



Pavement Data Collection and Pavement Management System Implementation for City of Harvey, IL

Prepared for
City of Harvey, Illinois
In Association with
Chicago Metropolitan Agency for Planning

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Table of Contents

INTRODUCTION	3
1.1 Background	3
1.2 Project Kick-off and Records Review	3
1.3 Network Segmentation	3
1.4 Traffic Data	4
2. FIELD DATA COLLECTION AND ASSESSMENT.....	7
2.1 Digital Survey Vehicle (DSV).....	7
2.2 Pavement Condition Index Procedure	8
2.3 Pavement Network and Current Condition	11
3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION	15
3.1 PAVER™ Pavement Management System Overview	15
3.2 Pavement Performance Model.....	16
3.3 Treatment Matrix.....	18
3.4 Unit Costs	20
3.5 Annual Budget.....	20
4. MAINTENANCE AND REHABILITATION ANALYSIS.....	22
4.1 Funding Scenario Results	22
4.2 Consequence of Localized Distress Maintenance.....	27
5. SUMMARY AND RECOMMENDATION	28
5.1 Summary	28
5.2 Recommendations	28
5.2.1 Better utilization of available funds by performing timely repairs.....	28
5.2.2 Routine update of PAVER™ pavement management system.....	28
5.2.3 Routine pavement condition survey.....	29
6. PAVEMENT PRESERVATION	29
APPENDIX — A.....	37

List of Abbreviations

<u>Abbreviation</u>	<u>Explanation</u>
AADT -	Annual Average Daily Traffic
AC -	Asphalt Concrete
ADT -	Average Daily Traffic
AECOM -	The organization AECOM
ARA -	Applied Research Associates
ASTM -	American Society for Testing and Materials
CMAP -	Chicago Metropolitan Agency for Planning
DSV -	Digital Survey Vehicle
FHWA -	Federal Highway Administration
GIS -	Geographic Information System
GPS -	GLOBAL Positioning System
HMA -	Hot Mix Asphalt
IDOT -	Illinois Department of Transportation
IRI -	International Roughness Index
LCMS -	Laser Crack Measurement System
LTR -	Load Transfer Restoration
PCC -	Portland Cement Concrete
PCI -	Pavement Condition Index
PMS -	Pavement Management System
RSL -	Remaining Service Life
STA -	State Transportation Agencies

INTRODUCTION

1.1 Background

Chicago Metropolitan Agency for Planning (CMAP) selected ARA to develop pavement management plans for a selected number of local agencies from the CMAP region, including additional data collection for non-Federal Aid routes. Non-Federal aid routes are public roads that are not on the Federal-aid highway systems and classified as local roads or rural minor collectors. The pavement management plans will provide participating local agencies with a document that describes the importance and types of pavement preservation, the current condition of pavements, scenarios evaluating the cost to meet different network-level pavement conditions, and recommended capital plans based on the selected pavement condition/spending scenarios. The pavement management plan for the City of Harvey includes summary tables, charts, graphics, and maps depicting current pavement conditions and forecasted pavement conditions under different scenarios. CMAP and AECOM staff managed the development of the pavement management plan in conjunction with the City of Harvey.

As part of this project, ARA has evaluated the current condition of the City of Harvey's roadway pavement network, implemented a pavement management system (PMS) using PAVER™ software, forecasted condition, generated budget scenarios, and recommended future maintenance and rehabilitation (M&R) plans.

1.2 Project Kick-off and Records Review

ARA met with the City of Harvey, CMAP, and AECOM representatives for a project kick-off meeting on November 5, 2021. Based on the kick-off meeting and documents provided by the City and CMAP, pavement data was collected in December, 2021. The GIS shapefile was provided by CMAP and was used as the base map for the field data collection. The network segmentation provided in the GIS shapefile was the primary source of roadway inventory for the City's pavement management database. The City responded with valuable information to a questionnaire, which was used by ARA to better understand the PMS inputs available from the City and any specific project requirements. ARA worked with the City to finalize treatment types, unit costs, and their annual budgets from 2022 through 2031 to plan future M&R activities. The following documents were reviewed as part of this effort:

- GIS shapefile for the local agency (Source: IDOT Centerline GIS shapefile)
- Network Segmentation for collection (Source: City of Harvey)
- Review of network segmentation (Source: City of Harvey)
- Completed Questionnaire (Source: City of Harvey)

1.3 Network Segmentation

The City of Harvey manages approximately 83.38 miles of roadway pavements, consisting primarily of asphalt pavements. The initial GIS shapefile had 287 segments. However, 11 were not inspected during data collection because the segments were inaccessible or non-existent. Hence, only 276 segments were inspected.

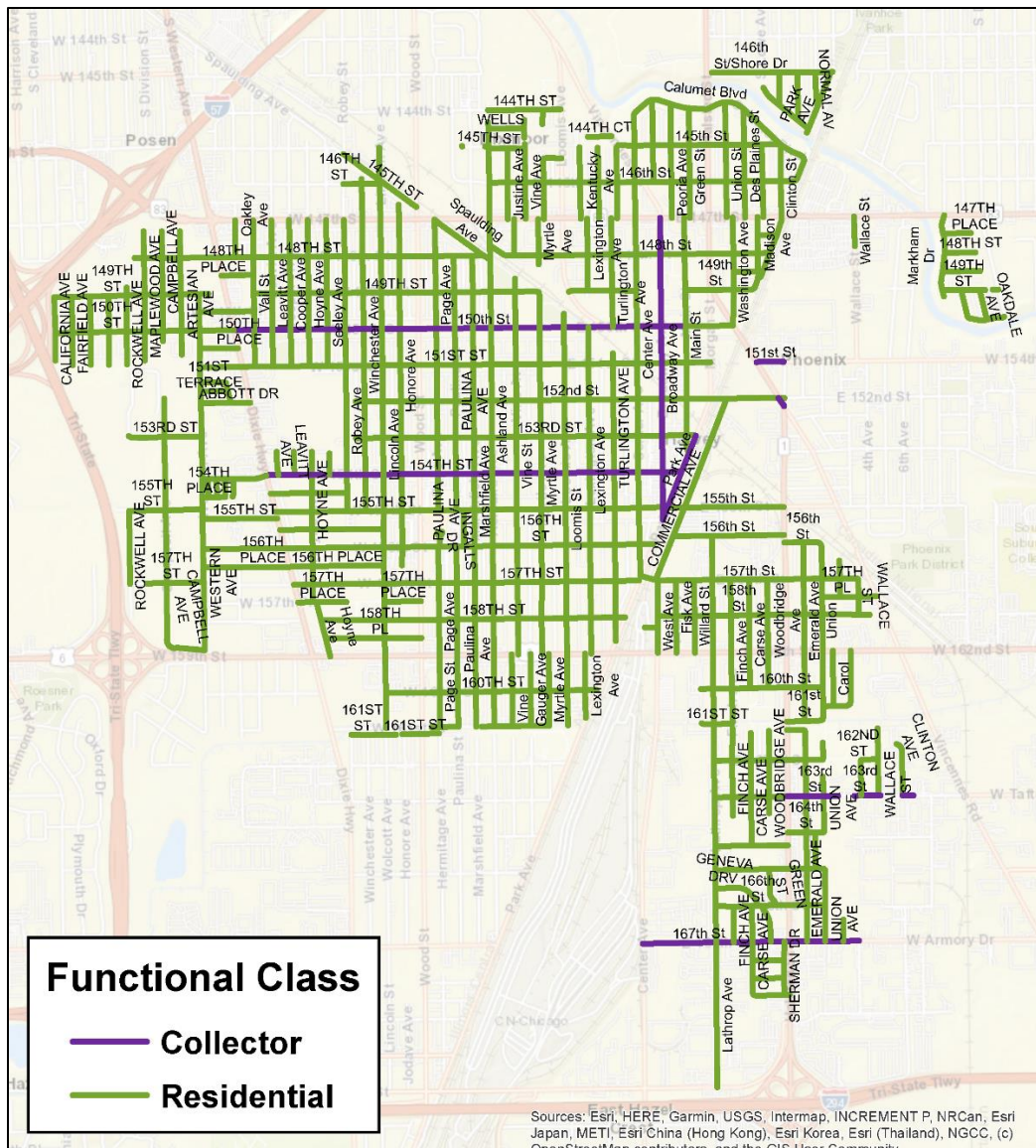


Figure 1. City of Harvey’s roadway network segmentation.

1.4 Traffic Data

Table 1 displays the distribution of network length based on functional class. As observed in Table 1, the majority of the roadway network is comprised of residential streets.

Collectors gather traffic from local roads and funnel it to the arterial network. Collectors serve primarily intra-county travel and typical travel distances are shorter than on arterial routes. Collectors are broken down into two categories: Major Collectors and Minor Collectors. Generally, major collector routes are longer; have lower driveway densities; have higher speed limits; are spaced at greater intervals; have higher traffic volumes, and may have more travel lanes than their minor collector counterparts.

The minimum spacing between two collector roadways in suburban areas of Illinois is ½ or 1 mile typically. In a densely populated urban area, two collector roadways might be found at ¼ mile spacing or

less, but in most areas within the Chicago metropolitan region ¼ mile is considered an absolute minimum and requires significant justification in terms of the traffic patterns and land uses served. An exception is the case of paired one-way roads serving traffic moving in the opposite direction of each other. Projects on roadways with a minor collector functional classification and located outside of the adjusted urbanized area boundary are not eligible for federal-aid funding.

Local/residential roads primarily provide access to private properties and connect with higher classified routes. Design speeds are low, stub sections are common, and the main consideration is given to access needs. They offer the lowest level of mobility, have the shortest trip lengths, and through traffic is often deliberately discouraged. Local roads and streets are typically not eligible for federal-aid funding, though some bicycle and pedestrian projects on local roads and streets may be eligible for federal-aid funding.

Average daily traffic (ADT) data for the City of Harvey network was obtained from the following two resources:

- Illinois Department of Transportation (IDOT) transportation management system:
<http://www.gettingaroundillinois.com/gai.htm?mt=aadt>.
- IDOT Traffic Count Database Systems:
<https://idot.ms2soft.com/tcds/tsearch.asp?loc=Idot&mod=>

The maximum traffic volume in the City's network is 12,400 vehicles per day. Figure 2 shows the annual average daily traffic (AADT) data for the individual pavement sections.

Table 1. City of Harvey's roadway network distribution.

Network/Functional Class	Length	Unit	Maximum AADT in 2021	Minimum AADT in 2021
Collector	7.28	miles	6,100	775
Local/ Residential	76.09	miles	12,400	100
Total Network	83.37	miles		

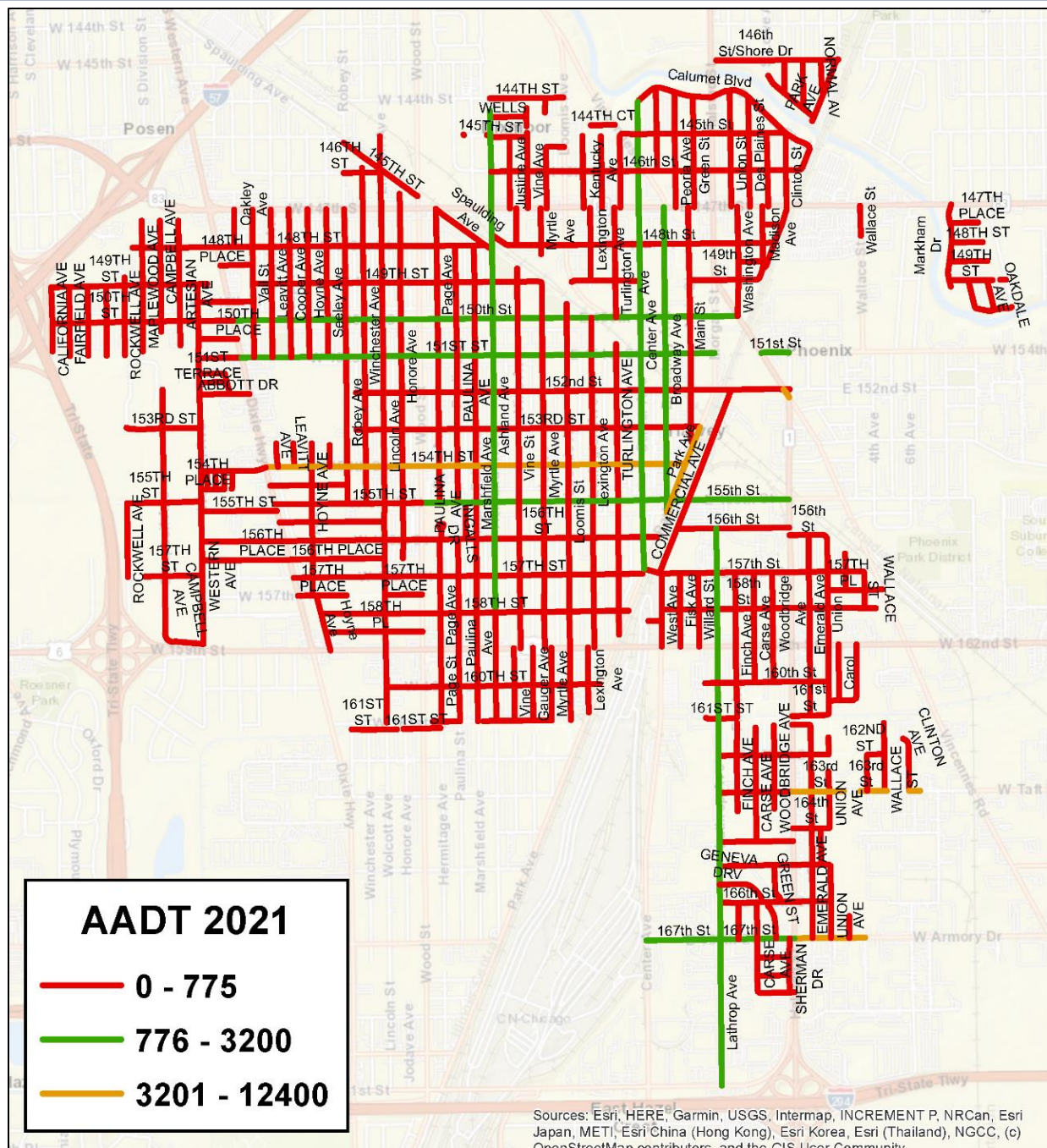


Figure 2. City of Harvey's annual average daily traffic data.

2. FIELD DATA COLLECTION AND ASSESSMENT

2.1 Digital Survey Vehicle (DSV)

ARA collected geo-referenced images of the entire City of Harvey roadway network using the DSV in December, 2021. ARA's DSV equipped with the Laser Crack Measurement System (LCMS), shown in Figure 3, captures images at 20-ft intervals. Each image is linearly referenced with the DSV's onboard distance measuring instrument (DMI) and associated global positioning system (GPS) coordinates. For two-lane City highways, ARA collected images in a single direction. In four-lane pavement sections, data was collected in the outermost lane in both directions.

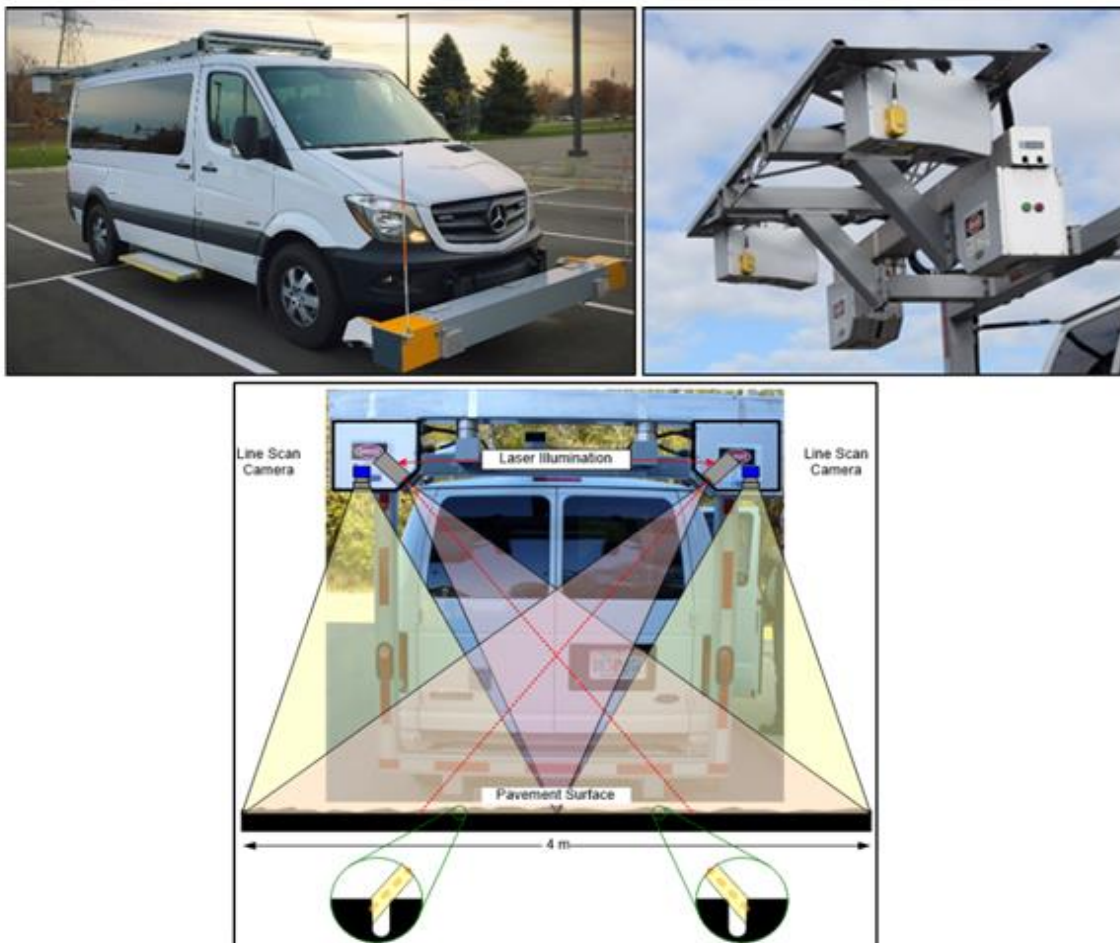


Figure 3. ARA's Laser Crack Measurement System (LCMS).

The LCMS captures enhanced right-of-way images using a right-of-way camera system. The images were used to assess the surface condition of pavements using the Pavement Condition Index (PCI) methodology per ASTM D6433. In addition to the images, International Roughness Index (IRI) and rutting information were collected using a high-speed laser profiling sensor for all the segments. The weighted average IRI value of the City network is 448 inch/mile. Figure 4 illustrates a scale that is recommended by the Federal Highway Administration (FHWA) as part of its Highway Performance

Monitoring System (HPMS) requirements. The HPMS requirements for roadway smoothness is relatively stringent because it represents networks that accommodate relatively speedy traffic.

IRI (in/mile)	Condition
0 – 95	Smooth
96 – 170	Marginal
171 – 220	Rough
Over 220	Unacceptable

Figure 4: IRI scale based on FHWA’s HPMS requirements.

However, pavement roughness is subjective to human perception. The level of tolerance of roadway roughness is relatively higher for urban-street travelers because of lower operating speed than Interstate and US highways. Moreover, urban street smoothness is largely impacted by frequently intersecting streets, and localized roughness (e.g., manhole covers, railroad crossings, bridge approaches, roundabouts, etc.). Many of these items are not existent in Interstate or US highways. To account for these variabilities into pavement roughness estimation, a study was conducted by the District Department of Transportation (DDOT). The study was focused on IRI values of dense urban roadways of Washington D.C. As part of the study, a survey was conducted asking D.C. travelers to give their opinions on pavement smoothness based on the Weaver/AASHO scale. The ratings were directly used to establish a correlation between actual IRI value and perceived smoothness. The study proposed a new scale for the DDOT suggesting 188-318 in/mi for Collectors and 182-281 in/mi for Arterials as acceptable ranges.

2.2 Pavement Condition Index Procedure

Pavement Condition Index (PCI) is a measurement of pavement condition which ranges from 0 to 100. This is an industry-standard defined in ASTM D6433. A newly constructed pavement will have a PCI of 100 whereas a failed pavement will have a PCI of 10 or less. After construction, PCI starts to deteriorate with time due to traffic loads and volumes, climate, construction materials, and age. Examples of common traffic load-related distress are fatigue cracking, corner break, etc. whereas block cracking, longitudinal and transverse cracking, etc. are climate-related distresses.

PCI Value	Pavement Rating
100	
85	Good
70	Satisfactory
55	Fair
40	Poor
25	Very Poor
10	Serious
0	Failed

Figure 5. Pavement condition category based on the PCI value.

A PCI survey allows users to compare all pavements on a common scale and provides an index for monitoring pavement deterioration and treatment selection during the PMS analysis. Typically, PCI surveys are conducted foot-on-ground in the field. The modified version allows the use of digital images to perform the survey in an office environment and still provides the highest detail of distress rating.

ARA's LCMS system identifies the pavement distresses and reports the type, severity, and extent of key pavement distresses, as shown in Figure 6. Some sample pavement surface images with representative PCI values are shown in Figure 7 and Figure 8.

Ten percent of the surveyed sections were subjected to an internal quality assurance survey by an independent surveyor. After completion of the PCI calculation, visual checks were performed to ensure that the PCI values are representative of the surveyed images.

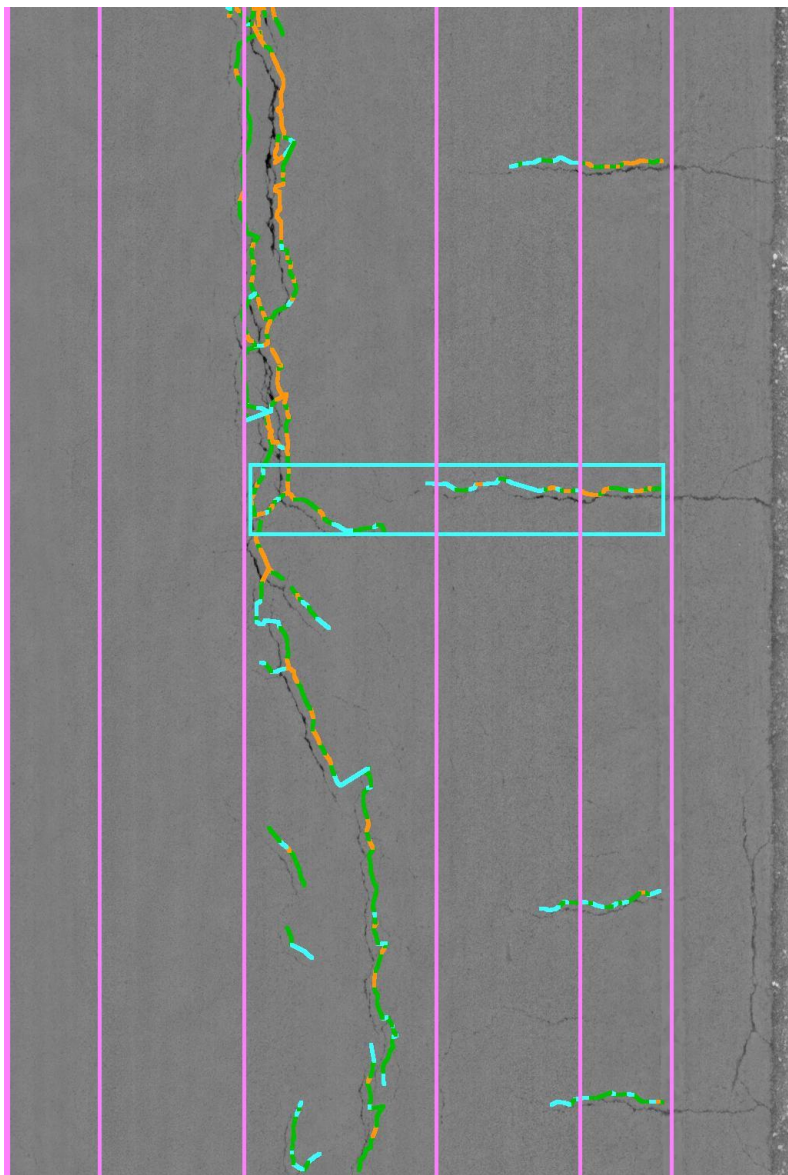


Figure 6. Pavement distress detection using LCMS system.

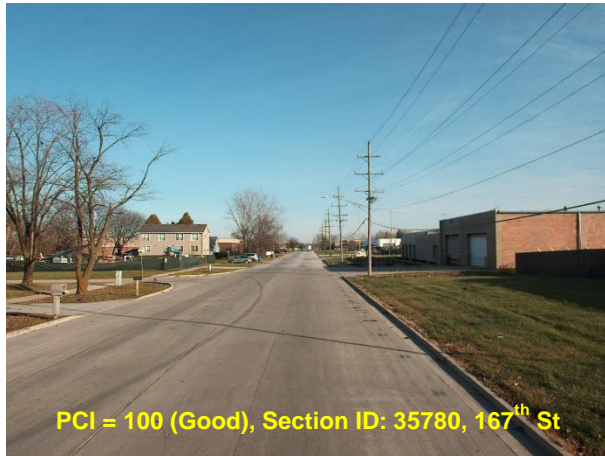


Figure 7. Sample pavement images with different PCI values ('Good' - 'Serious').



Figure 8: Sample pavement image with 'Failed' PCI value.

2.3 Pavement Network and Current Condition

After performing an automated condition survey with the collected images, the inspection data was imported into the PAVER™ software. As mentioned earlier, ten (10) sections listed below were not inspected because they were either inaccessible or non-existent.

- 155th St – Section ID: 529848 – 0.25 mi – Not drivable.
- 156th St – Section ID: 164308 – 0.01 mi – Intersection.
- Clinton St -- Section ID: 476713 – 0.16 mi – Private.
- Commercial Ave – Section ID: 321195 – 0.27 mi – Does not exist.
- Copper Ave – Section ID: 318786 – 0.08 mi – Private.
- Leavitt Ave – Section ID: 529369 – 0.08 mi – Private.
- Oakley Court – Section ID: 225413 – 0.06 mi – Blocked by a tree.
- Paulina Ave – Section ID: 301963 – 0.13 mi – Private.
- Rockwell Ave – Section ID: 21571 – 0.25 mi – Gravel.
- Spaulding Ave – Section ID: 19974 – 0.24 mi – Closed.

Based on the December 2021 pavement condition survey, the weighted average PCI of the network is 29.7, which represents a pavement network is in “Very Poor” condition. ARA discussed the results of the PCI survey on January 26, 2021. Table 2 shows the pavement condition, percent area, number of sections, and number of sections by pavement surface type.

Table 2. Pavement condition, percent area, and the number of sections by pavement surface type.

Surface Type	Wt. Avg PCI	Pavement Area (SqFt)	% Area	Number of Sections
Asphalt Concrete (AC)	28.98	12,393,687	99.0	269
Portland Cement Concrete (PCC)	98.72	139,978	1.0	7

Figure 9 shows the distribution of network pavement area based on current pavement conditions. Per the latest survey, about 12% of the network is in ‘Failed’ condition, 35% of the network is in ‘serious’ condition, about 44% of the network is in ‘poor’ or ‘very poor’ condition, about 7% in ‘fair’ condition, and about 2% of the network is in ‘satisfactory’ or ‘good’ condition.

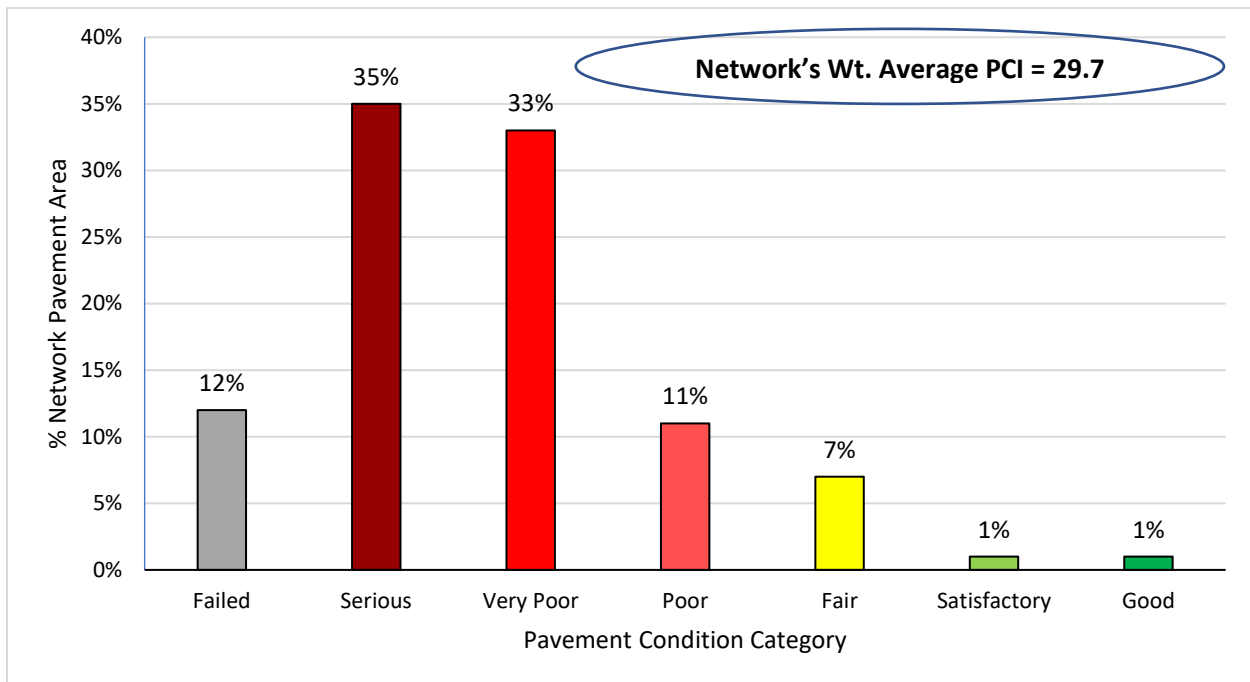


Figure 9. Distribution of network pavement area based on pavement condition.

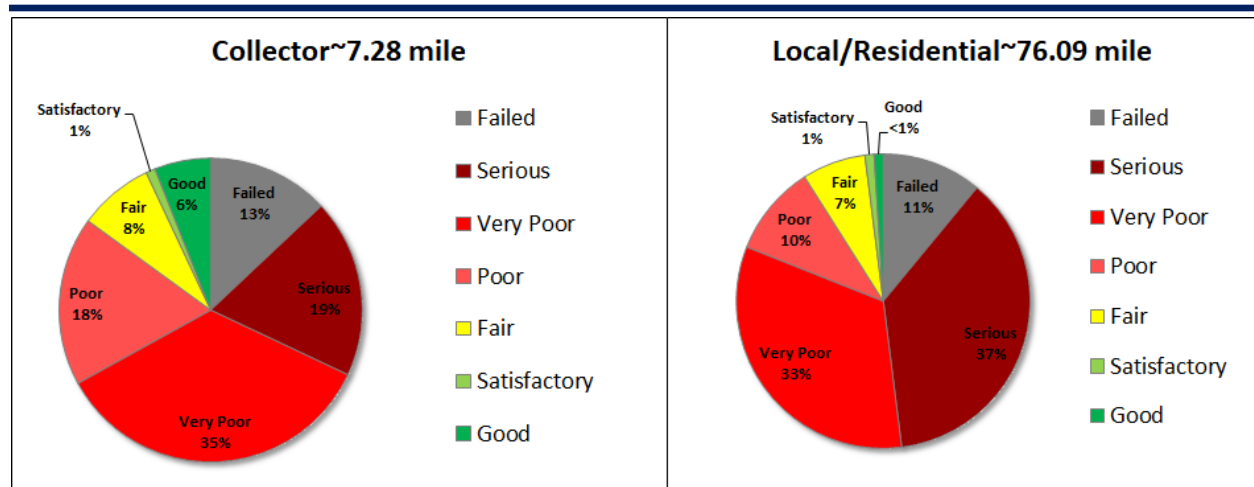


Figure 10. Pavement condition distribution based on functional class.

Figure 10 shows detailed distributions of pavement conditions among various PCI bands based on functional class. Majority of the roads was found to be in “Poor” or worse condition in every functional class. Roads that are in “Satisfactory” or “Fair” category have the potential of profiting the most from a pavement management program. Local/Residential roads have more ‘Serious’ roads and fewer ‘Satisfactory’ or better roads compared to Collector roads. It demonstrates the fact that Collector roads are maintained at a better condition than Local/Residential roads.

Figure 11 shows the average pavement condition based on functional class. The collector pavement sections comprise about 8.7% of the network by pavement mileage and are in “Very Poor” condition with an average PCI value of 35.9. The major part (91.3% by pavement mileage) of the network consists of residential streets with an average PCI value of 28.9, which is also in the “Very Poor” band. The overall network PCI is influenced heavily by the residential road PCI scores since it has the largest weightage factor among the two functional classes. For context, of the 50+ agencies that have participated in the CMAP-PMS program, the typical agency had a network PCI in the range of 50-60. A GIS map with pavement conditions for individual segments is shown in Figure 12.

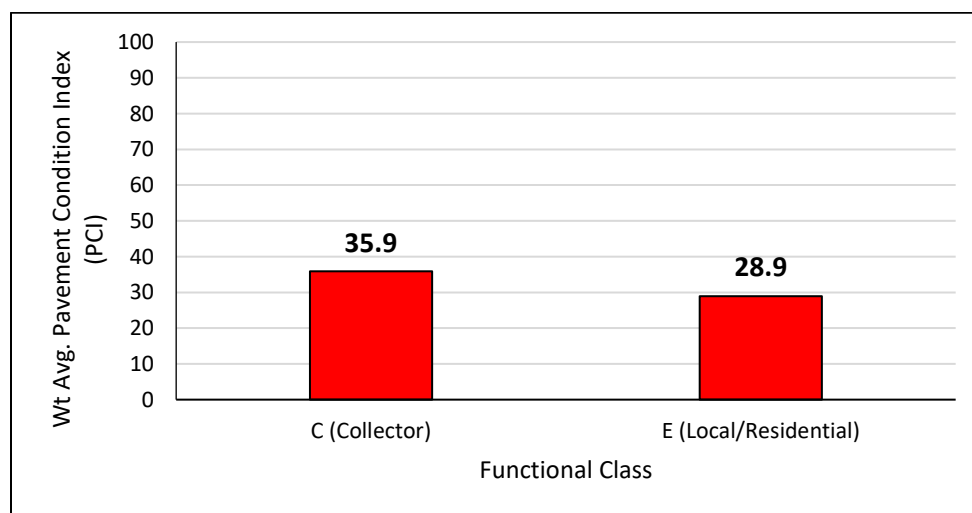


Figure 11. Average pavement condition index (PCI) based on functional class.

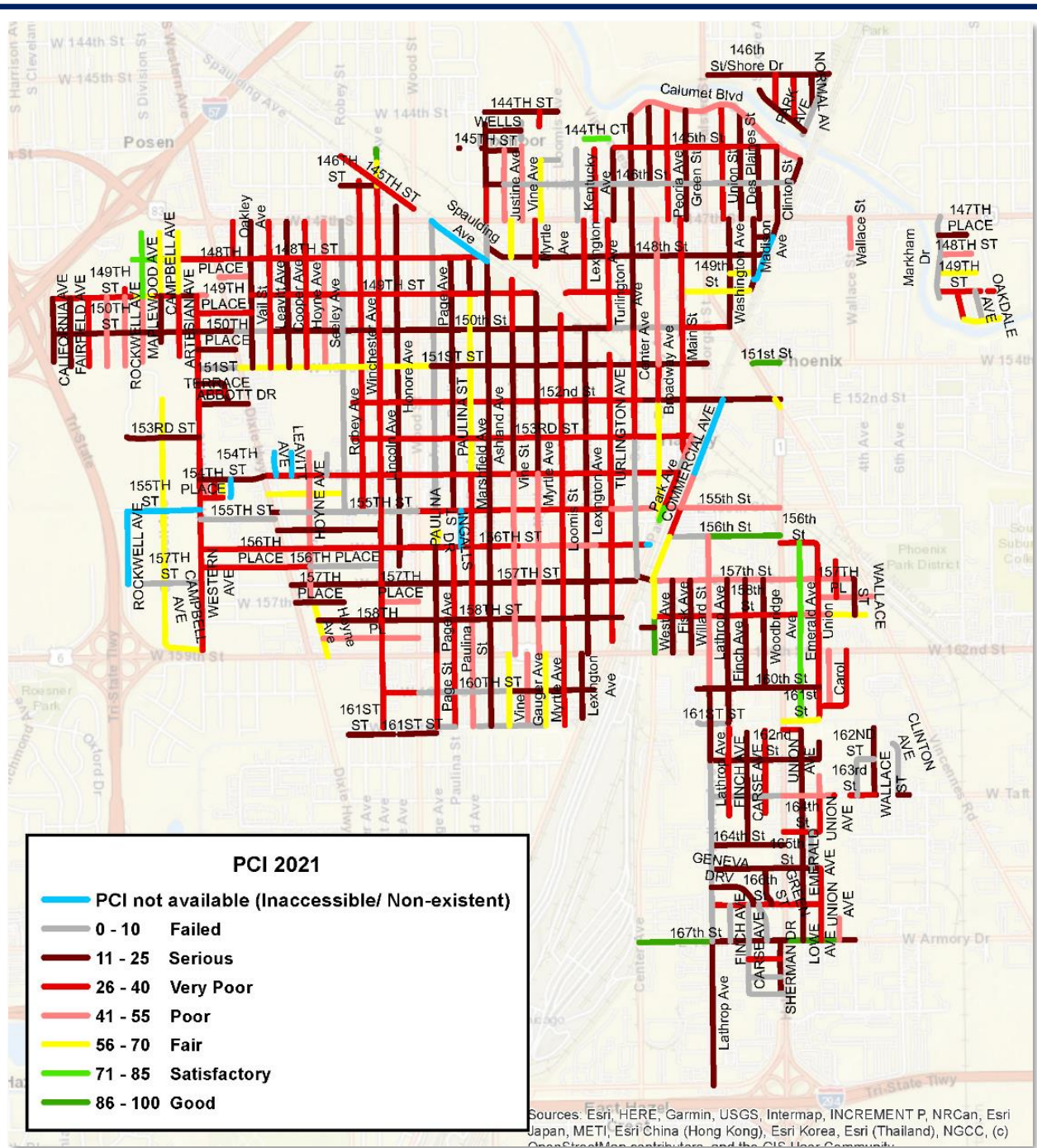


Figure 12. City of Harvey’s current pavement condition ratings.

3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

ARA discussed the PMS analysis with the City, CMAP, and AECOM on March 16, 2022. ARA discussed pavement performance models, treatment matrix, unit costs, and consequences of several funding scenarios. Based on the City's feedback on PMS analysis, ARA prepared the PMS analysis, and results are presented in this section.

ARA used PAVER™ pavement management software to implement a pavement management system (PMS) for the City of Harvey. PAVER™ provides pavement management capabilities to (a) develop and organize the pavement inventory, (b) assess the current condition of pavements, (c) develop models to predict future conditions, (d) report on past and future pavement performance, (e) develop scenarios for M&R based on budget or condition requirements, and (f) plan projects.

3.1 PAVER™ Pavement Management System Overview

Figure 13 shows the various modules of the PAVER™ software which includes:

- Inventory — The inventory module is designed based on a hierarchical structure including network, branch, and sections where a section is the smallest pavement unit managed by the agency. This structure allows users to easily organize their inventory while providing numerous fields and levels for storing pavement data.
- Work History — Similar to the inventory module, the work history module also follows the hierarchical structure. To update a pavement section's attribute or work history, it is required to have the network, branch, and section information.
- Inspection — In the inspection module, pavement can be surveyed manually or the automated survey data can be imported and modified, and finally PCI is being calculated.
- PCI Family Model— The PCI family model module is used to create a pavement performance model. Basically, it uses historical pavement condition and age data.
- Condition Analysis — The condition analysis module is used to analyze or predict the condition of the entire or part of the network. This feature reports past conditions based on prior interpolated values between previous inspections and projected conditions based on prediction models.
- M&R Family Models — M&R Family Models module is used to select treatment, treatment consequences, unit costs, and treatment matrix.
- M&R Working Plans — M&R working plans module allows creating multi-year network and project level M&R planning, scheduling, and budgeting. This module allows the users to create a consequence of the current funding level and generates funding scenarios for targeted PCI, backlog eliminations, etc.
- Reports — This module facilitates the generation of summary charts, latest condition maps, and user-defined reports. The users can pick and choose the attributes fields to create a report.

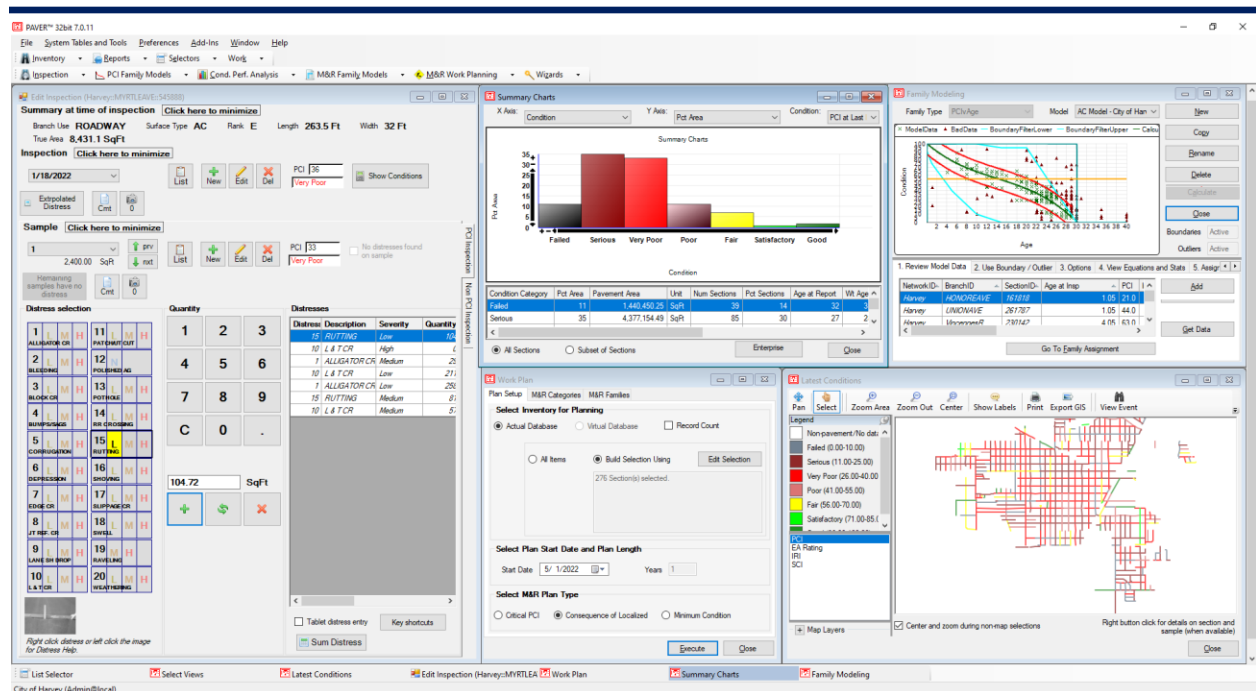


Figure 13. PAVER™ overview.

3.2 Pavement Performance Model

A PMS is only useful for making decisions if performance models can be established, validated, and relied upon to accurately forecast pavement conditions into the future. A pavement performance model is developed based on the date of construction for new pavement and the date of resurfacing for an overlay or mill and overlay, the types and thicknesses of pavement materials, the traffic level, and the pavement condition. The pavement performance model becomes more accurate with multiple pavement condition ratings, as the model gets calibrated and adjusted to match the conditions present at the time in a pavement’s life cycle.

The PCI Family Models module in PAVER™ helps to identify and group pavements of similar construction that are subjected to similar traffic, weather, and other factors affecting pavement performance. The pavement condition historical data are used to build a model that can accurately predict the future performance of a group of pavements with similar attributes.

For the City of Harvey, a PCI family model was developed both for the asphalt (AC) surfaced and concrete (PCC) surfaced pavements. The AC pavement performance model was developed based on the age data provided by the City and the latest PCI conditions. The reliability of the pavement performance models is expected to increase with future pavement inspection and age data. Figure 14 shows the PCI family model used for the AC pavements and Figure 15 for the PCC pavements.

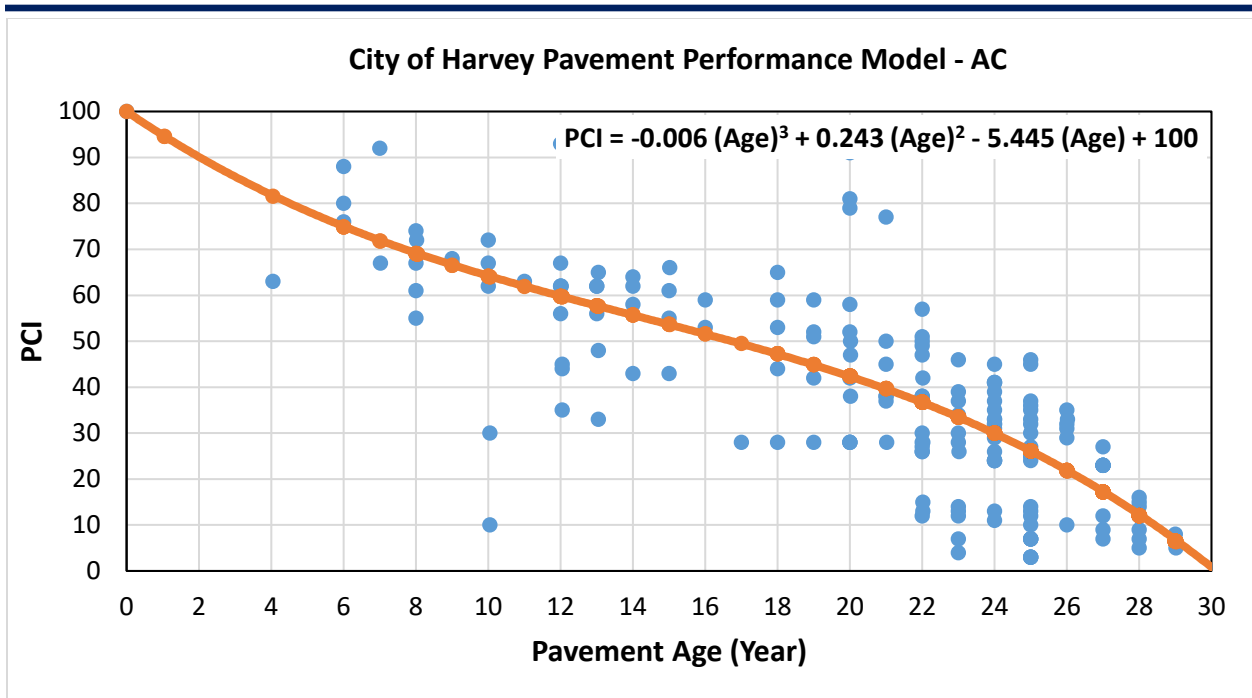


Figure 14. PCI family model for asphalt surfaced streets.

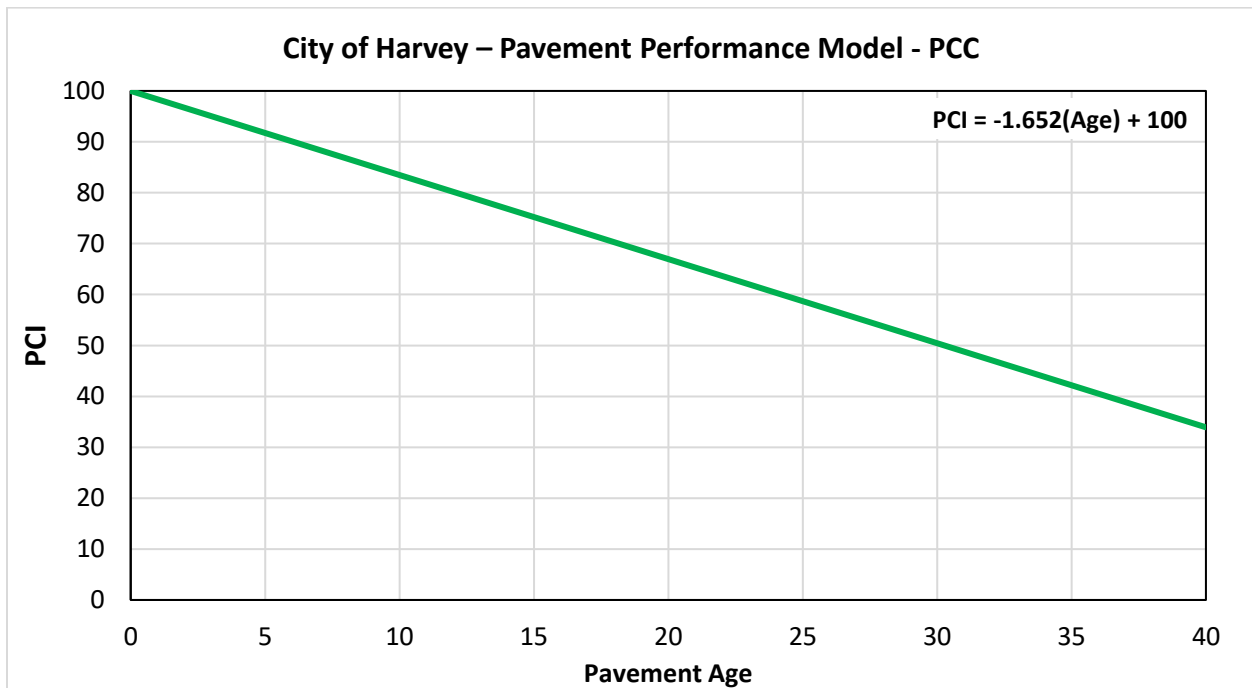


Figure 15: PCI family model for concrete surfaced streets.

3.3 Treatment Matrix

Based on the pavement preservation and rehabilitation techniques currently used in the City of Harvey, and discussion with the City, ARA developed a treatment matrix that defines when a treatment will be performed based on PCI values and functional class. In PAVER™, critical PCI is defined as the PCI value at which the rate of PCI loss increases with time and the cost of applying localized preventive maintenance increases significantly. The M&R Family Assignment Tool is used to designate sections to receive specific M&R work, including:

- Localized Stopgap
- Localized Preventive, and
- Major M&R

The *Localized Stopgap* (PCI<Critical) option is used to indicate the use of Safety M&R policies, which allows PAVER™ to plan localized stopgap M&R work (pothole filling, etc.) on areas where the PCI is below the critical level. The *Localized Preventive* M&R (PCI>= Critical) option allows PAVER™ to plan M&R work in localized areas where the PCI is above critical. In this option, life-extending credit, in years, can be given to any localized preventive work. Applying any preventive work where the PCI is still above critical will save money and improve the pavement life. The *Major M&R* option allows PAVER™ to plan any overlay or other major work where the resulting pavement has a PCI of 100.

Table 3. Treatment matrix for the City of Harvey’s Local/Residential Roads (AC).

Treatment Matrix for Residential Roads (AC)			
PCI	Localized Preventive	Localized Stop Gap	Major M&R
0	No Localized Preventive Treatment Recommended	Patching and Repair	Full Reconstruction
10			3.0" Mill & Overlay
40			2.0" Mill & Overlay
50	Crack Seal and Distress Repair	No Localized Stop Gap/ Major M&R Recommended	
100			

Table 4. Treatment matrix for the City of Harvey’s Collector (AC) Roads.

Treatment Matrix for Arterial/Collector Roads			
PCI	Localized Preventive	Localized Stop Gap	Major M&R
0	No Localized Preventive Treatment Recommended	Patching and Repair	Full Reconstruction
10			4.0" Mill & Overlay
45			3.0" Mill & Overlay
55	Crack Seal and Distress Repair	No Localized Stop Gap/ Major M&R Recommended	
100			

As observed in Table 3 and Table 4, Residential pavement sections with PCI greater than 50 and Collector pavement sections with PCI greater than 55 are selected for localized preventive treatments such as crack sealing or distress repair. These PCI values are the critical values set for pavements based on their levels of importance (Functional Class). Sections with PCI values falling below the critical PCI values are assigned to stopgap works such as patching and repair. The stopgap candidates are already eligible for major M&R work as long as funding is available. PAVER™ assigns major M&R works to a subset of the below-critical sections depending on the availability of funding. The 2-inch and 3-inch Mill and Overlays are considered for the Residential Roads below PCI of 50 and 40 respectively. The Collector roads are set to receive 4-inch Mill and overlay a little early (as soon as the PCI drops below 55) and 4-inch Mill and Overlay below 45.

Table 5: Treatment matrix for the City’s PCC roads.

PCI Value	PCC Treatments
0	Reconstruction
40	
70	Slab Replacement
85	Crack Seal & Distress Repair

Table 5 displays the treatment matrix used for PCC segments regardless of their functional class. PCC pavements falling below 85 were set for minimal maintenance activities while those falling below 70 were set to receive slab replacement. Pavements falling below 40 were set for Reconstruction.

3.4 Unit Costs

ARA used the unit costs presented in Table 6 for developing different budget scenarios and a Capital Improvement Plan (CIP). Some of the costs were directly provided by the City. Some of these costs were discussed with the City during the PMS analysis results meeting on August 12, 2021. The City reviewed and approved the unit costs. Costs were determined based on a square yard or linear foot basis. The unit costs used for PAVER™ analysis are shown in Table 6. To run the PMS analysis in the future, the unit costs can be updated based on the available unit price of materials and construction.

Table 6. Treatment unit costs for the City of Harvey.

Treatment Type	Unit Cost
Distress Repair & Crack Seal-AC	\$ 1.50/ft.
2.00" Mill and Overlay-AC	\$ 21.96/SY
3.00" Mill and Overlay-AC	\$ 24.03/SY
4.00" Mill and Overlay-AC	\$ 35.73/SY
Partial Depth Patching-AC	\$ 30.00/SY
Full Depth Patching-AC	\$ 60.00/SY
Reconstruction-AC	\$ 99.00/SY
Crack Seal-PCC	\$ 1.50/ft.
Joint Seal (Localized)	\$ 1.50/ft.
Grinding (Localized)	\$ 4.00/ft.
Patching - PCC Full Depth	\$ 225.00/SY
Patching - PCC Partial Depth	\$ 63.00/SY
Slab Replacement-PCC	\$ 135.00/SY
Reconstruction-PCC	\$ 225.00/SY

3.5 Annual Budget

The City of Harvey provided its major M&R budget from 2022-2031 as shown below:

- 2022 - \$1,000,000
- 2023 - \$1,000,000
- 2024 - \$1,000,000
- 2025 - \$1,000,000
- 2026 - \$1,000,000
- 2027 - \$1,000,000
- 2028 - \$1,000,000
- 2029 - \$1,000,000

- 2030 - \$1,000,000
- 2031 - \$1,000,000

ARA allocated the entire budget to Major M&R activities. The assumed budget allocation from 2022 to 2031 is shown below in Figure 16.

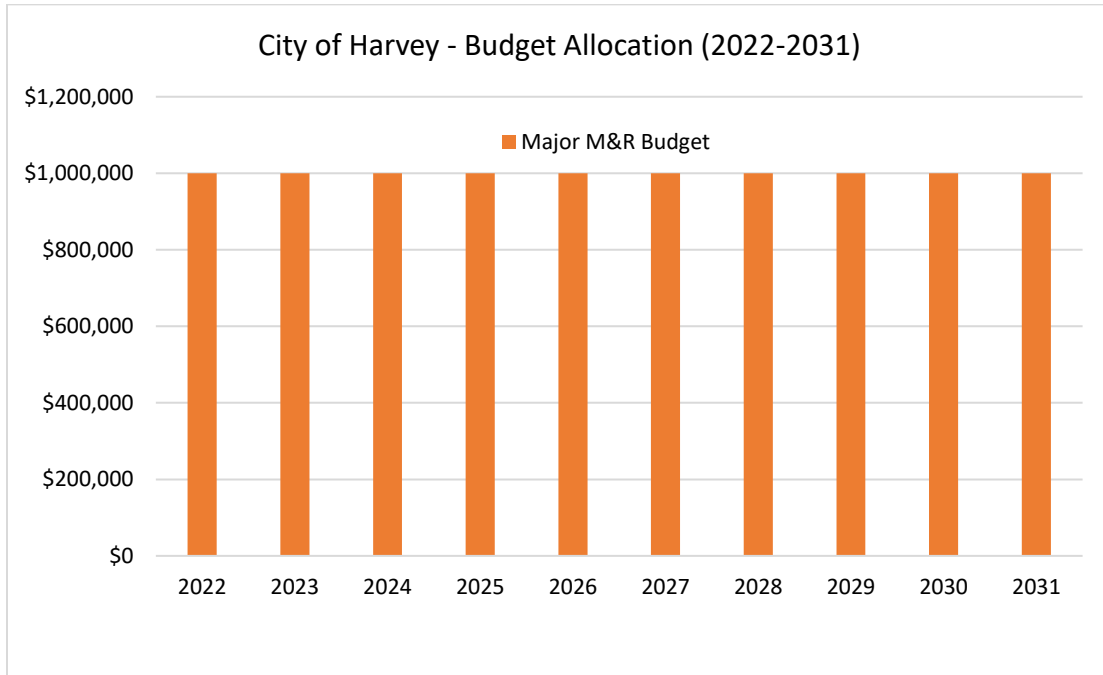


Figure 16. Assumed budget allocation for 10 years (2022-2031).

4. MAINTENANCE AND REHABILITATION ANALYSIS

Maintenance and rehabilitation (M&R) analysis can be performed in PAVER™ to generate an optimized work plan by assuming an annual funding level or by specifying a target PCI.

For the City of Harvey, the M&R funding analyses were based on the roadway inventory approved by the City, unit costs discussed with the City, and the City's existing Major M&R policies were used in the analyses. An inflation rate of 3% was used for all analyses. PCI family curves were developed based on existing pavement age and collected condition data. The critical PCI value was set to 50 for Residential and 55 for Collector and Arterial roads. The critical PCI value represents the condition at or below which Major M&R is recommended. The following 10-year M&R funding scenarios were evaluated:

- Eliminate backlogs
- Target PCI 60
- Increase current funding
- Maintain current condition (PCI = 29.7)
- Keep funding level current
- Do nothing

These 10-year scenarios represent different network-level funding scenarios of major M&R work either with a budget-driven or condition-driven goal. Budget-driven scenarios use a budget and distribute that over 10 years while the Condition-driven scenarios run multiple iterations to achieve certain goals such as backlog elimination, achieving a target PCI, etc. In this prioritization process, PAVER™ selects projects that have the potential of resulting better benefit/cost ratio.

4.1 Funding Scenario Results

Using the M&R Working Plans module, different funding scenarios were generated. Based on the information provided by the city, it was assumed that about 100% of the current funding (\$1M/yr) would be spent on major M&R activities.

Table 7 and Figure 17 display the effect of different funding levels on the average pavement condition of the City network. From Table 7 and Figure 17, it can be observed that the current major M&R funding level is less than what is required for maintaining the current condition over next ten years. Providing a budget to eliminate backlogs will result in an average PCI of 75.6 after ten years, while not spending any funds on the M&R program will deteriorate the network to an average PCI of 6.4 after ten years. The overall network is in 'Very Poor' condition and it will require a significant amount of M&R funding to bring the network up to the state of good repair. Therefore, funding required for backlog elimination is substantially higher than that for maintaining current condition. Maintaining the current M&R funding will not be able to keep the current network PCI from dropping.

The Eliminate Backlogs and Target PCI 60 were deemed to be the preferred scenarios by the City. These plans are not required to be implemented but represent a substantial improvement in network condition over time.

Table 7. Predicted PCI based on funding scenarios.

Year	\$8.3M/yr Eliminate Backlogs	\$5.7M/yr Target PCI of 60	\$2.5M/yr Increase Current Fund	\$1.8M/yr Maintain Current Condition	\$1M/yr Maintain Current Fund	\$0/yr Do Nothing
2021	29.7	29.7	29.7	29.7	29.7	29.7
2022	43.3	38.4	32.9	31.8	30.3	28.6
2023	57.1	45.6	33.3	30.8	27.9	24.6
2024	60.1	54.4	33.5	30.3	25.6	20.7
2025	62.0	54.3	34.8	29.6	23.8	17.2
2026	64.8	55.6	34.7	30.0	22.6	14.2
2027	67.4	56.9	34.2	29.0	21.8	11.8
2028	69.9	58.4	34.4	28.7	21.6	9.9
2029	72.2	59.6	34.8	28.8	21.1	8.4
2030	74.5	60.9	35.3	29.2	21.1	7.3
2031	75.6	61.5	35.2	29.0	20.8	6.4

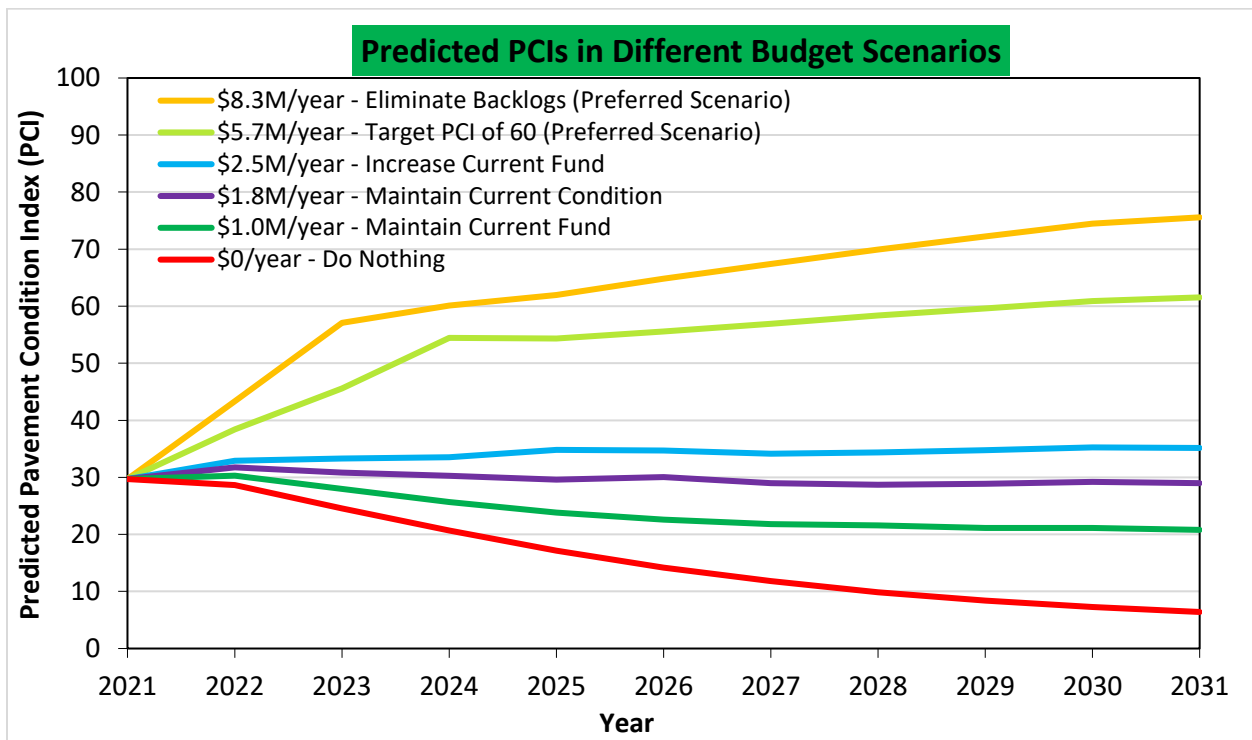


Figure 17. Effect of funding level on City’s pavement condition.

Table 8 and Figure 18 show the amount of funding required to achieve target PCI values for the various funding scenarios. To eliminate backlogs, it is required to invest about \$8.3M/year for major M&R throughout the ten years. This cost includes only pavement material costs and no other additional repair costs for sidewalks, curbs etc. or professional services costs related to construction such as planning,

design, traffic control, etc. The cost is only limited to the pavement (curb to curb) itself. Maintaining the current M&R funding (\$1.0M/Yr) will result in a PCI of 20.8 by 2031.

Table 8. Total funded budget requirements per year based on funding scenarios.

Year	\$8.3M/yr Eliminate Backlogs	\$5.7M/yr Target PCI of 60	\$2.5M/yr Increase Current Fund	\$1.8M/yr Maintain Current Condition	\$1M/yr Maintain Current Fund	\$0/yr Do Nothing
2022	\$8,364,737	\$5,748,474	\$2,496,937	\$1,833,571	\$998,636	\$0.00
2023	\$8,350,729	\$5,748,777	\$2,495,202	\$1,833,044	\$999,300	\$0.00
2024	\$8,360,415	\$5,752,740	\$2,480,839	\$1,828,325	\$998,962	\$0.00
2025	\$8,354,201	\$5,752,540	\$2,497,460	\$1,831,774	\$989,494	\$0.00
2026	\$8,361,782	\$5,740,360	\$2,495,165	\$1,833,529	\$990,943	\$0.00
2027	\$8,343,842	\$5,741,206	\$2,499,227	\$1,821,083	\$982,906	\$0.00
2028	\$8,365,207	\$5,745,235	\$2,498,782	\$1,823,020	\$995,824	\$0.00
2029	\$8,352,103	\$5,744,997	\$2,497,449	\$1,814,490	\$999,035	\$0.00
2030	\$8,355,075	\$5,745,877	\$2,499,059	\$1,828,199	\$988,384	\$0.00
2031	\$7,632,971	\$5,748,480	\$2,499,394	\$1,830,185	\$993,622	\$0.00

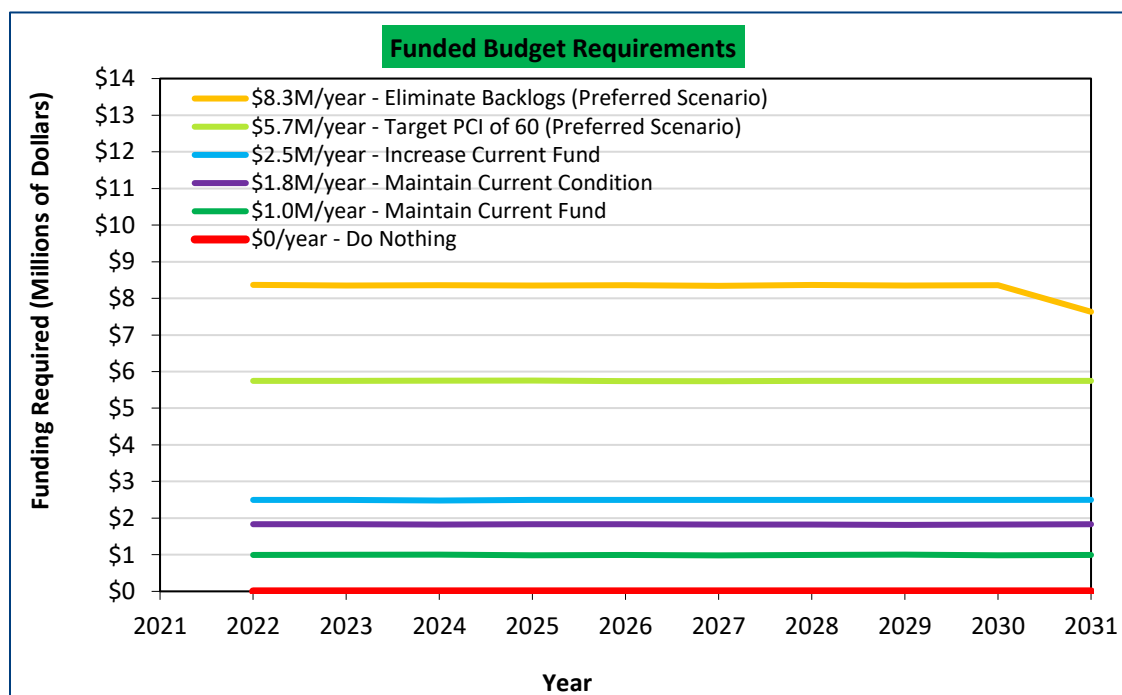


Figure 18. Total funded budget requirements per year based on funding scenarios.

Table 9 and Figure 19 show the total unfunded budget per year based on the funding scenarios. It can be seen that about \$36.2M is required in 2022 to eliminate the backlogs, while doing nothing will generate a backlog of \$156.6M by 2031. Current major M&R funding will sustain a backlog of \$131.4M by 2031.

Table 9. Total unfunded budget requirements per year based on funding scenarios.

Year	\$8.3M/yr Eliminate Backlogs	\$5.7M/yr Target PCI of 60	\$2.5M/yr Increase Current Fund	\$1.8M/yr Maintain Current Condition	\$1M/yr Maintain Current Fund	\$0/yr Do Nothing
2022	\$36,227,573	\$38,843,836	\$42,095,374	\$42,758,740	\$43,593,674	\$44,592,310
2023	\$40,817,583	\$46,114,286	\$52,746,484	\$54,118,527	\$55,812,254	\$58,045,523
2024	\$49,483,826	\$57,547,106	\$67,650,171	\$69,715,890	\$72,317,493	\$75,732,777
2025	\$42,667,520	\$56,750,643	\$78,145,860	\$80,939,236	\$84,461,167	\$89,094,259
2026	\$35,940,159	\$53,067,198	\$91,094,810	\$94,566,456	\$99,103,798	\$104,912,012
2027	\$29,130,695	\$49,374,182	\$93,728,860	\$104,452,303	\$111,062,925	\$118,272,425
2028	\$22,051,404	\$45,522,168	\$94,453,939	\$106,174,848	\$120,196,619	\$129,117,981
2029	\$14,571,188	\$41,353,181	\$95,000,453	\$107,755,948	\$125,062,461	\$141,005,798
2030	\$7,410,652	\$37,605,303	\$96,108,811	\$109,917,830	\$128,583,354	\$149,294,442
2031	\$0	\$32,984,982	\$96,492,682	\$111,385,180	\$131,447,232	\$156,634,094

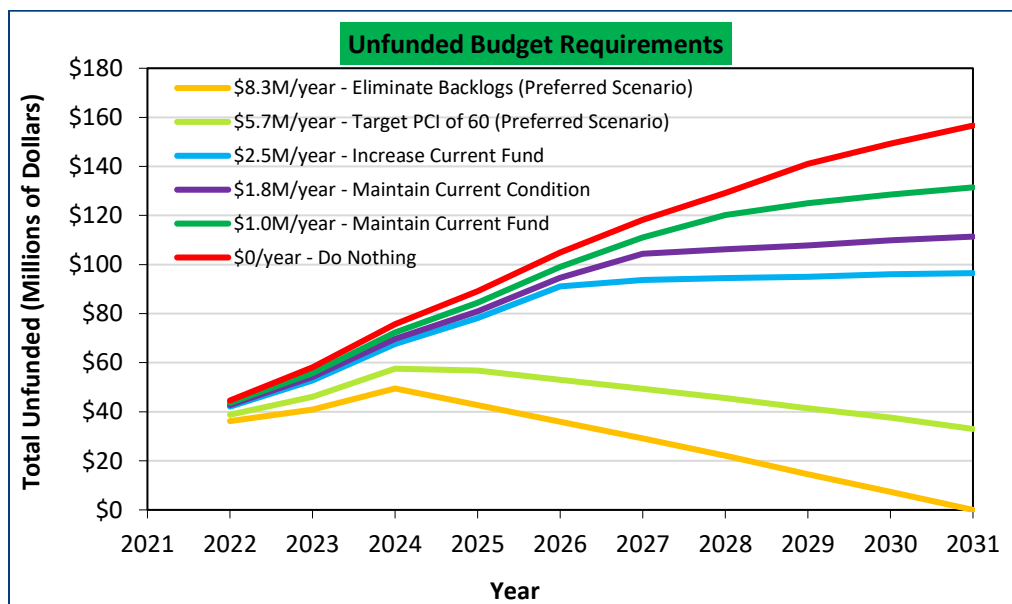


Figure 19. Total unfunded budget requirements per year based on funding scenarios.

The 10-Year major M&R plan based on the eliminate backlogs, current funding, anticipated funding, and 2021 localized distress maintenance plans are provided in Appendix A. Figure 20 shows the network condition distribution for the next ten years with the current funding level. Currently, about 68% of the pavement network is in ‘Very Poor’ or ‘Serious’ condition. With current funding, the average PCI of the network is expected to be 20.8 in 2031; a decrease of 8.9 PCI points from the 2021 average PCI.

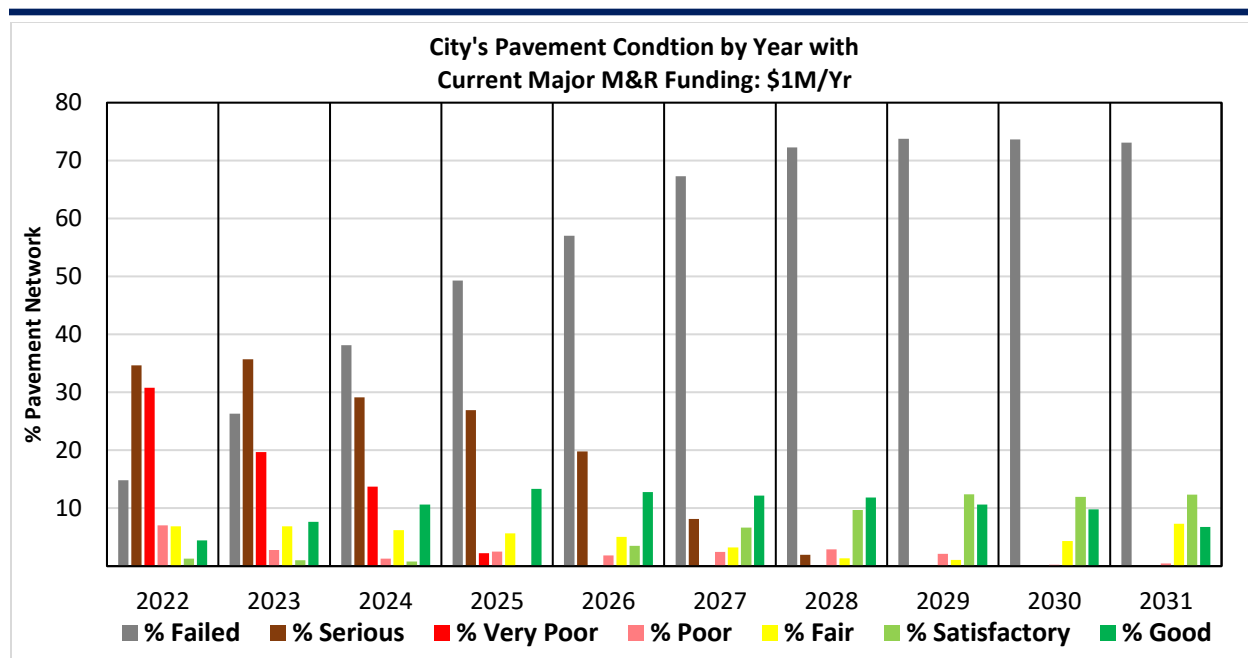


Figure 20. Pavement condition by year with current major M&R funding.

Based on the most recent inspection, about 9% of the network is “Fair” or better. However, the analysis suggests that if the provided M&R recommendations are followed, about 26% (Figure 20) of the network will be in “Fair” or better condition by 2031 even with the current funding (\$1M). On the flip side the ‘Failed’ percentage will continue to increase. This is an approach to keep the better roads in better condition using the money available now and let the worse roads deteriorate until substantial funding is available. The cost of repair increases as the condition falls. Therefore, worse roads will cost more to fix whereas better roads will cost a fraction of that. Thus more mileage in better quality is assured than one road consuming the entire M&R budget. Table 10 presents the total ten year costs for the funded projects and the remaining M&R backlogs in 2031.

Table 10. Total 10-Year Costs for Various Funding Scenarios

Funding Scenario	Total 10-Year M&R Costs (2022-2031)	Remaining M&R Backlogs in 2031	Total 10-Year Costs	Predicted PCI 2031
\$8.3M/year - Eliminate Backlogs	\$82.8M	\$0.0	\$82.8M	76
\$5.7M/year - Target PCI of 60	\$57.5M	\$33.0M	\$90.5M	62
\$2.5M/year - Increase Current Fund	\$25.0M	\$96.5M	\$121.5M	35
\$1.8M/year - Maintain Current Condition	\$18.3M	\$111.4M	\$129.7M	29
\$1.0M/year - Maintain Current Fund	\$9.9M	\$131.4M	\$141.4M	21
\$0/year - Do Nothing	\$0.0	\$156.6M	\$156.6M	6

1. ‘M&R Backlogs’ refers to the amount required to resurface/reconstruct all pavements at or below their critical PCI value.
 2. ‘Total 10-Year Costs’ refers to the sum of 10-year major M&R expenses and remaining backlogs at the end of 10-year period.
 3. Current network weighted average PCI is 29.7

4.2 Consequence of Localized Distress Maintenance

The consequence of a localized distress maintenance plan calculates the cost and resulting condition of immediate implementation of local M&R, for the year of the most recent inspection. Based on the 2021 pavement condition survey, the localized preventive plan estimated that PCI of 35 sections would increase by 10.6 points with an investment of \$137,659. Similarly, the localized stopgap plan estimated that PCI of 211 sections would increase by 0.7 points with an investment of \$103,268. The details of the localized distress maintenance plan based on the 2021 condition survey can be found in Appendix A. Table 11 shows the cost and pavement condition data of the consequence of the localized distress maintenance plan.

Table 12 shows the details of the local distress maintenance plan for 2022.

Table 11. Details of the consequence of local distress maintenance plan

Number Sections	Policy Cost	Wt. Avg. of PCI before Maintenance	Wt. Avg. of PCI after Maintenance
35 (Localized Preventive)	\$137,659	67.9	78.5
211 (Localized Stopgap)	\$103,268	25.2	25.9

Table 12. Details of the local distress maintenance plan 2022

Work Description	Work Quantity	Work Units	Work Cost
Crack Sealing	39,965	Ft	\$59,947
Patching – AC Shallow	44,518	SqFt	\$148,245
Patching – PCC Partial Depth	18	SqFt	\$125
Patching – AC Deep	4,889	Ft	\$32,610
Total =			\$240,927

5. SUMMARY AND RECOMMENDATION

5.1 Summary

Pavement management can be defined as the systematic process of maintaining pavements cost-effectively. The investment in pavement management system is rational considering pavement management not only provides a consistent and rational management method to make decisions but also helps in optimal use of funds and reduces pavement rehabilitation, which results in extended pavement life and increased credibility with stakeholders.

In this effort to implement a pavement management system for the City of Harvey, pavement data was collected with a state-of-the-art digital survey vehicle equipped with a laser crack measurement system. Pavement images were used in an automated condition survey process to assess the type, severity, and extent of the distresses. The pavement inspection data was imported to the PAVER™ software to determine the pavement condition index (PCI) and analyze the pavement network. This PAVER database provides a comprehensive inventory of pavement sections with all attributes that are required for pavement management.

Based on the December 2021 survey, the average pavement condition index (PCI) value for the City is about 29.7, which indicates the pavement network is in overall “Very Poor” condition. Based on the City’s recommendation, several ten-year M&R funding analyses were performed using PAVER™ including (a) do nothing (\$0/year), (b) keep funding level current (1.0M/Yr), (c) increase the current funding (\$2.5M/year), (d) maintain current condition, (e) reach a target PCI of 60, (f) eliminate backlogs.

It was found that the City’s existing funding level is inadequate to maintain the current pavement condition level for the next ten years. Pavement treatments are less expensive as well as more rewarding when the condition is still better. As soon as the condition starts to deteriorate further, required treatments become costlier and less rewarding in terms of PCI improvement.

5.2 Recommendations

5.2.1 Better utilization of available funds by performing timely repairs

Currently, about 12% of the network is in ‘failed’ condition, 68% of the pavement area is in ‘very poor’ or ‘serious’ condition and 11% area is in ‘poor’ condition. The backlog is expected to increase every year with the current level of funding. It was determined that about \$1.80M/year of funding is needed to maintain the current condition of the pavement network. It is recommended that the City should focus on applying routine preventive maintenance to the pavement sections in ‘satisfactory’ and ‘good’ condition. Preventive maintenance activities, such as crack sealing and localized patching, can cost-effectively extend the life of a pavement.

5.2.2 Routine update of PAVER™ pavement management system

ARA recommends updating the PAVER pavement management system annually to record the major M&R, stopgap and localized preventive maintenance activities, and pavement inventory changes (i.e.,

section split, new roads, jurisdictional changes, etc.). Based on the yearly updates of M&R activities, the City can perform M&R analysis with an updated funding level (if available), accounting for the previous year(s) actual projects.

5.2.3 Routine pavement condition survey

For the City of Harvey, it is an excellent initiative to establish a pavement management system with the cooperation of the Chicago Metropolitan Agency for Planning (CMAP). To realize the greatest benefit from this holistic effort, it is recommended that the City continue to perform pavement condition surveys on a three to a four-year cycle. The benefits of performing routine PCI surveys are many folded including:

- (a) A survey provides the current condition of the pavement network and helps determine the effectiveness of completed M&R activities performed in the last few years,
- (b) Pavement performance models would be more accurate to predict the future condition, and
- (c) Appropriate treatment and optimal funding allocation are possible to repair localized distresses based on the survey

The most recent PAVER™ analysis provides the City with necessary information based on the latest pavement condition inspection. The City can make more informed decisions with the data provided as well as make necessary changes to the strategy towards maintaining a better performing pavement network. PAVER™ analysis is a combination of several objectively gathered information such as pavement condition, functional class, traffic, etc. The analysis results provides an additional tool in the “tool-belt” to consider along with the many other factors that impact project-level decisions. The recommendations provided by PAVER™ are not absolute in nature. These recommendations can be considered as suggestions and final action plans should be made with proper engineering judgements and agency goals.

6. PAVEMENT PRESERVATION

Pavement preservation is a proactive method to keep pavements in good condition with lower costs. This approach includes work that is planned and performed to improve or retain the condition of the pavement in a state of good repair. The various pavement preservation techniques used in the state are also available in the local roads and streets manual (<https://idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Split/Local-Roads-and-Streets/Chapter%2045.pdf>) of IDOT. Preservation activities generally do not increase the structural strength but do restore pavements' overall condition. The intended purpose of a pavement preservation program is to maintain or restore the surface characteristics of pavements and to extend service life of the pavements being managed. However, the improvements are such that there is no increase in strength but they can have a positive impact on the structural capacity by slowing deterioration. The Federal Highway Administration (FHWA) Office of Asset Management provided the following guidance regarding pavement preservation definitions in a memorandum dated September 12, 2005:

Pavement preservation represents a proactive approach to maintain our existing highways. It enables State Transportation agencies (STAs) to reduce costly, time-consuming rehabilitation and reconstruction projects and the associated traffic disruptions. With timely preservation, we can provide the traveling public with improved safety and mobility, reduced congestion, and smoother, longer-lasting pavements. This is the true goal of pavement preservation, a goal in which the FHWA, through its partnership with the States, local agencies, industry organizations, and other interested stakeholders, is committed to achieving.

The main component of pavement preservation is preventive maintenance. As defined by FHWA, preventive maintenance is a planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system (without significantly increasing the structural capacity). The general philosophy of the use of preventive maintenance treatments is to “apply the right treatment, to the right pavement, at the right time.” These practices result in an outcome of “keeping good roads in good condition.”

When activities (e.g., crack sealing, filling, application of seal coats) are placed on the pavement at the right time they are examples of preventive maintenance treatments. Preventive maintenance should be applied to pavements in good condition having significant remaining service life (RSL). It applies cost-effective treatments to the surface or near-surface of structurally sound pavements. Examples include the following:

- Crack sealing
- Patching (Partial and Full depth)
- Rejuvenator/ Reclamite
- Microsurfacing
- Concrete Diamond Grinding

Based on the pavement condition assessment results the following treatment has been selected to describe in this section:

- Bituminous-Surfaced Pavements
 - Asphalt Rejuvenator i.e. reclaimite
 - This treatment can be applied globally in the City of Lyons network at the very early stage of newly constructed pavement or after placing a new surface.
 - Crack Filling/Crack Sealing
 - Sealing/filling cracks in asphalt and pavement prevent the intrusion of water into the pavement structure and decrease the deterioration of pavement conditions.
 - Microsurfacing
 - This treatment can be applied to pavements having relatively higher PCI and minimal distresses.
 - Patching
 - Asphalt patches are used for treating localized distresses from worsening.
- Concrete-Surfaced Pavements
 - Joint/Crack Sealing
 - Cracking sealing in concrete pavement prevents the entry of water beneath the concrete slab and helps to prevent pumping.
 - Concrete Diamond Grinding
 - Diamond grinding can be used for addressing concrete faulting and surface irregularities so that a smooth riding surface is restored.
 - Patching
 - Concrete patching can be used to treat individual slab distresses or joint distresses such as spalling.

AC - Crack Filling and Crack Sealing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
These treatments are intended primarily to prevent the intrusion of moisture through existing cracks. Crack sealing refers to a sealant operation that addresses “working” cracks, i.e., those that open and close with changes in temperature. It typically implies high-quality materials and good preparation. Crack filling is for cracks that undergo little movement. Sealants used are typically thermo-plastic (bituminous) materials that soften upon heating and harden upon cooling.	Treatment can perform well in all climatic conditions. However, sealants perform best in the dryer and warmer environments that do not undergo large daily temperature changes.	Performance is not significantly affected by varying ADT or truck levels.	Functional/Other: <ul style="list-style-type: none"> • Longitudinal cracking • Minor block cracking • Transverse cracking Structural: Adds no structural benefit, but does reduce moisture infiltration through cracks. Only practical if the extent of cracking is minimal and if there is little to no structural cracking.	<ul style="list-style-type: none"> • Structural failure (i.e., extensive fatigue cracking or high severity rutting) • Extensive pavement deterioration, little remaining life
Construction Considerations	Placement should be done during cool, dry weather conditions. Proper crack cleaning is essential to a good bond and maximum performance. Some agencies also use hot compressed air lance prior to sealing.			
Expected Life	2 to 6 years.			
Typical Costs	\$0.30 to \$1.50 per linear ft for crack sealing, including routing; \$0.30 per linear ft for crack filling. Costs are slightly higher for small jobs.			

PCC - Joint Resealing and Crack Sealing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
<p>Resealing of transverse joints and sealing of cracks in PCC pavements is intended to minimize the infiltration of surface water into the underlying pavement structure and to prevent the intrusion of incompressibles into the joint. A range of materials including bituminous, silicone, and neoprene are used in designed configurations.</p>	<p>The sealing of PCC pavement joints and cracks performs well in all climatic conditions. Sealant performance is affected by environmental conditions and the performance of sealed and unsealed pavement structures probably varies within environmental regions.</p>	<ul style="list-style-type: none"> • Performance is not affected by different ADT or percent trucks. • Silicone sealants that are not properly recessed are more likely to fail in the wheel path. 	<p>Functional/Other longitudinal and transverse cracking (L) unsealed or partially sealed joints.</p> <p>Structural No direct structural benefit, but may reduce the rate of structural deterioration. Crack sealing is not an effective method of repairing cracked slabs but may be useful in preventing further deterioration.</p>	<p>Different materials can be expected to perform for different durations. Material selection should be based on the expected time until the next treatment.</p>
Site Restrictions	<p>The sealant reservoir should be clean and dry. Variable width reservoirs may cause a problem where backer rods are specified.</p>			
Construction Considerations	<p>Sealant performance is dependent on many construction factors, including material type and placement geometry, and application in a clean and dry environment.</p>			
Expected Life	<p>7 to 8 years.</p>			
Typical Costs	<p>\$0.75 to \$1.25 per linear ft for hot-pour rubberized materials and from about \$1.00 to \$2.00 per linear ft for silicone materials.</p>			

Asphalt Patching	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Asphalt Patches are common method of treating localized distress. HMA patches can either be Full-depth or partial-depth. Full-depth patches are necessary where the entire depth of pavement is distressed. Partial-depth patches are necessary where the distress is only limited to the pavement surface	Preferably during dryer and warmer months. Cold patches can be used for temporary pothole fixes.	Traffic control is needed. Reduced roadway capacity should be evaluated. Traffic can return to a patched pavement once it cools off to 140°F	Partial Depth Repairs <ul style="list-style-type: none"> • Shallow potholes • Weathering and Ravelling • Block Cracking Full Depth Repairs <ul style="list-style-type: none"> • Depressions • Pumping • Bottom-up fatigue cracking (thin pavement structure) • Underlying stripping 	<ul style="list-style-type: none"> • Thermal cracking • Extensive pavement deterioration, little or no remaining life
Site Restrictions	Appropriate traffic control			
Construction Considerations	<ul style="list-style-type: none"> • Patch boundary should be clearly defined • Remove distressed materials and repair saturated subgrade soil or correct the main cause of distress • Repair should extend 12 inches into the non-distressed pavement • Apply tack coat on all the vertical and horizontal surfaces before placing the patch and compact the patch. • Compact quickly after placing the patch to ensure maximum compaction • Avoiding vibratory compaction under 175°F • Maximum lift thickness is 3 inch. • Avoid leaving a thin strip of asphalt pavement (less than 18 inches wide) along the pavement edge. It is better to extend the repair to the pavement edge. • For small patches, use a jackhammer with a spade bit or a masonry saw. Make vertical cuts through the full depth of the asphalt pavement surface. If a jackhammer is used, work from the center of the patch area outward to avoid damaging good pavement. • For medium to large patches, use a diamond-bladed saw to cut the edges. If the distress is only at the surface and the pavement is thick enough, consider a partial-depth cut for thick asphalt pavement surfaces to retain some interlock with the remaining structure. 			
Expected Life	A provisional maintenance before major M&R. A patch itself can last longer without increasing the overall life of an entire pavement section. Therefore, the expected life should be evaluated on a case by case basis.			
Typical Costs	<ul style="list-style-type: none"> • AC Patch –Partial Depth - \$20.00-25.00/SY • AC Patch –Full depth - \$40.00-50.00/SY 			

Concrete Patching	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
<p>Full-depth repairs are effective at correcting slab distress that extend beyond one-third the pavement depth such as longitudinal and transverse cracking, corner breaks, and joint spalling.</p> <p>Partial-depth repairs are primarily used to correct joint spalling. They can also be used to correct localized areas of distress that are limited to the upper 1/3 of the slab thickness.</p>	<p>Preferably during dryer seasons</p>	<p>High early strength concretes are used in cases where it is not desirable to close a lane overnight. Partial Depth Repairs are suitable under all traffic conditions.</p>	<p><u>Full Depth Repairs</u> Localized distresses and to prepare distressed PCC pavements for a structural overlay to avoid premature failure of the overlay.</p> <p><u>Partial Depth Repairs</u> To correct joint spalling caused by the intrusion of incompressible materials into the joints, localized areas of scaling, weak concrete, clay balls, or high steel, and the use of joint inserts.</p>	<ul style="list-style-type: none"> Widespread deterioration Structurally deficient pavement. Nearing the end of its fatigue life
Site Restrictions	None			
Construction Considerations	<p><u>Full Depth Repair</u> During construction, it is very important to properly prepare the base, restore joint load-transfer, and finish, texture, and cure the new material per governing specifications.</p> <p><u>Partial Depth Repair</u> During construction, it is very important to properly determine repair boundaries, prepare the patch area, and finish, texture, and cure the new material per governing specifications. If distress is found to extend below the upper 1/3 of the slab, or if steel is exposed, a full-depth repair is required. Partial-depth patches should be a minimum of 4 in (10 cm) by 12 in (30 m).</p>			
Expected Life	5 to 15 years			
Typical Costs	<ul style="list-style-type: none"> PCC Patch –Full Depth - \$225/SY PCC Patch –Partial depth - \$63/SY 			

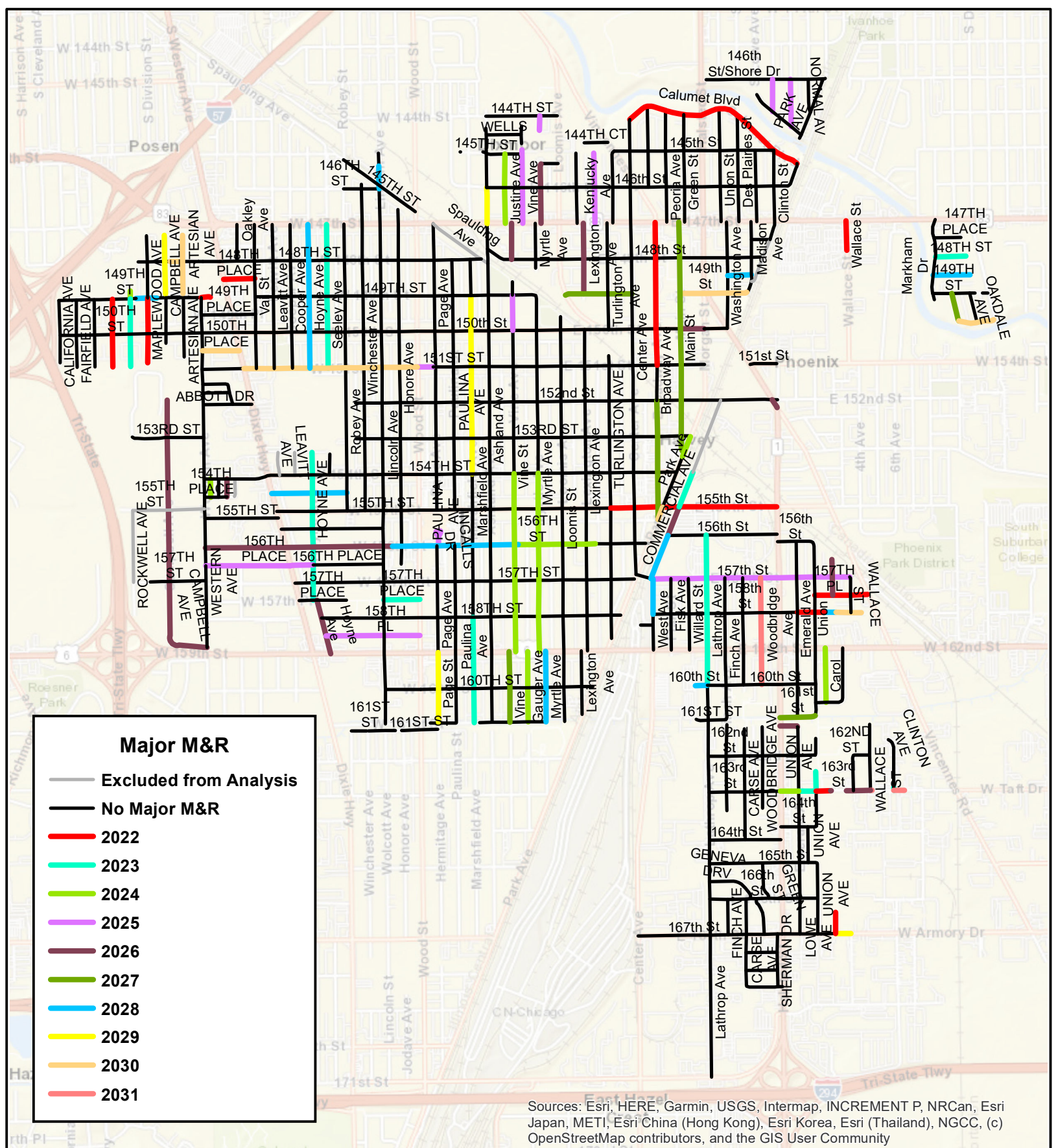
Asphalt Rejuvenator/Reclamite	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
<p>According to the National Center for Pavement Preservation, “a true asphalt rejuvenator is a maltene-based petroleum product which has the ability to absorb or penetrate into an asphaltic concrete pavement and restore those reactive components (maltenes) that have been lost from the asphalt cement binder due to the natural process of oxidation.</p> <p>Reclamite is an asphalt pavement rejuvenator which is a maltene-based petroleum product.</p>	<ul style="list-style-type: none"> • shall not be applied to a wet surface or when rain is occurring • shall not be applied when the temperature is less than 40° in the shade 	<p>Traffic control shall continue until the area has been sanded and the resultant surface is not slippery or dangerous to vehicular travel</p>	<p>Newly constructed pavements (0-3 years)</p>	<p>On older pavements, it will reverse the effects of aging due to reverse the effects of aging due to environmental damage from sunlight and environmental damage from sunlight and water intrusion.</p>
Construction Considerations	All manufactured sand used during the treatment must be removed no later than 24 hours after the treatment of a roadway.			
Expected Life	Add 5 to 10 years of extra service life to the treated pavement			
Typical Costs	\$0.94/Sq. Yd.			

Microsurfacing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
<p>Microsurfacing is basically a slurry seal with an accelerated setting capability. It consists of the application of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and <u>chemical additives</u> to an existing asphalt concrete pavement surface. Polymer is commonly added to the asphalt emulsion to provide better mixture properties. The major difference between slurry seal and Microsurfacing is in how they “break” or harden.</p>	<ul style="list-style-type: none"> • Not applicable during a rain event. • Not applicable in excessively cold temperature. • Atmospheric temperature is at least 10°C (50°F) and rising. • Pavement that have a lot of shade. 	<ul style="list-style-type: none"> • Applicable to high traffic situations. • Traffic can be allowed to roll when a person’s full weight can be placed on the pavement without the aggregates sticking to the shoe. 	<ul style="list-style-type: none"> • Low to Moderate level of distress. • Structurally sound pavement. 	<ul style="list-style-type: none"> • Highly distressed pavement. • High longitudinal roughness. • Structurally deficient pavement. • Subgrade rut. • Ruts above 2-in deep.
Site Restrictions	Lane closure is needed.			
Construction Considerations	<ul style="list-style-type: none"> • Spread microsurfacing materials only when the atmospheric temperature is at least 10°C (50°F) and rising. • Thoroughly cleaned surface and slightly dampened prior placing the mixture. • Ruts deeper than ½-in shall be filled separately. 			
Expected Life	6-8 years			
Typical Costs	\$2.75/ yd ²			

Concrete Diamond Grinding	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Diamond grinding is effective at removing joint faulting and other surface irregularities to restore a smooth-riding surface and increase pavement surface friction.	Not recommended during excessively cold or hot temperature.	Grinding may be used to remove faulting. If the root cause is not addressed, faulting can reoccur due to the continued application of truck traffic. If used to restore friction to a polished pavement (due to vehicle traffic), heavy volumes of traffic may cause the problem to reoccur.	Note that diamond grinding is a surface repair method because it corrects the existing faulting and wear of PCC pavements. It does nothing to correct pavement distress mechanisms. Therefore, grinding usually is performed in combination with other rehabilitation methods to both repair certain pavement distresses and prevent their recurrence.	<ul style="list-style-type: none"> • High severity faulting. • Structurally deficient pavement. • Mid panel cracks or corner breaks. • Material related distresses. • Softer aggregate.
Site Restrictions	Moving Lane Closure is needed.			
Construction Considerations	Typically constructed with a moving lane closure with traffic operating in the adjacent lanes. Diamond grinding should be used in conjunction with all restoration techniques including load-transfer restoration, full- and partial depth repair, cross stitching, and subsealing/undersealing.			
Expected Life	8-15 years			
Typical Costs	\$4.00/ft			

Appendix — A

1. 2022-2031 Major M&R Plan Based on Current Funding
2. 2022 Localized Distress Maintenance Plan
3. 2022-2031 Major M&R Plan Based on “Eliminate Backlog” Funding
4. Pavement Surface Type
5. 2021 Pavement Condition Index (PCI)
6. 2021 International Roughness Index (IRI)
7. List of Sections Selected for 2022-2031 Major M&R Plan Based on Current Funding
8. List of Pavement Sections with 2021 PCI and IRI values
9. Details of the 2022 Localized Distress Maintenance Plan



Major M&R

- Excluded from Analysis
- No Major M&R
- 2022
- 2023
- 2024
- 2025
- 2026
- 2027
- 2028
- 2029
- 2030
- 2031

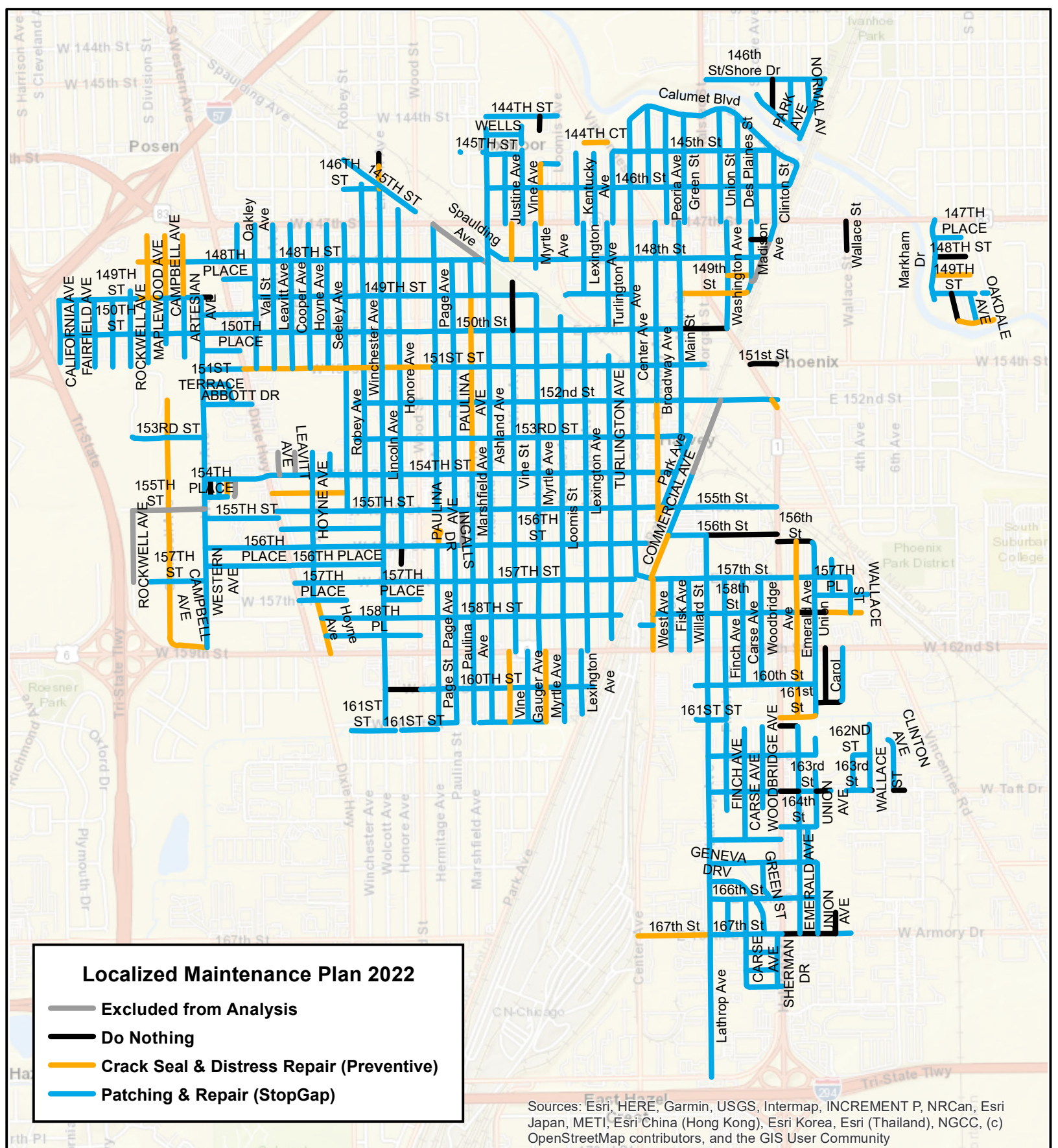
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

0 1,600 3,200 Feet

**Major M&R Plan
2022-2031 Based on
Current Funding**

**City
of
Harvey, IL**



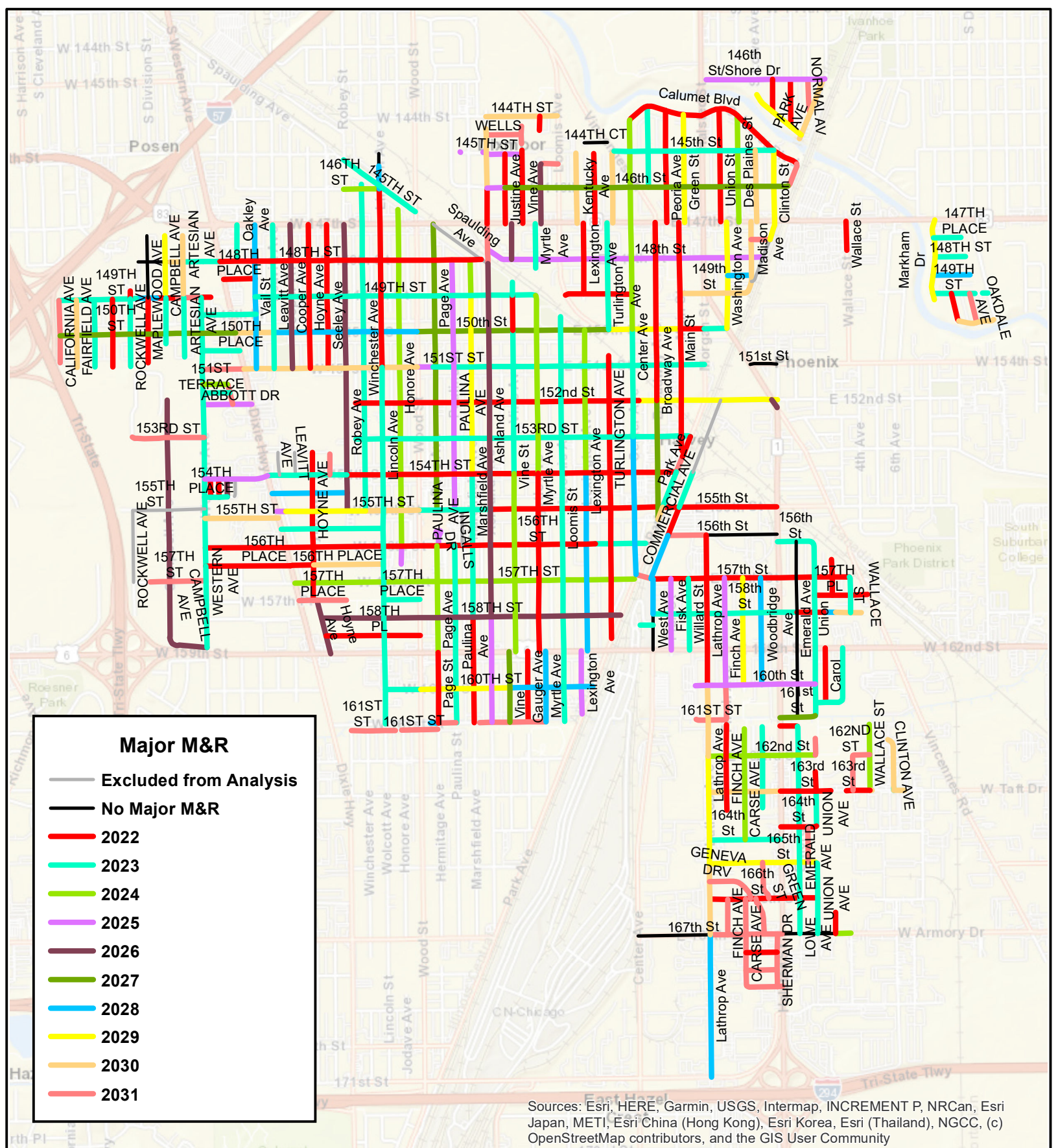


0 1,600 3,200 Feet

Localized Maintenance Plan 2022

City of Harvey, IL





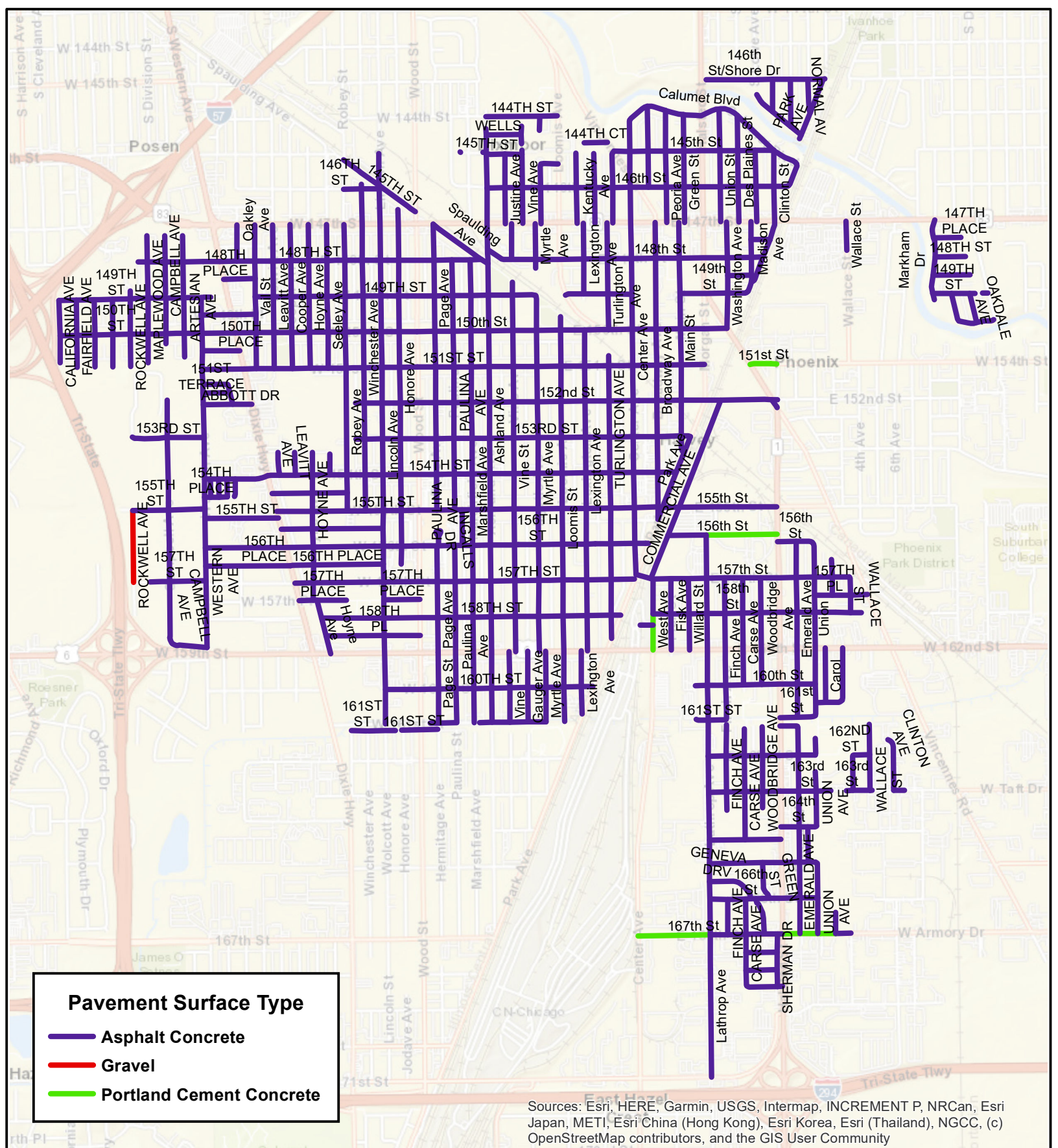
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

0 1,600 3,200 Feet

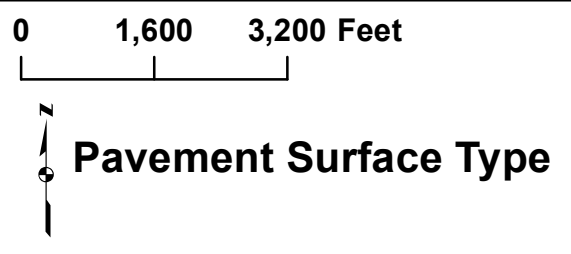
**Major M&R Plan
2022-2031 Based on
Eliminate Backlog Funding**

**City
of
Harvey, IL**



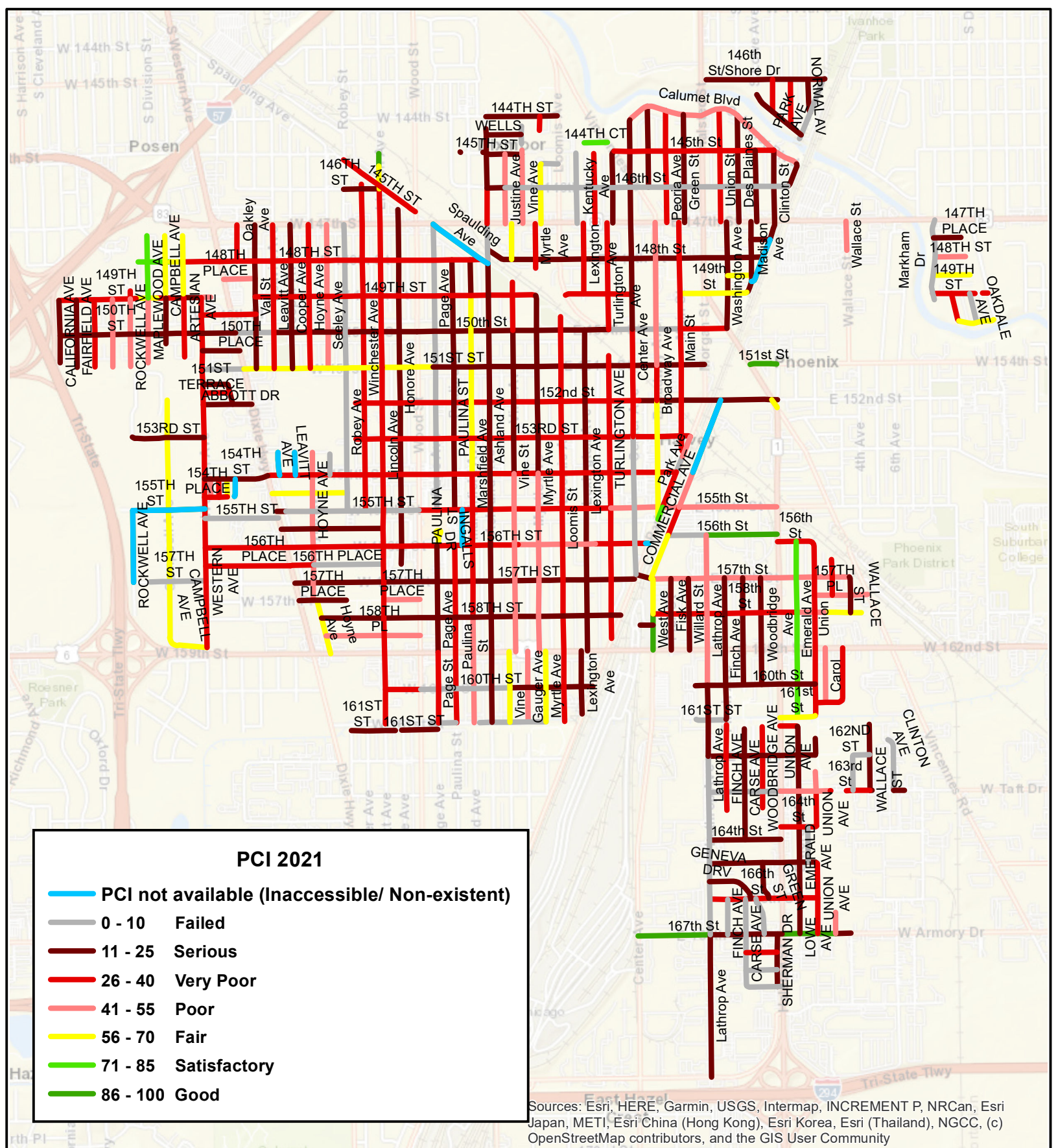


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



City of Harvey, IL





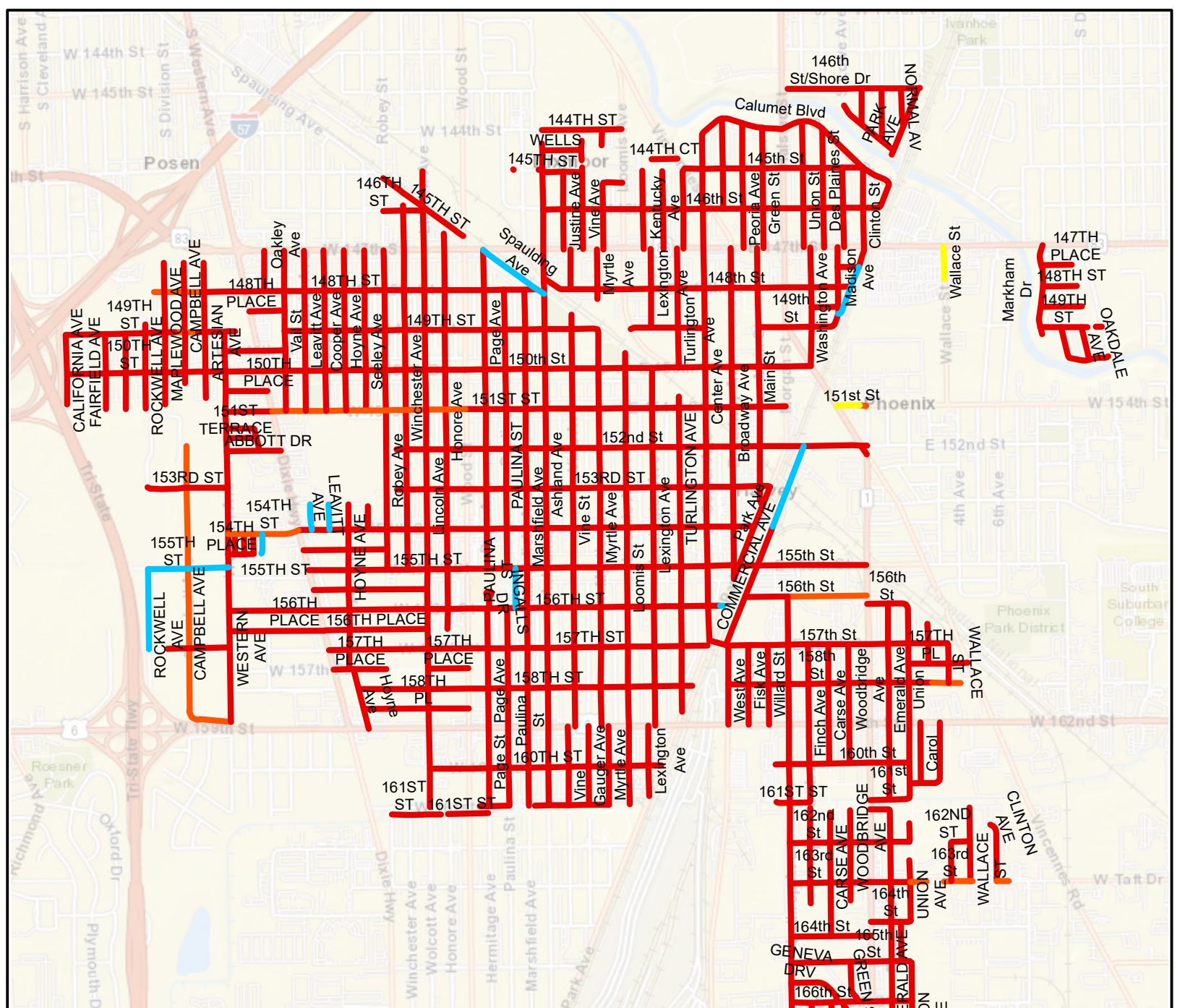
0 1,600 3,200 Feet



PCI 2021

**City
of
Harvey, IL**





IRI 2021

- IRI not available (Inaccessible/ Non-existent)
- 0 - 95 Smooth
- 96 - 170 Marginal
- 171 - 220 Rough
- Over 220 Unacceptable

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

0 1,600 3,200 Feet



IRI 2021

**City
of
Harvey, IL**



List of Sections Selected for 2022-2031 Major M&R Plan Based on Current Funding

Year	Branch ID	Section ID	PCI Before	Cost	Functional Class	Surface Type	Length (ft)	Width (ft)	Work Type
2022	148THPLACE	212557	49.4	\$33,935	Residential	AC	579.574	24	2.0 inch Mill & Overlay
2022	149THST	57456	49.4	\$7,244	Residential	AC	174.664	17	2.0 inch Mill & Overlay
2022	155thSt	250585	54.4	\$295,952	Collector	AC	3078.94	36	3.0 inch Mill & Overlay
2022	157THPL	212297	46.4	\$71,753	Residential	AC	980.376	30	2.0 inch Mill & Overlay
2022	158thSt	229915	49.4	\$34,954	Residential	AC	494.059	29	2.0 inch Mill & Overlay
2022	163rdSt	373289	49.4	\$16,933	Collector	AC	264.247	24	3.0 inch Mill & Overlay
2022	BroadwayAv	508084	47.4	\$282,600	Collector	AC	2646.04	40	3.0 inch Mill & Overlay
2022	CalumetBlv	378515	50.4	\$82,772	Residential	AC	3594.09	16	2.0 inch Mill & Overlay
2022	LOWEAVE	341780	50.4	\$10,160	Residential	AC	392.128	18	2.0 inch Mill & Overlay
2022	MAPLEWOODA	201527	49.4	\$64,238	Residential	AC	1196.86	22	2.0 inch Mill & Overlay
2022	TALMANAVE	495232	46.4	\$61,082	Residential	AC	1251.86	20	2.0 inch Mill & Overlay
2022	WallaceSt	5505	48.4	\$37,014	Residential	AC	541.848	28	2.0 inch Mill & Overlay
2023	148THST	19414	50.3	\$24,165	Residential	AC	560.419	26	2.0 inch Mill & Overlay
2023	157THPLACE	513932	49.3	\$45,344	Residential	AC	668.333	27	2.0 inch Mill & Overlay
2023	163rdSt	373272	39.5	\$52,680	Collector	AC	322.098	40	4.0 inch Mill & Overlay
2023	CLINTONAVE	230021	17.1	\$5,679	Residential	AC	51.6268	40	3.0 inch Mill & Overlay
2023	COMMERCIAL	321181	49.3	\$48,600	Residential	AC	690.745	28	2.0 inch Mill & Overlay
2023	HOYNEAVE	117302	42.8	\$193,039	Residential	AC	2743.63	28	2.0 inch Mill & Overlay
2023	LathropAve	316491	41.7	\$196,163	Residential	AC	2788.03	28	2.0 inch Mill & Overlay
2023	Marshfield	91369	41.7	\$162,128	Residential	AC	1955.16	33	2.0 inch Mill & Overlay
2023	ROCKWELLAV	248736	50.3	\$41,669	Residential	AC	1256.27	20	2.0 inch Mill & Overlay
2023	SeeleyAve	56647	42.8	\$213,938	Residential	AC	2660.58	32	2.0 inch Mill & Overlay
2023	UNIONAVE	261787	40.6	\$15,893	Residential	AC	359.819	17	2.0 inch Mill & Overlay
2024	156THST	164753	37.8	\$97,498	Residential	AC	1434.14	24	3.0 inch Mill & Overlay
2024	163rdSt	373300	35.4	\$55,739	Collector	AC	339.355	39	4.0 inch Mill & Overlay
2024	Carol	144692	35.4	\$71,377	Residential	AC	1007.92	25	3.0 inch Mill & Overlay
2024	CLAREMONTA	287030	34.1	\$30,491	Residential	AC	336.379	32	3.0 inch Mill & Overlay
2024	GaugerAve	104429	36.6	\$110,870	Residential	AC	1304.68	30	3.0 inch Mill & Overlay
2024	JustineAve	182187	39.0	\$91,248	Residential	AC	1288.52	25	3.0 inch Mill & Overlay
2024	MyrtleAve	539678	37.8	\$261,521	Residential	AC	3297.3	28	3.0 inch Mill & Overlay
2024	ParkAve	562949	39.0	\$83,684	Collector	AC	397.407	50	4.0 inch Mill & Overlay
2024	ROCKWELLAV	248184	30.5	\$8,022	Residential	AC	141.601	20	3.0 inch Mill & Overlay
2024	VineSt	560981	50.3	\$188,513	Residential	AC	3298.69	32	2.0 inch Mill & Overlay
2025	151STST	229031	49.2	\$29,581	Residential	AC	292.01	38	2.0 inch Mill & Overlay
2025	156THPLACE	163922	29.3	\$36,468	Residential	AC	431.012	29	3.0 inch Mill & Overlay
2025	157thSt	4063	32.0	\$297,760	Residential	AC	3644.85	28	3.0 inch Mill & Overlay
2025	158THPL	335020	30.6	\$127,042	Residential	AC	1741.73	25	3.0 inch Mill & Overlay
2025	HarveyAve	203440	28.0	\$124,332	Residential	AC	1291.34	33	3.0 inch Mill & Overlay
2025	INGALLSDR	64190	49.2	\$23,799	Residential	AC	446.361	20	2.0 inch Mill & Overlay
2025	MYRTLEAVE	545888	23.9	\$24,599	Residential	AC	263.473	32	3.0 inch Mill & Overlay
2025	PARNELLAVE	60440	26.6	\$71,738	Residential	AC	878.134	28	3.0 inch Mill & Overlay
2025	VineAve	545390	30.6	\$138,901	Residential	AC	1360.22	35	3.0 inch Mill & Overlay
2025	VineSt	560977	29.3	\$61,419	Residential	AC	657.847	32	3.0 inch Mill & Overlay
2025	WALLACEST	312280	29.3	\$53,855	Residential	AC	595.433	31	3.0 inch Mill & Overlay
2026	150thSt	71036	22.4	\$53,570	Residential	AC	434.78	41	3.0 inch Mill & Overlay
2026	156THST	164609	23.9	\$291,898	Residential	AC	3469.03	28	3.0 inch Mill & Overlay
2026	161stSt	83345	16.5	\$26,265	Residential	AC	323.703	27	3.0 inch Mill & Overlay
2026	163rdSt	373307	20.9	\$47,348	Collector	AC	441.546	24	4.0 inch Mill & Overlay
2026	CAMPBELLAV	245129	50.3	\$126,187	Residential	AC	5175.22	12	2.0 inch Mill & Overlay
2026	COMMERCIAL	321176	22.4	\$47,384	Residential	AC	563.128	28	3.0 inch Mill & Overlay
2026	HoyneAve	237089	49.2	\$64,498	Residential	AC	1021.28	23	2.0 inch Mill & Overlay
2026	LexingtonA	251729	20.9	\$110,111	Residential	AC	1308.6	28	3.0 inch Mill & Overlay
2026	LOWEAVE	403798	22.5	\$59,973	Residential	AC	665.221	30	3.0 inch Mill & Overlay
2026	MyrtleAve	428007	50.3	\$58,512	Residential	AC	1107.55	26	2.0 inch Mill & Overlay
2026	OAKLEYAVE	9127	50.3	\$22,257	Residential	AC	331.933	33	2.0 inch Mill & Overlay
2026	VincennesR	230142	54.1	\$26,219	Collector	AC	174.491	50	3.0 inch Mill & Overlay
2026	VineAve	492262	49.2	\$56,722	Residential	AC	666.374	31	2.0 inch Mill & Overlay
2027	149THST	408133	14.6	\$84,048	Residential	AC	1234.25	22	3.0 inch Mill & Overlay

List of Sections Selected for 2022-2031 Major M&R Plan Based on Current Funding

Year	Branch ID	Section ID	PCI Before	Cost	Functional Class	Surface Type	Length (ft)	Width (ft)	Work Type
2027	161stSt	476202	50.2	\$36,224	Residential	AC	662.938	23	2.0 inch Mill & Overlay
2027	BroadwayAv	508038	53.9	\$326,952	Collector	AC	2200.59	48	3.0 inch Mill & Overlay
2027	MainSt	489179	17.8	\$398,721	Residential	AC	4293.83	30	3.0 inch Mill & Overlay
2027	PARKSIDEAV	148783	16.2	\$43,963	Residential	AC	526.043	27	3.0 inch Mill & Overlay
2027	Vine	369683	50.2	\$92,999	Residential	AC	1304.86	30	2.0 inch Mill & Overlay
2028	148THPLACE	130410	49.0	\$41,203	Residential	AC	442.012	32	2.0 inch Mill & Overlay
2028	148THPLACE	132073	49.0	\$53,767	Residential	AC	683.608	27	2.0 inch Mill & Overlay
2028	149THST	57432	49.0	\$22,376	Residential	AC	384.058	20	2.0 inch Mill & Overlay
2028	154THPLACE	44675	50.9	\$11,300	Residential	AC	1390.4	31	2.0 inch Mill & Overlay
2028	156THST	164946	11.0	\$243,436	Residential	AC	2327.38	30	3.0 inch Mill & Overlay
2028	158thSt	229570	49.0	\$19,382	Residential	AC	221.784	30	2.0 inch Mill & Overlay
2028	160thSt	445386	0.0	\$80,582	Residential	AC	227.233	27	Full Reconstruction
2028	COMMERCIAL	321199	49.0	\$70,603	Residential	AC	865.604	28	2.0 inch Mill & Overlay
2028	HoyneAve	499912	11.0	\$259,810	Residential	AC	2661.36	28	3.0 inch Mill & Overlay
2028	LincolnAve	550860	49.0	\$28,430	Residential	AC	424.328	23	2.0 inch Mill & Overlay
2028	MyrtleAve	311876	49.0	\$106,402	Residential	AC	1304.5	28	2.0 inch Mill & Overlay
2028	WestAve	26830	50.0	\$58,532	Residential	AC	648.161	31	2.0 inch Mill & Overlay
2029	167thSt	35690	0.0	\$60,946	Collector	AC	281.57	16	Full Reconstruction
2029	AshlandAve	463203	3.8	\$197,934	Residential	AC	665.053	22	Full Reconstruction
2029	CAMPBELLAV	213457	49.7	\$103,886	Residential	AC	1081.99	32	2.0 inch Mill & Overlay
2029	Marshfield	91329	50.6	\$106,459	Residential	AC	3306.71	29	2.0 inch Mill & Overlay
2029	PageSt	356585	3.8	\$529,809	Residential	AC	1305.44	30	Full Reconstruction
2030	148THST	179044	50.2	\$17,956	Residential	AC	236.188	30	2.0 inch Mill & Overlay
2030	149thSt	462385	49.3	\$103,760	Residential	AC	1243.5	27	2.0 inch Mill & Overlay
2030	150THPLACE	487639	0.0	\$230,981	Residential	AC	690.694	24	Full Reconstruction
2030	151STST	229064	49.3	\$417,056	Residential	AC	3213.09	42	2.0 inch Mill & Overlay
2030	158thSt	229803	49.4	\$43,605	Residential	AC	470.314	30	2.0 inch Mill & Overlay
2030	ARTESIANAV	543487	49.3	\$99,777	Residential	AC	1076.18	30	2.0 inch Mill & Overlay
2030	MARKHAMDR	355778	49.3	\$41,132	Residential	AC	665.466	20	2.0 inch Mill & Overlay
2030	ParkAve	562912	54.6	\$34,117	Collector	AC	240.165	42	3.0 inch Mill & Overlay
2031	163rdSt	373285	0.0	\$84,681	Collector	AC	236.01	25	Full Reconstruction
2031	Woodbridge	118917	0.0	\$908,941	Residential	AC	1979.11	32	Full Reconstruction

List of 2021 PCI & IRI Values

NetworkID	BranchID	SectionID	Section Rank	Surface Type	Length (ft)	Last Inspection Date	IRI (in/mile)	PCI	PCI Category
Harvey	144THCT	344966	Residential	AC	433.73	01-18-2022	423	72	Satisfactory
Harvey	144THST	173693	Residential	AC	1,325.64	01-18-2022	420	18	Serious
Harvey	145THST	20949	Residential	AC	736.02	01-18-2022	418	20	Serious
Harvey	145THST	276356	Residential	AC	314.57	01-18-2022	773	3	Failed
Harvey	145thSt	517094	Residential	AC	2,954.98	01-18-2022	484	32	Very Poor
Harvey	145THST	559323	Residential	AC	1,640.87	01-18-2022	463	27	Very Poor
Harvey	146THST	179629	Residential	AC	658.46	01-18-2022	433	22	Serious
Harvey	146thSt	556646	Residential	AC	330.65	01-18-2022	434	21	Serious
Harvey	146thSt	556647	Residential	AC	5,245.73	01-18-2022	615	10	Failed
Harvey	146thSt/Sh	184661	Residential	AC	2,203.01	01-18-2022	388	20	Serious
Harvey	147THPLACE	406257	Residential	AC	350.37	01-18-2022	548	18	Serious
Harvey	147THPLACE	480487	Residential	AC	502.59	01-18-2022	520	24	Serious
Harvey	148THPLACE	130410	Residential	AC	442.01	01-18-2022	331	62	Fair
Harvey	148THPLACE	132073	Residential	AC	683.61	01-18-2022	270	62	Fair
Harvey	148THPLACE	212557	Residential	AC	579.57	01-18-2022	399	50	Poor
Harvey	148THST	19414	Residential	AC	560.42	01-18-2022	286	53	Poor
Harvey	148thSt	57341	Residential	AC	5,161.87	01-18-2022	477	19	Serious
Harvey	148THST	179032	Residential	AC	588.7	01-24-2022	200	72	Satisfactory
Harvey	148THST	179044	Residential	AC	236.19	01-18-2022	180	68	Fair
Harvey	148THST	179053	Residential	AC	312.67	01-18-2022	996	33	Very Poor
Harvey	148THST	179063	Residential	AC	375.2	01-18-2022	385	30	Very Poor
Harvey	148THST	380338	Residential	AC	4,843.49	01-18-2022	435	36	Very Poor
Harvey	149THPLACE	562488	Residential	AC	1,011.5	01-19-2022	393	28	Very Poor
Harvey	149THST	57384	Residential	AC	385.47	01-18-2022	193	29	Very Poor
Harvey	149THST	57404	Residential	AC	435.29	01-18-2022	307	17	Serious
Harvey	149THST	57432	Residential	AC	384.06	01-18-2022	296	62	Fair
Harvey	149THST	57456	Residential	AC	174.66	01-18-2022	361	50	Poor
Harvey	149THST	57466	Residential	AC	1,434.67	01-18-2022	448	31	Very Poor
Harvey	149THST	62819	Residential	AC	880.53	01-18-2022	442	26	Very Poor
Harvey	149THST	394015	Residential	AC	5,194.9	01-18-2022	531	31	Very Poor
Harvey	149THST	408133	Residential	AC	1,234.25	01-18-2022	409	36	Very Poor
Harvey	149thSt	462385	Residential	AC	1,243.5	01-18-2022	459	67	Fair
Harvey	150THPLACE	487639	Residential	AC	690.69	01-18-2022	358	25	Serious
Harvey	150thSt	70814	Collector	AC	1,334.43	01-18-2022	505	7	Failed
Harvey	150thSt	70823	Collector	AC	3,552.08	01-18-2022	465	13	Serious
Harvey	150thSt	70927	Collector	AC	763.09	01-18-2022	436	7	Failed
Harvey	150thSt	71036	Residential	AC	434.78	01-19-2022	321	38	Very Poor
Harvey	150thSt	71147	Collector	AC	2,597.56	01-18-2022	426	14	Serious
Harvey	150thSt	71247	Residential	AC	429.31	01-19-2022	475	26	Very Poor
Harvey	150THST	285705	Residential	AC	3,248.27	01-18-2022	432	16	Serious
Harvey	151STPLACE	520029	Residential	AC	450.11	01-18-2022	770	23	Serious
Harvey	151stSt	54594	Collector	PCC	108.82	01-18-2022	208	100	Good
Harvey	151stSt	54599	Collector	PCC	388.08	01-18-2022	139	100	Good
Harvey	151STST	80540	Residential	AC	773.37	01-18-2022	439	3	Failed
Harvey	151STST	229031	Residential	AC	292.01	01-18-2022	292	56	Fair
Harvey	151STST	229039	Residential	AC	5,032.26	01-18-2022	502	24	Serious
Harvey	151STST	229064	Residential	AC	3,213.09	01-18-2022	220	67	Fair
Harvey	151STTERRA	376160	Residential	AC	494.24	01-18-2022	638	26	Very Poor
Harvey	152ndSt	78041	Residential	AC	2,567.41	01-18-2022	512	19	Serious
Harvey	152ndSt	78051	Residential	AC	5,251.09	01-18-2022	480	35	Very Poor
Harvey	153RDST	350671	Residential	AC	1,335.9	01-18-2022	615	15	Serious
Harvey	153RDST	421977	Residential	AC	6,198.11	01-18-2022	457	28	Very Poor
Harvey	154THPLACE	44675	Residential	AC	1,390.4	01-18-2022	271	64	Fair
Harvey	154THPLACE	472552	Residential	AC	420.62	01-18-2022	381	28	Very Poor
Harvey	154THST	402662	Collector	AC	6,106.87	01-18-2022	279	37	Very Poor
Harvey	154THST	402905	Collector	AC	1,472.22	01-18-2022	371	27	Very Poor
Harvey	154THST	546728	Residential	AC	1,180.35	01-18-2022	219	20	Serious
Harvey	155THPLACE	135455	Residential	AC	1,886.84	01-18-2022	508	24	Serious
Harvey	155thSt	250577	Collector	AC	899.02	01-18-2022	320	33	Very Poor
Harvey	155thSt	250585	Collector	AC	3,078.94	01-18-2022	313	55	Poor
Harvey	155thSt	250590	Collector	AC	1,330.65	01-18-2022	220	33	Very Poor
Harvey	155THST	320072	Collector	AC	1,323.64	01-18-2022	234	28	Very Poor
Harvey	155THST	320081	Collector	AC	994.93	01-18-2022	392	5	Failed
Harvey	155THST	320095	Collector	AC	165.72	01-18-2022	488	18	Serious
Harvey	155THST	320111	Collector	AC	1,475.74	01-18-2022	443	6	Failed
Harvey	155THST	328106	Residential	AC	1,358.09	01-18-2022	1006	8	Failed
Harvey	155THST	529848	Residential	AC	1,335.91	N/A	N/A	N/A	N/A

List of 2021 PCI & IRI Values

NetworkID	BranchID	SectionID	Section Rank	Surface Type	Length (ft)	Last Inspection Date	IRI (in/mile)	PCI	PCI Category
Harvey	156THPLACE	163922	Residential	AC	431.01	01-18-2022	287	40	Very Poor
Harvey	156THPLACE	164179	Residential	AC	1,298.25	01-18-2022	545	6	Failed
Harvey	156thSt	119106	Residential	AC	656.17	01-18-2022	398	31	Very Poor
Harvey	156THST	164308	Residential	AC	50.53	N/A	N/A	N/A	N/A
Harvey	156THST	164495	Residential	AC	932.22	01-18-2022	344	32	Very Poor
Harvey	156THST	164609	Residential	AC	3,469.03	01-18-2022	373	39	Very Poor
Harvey	156THST	164753	Residential	AC	1,434.14	01-18-2022	242	44	Poor
Harvey	156THST	164946	Residential	AC	2,327.38	01-18-2022	536	37	Very Poor
Harvey	156thSt	276098	Residential	PCC	1,314.2	01-18-2022	197	100	Good
Harvey	156thSt	276430	Residential	AC	710.75	01-18-2022	579	8	Failed
Harvey	157THPL	212297	Residential	AC	980.38	01-25-2022	426	47	Poor
Harvey	157THPLACE	269720	Residential	AC	871.44	01-18-2022	654	13	Serious
Harvey	157THPLACE	513932	Residential	AC	668.33	01-18-2022	318	52	Poor
Harvey	157thSt	4063	Residential	AC	3,644.85	01-18-2022	490	42	Poor
Harvey	157thSt	4069	Residential	AC	323.29	01-18-2022	707	16	Serious
Harvey	157THST	86959	Residential	AC	6,293.3	01-18-2022	483	23	Serious
Harvey	157THST	374182	Residential	AC	356.24	01-18-2022	750	10	Failed
Harvey	157THST	374191	Residential	AC	673.55	01-18-2022	650	5	Failed
Harvey	158THPL	335020	Residential	AC	1,741.73	01-18-2022	391	41	Poor
Harvey	158thSt	229483	Residential	AC	1,997.25	01-25-2022	495	28	Very Poor
Harvey	158thSt	229570	Residential	AC	221.78	01-25-2022	324	62	Fair
Harvey	158thSt	229680	Residential	AC	672.87	01-25-2022	491	33	Very Poor
Harvey	158thSt	229803	Residential	AC	470.31	01-25-2022	210	67	Fair
Harvey	158thSt	229915	Residential	AC	494.06	01-25-2022	283	50	Poor
Harvey	158THST	534957	Residential	AC	5,543.24	01-18-2022	549	17	Serious
Harvey	160THPLACE	173335	Residential	AC	483.47	01-25-2022	326	28	Very Poor
Harvey	160THST	229589	Residential	AC	653.7	01-18-2022	851	30	Very Poor
Harvey	160THST	229820	Residential	AC	1,534.71	01-18-2022	465	12	Serious
Harvey	160THST	229932	Residential	AC	1,655.32	01-18-2022	556	7	Failed
Harvey	160thSt	445386	Residential	AC	227.23	01-25-2022	729	19	Serious
Harvey	160thSt	445394	Residential	AC	2,001.75	01-25-2022	475	20	Serious
Harvey	161stSt	83345	Residential	AC	323.7	01-18-2022	384	34	Very Poor
Harvey	161STST	135363	Residential	AC	1,458.48	01-18-2022	452	19	Serious
Harvey	161STST	159436	Residential	AC	559.74	01-25-2022	822	5	Failed
Harvey	161STST	241598	Residential	AC	158.88	01-18-2022	580	7	Failed
Harvey	161STST	241601	Residential	AC	1,556.29	01-18-2022	775	2	Failed
Harvey	161stSt	476202	Residential	AC	662.94	01-18-2022	308	61	Fair
Harvey	162ndSt	296753	Residential	AC	1,985.99	01-18-2022	522	21	Serious
Harvey	162NDST	405610	Residential	AC	306.86	01-18-2022	410	7	Failed
Harvey	163rdSt	161399	Residential	AC	1,326.98	01-18-2022	519	8	Failed
Harvey	163rdSt	373272	Collector	AC	322.1	01-18-2022	247	43	Poor
Harvey	163rdSt	373285	Collector	AC	236.01	01-18-2022	176	15	Serious
Harvey	163rdSt	373289	Collector	AC	264.25	01-18-2022	182	50	Poor
Harvey	163rdSt	373300	Collector	AC	339.36	01-18-2022	313	42	Poor
Harvey	163rdSt	373307	Collector	AC	441.55	01-18-2022	200	37	Very Poor
Harvey	164thSt	187691	Residential	AC	1,325.81	01-18-2022	331	24	Serious
Harvey	164thSt	274763	Residential	AC	663.31	01-18-2022	510	35	Very Poor
Harvey	165thSt	173993	Residential	AC	1,988.23	01-18-2022	416	17	Serious
Harvey	166thSt	204668	Residential	AC	1,998.97	01-18-2022	396	34	Very Poor
Harvey	167THPLACE	471118	Residential	AC	577.88	01-18-2022	323	34	Very Poor
Harvey	167thSt	35590	Collector	PCC	719.36	01-18-2022	176	100	Good
Harvey	167thSt	35690	Collector	AC	281.57	01-18-2022	591	14	Serious
Harvey	167thSt	35780	Collector	PCC	273.63	01-18-2022	175	100	Good
Harvey	167thSt	35854	Collector	AC	1,330.47	01-18-2022	557	13	Serious
Harvey	167thSt	35977	Collector	PCC	1,334.31	01-18-2022	168	100	Good
Harvey	168thPl	84918	Residential	AC	663.98	01-18-2022	473	2	Failed
Harvey	168THST	215337	Residential	AC	577.56	01-18-2022	452	6	Failed
Harvey	ABBOTDR	188857	Residential	AC	899.9	01-18-2022	489	20	Serious
Harvey	ARTESIANAV	506962	Residential	AC	1,100.27	01-18-2022	530	31	Very Poor
Harvey	ARTESIANAV	543487	Residential	AC	1,076.18	01-18-2022	329	67	Fair
Harvey	AshlandAve	463185	Residential	AC	1,955.19	01-18-2022	572	21	Serious
Harvey	AshlandAve	463190	Residential	AC	737.07	01-18-2022	410	9	Failed
Harvey	AshlandAve	463203	Residential	AC	665.05	01-18-2022	650	36	Very Poor
Harvey	AshlandAve	463208	Residential	AC	6,545.93	01-18-2022	394	17	Serious
Harvey	AshlandAve	463216	Residential	AC	1,099.25	01-18-2022	280	19	Serious
Harvey	BroadwayAv	508038	Collector	AC	2,200.59	01-18-2022	306	65	Fair
Harvey	BroadwayAv	508061	Collector	AC	652.71	01-18-2022	325	33	Very Poor

List of 2021 PCI & IRI Values

NetworkID	BranchID	SectionID	Section Rank	Surface Type	Length (ft)	Last Inspection Date	IRI (in/mile)	PCI	PCI Category
Harvey	BroadwayAv	508084	Collector	AC	2,646.04	01-18-2022	278	48	Poor
Harvey	CALIFORNIA	133982	Residential	AC	1,157.98	01-18-2022	658	17	Serious
Harvey	CalumetBlv	378515	Residential	AC	3,594.09	01-18-2022	450	51	Poor
Harvey	CAMPBELLAV	213457	Residential	AC	1,081.99	01-18-2022	320	65	Fair
Harvey	CAMPBELLAV	245129	Residential	AC	5,175.22	01-18-2022	208	59	Fair
Harvey	CAMPBELLAV	521442	Residential	AC	844.65	01-18-2022	894	25	Serious
Harvey	Carol	144692	Residential	AC	1,007.92	01-25-2022	475	42	Poor
Harvey	CarseAve	111994	Residential	AC	1,983.22	01-25-2022	499	17	Serious
Harvey	CARSEAVE	367348	Residential	AC	1,613.22	01-18-2022	670	4	Failed
Harvey	CARSEAVE	462413	Residential	AC	2,055.11	01-18-2022	439	21	Serious
Harvey	CenterAve	422547	Residential	AC	2,553.83	01-18-2022	497	8	Failed
Harvey	CenterAve	422562	Residential	AC	1,991.27	01-18-2022	450	29	Very Poor
Harvey	CenterAve	422570	Residential	AC	3,883.73	01-18-2022	403	21	Serious
Harvey	CLAREMONTA	287030	Residential	AC	336.38	01-18-2022	516	41	Poor
Harvey	CLAREMONTC	35931	Residential	AC	334.17	01-18-2022	398	32	Very Poor
Harvey	CLINTONAVE	230021	Residential	AC	51.63	01-18-2022	626	23	Serious
Harvey	CLINTONAVE	230345	Residential	AC	929.28	01-18-2022	551	8	Failed
Harvey	ClintonSt	476713	Residential	AC	869.9	N/A	N/A	N/A	N/A
Harvey	ClintonSt	477229	Residential	AC	1,663.92	01-18-2022	894	16	Serious
Harvey	COMMERCIAL	321176	Residential	AC	563.13	01-18-2022	506	38	Very Poor
Harvey	COMMERCIAL	321181	Residential	AC	690.74	01-18-2022	862	52	Poor
Harvey	COMMERCIAL	321195	Residential	AC	1,434.62	N/A	N/A	N/A	N/A
Harvey	COMMERCIAL	321199	Residential	AC	865.6	01-18-2022	298	62	Fair
Harvey	CooperAve	268505	Residential	AC	2,662.1	01-18-2022	549	16	Serious
Harvey	COOPERAVE	318786	Residential	AC	416.48	N/A	N/A	N/A	N/A
Harvey	DesPlaines	130899	Residential	AC	1,975.06	01-18-2022	501	22	Serious
Harvey	EMERALDAVE	267202	Residential	AC	3,838.8	01-18-2022	332	24	Serious
Harvey	EmeraldAve	401993	Residential	AC	3,257.46	01-18-2022	234	80	Satisfactory
Harvey	FAIRFIELDA	455303	Residential	AC	1,249.71	01-18-2022	1072	15	Serious
Harvey	FINCHAVE	224652	Residential	AC	653.99	01-18-2022	522	7	Failed
Harvey	FinchAve	317970	Residential	AC	636.95	01-25-2022	680	13	Serious
Harvey	FinchAve	317976	Residential	AC	1,987.26	01-25-2022	528	20	Serious
Harvey	FINCHAVE	377528	Residential	AC	1,586.68	01-18-2022	384	35	Very Poor
Harvey	FiskAve	412171	Residential	AC	1,317.	01-18-2022	597	20	Serious
Harvey	GaugerAve	104429	Residential	AC	1,304.68	01-18-2022	277	43	Poor
Harvey	GENEVADRV	271371	Residential	AC	689.63	01-18-2022	409	10	Failed
Harvey	GENEVADRV	433049	Residential	AC	930.83	01-18-2022	542	12	Serious
Harvey	GREENST	414047	Residential	AC	689.44	01-18-2022	413	14	Serious
Harvey	GreenSt	500151	Residential	AC	1,995.24	01-18-2022	447	12	Serious
Harvey	HarveyAve	203440	Residential	AC	1,291.34	01-18-2022	421	39	Very Poor
Harvey	HonoreAve	24112	Residential	AC	6,232.17	01-18-2022	523	21	Serious
Harvey	HONOREAVE	161818	Residential	AC	331.48	01-18-2022	432	21	Serious
Harvey	HOYNEAVE	117302	Residential	AC	2,743.63	01-18-2022	409	46	Poor
Harvey	HoyneAve	237089	Residential	AC	1,021.28	01-18-2022	382	58	Fair
Harvey	HoyneAve	499912	Residential	AC	2,661.36	01-18-2022	444	37	Very Poor
Harvey	INGALLSDR	64190	Residential	AC	446.36	01-18-2022	480	56	Fair
Harvey	JEFFERSONS	419456	Residential	AC	650.71	01-18-2022	768	3	Failed
Harvey	JeffersonS	522360	Residential	AC	1,322.48	01-18-2022	655	14	Serious
Harvey	JustineAve	182187	Residential	AC	1,288.52	01-18-2022	352	45	Poor
Harvey	KentuckyAv	162024	Residential	AC	1,343.02	01-18-2022	710	12	Serious
Harvey	LathropAve	316476	Residential	AC	2,632.86	01-18-2022	410	12	Serious
Harvey	LathropAve	316485	Residential	AC	1,320.29	01-18-2022	352	3	Failed
Harvey	LathropAve	316491	Residential	AC	2,788.03	01-18-2022	390	45	Poor
Harvey	LathropAve	316512	Residential	AC	1,989.91	01-18-2022	295	8	Failed
Harvey	LathropAve	316531	Residential	AC	1,311.69	01-18-2022	444	18	Serious
Harvey	LeavittAve	231705	Residential	AC	2,664.21	01-18-2022	347	26	Very Poor
Harvey	LEAVITTAVE	529369	Residential	AC	422.84	N/A	N/A	N/A	N/A
Harvey	LexingtonA	121053	Residential	AC	1,174.59	01-18-2022	578	19	Serious
Harvey	LexingtonA	133993	Residential	AC	3,293.96	01-18-2022	381	12	Serious
Harvey	LexingtonA	134007	Residential	AC	2,650.38	01-18-2022	419	22	Serious
Harvey	LexingtonA	228512	Residential	AC	1,300.65	01-18-2022	737	7	Failed
Harvey	LexingtonA	251729	Residential	AC	1,308.6	01-18-2022	550	37	Very Poor
Harvey	LINCOLNAV	513625	Residential	AC	235.37	01-18-2022	293	88	Good
Harvey	LincolnAve	550825	Residential	AC	3,307.68	01-18-2022	444	34	Very Poor
Harvey	LincolnAve	550860	Residential	AC	424.33	01-18-2022	935	62	Fair
Harvey	LincolnAve	550889	Residential	AC	6,601.37	01-18-2022	402	27	Very Poor
Harvey	LoomisSt	443700	Residential	AC	7,499.11	01-18-2022	485	30	Very Poor

List of 2021 PCI & IRI Values

NetworkID	BranchID	SectionID	Section Rank	Surface Type	Length (ft)	Last Inspection Date	IRI (in/mile)	PCI	PCI Category
Harvey	Lowe	202283	Residential	AC	987.31	01-25-2022	413	26	Very Poor
Harvey	LOWEAVE	341780	Residential	AC	392.13	01-18-2022	222	51	Poor
Harvey	LOWEAVE	403798	Residential	AC	665.22	01-25-2022	515	38	Very Poor
Harvey	MadisonAve	324381	Residential	AC	1,327.57	01-18-2022	471	17	Serious
Harvey	MainSt	489179	Residential	AC	4,293.83	01-18-2022	393	38	Very Poor
Harvey	MAPLEWOODA	201527	Residential	AC	1,196.86	01-18-2022	441	50	Poor
Harvey	MAPLEWOODA	201540	Residential	AC	1,154.96	01-18-2022	244	76	Satisfactory
Harvey	MARKHAMDR	355778	Residential	AC	665.47	01-18-2022	337	67	Fair
Harvey	MarkhamDr	469878	Residential	AC	1,501.84	01-18-2022	451	10	Failed
Harvey	Marshfield	90524	Residential	AC	2,651.05	01-18-2022	410	28	Very Poor
Harvey	Marshfield	91329	Residential	AC	3,306.71	01-24-2022	780	66	Fair
Harvey	Marshfield	91337	Residential	AC	664.53	01-18-2022	718	21	Serious
Harvey	Marshfield	91369	Residential	AC	1,955.16	01-18-2022	384	45	Poor
Harvey	MyrtleAve	97787	Residential	AC	829.41	01-18-2022	489	27	Very Poor
Harvey	MyrtleAve	311876	Residential	AC	1,304.5	01-18-2022	399	62	Fair
Harvey	MyrtleAve	428007	Residential	AC	1,107.55	01-18-2022	229	59	Fair
Harvey	MyrtleAve	539670	Residential	AC	3,297.44	01-18-2022	442	22	Serious
Harvey	MyrtleAve	539678	Residential	AC	3,297.3	01-18-2022	460	44	Poor
Harvey	MYRTLEAVE	545888	Residential	AC	263.47	01-18-2022	447	36	Very Poor
Harvey	NHSConnect	100193	Residential	AC	237.07	01-25-2022	1063	23	Serious
Harvey	NORMALAV	105879	Residential	AC	619.06	01-18-2022	331	16	Serious
Harvey	OAKDALEAVE	126366	Residential	AC	555.	01-18-2022	764	6	Failed
Harvey	OAKLEYAVE	9127	Residential	AC	331.93	01-18-2022	473	59	Fair
Harvey	OakleyAve	76486	Residential	AC	674.77	01-18-2022	454	26	Very Poor
Harvey	OAKLEYCOUR	225413	Residential	AC	327.18	N/A	N/A	N/A	N/A
Harvey	PageAve	4416	Residential	AC	5,300.36	01-18-2022	359	10	Failed
Harvey	PageAve	356559	Residential	AC	1,981.38	01-18-2022	581	21	Serious
Harvey	PageSt	356585	Residential	AC	1,305.44	01-18-2022	599	36	Very Poor
Harvey	PARKAVE	158202	Residential	AC	1,183.73	01-18-2022	641	6	Failed
Harvey	PARKAVE	544251	Residential	AC	456.25	01-18-2022	595	16	Serious
Harvey	ParkAve	562902	Collector	AC	304.71	01-18-2022	612	10	Failed
Harvey	ParkAve	562909	Collector	AC	701.35	01-18-2022	756	30	Very Poor
Harvey	ParkAve	562912	Collector	AC	240.17	01-18-2022	425	74	Satisfactory
Harvey	ParkAve	562949	Collector	AC	397.41	01-18-2022	324	45	Poor
Harvey	PARKSIDEAV	148783	Residential	AC	526.04	01-18-2022	475	37	Very Poor
Harvey	PARNELLAVE	60440	Residential	AC	878.13	01-18-2022	428	38	Very Poor
Harvey	PAULINAST	301963	Residential	AC	661.5	N/A	N/A	N/A	N/A
Harvey	PAULINAST	304646	Residential	AC	4,627.64	01-18-2022	523	20	Serious
Harvey	PaulinaStr	206725	Residential	AC	3,285.27	01-18-2022	509	28	Very Poor
Harvey	PeoriaAve	224086	Residential	AC	2,070.94	01-18-2022	323	35	Very Poor
Harvey	RobeyAve	106000	Residential	AC	5,308.14	01-18-2022	540	9	Failed
Harvey	ROCKWELLAV	21571	Residential	GR	1,333.01	N/A	N/A	N/A	N/A
Harvey	ROCKWELLAV	248184	Residential	AC	141.6	01-18-2022	908	38	Very Poor
Harvey	ROCKWELLAV	248736	Residential	AC	1,256.27	01-18-2022	374	53	Poor
Harvey	SANGAMONST	191093	Residential	AC	1,498.62	01-18-2022	420	23	Serious
Harvey	SeeleyAve	56647	Residential	AC	2,660.58	01-18-2022	418	46	Poor
Harvey	SEELEYAVE	447340	Residential	AC	387.88	01-18-2022	662	5	Failed
Harvey	SHERMANDR	48403	Residential	AC	977.08	01-18-2022	535	15	Serious
Harvey	SpauldingA	19974	Residential	AC	1,252.05	N/A	N/A	N/A	N/A
Harvey	STREAMSIDE	528622	Residential	AC	1,118.69	01-18-2022	573	11	Serious
Harvey	SUNION AV	543407	Residential	AC	1.52	N/A	N/A	N/A	N/A
Harvey	TALMANAVE	495232	Residential	AC	1,251.86	01-18-2022	435	47	Poor
Harvey	TERRACEDRV	298493	Residential	AC	384.49	01-18-2022	398	14	Serious
Harvey	TURLINGTON	241196	Residential	AC	5,237.36	01-18-2022	473	33	Very Poor
Harvey	Turlington	517890	Residential	AC	1,974.52	01-18-2022	435	30	Very Poor
Harvey	Union	299572	Residential	AC	3,210.92	01-18-2022	399	30	Very Poor
Harvey	UNIONAVE	63788	Residential	AC	646.72	01-18-2022	489	32	Very Poor
Harvey	UNIONAVE	247880	Residential	AC	1,318.86	01-18-2022	255	28	Very Poor
Harvey	UNIONAVE	261787	Residential	AC	359.82	01-18-2022	538	44	Poor
Harvey	UNIONAVE	338998	Residential	AC	309.2	01-18-2022	451	13	Serious
Harvey	UNIONAVE	475151	Residential	AC	659.47	01-18-2022	472	10	Failed
Harvey	UnionSt	303448	Residential	AC	2,089.06	01-18-2022	564	34	Very Poor
Harvey	VailSt	304232	Residential	AC	2,666.42	01-18-2022	538	19	Serious
Harvey	VincennesR	230142	Collector	AC	174.49	01-18-2022	274	63	Fair
Harvey	Vine	369683	Residential	AC	1,304.86	01-18-2022	346	61	Fair
Harvey	VineAve	492262	Residential	AC	666.37	01-18-2022	313	58	Fair
Harvey	VineAve	545390	Residential	AC	1,360.22	01-18-2022	349	41	Poor

List of 2021 PCI & IRI Values

NetworkID	BranchID	SectionID	Section Rank	Surface Type	Length (ft)	Last Inspection Date	IRI (in/mile)	PCI	PCI Category
Harvey	VINEST	141076	Residential	AC	319.93	01-18-2022	579	10	Failed
Harvey	VineSt	560973	Residential	AC	2,649.9	01-18-2022	420	23	Serious
Harvey	VineSt	560977	Residential	AC	657.85	01-18-2022	568	40	Very Poor
Harvey	VineSt	560981	Residential	AC	3,298.69	01-18-2022	391	55	Poor
Harvey	VineSt	560998	Residential	AC	238.81	01-18-2022	885	29	Very Poor
Harvey	WallaceSt	5505	Residential	AC	541.85	01-18-2022	147	49	Poor
Harvey	WALLACEST	103964	Residential	AC	1,222.2	01-18-2022	543	21	Serious
Harvey	WALLACEST	312280	Residential	AC	595.43	01-18-2022	331	40	Very Poor
Harvey	WALLACEST	500048	Residential	AC	661.19	01-18-2022	686	23	Serious
Harvey	Washington	84549	Residential	AC	1,971.65	01-18-2022	448	17	Serious
Harvey	WASHTENAWA	202511	Residential	AC	1,245.54	01-18-2022	409	26	Very Poor
Harvey	WELLS	344310	Residential	AC	649.27	01-18-2022	446	16	Serious
Harvey	WestAve	26830	Residential	AC	648.16	01-18-2022	303	63	Fair
Harvey	WestAve	26831	Residential	PCC	665.82	01-18-2022	330	91	Good
Harvey	WESTERNAVE	241962	Residential	AC	4,972.39	01-18-2022	349	30	Very Poor
Harvey	WillardSt	474299	Residential	AC	1,323.34	01-18-2022	468	23	Serious
Harvey	Winchester	29994	Residential	AC	6,050.12	01-18-2022	506	26	Very Poor
Harvey	Woodbridge	118917	Residential	AC	1,979.11	01-25-2022	597	15	Serious
Harvey	WOODBIDGE	136050	Residential	AC	1,503.9	01-18-2022	360	28	Very Poor

List of Sections Selected under 2022 Localized Maintenance Plan

BranchID	SectionID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Cla	Surface Type	Section Width	True Area	Length (ft)	Last Insp Date	Work Qty	Work Unit	Critical Conditio	Work Cost
CLINTONAVE	230345	15	RUTTING	High	142	SqFt	0.51	Patching - AC Shallow	Residential	AC	30	27879	929	01-18-2022	142	SqFt	55	\$472
MAPLEWOODA	201527	15	RUTTING	High	54	SqFt	0.20	Patching - AC Shallow	Residential	AC	22	26331	1197	01-18-2022	54	SqFt	55	\$180
MAPLEWOODA	201540	10	L & T CR	High	142	Ft	0.56	Patching - AC Shallow	Residential	AC	22	25409	1155	01-18-2022	467	SqFt	55	\$1,554
MAPLEWOODA	201540	15	RUTTING	Medium	47	SqFt	0.18	Patching - AC Shallow	Residential	AC	22	25409	1155	01-18-2022	46	SqFt	55	\$156
MAPLEWOODA	201540	15	RUTTING	High	17	SqFt	0.07	Patching - AC Deep	Residential	AC	22	25409	1155	01-18-2022	17	SqFt	55	\$114
MAPLEWOODA	201540	13	POTHOLE	Low	6	Count	0.02	Patching - AC Shallow	Residential	AC	22	25409	1155	01-18-2022	17	SqFt	55	\$57
MAPLEWOODA	201540	10	L & T CR	Medium	236	Ft	0.93	Crack Sealing - AC	Residential	AC	22	25409	1155	01-18-2022	237	Ft	55	\$355
157THPL	212297	15	RUTTING	High	26	SqFt	0.09	Patching - AC Shallow	Residential	AC	30	29411	980	01-25-2022	26	SqFt	55	\$87
157thSt	4069	15	RUTTING	High	133	SqFt	0.63	Patching - AC Shallow	Residential	AC	65	21014	323	01-18-2022	133	SqFt	55	\$444
157thSt	4063	15	RUTTING	High	101	SqFt	0.10	Patching - AC Shallow	Residential	AC	28	102056	3645	01-18-2022	101	SqFt	55	\$337
SEELEYAVE	447340	15	RUTTING	High	110	SqFt	1.02	Patching - AC Shallow	Residential	AC	28	10861	388	01-18-2022	111	SqFt	55	\$367
Marshfield	90524	15	RUTTING	High	40	SqFt	0.05	Patching - AC Shallow	Residential	AC	30	79531	2651	01-18-2022	40	SqFt	55	\$132
Marshfield	91329	10	L & T CR	Medium	1199	Ft	1.25	Crack Sealing - AC	Residential	AC	29	95895	3307	01-24-2022	1199	Ft	55	\$1,798
Marshfield	91329	13	POTHOLE	Low	30	Count	0.03	Patching - AC Shallow	Residential	AC	29	95895	3307	01-24-2022	90	SqFt	55	\$299
Marshfield	91329	1	ALLIGATOR CR	Medium	1998	SqFt	2.08	Patching - AC Deep	Residential	AC	29	95895	3307	01-24-2022	2182	SqFt	55	\$14,552
Marshfield	91369	15	RUTTING	High	18	SqFt	0.03	Patching - AC Shallow	Residential	AC	33	64520	1955	01-18-2022	18	SqFt	55	\$61
Marshfield	91337	15	RUTTING	High	26	SqFt	0.13	Patching - AC Shallow	Residential	AC	30	19936	665	01-18-2022	26	SqFt	55	\$86
146thSt/Sh	184661	15	RUTTING	High	192	SqFt	0.31	Patching - AC Shallow	Residential	AC	28	61684	2203	01-18-2022	192	SqFt	55	\$639
154THST	402662	15	RUTTING	High	288	SqFt	0.12	Patching - AC Shallow	Collector	AC	40	244275	6107	01-18-2022	287	SqFt	55	\$958
154THST	402905	15	RUTTING	High	183	SqFt	0.33	Patching - AC Shallow	Collector	AC	38	55944	1472	01-18-2022	183	SqFt	55	\$611
154THST	546728	15	RUTTING	High	19	SqFt	0.05	Patching - AC Shallow	Residential	AC	31	36591	1180	01-18-2022	18	SqFt	55	\$61
ARTESIANAV	506962	15	RUTTING	High	80	SqFt	0.30	Patching - AC Shallow	Residential	AC	24	26406	1100	01-18-2022	80	SqFt	55	\$265
ARTESIANAV	543487	10	L & T CR	Medium	2291	Ft	7.10	Crack Sealing - AC	Residential	AC	30	32285	1076	01-18-2022	2291	Ft	55	\$3,436
ARTESIANAV	543487	15	RUTTING	Medium	17	SqFt	0.05	Patching - AC Shallow	Residential	AC	30	32285	1076	01-18-2022	17	SqFt	55	\$57
ARTESIANAV	543487	1	ALLIGATOR CR	Medium	112	SqFt	0.35	Patching - AC Deep	Residential	AC	30	32285	1076	01-18-2022	158	SqFt	55	\$1,057
ARTESIANAV	543487	15	RUTTING	High	9	SqFt	0.03	Patching - AC Deep	Residential	AC	30	32285	1076	01-18-2022	9	SqFt	55	\$57
ARTESIANAV	543487	10	L & T CR	High	56	Ft	0.17	Patching - AC Shallow	Residential	AC	30	32285	1076	01-18-2022	183	SqFt	55	\$610
PAULINAST	304646	15	RUTTING	High	281	SqFt	0.19	Patching - AC Shallow	Residential	AC	32	148085	4628	01-18-2022	281	SqFt	55	\$935
KentuckyAv	162024	15	RUTTING	High	201	SqFt	0.48	Patching - AC Shallow	Residential	AC	31	41634	1343	01-18-2022	200	SqFt	55	\$668
153RDST	421977	15	RUTTING	High	294	SqFt	0.21	Patching - AC Shallow	Residential	AC	23	142557	6198	01-18-2022	294	SqFt	55	\$978
153RDST	350671	15	RUTTING	High	685	SqFt	2.85	Patching - AC Shallow	Residential	AC	18	24046	1336	01-18-2022	686	SqFt	55	\$2,283
DesPlaines	130899	15	RUTTING	High	28	SqFt	0.06	Patching - AC Shallow	Residential	AC	25	49376	1975	01-18-2022	28	SqFt	55	\$94
EMERALDAVE	267202	15	RUTTING	High	250	SqFt	0.22	Patching - AC Shallow	Residential	AC	30	115164	3839	01-18-2022	250	SqFt	55	\$833
149THPLACE	562488	15	RUTTING	High	40	SqFt	0.17	Patching - AC Shallow	Residential	AC	24	24276	1012	01-19-2022	40	SqFt	55	\$134
144THST	173693	15	RUTTING	High	91	SqFt	0.34	Patching - AC Shallow	Residential	AC	20	26513	1326	01-18-2022	91	SqFt	55	\$304
148THPLACE	132073	10	L & T CR	Medium	1266	Ft	6.86	Crack Sealing - AC	Residential	AC	27	18457	684	01-18-2022	1266	Ft	55	\$1,899
148THPLACE	132073	15	RUTTING	Medium	30	SqFt	0.16	Patching - AC Shallow	Residential	AC	27	18457	684	01-18-2022	30	SqFt	55	\$99
148THPLACE	132073	13	POTHOLE	Low	2	Count	0.01	Patching - AC Shallow	Residential	AC	27	18457	684	01-18-2022	8	SqFt	55	\$24
148THPLACE	132073	10	L & T CR	High	10	Ft	0.05	Patching - AC Shallow	Residential	AC	27	18457	684	01-18-2022	31	SqFt	55	\$105
148THPLACE	130410	10	L & T CR	Medium	1191	Ft	8.42	Crack Sealing - AC	Residential	AC	32	14144	442	01-18-2022	1191	Ft	55	\$1,787
148THPLACE	130410	1	ALLIGATOR CR	Medium	14	SqFt	0.10	Patching - AC Deep	Residential	AC	32	14144	442	01-18-2022	32	SqFt	55	\$217
148THPLACE	130410	10	L & T CR	High	38	Ft	0.27	Patching - AC Shallow	Residential	AC	32	14144	442	01-18-2022	125	SqFt	55	\$417
148THPLACE	212557	15	RUTTING	High	7	SqFt	0.05	Patching - AC Shallow	Residential	AC	24	13910	580	01-18-2022	8	SqFt	55	\$24
WESTERNAVE	241962	15	RUTTING	High	705	SqFt	0.42	Patching - AC Shallow	Residential	AC	34	169061	4972	01-18-2022	705	SqFt	55	\$2,348
SeeleyAve	56647	15	RUTTING	High	27	SqFt	0.03	Patching - AC Shallow	Residential	AC	32	85139	2661	01-18-2022	27	SqFt	55	\$91
Washington	84549	15	RUTTING	High	107	SqFt	0.18	Patching - AC Shallow	Residential	AC	31	61121	1972	01-18-2022	108	SqFt	55	\$357
RobeyAve	106000	15	RUTTING	High	678	SqFt	0.32	Patching - AC Shallow	Residential	AC	40	212326	5308	01-18-2022	678	SqFt	55	\$2,257
163rdSt	161399	15	RUTTING	High	168	SqFt	0.42	Patching - AC Shallow	Residential	AC	30	39809	1327	01-18-2022	168	SqFt	55	\$558
163rdSt	373307	15	RUTTING	High	14	SqFt	0.13	Patching - AC Shallow	Collector	AC	24	10597	442	01-18-2022	14	SqFt	55	\$47
163rdSt	373272	15	RUTTING	High	10	SqFt	0.08	Patching - AC Shallow	Collector	AC	40	12884	322	01-18-2022	11	SqFt	55	\$34

List of Sections Selected under 2022 Localized Maintenance Plan

BranchID	SectionID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Cla	Surface Type	Section Width	True Area	Length (ft)	Last Insp Date	Work Qty	Work Unit	Critical Conditio	Work Cost
WestAve	26830	10	L & T CR	High	3	Ft	0.02	Patching - AC Shallow	Residential	AC	31	20093	648	01-18-2022	11	SqFt	55	\$35
WestAve	26830	15	RUTTING	Medium	50	SqFt	0.25	Patching - AC Shallow	Residential	AC	31	20093	648	01-18-2022	50	SqFt	55	\$165
WestAve	26830	10	L & T CR	Medium	1886	Ft	9.39	Crack Sealing - AC	Residential	AC	31	20093	648	01-18-2022	1886	Ft	55	\$2,830
WestAve	26831	39	JOINT SPALL	Medium	3	Slabs	2.78	Patching - PCC Partial Depth	Residential	PCC	30	19975	666	01-18-2022	9	SqFt	55	\$58
167THPLACE	471118	15	RUTTING	High	79	SqFt	0.91	Patching - AC Shallow	Residential	AC	15	8668	578	01-18-2022	80	SqFt	55	\$264
LincolnAve	550825	15	RUTTING	High	25	SqFt	0.03	Patching - AC Shallow	Residential	AC	30	99230	3308	01-18-2022	25	SqFt	55	\$84
LincolnAve	550889	15	RUTTING	High	497	SqFt	0.25	Patching - AC Shallow	Residential	AC	30	198041	6601	01-18-2022	497	SqFt	55	\$1,656
LincolnAve	550860	13	POTHOLE	Low	8	Count	0.08	Patching - AC Shallow	Residential	AC	23	9760	424	01-18-2022	25	SqFt	55	\$81
LincolnAve	550860	15	RUTTING	Medium	108	SqFt	1.11	Patching - AC Shallow	Residential	AC	23	9760	424	01-18-2022	109	SqFt	55	\$361
LincolnAve	550860	10	L & T CR	Medium	462	Ft	4.73	Crack Sealing - AC	Residential	AC	23	9760	424	01-18-2022	462	Ft	55	\$693
LincolnAve	550860	10	L & T CR	High	84	Ft	0.86	Patching - AC Shallow	Residential	AC	23	9760	424	01-18-2022	276	SqFt	55	\$916
LincolnAve	550860	15	RUTTING	High	7	SqFt	0.07	Patching - AC Deep	Residential	AC	23	9760	424	01-18-2022	6	SqFt	55	\$45
FAIRFIELDA	455303	15	RUTTING	High	541	SqFt	1.60	Patching - AC Shallow	Residential	AC	27	33742	1250	01-18-2022	540	SqFt	55	\$1,801
Winchester	29994	15	RUTTING	High	228	SqFt	0.13	Patching - AC Shallow	Residential	AC	30	181504	6050	01-18-2022	228	SqFt	55	\$759
GaugerAve	104429	15	RUTTING	High	9	SqFt	0.02	Patching - AC Shallow	Residential	AC	30	39140	1305	01-18-2022	10	SqFt	55	\$31
LoomisSt	443700	15	RUTTING	High	374	SqFt	0.17	Patching - AC Shallow	Residential	AC	30	224973	7499	01-18-2022	374	SqFt	55	\$1,245
WOODBIDGE	136050	15	RUTTING	High	54	SqFt	0.13	Patching - AC Shallow	Residential	AC	27	40605	1504	01-18-2022	54	SqFt	55	\$180
TERRACEDRV	298493	15	RUTTING	High	37	SqFt	0.39	Patching - AC Shallow	Residential	AC	25	9612	384	01-18-2022	37	SqFt	55	\$123
MARKHAMDR	355778	15	RUTTING	High	6	SqFt	0.04	Patching - AC Deep	Residential	AC	20	13309	665	01-18-2022	5	SqFt	55	\$38
MARKHAMDR	355778	10	L & T CR	Medium	634	Ft	4.76	Crack Sealing - AC	Residential	AC	20	13309	665	01-18-2022	634	Ft	55	\$951
MARKHAMDR	355778	15	RUTTING	Medium	6	SqFt	0.04	Patching - AC Shallow	Residential	AC	20	13309	665	01-18-2022	5	SqFt	55	\$19
MARKHAMDR	355778	10	L & T CR	High	21	Ft	0.16	Patching - AC Shallow	Residential	AC	20	13309	665	01-18-2022	70	SqFt	55	\$231
MARKHAMDR	355778	13	POTHOLE	Low	2	Count	0.01	Patching - AC Shallow	Residential	AC	20	13309	665	01-18-2022	5	SqFt	55	\$17
VincennesR	230142	15	RUTTING	Medium	15	SqFt	0.17	Patching - AC Shallow	Collector	AC	50	8725	174	01-18-2022	15	SqFt	55	\$50
VincennesR	230142	10	L & T CR	High	6	Ft	0.07	Patching - AC Shallow	Collector	AC	50	8725	174	01-18-2022	22	SqFt	55	\$71
VincennesR	230142	15	RUTTING	High	15	SqFt	0.17	Patching - AC Deep	Collector	AC	50	8725	174	01-18-2022	15	SqFt	55	\$101
VincennesR	230142	10	L & T CR	Medium	585	Ft	6.70	Crack Sealing - AC	Collector	AC	50	8725	174	01-18-2022	585	Ft	55	\$877
PageSt	356585	15	RUTTING	High	18	SqFt	0.05	Patching - AC Shallow	Residential	AC	30	39163	1305	01-18-2022	18	SqFt	55	\$59
151STST	229039	15	RUTTING	High	164	SqFt	0.11	Patching - AC Shallow	Residential	AC	30	150968	5032	01-18-2022	165	SqFt	55	\$548
151STST	229064	10	L & T CR	High	294	Ft	0.22	Patching - AC Shallow	Residential	AC	42	134950	3213	01-18-2022	963	SqFt	55	\$3,209
151STST	229064	13	POTHOLE	Low	7	Count	0.01	Patching - AC Shallow	Residential	AC	42	134950	3213	01-18-2022	22	SqFt	55	\$71
151STST	229064	1	ALLIGATOR CR	Medium	65	SqFt	0.05	Patching - AC Deep	Residential	AC	42	134950	3213	01-18-2022	101	SqFt	55	\$673
151STST	229064	15	RUTTING	Medium	113	SqFt	0.08	Patching - AC Shallow	Residential	AC	42	134950	3213	01-18-2022	113	SqFt	55	\$376
151STST	229064	15	RUTTING	High	34	SqFt	0.02	Patching - AC Deep	Residential	AC	42	134950	3213	01-18-2022	33	SqFt	55	\$225
151STST	229064	10	L & T CR	Medium	5510	Ft	4.08	Crack Sealing - AC	Residential	AC	42	134950	3213	01-18-2022	5510	Ft	55	\$8,265
151STST	80540	15	RUTTING	High	221	SqFt	1.90	Patching - AC Shallow	Residential	AC	15	11601	773	01-18-2022	221	SqFt	55	\$735
151STST	229031	10	L & T CR	High	19	Ft	0.17	Patching - AC Shallow	Residential	AC	38	11096	292	01-18-2022	62	SqFt	55	\$209
151STST	229031	15	RUTTING	High	24	SqFt	0.21	Patching - AC Deep	Residential	AC	38	11096	292	01-18-2022	24	SqFt	55	\$158
151STST	229031	1	ALLIGATOR CR	Medium	7	SqFt	0.06	Patching - AC Deep	Residential	AC	38	11096	292	01-18-2022	22	SqFt	55	\$140
151STST	229031	10	L & T CR	Medium	1355	Ft	12.21	Crack Sealing - AC	Residential	AC	38	11096	292	01-18-2022	1355	Ft	55	\$2,032
151STST	229031	13	POTHOLE	Low	4	Count	0.03	Patching - AC Shallow	Residential	AC	38	11096	292	01-18-2022	11	SqFt	55	\$36
ROCKWELLAV	248736	15	RUTTING	High	48	SqFt	0.19	Patching - AC Shallow	Residential	AC	20	25125	1256	01-18-2022	48	SqFt	55	\$161
ROCKWELLAV	248184	15	RUTTING	High	24	SqFt	0.83	Patching - AC Shallow	Residential	AC	20	2832	142	01-18-2022	24	SqFt	55	\$79
FinchAve	317976	15	RUTTING	High	116	SqFt	0.19	Patching - AC Shallow	Residential	AC	30	59618	1987	01-25-2022	116	SqFt	55	\$386
FinchAve	317970	15	RUTTING	High	51	SqFt	0.40	Patching - AC Shallow	Residential	AC	20	12739	637	01-25-2022	52	SqFt	55	\$171
VineAve	492262	10	L & T CR	High	82	Ft	0.40	Patching - AC Shallow	Residential	AC	31	20658	666	01-18-2022	270	SqFt	55	\$898
VineAve	492262	1	ALLIGATOR CR	Medium	213	SqFt	1.03	Patching - AC Deep	Residential	AC	31	20658	666	01-18-2022	277	SqFt	55	\$1,842
VineAve	492262	15	RUTTING	Medium	28	SqFt	0.13	Patching - AC Shallow	Residential	AC	31	20658	666	01-18-2022	28	SqFt	55	\$92
VineAve	492262	15	RUTTING	High	9	SqFt	0.04	Patching - AC Deep	Residential	AC	31	20658	666	01-18-2022	10	SqFt	55	\$62
VineAve	492262	10	L & T CR	Medium	883	Ft	4.27	Crack Sealing - AC	Residential	AC	31	20658	666	01-18-2022	883	Ft	55	\$1,324

List of Sections Selected under 2022 Localized Maintenance Plan

BranchID	SectionID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Cla	Surface Type	Section Width	True Area	Length (ft)	Last Insp Date	Work Qty	Work Unit	Critical Conditio	Work Cost
VineAve	545390	15	RUTTING	High	30	SqFt	0.06	Patching - AC Shallow	Residential	AC	35	47608	1360	01-18-2022	30	SqFt	55	\$102
JEFFERSONS	419456	15	RUTTING	High	363	SqFt	3.28	Patching - AC Shallow	Residential	AC	17	11062	651	01-18-2022	363	SqFt	55	\$1,209
154THPLACE	44675	1	ALLIGATOR CR	Medium	185	SqFt	0.43	Patching - AC Deep	Residential	AC	31	43102	1390	01-18-2022	243	SqFt	55	\$1,624
154THPLACE	44675	10	L & T CR	High	171	Ft	0.40	Patching - AC Shallow	Residential	AC	31	43102	1390	01-18-2022	560	SqFt	55	\$1,864
154THPLACE	44675	10	L & T CR	Medium	1198	Ft	2.78	Crack Sealing - AC	Residential	AC	31	43102	1390	01-18-2022	1198	Ft	55	\$1,797
154THPLACE	44675	15	RUTTING	Medium	34	SqFt	0.08	Patching - AC Shallow	Residential	AC	31	43102	1390	01-18-2022	34	SqFt	55	\$113
154THPLACE	44675	15	RUTTING	High	26	SqFt	0.06	Patching - AC Deep	Residential	AC	31	43102	1390	01-18-2022	27	SqFt	55	\$176
154THPLACE	472552	15	RUTTING	High	68	SqFt	0.95	Patching - AC Shallow	Residential	AC	17	7150	421	01-18-2022	68	SqFt	55	\$225
PARNELLAVE	60440	15	RUTTING	High	40	SqFt	0.16	Patching - AC Shallow	Residential	AC	28	24588	878	01-18-2022	40	SqFt	55	\$132
147THPLACE	480487	15	RUTTING	High	48	SqFt	0.37	Patching - AC Shallow	Residential	AC	26	13067	503	01-18-2022	48	SqFt	55	\$161
Lowe	202283	15	RUTTING	High	30	SqFt	0.12	Patching - AC Shallow	Residential	AC	26	25670	987	01-25-2022	30	SqFt	55	\$101
LathropAve	316512	15	RUTTING	High	335	SqFt	0.76	Patching - AC Shallow	Residential	AC	22	43778	1990	01-18-2022	335	SqFt	55	\$1,115
LathropAve	316476	15	RUTTING	High	187	SqFt	0.17	Patching - AC Shallow	Residential	AC	42	110580	2633	01-18-2022	187	SqFt	55	\$623
LathropAve	316485	15	RUTTING	High	285	SqFt	1.08	Patching - AC Shallow	Residential	AC	20	26406	1320	01-18-2022	285	SqFt	55	\$950
LathropAve	316491	15	RUTTING	High	56	SqFt	0.07	Patching - AC Shallow	Residential	AC	28	78065	2788	01-18-2022	56	SqFt	55	\$187
LathropAve	316531	15	RUTTING	High	86	SqFt	0.24	Patching - AC Shallow	Residential	AC	28	36727	1312	01-18-2022	86	SqFt	55	\$288
146THST	179629	15	RUTTING	High	36	SqFt	0.19	Patching - AC Shallow	Residential	AC	29	19095	658	01-18-2022	37	SqFt	55	\$120
161stSt	476202	15	RUTTING	Medium	51	SqFt	0.33	Patching - AC Shallow	Residential	AC	23	15248	663	01-18-2022	51	SqFt	55	\$169
161stSt	476202	13	POTHOLE	Low	4	Count	0.03	Patching - AC Shallow	Residential	AC	23	15248	663	01-18-2022	12	SqFt	55	\$41
161stSt	476202	15	RUTTING	High	34	SqFt	0.22	Patching - AC Deep	Residential	AC	23	15248	663	01-18-2022	34	SqFt	55	\$228
161stSt	476202	10	L & T CR	High	241	Ft	1.58	Patching - AC Shallow	Residential	AC	23	15248	663	01-18-2022	792	SqFt	55	\$2,637
161stSt	476202	10	L & T CR	Medium	208	Ft	1.36	Crack Sealing - AC	Residential	AC	23	15248	663	01-18-2022	208	Ft	55	\$311
ParkAve	562902	15	RUTTING	High	347	SqFt	2.47	Patching - AC Shallow	Collector	AC	46	14016	305	01-18-2022	347	SqFt	55	\$1,155
ParkAve	562912	10	L & T CR	Medium	199	Ft	1.97	Crack Sealing - AC	Collector	AC	42	10087	240	01-18-2022	198	Ft	55	\$298
ParkAve	562909	15	RUTTING	High	251	SqFt	0.69	Patching - AC Shallow	Collector	AC	52	36470	701	01-18-2022	251	SqFt	55	\$836
ParkAve	562949	15	RUTTING	High	88	SqFt	0.44	Patching - AC Shallow	Collector	AC	50	19870	397	01-18-2022	88	SqFt	55	\$294
MainSt	489179	15	RUTTING	High	116	SqFt	0.09	Patching - AC Shallow	Residential	AC	30	128815	4294	01-18-2022	116	SqFt	55	\$386
160THST	229932	15	RUTTING	High	133	SqFt	0.26	Patching - AC Shallow	Residential	AC	31	51315	1655	01-18-2022	133	SqFt	55	\$443
160THST	229820	15	RUTTING	High	278	SqFt	0.58	Patching - AC Shallow	Residential	AC	31	47576	1535	01-18-2022	278	SqFt	55	\$926
SANGAMONST	191093	15	RUTTING	High	230	SqFt	0.70	Patching - AC Shallow	Residential	AC	22	32970	1499	01-18-2022	230	SqFt	55	\$767
HoynesAve	237089	15	RUTTING	Medium	20	SqFt	0.08	Patching - AC Shallow	Residential	AC	23	23489	1021	01-18-2022	20	SqFt	55	\$66
HoynesAve	237089	10	L & T CR	Medium	1429	Ft	6.08	Crack Sealing - AC	Residential	AC	23	23489	1021	01-18-2022	1429	Ft	55	\$2,143
HoynesAve	237089	15	RUTTING	High	7	SqFt	0.03	Patching - AC Deep	Residential	AC	23	23489	1021	01-18-2022	6	SqFt	55	\$44
HoynesAve	237089	10	L & T CR	High	38	Ft	0.16	Patching - AC Shallow	Residential	AC	23	23489	1021	01-18-2022	124	SqFt	55	\$412
HoynesAve	237089	13	POTHOLE	Low	8	Count	0.03	Patching - AC Shallow	Residential	AC	23	23489	1021	01-18-2022	24	SqFt	55	\$80
HoynesAve	237089	1	ALLIGATOR CR	Medium	191	SqFt	0.81	Patching - AC Deep	Residential	AC	23	23489	1021	01-18-2022	251	SqFt	55	\$1,674
HoynesAve	499912	15	RUTTING	High	92	SqFt	0.12	Patching - AC Shallow	Residential	AC	28	74518	2661	01-18-2022	93	SqFt	55	\$307
MyrtleAve	97787	15	RUTTING	High	56	SqFt	0.23	Patching - AC Shallow	Residential	AC	30	24882	829	01-18-2022	56	SqFt	55	\$188
MyrtleAve	539670	15	RUTTING	High	144	SqFt	0.16	Patching - AC Shallow	Residential	AC	28	92328	3297	01-18-2022	144	SqFt	55	\$479
MyrtleAve	428007	15	RUTTING	High	120	SqFt	0.42	Patching - AC Deep	Residential	AC	26	28796	1108	01-18-2022	119	SqFt	55	\$798
MyrtleAve	428007	13	POTHOLE	Low	2	Count	0.01	Patching - AC Shallow	Residential	AC	26	28796	1108	01-18-2022	6	SqFt	55	\$23
MyrtleAve	428007	10	L & T CR	Medium	550	Ft	1.91	Crack Sealing - AC	Residential	AC	26	28796	1108	01-18-2022	550	Ft	55	\$825
MyrtleAve	428007	10	L & T CR	High	293	Ft	1.02	Patching - AC Shallow	Residential	AC	26	28796	1108	01-18-2022	960	SqFt	55	\$3,198
MyrtleAve	428007	15	RUTTING	Medium	152	SqFt	0.53	Patching - AC Shallow	Residential	AC	26	28796	1108	01-18-2022	152	SqFt	55	\$506
MyrtleAve	311876	15	RUTTING	High	24	SqFt	0.07	Patching - AC Deep	Residential	AC	28	36526	1304	01-18-2022	24	SqFt	55	\$161
MyrtleAve	311876	13	POTHOLE	Low	10	Count	0.03	Patching - AC Shallow	Residential	AC	28	36526	1304	01-18-2022	29	SqFt	55	\$97
MyrtleAve	311876	1	ALLIGATOR CR	High	6	SqFt	0.02	Patching - AC Deep	Residential	AC	28	36526	1304	01-18-2022	20	SqFt	55	\$134
MyrtleAve	311876	10	L & T CR	Medium	1662	Ft	4.55	Crack Sealing - AC	Residential	AC	28	36526	1304	01-18-2022	1662	Ft	55	\$2,493
MyrtleAve	311876	15	RUTTING	Medium	103	SqFt	0.28	Patching - AC Shallow	Residential	AC	28	36526	1304	01-18-2022	103	SqFt	55	\$344
MyrtleAve	311876	1	ALLIGATOR CR	Medium	127	SqFt	0.35	Patching - AC Deep	Residential	AC	28	36526	1304	01-18-2022	177	SqFt	55	\$1,176

List of Sections Selected under 2022 Localized Maintenance Plan

BranchID	SectionID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Cla	Surface Type	Section Width	True Area	Length (ft)	Last Insp Date	Work Qty	Work Unit	Critical Conditio	Work Cost
MyrtleAve	311876	10	L & T CR	High	250	Ft	0.69	Patching - AC Shallow	Residential	AC	28	36526	1304	01-18-2022	821	SqFt	55	\$2,734
MyrtleAve	539678	15	RUTTING	High	102	SqFt	0.11	Patching - AC Shallow	Residential	AC	28	92324	3297	01-18-2022	102	SqFt	55	\$340
OakleyAve	76486	15	RUTTING	High	24	SqFt	0.09	Patching - AC Shallow	Residential	AC	40	26991	675	01-18-2022	24	SqFt	55	\$80
157THPLACE	269720	15	RUTTING	High	162	SqFt	0.62	Patching - AC Shallow	Residential	AC	30	26143	871	01-18-2022	161	SqFt	55	\$538
157THPLACE	513932	15	RUTTING	High	8	SqFt	0.05	Patching - AC Shallow	Residential	AC	27	18045	668	01-18-2022	9	SqFt	55	\$28
SHERMANDR	48403	15	RUTTING	High	108	SqFt	0.74	Patching - AC Shallow	Residential	AC	15	14656	977	01-18-2022	108	SqFt	55	\$359
VineSt	560981	15	RUTTING	High	54	SqFt	0.05	Patching - AC Shallow	Residential	AC	32	105558	3299	01-18-2022	54	SqFt	55	\$181
VineSt	560973	15	RUTTING	High	24	SqFt	0.03	Patching - AC Shallow	Residential	AC	29	76847	2650	01-18-2022	25	SqFt	55	\$81
PARKAVE	544251	15	RUTTING	High	58	SqFt	0.51	Patching - AC Shallow	Residential	AC	25	11406	456	01-18-2022	58	SqFt	55	\$194
PARKAVE	158202	15	RUTTING	High	235	SqFt	0.68	Patching - AC Shallow	Residential	AC	29	34328	1184	01-18-2022	235	SqFt	55	\$782
148thSt	57341	15	RUTTING	High	218	SqFt	0.16	Patching - AC Shallow	Residential	AC	27	139370	5162	01-18-2022	219	SqFt	55	\$727
UnionSt	303448	15	RUTTING	High	154	SqFt	0.25	Patching - AC Shallow	Residential	AC	30	62672	2089	01-18-2022	154	SqFt	55	\$513
JustineAve	182187	15	RUTTING	High	14	SqFt	0.04	Patching - AC Shallow	Residential	AC	25	32213	1289	01-18-2022	14	SqFt	55	\$47
CooperAve	268505	15	RUTTING	High	176	SqFt	0.29	Patching - AC Shallow	Residential	AC	23	61228	2662	01-18-2022	175	SqFt	55	\$585
TALMANAVE	495232	15	RUTTING	High	92	SqFt	0.37	Patching - AC Shallow	Residential	AC	20	25037	1252	01-18-2022	91	SqFt	55	\$305
WillardSt	474299	15	RUTTING	High	91	SqFt	0.25	Patching - AC Shallow	Residential	AC	28	37053	1323	01-18-2022	91	SqFt	55	\$304
BroadwayAv	508061	15	RUTTING	High	12	SqFt	0.04	Patching - AC Shallow	Collector	AC	41	26761	653	01-18-2022	12	SqFt	55	\$40
BroadwayAv	508038	15	RUTTING	Medium	14	SqFt	0.01	Patching - AC Shallow	Collector	AC	48	105628	2201	01-18-2022	14	SqFt	55	\$47
BroadwayAv	508038	10	L & T CR	Medium	1502	Ft	1.42	Crack Sealing - AC	Collector	AC	48	105628	2201	01-18-2022	1502	Ft	55	\$2,253
BroadwayAv	508038	10	L & T CR	High	92	Ft	0.09	Patching - AC Shallow	Collector	AC	48	105628	2201	01-18-2022	302	SqFt	55	\$1,006
BroadwayAv	508038	1	ALLIGATOR CR	Medium	24	SqFt	0.02	Patching - AC Deep	Collector	AC	48	105628	2201	01-18-2022	47	SqFt	55	\$319
BroadwayAv	508084	15	RUTTING	High	34	SqFt	0.03	Patching - AC Shallow	Collector	AC	40	105841	2646	01-18-2022	33	SqFt	55	\$113
148THST	179032	1	ALLIGATOR CR	Medium	206	SqFt	1.25	Patching - AC Deep	Residential	AC	28	16484	589	01-24-2022	268	SqFt	55	\$1,786
148THST	179032	10	L & T CR	Medium	275	Ft	1.67	Crack Sealing - AC	Residential	AC	28	16484	589	01-24-2022	275	Ft	55	\$412
148THST	380338	15	RUTTING	High	206	SqFt	0.15	Patching - AC Shallow	Residential	AC	28	135618	4843	01-18-2022	207	SqFt	55	\$687
148THST	179053	15	RUTTING	High	78	SqFt	0.40	Patching - AC Shallow	Residential	AC	63	19698	313	01-18-2022	79	SqFt	55	\$260
148THST	179063	15	RUTTING	High	17	SqFt	0.08	Patching - AC Shallow	Residential	AC	60	22512	375	01-18-2022	17	SqFt	55	\$58
148THST	179044	10	L & T CR	Medium	147	Ft	2.08	Crack Sealing - AC	Residential	AC	30	7086	236	01-18-2022	147	Ft	55	\$221
AshlandAve	463185	15	RUTTING	High	58	SqFt	0.10	Patching - AC Shallow	Residential	AC	30	58656	1955	01-18-2022	58	SqFt	55	\$194
AshlandAve	463190	15	RUTTING	High	31	SqFt	0.19	Patching - AC Shallow	Residential	AC	22	16215	737	01-18-2022	31	SqFt	55	\$104
AshlandAve	463203	15	RUTTING	High	32	SqFt	0.22	Patching - AC Shallow	Residential	AC	22	14631	665	01-18-2022	31	SqFt	55	\$106
AshlandAve	463208	15	RUTTING	High	160	SqFt	0.07	Patching - AC Shallow	Residential	AC	35	229107	6546	01-18-2022	160	SqFt	55	\$534
AshlandAve	463216	15	RUTTING	High	49	SqFt	0.18	Patching - AC Shallow	Residential	AC	25	27481	1099	01-18-2022	50	SqFt	55	\$165
FiskAve	412171	15	RUTTING	High	182	SqFt	0.48	Patching - AC Shallow	Residential	AC	29	38193	1317	01-18-2022	182	SqFt	55	\$607
OAKLEYAVE	9127	15	RUTTING	Medium	55	SqFt	0.50	Patching - AC Shallow	Residential	AC	33	10954	332	01-18-2022	55	SqFt	55	\$183
OAKLEYAVE	9127	13	POTHOLE	Low	3	Count	0.03	Patching - AC Shallow	Residential	AC	33	10954	332	01-18-2022	9	SqFt	55	\$30
OAKLEYAVE	9127	10	L & T CR	Medium	611	Ft	5.58	Crack Sealing - AC	Residential	AC	33	10954	332	01-18-2022	611	Ft	55	\$916
OAKLEYAVE	9127	10	L & T CR	High	39	Ft	0.36	Patching - AC Shallow	Residential	AC	33	10954	332	01-18-2022	128	SqFt	55	\$426
VailSt	304232	15	RUTTING	High	184	SqFt	0.23	Patching - AC Shallow	Residential	AC	30	79993	2666	01-18-2022	184	SqFt	55	\$614
166thSt	204668	15	RUTTING	High	138	SqFt	0.27	Patching - AC Shallow	Residential	AC	26	51973	1999	01-18-2022	138	SqFt	55	\$460
WALLACEST	500048	15	RUTTING	High	9	SqFt	0.04	Patching - AC Shallow	Residential	AC	30	19836	661	01-18-2022	9	SqFt	55	\$30
WALLACEST	103964	15	RUTTING	High	117	SqFt	0.53	Patching - AC Shallow	Residential	AC	18	22000	1222	01-18-2022	116	SqFt	55	\$388
JeffersonS	522360	15	RUTTING	High	159	SqFt	0.43	Patching - AC Shallow	Residential	AC	28	37029	1322	01-18-2022	159	SqFt	55	\$531
155thSt	250590	15	RUTTING	High	34	SqFt	0.06	Patching - AC Shallow	Collector	AC	40	53226	1331	01-18-2022	34	SqFt	55	\$114
155thSt	250585	15	RUTTING	High	92	SqFt	0.08	Patching - AC Shallow	Collector	AC	36	110842	3079	01-18-2022	93	SqFt	55	\$307
155thSt	250577	15	RUTTING	High	31	SqFt	0.09	Patching - AC Shallow	Collector	AC	40	35961	899	01-18-2022	31	SqFt	55	\$103
157THST	86959	15	RUTTING	High	813	SqFt	0.43	Patching - AC Shallow	Residential	AC	30	188799	6293	01-18-2022	813	SqFt	55	\$2,708
157THST	374191	15	RUTTING	High	181	SqFt	2.69	Patching - AC Shallow	Residential	AC	10	6736	674	01-18-2022	181	SqFt	55	\$603
157THST	374182	15	RUTTING	High	256	SqFt	7.19	Patching - AC Shallow	Residential	AC	10	3562	356	01-18-2022	256	SqFt	55	\$853
LeavittAve	231705	15	RUTTING	High	131	SqFt	0.18	Patching - AC Shallow	Residential	AC	28	74598	2664	01-18-2022	131	SqFt	55	\$436

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BranchID	SectionID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Cla	Surface Type	Section Width	True Area	Length (ft)	Last Insp Date	Work Qty	Work Unit	Critical Conditio	Work Cost
OAKDALEAVE	126366	15	RUTTING	High	152	SqFt	1.37	Patching - AC Shallow	Residential	AC	20	11100	555	01-18-2022	153	SqFt	55	\$507
162NDST	405610	15	RUTTING	High	32	SqFt	0.75	Patching - AC Shallow	Residential	AC	14	4296	307	01-18-2022	32	SqFt	55	\$107
Turlington	517890	15	RUTTING	High	198	SqFt	0.34	Patching - AC Shallow	Residential	AC	29	57261	1975	01-18-2022	197	SqFt	55	\$658
PaulinaStr	206725	15	RUTTING	High	82	SqFt	0.09	Patching - AC Shallow	Residential	AC	29	95273	3285	01-18-2022	82	SqFt	55	\$272
INGALLSDR	64190	10	L & T CR	Medium	483	Ft	5.41	Crack Sealing - AC	Residential	AC	20	8927	446	01-18-2022	483	Ft	55	\$724
INGALLSDR	64190	10	L & T CR	High	193	Ft	2.16	Patching - AC Shallow	Residential	AC	20	8927	446	01-18-2022	632	SqFt	55	\$2,105
INGALLSDR	64190	15	RUTTING	Medium	13	SqFt	0.15	Patching - AC Shallow	Residential	AC	20	8927	446	01-18-2022	13	SqFt	55	\$44
160thSt	445394	15	RUTTING	High	142	SqFt	0.26	Patching - AC Shallow	Residential	AC	27	54047	2002	01-25-2022	142	SqFt	55	\$473
160thSt	445386	15	RUTTING	High	38	SqFt	0.61	Patching - AC Shallow	Residential	AC	27	6135	227	01-25-2022	38	SqFt	55	\$125
UNIONAVE	338998	15	RUTTING	High	164	SqFt	4.43	Patching - AC Shallow	Residential	AC	12	3710	309	01-18-2022	165	SqFt	55	\$548
UNIONAVE	261787	15	RUTTING	High	12	SqFt	0.20	Patching - AC Shallow	Residential	AC	17	6117	360	01-18-2022	12	SqFt	55	\$40
UNIONAVE	247880	15	RUTTING	High	7	SqFt	0.02	Patching - AC Shallow	Residential	AC	24	31653	1319	01-18-2022	6	SqFt	55	\$23
UNIONAVE	63788	15	RUTTING	High	134	SqFt	0.72	Patching - AC Shallow	Residential	AC	29	18755	647	01-18-2022	135	SqFt	55	\$447
UNIONAVE	475151	15	RUTTING	High	238	SqFt	3.01	Patching - AC Shallow	Residential	AC	12	7914	659	01-18-2022	238	SqFt	55	\$792
155THPLACE	135455	15	RUTTING	High	305	SqFt	0.56	Patching - AC Shallow	Residential	AC	29	54718	1887	01-18-2022	305	SqFt	55	\$1,014
MarkhamDr	469878	15	RUTTING	High	62	SqFt	0.14	Patching - AC Shallow	Residential	AC	30	45055	1502	01-18-2022	61	SqFt	55	\$205
165thSt	173993	15	RUTTING	High	65	SqFt	0.13	Patching - AC Shallow	Residential	AC	26	51694	1988	01-18-2022	65	SqFt	55	\$216
150thSt	70927	15	RUTTING	High	62	SqFt	0.22	Patching - AC Shallow	Collector	AC	36	27471	763	01-18-2022	61	SqFt	55	\$206
150thSt	70823	15	RUTTING	High	278	SqFt	0.21	Patching - AC Shallow	Collector	AC	38	134979	3552	01-18-2022	278	SqFt	55	\$927
150thSt	70814	15	RUTTING	High	50	SqFt	0.11	Patching - AC Shallow	Collector	AC	35	46705	1334	01-18-2022	50	SqFt	55	\$166
150thSt	71147	15	RUTTING	High	164	SqFt	0.16	Patching - AC Shallow	Collector	AC	40	103903	2598	01-18-2022	165	SqFt	55	\$547
CALIFORNIA	133982	15	RUTTING	High	460	SqFt	1.81	Patching - AC Shallow	Residential	AC	22	25476	1158	01-18-2022	461	SqFt	55	\$1,533
MadisonAve	324381	15	RUTTING	High	71	SqFt	0.18	Patching - AC Shallow	Residential	AC	29	38499	1328	01-18-2022	70	SqFt	55	\$235
HOYNEAVE	117302	15	RUTTING	High	62	SqFt	0.08	Patching - AC Shallow	Residential	AC	28	76822	2744	01-18-2022	61	SqFt	55	\$205
STREAMSIDE	528622	15	RUTTING	High	40	SqFt	0.13	Patching - AC Shallow	Residential	AC	28	31323	1119	01-18-2022	40	SqFt	55	\$134
Union	299572	15	RUTTING	High	116	SqFt	0.12	Patching - AC Shallow	Residential	AC	30	96328	3211	01-18-2022	116	SqFt	55	\$386
LOWEAVE	403798	15	RUTTING	High	36	SqFt	0.18	Patching - AC Shallow	Residential	AC	30	19957	665	01-25-2022	36	SqFt	55	\$119
CARSEAVE	462413	15	RUTTING	High	50	SqFt	0.08	Patching - AC Shallow	Residential	AC	30	61653	2055	01-18-2022	50	SqFt	55	\$165
CARSEAVE	367348	15	RUTTING	High	122	SqFt	0.50	Patching - AC Shallow	Residential	AC	15	24198	1613	01-18-2022	122	SqFt	55	\$407
152ndSt	78041	15	RUTTING	High	376	SqFt	0.67	Patching - AC Shallow	Residential	AC	22	56483	2567	01-18-2022	377	SqFt	55	\$1,253
152ndSt	78051	15	RUTTING	High	384	SqFt	0.30	Patching - AC Shallow	Residential	AC	24	126026	5251	01-18-2022	384	SqFt	55	\$1,278
161STST	241598	15	RUTTING	High	52	SqFt	2.51	Patching - AC Shallow	Residential	AC	13	2065	159	01-18-2022	52	SqFt	55	\$173
161STST	241601	15	RUTTING	High	1039	SqFt	4.77	Patching - AC Shallow	Residential	AC	14	21788	1556	01-18-2022	1039	SqFt	55	\$3,460
161STST	159436	15	RUTTING	High	365	SqFt	3.43	Patching - AC Shallow	Residential	AC	19	10635	560	01-25-2022	365	SqFt	55	\$1,216
161STST	135363	15	RUTTING	High	452	SqFt	2.07	Patching - AC Shallow	Residential	AC	15	21877	1458	01-18-2022	452	SqFt	55	\$1,505
150THPLACE	487639	15	RUTTING	High	155	SqFt	0.94	Patching - AC Shallow	Residential	AC	24	16577	691	01-18-2022	155	SqFt	55	\$517
GENEVADRV	271371	15	RUTTING	High	53	SqFt	0.25	Patching - AC Shallow	Residential	AC	30	20689	690	01-18-2022	53	SqFt	55	\$175
GENEVADRV	433049	15	RUTTING	High	56	SqFt	0.22	Patching - AC Shallow	Residential	AC	28	26063	931	01-18-2022	56	SqFt	55	\$187
CalumetBlv	378515	15	RUTTING	High	129	SqFt	0.23	Patching - AC Shallow	Residential	AC	16	57505	3594	01-18-2022	129	SqFt	55	\$431
Vine	369683	10	L & T CR	Medium	3154	Ft	8.06	Crack Sealing - AC	Residential	AC	30	39146	1305	01-18-2022	3154	Ft	55	\$4,731
Vine	369683	15	RUTTING	Medium	52	SqFt	0.13	Patching - AC Shallow	Residential	AC	30	39146	1305	01-18-2022	52	SqFt	55	\$172
Vine	369683	10	L & T CR	High	211	Ft	0.54	Patching - AC Shallow	Residential	AC	30	39146	1305	01-18-2022	692	SqFt	55	\$2,306
Vine	369683	13	POTHOLE	Low	5	Count	0.01	Patching - AC Shallow	Residential	AC	30	39146	1305	01-18-2022	15	SqFt	55	\$52
PeoriaAve	224086	15	RUTTING	High	99	SqFt	0.18	Patching - AC Shallow	Residential	AC	27	55915	2071	01-18-2022	99	SqFt	55	\$329
Woodbridge	118917	15	RUTTING	High	274	SqFt	0.43	Patching - AC Shallow	Residential	AC	32	63331	1979	01-25-2022	274	SqFt	55	\$914
145THST	20949	15	RUTTING	High	36	SqFt	0.20	Patching - AC Shallow	Residential	AC	25	18400	736	01-18-2022	37	SqFt	55	\$121
145THST	276356	15	RUTTING	High	89	SqFt	0.81	Patching - AC Shallow	Residential	AC	35	11010	315	01-18-2022	89	SqFt	55	\$296
145THST	559323	15	RUTTING	High	96	SqFt	0.29	Patching - AC Shallow	Residential	AC	20	32817	1641	01-18-2022	96	SqFt	55	\$320
HonoreAve	24112	15	RUTTING	High	339	SqFt	0.18	Patching - AC Shallow	Residential	AC	31	193197	6232	01-18-2022	339	SqFt	55	\$1,128
149THST	408133	15	RUTTING	High	66	SqFt	0.24	Patching - AC Shallow	Residential	AC	22	27153	1234	01-18-2022	67	SqFt	55	\$221

List of Sections Selected under 2022 Localized Maintenance Plan

BranchID	SectionID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Cla	Surface Type	Section Width	True Area	Length (ft)	Last Insp Date	Work Qty	Work Unit	Critical Conditio	Work Cost
149THST	394015	15	RUTTING	High	243	SqFt	0.17	Patching - AC Shallow	Residential	AC	28	145457	5195	01-18-2022	243	SqFt	55	\$809
149THST	57384	15	RUTTING	High	7	SqFt	0.08	Patching - AC Shallow	Residential	AC	22	8480	385	01-18-2022	6	SqFt	55	\$22
149THST	62819	15	RUTTING	High	15	SqFt	0.06	Patching - AC Shallow	Residential	AC	26	22894	881	01-18-2022	15	SqFt	55	\$49
149THST	57466	15	RUTTING	High	101	SqFt	0.35	Patching - AC Shallow	Residential	AC	20	28693	1435	01-18-2022	101	SqFt	55	\$336
149THST	57404	15	RUTTING	High	5	SqFt	0.07	Patching - AC Shallow	Residential	AC	18	7835	435	01-18-2022	5	SqFt	55	\$17
149THST	57432	15	RUTTING	High	5	SqFt	0.07	Patching - AC Deep	Residential	AC	20	7681	384	01-18-2022	5	SqFt	55	\$34
149THST	57432	10	L & T CR	High	72	Ft	0.94	Patching - AC Shallow	Residential	AC	20	7681	384	01-18-2022	237	SqFt	55	\$789
149THST	57432	15	RUTTING	Medium	12	SqFt	0.15	Patching - AC Shallow	Residential	AC	20	7681	384	01-18-2022	12	SqFt	55	\$39
149THST	57432	10	L & T CR	Medium	403	Ft	5.25	Crack Sealing - AC	Residential	AC	20	7681	384	01-18-2022	403	Ft	55	\$605
149THST	57432	13	POTHOLES	Low	2	Count	0.02	Patching - AC Shallow	Residential	AC	20	7681	384	01-18-2022	5	SqFt	55	\$18
156thSt	276430	15	RUTTING	High	378	SqFt	1.97	Patching - AC Shallow	Residential	AC	27	19190	711	01-18-2022	378	SqFt	55	\$1,259
NHSCoconnect	100193	15	RUTTING	High	96	SqFt	0.79	Patching - AC Shallow	Residential	AC	51	12091	237	01-25-2022	96	SqFt	55	\$319
164thSt	274763	15	RUTTING	High	30	SqFt	0.16	Patching - AC Shallow	Residential	AC	28	18573	663	01-18-2022	30	SqFt	55	\$100
164thSt	187691	15	RUTTING	High	40	SqFt	0.10	Patching - AC Shallow	Residential	AC	29	38449	1326	01-18-2022	40	SqFt	55	\$133
NORMALAV	105879	15	RUTTING	High	7	SqFt	0.04	Patching - AC Shallow	Residential	AC	30	18572	619	01-18-2022	8	SqFt	55	\$25
151STPLACE	520029	15	RUTTING	High	184	SqFt	1.63	Patching - AC Shallow	Residential	AC	25	11253	450	01-18-2022	184	SqFt	55	\$612
WELLS	344310	15	RUTTING	High	41	SqFt	0.22	Patching - AC Shallow	Residential	AC	28	18180	649	01-18-2022	41	SqFt	55	\$135
EmeraldAve	401993	15	RUTTING	High	65	SqFt	0.07	Patching - AC Deep	Residential	AC	30	97724	3257	01-18-2022	66	SqFt	55	\$436
EmeraldAve	401993	13	POTHOLES	Low	5	Count	0.01	Patching - AC Shallow	Residential	AC	30	97724	3257	01-18-2022	15	SqFt	55	\$51
EmeraldAve	401993	10	L & T CR	Medium	2083	Ft	2.13	Crack Sealing - AC	Residential	AC	30	97724	3257	01-18-2022	2083	Ft	55	\$3,124
EmeraldAve	401993	10	L & T CR	High	94	Ft	0.10	Patching - AC Shallow	Residential	AC	30	97724	3257	01-18-2022	310	SqFt	55	\$1,032
EmeraldAve	401993	15	RUTTING	Medium	82	SqFt	0.08	Patching - AC Shallow	Residential	AC	30	97724	3257	01-18-2022	82	SqFt	55	\$274
GreenSt	500151	15	RUTTING	High	119	SqFt	0.24	Patching - AC Shallow	Residential	AC	25	49881	1995	01-18-2022	119	SqFt	55	\$396
PageAve	4416	15	RUTTING	High	277	SqFt	0.13	Patching - AC Shallow	Residential	AC	40	212014	5300	01-18-2022	277	SqFt	55	\$923
PageAve	356559	15	RUTTING	High	91	SqFt	0.15	Patching - AC Shallow	Residential	AC	30	59441	1981	01-18-2022	91	SqFt	55	\$303
VINEST	141076	15	RUTTING	High	122	SqFt	2.54	Patching - AC Shallow	Residential	AC	15	4799	320	01-18-2022	122	SqFt	55	\$406
CAMPBELLAV	213457	15	RUTTING	Medium	50	SqFt	0.14	Patching - AC Shallow	Residential	AC	32	34624	1082	01-18-2022	51	SqFt	55	\$167
CAMPBELLAV	213457	1	ALLIGATOR CR	Medium	51	SqFt	0.15	Patching - AC Deep	Residential	AC	32	34624	1082	01-18-2022	84	SqFt	55	\$563
CAMPBELLAV	213457	10	L & T CR	Medium	1870	Ft	5.40	Crack Sealing - AC	Residential	AC	32	34624	1082	01-18-2022	1870	Ft	55	\$2,806
CAMPBELLAV	213457	10	L & T CR	High	302	Ft	0.87	Patching - AC Shallow	Residential	AC	32	34624	1082	01-18-2022	991	SqFt	55	\$3,301
CAMPBELLAV	213457	15	RUTTING	High	9	SqFt	0.03	Patching - AC Deep	Residential	AC	32	34624	1082	01-18-2022	10	SqFt	55	\$62
CAMPBELLAV	521442	15	RUTTING	High	19	SqFt	0.09	Patching - AC Shallow	Residential	AC	24	20272	845	01-18-2022	18	SqFt	55	\$62
CAMPBELLAV	245129	10	L & T CR	Medium	2295	Ft	3.70	Crack Sealing - AC	Residential	AC	12	62103	5175	01-18-2022	2295	Ft	55	\$3,443
CAMPBELLAV	245129	15	RUTTING	High	239	SqFt	0.39	Patching - AC Deep	Residential	AC	12	62103	5175	01-18-2022	239	SqFt	55	\$1,595
CAMPBELLAV	245129	10	L & T CR	High	554	Ft	0.89	Patching - AC Shallow	Residential	AC	12	62103	5175	01-18-2022	1818	SqFt	55	\$6,054
CAMPBELLAV	245129	13	POTHOLES	Low	22	Count	0.03	Patching - AC Shallow	Residential	AC	12	62103	5175	01-18-2022	65	SqFt	55	\$215
CAMPBELLAV	245129	15	RUTTING	Medium	306	SqFt	0.49	Patching - AC Shallow	Residential	AC	12	62103	5175	01-18-2022	306	SqFt	55	\$1,018
CAMPBELLAV	245129	1	ALLIGATOR CR	Medium	157	SqFt	0.25	Patching - AC Deep	Residential	AC	12	62103	5175	01-18-2022	211	SqFt	55	\$1,406
TURLINGTON	241196	15	RUTTING	High	172	SqFt	0.10	Patching - AC Shallow	Residential	AC	32	167595	5237	01-18-2022	172	SqFt	55	\$573
146thSt	556646	15	RUTTING	High	8	SqFt	0.10	Patching - AC Shallow	Residential	AC	23	7605	331	01-18-2022	8	SqFt	55	\$25
146thSt	556647	15	RUTTING	High	412	SqFt	0.29	Patching - AC Shallow	Residential	AC	27	141635	5246	01-18-2022	411	SqFt	55	\$1,370
155THST	320072	15	RUTTING	High	92	SqFt	0.16	Patching - AC Shallow	Collector	AC	42	55593	1324	01-18-2022	91	SqFt	55	\$305
155THST	320111	15	RUTTING	High	308	SqFt	0.52	Patching - AC Shallow	Collector	AC	40	59030	1476	01-18-2022	308	SqFt	55	\$1,025
155THST	320095	15	RUTTING	High	20	SqFt	0.28	Patching - AC Shallow	Collector	AC	43	7126	166	01-18-2022	19	SqFt	55	\$66
155THST	328106	15	RUTTING	High	660	SqFt	2.21	Patching - AC Shallow	Residential	AC	22	29878	1358	01-18-2022	660	SqFt	55	\$2,196
155THST	320081	15	RUTTING	High	235	SqFt	0.56	Patching - AC Shallow	Collector	AC	42	41787	995	01-18-2022	235	SqFt	55	\$783
151STTERRA	376160	15	RUTTING	High	89	SqFt	0.72	Patching - AC Shallow	Residential	AC	25	12356	494	01-18-2022	89	SqFt	55	\$298
149thSt	462385	13	POTHOLES	Low	2	Count	0.01	Patching - AC Shallow	Residential	AC	27	33574	1243	01-18-2022	6	SqFt	55	\$23
149thSt	462385	10	L & T CR	Medium	1335	Ft	3.98	Crack Sealing - AC	Residential	AC	27	33574	1243	01-18-2022	1335	Ft	55	\$2,002
149thSt	462385	15	RUTTING	Medium	69	SqFt	0.20	Patching - AC Shallow	Residential	AC	27	33574	1243	01-18-2022	69	SqFt	55	\$229

List of Sections Selected under 2022 Localized Maintenance Plan

BranchID	SectionID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Cla	Surface Type	Section Width	True Area	Length (ft)	Last Insp Date	Work Qty	Work Unit	Critical Conditio	Work Cost
149thSt	462385	1	ALLIGATOR CR	Medium	61	SqFt	0.18	Patching - AC Deep	Residential	AC	27	33574	1243	01-18-2022	97	SqFt	55	\$647
149thSt	462385	10	L & T CR	High	33	Ft	0.10	Patching - AC Shallow	Residential	AC	27	33574	1243	01-18-2022	109	SqFt	55	\$361
149thSt	462385	15	RUTTING	High	8	SqFt	0.02	Patching - AC Deep	Residential	AC	27	33574	1243	01-18-2022	8	SqFt	55	\$51
150THST	285705	15	RUTTING	High	332	SqFt	0.26	Patching - AC Shallow	Residential	AC	40	129931	3248	01-18-2022	332	SqFt	55	\$1,104
CenterAve	422562	15	RUTTING	High	48	SqFt	0.07	Patching - AC Shallow	Residential	AC	35	69695	1991	01-18-2022	48	SqFt	55	\$160
CenterAve	422570	15	RUTTING	High	92	SqFt	0.08	Patching - AC Shallow	Residential	AC	30	116512	3884	01-18-2022	93	SqFt	55	\$307
CenterAve	422547	15	RUTTING	High	157	SqFt	0.18	Patching - AC Shallow	Residential	AC	35	89384	2554	01-18-2022	157	SqFt	55	\$524
HarveyAve	203440	15	RUTTING	High	19	SqFt	0.04	Patching - AC Shallow	Residential	AC	33	42614	1291	01-18-2022	18	SqFt	55	\$63
COMMERCIAL	321176	15	RUTTING	High	63	SqFt	0.40	Patching - AC Shallow	Residential	AC	28	15768	563	01-18-2022	62	SqFt	55	\$208
COMMERCIAL	321181	15	RUTTING	High	89	SqFt	0.46	Patching - AC Shallow	Residential	AC	28	19341	691	01-18-2022	89	SqFt	55	\$298
COMMERCIAL	321199	10	L & T CR	Medium	1168	Ft	4.82	Crack Sealing - AC	Residential	AC	28	24237	866	01-18-2022	1168	Ft	55	\$1,752
COMMERCIAL	321199	15	RUTTING	Medium	64	SqFt	0.26	Patching - AC Shallow	Residential	AC	28	24237	866	01-18-2022	65	SqFt	55	\$213
COMMERCIAL	321199	13	POTHOLE	Low	5	Count	0.02	Patching - AC Shallow	Residential	AC	28	24237	866	01-18-2022	14	SqFt	55	\$48
COMMERCIAL	321199	1	ALLIGATOR CR	Medium	22	SqFt	0.09	Patching - AC Deep	Residential	AC	28	24237	866	01-18-2022	45	SqFt	55	\$302
COMMERCIAL	321199	10	L & T CR	High	164	Ft	0.68	Patching - AC Shallow	Residential	AC	28	24237	866	01-18-2022	537	SqFt	55	\$1,789
COMMERCIAL	321199	15	RUTTING	High	8	SqFt	0.03	Patching - AC Deep	Residential	AC	28	24237	866	01-18-2022	8	SqFt	55	\$53
162ndSt	296753	15	RUTTING	High	198	SqFt	0.32	Patching - AC Shallow	Residential	AC	31	61566	1986	01-18-2022	198	SqFt	55	\$659
145thSt	517094	15	RUTTING	High	171	SqFt	0.24	Patching - AC Shallow	Residential	AC	24	70920	2955	01-18-2022	171	SqFt	55	\$571
FINCHAVE	377528	15	RUTTING	High	11	SqFt	0.06	Patching - AC Shallow	Residential	AC	12	19040	1587	01-18-2022	11	SqFt	55	\$35
FINCHAVE	224652	15	RUTTING	High	132	SqFt	1.18	Patching - AC Shallow	Residential	AC	17	11118	654	01-18-2022	131	SqFt	55	\$438
144THCT	344966	10	L & T CR	High	1	Ft	0.01	Patching - AC Shallow	Residential	AC	34	14747	434	01-18-2022	4	SqFt	55	\$13
144THCT	344966	15	RUTTING	Medium	11	SqFt	0.07	Patching - AC Shallow	Residential	AC	34	14747	434	01-18-2022	11	SqFt	55	\$36
144THCT	344966	10	L & T CR	Medium	537	Ft	3.64	Crack Sealing - AC	Residential	AC	34	14747	434	01-18-2022	537	Ft	55	\$806
CLAREMONTC	35931	15	RUTTING	High	83	SqFt	0.88	Patching - AC Shallow	Residential	AC	28	9357	334	01-18-2022	83	SqFt	55	\$275
156THPLACE	164179	15	RUTTING	High	169	SqFt	0.50	Patching - AC Shallow	Residential	AC	26	33754	1298	01-18-2022	169	SqFt	55	\$563
156THPLACE	163922	15	RUTTING	High	121	SqFt	0.97	Patching - AC Shallow	Residential	AC	29	12499	431	01-18-2022	121	SqFt	55	\$402
ABBOTTDR	188857	15	RUTTING	High	264	SqFt	1.84	Patching - AC Shallow	Residential	AC	16	14398	900	01-18-2022	265	SqFt	55	\$881
158thSt	229680	15	RUTTING	High	9	SqFt	0.05	Patching - AC Shallow	Residential	AC	28	18840	673	01-25-2022	9	SqFt	55	\$29
158thSt	229483	15	RUTTING	High	97	SqFt	0.17	Patching - AC Shallow	Residential	AC	29	57920	1997	01-25-2022	98	SqFt	55	\$325
158thSt	229570	10	L & T CR	High	25	Ft	0.38	Patching - AC Shallow	Residential	AC	30	6654	222	01-25-2022	83	SqFt	55	\$277
158thSt	229570	10	L & T CR	Medium	540	Ft	8.11	Crack Sealing - AC	Residential	AC	30	6654	222	01-25-2022	540	Ft	55	\$810
158thSt	229803	10	L & T CR	High	11	Ft	0.08	Patching - AC Shallow	Residential	AC	30	14109	470	01-25-2022	38	SqFt	55	\$125
158thSt	229803	10	L & T CR	Medium	820	Ft	5.81	Crack Sealing - AC	Residential	AC	30	14109	470	01-25-2022	820	Ft	55	\$1,229
158thSt	229803	15	RUTTING	High	9	SqFt	0.06	Patching - AC Deep	Residential	AC	30	14109	470	01-25-2022	9	SqFt	55	\$59
158thSt	229803	15	RUTTING	Medium	9	SqFt	0.06	Patching - AC Shallow	Residential	AC	30	14109	470	01-25-2022	9	SqFt	55	\$30
168THST	215337	15	RUTTING	High	69	SqFt	0.80	Patching - AC Shallow	Residential	AC	15	8663	578	01-18-2022	69	SqFt	55	\$231
168thPl	84918	15	RUTTING	High	156	SqFt	1.56	Patching - AC Shallow	Residential	AC	15	9960	664	01-18-2022	156	SqFt	55	\$518
156THST	164946	15	RUTTING	High	51	SqFt	0.07	Patching - AC Shallow	Residential	AC	30	69822	2327	01-18-2022	52	SqFt	55	\$171
156THST	164609	15	RUTTING	High	138	SqFt	0.14	Patching - AC Shallow	Residential	AC	28	97133	3469	01-18-2022	138	SqFt	55	\$458
156THST	164753	15	RUTTING	High	7	SqFt	0.02	Patching - AC Shallow	Residential	AC	24	34419	1434	01-18-2022	6	SqFt	55	\$22
156THST	164495	15	RUTTING	High	24	SqFt	0.12	Patching - AC Shallow	Residential	AC	22	20509	932	01-18-2022	25	SqFt	55	\$81
CarseAve	111994	15	RUTTING	High	79	SqFt	0.14	Patching - AC Shallow	Residential	AC	28	55530	1983	01-25-2022	80	SqFt	55	\$265
LexingtonA	228512	15	RUTTING	High	217	SqFt	0.59	Patching - AC Shallow	Residential	AC	28	36418	1301	01-18-2022	216	SqFt	55	\$721
LexingtonA	251729	15	RUTTING	High	39	SqFt	0.11	Patching - AC Shallow	Residential	AC	28	36641	1309	01-18-2022	39	SqFt	55	\$131
LexingtonA	121053	15	RUTTING	High	76	SqFt	0.22	Patching - AC Shallow	Residential	AC	29	34063	1175	01-18-2022	75	SqFt	55	\$252
LexingtonA	134007	15	RUTTING	High	118	SqFt	0.13	Patching - AC Shallow	Residential	AC	33	87463	2650	01-18-2022	117	SqFt	55	\$392
LexingtonA	133993	15	RUTTING	High	217	SqFt	0.20	Patching - AC Shallow	Residential	AC	33	108701	3294	01-18-2022	216	SqFt	55	\$722
GREENST	414047	15	RUTTING	High	17	SqFt	0.08	Patching - AC Shallow	Residential	AC	29	19994	689	01-18-2022	17	SqFt	55	\$56
167thSt	35854	15	RUTTING	High	152	SqFt	0.71	Patching - AC Shallow	Collector	AC	16	21287	1330	01-18-2022	152	SqFt	55	\$506
167thSt	35690	15	RUTTING	High	31	SqFt	0.69	Patching - AC Shallow	Collector	AC	16	4505	282	01-18-2022	31	SqFt	55	\$104

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167thSt	35977	39	JOINT SPALL	Medium	4	Slabs	1.19	Patching - PCC Partial Depth	Collector	PCC	40	53373	1334	01-18-2022	10	SqFt	55	\$67
WASHTENAWA	202511	15	RUTTING	High	218	SqFt	0.87	Patching - AC Shallow	Residential	AC	20	24911	1246	01-18-2022	217	SqFt	55	\$725
158THPL	335020	15	RUTTING	High	33	SqFt	0.08	Patching - AC Shallow	Residential	AC	25	43543	1742	01-18-2022	33	SqFt	55	\$112
158THST	534957	15	RUTTING	High	323	SqFt	0.22	Patching - AC Shallow	Residential	AC	26	144124	5543	01-18-2022	323	SqFt	55	\$1,077
ClintonSt	477229	15	RUTTING	High	709	SqFt	1.42	Patching - AC Shallow	Residential	AC	30	49918	1664	01-18-2022	709	SqFt	55	\$2,361