	1,212	3,111	55	0	54	**48**
1275	ROLLINGOAK DR	ARROW CT	HEATHER CT	Collector	Asphalt	26	1,569	4,759	70	0	63	**51**
1280	ROLLINGOAK DR	LOWER VALLEY RD	EOP	Collector	Asphalt	26	983	2,982	73	0	61	**59**
1284	ROSS CT	SOP	SILVER CREEK WY	Local	Asphalt	139	159	2,580	56	0	66	**43**
1285	ROWEL CT	BEAR VALLEY RD	EOP	Local	Asphalt	55	1,084	6,968	64	0	66	**73**
1286	RYDER CUP LN	JAMAICA DUNES DR	PINEDALE DR	Local	Asphalt	27	951	2,996	69	23	63	**14**
1392	SADDLEBACK DR	SKYLINE DR	EOP	Arterial	Asphalt	18	2,647	5,559	54	19	59	**22**
1393	SADDLEBACK DR	SKYLINE DR	EOP	Arterial	Asphalt	22	242	621	48	19	58	**23**
1390	SADDLEBACK DR	SKYLINE DR	EOP	Arterial	Asphalt	23	2,647	7,103	63	14	59	**27**
1391	SADDLEBACK DR	SKYLINE DR	EOP	Arterial	Asphalt	25	2,669	7,785	62	13	59	**28**
1288	SAGELAND CT	BEAR VALLEY RD	EOP	Local	Asphalt	41	219	1,058	48	0	58	**69**
1289	SAINT ELMO CT	BEAR VALLEY RD	EOP	Local	Asphalt	210	284	6,941	52	0	55	**66**
1292	SAN JUAN DR	MEADOWVIEW CT	OAKFLAT DR	Arterial	Asphalt	29	707	2,392	67	17	56	**27**
1299	SAN JUAN DR	BLACKGOLD WY	BEAR VALLEY RD	Arterial	Asphalt	30	889	3,112	64	12	59	**29**
1290	SAN JUAN DR	CUMBERLAND RD	ANGUS CT	Arterial	Asphalt	27	3,106	9,784	57	12	58	**30**
1298	SAN JUAN DR	HALE CT	BLACKGOLD WY	Arterial	Asphalt	32	1,000	3,733	80	9	60	**31**
1297	SAN JUAN DR	MOUNTAIN WY	HALE CT	Arterial	Asphalt	27	199	627	79	9	59	**32**
1300	SAN JUAN DR	BEAR VALLEY RD	BEAR VALLEY RD	Arterial	Asphalt	20	2,979	6,951	63	1	65	**34**

Community of Bear Valley, CA

Street Inventory and Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Condition Details: Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1296	SAN JUAN DR	MARTINGALE WY	MOUNTAIN WY	Arterial	Asphalt	28	754	2,463	92	4	60	**36**
1295	SAN JUAN DR	CORRAL CT	MARTINGALE WY	Arterial	Asphalt	29	1,297	4,388	78	6	56	**38**
1293	SAN JUAN DR	OAKFLAT DR	PLANTATION CT	Arterial	Asphalt	32	712	2,658	78	0	59	**47**
1291	SAN JUAN DR	ANGUS CT	MEADOWVIEW CT	Arterial	Asphalt	27	696	2,192	79	0	58	**49**
1294	SAN JUAN DR	PLANTATION CT	CORRAL CT	Arterial	Asphalt	29	184	623	77	0	64	**60**
1301	SANDPIPER CT	SOP	JACARANDA DR	Local	Asphalt	60	389	2,728	46	0	52	**64**
1303	SENECA WY	DS@281N COLUMBIA WY	BEAR VALLEY RD	Local	Asphalt	26	1,122	3,403	79	11	56	**32**
1302	SENECA WY	COLUMBIA WY	DS@281N COLUMBIA WY	Local	Asphalt	23	282	757	47	3	55	**42**
1305	SERRA PL	CANTLE ST	BEAR VALLEY RD	Local	Asphalt	22	714	1,833	66	0	68	**64**
1306	SERRA PL	BEAR VALLEY RD	EOP	Local	Asphalt	19	1,070	2,409	67	0	63	**65**
1304	SERRA PL	BEAR VALLEY RD	CANTLE ST	Local	Asphalt	26	1,544	4,683	69	0	59	**79**
1308	SHEEPTRAIL CT	PIONEER CT	LOWER VALLEY RD	Local	Asphalt	25	809	2,360	83	5	59	**37**
1307	SHEEPTRAIL CT	SOP	PIONEER CT	Local	Asphalt	6	2,630	3,068	64	0	60	**47**
1310	SHENANDOAH PL	BIG SKY CT	EOP	Local	Asphalt	37	1,742	7,560	75	0	57	**64**
1309	SHENANDOAH PL	SKYLINE DR	BIG SKY CT	Local	Asphalt	20	1,294	3,019	70	0	55	**78**
1311	SHORELINE CT	PINEDALE DR	PORT ROYAL CT	Local	Asphalt	25	442	1,289	67	30	60	**10**
1312	SHORELINE CT	PORT ROYAL CT	CRYSTAL LAKE LN	Local	Asphalt	28	443	1,447	66	26	64	**10**
1313	SHORELINE CT	CRYSTAL LAKE LN	EOP	Local	Asphalt	76	140	1,238	42	17	57	**26**
1315	SILVER CREEK WY	MC CRAY CT	ROSS CT	Local	Asphalt	25	1,093	3,188	79	13	61	**26**
1316	SILVER CREEK WY	ROSS CT	BEAR VALLEY RD	Local	Asphalt	26	1,084	3,288	89	2	61	**37**
1314	SILVER CREEK WY	WILLOW PASS DR	MC CRAY CT	Local	Asphalt	26	623	1,890	83	0	61	**48**
1317	SKYLINE DR	BUTTERFIELD WY	SUNLAND WY	Arterial	Asphalt	27	203	639	66	15	55	**30**
1327	SKYLINE DR	SHENANDOAH PL	FARGO WY	Arterial	Asphalt	27	5,273	16,610	60	7	59	**34**
1328	SKYLINE DR	FARGO WY	CUMBERLAND RD	Arterial	Asphalt	24	1,583	4,432	60	0	59	**48**
1329	SKYLINE DR	BUTTERFIELD WY	LOWER VALLEY RD	Arterial	Asphalt	26	609	1,847	78	0	59	**55**
1320	SKYLINE DR	AMBERWOOD CT	CODY CT	Arterial	Asphalt	25	633	1,846	77	0	55	**62**
1318	SKYLINE DR	SUNLAND WY	HILLSIDE CT	Arterial	Asphalt	28	5,184	16,934	68	0	57	**65**
1323	SKYLINE DR	BUCKTHORNE CT	COTTONWOOD CT	Arterial	Asphalt	25	1,011	2,949	94	0	56	**65**
1384	SKYLINE DR	HORIZON CT	SHENANDOAH PL	Arterial	Asphalt	28	2,849	9,307	76	0	58	**68**
1321	SKYLINE DR	CODY CT	CHUKAR CT	Arterial	Asphalt	24	882	2,470	89	0	59	**68**
1386	SKYLINE DR	HORIZON CT	SHENANDOAH PL	Arterial	Asphalt	24	2,853	7,988	76	0	57	**72**
1324	SKYLINE DR	COTTONWOOD CT	SADDLEBACK DR	Arterial	Asphalt	22	2,709	6,953	85	0	56	**72**
1319	SKYLINE DR	HILLSIDE CT	AMBERWOOD CT	Arterial	Asphalt	23	3,419	9,174	75	0	55	**73**
1325	SKYLINE DR	SADDLEBACK DR	HORIZON CT	Arterial	Asphalt	26	2,504	7,595	84	0	55	**73**
1322	SKYLINE DR	CHUKAR CT	BUCKTHORNE CT	Arterial	Asphalt	24	1,287	3,604	92	0	54	**76**

Community of Bear Valley, CA

Street Inventory and Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Condition Details: Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1385	SKYLINE DR	HORIZON CT	SHENANDOAH PL	Arterial	Asphalt	25	2,838	8,278	82	0	56	**81**
1330	SONORA CT	SOP	WILDERNESS WY	Local	Asphalt	27	979	3,084	64	7	64	**29**
1331	SORREL CT	SOP	BEAR VALLEY RD	Local	Asphalt	16	1,032	1,902	60	0	63	**56**
1332	SPRINGWOOD CT	SOP	DEERTRAIL DR	Local	Asphalt	21	552	1,320	63	0	54	**80**
1333	STACY CT	BEAR VALLEY RD	EOP	Local	Asphalt	235	263	7,220	71	0	60	**73**
1335	STARLAND DR	TUTTLE CT	DEERTRAIL DR	Arterial	Asphalt	22	4,133	10,608	49	13	62	**25**
1398	STARLAND DR	DEERTRAIL DR	TUTTLE CT	Arterial	Asphalt	24	3,334	9,335	62	3	67	**30**
1397	STARLAND DR	DEERTRAIL DR	TUTTLE CT	Arterial	Asphalt	20	3,343	7,800	55	5	61	**34**
1336	STEVENS CT	SOP	GREENWATER DR	Local	Asphalt	47	260	1,435	64	0	56	**67**
1337	STINE CT	SOP	GREENWATER DR	Local	Asphalt	99	412	4,749	63	0	60	**42**
1342	STIRRUP WY	SUNSET WY	JACARANDA DR	Collector	Asphalt	23	294	789	54	20	63	**17**
1339	STIRRUP WY	REBEL CT	RANGER CT	Collector	Asphalt	26	1,241	3,764	59	5	67	**28**
1340	STIRRUP WY	RANGER CT	TERRITORY WY	Collector	Asphalt	19	2,213	4,905	55	0	66	**35**
1341	STIRRUP WY	TERRITORY WY	DS@4119W TERRITORY WY	Collector	Asphalt	25	2,388	6,965	55	0	67	**38**
1338	STIRRUP WY	PARAMOUNT DR	REBEL CT	Collector	Asphalt	23	671	1,801	65	0	70	**66**
1345	SUNLAND WY	FOX RIDGE CT	LOWER VALLEY RD	Local	Asphalt	21	1,034	2,533	72	18	56	**27**
1343	SUNLAND WY	SKYLINE DR	ECHO CT	Local	Asphalt	23	1,062	2,850	67	4	59	**37**
1344	SUNLAND WY	ECHO CT	FOX RIDGE CT	Local	Asphalt	27	1,730	5,450	73	0	60	**61**
1346	SUNRISE CT	SOP	CUMBERLAND RD	Local	Asphalt	54	487	3,068	43	1	62	**37**
1347	SUNSET WY	WINCHESTER CT	STIRRUP WY	Local	Asphalt	321	1,557	58,310	48	0	63	**41**
1349	SURREY WY	DEERTRAIL DR	WOODVIEW CT	Collector	Asphalt	18	3,963	8,322	51	12	63	**25**
1348	SURREY WY	WOODVIEW CT	DEERTRAIL DR	Collector	Asphalt	21	1,347	3,300	43	0	57	**47**
1350	SUTTER CT	SOP	BEAR VALLEY RD	Local	Asphalt	29	517	1,719	67	0	68	**65**
1351	TEAL CT	SOP	DEERTRAIL DR	Local	Asphalt	30	541	1,900	38	16	60	**24**
1352	TERRITORY WY	STIRRUP WY	CABRIOLET CT	Local	Asphalt	21	549	1,345	54	7	63	**30**
1353	TERRITORY WY	CABRIOLET CT	JACARANDA DR	Local	Asphalt	24	678	1,898	55	0	63	**54**
1354	TIARA CT	SOP	JACARANDA DR	Local	Asphalt	49	1,313	7,521	55	2	57	**41**
1356	TIMBERLINE WY	PINEDALE DR	EOP	Local	Asphalt	27	719	2,273	44	3	68	**29**
1355	TIMBERLINE WY	LOWER VALLEY RD	PINEDALE DR	Local	Asphalt	24	1,353	3,788	72	0	62	**51**
1357	TUTTLE CT	SOP	STARLAND DR	Local	Asphalt	17	3,142	6,158	36	12	63	**25**
1358	WAGONWHEEL WY	SOP	OAKFLAT DR	Local	Asphalt	17	487	966	43	2	60	**38**
1359	WIBLE CT	PINEDALE DR	EOP	Local	Asphalt	190	195	4,320	73	0	64	**71**
1361	WILDERNESS WY	SONORA CT	CHATEAU CT	Collector	Asphalt	24	808	2,262	59	0	67	**43**
1360	WILDERNESS WY	PARAMOUNT DR	SONORA CT	Collector	Asphalt	24	2,353	6,588	57	0	63	**44**
1362	WILDERNESS WY	CHATEAU CT	PARAMOUNT DR	Collector	Asphalt	19	1,009	2,237	53	0	60	**54**

Community of Bear Valley, CA

Street Inventory and Condition Summary

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Condition Details: Roughness Index (RI)	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1364	WILLOW PASS DR	SILVER CREEK WY	DS@3439E SILVER CREEK WY	Local	Asphalt	28	3,438	11,231	69	0	63	**41**
1365	WILLOW PASS DR	DS@3439E SILVER CREEK WY	BEAR VALLEY RD	Local	Asphalt	25	434	1,266	73	0	63	**43**
1363	WILLOW PASS DR	DEERTRAIL DR	SILVER CREEK WY	Local	Asphalt	23	737	1,978	84	0	61	**63**
1366	WILLOW PASS DR	BEAR VALLEY RD	EOP	Local	Asphalt	21	771	1,898	72	0	59	**74**
1367	WINCHESTER CT	SOP	SUNSET WY	Local	Asphalt	31	1,386	4,962	46	7	64	**30**
1368	WINCHESTER CT	SUNSET WY	JACARANDA DR	Local	Asphalt	21	495	1,213	51	0	66	**45**
1369	WINTER CT	SOP	DEERTRAIL DR	Local	Asphalt	108	176	2,224	57	17	59	**24**
1370	WOODBINE CT	SOP	PINEDALE DR	Local	Asphalt	17	728	1,444	46	22	60	**18**
1371	WOODBINE CT	PINEDALE DR	EOP	Local	Asphalt	13	1,969	3,009	63	0	64	**60**
1372	WOODVIEW CT	SURREY WY	EOP	Local	Asphalt	114	933	12,354	57	0	60	**46**

Appendix B

Rehabilitation Plan

Community of Bear Valley, CA

Street Inventory and Five Year Rehabilitation Plan By Year

$170k/Year Rehabilitation Plan

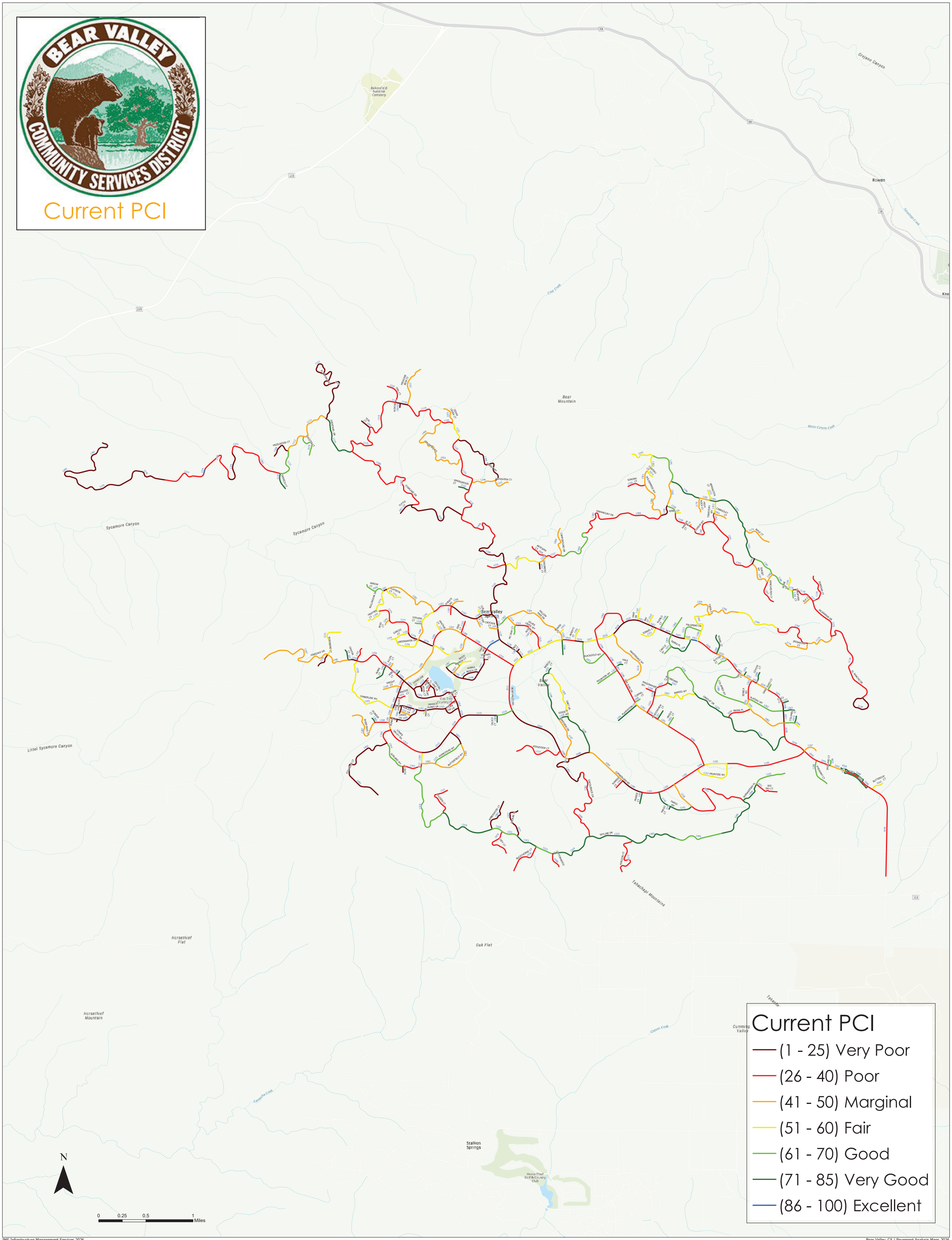
GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	Year of First Rehab	Rehab Activity	Avg Unit Rate ($/yd2)	Segment Pavement Cost ($)	Segment Total Cost ($)	Whole Project Cost ($)	5 Year Post Rehab PCI
1002	ANGUS CT	SAN JUAN DR	EOP	61	1	MicroSurface / Chip Seal + Strctrl Ptch	4.60	5,295	5,295	5,295	83
1068	CALICO CT	SOP	LOWER VALLEY RD	71	1	MicroSurface / Chip Seal	3.10	3,311	3,311	3,311	83
1386	SKYLINE DR	HORIZON CT	SHENANDOAH PL	72	1	MicroSurface / Chip Seal	3.10	24,763	24,763	24,763	82
1186	JACARANDA DR	HIGH ROCK CT	EOP	74	1	MicroSurface / Chip Seal	3.10	453	453	453	82
1220	MC CRAY CT	SOP	SILVER CREEK WY	65	2	MicroSurface / Chip Seal + Strctrl Ptch	4.74	7,443	7,443	7,443	84
1114	DEERTRAIL DR	EL CAMINO RD	STARLAND DR	75	2	MicroSurface / Chip Seal	3.19	23,226	23,226	23,226	84
1350	SUTTER CT	SOP	BEAR VALLEY RD	65	3	MicroSurface / Chip Seal + Strctrl Ptch	4.88	8,389	8,389	8,389	86
1043	BEAR VALLEY RD	DS@1720E PHEASANT CT	DS@3462E PHEASANT CT	77	3	MicroSurface / Chip Seal	3.29	16,023	16,023	16,023	85
1374	DEERTRAIL DR	SOP	DERRICK CT	88	3	Slurry Seal / Seal Coat	2.39	1,074	1,074	1,074	85
1216	LOWER VALLEY RD	CALICO CT	BEAR VALLEY RD	68	4	MicroSurface / Chip Seal + Strctrl Ptch	5.03	16,869	16,869	16,869	87
1243	PARKE CT	SOP	PINEDALE DR	76	4	MicroSurface / Chip Seal	3.39	4,451	4,451	4,451	87
1058	BUCKTHORNE CT	SOP	SKYLINE DR	34	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	114,217	114,217	114,217	96
1078	CODY CT	SOP	SKYLINE DR	35	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	48.40	42,444	42,444	42,444	96
1288	SAGELAND CT	BEAR VALLEY RD	EOP	69	5	MicroSurface / Chip Seal + Strctrl Ptch	5.18	5,478	5,478	5,478	88
1149	FAWN WY	LOWER VALLEY RD	DEERTRAIL DR	86	5	Slurry Seal / Seal Coat	2.53	6,354	6,354	6,354	85

Appendix C

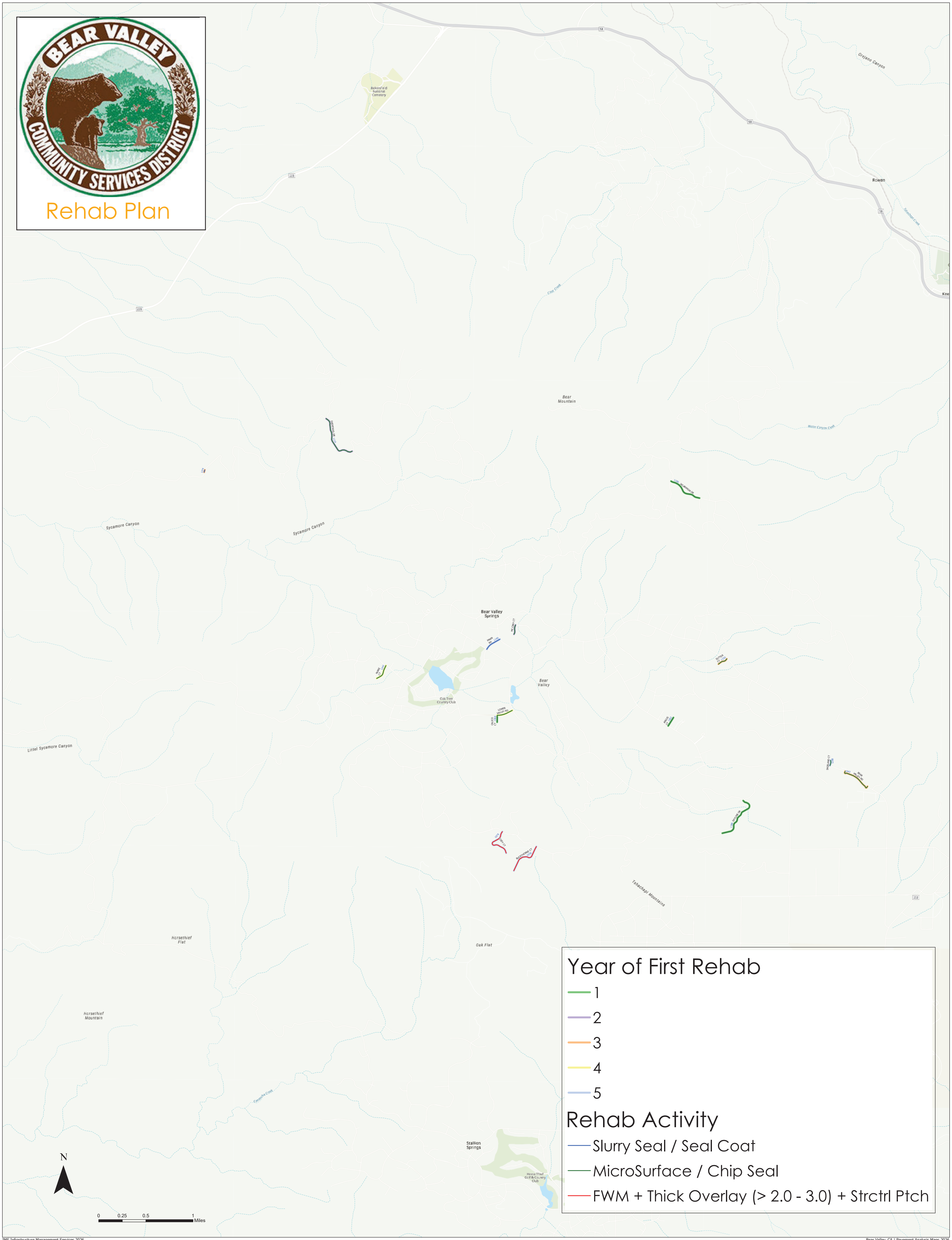
Full-Size Maps


BEAR VALLEY COMMUNITY SERVICES DISTRICT
Functional Class
Bear Mountain
Sycamore Canyon
Bear Valley
Oak Flat
Tehachapi Mountains
Stallion Springs
Functional Class
Local
Collector
Arterial
N
0 0.25 0.5 1
Miles

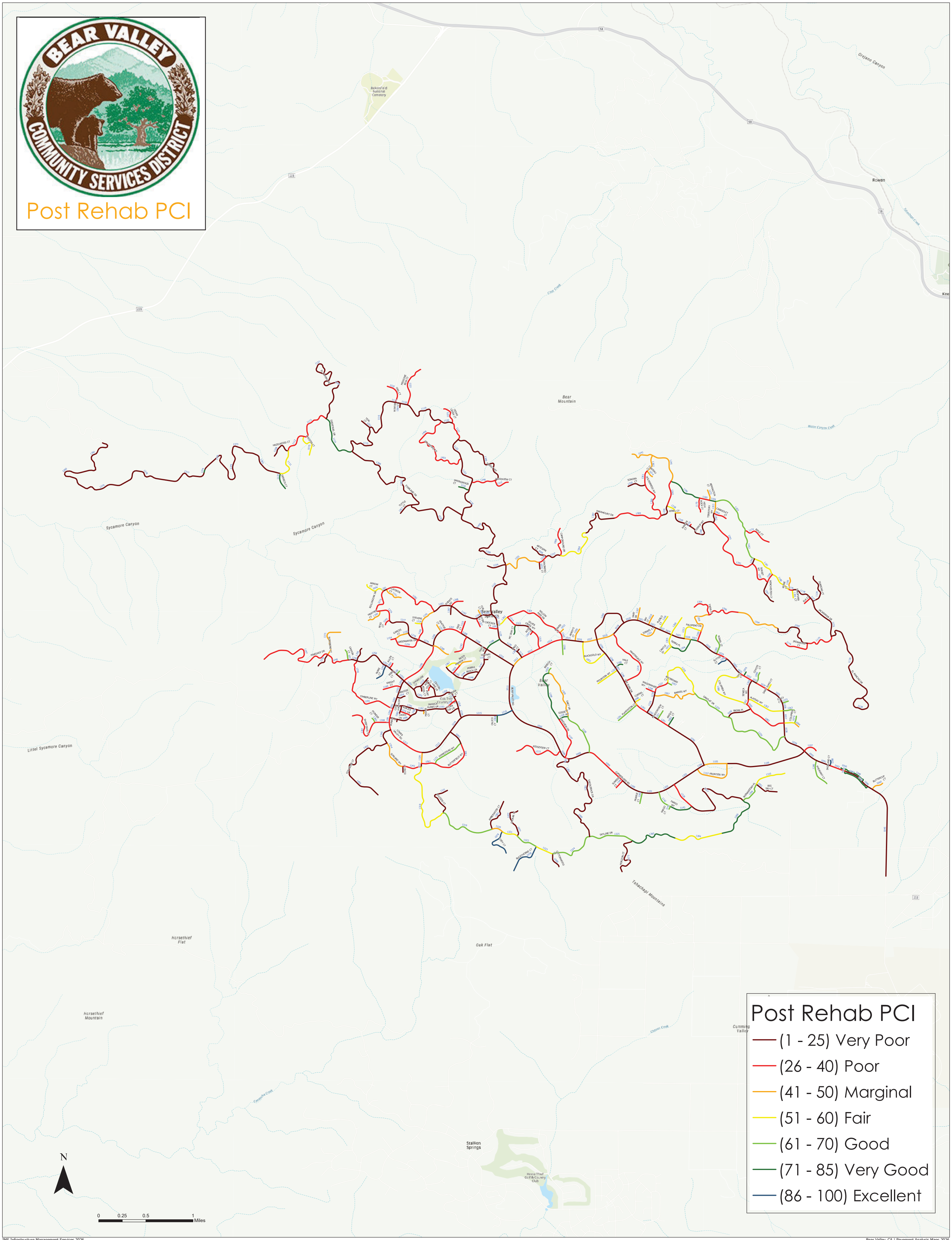
Current PCI



BEAR VALLEY COMMUNITY SERVICES DISTRICT
Current PCI
Current PCI
(1 - 25) Very Poor
(26 - 40) Poor
(41 - 50) Marginal
(51 - 60) Fair
(61 - 70) Good
(71 - 85) Very Good
(86 - 100) Excellent
N
0 0.25 0.5 1 Miles
Bear Mountain
Sycamore Canyon
Sycamore Canyon
Littel Sycamore Canyon
Tehachapi Mountains
Horsethief Flat
Horsethief Mountain
Oak Flat
Stallion Springs
Rowen
Bear Valley



BEAR VALLEY COMMUNITY SERVICES DISTRICT
Rehab Plan
Year of First Rehab
1
2
3
4
5
Rehab Activity
Slurry Seal / Seal Coat
MicroSurface / Chip Seal
FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch
N
0
0.25
0.5
1
Miles
Bear Mountain
Sycamore Canyon
Sycamore Canyon
Bear Valley Springs
Bear Valley
Littel Sycamore Canyon
Tehachapi Mountains
Oak Flat
Horsethief Flat
Horsethief Mountain
Stallion Springs
Rowen
Orejano Canyon


BEAR VALLEY
COMMUNITY SERVICES DISTRICT
Post Rehab PCI
Bear Mountain
Sycamore Canyon
Sycamore Canyon
Bear Valley
Tehachapi Mountains
Oak Flat
Horsethief Flat
Horsethief Mountain
Stallion Springs
Rowen
Post Rehab PCI
(1 - 25) Very Poor
(26 - 40) Poor
(41 - 50) Marginal
(51 - 60) Fair
(61 - 70) Good
(71 - 85) Very Good
(86 - 100) Excellent
N
0 0.25 0.5 1 Miles

Appendix D

Analysis Parameters

11

Analysis Parameters (AP) Worksheet for

Bear Valley CSD, CA

Creation Date: 11/12/25
Updated Date: MM/DD/YY

This document will facilitate a thorough discussion of the parameters used for pavement analysis. If filled out accurately and completely, it will improve the value of the analysis and ease the implementation of our recommendations. ***So, please take the time to make sure that your answers are representative of your network and of what you wish to take away from the analysis.***

This AP worksheet covers 7 total concepts:

1. Analysis Date
2. Budget
3. Rehabilitation Strategies and Unit Rates
4. Work Completed Since IMS Pavement Survey
5. Planned/Future Work
6. Functional Class Priority

If you have questions or concerns at any point during this process, feel free to reach out to the Project Manager and/or the Project Engineer.

+1 727-547-0696 www.icc-ims.com 10630 75th Street North
Largo, FL 33777

1. Analysis Date

ENTER RESPONSE HERE	
When does your agency's fiscal year begin? (July 1, October 1, and January 1 are typical.) *example: July 1, 2024*	July 1st each year
What do you want the start date of your analysis to be? (If early in the fiscal year, it's typically the start of the current fiscal year. If late in the fiscal year, it's typically the start of the next fiscal year.) *example: July 1, 2024*	July 01, 2026

2. Budget

The purpose of collecting pavement budget information is to identify all available funds for maintenance and rehabilitation, including components like asphalt, concrete, patching, traffic control, and striping. The goal is to consolidate these into a single average annual budget. While budgets may vary each year, they must be represented as one total $/YR amount.

ENTER RESPONSE HERE	
Total Budget ($/fiscal year)	$170,000.00

example: 2,000,000/year

Do you have any requirements for the distribution of the budget (e.g., wards/districts, or Preventive/Rehabilitation/Reconstruction)? If so, explain in the text box below the distribution requirement(s) in terms of total budget:

None

example: city dedicates 30% of the budget to surface treatment, or 600K/year

Do you anticipate any increases or decreases to the budget during the analysis duration (e.g., upcoming 5 years)? If so, explain in the text box below the expected change(s) in terms of total budget:

Set new rates based on analysis

example: 5% increase in annual budget per year

Do you want to consider inflation in the rehabilitation activities' unit rate? If so, please specify the inflation rate:

Yes, 3%

example: 3% inflation

+1 727-547-0696 www.icc-ims.com 10630 75th Street North Largo, FL 33777

3. Rehabilitation Strategies and Unit Rates

To ensure accurate analysis, we need detailed information about the maintenance and rehabilitation activities used by your agency. Specify practices such as overlay thickness or microsurfacing. ESA accepts unit rates in dollars per square yard. If certain functional classes listed do not apply, skip them and include those that do. Additionally, if your pavement budget input already accounts for costs like traffic control, striping, non-pavement concrete repairs, overhead, or engineering fees, ensure the activity unit rates reflect these costs as well (see the example table on the next page).

Asphalt Pavements						
Maintenance & Rehabilitation Activity Groups	**Maintenance & Rehabilitation Activity**	**Cost by Functional Class ($/SY)**				
		Arterial	**Collector**	**Local**		
Preventive Maintenance						
Moderate/Major Rehabilitation	6” AC overlay	39.03				
Reconstruction	2” Cold mill	1.53				
	4” CIR	11.52				

+1 727-547-0696
www.icc-ims.com
10630 75th Street North
Largo, FL 33777

4. Work Completed Since Pavement Survey

Completed work is a list of maintenance/rehabilitation activities that have occurred since we surveyed your roads. Once we know this information, we can override the surveyed conditions of these roadways to reflect the improvements that were made. This ensures that the budget is not allocated to these roads during analysis based on out-of-date information.

The information for the affected road segments can be provided in the following formats:

- A shapefile or geodatabase (preferred)
- A list of unique ID's (usually from the GIS)

If you are *not* submitting a map or geodatabase, please fill out the following table to compile the list of affected road segments:

Note: Columns in red are mandatory to fill in

ENTER RESPONSE HERE					
Unique ID (e.g. GISID)	**Street Name (if available)**	**From-Street Name (if available)**	**To-Street Name (if available)**	**Date of Completed Activity (rough estimate is acceptable)**	**Activity Type**
Example: 1234	Bear Valley Rd	Buttercup Ct.	Silver creek Wy	04/01/2017	2" Mill and Overlay
	Bear Valley Rd	Silver creek Wy.	Deertrail Dr.	04/01/2017	C.I.R. Cement treatment
	Bear Valley Rd	Deertrail Dr.	Cumberland	04/01/2017	2" Mill and Overlay
	Cumberland Rd	Bear Valley Rd.	Dart Dr.	04/01/2017	2" Mill and Overlay
	Cumberland Rd	Dart Dr.	Sunrise Ct.	04/01/2017	C.I.R. Cement treatment
	Cumberland Rd	Sunrise Ct.	Bear Valley Rd	04/01/2017	2" Mill and Overlay
	Lower Valley Rd	Cumberland Rd	Calico Ct	04/01/2017	2" Mill and Overlay

+1 727-547-0696 www.icc-ims.com 10630 75th Street North Largo, FL 33777

5. Planned/Future Work

It is also important for us to know if you have any maintenance/rehabilitation activities that are already planned to take place during the analysis duration. This way, we can force the analysis to select and set aside a portion of the budget for roads that you have already committed to repairing.

The information for the affected road segments can be provided in the following formats:

- A shapefile or geodatabase (preferred)
- A list of unique ID's (usually from the GIS)

If you are *not* submitting a map or geodatabase, please fill out the following table to compile the list of affected road segments:

Note: Columns in red are mandatory to fill in

ENTER RESPONSE HERE					
Unique ID (e.g. GISID)	**Street Name (if available)**	**From-Street Name (if available)**	**To-Street Name (if available)**	**Fiscal Year of Planned Activity**	**Activity Type**
Example: 1234	Bear Valley Rd	Outside of gate house	Cumberland Rd	2026	Full Depth Reconstruction (1.15ft HMA)
	Bear Valley Rd	Cumberland Rd.	Oakflat Wy.	2026	Full Depth Reconstruction (HMA w/ Soil Cement)
	Bear Valley Rd	Bay Ct.	Martingale Wy.	2026	Full Depth Reconstruction (HMA w/ Soil Cement)

+1 727-547-0696 www.icc-ims.com 10630 75th Street North Largo, FL 33777

6. Functional Class Priority

It is also important for our analysis to prioritize functional classes of roadways according to your agenda. For example, some agencies have a directive from elected officials to prioritize locals due to community feedback or arterials due to an economic development initiative. However, a typical priority can be seen in the following *example*, with 1 being the highest priority:

EXAMPLE PRIORITY:

1. Arterials
2. Collectors
3. Locals

Please complete the following table with your specific functional class designations in the appropriate priority rank:

ENTER RESPONSE BELOW
1. Arterials
2. San Juan Dr (School Bus Route)
3. Collectors consisting of: Saddleback Dr., Starland Dr., Pinedale Dr., Rolling Oak Dr., Greenwater Dr., Stirrup Wy.
4. Locals/Residentials
5.
6.

+1 727-547-0696
www.icc-ims.com
10630 75th Street North
Largo, FL 33777

PAVEMENT MANAGEMENT SIMPLIFIED

Larry Tuma, P.E.
Bear Valley Community Services District
Public Works

November 1, 2013

28999 South Lower Valley Road
Tehachapi, CA 93561

BEAR VALLEY COMMUNITY SERVICES DISTRICT - 2013 PAVEMENT MANAGEMENT FINAL REPORT

Dear Mr. Tuma:

I would like to personally thank yourself and the Bear Valley Community Services District (BVCSD) for the opportunity to provide our pavement management services. The purpose of this report is to:

- Provide a summary of the pavement management project
- Define specific pavement management terms
- Present the current pavement network condition status
- Present target driven budget scenarios

Should you have any questions regarding the information or data contained within this report, please feel free to contact me at any time for further clarification and discussion.

Best Regards,

JAMES GOLDEN III
President/CEO

P: (740) 507-3842
E: jgolden@jg3consulting.com

I. PROJECT SUMMARY

JG3 Consulting, LLC (JG3) was contracted early Fall 2013 to implement a turn-key pavement management program using the PAVER pavement management system. The scope of the project was as follows:

- Develop the pavement management database in PAVER using legacy and field collected data
- Provide ASTM D6433-11 inspection on approximately 110 centerline miles of roadways and lots
- Take a digital photo of each sample location
- Identify all distress types, severity levels and quantities within each sample
- Calculate the PCI for each pavement section
- Develop PAVER system tables and pavement model specific to BVCSD
- Report the condition status of the roadway pavement network
- Develop and present multiple target driven scenarios based on a combination of requirements and consequences

II. MANUAL PAVEMENT INSPECTION PROCESS

The PAVER pavement management system defines the pavement network in terms of “Networks”, “Branches” and “Sections”. Networks involve grouping pavements of similar function and use together, Branches are the identifiable part of these Networks and Sections are the management units of the Branch.

Within each section, representative sample locations are randomly selected by JG3 ASTM D6433 trained personnel. The trained inspector exits the vehicle, walks the sample area and identifies all distress information for that sample. The information is then recorded into the PAVER database for Pavement Condition Index (PCI) calculation. The final result is a PCI score for each management section.

A. SAMPLE DEFINITION

Following ASTM D6433-11 a sample unit size must be between 1000 and 4000 sf for proper PCI calculation. To maintain consistent procedure, each sample size was determined to be 100’ long x the width of the pavement section. In the event that the section width was over 40’ wide, the sample size was the width x 50’. In the event that the section area was less than 1000 sf in area size, the entire section was sampled.

B. DISTRESS DEFINITION

There are 20 possible distress types that can occur within asphalt based surfaces and 19 possible distress types that can occur within a concrete surface. The U.S. Army Corps of Engineers publishes the Asphalt and Concrete Surfaced Roads and Parking Lots Inspection Manuals. These manuals provide a description of each distress type, the criteria to determine each severity level (low, medium, high) and how to measure each.

Asphalt Distress Types

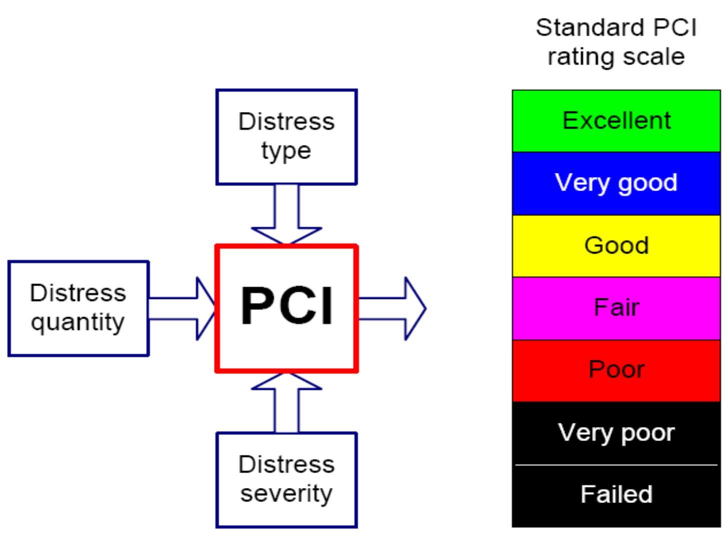
01 – Alligator Cracking	06 – Depression	11 – Patch/Utility Cut	16 – Shoving
02 – Bleeding	07 – Edge Cracking	12 – Polished Aggregate	17 – Slippage Cracking
03 – Block Cracking	08 – Joint Reflection	13 – Pothole	18 – Swell
04 – Bumps and Sags	09 – Lane/Shoulder Drop	14 – Railroad Crossing	19 – Raveling
05 - Corrugation	10 – L&T Cracking	15 – Rutting	20 – Weathering

Concrete Distress Types

21 – Blow Up	26 – Joint Seal Damage	31 – Polished Aggregate	36 – Scaling
22 – Corner Break	27 – Lane/Shoulder Drop	32 – Popouts	37 – Shrink Cracking
23 – Divided Slab	28 – Linear Cracking	33 – Pumping	38 – Corner Spall
24 – Durability Crack	29 – Large Patch	34 – Punchout	39 – Joint Spall
25 - Faulting	30 – Small Patch	35 – Railroad Crossing	

C. PCI AND CONDITION CATEGORY DEFINITION

The PCI is on a scale of 0 – 100 with 0 being the worst and 100 being the best. It is calculated by PAVER through the input of distress type, severity and quantity information.



To further simplify the condition assessment of each pavement section, the following 7 condition categories and criteria were developed by JG3:

CATEGORY	LOW PCI	HIGH PCI	DESCRIPTION
EXCELLENT	92	100	NO DISTRESS/LIGHT CLIMATE DISTRESS
VERY GOOD	82	91	LIGHT CLIMATE DISTRESS
GOOD	68	81	LIGHT/MODERATE CLIMATE AND LIGHT LOAD DISTRESS
FAIR	50	67	MODERATE CLIMATE AND LIGHT/MODERATE LOAD DISTRESS
POOR	35	49	MODERATE CLIMATE AND MODERATE LOAD DISTRESS
VERY POOR	20	34	MODERATE/SEVERE CLIMATE AND MODERATE/SEVERE LOAD DISTRESS
FAILED	0	19	SEVERE CLIMATE AND SEVERE LOAD DISTRESS

D. SAMPLE DIGITAL IMAGES BY CONDITION CATEGORY

Digital images of each sample location were taken to provide a visual snapshot of the condition at the time of inspection. The image properties are as follows:

- Dimensions: 4320 x 2432
- Ratio: 16:9
- Megapixel: 10

By viewing the sample location image and referencing the sample's PCI score, we can see the correlation between pavement distress appearance and condition category.

EXCELLENT

Skyline Drive, Section 02, PCI = 95

VERY GOOD

Jacaranda Drive, Section 08, PCI = 83

GOOD

San Juan Drive, Section 05, PCI = 72

FAIR

Pinedale Drive, Section 04, PCI = 63

POOR

Bear Valley Road, Section 29, PCI = 40

VERY POOR

Bear Valley Road, Section 21, PCI = 31

FAILED

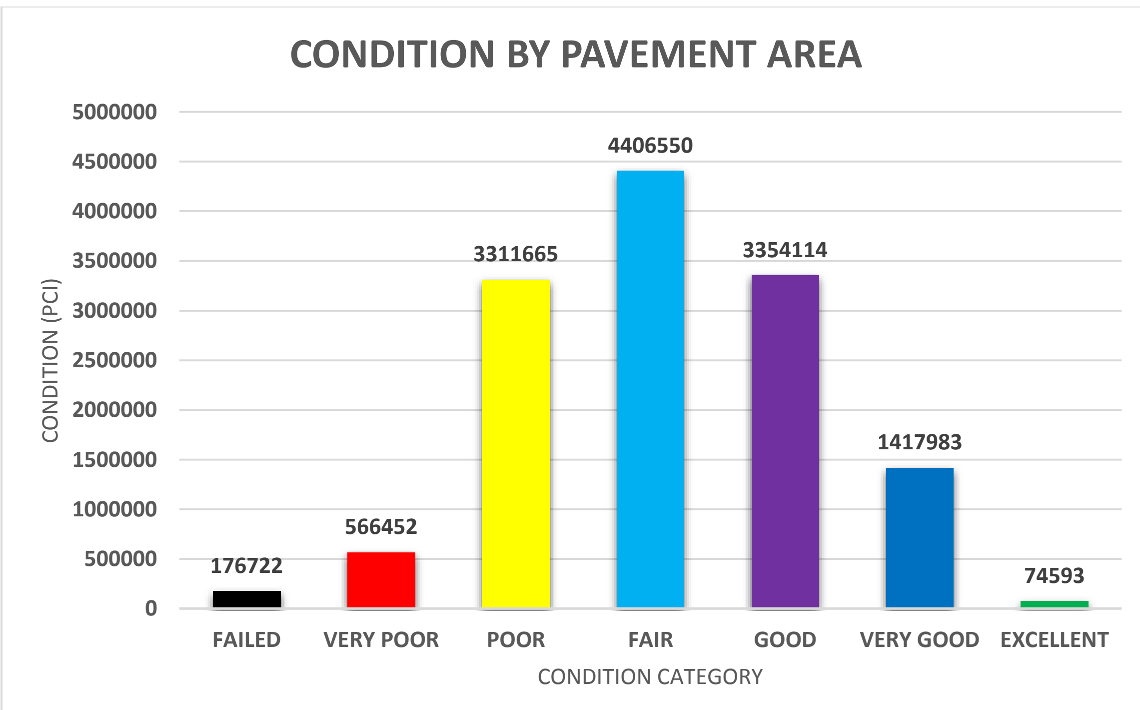
Lower Valley Road, Section 04, PCI = 12

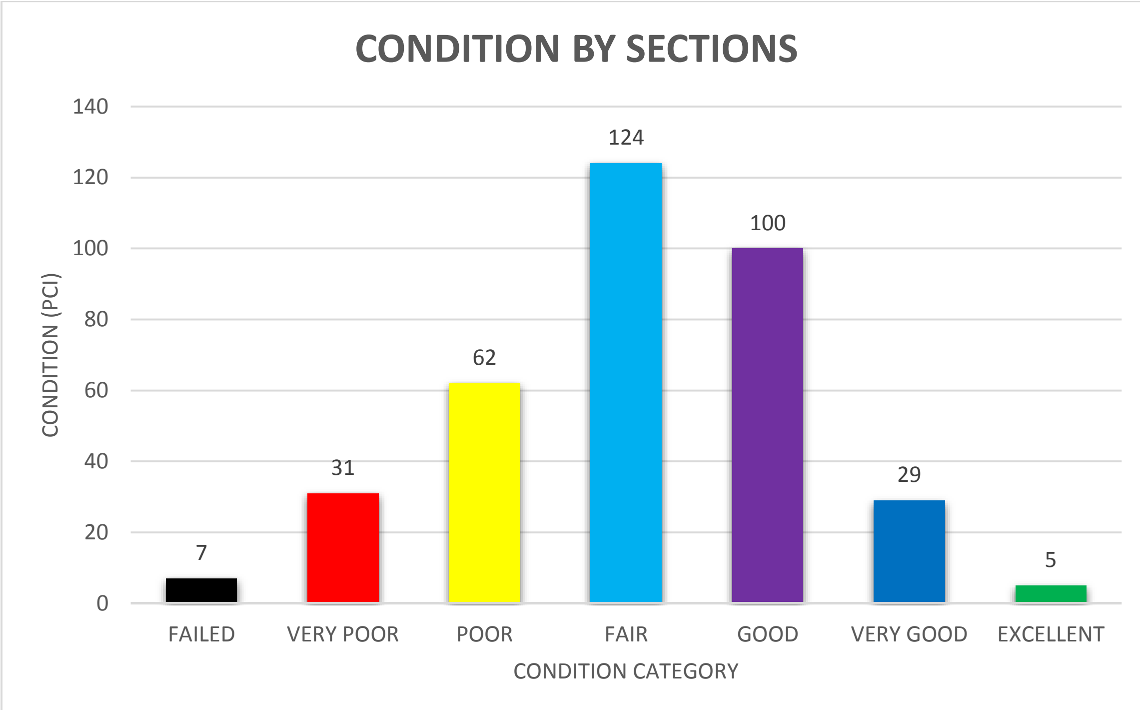
III. NETWORK CONDITION RESULTS

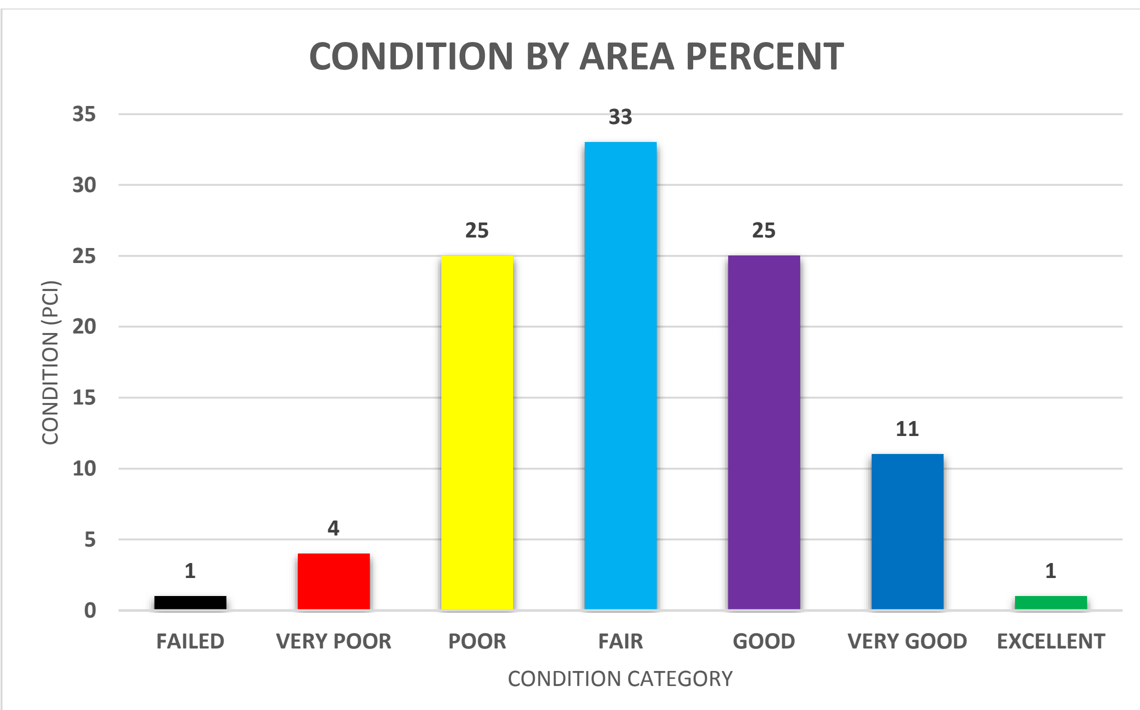
After completion of the 2013 inspection project, JG3 has determined that the BVCSD Roadway Network average PCI is a 59. Based on the JG3 Condition Category criteria, the BVCSD Roadway Network is considered to be in the middle range of the "Fair" category. Moderate climate related distress combined with moderate and severe load associated distress is considered to be the average state of the network.

These results are outlined in the data table and series of summary charts below:

PCI CATEGORY	TOTAL AREA	% AREA	SECTIONS	% SECTIONS	AVERAGE PCI
FAILED	176722	1	7	2	16
VERY POOR	566452	4	31	9	28
POOR	3311665	25	62	17	42
FAIR	4406550	33	124	35	59
GOOD	3354114	25	100	28	74
VERY GOOD	1417983	11	29	8	86
EXCELLENT	74593	1	5	1	94




CONDITION BY SECTIONS
CONDITION (PCI)
140
120
100
80
60
40
20
0
7
31
62
124
100
29
5
FAILED
VERY POOR
POOR
FAIR
GOOD
VERY GOOD
EXCELLENT
CONDITION CATEGORY


CONDITION BY AREA PERCENT
CONDITION (PCI)
35
30
25
20
15
10
5
0
1
4
25
33
25
11
1
FAILED
VERY POOR
POOR
FAIR
GOOD
VERY GOOD
EXCELLENT
CONDITION CATEGORY

IV. PROJECT SUMMARY

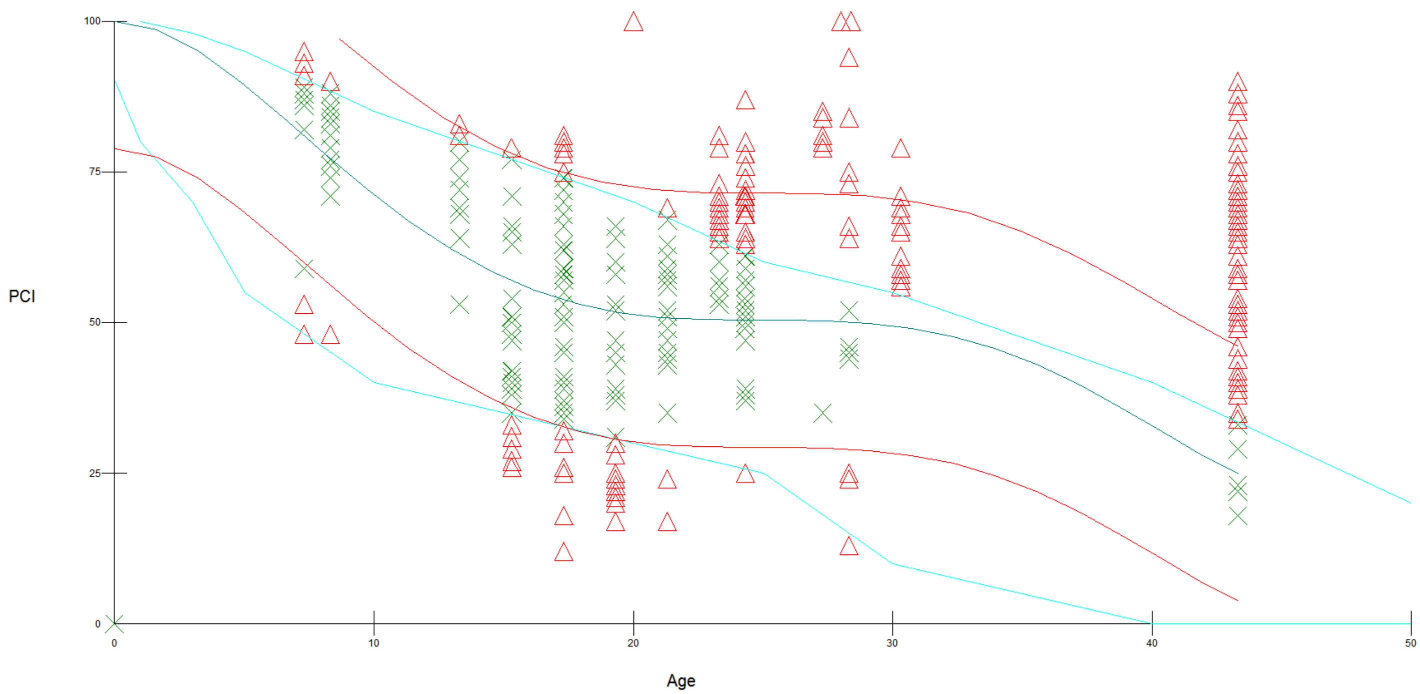
The PCI study provides for a PCI rating on each pavement section within the maintained roadway network. Based upon the distresses identified within each representative sample location inspected, a PCI number is assigned to each pavement section. This number is on a scale of 0 – 100 with 0 being the worst and 100 being the best. Through the ASTM D6433-11 PCI study, JG3 has determined that the overall maintained roadway network to have a PCI of 59 and is in “Fair” condition.

JG3 would again like to thank you for the opportunity to provide BVCSD with this PCI study and our pavement management services. Our goal is to provide the highest level of services and support, providing our clients with the data, tools and expertise necessary to be successful in their goals of pavement management. Should you require any additional information or support regarding this PCI study or the PAVER pavement management system, please do not hesitate to ask.

ADENDUM 1 – PAVEMENT MODELING

The following pavement model was developed based upon work history and condition records and is specific to BVCSD. All pavement sections have been assigned to this model for prediction and planning purposes. This model will be relied upon in the following target driven scenarios to accurately predict pavement network performance and conditions. This model depicts the average deterioration of an asphalt pavement section over its lifespan:

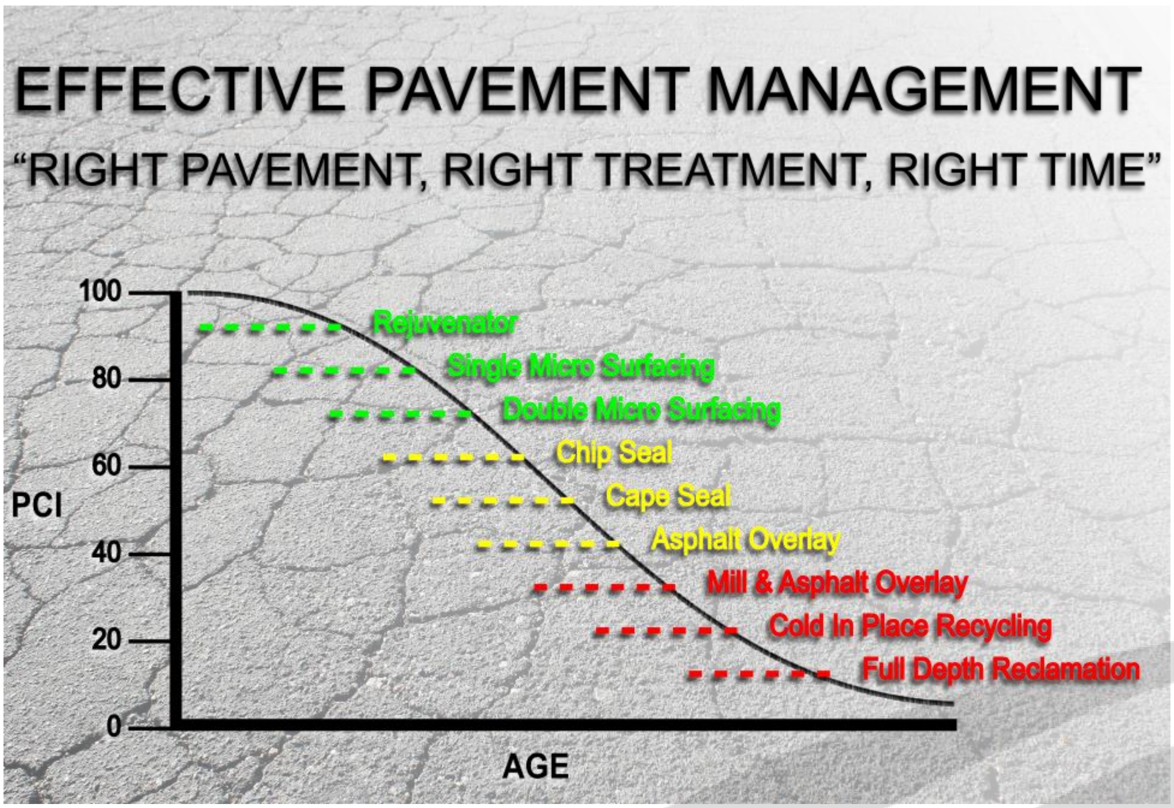
PHASE	AGE RANGE	AVG DECLINE PER YEAR	MAINTENANCE STRATEGIES
PHASE 1	0-15	2-3 PCI Points	NONE/CRACK SEAL/REJUVENATE/SLURRY
PHASE 2	16-25	1-2 PCI POINTS	CRACK SEAL/PATCH/CHIP & SEAL/MILL/OVERLAY
PHASE 3	26 +	2-3 POINTS	MILL OVERLAY/COLD IN PLACE/FULL DEPTH



ADENDUM 2 – TARGET DRIVEN SCENARIOS

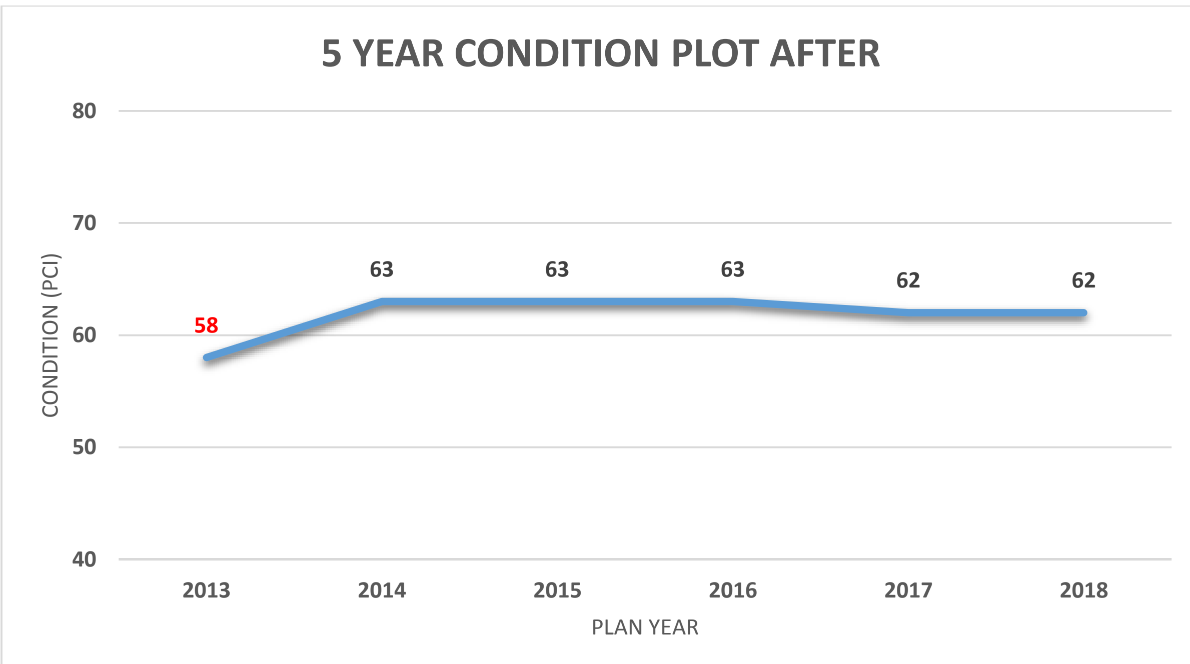
The following target driven scenarios have been developed to accurately and objectively predict future network condition based upon specified budget/condition requirements and/or consequences. Scenario data is based upon user variable input, the asphalt model assigned to pavement sections as well as specific cost table information. All of these parameters have been setup and customized to suit the needs and expectations of BVCSD.

In addition to current condition and pavement model data, the following pavement management principles and cost table were used to develop the following series of target driven scenarios (Localized treatments such as crack seal and patching are automatically considered):

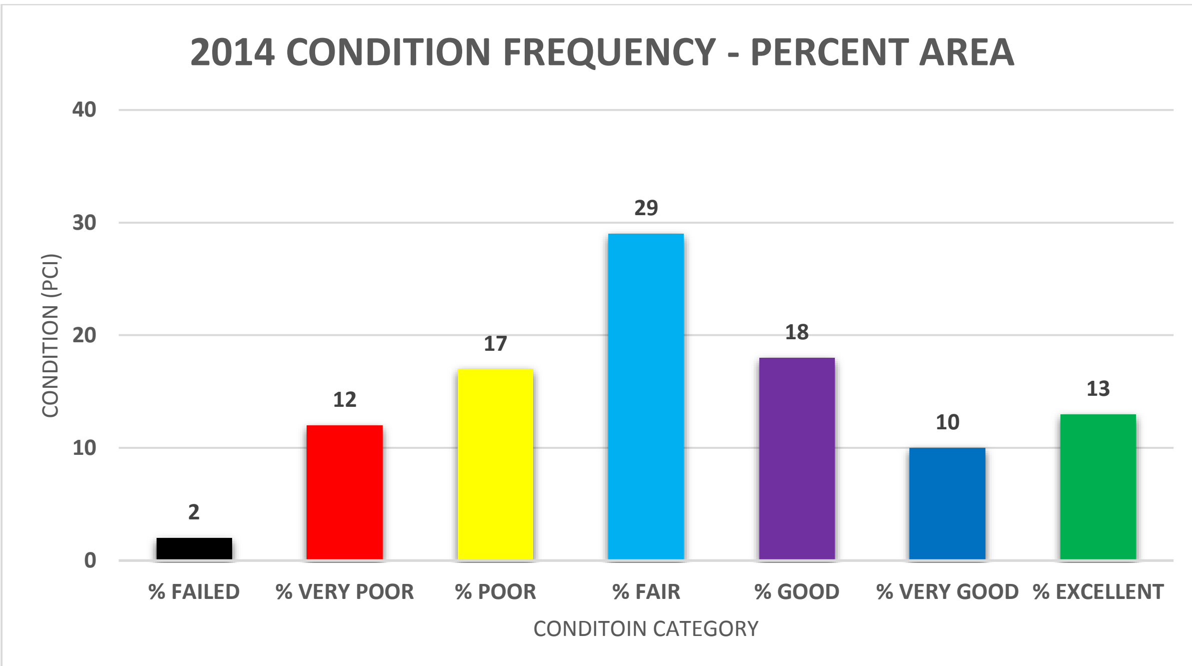


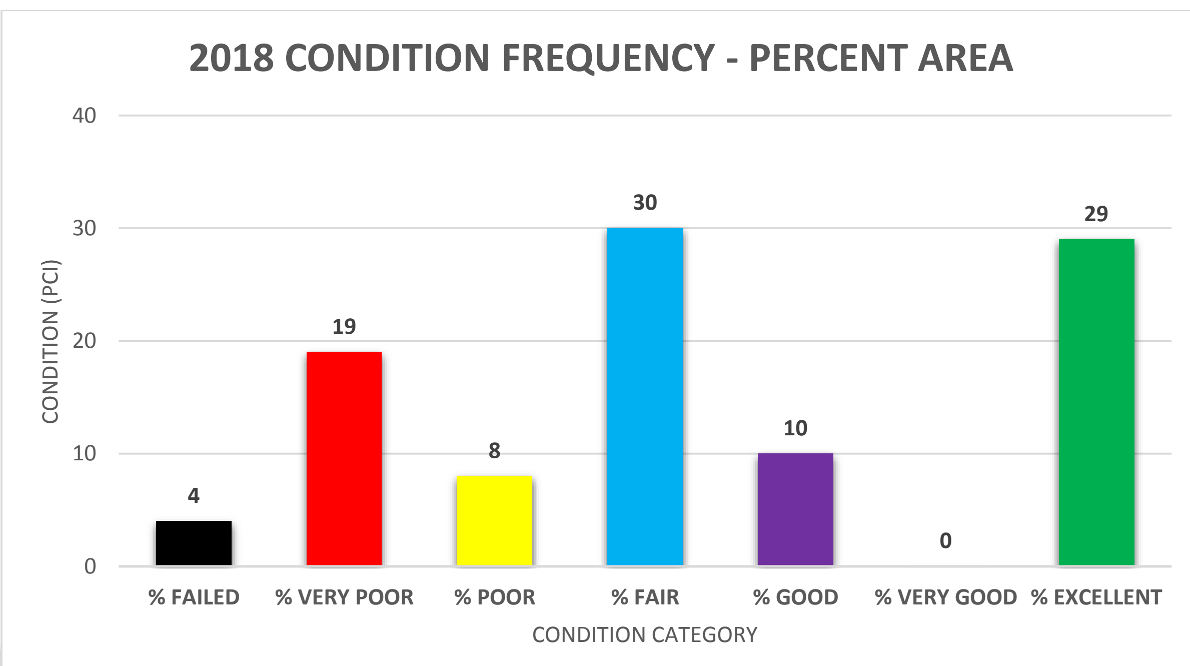
1. **5 YEAR PLAN CONSEQUENCE - $1,000,000 BUDGET YEAR 1, $350,000 YEARS 2-5**
   BVCSD ROADWAY NETWORK ONLY

YEAR	AVERAGE CONDITION BEFORE	AVERAGE CONDITION AFTER
2014	58	63
2015	61	63
2016	61	63
2017	60	62
2018	60	62



YEAR	% FAILED	% VERY POOR	% POOR	% FAIR	% GOOD	% VERY GOOD	% EXCELLENT
7/6/1905	2	12	17	29	18	10	13
6/1/2015	2	14	15	29	16	6	18
6/1/2016	3	18	11	29	16	2	22
6/1/2017	3	20	8	30	13	0	25
6/1/2018	4	19	8	30	10	0	29

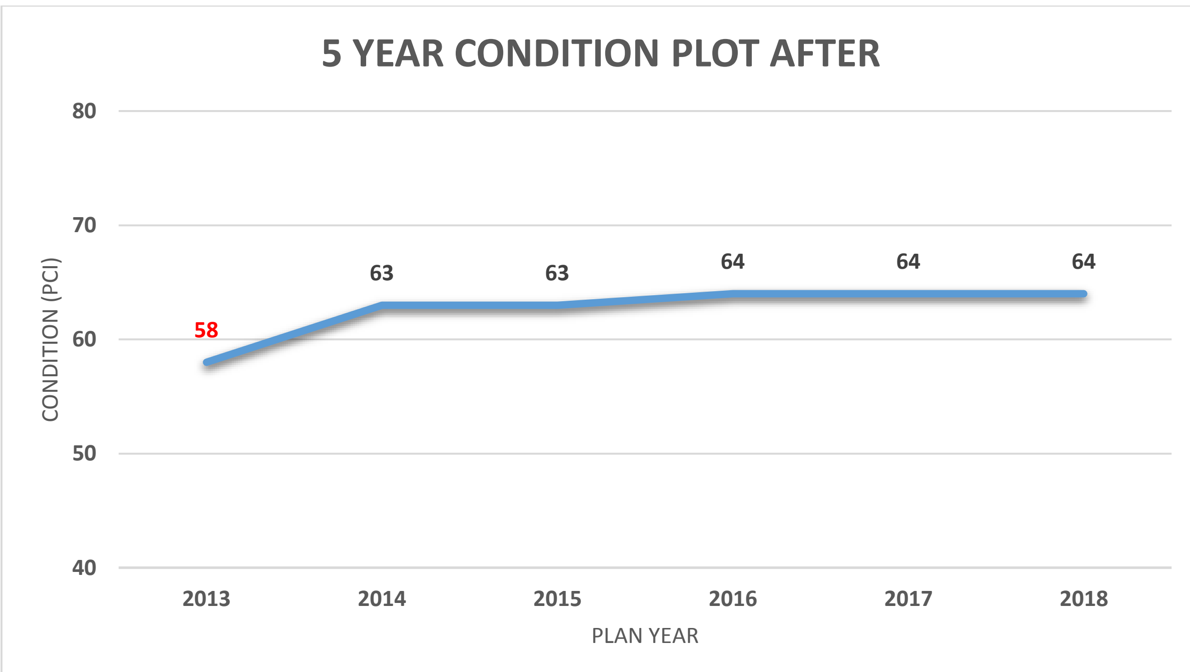




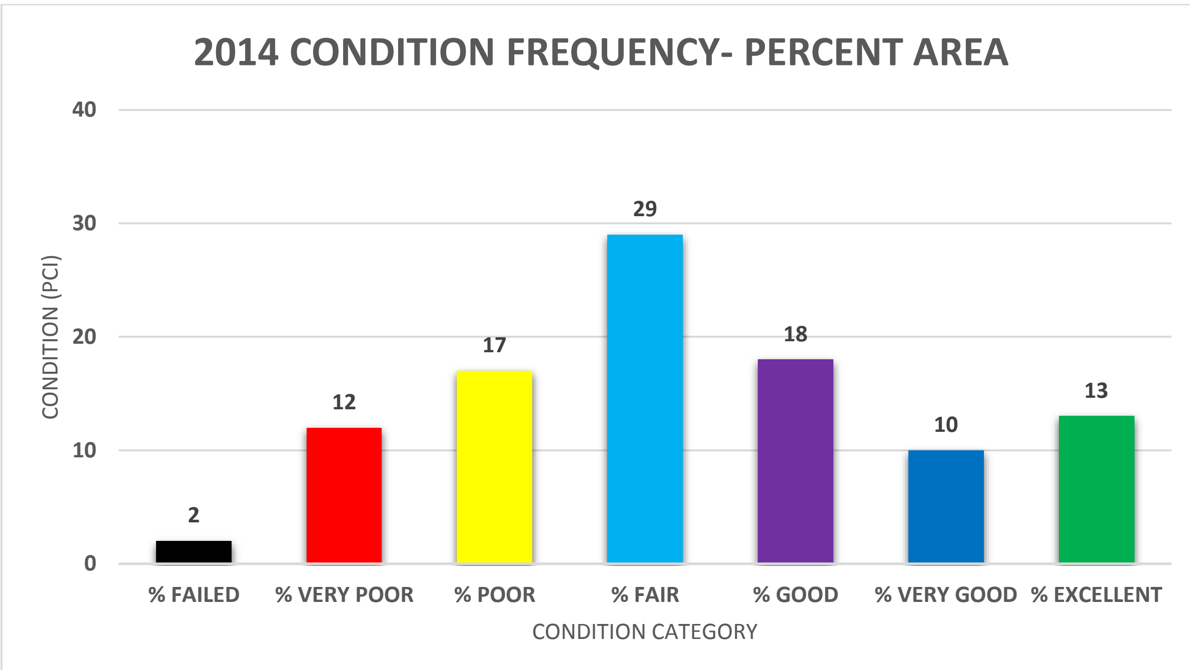
JG3 PAVEMENT MANAGEMENT SIMPLIFIED

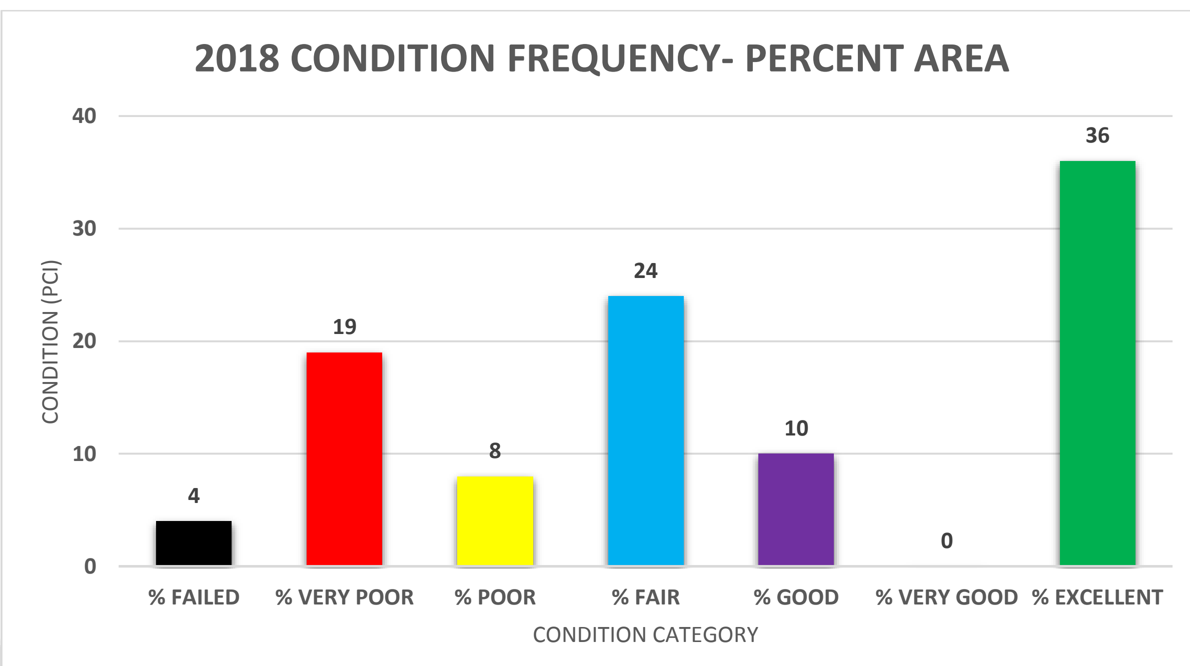
2. 5 YEAR PLAN CONSEQUENCE - $1,000,000 BUDGET YEAR 1, $500,000 YEARS 2-5 BVCSD ROADWAY NETWORK ONLY

YEAR	AVERAGE CONDITION BEFORE	AVERAGE CONDITION AFTER
2014	58	63
2015	61	63
2016	61	64
2017	62	64
2018	62	64



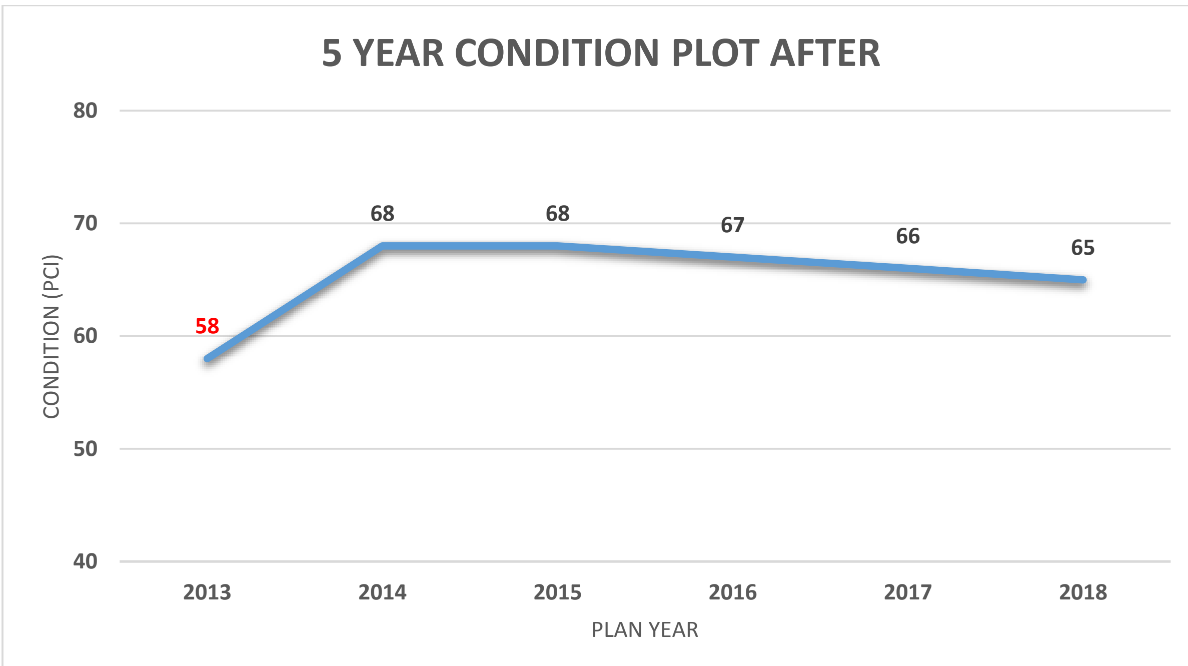
YEAR	% FAILED	% VERY POOR	% POOR	% FAIR	% GOOD	% VERY GOOD	% EXCELLENT
7/6/1905	2	12	17	29	18	10	13
6/1/2015	2	14	15	28	16	6	20
6/1/2016	3	18	11	26	16	2	25
6/1/2017	3	20	8	25	13	0	30
6/1/2018	4	19	8	24	10	0	36



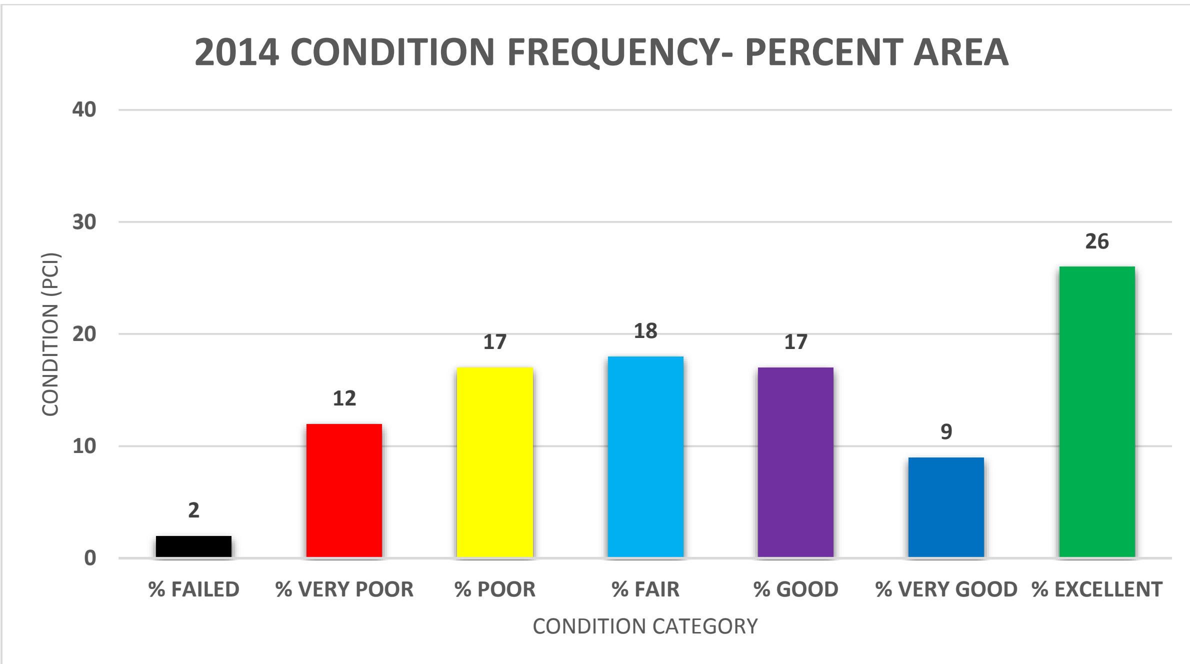


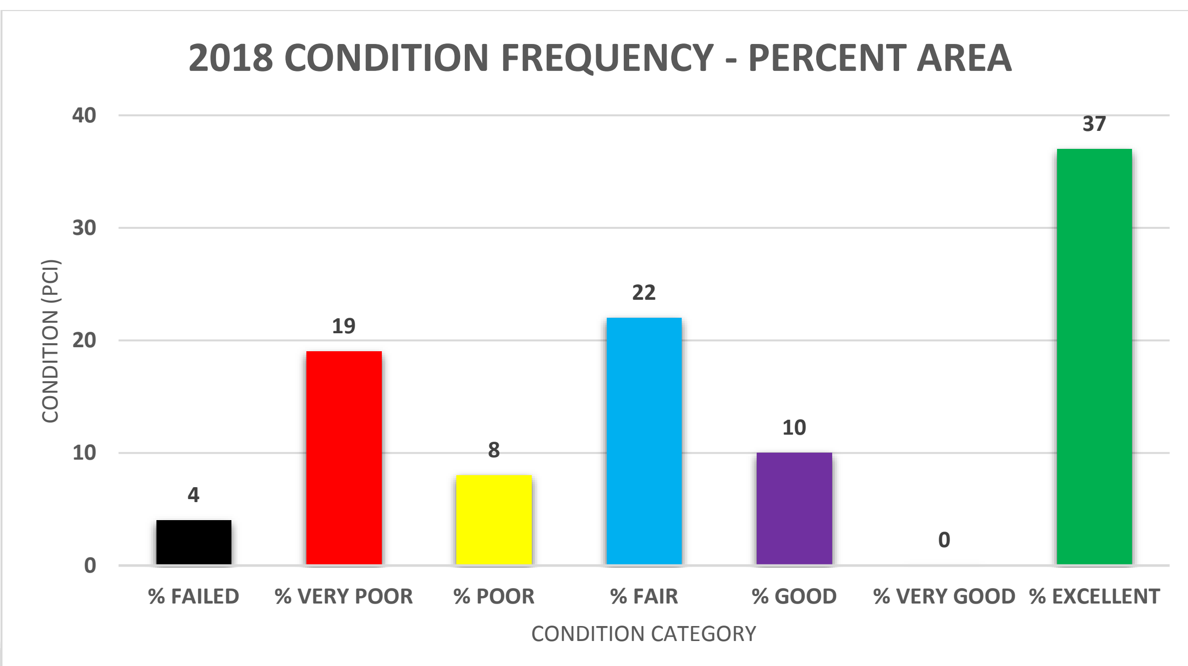
3. 5 YEAR PLAN CONSEQUENCE - $2,000,000 BUDGET YEAR 1, $250,000 YEARS 2-5 BVCSD ROADWAY NETWORK ONLY

YEAR	AVERAGE CONDITION BEFORE	AVERAGE CONDITION AFTER
2014	58	68
2015	66	68
2016	65	67
2017	64	66
2018	63	65



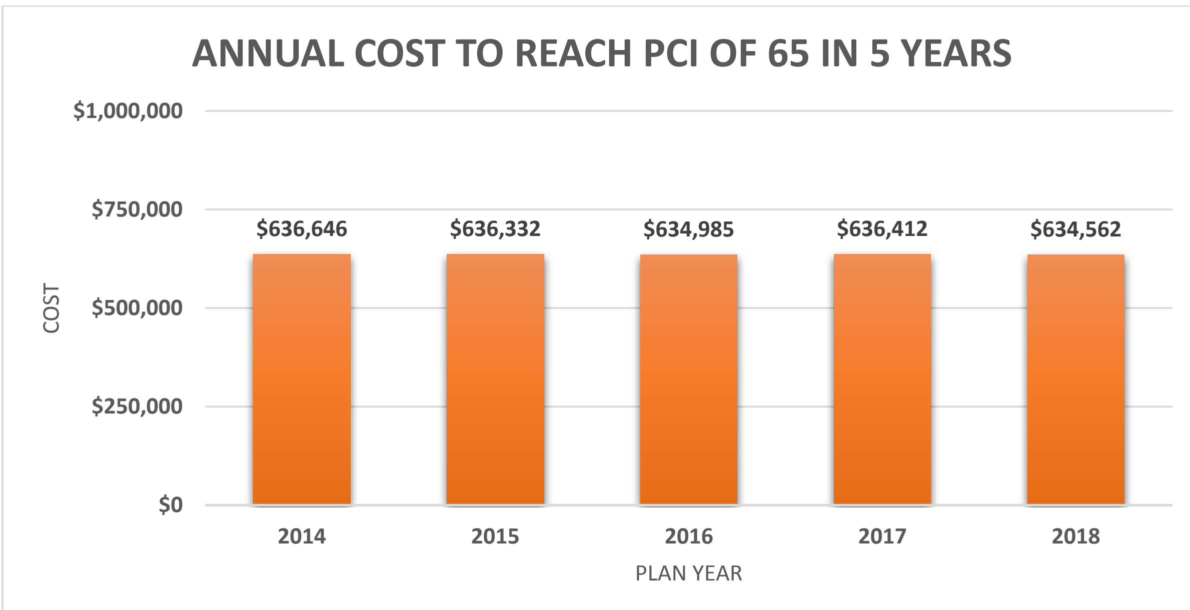
YEAR	% FAILED	% VERY POOR	% POOR	% FAIR	% GOOD	% VERY GOOD	% EXCELLENT
2014	2	12	17	18	17	9	26
2015	2	14	15	19	16	6	29
2016	3	18	11	20	16	2	22
2017	3	20	8	21	13	0	35
2018	4	19	8	22	10	0	37

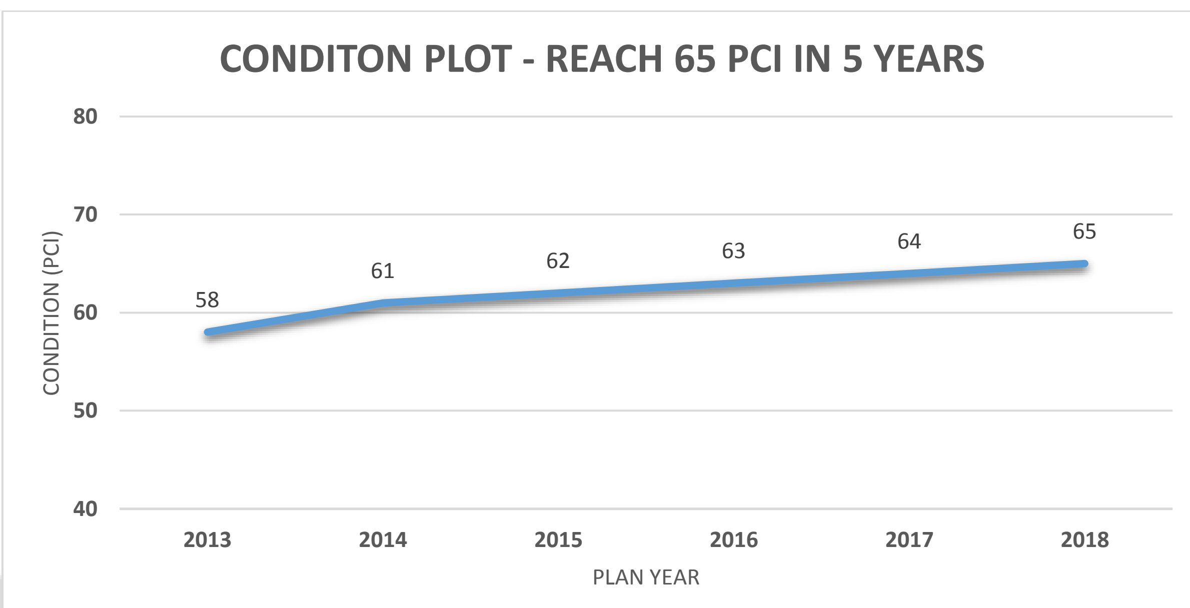




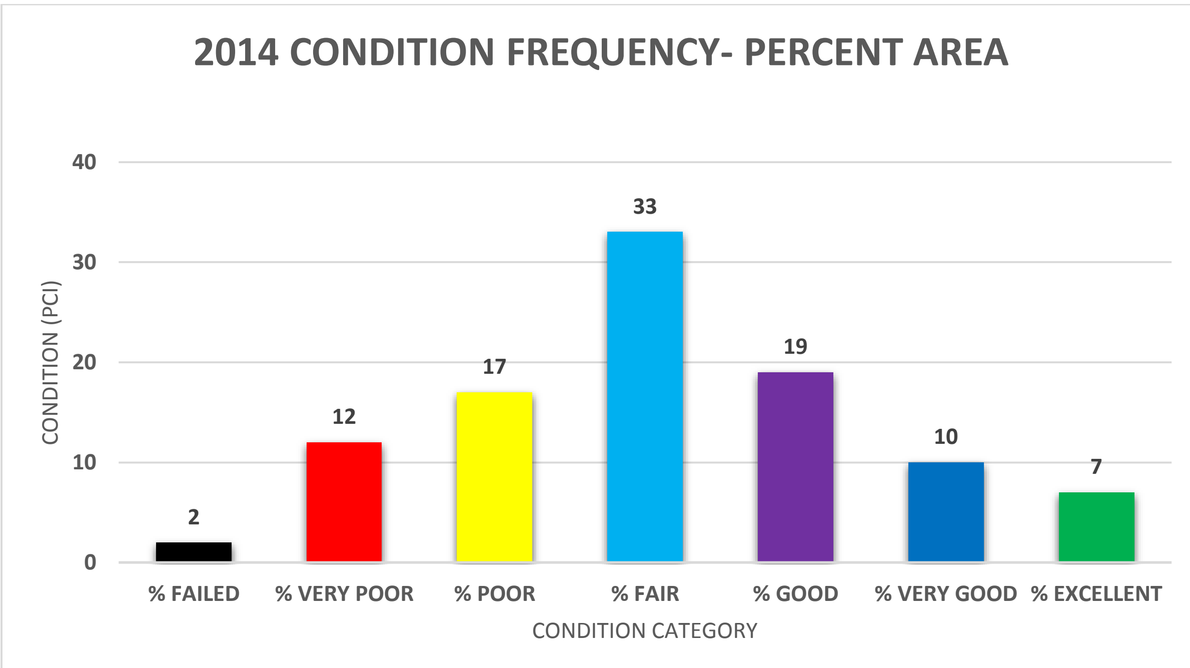
4. 5 YEAR PLAN REQUIREMENT - ACHIEVE AVERAGE NETWORK PCI OF 65 IN 5 YEARS BVCSD ROADWAY NETWORK ONLY

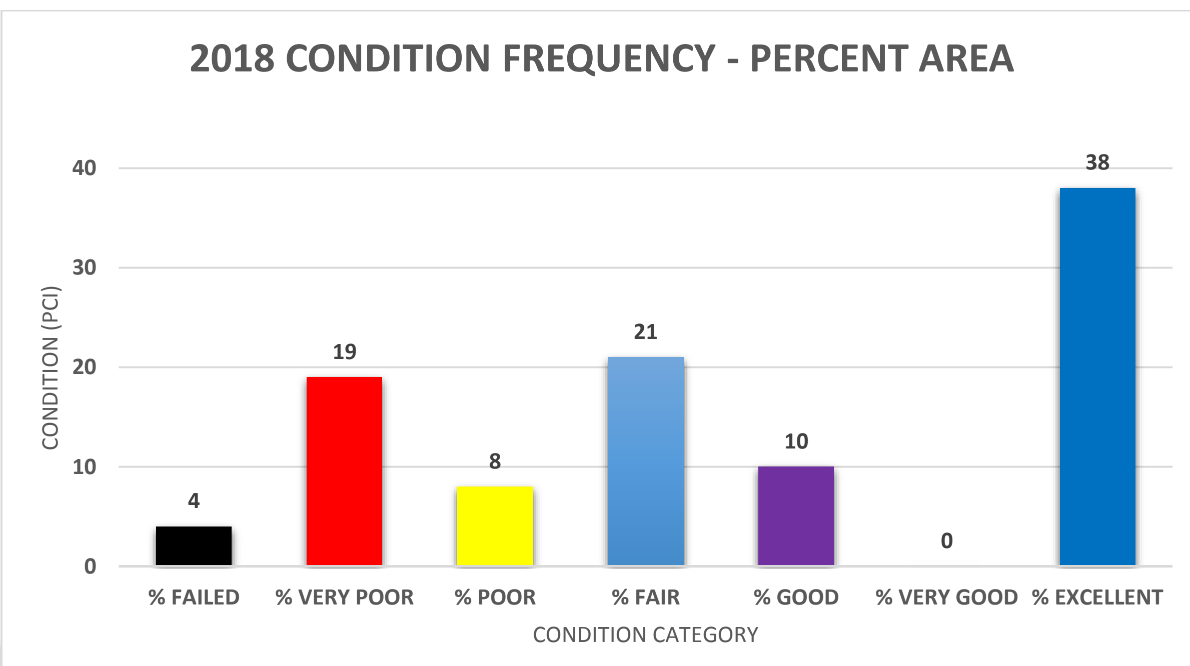
YEAR	AVERAGE CONDITION BEFORE	AVERAGE CONDITION AFTER
2014	58	61
2015	66	62
2016	65	63
2017	64	64
2018	63	65





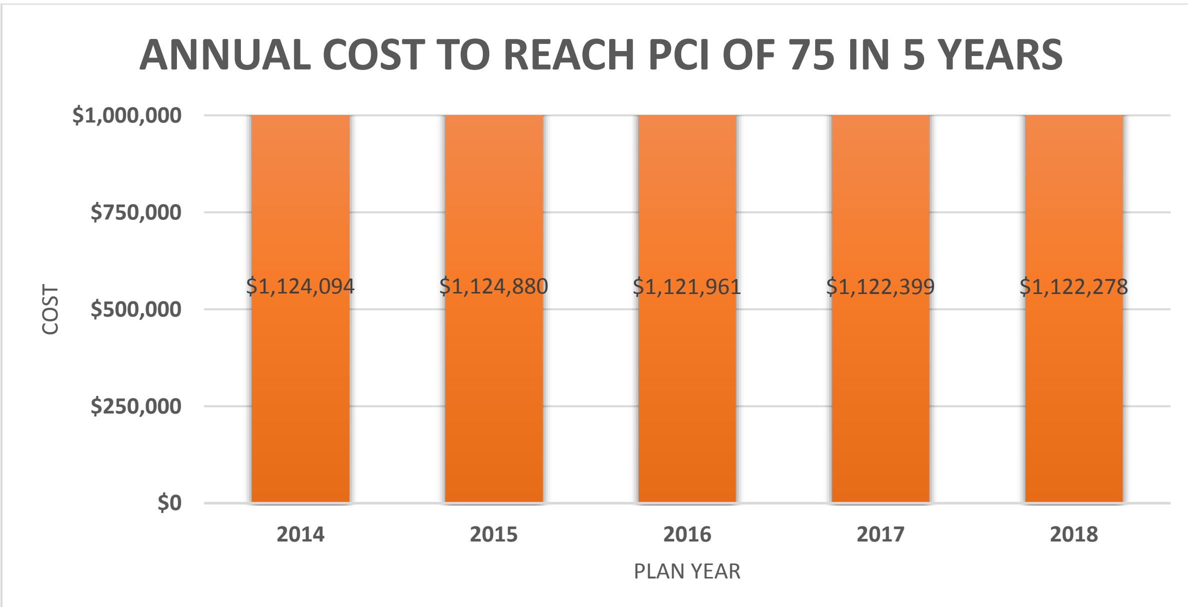
YEAR	% FAILED	% VERY POOR	% POOR	% FAIR	% GOOD	% VERY GOOD	% EXCELLENT
2014	2	12	17	33	19	10	7
2015	2	14	15	30	15	6	17
2016	3	18	11	28	16	2	24
2017	3	20	8	25	13	0	30
2018	4	19	8	21	10	0	38

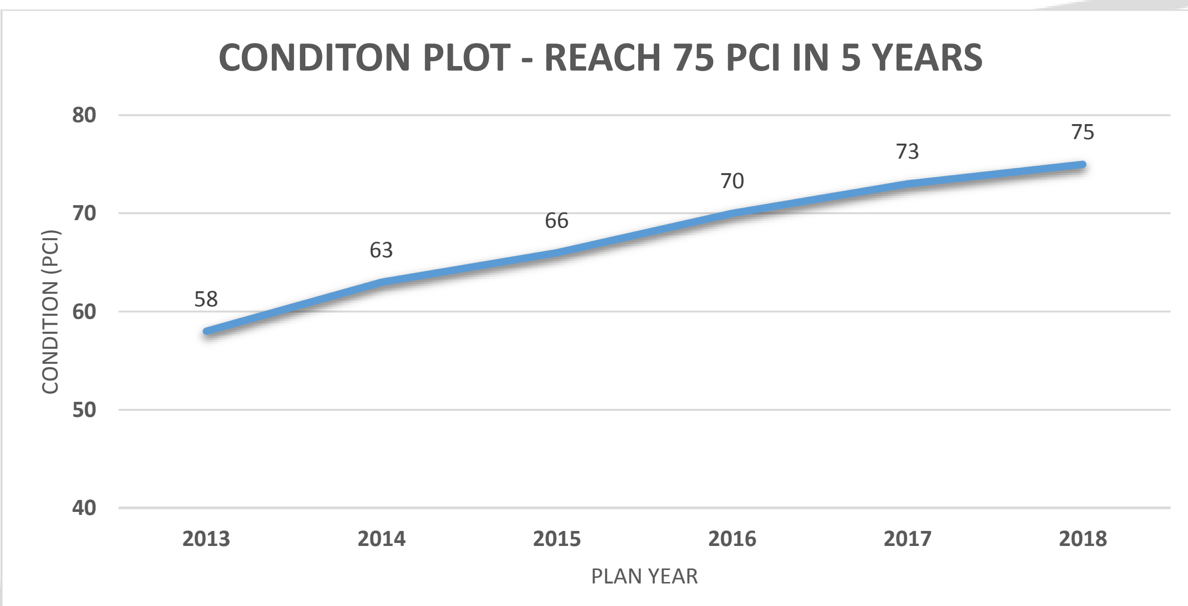




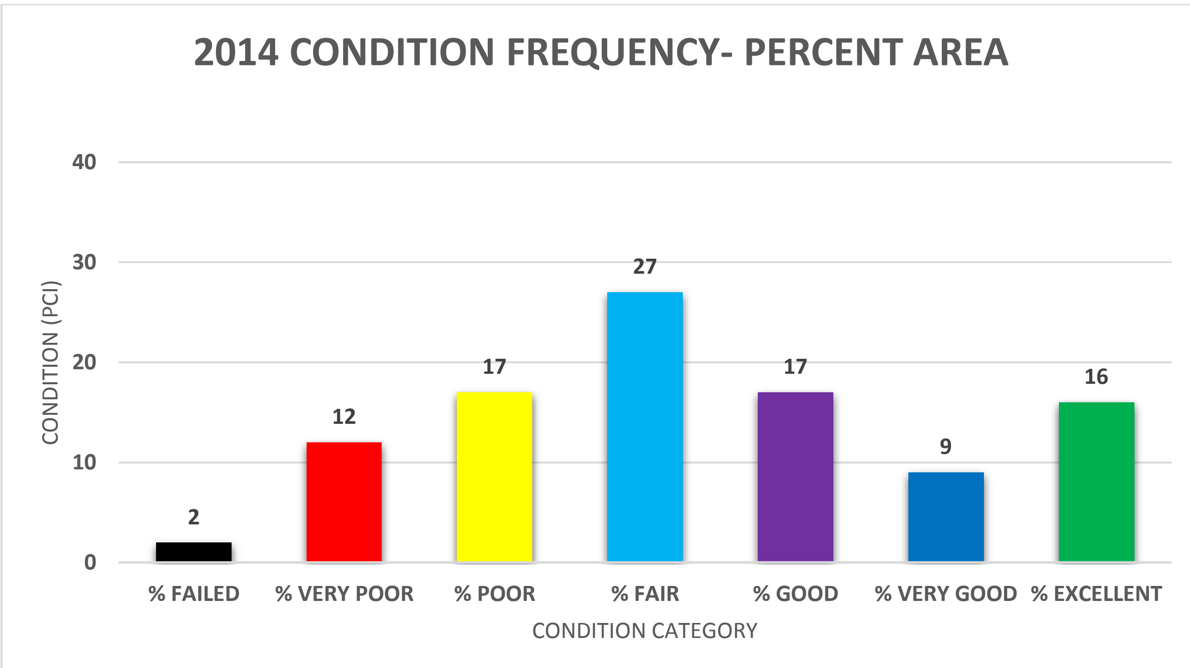
5. 5 YEAR PLAN REQUIREMENT - ACHIEVE AVERAGE NETWORK PCI OF 75 IN 5 YEARS BVCSD ROADWAY NETWORK ONLY

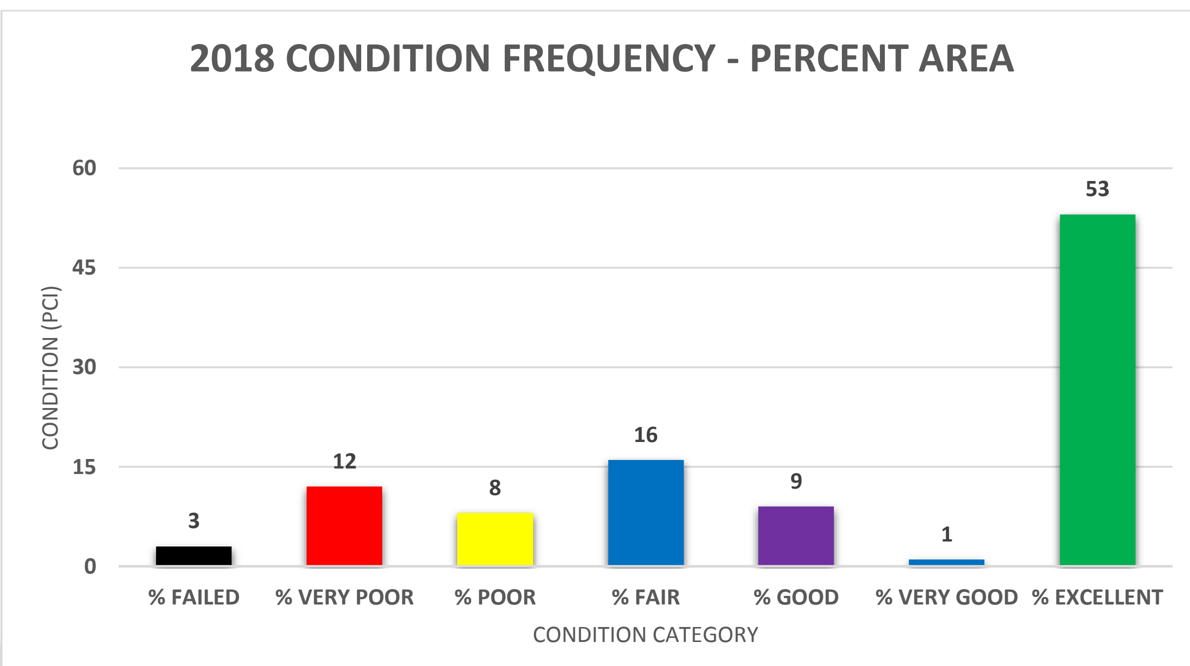
YEAR	AVERAGE CONDITION BEFORE	AVERAGE CONDITION AFTER
2014	58	68
2015	66	68
2016	65	67
2017	64	66
2018	63	65





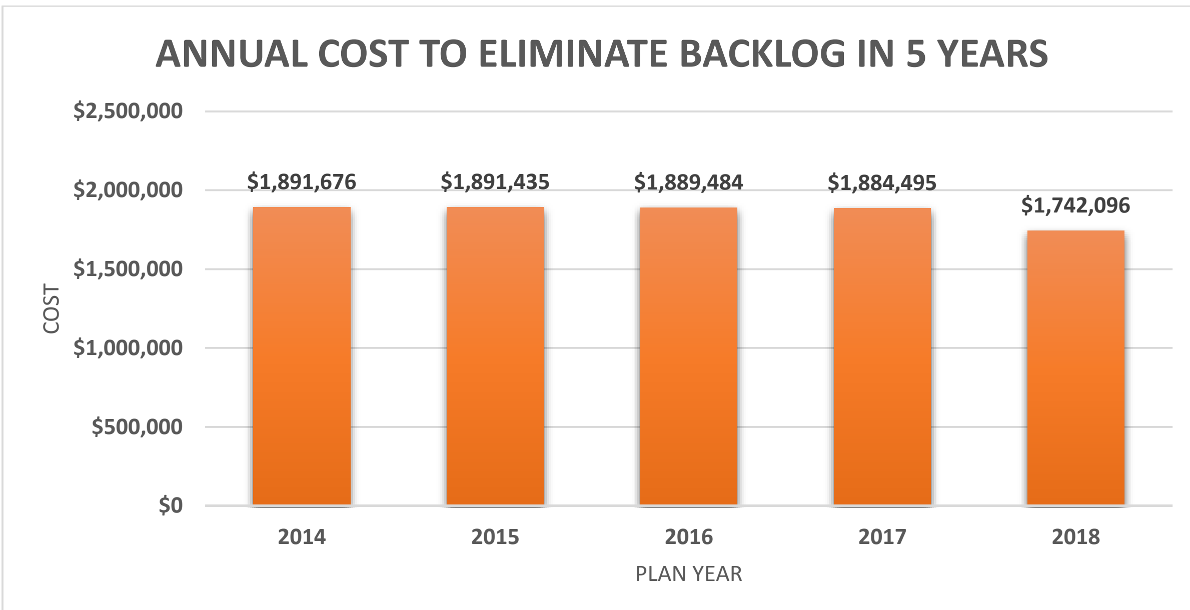
YEAR	% FAILED	% VERY POOR	% POOR	% FAIR	% GOOD	% VERY GOOD	% EXCELLENT
2014	2	12	17	27	17	9	16
2015	2	14	15	20	15	6	27
2016	3	17	11	11	13	2	43
2017	4	15	8	13	12	1	48
2018	3	12	8	16	9	1	53

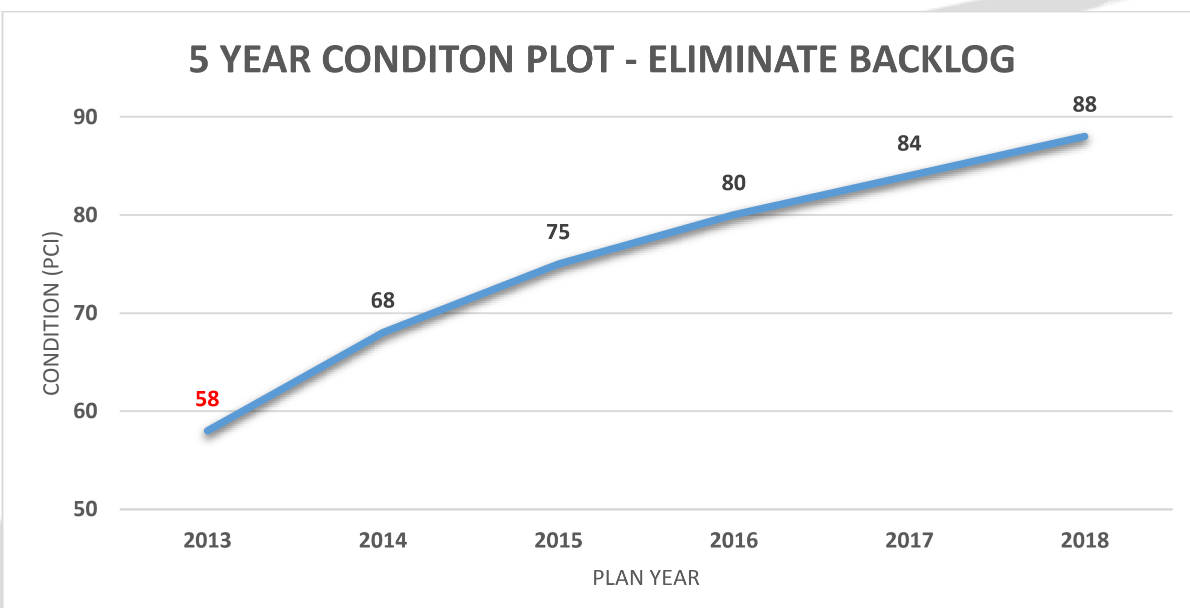




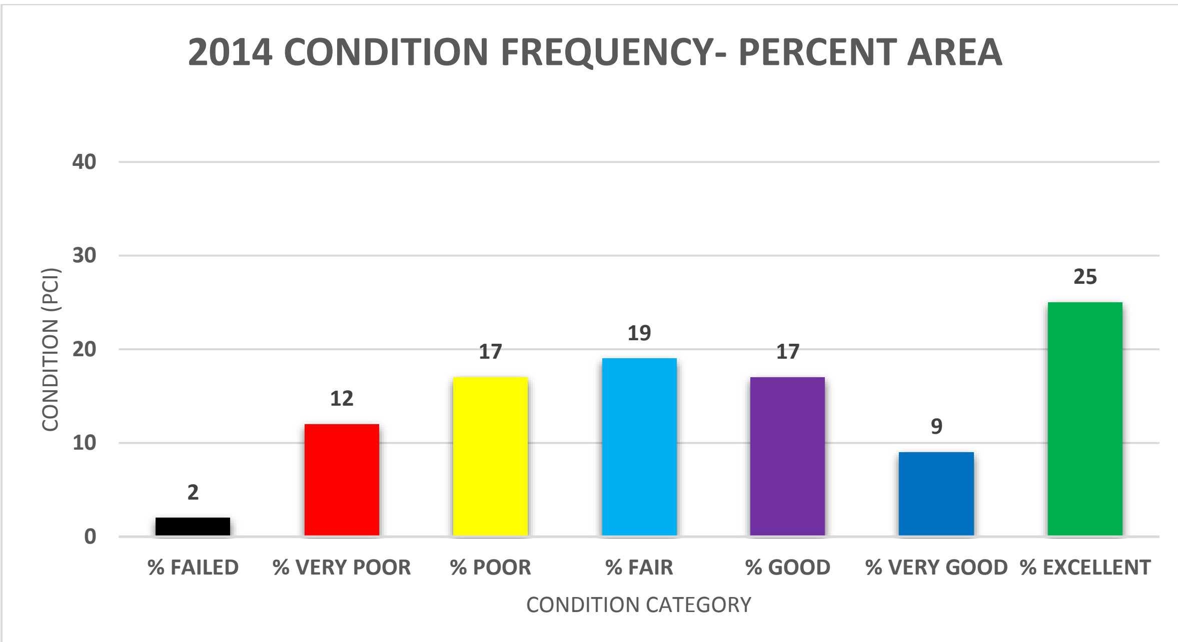
6. 5 YEAR PLAN REQUIREMENT - ELIMINATE BACKLOG ON 5 YEARS
BVCSD ROADWAY NETWORK ONLY

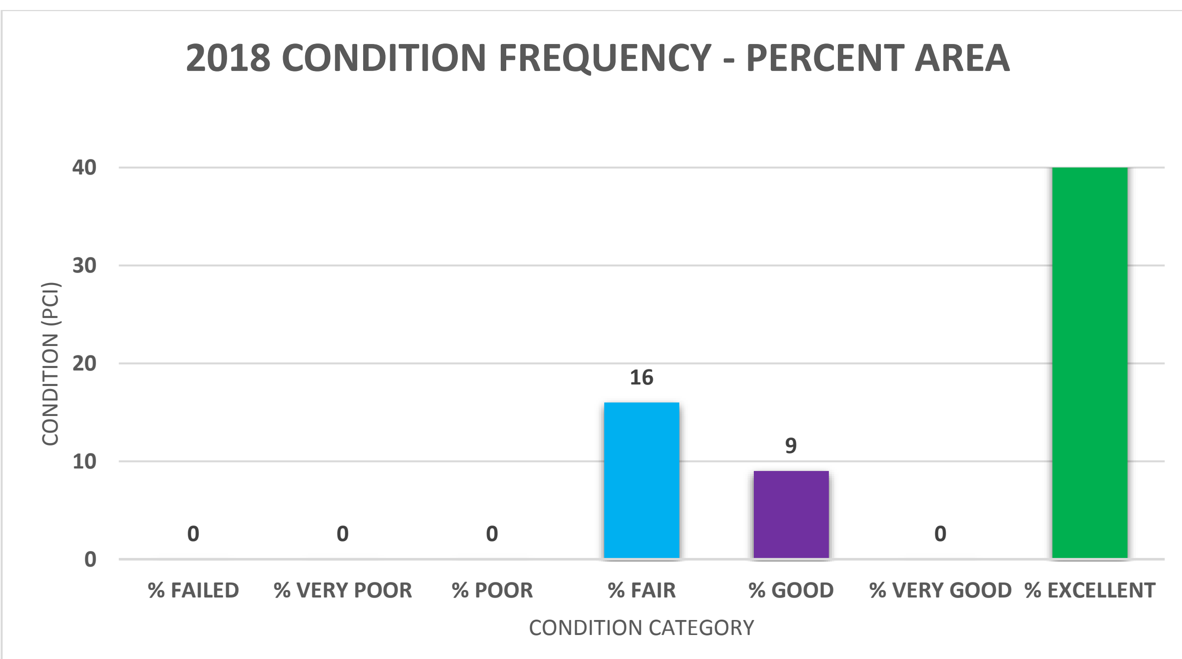
YEAR	AVERAGE CONDITION BEFORE	AVERAGE CONDITION AFTER
2014	58	68
2015	66	75
2016	75	80
2017	80	84
2018	83	88





YEAR	% FAILED	% VERY POOR	% POOR	% FAIR	% GOOD	% VERY GOOD	% EXCELLENT
2014	2	12	17	18	17	9	26
2015	2	14	15	19	16	6	29
2016	3	18	11	20	16	2	22
2017	3	20	8	21	13	0	35
2018	4	19	8	22	10	0	37





7. TARGET DRIVEN SCENARIOS - OVERLAYED
BVCSD ROADWAY NETWORK ONLY