2020 “State of the Streets”
Final Report

Prepared for:

Village of Robbins, Illinois &
Chicago Metropolitan Agency for Planning

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ACRONYMS

Acronym	Definition
AC	Asphalt concrete pavement
APC	Asphalt concrete overlay on Portland cement concrete pavement
ASTM	American Society for Testing and Materials
BR	Brick pavement
CIP	Capital Improvement Plan
CMAP	Chicago Metropolitan Agency for Planning
CSU	Colorado State University
FT	Foot
G&AI	Gorrondona and Associates, Inc.
GIS	Geographic information system
GR	Gravel pavement
IRI	International Roughness Index
K	Thousand
L&T	Longitudinal and transverse cracking
LCD	Last construction date
M	Million
M&R	Maintenance and rehabilitation
P	Primary rank pavement
PAVER	PAVER Pavement Management System
PCC	Portland cement concrete pavement
PCI	Pavement Condition Index
PMP	Pavement management program
PMS	Pavement management system
S	Secondary rank pavement section
SF	Square feet
SU	Sample unit
SY	Square yard
T	Tertiary rank pavement section

1 EXECUTIVE SUMMARY

1.1 History

In October of 2020, the Chicago Metropolitan Agency for Planning (CMAP) retained the services of Gorrondona and Associates, Inc. (G&AI) to implement a pavement management system for the Village of Robbins that will enable the Village to manage its roadway network in a more proactive, cost-effective, and sustainable way. To accomplish this objective, G&AI: 1) assessed the condition of the Village's roadways, 2) implemented and customized a pavement management system for the Village, and 3) developed near- and long-term pavement maintenance and rehabilitation (M&R) recommendations for the Village's roadways.

During the fall of 2019 and the spring of 2020, G&AI's state-of-the-art PathRunner pavement condition data collection system (shown in Figure 1) was deployed to capture continuous, high-resolution pavement cracking, rutting, and roughness data of the Village's roads. Collected data were entered into the PAVER Pavement Management System (PAVER), and baseline pavement condition scores were determined for each roadway.

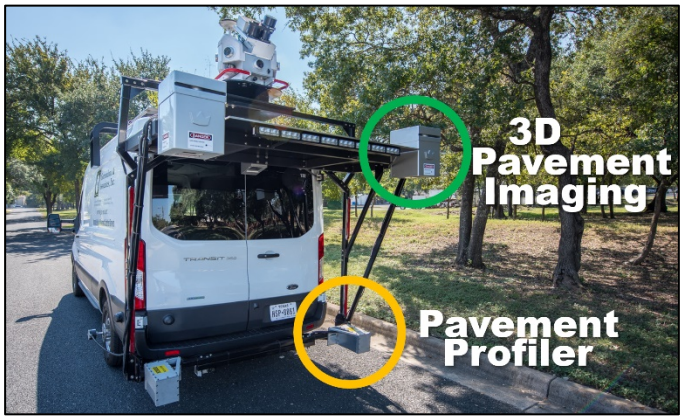


Figure 1. PathRunner pavement condition data collection system.

In July of 2020, preliminary results of the condition survey were presented to the Village. G&AI has since worked with the Village to collect additional pavement M&R records and M&R unit cost data with which to calibrate PAVER so that it is specific to the Village.

The collected pavement condition data along with both the historical M&R data and unit prices provided by the Village were used to develop network-level M&R recommendations presented herein for the Village's consideration.

1.2 PAVER Pavement Management System

PAVER stores two primary "measures" of pavement condition. The most obvious measure of pavement condition is the **International Roughness Index (IRI)**, which describes the rideability (i.e., smoothness) of the roadway as experienced by the driver.

The second measure of pavement condition is the **Pavement Condition Index (PCI)**, which provides an indication of both the structural integrity and surface operational condition of the roadway. PAVER uses PCI values to determine the most cost-effective level of M&R likely needed. PAVER prioritizes funding for life-extending, lower-cost preventive maintenance activities (e.g., crack sealing, slurry seals, and localized patching) above more costly funding of last resort major M&R activities, such as resurfacing and reconstruction. This prioritization in the PAVER algorithm seeks a proactive and cost-effective approach to pavement management with the avoidance of – unless necessary – more costly reactive practices.

In addition to routinely collected IRI and PCI data, PAVER stores pavement inventory information, historical M&R records, and M&R unit cost data. The system uses this information to predict future

pavement conditions and identify network-level deterioration trends and M&R needs over time. It will also allow the Village to evaluate if present M&R methods are performing as expected.

1.3 Purpose and scope

The purpose of this project is to implement a comprehensive pavement management system for the Village's roadways. The scope of this project includes all roadways managed by the Village, which total approximately 24.4 centerline miles. This pavement management system will serve as a primary tool to assist the Village in more efficiently allocating its pavement M&R funding.

To this end, G&AI:

1. Developed an inventory of the Village's roadways in PAVER. The PAVER inventory contains pavement surface type, functional classification, M&R unit costs, and historical M&R data. *Note: Inventory development is a one-time effort that can be used by the Village if PAVER is retained, only requiring updates to address changes to the Village's roadway network and changes in M&R unit costs.*
2. Performed a pavement condition survey of the Village's roadways. This survey was used to determine PCI and IRI values for analysis purposes and will serve as an initial baseline of roadway conditions.
3. Used the condition survey with the developed PAVER inventory to determine the impact of different funding levels on the Village's roadways and identify potential network-level pavement M&R needs.

1.4 Results

Pavement Condition Index (PCI) and **International Roughness Index (IRI)** values were determined for each roadway. PCI values provide an indication of both the structural integrity and surface operational condition of a pavement. PCI values range from 0 (a failed pavement) to 100 (a pavement in excellent condition). Table 1 shows the categories chosen to represent the Village's PCI assessment criteria, which includes typical pavement distresses and levels of M&R needed within each category.

Table 1. Village's pavement condition categories.

Category	Typical Distresses and Typical Level of M&R Needed	PCI Range
Good	Longitudinal and transverse cracking and weathering of surface **Preventive maintenance:** *Crack sealing and surface treatments*	86-100
Satisfactory	More extensive longitudinal and transverse cracking and weathering of surface **Preventive maintenance:** *Crack sealing and surface treatments*	71-85
Fair	Extensive longitudinal and transverse cracking, early stage alligator (fatigue) cracking, early stage rutting, and weathering of surface **Global preventive maintenance and localized repairs:** *Localized surface and/or full-depth patching, surface treatments, and thin overlays*	56-70
Poor	More extensive and severe longitudinal and transverse cracking, alligator (fatigue) cracking, rutting, and weathering of surface **Major rehabilitation:** *Localized full-depth patching, mill and overlays, and traditional overlays*	41-55
Very Poor	More extensive and more severe longitudinal and transverse cracking, alligator (fatigue) cracking, rutting, weathering of surface, potholes **Major rehabilitation:** *Full-depth patching, mill and overlays, traditional overlays, and reconstruction*	26-40
Serious	Extensive and severe failure of pavement surface **Major rehabilitation:** *Reconstruction*	11-25
Failed	Complete failure of pavement surface **Major rehabilitation:** *Reconstruction*	0-10

At the time of G&AI's inspection, the Village's pavements were found to have an average PCI of 60, indicating that the Village's roadways are in overall "fair" condition.

IRI values measure the roughness (vertical displacement over a fixed interval reported in inches per mile) of a roadway pavement:

- IRI values less than 200 inches/mile indicate "smooth" pavement.
- IRI values between 200 and 400 inches/mile indicate a "marginally rough" pavement.
- IRI values greater than 400 inches/mile indicate "rough" pavement.

The Village's roadways were found to have an average IRI value of 377 inches/mile, which indicates overall "marginally rough" pavement.

Following this executive summary, Map 1 shows PCI categories for each roadway. Roadways that were planned for resurfacing or reconstruction in 2020 (i.e., after the field inspection was performed) were assigned an assumed PCI value of 100. All other PCI values shown on Map 1 reflect the conditions of the

roadways at the time of the field inspection. Map 2 shows IRI categories for each roadway at the time of inspection. IRI values reflect a physical measurement of roughness. Consequently, IRI values were not adjusted for roadways that were planned for resurfacing or reconstruction in 2020.

The causes of pavement deterioration as quantified by the PCI may be divided into three general categories:

- Vehicle load related.
- Climate/durability related.
- Other (construction defects and material issues).

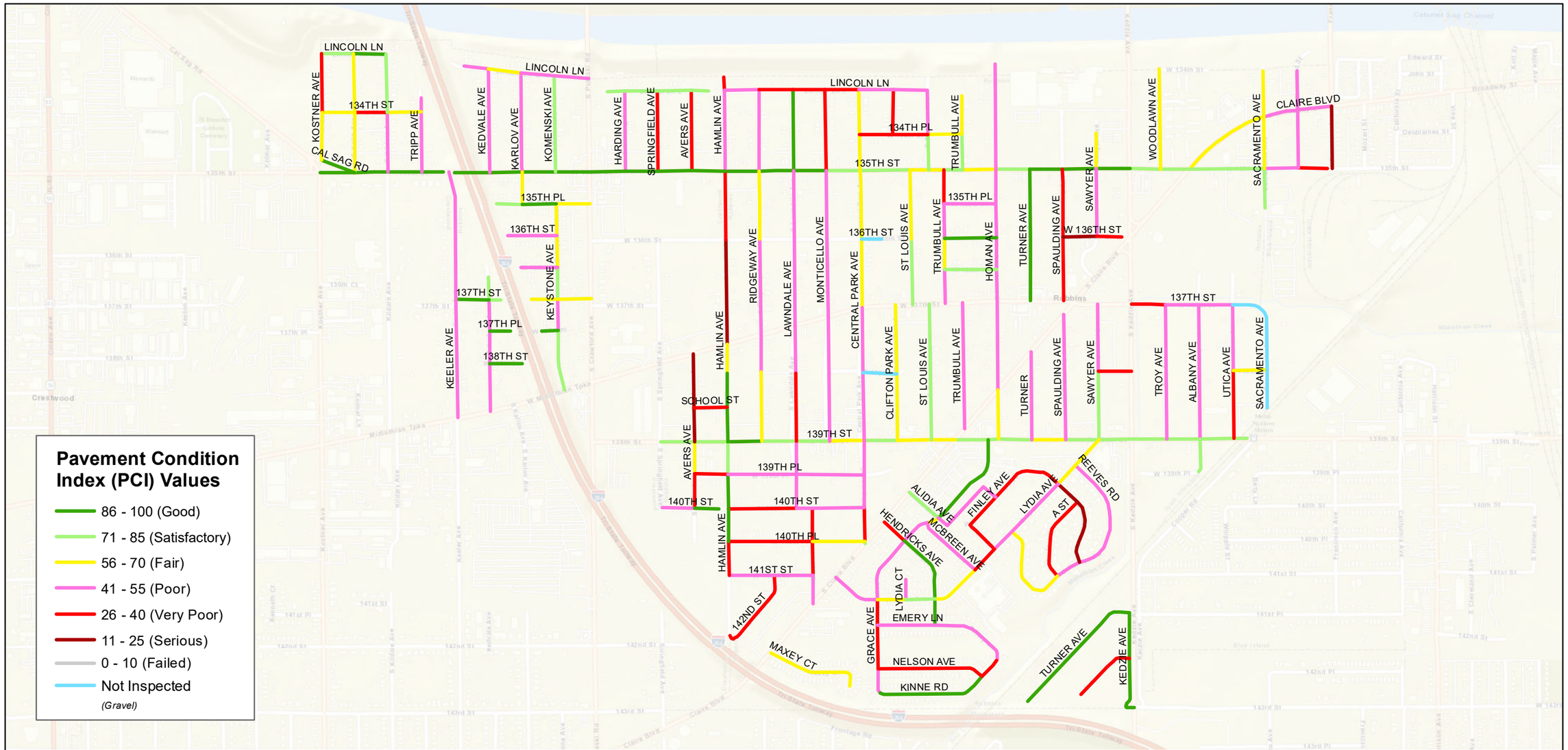
The deterioration observed on the Village's pavements at the time of inspection was caused by a mixture of vehicle load- and climate-related distresses. Vehicle load-related distresses, including alligator cracking and rutting, were pronounced on many of the Village's roadways and contributed most to lower PCI values. Significant climate-related distresses, including block cracking and weathering, were also observed on the Village's roadways.

1.5 Recommendations

For the Village to get the most return on their investment from PAVER, the system must be considered a living entity. The Village should:

1. Implement pavement preservation techniques to cost-effectively extend the life of its roadways.
2. Determine when resurfacing is no longer a cost-effective option and reconstruction is needed.
3. Annually update M&R activities performed on Village roadways in the PAVER database.
4. Annually update M&R unit costs (or whenever economic conditions cause changes in unit prices).
5. Commit future funding to the routine collection of pavement condition data (all roadways should be inspected on a two- to three-year cycle).
6. Use collected pavement condition data to assess the performance of the roadways and applied M&R activities.

With such attention, PAVER will become a repository of accurate, up-to-date data and the primary tool that the Village uses for more cost-effectively programming M&R funding.



N

0 750 1,500 Feet

Map 1:
Pavement Condition Index (PCI) Values

Robbins, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

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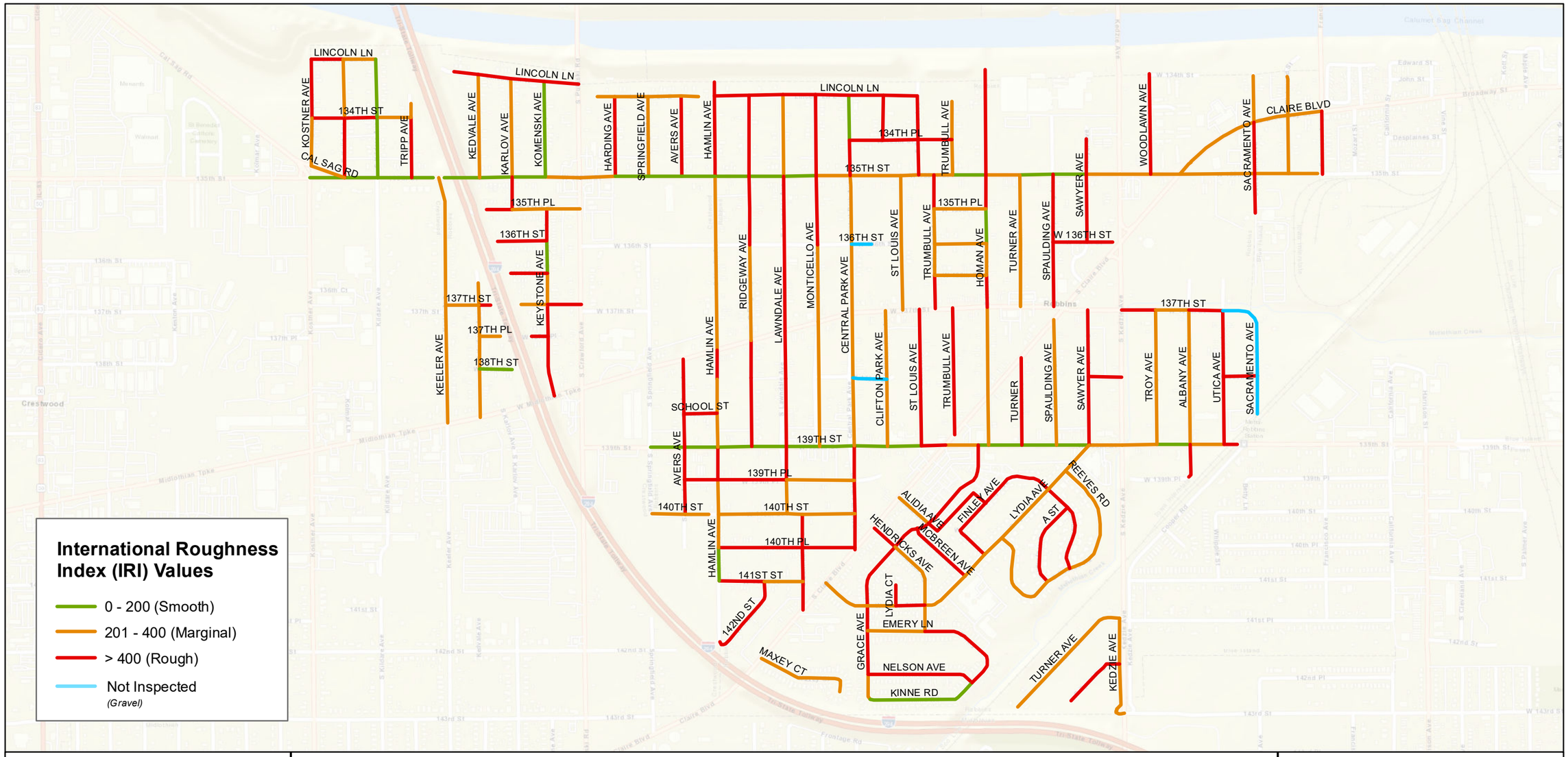

International Roughness Index (IRI) Values

- 0 - 200 (Smooth)
- 201 - 400 (Marginal)
- > 400 (Rough)
- Not Inspected *(Gravel)*

N

0 750 1,500 Feet

Map 2:
International Roughness Index (IRI) Values

Robbins, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

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2 INTRODUCTION

2.1 Foreword

This section of the report expands on the Executive Summary and provides the reader with information pertaining to the creation and implementation of this pavement management system for the Village.

At the core of a modern pavement management system is a geocentric database that contains pavement inventory and condition information. Combined with up-to-date M&R unit cost data, calibrated deterioration models, and owner-specific M&R practices, this information is used by analysis tools in the pavement management system to predict future pavement conditions, develop multi-year M&R plans, and forecast anticipated funding needs.

This section provides a conceptual overview of pavement management and follows with the benefits and costs of implementing a pavement management system. Implementation of the Village's pavement management system is detailed in Sections 3, 4 and 5. This section closes with an overview of effective preventive maintenance strategies that should be considered by the Village.

2.2 Background, scope, and objectives

The Chicago Metropolitan Agency for Planning (CMAP) retained the services of Gorrondona and Associates, Inc. (G&AI) to assess the existing condition of the roadways maintained by the Village. The primary objectives of this project are to implement a comprehensive and Village-wide pavement management system, perform a network-level pavement condition survey, and identify future pavement M&R needs.

The project will provide the Village with a better understanding of the current condition of its roadways and network-level recommendations for future M&R based on the results of the pavement condition survey. Moving forward, the pavement management system will continue to serve as a repository for pavement condition data, historical M&R records, and pavement condition deterioration trends.

PAVER was implemented for the Village, and a state-of-the-art PathRunner pavement condition data collection system was deployed to capture continuous, high-resolution pavement cracking, rutting, and roughness data of the Village's roadways.

G&AI has since developed the PAVER inventory database and worked with the Village to collect additional pavement M&R records and M&R unit cost data with which to calibrate the PAVER database so that it is Village specific. These M&R records and M&R unit costs, along with the collected pavement condition data, have been used to identify present network-level M&R needs.

2.3 Project tasks

To successfully accomplish the objectives of this project, G&AI performed the following tasks, which are covered in greater detail in Sections 3, 4, and 5 of this report, respectively:

1. Pavement management system implementation
   G&AI developed an inventory of the Village's roadway pavements and implemented PAVER.
2. Pavement condition survey
   G&AI performed a network-level pavement condition survey on the roadway pavements using a state-of-the-art pavement imaging and profiling data collection system. The pavement condition survey was performed in the fall of 2019 and spring of 2020.
3. M&R analyses
   G&AI reviewed the collected condition data and determined the impact of several funding scenarios on the Village's roadways and identified potential pavement M&R needs using PAVER.

The 3D pavement imaging and profiling technology used to assess the condition of the Village's roadway pavements is the most comprehensive available. This technology has evolved rapidly over the past several years, and it is now used across the United States by more than half of the state DOTs. Unlike the inherently subjective windshield pavement condition surveys of years past, high resolution cracking, rutting, and roughness condition data were captured continuously for each of the Village's roadways surveyed.

The collected data were then analyzed using a hybrid methodology that incorporates both automated crack detection and classification along with manual quality control. This approach yields a complete set of pavement condition data that may be used for both network-level (high-level budgeting) multi-year M&R planning as well as project-level (estimating M&R quantities) analyses. The collected data were then entered into and analyzed using PAVER. Continuously developed by the US Army Corps of Engineers, PAVER is a sophisticated, non-proprietary system widely used by municipal agencies across the United States and around the world.

2.4 Conceptual overview of pavement management

The use of a pavement management system is intended to provide municipal agencies with a systematic process for cost-effectively managing their pavement network, which may include roadways, parking lots, and alleys. The American Public Works Association (APWA) defines pavement management in the following way:

> *Pavement management is a systematic method for routinely collecting, storing, and retrieving the kind of decision-making information needed to make maximum use of limited maintenance (and construction) dollars.*

Combined with local knowledge and practical judgment, the recommendations from a pavement management system may be used to help make better pavement M&R decisions.

At the core of a pavement management system is the method for assessing pavement condition. The most widely used method for assessing pavement condition is the Pavement Condition Index (PCI), which is industry standard practice and defined in ASTM D6433. The PCI method outlines a process for more objectively assessing the condition of a pavement based on visual observations and measurements that take place during a field inspection. These observations and measurements are then distilled into a PCI

value that ranges between 0 and 100. A PCI value of 0 indicates a failed pavement, and a PCI value of 100 indicates a pavement in good condition.

PCI values help determine the level of M&R needed to cost-effectively maintain or rehabilitate the pavement. These values may also be used to prioritize roadway improvements for the purpose of developing strategic capital improvements programs. When a pavement is in good condition, preventive maintenance can be applied to extend the life of the pavement. However, once a pavement falls below critical condition, preventive maintenance may no longer be cost effective, and more significant and perhaps more costly rehabilitation strategies should be considered.

The "Critical PCI" value for a pavement is the PCI value below which cost-effective preventive maintenance is no longer a viable option, and more significant rehabilitation and sometimes reconstruction may be necessary. As shown in Figure 2, the primary objective of pavement management is to preserve pavements in good condition above the Critical PCI with less costly preventive M&R rather than allow them to deteriorate below the Critical PCI, resulting in the need for more costly major M&R (rehabilitation or reconstruction).

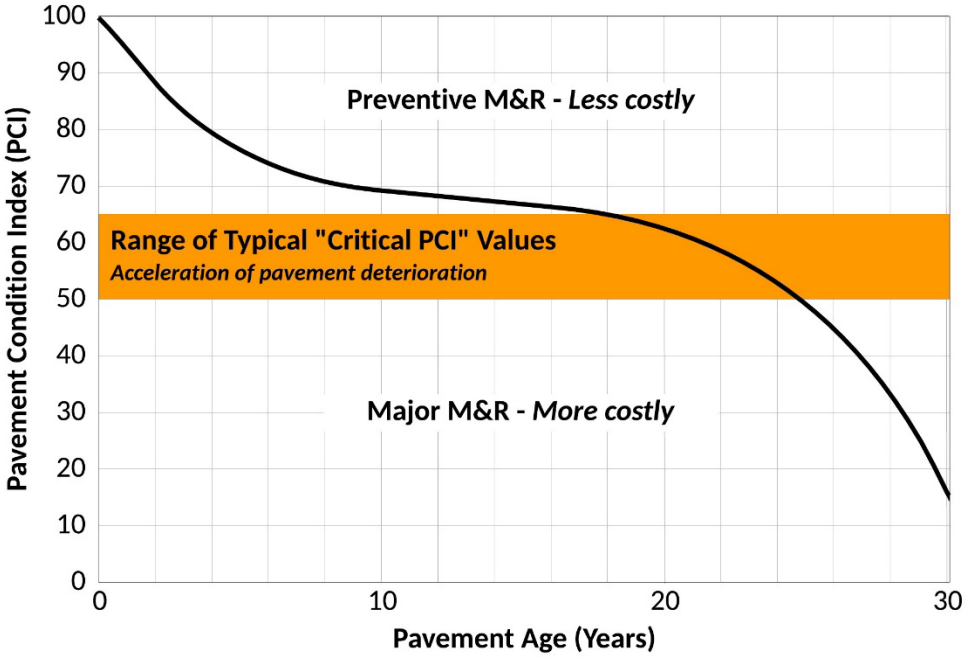


Figure 2. Example of the correct timing of preventive and major M&R relative to the Critical PCI.

The Critical PCI value is determined based on the repeated measurement of pavement condition over time as well as agency-specific M&R policies. Critical PCI values typically range between 50 and 65 (as shown in Figure 2) because the acceleration of pavement deterioration, and subsequent need for more costly M&R, typically occurs then. Setting a higher Critical PCI value simply results in pavements being recommended for major M&R earlier. Some agencies set higher Critical PCI values for their arterial roadways than for their local roadways to ensure that the roadways most heavily traveled (and often at higher speeds) are maintained to a higher standard.

PAVER default Critical PCI value of 55 has been used for the Village's roadways. The Village may change this value as more condition data and historical M&R data are captured and the deterioration rates

of the Village's roadways are better understood. Typically, two to three PCI inspections are needed to converge on acceptable Critical PCI values. The Village may choose to set Critical PCI values for each functional classification of roadway based on desired policy goals.

When the appropriate preventive maintenance treatments (e.g., crack sealing, seal coats, and patching) are undertaken at the correct times during a pavement's service life, these relatively inexpensive preventive M&R treatments can extend the service life of the pavement, as shown in Figure 3.

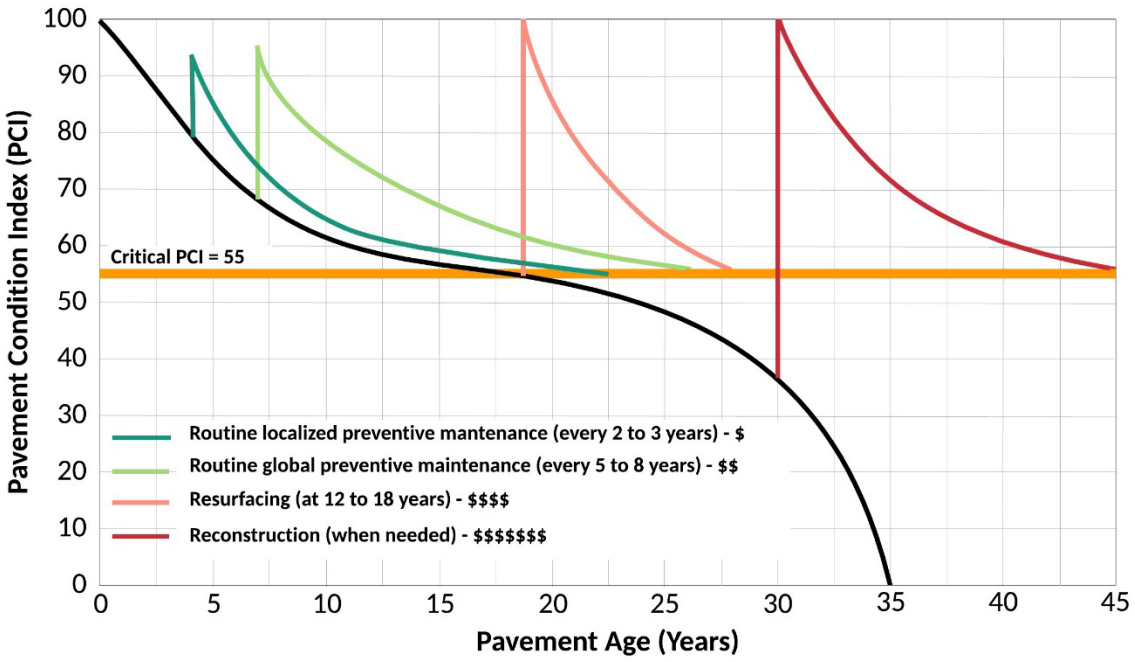


Figure 3. Example of the increasing prices and decreasing benefits of M&R.

It is important to note that the IRI, which provides a useful measure of pavement smoothness, does not correlate well to the level of M&R needed to correct smoothness issues. Consequently, IRI values are not considered when forecasting future M&R needs. Instead, IRI values are used in pavement management systems to identify pavements requiring a special inspection, or they may be used in conjunction with PCI values when prioritizing M&R projects.

As pavement management concepts have gained traction, computer-based pavement management systems have been developed to assist agencies in more optimally managing their pavements. Pavement management systems currently rely on a detailed pavement inventory, routine pavement condition assessments, pavement performance modeling, and sophisticated analysis tools that can forecast future pavement condition and estimate future M&R needs and costs.

2.5 Benefits and costs of implementing a pavement management system

Pavement management systems provide:

- A centralized location for storing pavement condition and inventory data, including construction, maintenance, and rehabilitation records.
- Decision-making support tools for:
  - ✓ Evaluating maintenance and rehabilitation alternatives.
  - ✓ Analyzing the consequences of alternative funding levels on pavement conditions.

  - ✓ Improved scheduling and coordination of pavement M&R projects and other infrastructure projects.
- Analysis tools for evaluating the effectiveness of historical methods of rehabilitation.
- Reporting tools for distilling complex data and justifying funding needs to elected officials.

The benefits of implementing and maintaining a pavement management system improve over time as more data are entered into the system. The costs associated with maintaining a pavement management system include:

- Pavement inventory data collection and routine updates (typically performed annually following the end of the paving season).
- Routine pavement condition data collection (arterials and collectors are typically surveyed every other year and local roadways are surveyed on a three-year cycle).
- Evaluating pavement performance and developing M&R plans (typically performed annually following the end of the paving season – or following a condition survey – to determine candidate roadways for the next paving season).
- Software acquisition, installation, system maintenance, and updates.
- Staff training, as needed.

To ensure the success of a pavement management system, agencies should develop a plan for staffing, maintaining, and funding the system appropriately.

2.6 Incorporating pavement preservation strategies

The implementation of a pavement management system has the added benefit of assisting agencies in determining which pavements may be candidates for preventive maintenance. The use of preventive maintenance early in the life of a pavement, before any significant deterioration, has been demonstrated to be a cost-effective way to extend a pavement's service life.

In the Federal Highway Administration (FHWA) publication, Pavement Preservation, A Road Map to the Future, preventive maintenance is defined as:

> *"…the 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 FHWA adds that preventive maintenance:

> *"…is typically applied to pavements in good condition having significant remaining service life. As a major component of pavement preservation, preventive maintenance is a strategy of extending the service life by applying cost-effective treatments to the surface or near-surface of structurally sound pavements."*

The following preventive maintenance treatments have been demonstrated to be effective when applied at the right time during a pavement's service life:

- Crack sealing, crack filling, and joint sealing of flexible and rigid pavements
- Patching and edge repairs
- Chip seals, fog seals, and slurry seals
- Micro-surfacing
- Thin "functional" and "maintenance" overlay projects

Too frequently these activities are incorrectly applied as "stop-gap" or "cosmetic" treatments for pavements in poor condition rather than as true preservation activities. Preventive maintenance strategies should be applied to pavements that are in relatively good condition, and the activities should be planned and applied systematically following either the resurfacing or reconstruction of a pavement. The following FHWA website provides additional information for pavement preservation: https://www.fhwa.dot.gov/pavement/preservation/.

2.7 Summary

This section provided the reader with background information pertaining to the creation and implementation of the non-proprietary PAVER system for the Village. The section provided a conceptual overview of pavement management and discussed:

1. The benefits the Village will see from the implementation of the pavement management system.
2. The costs expected to be incurred with the maintenance of the system.
3. The additional functionality beyond the obvious support the system can provide by objectively assisting the Village in optimizing the allocation of its M&R funding.

Implementation of the Village's pavement management system is detailed in Sections 3, 4, and 5. This section closed with an overview of effective preventive maintenance strategies that should be considered by the Village moving forward.

3 PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

3.1 Foreword

This section discusses the first task of this project: Implementing a pavement management system. One of the CMAP's primary desires was to have a non-proprietary pavement management system for participating agencies. This section provides an overview of PAVER, a brief description of the modules available to the Village in PAVER, and insight into the PAVER database development. *(Note: The information presented in the section may be supplemented by the PAVER User Manual, which is available as a navigable PDF file in the PAVER software.)*

3.2 Objective

The objective of this task was to implement a pavement management system for the Village's roadway pavements. G&AI implemented PAVER, which is developed and continually updated by the US Army Corps of Engineers. This task required developing an inventory of the Village's roadway pavements and collecting current pavement condition data and entering it in PAVER.

3.3 PAVER Pavement Management System overview

PAVER assists agencies in determining when, where, and what level of pavement M&R is required and approximately how much it will cost. The system provides a suite of pavement management tools, or "modules", that will help the Village with the following tasks:

- Developing and organizing their pavement inventory.
- Assessing the current condition of their pavements.
- Developing models to predict future pavement conditions.
- Reporting on past and future pavement performance.
- Developing scenarios for M&R based on either funding or pavement condition goals.
- Planning M&R projects.

PAVER modules include:

- Inventory
- M&R history
- Inspection
- Prediction modeling
- Condition analysis
- M&R planning
- Project planning
- Reporting

A brief description of these modules is presented in the following sub-sections.

Note: Upon request by the municipality, a one-year PAVER license shall be purchased by CMAP for the municipality from Colorado State University (CSU). The PAVER license does not expire. However, after the first year, the municipality will be responsible for purchasing software updates and technical support, if desired. Current pricing for PAVER may be found at: www.paver.colostate.edu.

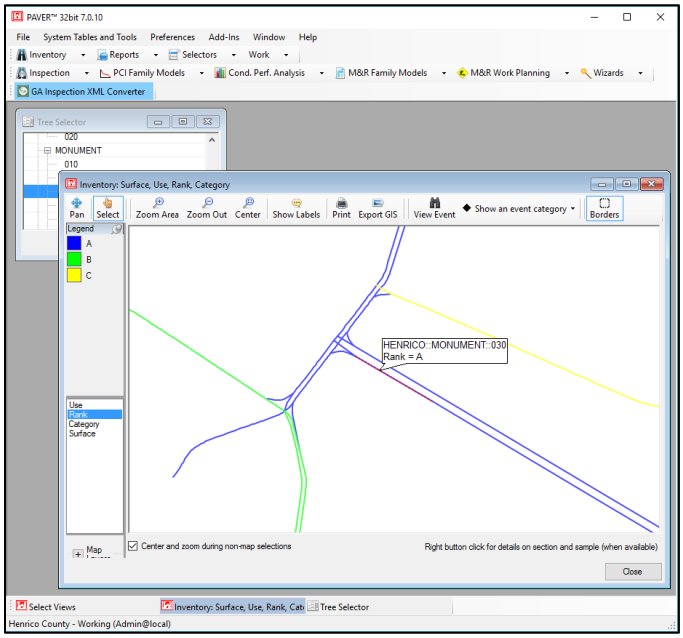


Figure 4. Example roadway functional classifications (ranks) stored in the Inventory module.

3.3.1 Inventory and maintenance and rehabilitation (M&R) history modules

The PAVER **Inventory** and **M&R History** modules, shown in Figure 4 and Figure 5, are based on a hierarchical structure composed of networks (groups of roadways managed with one source of funding), branches (specific roadways), and sections. Sections are the smallest area for which conditions are reported and M&R activities recommended. Sections typically conform to existing GIS segmentation and are commonly defined from intersection to intersection by default.

One network is defined for the Village and each roadway is a branch. Pavement sections are defined within each branch following the Village's existing GIS segmentation in the Illinois Roadway Information System (IRIS). This structure allows the Village to easily organize their inventory and historical M&R data and provides a simple and efficient way for rolling-up data to higher levels of the pavement hierarchy. The Village provided G&AI with historical M&R records, and this information was entered in PAVER.

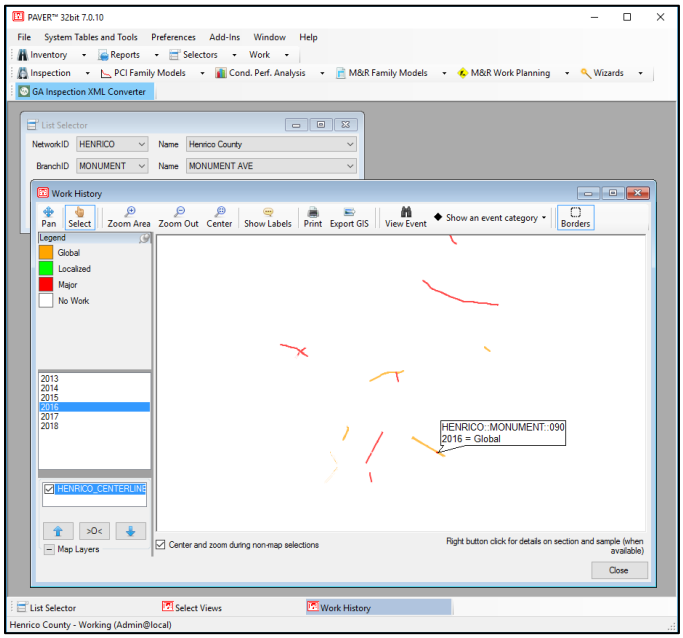


Figure 5. Example historical M&R records stored in the M&R History module.

3.3.2 Inspection module

PAVER uses the PCI as the primary measure of pavement condition. The **Inspection** module, shown in Figure 6, enables agencies to store raw pavement condition survey data and then calculate PCI values. IRI values are also stored in the **Inspection** module.

3.3.3 Prediction modeling module

The **Prediction Modeling** module in PAVER enables the user to group pavements of similar construction that are subjected to similar traffic, weather, and any other factors affecting pavement performance into "families." Historical pavement condition

data are used to build models that can be used to predict future pavement performance. The **Prediction Modeling** module is a hands-on module and prediction models should be updated by the Village following each condition survey. If historical pavement condition data are not available, PAVER provides default pavement prediction curves (shown in Figure 7) and allows the user to develop site specific prediction models.

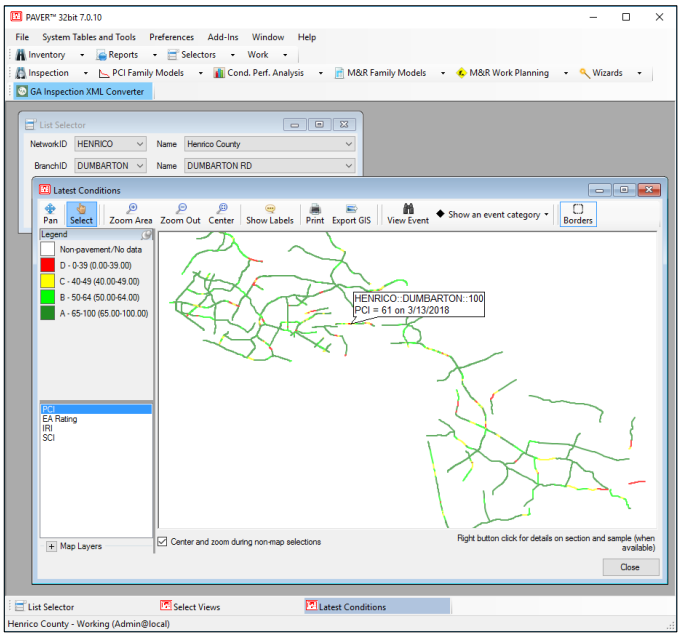


Figure 6. Example PCI values in the Inspection module.

3.3.4 Condition analysis module

The Condition Analysis module allows the Village to view the condition of the entire pavement network or any subset of the network over time. The module reports past conditions based on interpolated values between historical condition data, and it reports projected conditions based on the application of prediction models developed using the **Prediction Modeling** module.

3.3.5 M&R planning module

The **M&R Planning** module can determine the consequence of a predetermined funding level on pavement conditions and estimate the resulting backlog of major work. This information assists in determining funding requirements to meet specific Village pavement condition goals. These capabilities will enable the Village to develop more optimal M&R programs based on available resources and to justify M&R needs.

3.3.6 Reporting module

Each previously described module of PAVER can generate various reports that will assist the Village in analyzing, interpreting, and presenting pavement data. In addition to module-specific reports, PAVER also comes equipped with several "canned" reports, which include:

- GIS reports – *Internal/external reporting of inventory and condition data*
- Summary Charts – *Simple graphs and data tables of inventory and inspection data*
- Inspection Reports – *Summary of collected pavement condition data*
- Work History – *Summary of historical maintenance, repair, and rehabilitation data*
- Branch Listing – *Summary of overall pavement inventory data*

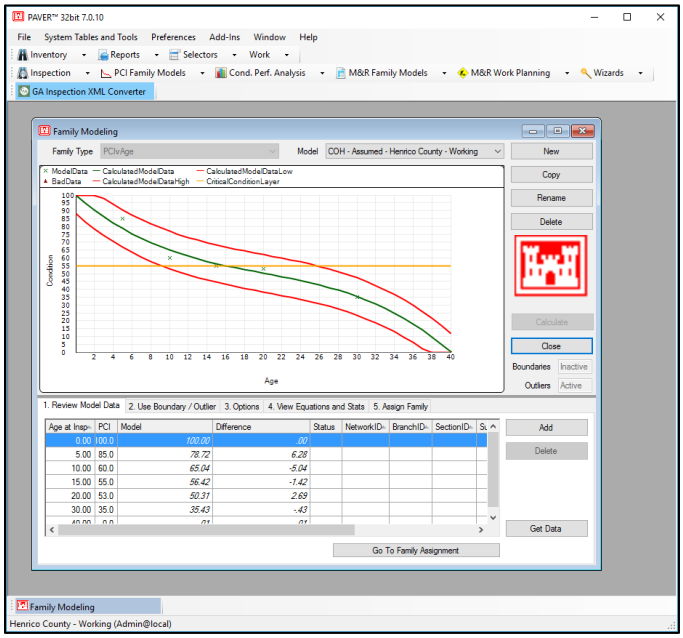


Figure 7. Example deterioration trend developed using the Prediction Modeling module.

- Branch Condition – *Summary of overall pavement condition data*
- Section Condition – *Summary of individual section data*

PAVER can generate on-the-fly "user-defined" reports, which can be tailored to meet the Village's specific reporting needs. PAVER's user-defined reporting capability enables the user to extract any data stored in the system and export it to a GIS shapefile, spreadsheet, or text file.

3.4 Summary

This section discussed the first task of this project: Implementing a pavement management system. This section provided an overview of the non-proprietary PAVER system, a brief description of the modules available to the Village in PAVER, and insight into the PAVER database development. The Village's PAVER database has been developed to include specific and relevant data pertaining to the Village's roadway pavement network. PAVER's suite of analysis and planning tools will enable the Village to more effectively manage its roadway pavement network.

4 PAVEMENT INVENTORY

4.1 Foreword

This section describes the Village's roadway pavement inventory as it exists in PAVER. The data sources used in developing the inventory are discussed in this section, and summary data are presented.

4.2 Objective

The objective of this task was to develop a comprehensive inventory of the Village's roadway pavements for inclusion in PAVER. The roadway pavement inventory provides the underlying data on which analysis and reporting is performed with PAVER. In addition, the inventory provides the framework in which all routinely collected pavement condition data and historical work data are stored.

Moving forward, the Village should update the pavement inventory in PAVER to reflect the addition, realignment, widening, and/or removal of roadways managed by the Village. Typically, these types of changes are infrequent and may be done annually or prior to performing any analysis or reporting tasks with PAVER.

4.3 PAVER inventory development

The Village's PAVER inventory was based on the IRIS GIS provided by CMAP. Relevant pavement data available in the IRIS GIS were supplemented with aerial imagery and field observations and entered in the Village's PAVER database. These data included: number of lanes, pavement surface type, approximate roadway width, and from/to intersections for each pavement section.

Roadways were also assigned "ranks" (i.e., priorities) of primary (P), secondary (S), and tertiary (T). Federal aid eligible roads were assigned the rank of primary, since these tend to be the more heavily trafficked roadways. Residential roads were assigned the rank of secondary, and unpaved roadways and roadways in industrial zones were assigned the rank of tertiary.

A shapefile generated from the Village's GIS was linked to the PAVER database. This enables the Village to conveniently navigate the roadways within PAVER and generate a variety of map-based inventory and condition reports in PAVER. Historical M&R records provided by the Village were entered in the PAVER database as well as unit cost data.

4.4 Inventory summary

The Village's roadway network consists of approximately 24.4 centerline miles of predominantly asphalt surfaced, two-lane roadways. Table 2 shows the distribution of the Village's roadway network in mileage and area by pavement rank, and Table 3 shows the distribution by pavement surface type.

Table 2. Roadway summary data by pavement rank.

Rank	Centerline Miles	Lane Miles	Area (SY)
Primary, P	3.0	9.7	82,042
Secondary, S	21.1	41.9	321,202
Tertiary, T	0.3	0.7	5,014
Total	**24.4**	**52.3**	**408,258**

Table 3. Roadway summary data by pavement surface type.

Surface Type	Centerline Miles	Lane Miles	Area (SY)
Asphalt, AC	24.0	51.5	402,468
Concrete, PCC	0.1	0.1	776
Gravel, GR	0.3	0.7	5,014
Total	**24.4**	**52.3**	**408,258**

Appendix A maps A-1 and A-2 present pavement rank and surface type data graphically.

5 PAVEMENT CONDITION INSPECTION

5.1 Foreword

This section discusses the second task of this project: Performing a comprehensive pavement condition survey of the Village's roadways. The condition survey included the collection of high-resolution pavement imagery and profile measurements using a state-of-the-art PathRunner pavement condition survey system. The collected data were analyzed and PCI and IRI values were calculated for each of the Village's roadways surveyed. This section describes the pavement condition survey system, the data collection methodology, how the collected data were analyzed, and a discussion of field observations. It concludes with several examples of pavement conditions from the Village's roadways.

5.2 Objective

The objective of the pavement condition survey is to assess the existing structural integrity and surface operational condition of the Village's roadways. The survey provides a comprehensive snapshot of pavement conditions at the time of data collection.

Moving forward, the Village should perform pavement condition surveys on a routine basis to objectively monitor pavement performance, determine near-term M&R needs, evaluate the effectiveness of M&R activities, develop pavement deterioration trends, and forecast near- and long-term pavement M&R needs.

5.3 Pavement condition data acquisition

G&AI deployed a state-of-the-art PathRunner pavement data collection system to capture high-resolution pavement imagery and surface data necessary to assess the condition of the Village's roadways. The PathRunner system is shown in Figure 8.

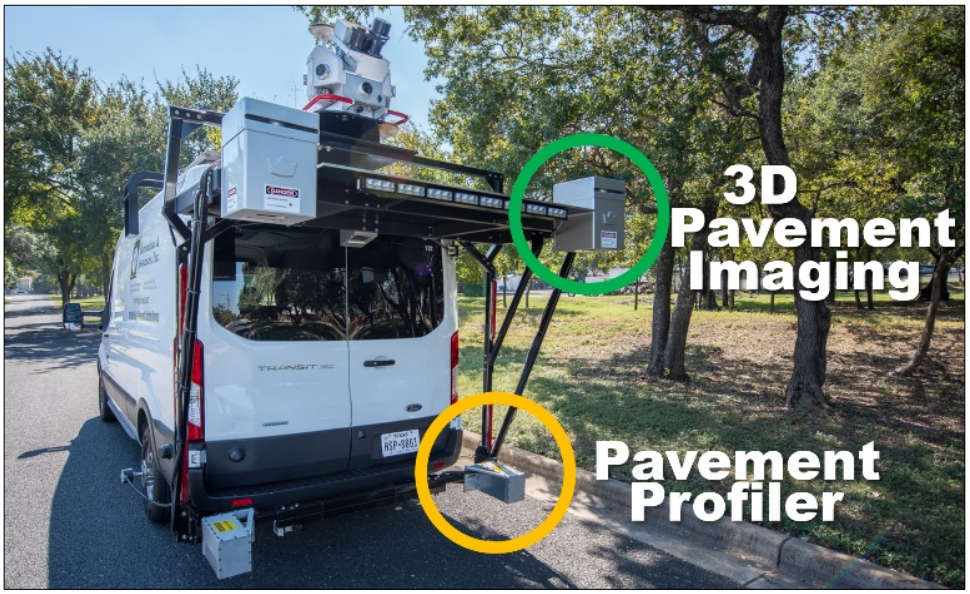


Figure 8. PathRunner pavement condition data collection system.

The PathRunner was driven on all roadways within the Village. By agreement with CMAP, only a single lane of two-lane roadways was collected and the outermost lanes in both directions of four-lane and greater roadways were collected. Based on G&AI's experience, contiguous lanes are usually of similar

character, and this inspection approach was deemed to be cost effective for the Village while still providing sufficiently detailed information to assess existing pavement conditions. The PathRunner system continuously collected the following data for each roadway:

- High-resolution 2D and 3D pavement images for evaluating pavement distresses and determining Pavement Condition Index (PCI) values.
- Transverse profiles to measure rutting.
- Longitudinal profiles to calculate International Roughness Index (IRI) values.
- High-resolution, forward-facing, right-of-way images for manual review of all data.

These data were processed using automated tools verified by manual review to assess pavement conditions, and the results were entered in the Village's PAVER database.

5.4 Pavement Condition Index (PCI) method

The pavement condition survey was performed following the PCI method. The PCI method is based on a set of definitions and procedures for measuring pavement distress types, severities, and quantities during a field inspection. This information is then distilled into a PCI value, which provides an indication of the structural integrity and surface operational condition (roughness) for a pavement section. The PCI method is widely used and provides a significantly more objective and repeatable method for assessing pavement condition than inherently subjective windshield surveys commonly used in the past.

The Village's roadway network consists primarily of asphalt pavements with only a few concrete and gravel roadways. During a PCI inspection, several distress types are identified and evaluated for asphalt pavements, as shown in Table 4. The severity and quantity of each observed distress is recorded, and these data are then input into the PCI algorithm to calculate a PCI value, as shown in Figure 9.

Table 4. Asphalt and concrete pavement distress types.

Asphalt Pavement Distresses	
Distress	**Cause**
Alligator Cracking	Load
Bleeding	Other
Block Cracking	Climate/Durability
Bumps and Sags	Other
Corrugation	Other
Depression	Other
Edge Cracking	Load
Joint Reflection Cracking	Climate/Durability
Lane/Shoulder Drop-Off	Other
Longitudinal and Transverse Cracking	Climate/Durability
Patching and Utility Cut Patching	Other
Polished Aggregate	Other
Pothole	Load
Railroad Crossing	Other
Rutting	Load
Shoving	Other
Slippage Cracking	Other
Swell	Other
Raveling	Climate/Durability
Weathering	Climate/Durability

Concrete Pavement Distresses	
Distress	**Cause**
Blowup/Buckling	Climate/Durability
Corner Break	Load
Divided Slab	Load
Durability ("D") Cracking	Climate/Durability
Faulting	Other
Joint Seal Damage	Climate/Durability
Lane/Shoulder Drop-Off	Other
Linear Cracking	Load
Patching, Large and Utility Cuts	Other
Patching, Small	Other
Polished Aggregate	Other
Popouts	Other
Pumping	Other
Punchout	Load
Railroad Crossing	Other
Scaling, Map Cracking, and Crazing	Other
Shrinkage Cracks	Climate/Durability
Spalling, Corner	Climate/Durability
Spalling, Joint	Climate/Durability

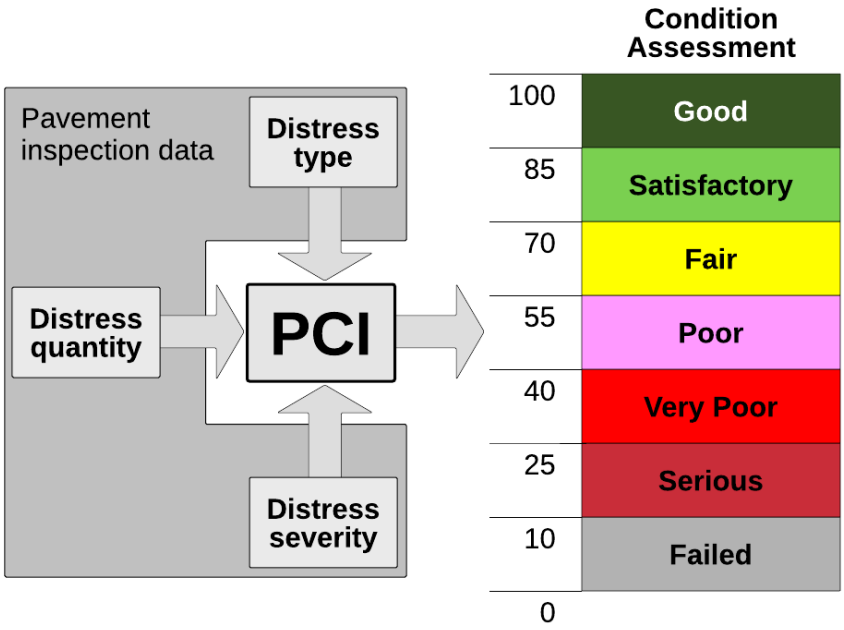


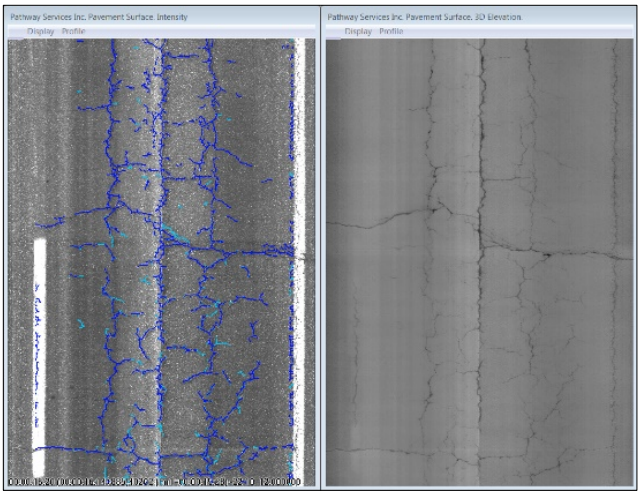
Figure 9. PCI inputs and the Village's assessment scale.

If properly designed and constructed, a new pavement begins its service life with a PCI of 100. Because of distress caused by vehicle loads, environmental factors, and aging, a pavement deteriorates over time. For each combination of distress type, severity level, and quantity observed during the inspection, points

are deducted from the initial value of 100, thereby decreasing the PCI. When multiple distresses are present, the "deduct values" are modified such that the impact of multiple distresses is not unnecessarily compounded. Due to the complexity of the PCI algorithm, PCI values are typically computed using a pavement management software package, such as PAVER. It is important to note that the PCI method does not directly measure the load carrying capacity or the rideability of a pavement. Structural testing combined with coring is needed to determine permissible pavement loadings.

5.5 Pavement Condition Index (PCI) data interpretation

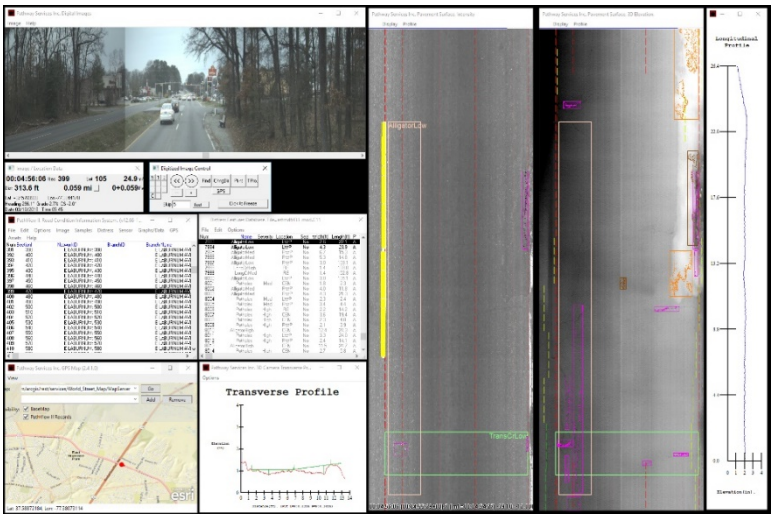
The PathRunner system captures 2D and 3D images of the roadway surface from which pavement surface distresses are evaluated. During the data collection effort, G&AI extracted pavement distress data from georeferenced digital images and rutting measurements from transverse profile measurement to determine PCI values. This process involves four distinct steps:



Steps 1 and 2: ***Initial Automated Crack Detection and Rutting Analyses***

1. **AutoCrack Software** – This software detects cracking in the pavement imagery.
2. **AutoClass Software** – This software classifies the type of cracking detected.
3. **Manual image rating** – G&AI's team of trained and experienced raters review the imagery and identify any distress types that the automated crack detection and classification software did not observe or incorrectly identified. Performing this manual image rating is considered the Quality Control (QC) review assuring detailed accuracy and completeness of the ratings.
4. **Quality Assurance (QA) rating** – An independent team of G&AI's raters and project engineers perform a systematic QA review of the rated data to ensure proper evaluation of the collected imagery prior to import into PAVER.

The QC and QA ratings are the most important steps in the project. G&AI uses the PathView software for evaluating distresses using both automated algorithms and manual supplemental rating. All QC/QA is performed by highly trained and experienced engineers and technicians using PathView. The same software system has been used for more than 25 state DOTs and several municipal agency pavement condition survey projects and is a well proven review tool.



Steps 3 and 4: ***Manual Rating and QC/QA of Pavements using PathView***

In addition to capturing 2D and 3D imagery from which pavement surface

distresses are evaluated, the PathRunner system also captures high-resolution longitudinal and transverse profiles of the roadway surface at 2mm intervals. The longitudinal profile data are analyzed to determine the IRI values, or the "roughness" of the roadway, and the transverse profiles are used to measure rutting.

5.6 Existing pavement conditions and field observations

The collected pavement survey data were used to calculate a PCI value for each pavement section in the Village. Table 5 shows the pavement condition assessment criteria used to analyze the pavement network.

Table 5. Village's pavement condition categories.

Category	Typical Distresses and Typical Level of M&R Needed	PCI Range
Good	Longitudinal and transverse cracking and weathering of surface **Preventive maintenance:** *Crack sealing and surface treatments*	86-100
Satisfactory	More extensive longitudinal and transverse cracking and weathering of surface **Preventive maintenance:** *Crack sealing and surface treatments*	71-85
Fair	Extensive longitudinal and transverse cracking, early stage alligator (fatigue) cracking, early stage rutting, and weathering of surface **Global preventive maintenance and localized repairs:** *Localized surface and/or full-depth patching, surface treatments, and thin overlays*	56-70
Poor	More extensive and severe longitudinal and transverse cracking, alligator (fatigue) cracking, rutting, and weathering of surface **Major rehabilitation:** *Localized full-depth patching, mill and overlays, and traditional overlays*	41-55
Very Poor	More extensive and more severe longitudinal and transverse cracking, alligator (fatigue) cracking, rutting, weathering of surface, potholes **Major rehabilitation:** *Full-depth patching, mill and overlays, traditional overlays, and reconstruction*	26-40
Serious	Extensive and severe failure of pavement surface **Major rehabilitation:** *Reconstruction*	11-25
Failed	Complete failure of pavement surface **Major rehabilitation:** *Reconstruction*	0-10

At the time of G&AI's inspection, the Village's pavements were found to be in overall "fair" condition and have an average PCI of 60. The condition distribution of the Village's pavements at the time of inspection is shown in Figure 10, and detailed condition maps can be found in Appendix A.

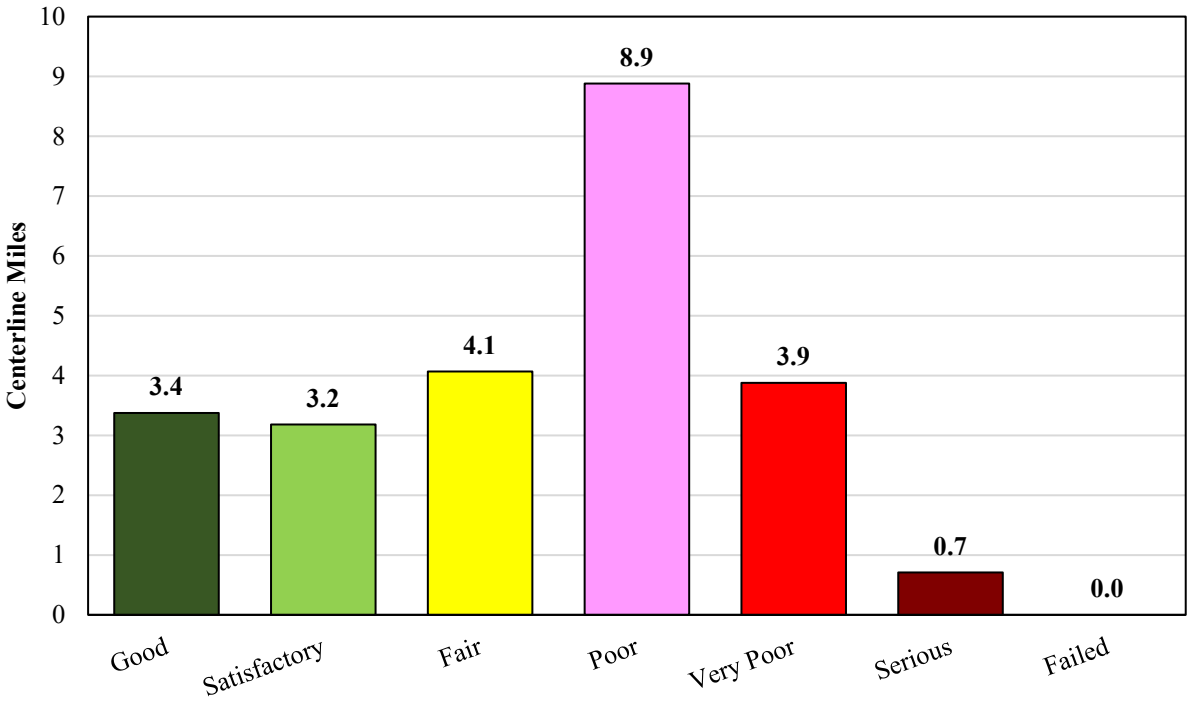


Figure 10. Village's roadway pavement condition distribution by PCI category.
(Note: Excludes gravel roadways.)

Pavement condition data summarized by pavement ranks and surface types are presented in the following two tables, respectively.

Table 6. Roadway summary condition data by pavement rank.

Rank	Centerline Miles	Lane Miles	Area (SY)	PCI	IRI
Primary, P	3.0	9.7	82,042	80	189
Secondary, S	21.1	41.9	321,202	55	424
Tertiary, T	0.3	0.7	5,014	--*	--*
Total	**24.4**	**52.3**	**408,258**	**60**	**377**

**Note: Tertiary roads were gravel and PCI values are not applicable.*

Table 7. Roadway summary condition data by pavement surface type.

Surface Type	Centerline Miles	Lane Miles	Area (SY)	PCI	IRI
Asphalt, AC	24.0	51.5	402,468	60	377
Concrete, PCC	0.1	0.1	776	90	207
Gravel, GR	0.3	0.7	5,014	--*	--*
Total	**24.4**	**52.3**	**408,258**	**60**	**377**

**Note: PCI values are not applicable to gravel roads.*

The causes of pavement deterioration as quantified by the PCI may be divided into three general categories:

- Vehicle load related.
- Climate/durability related.
- Other (construction defects and material issues).

Pavement deterioration and ultimate failure is a complex process that often involves a combination of several deterioration mechanisms working together. The deterioration observed on the Village's pavements was caused primarily by a mixture of load- and climate-related distresses. Vehicle load-related distresses, including alligator cracking and rutting, were pronounced on many of the Village's roadways and accounted for most of the distress negatively impacting overall roadway conditions. In addition, climate-related distresses, including longitudinal and transverse cracking and block cracking, were found across the Village's pavement inventory.

In practice, visually observed pavement distresses collected during a network-level condition survey are used to determine the likely mechanism(s) contributing to the deterioration of a roadway. However, prior to developing a specific M&R strategy, the root cause of pavement deterioration should be determined. Determining the root cause of pavement deterioration may be accomplished through an appropriate combination of traffic load analyses, drainage investigations, structural testing, coring, and material testing.

For example, vehicle load-related distresses such as alligator cracking may be addressed through load analyses and material testing. Contributing root causes may range from the roadway consistently exposed to loads in excess of its design loading to the pavement section having simply reached the end of its design life. Climate/durability-related distresses, such as transverse cracking, may result from a combination of freeze/thaw cycling and oxidation (embrittlement) of the asphalt layer. The cause(s) of "other" distresses may be determined through a combination of coring, boring, and material testing.

In addition to PCI values, IRI values were determined for each of the Village's roadways. IRI values, reported in inches per mile, describe the amount of roughness in both wheel paths over a given length of pavement. The IRI is a standard measure of roughness used worldwide. The Village's IRI assessment scale is shown in Table 8.

Table 8: Village's IRI assessment criteria.

Category	IRI Value
Smooth	0-200
Marginal	201-400
Rough	>401

At the time of G&AI's inspection, the Village's pavements were found to be in overall "marginally rough" condition, with an average IRI of 377. Detailed condition maps can be found in Appendix A.

It is worth noting that IRI and PCI values do not necessarily correlate with one another. A roadway can ride well yet still be structurally deficient and in need of major M&R, and vice versa. For example, asphalt-surfaced roadways supported by structurally adequate base (e.g., crushed rock) and subgrade (e.g., existing soil) layers may exhibit extensive cracking in the asphalt surface layer due to fatigue failure of the asphalt. In situations such as these, removal of the existing asphalt layer and replacement with a thicker layer may be enough to rehabilitate the pavement. Conversely, a roadway that rides poorly may be structurally adequate and may only require minimal rehabilitation. Poor construction practices may unfortunately lead to roughness being "built into" an otherwise structurally adequate roadway at the time

of construction. Roadways exhibiting this type of roughness may require grinding and/or an additional surface course to remedy the issue.

5.7 Example pavement conditions through the Village

Figure 11 illustrates a variety of pavement conditions observed throughout the Village during the pavement condition survey. The figure includes PCI and IRI values for each pavement section along with observed distress types and recommended M&R.

	Location + History	PCI *(IRI)*	Recommended M&R Activity (Typical)
	Turner Ave. *(Section 20)* *Last resurfacing date unknown*	100 *(229)*	Preventive maintenance *Seal cracks, as needed.*
	St. Louis Ave. *(Section 10)* *Last resurfacing date unknown*	77 *(458)*	Preventive maintenance *Seal cracks + surface treatment. (Investigate roughness.)*
	Clifton Park Ave. *(Section 20)* *Last resurfacing date unknown*	66 *(308)*	Preventive maintenance *Seal cracks + edge patching + surface treatment.*
	Monticello Ave. *(Section 40)* *Last resurfacing date unknown*	51 *(546)*	Major M&R *Localized structural patching +* *cold mill and overlay or reconstruction*

	Lincoln Ln. *(Section 130)* *Last resurfacing date unknown*	40 *(594)*	Major M&R *Localized structural patching + cold mill and overlay or reconstruction*
	Avers Ave. *(Section 60)* *Last resurfacing date unknown*	40 *(480)*	Major M&R *Reconstruction*
	Hamlin Ave. *(Section 60)* *Last resurfacing date unknown*	25 *(278)*	Major M&R *Reconstruction*

Figure 11. Pavement conditions observed during PCI inspection.

A distress observed on some of the Village's pavements was unsealed paving lane seams (cracks), as shown in several of the photos above. If left unsealed, paving lane seams can deteriorate rapidly and significantly reduce the life of the pavement. By sealing paving lane seams immediately following paving and routinely resealing them, this type of deterioration may be minimized or prevented.

5.8 Summary

This section presented an overview of the methodology used to perform the 2019/2020 pavement condition survey and the results of the survey. A state-of-the-art PathRunner pavement condition survey system was deployed to collect pavement imagery and profile data on the Village's roadways. The collected data were analyzed, and PCI values and IRI values were determined for each of the roadways surveyed. The Village's roadways were found to be in overall "fair" condition with an average PCI of 60. Furthermore, the Village's roadways were found to be in overall "marginally rough" condition, with an average IRI of 377 inches/mile.

6 MAINTENANCE AND REHABILITATION FUNDING ANALYSES

6.1 Foreword

This section discusses the third task of this project: M&R needs analyses. This section discusses the results of the analyses performed for the Village's consideration, assumptions which shaped the analyses, and results of the analyses. The recommendations of these analyses are provided in this section and in Appendixes A through D.

6.2 Objective

The M&R Planning module in PAVER provides *raw recommendations* of when and where pavement M&R activities are needed and approximately how much they will cost. The Village should use these raw recommendations to develop programmatic M&R plans for the Village's roadway network. These programmatic plans may be generated based on anticipated annual funding or with the goal of maintaining or achieving a desired pavement condition.

For the Village's roadways, two preliminary M&R analyses were performed:

- A series of **ten-year analyses** was performed to determine the impact of several funding levels on overall roadway conditions. The analyses included:
    - Assessing the impact of the Village's existing funding level.
    - Determining the annual funding level needed to maintain the Village's existing overall average roadway condition.
    - Determining the annual funding level needed to modestly increase the Village's overall average roadway condition to approximately 70.
    - Determining the annual funding level needed to eliminate the Village's major M&R backlog over a ten-year period.
- A **one-year analysis** was performed to identify pavements that may benefit from preventive maintenance activities, such as crack sealing or localized patching. Only pavements with a PCI of 65 or better were considered in this analysis.

The purpose of these analyses is to determine the appropriate funding level needed to manage the Village's roadways and provide general recommendations that will assist the Village in developing and evolving its M&R program. Additional analyses may be performed to assess either the impact of anticipated funding levels or to determine the funding levels needed to achieve a desired overall, network-average condition.

6.3 Assumptions

The M&R analyses were based on the results of the fall of 2019 and spring of 2020 Pavement Condition Index (PCI) survey and the pavement inventory and historical work records provided by the Village and stored in the Village's PAVER database. The following assumptions were made in our analyses.

- Pavements considered candidates for preventive maintenance were determined based on their overall PCI values and the distresses observed on the pavement at the time of inspection. Pavements with PCI values of 65 or better were considered candidates for preventive maintenance.
- Recommended preventive maintenance policies for asphalt and concrete pavements are shown in Appendix D Tables D-1 and D-2, respectively. The policy tables show what type of repair activity should be applied to each distress type and severity combination. Table D-3

presents estimated unit costs for the maintenance activities recommended in tables D-1 and D-2.

- A pavement deterioration rate of roughly five points per year was used based on the performance of the Village's resurfaced roads, which equates to a pavement life between resurfacings of approximately nine years. This deterioration rate will be refined as more historical work records are entered in PAVER and more PCI inspection data become available over time.
- A Critical PCI value (the PCI value below which a pavement is considered a candidate for major M&R) of 55 was assumed for all pavement sections. Pavements at or below the Critical PCI during the ten-year analysis period triggered major M&R recommendations. *(Note: A PCI value of 55 has been initially chosen for all the Village's roadways as this numerical value straddles the "Fair" to "Poor" condition categories in the Village's PCI scale. Performing major M&R on pavements that are closer to a PCI of 55, rather than waiting for these pavements to deteriorate further is generally more cost effective.)*
- Unit costs used in these analyses were based on bid tabs provided by the Village and by costs reported by nearby municipalities.
  - ✓ Asphalt resurfacing ranged from approximately $1.50 to more than $5.00 a square foot depending roadway condition (i.e., lower PCI values may result in more patching and thicker resurfacing). Reconstruction was set at $7.00 a square foot.
  - ✓ Concrete slab replacement costs ranged from $5.00 to $15.00 a square foot depending on roadway condition (i.e., lower PCI values result in more slab replacement). Reconstruction was set at $20.00 a square foot.
- All analyses began in the fall of 2020 (November 1 start date), and an inflation rate of 3% was assumed.

6.4 Results

The results of the PAVER M&R analyses are shown in the following two figures. Figure 12 illustrates the estimated ten-year change in pavement condition resulting from the analyzed funding scenarios, and Figure 13 depicts the estimated change in the Village's major M&R backlog for each funding scenario.

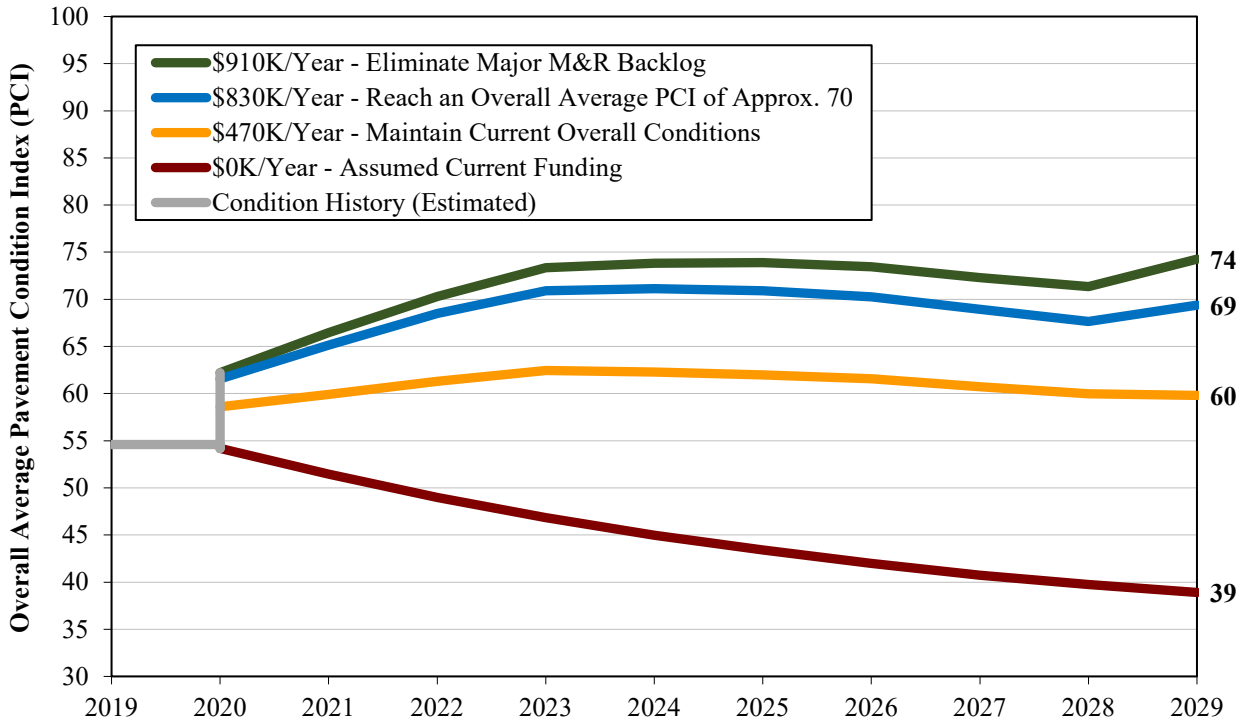


Figure 12: Impact of funding levels on overall pavement conditions by year.

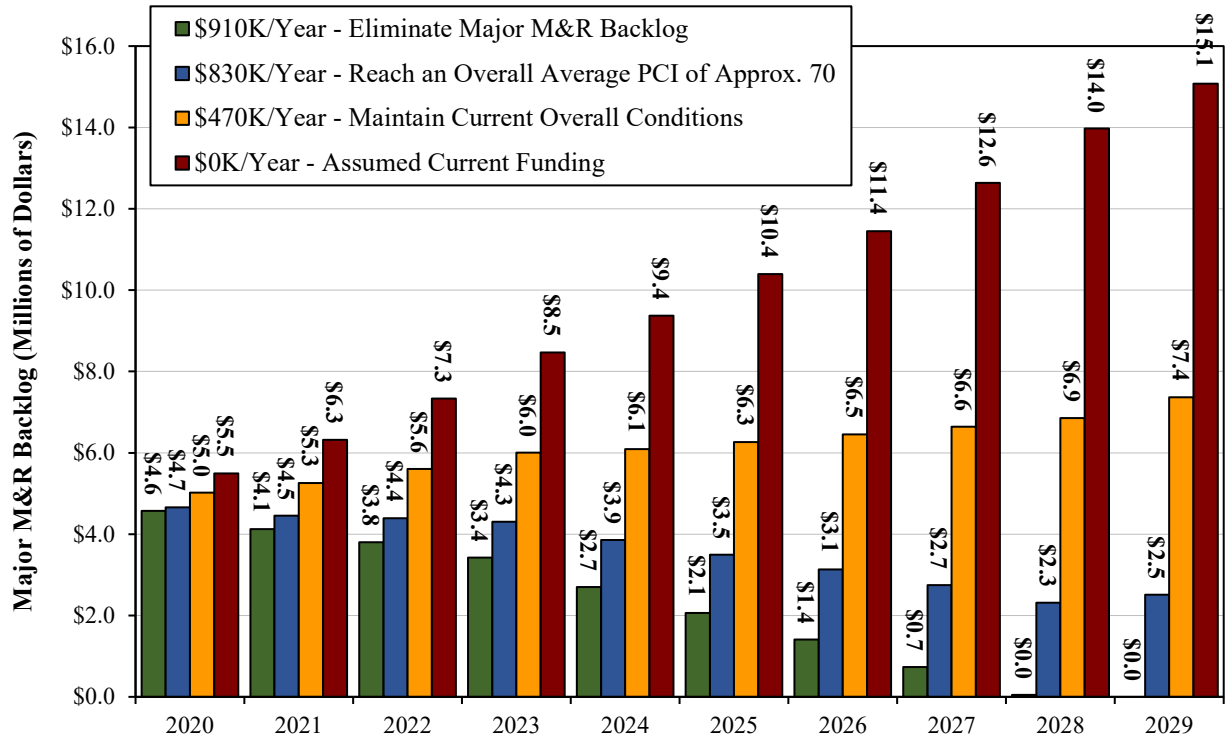


Figure 13: Impact of funding levels on major M&R backlog by year.

The consequences of the annual funding scenarios are shown in Table 9. This table illustrates the concept of "total cost." By treating both the total annual M&R expenditures and the remaining major M&R backlog at the end of the ten-year period as costs to the Village, the benefit of increasing annual funding – which results in a smaller major M&R backlog – is clearly illustrated. Consequently, eliminating the major M&R backlog over a ten-year period results in the lowest total cost to the Village.

Table 9. Estimated Ten-year Pavement M&R Costs

Funding Scenario	Total Ten-Year M&R Costs (2020-2029)	Remaining M&R Backlog[1)] (2029)	Total Ten-year Cost[2)]	Projected PCI (2029)
$0/YR (Assumed Current Funding)	$0	$15.1M	$15.1M	25
Maintain Existing Overall Average Conditions ($470K/YR)	$4.7M	$7.4M	$12.1M	43
Increase Overall Average PCI to Approximately 70 ($830K/YR)	$8.3M	$2.5M	$10.8M	66
Backlog Elimination ($910K/YR)	$9.1M	$0	$9.1M	70

1) "M&R Backlog" equals the lump-sum cost to resurface/reconstruct all pavements at or below their critical PCI value.
2) "Total ten-year cost" equals the sum of the ten-year major M&R expenditures plus the remaining major M&R backlog at the end of the ten-year analysis period.

Appendix A maps A-5 and A-6 present major M&R recommendations. Map A-5 shows all roadways recommended for major M&R over the upcoming ten years based on the Village's existing funding level. Map A-6 shows all roadways recommended for major M&R over the upcoming ten years given an unlimited budget. The maps show which roadways are recommended each year by PAVER. These recommendations do not consider geographic proximity. Consequently, these recommendations should be grouped into practical projects during the Village's planning process.

Map A-7 shows all roads that are candidates for preventive maintenance, such as crack sealing and localized patching. While crack sealing can be an effective treatment for preserving roadways in good condition, its utility diminishes when applied to roadways that are already in poor condition or are exhibiting signs of structural failure.

Appendix B presents tabular data showing the estimated cost to repair each of the roads recommended for major M&R over the next ten years based on the Village's existing funding level. Appendix C presents similar data assuming unlimited funding. *The costs presented in Appendixes B and C should be considered rough estimates only and should not be considered engineering estimates.* These costs are based on a simple relationship between predicted PCI value and typical level of major M&R. Unit costs used in developing these relationships were based on bid tabs provided by the Village and by costs reported by neighboring municipalities.

Appendix E presents tabular data showing one-year estimated costs to apply preventive maintenance to each of the candidate roadways (i.e., roadways with PCI values of 65 or better). The total one-year preventive maintenance cost is estimated to be approximately $141,000, as shown in Table 10. *The estimated costs presented in Appendix E should be considered rough estimates based on the assumed unit costs only and should not be considered engineering estimates.*

Table 10. Preventive Maintenance Summary

Maintenance Type	Quantity	Units	Est. Cost
Crack Sealing - AC	32,210	FT	$32,210
Patching - AC Deep	8,839	SF	$97,233
Patching - AC Shallow	1,867	SF	$10,267
Joint Seal (Localized)	748	FT	$1,122
Crack Sealing - PCC	107	FT	$161
		Total:	**$140,992**

7 SUMMARY AND RECOMMENDATIONS

7.1 Summary

A pavement condition survey was performed in the fall of 2019 and spring of 2020 on the Village's roadways. The results of the survey provide a snapshot of roadway conditions at the time of the survey. PAVER was implemented for the Village's roadways and was populated with collected pavement condition data and available M&R history data provided by the Village.

For the Village to get the most return on investment out of PAVER, the system must be considered a living entity and be updated regularly with M&R activities as they are performed, M&R unit cost data, and routinely collected pavement condition data. With such attention, PAVER becomes a repository of accurate, up-to-date data and can aid the Village in more cost-effectively programming M&R funding and objectively analyzing the true cost-effectiveness of presently employed M&R activities.

Ten-year M&R funding analyses were performed on the Village's roadways using PAVER to: 1) evaluate the adequacy of the Village's existing funding level, 2) estimate the funding level needed to maintain the Village's existing roadway conditions, 3) estimate the funding level needed to modestly raise the overall condition of the Village's roadways, and 4) estimate the funding level needed to eliminate the Village's backlog of major M&R.

It was determined that the Village's existing funding level (which was conservatively assumed to be $0/YR) for major M&R is inadequate to maintain the current condition of the Village's roadway pavements. To maintain existing conditions, an increase in funding will be needed.

Based on this initial set of PCI data collection and analysis on the Village's roadways, G&AI respectfully offers the following broad recommendations.

7.2 Recommendations

7.2.1 Implement pavement preservation techniques

As discussed in Section 2.6, preventive maintenance activities, such as crack sealing, localized patching, and surface treatments, can cost-effectively extend the life of a pavement. The Village should incorporate these strategies into its M&R planning.

The Village does not appear to have an active crack sealing program for its roadways. Moisture penetrates unsealed cracks and compromises the base structure of the pavement. Freeze/thaw cycling exacerbates the damage. Sealing cracks on roadways that are in relatively good condition is a simple, cost-effective method for pavement preservation. Crack sealing is a preventive maintenance activity and should not be applied on roadways that require major M&R.

Furthermore, the Village should focus on applying routine preventive maintenance to newly resurfaced or reconstructed roadways. It was observed that some paving lane seams throughout the Village had not been sealed. Like crack sealing, sealing the paving lane seams is a simple method for pavement preservation, and it may be included in construction specifications.

7.2.2 Determine when pavements should be reconstructed rather than resurfaced

As the Village's asphalt-surfaced pavements age and are resurfaced multiple times, the performance of successive resurfacing projects will diminish. These "diminishing returns" occur because the sublayers of

the pavement (the pavement structure below the asphalt surface) continue to deteriorate due to moisture infiltration, freeze-thaw damage, and damage due to vehicular loading. The M&R history and performance of resurfaced roadways should be closely tracked to determine the optimal number of resurfacing projects that may be performed prior to reconstructing the pavement.

7.2.3 Perform regular pavement condition inspections – every three years

To capitalize on the pavement condition survey and better track the condition of its pavements, the Village should continue to perform PCI surveys on a regular, three-year cycle. Doing so will enable the Village to:

1. Better track the deterioration of its pavements over time,
2. Identify pavement deterioration trends and use these trends to better predict future pavement conditions and then strategically apply M&R funding, and
3. Assess and track the effectiveness of its pavement preservation and major M&R activities.

The deterioration trends developed for this project were based on only one set of inspection data. Additional inspection data will help validate these trends and will improve forecasts, which may impact forecasted pavement conditions and recommended future M&R funding needs.

7.2.4 Routinely update PAVER

PAVER should be updated annually following the paving season to capture major M&R activities, routine maintenance activities, and pavement inventory changes (new roadways, jurisdictional changes, realignments). PAVER relies on updated inventory and work history data in order to generate meaningful recommendations.

7.2.5 Increase funding for pavement M&R

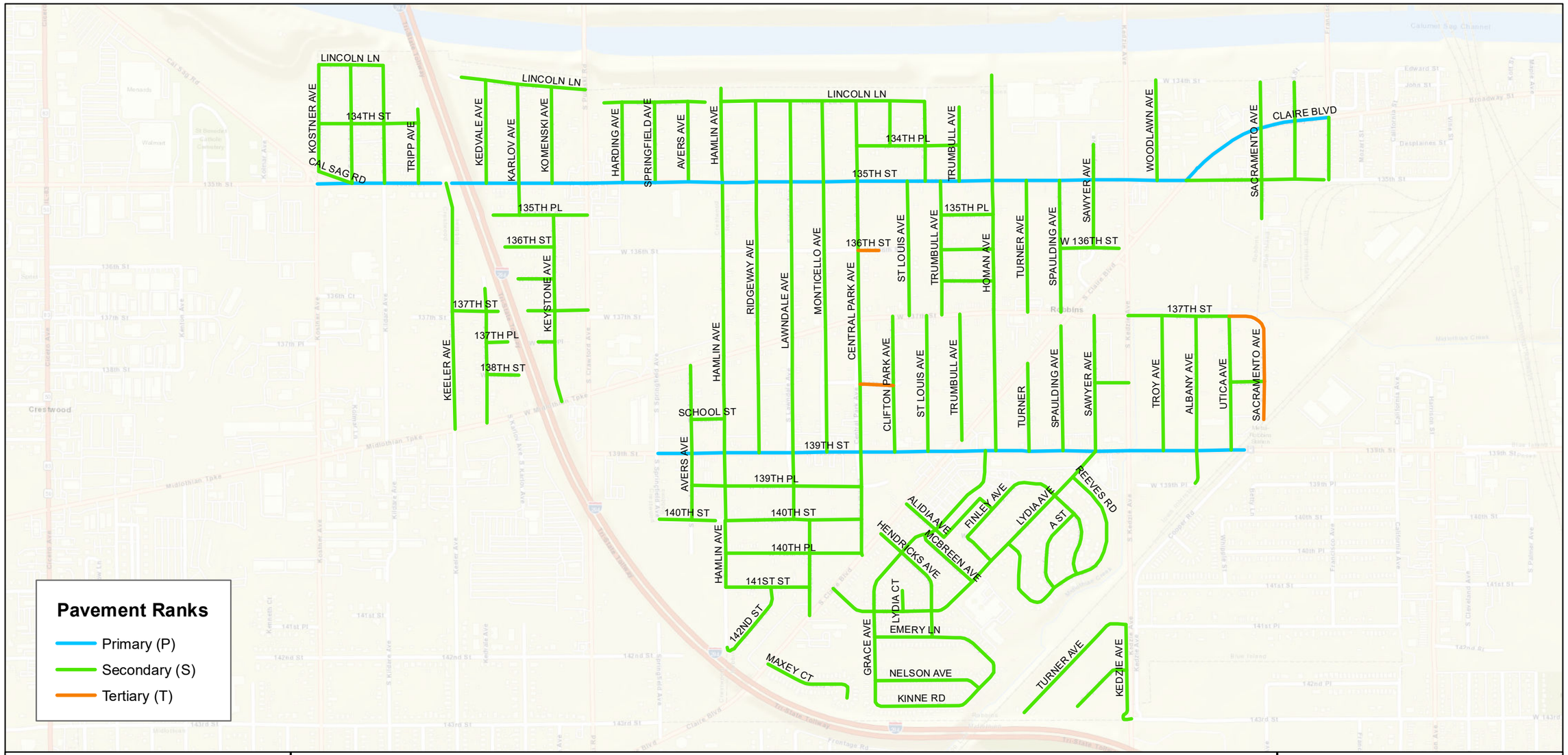
Based on the results of the pavement condition survey and forecasts of future pavement condition, the Village's current level of funding is inadequate to maintain the overall current condition of the Village's roadways. Managing a pavement network at an overall average PCI between 70 and 80 is more cost effective since funding is spent on less costly preventive maintenance and preservation activities rather than more expensive major M&R. As the Village moves forward, it is recommended that additional funding be allocated for M&R to improve the overall condition of the roadways so that they may be managed more cost-effectively.

7.2.6 Prioritize existing M&R funding to maximize shared benefit

Currently, the Village's roadway M&R funding needs exceed available funding. The Village should focus major M&R activities on its most trafficked roadways. Doing so will maximize the overall shared benefit of the funds spent.

APPENDIX A – PAVEMENT INVENTORY, CONDITION, AND RECOMMENDED M&R MAPS

Map A-1: Pavement Ranks
Map A-2: Pavement Surface Types
Map A-3: Pavement Condition Index (PCI) values
Map A-4: International Roughness Index (IRI) values
Map A-5: Ten-year major M&R recommendations – *Recommendations assuming unlimited funding*
Map A-6: Pavement preservation candidates – *Current recommendations*



0 750 1,500 Feet

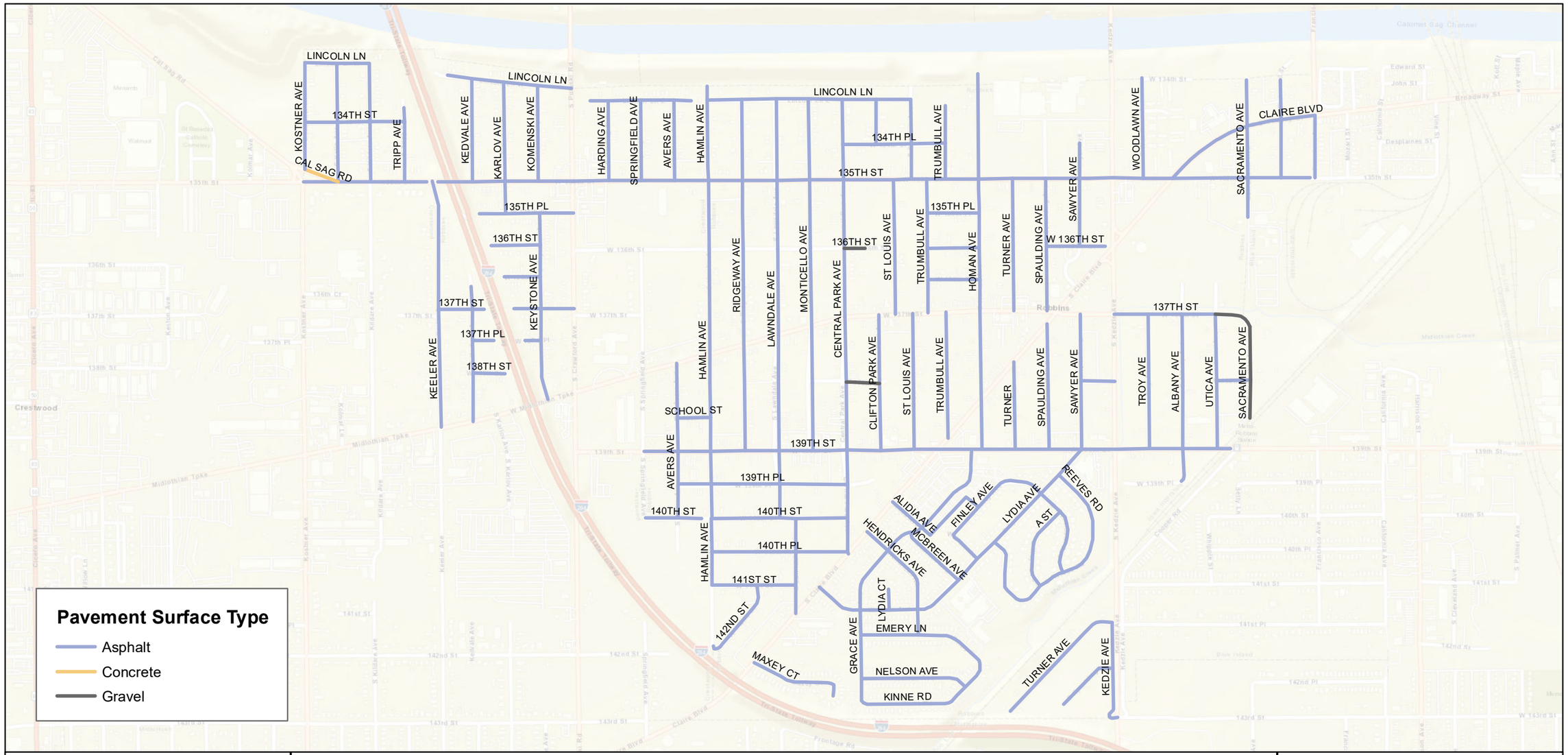
Map A-1:
Pavement Ranks

Robbins, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

Urban GIS
your world, your way



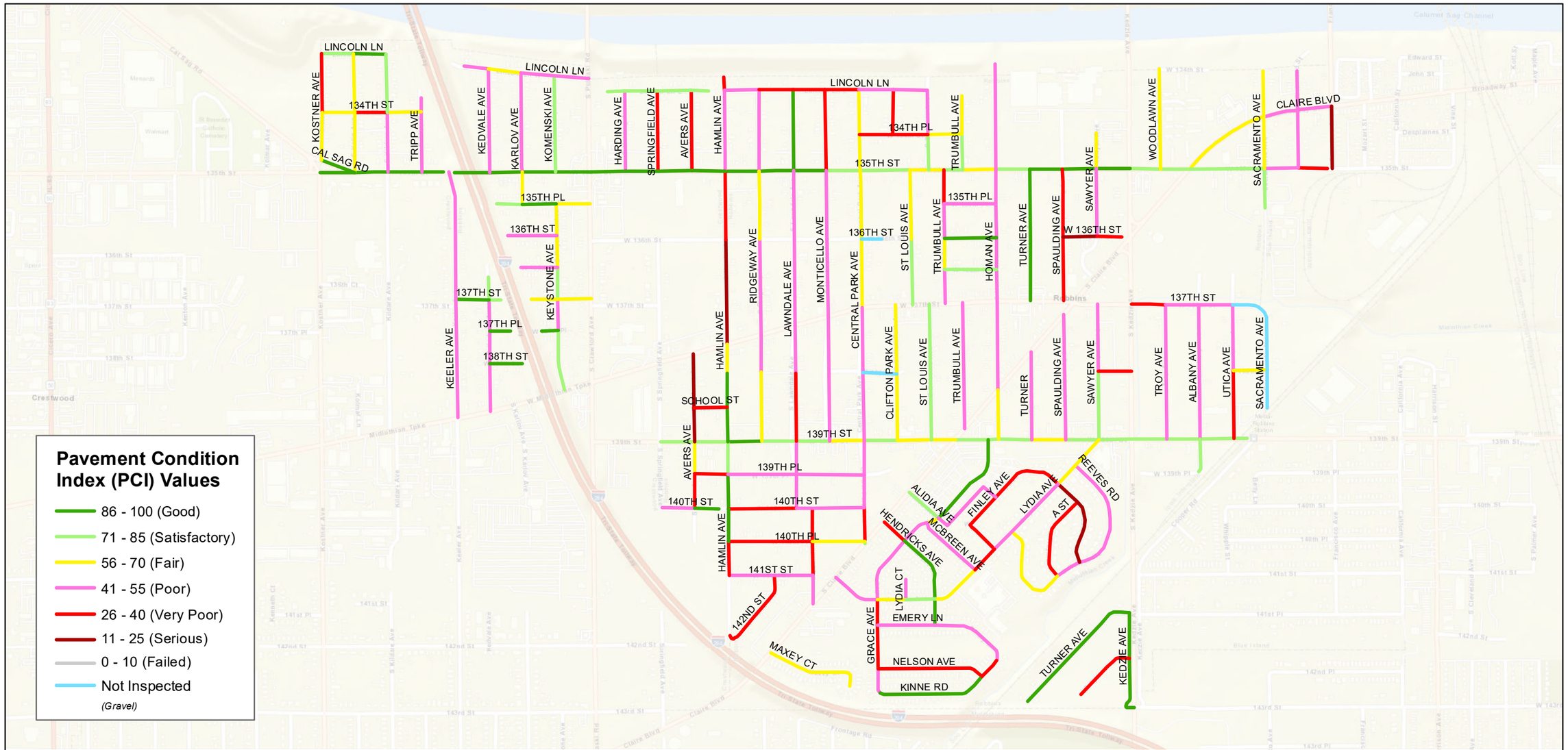
Map A-2:
Pavement Surface Types

Robbins, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

Urban GIS
your world, your way



N

0 750 1,500 Feet

Map A-3:
Pavement Condition Index (PCI) Values

Robbins, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

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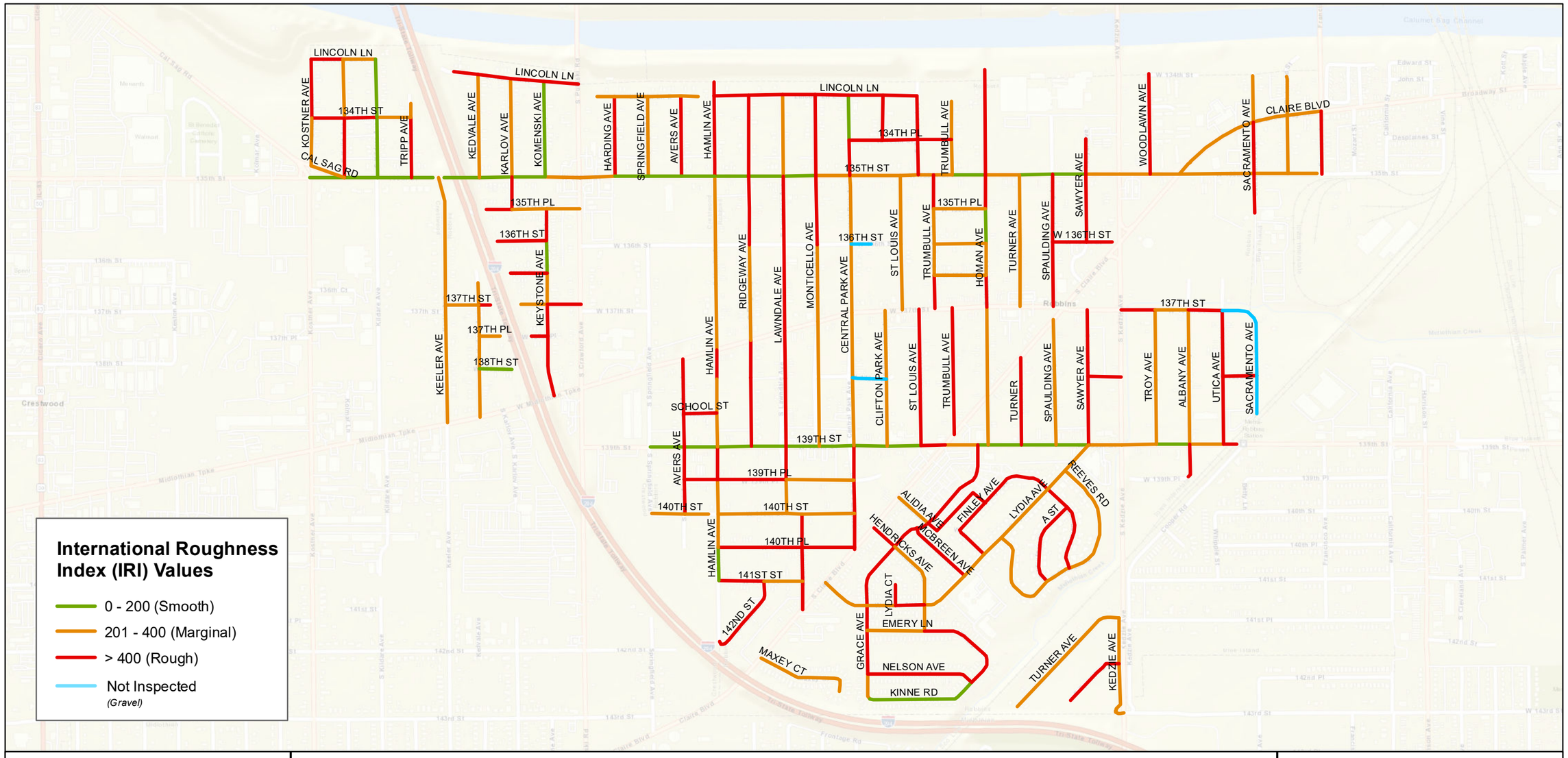

Robbins, Illinois

Pavement Management Program

Map A-4:
International Roughness Index (IRI) Values

Gorrondona & Associates, Inc.

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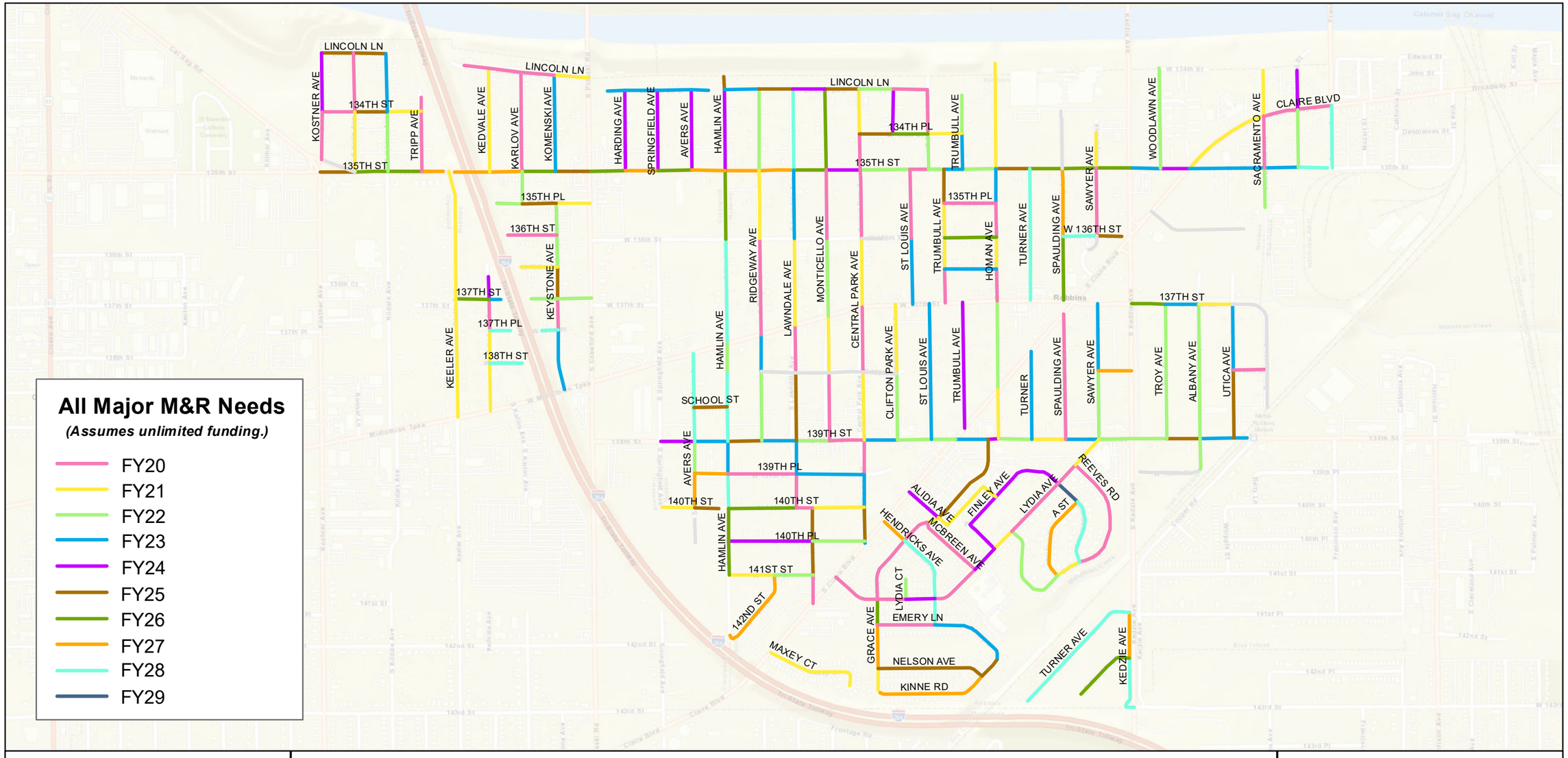

All Major M&R Needs

(Assumes unlimited funding.)

- FY20
- FY21
- FY22
- FY23
- FY24
- FY25
- FY26
- FY27
- FY28
- FY29

Feet
0 750 1,500

Map A-5:
All Major M&R Needs
(Assumes unlimited funding.)

Robbins, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

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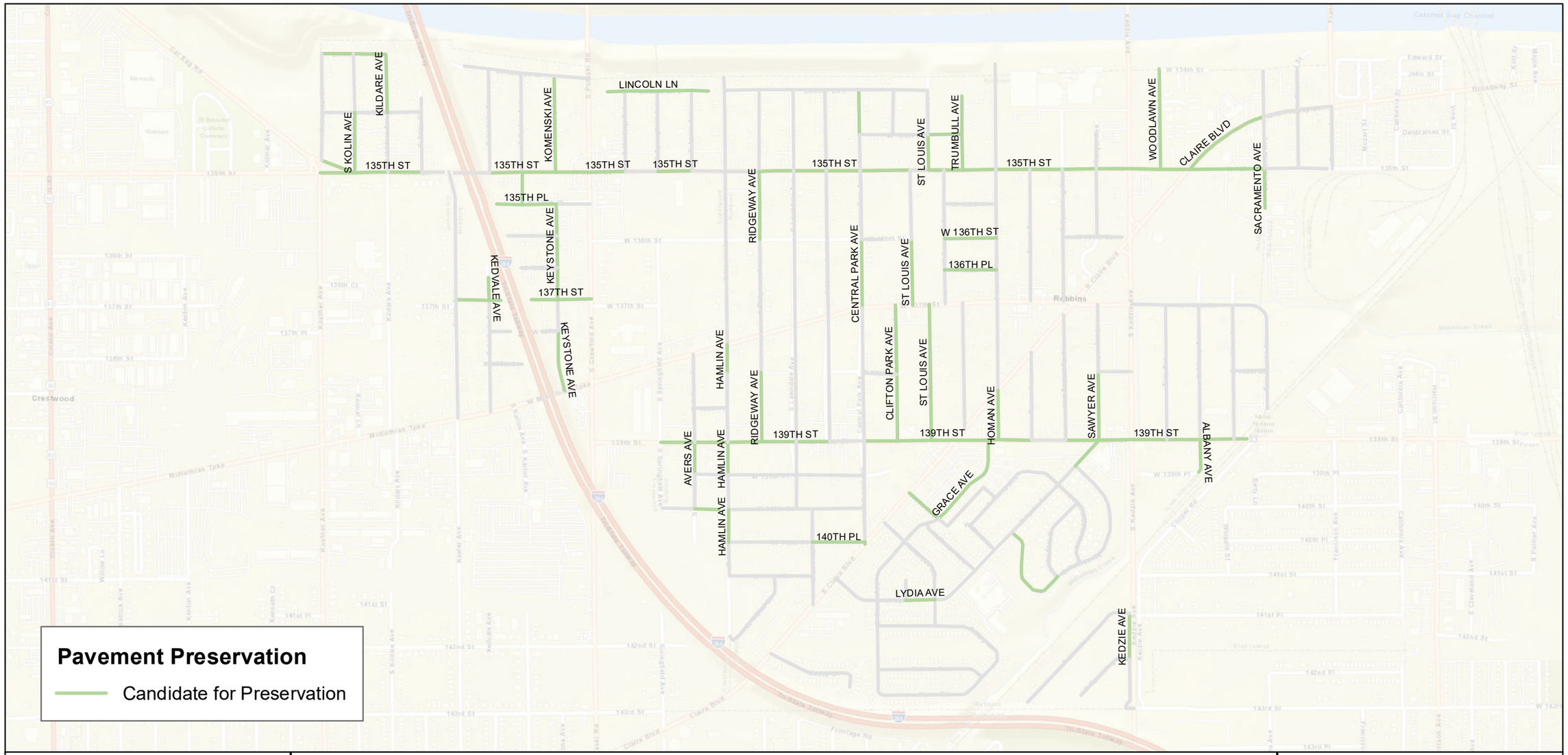

N

0 750 1,500 Feet

Map A-6:
Pavement Preservation
Candidates

Robbins, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

Urban GIS
your world, your way

APPENDIX B – TABULATED TEN-YEAR MAJOR M&R RECOMMENDATIONS AND ESTIMATED COSTS – *ASSUMING UNLIMITED FUNDING*

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
RBBN::134TH ST::10	134TH STREET	KOSTNER AVENUE	KOLIN AVENUE	8,356	54	2020	$9,909
RBBN::135TH PL::40	135TH PLACE	TRUMBULL AVENUE	HOMAN AVENUE	13,305	49	2020	$21,719
RBBN::135TH ST::150	135TH STREET	ST LOUIS AVENUE	ST LOUIS AVENUE	7,999	53	2020	$9,966
RBBN::136TH ST::10	136TH STREET	KEYSTONE AVENUE	END	12,530	50	2020	$18,395
RBBN::139TH PL::20	139TH PLACE	HAMLIN AVENUE	LAWNDALE AVENUE	17,492	50	2020	$25,681
RBBN::139TH ST::60	139TH STREET	MONTICELLO AVENUE	CENTRAL PARK AVENUE	15,138	55	2020	$17,031
RBBN::140TH ST::40	140TH STREET	LAWNDALE AVENUE	LAWNDALE AVENUE	4,014	49	2020	$6,552
RBBN::CLR BLVD::20	CLAIRE BOULEVARD	SACRAMENTO AVENUE	RICHMOND STREET	8,840	50	2020	$12,978
RBBN::CLR BLVD::30	CLAIRE BOULEVARD	RICHMOND STREET	FRANCISCO AVENUE	8,815	46	2020	$18,566
RBBN::CTL PK AVE::40	CENTRAL PARK AVENUE	139TH PLACE	139TH STREET	8,826	50	2020	$13,573
RBBN::CTL PK AVE::60	CENTRAL PARK AVENUE	138TH STREET	137TH STREET	16,707	49	2020	$28,774
RBBN::CTL PK AVE::80	CENTRAL PARK AVENUE	136TH STREET	135TH STREET	17,632	55	2020	$19,837
RBBN::CTL PK AVE::90	CENTRAL PARK AVENUE	135TH STREET	134TH PLACE	9,093	53	2020	$11,330
RBBN::EMRY LANE::10	EMERY LANE	GRACE AVENUE	HENDRICKS AVENUE	14,774	49	2020	$24,116
RBBN::GRC AVE::40	GRACE AVENUE	LYDIA AVENUE	HENDRICKS AVENUE	17,670	49	2020	$28,844
RBBN::GRC AVE::50	GRACE AVENUE	HENDRICKS AVENUE	MCBREEN AVENUE	7,667	50	2020	$11,791
RBBN::HMN AVE::30	HOMAN AVENUE	137TH STREET	136TH PLACE	8,155	49	2020	$13,312
RBBN::HMN AVE::50	HOMAN AVENUE	136TH STREET	135TH PLACE	8,846	49	2020	$14,440
RBBN::KDVL AVE::30	KEDVALE AVENUE	137TH PLACE	137TH STREET	7,999	49	2020	$13,777
RBBN::KRLV AVE::20	KARLOV AVENUE	135TH STREET	LINCOLN LANE	25,330	50	2020	$37,187
RBBN::KSTNR AVE::10	KOSTNER AVENUE	CAL SAG ROAD	134TH STREET	7,486	52	2020	$10,187
RBBN::KYSTN AVE::20	KEYSTONE AVENUE	137TH PLACE	137TH STREET	8,074	49	2020	$13,179
RBBN::LNCLN LN::160	LINCOLN LANE	CLIFFORD AVENUE	ST LOUIS AVENUE	8,771	50	2020	$12,877
RBBN::LNCLN LN::30	LINCOLN LANE	KEDVALE AVENUE	END	6,209	50	2020	$9,115
RBBN::LNCLN LN::40	LINCOLN LANE	KEDVALE AVENUE	KARLOV AVENUE	8,365	52	2020	$11,382
RBBN::LNCLN LN::50	LINCOLN LANE	KARLOV AVENUE	KOMENSKI AVENUE	8,637	50	2020	$12,681
RBBN::LWNDL AVE::10	LAWNDALE AVENUE	CLAIRE BOULEVARD	141ST STREET	7,261	49	2020	$11,852
RBBN::LWNDL AVE::40	LAWNDALE AVENUE	140TH STREET	139TH PLACE	8,668	49	2020	$14,148
RBBN::LWNDL AVE::70	LAWNDALE AVENUE	138TH STREET	137TH STREET	12,194	48	2020	$21,989
RBBN::LYD AVE::10	LYDIA AVENUE	CLAIRE BOULEVARD	GRACE AVENUE	12,616	51	2020	$17,859
RBBN::LYD AVE::20	LYDIA AVENUE	GRACE AVENUE	LYDIA COURT	7,396	53	2020	$9,215
RBBN::LYD AVE::40	LYDIA AVENUE	HENDRICKS AVENUE	MCBREEN AVENUE	13,210	53	2020	$17,231
RBBN::LYD AVE::70	LYDIA AVENUE	REEVES ROAD	RICHARDSON AVENUE	17,055	49	2020	$29,374
RBBN::LYD AVE::80	LYDIA AVENUE	RICHARDSON AVENUE	REEVES ROAD	6,624	53	2020	$8,253
RBBN::MCBRN AVE::10	MCBREEN AVENUE	GRACE AVENUE	LYDIA AVENUE	17,450	50	2020	$25,619
RBBN::MNTCLL AVE::10	MONTICELLO AVENUE	139TH STREET	138TH STREET	17,371	48	2020	$32,523
RBBN::MNTCLL AVE::40	MONTICELLO AVENUE	136TH STREET	135TH STREET	17,593	49	2020	$30,301
RBBN::RDGWY AVE::30	RIDGEWAY AVENUE	137TH STREET	136TH STREET	24,512	51	2020	$34,698
RBBN::RVS RD::30	REEVES ROAD	LYDIA AVENUE	RICHARDSON AVENUE	32,014	50	2020	$49,233
RBBN::S KLN AVE::20	S KOLIN AVENUE	134TH STREET	LINCOLN LANE	9,250	55	2020	$10,407
RBBN::SCRMNT AVE::30	SACRAMENTO AVENUE	135TH STREET	CLAIRE BOULEVARD	13,216	53	2020	$16,466
RBBN::SPLDNG AVE::20	SPAULDING AVENUE	139TH STREET	CLAIRE BOULEVARD	32,044	50	2020	$49,279
RBBN::ST LS AVE::30	ST LOUIS AVENUE	136TH STREET	135TH STREET	17,691	53	2020	$22,041
RBBN::ST LS AVE::50	ST LOUIS AVENUE	134TH PLACE	LINCOLN LANE	11,286	51	2020	$15,976
RBBN::SWYR AVE::40	SAWYER AVENUE	136TH STREET	135TH STREET	17,357	50	2020	$26,693
RBBN::TRMBLL AVE::20	TRUMBULL AVENUE	137TH STREET	136TH PLACE	8,620	50	2020	$12,656
RBBN::TRPP AVE::10	TRIPP AVENUE	135TH STREET	134TH STREET	15,416	50	2020	$23,708
RBBN::TRPP AVE::20	TRIPP AVENUE	134TH STREET	END	3,585	49	2020	$6,175
RBBN::W 138TH ST::10	W 138TH STREET	UTICA AVENUE	SACRAMENTO AVENUE	8,703	54	2020	$10,321
RBBN::134TH PL::30	134TH PLACE	ST LOUIS AVENUE	TRUMBULL AVENUE	8,746	55	2021	$9,977
RBBN::134TH ST::30	134TH STREET	KILDARE AVENUE	TRIPP AVENUE	8,780	52	2021	$11,823
RBBN::135TH PL::30	135TH PLACE	KEYSTONE AVENUE	END	8,633	51	2021	$12,019
RBBN::136TH PL::10	136TH PLACE	KEYSTONE AVENUE	END	9,252	47	2021	$17,933
RBBN::137TH ST::50	137TH STREET	ALBANY AVENUE	UTICA AVENUE	8,573	47	2021	$16,629
RBBN::139TH ST::130	139TH STREET	TURNER	SPAULDING AVENUE	15,175	53	2021	$19,693
RBBN::140TH ST::10	140TH STREET	SRINGFIELD AVENUE	AVERS AVENUE	8,374	47	2021	$16,243
RBBN::140TH ST::50	140TH STREET	LAWNDALE AVENUE	CENTRAL PARK AVENUE	13,387	47	2021	$25,967
RBBN::141ST ST::10	141ST STREET	HAMLIN AVENUE	142ND STREET	11,572	47	2021	$22,447
RBBN::ALD AVE::20	ALIDIA AVENUE	GRACE AVENUE	END	20,662	47	2021	$40,079
RBBN::CLFTPK AVE::20	CLIFTON PARK AVENUE	138TH STREET	137TH STREET	17,607	55	2021	$20,087
RBBN::CLR BLVD::10	CLAIRE BOULEVARD	135TH STREET	SACRAMENTO AVENUE	50,844	54	2021	$60,790

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
RBBN::CTL PK AVE::100	CENTRAL PARK AVENUE	134TH PLACE	LINCOLN LANE	11,557	54	2021	$13,818
RBBN::CTL PK AVE::50	CENTRAL PARK AVENUE	139TH STREET	138TH STREET	17,419	47	2021	$33,606
RBBN::CTL PK AVE::70	CENTRAL PARK AVENUE	137TH STREET	136TH STREET	17,494	54	2021	$20,916
RBBN::GRC AVE::10	GRACE AVENUE	NELSON AVENUE	KINNE ROAD	6,402	47	2021	$12,418
RBBN::GRC AVE::60	GRACE AVENUE	MCBREEN AVENUE	ALIDIA AVENUE	3,127	53	2021	$4,057
RBBN::HMN AVE::10	HOMAN AVENUE	139TH STREET	CLAIRE BOULEVARD	12,632	54	2021	$15,103
RBBN::HMN AVE::40	HOMAN AVENUE	136TH PLACE	136TH STREET	8,116	47	2021	$15,657
RBBN::HMN AVE::70	HOMAN AVENUE	135TH STREET	END	26,954	47	2021	$52,282
RBBN::KDVL AVE::10	KEDVALE AVENUE	MIDLOTHIAN TPK	138TH STREET	12,340	47	2021	$23,936
RBBN::KDVL AVE::20	KEDVALE AVENUE	138TH STREET	137TH PLACE	8,278	47	2021	$16,056
RBBN::KDVL AVE::50	KEDVALE AVENUE	135TH STREET	LINCOLN LANE	26,463	47	2021	$51,331
RBBN::KLR AVE::10	KEELER AVENUE	MIDLOTHIAN TPK	137TH STREET	34,900	47	2021	$67,329
RBBN::KLR AVE::20	KEELER AVENUE	137TH STREET	135TH STREET	37,926	47	2021	$73,565
RBBN::LNCLN LN::60	LINCOLN LANE	KOMENSKI AVENUE	PULASKI ROAD	8,830	47	2021	$17,115
RBBN::LWNDL AVE::80	LAWNDALE AVENUE	137TH STREET	136TH STREET	22,111	47	2021	$42,889
RBBN::LYD AVE::60	LYDIA AVENUE	GLEEN AVENUE	REEVES ROAD	6,287	47	2021	$12,130
RBBN::LYD AVE::90	LYDIA AVENUE	REEVES ROAD	139TH STREET	8,833	55	2021	$10,077
RBBN::MNTCLL AVE::20	MONTICELLO AVENUE	138TH STREET	137TH STREET	14,572	47	2021	$28,113
RBBN::MXY CT::10	MAXEY COURT	CLAIRE BOULEVARD	END	24,541	53	2021	$30,613
RBBN::RDGWY AVE::40	RIDGEWAY AVENUE	136TH STREET	135TH STREET	17,541	54	2021	$20,972
RBBN::RVS RD::20	REEVES ROAD	A STREET	RICHARDSON AVENUE	6,701	47	2021	$12,997
RBBN::S KLN AVE::10	S KOLIN AVENUE	135TH STREET	134TH STREET	9,421	54	2021	$11,264
RBBN::SCRMNT AVE::40	SACRAMENTO AVENUE	CLAIRE BOULEVARD	END	11,758	52	2021	$15,832
RBBN::SWYR AVE::50	SAWYER AVENUE	135TH STREET	END	9,052	51	2021	$12,603
RBBN::TRMBLL AVE::30	TRUMBULL AVENUE	136TH PLACE	136TH STREET	7,939	52	2021	$10,689
RBBN::TRMBLL AVE::40	TRUMBULL AVENUE	136TH STREET	135TH PLACE	9,009	47	2021	$17,476
RBBN::135TH PL::10	135TH PLACE	KARLOV AVENUE	END	6,648	54	2022	$8,148
RBBN::135TH ST::140	135TH STREET	CENTRAL PARK AVENUE	ST LOUIS AVENUE	22,151	54	2022	$27,149
RBBN::135TH ST::160	135TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	6,796	52	2022	$8,983
RBBN::135TH ST::180	135TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	14,784	52	2022	$20,195
RBBN::137TH ST::10	137TH STREET	KEYSTONE AVENUE	END	6,805	51	2022	$9,582
RBBN::137TH ST::20	137TH STREET	KEYSTONE AVENUE	END	8,672	52	2022	$11,846
RBBN::139TH ST::120	139TH STREET	HOMAN AVENUE	TURNER	14,729	54	2022	$18,052
RBBN::139TH ST::150	139TH STREET	SAWYER AVENUE	KEDZIE AVENUE	14,863	54	2022	$18,217
RBBN::139TH ST::160	139TH STREET	KEDZIE AVENUE	TROY AVENUE	15,188	54	2022	$18,615
RBBN::139TH ST::50	139TH STREET	LAWNDALE AVENUE	MONTICELLO AVENUE	14,932	54	2022	$18,301
RBBN::139TH ST::80	139TH STREET	CLIFTON PARK AVENUE	ST LOUIS AVENUE	14,898	51	2022	$20,977
RBBN::139TH ST::90	139TH STREET	ST LOUIS AVENUE	CLAIRE BOULEVARD	10,829	53	2022	$13,810
RBBN::140TH PL::20	140TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	13,415	51	2022	$18,889
RBBN::141ST ST::20	141ST STREET	142ND STREET	LAWNDALE AVENUE	9,891	43	2022	$25,802
RBBN::ALBNY AVE::20	ALBANY AVENUE	139TH STREET	139TH PLACE	8,555	54	2022	$10,485
RBBN::ALBNY AVE::30	ALBANY AVENUE	139TH STREET	137TH STREET	34,419	44	2022	$84,620
RBBN::AVRS AVE::30	AVERS AVENUE	139TH PLACE	139TH STREET	8,246	52	2022	$10,899
RBBN::CLFTPK AVE::10	CLIFTON PARK AVENUE	139TH STREET	138TH STREET	17,139	51	2022	$24,133
RBBN::HMLN AVE::50	HAMLIN AVENUE	138TH STREET	137TH STREET	7,453	53	2022	$9,503
RBBN::HMN AVE::20	HOMAN AVENUE	CLAIRE BOULEVARD	137TH STREET	22,706	43	2022	$58,242
RBBN::KLDR AVE::10	KILDARE AVENUE	135TH STREET	134TH STREET	15,340	43	2022	$39,348
RBBN::KRLV AVE::10	KARLOV AVENUE	135TH PLACE	135TH STREET	8,302	52	2022	$10,973
RBBN::KYSTN AVE::40	KEYSTONE AVENUE	136TH PLACE	136TH STREET	8,206	53	2022	$10,464
RBBN::KYSTN AVE::50	KEYSTONE AVENUE	136TH STREET	135TH PLACE	8,139	52	2022	$11,118
RBBN::LNCLN LN::150	LINCOLN LANE	CENTRAL PARK AVENUE	CLIFFORD AVENUE	8,830	43	2022	$23,033
RBBN::LYD CT::10	LYDIA COURT	LYDIA AVENUE	END	5,297	47	2022	$10,330
RBBN::MNTCLL AVE::30	MONTICELLO AVENUE	137TH STREET	136TH STREET	19,777	43	2022	$51,589
RBBN::RCHMND ST::30	RICHMOND STREET	135TH STREET	CLAIRE BOULEVARD	14,840	43	2022	$38,710
RBBN::RDGWY AVE::10	RIDGEWAY AVENUE	139TH STREET	138TH STREET	17,658	52	2022	$24,121
RBBN::RDGWY AVE::50	RIDGEWAY AVENUE	135TH STREET	LINCOLN LANE	20,804	43	2022	$53,361
RBBN::RVS RD::10	REEVES ROAD	LYDIA AVENUE	A STREET	24,819	52	2022	$32,804
RBBN::SCRMNT AVE::20	SACRAMENTO AVENUE	135TH STREET	END	10,096	54	2022	$11,851
RBBN::ST LS AVE::40	ST LOUIS AVENUE	135TH STREET	134TH PLACE	9,093	54	2022	$11,145
RBBN::SWYR AVE::10	SAWYER AVENUE	139TH STREET	138TH STREET	17,574	54	2022	$21,539
RBBN::TRMBLL AVE::70	TRUMBULL AVENUE	134TH PLACE	END	9,723	52	2022	$13,281

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
RBBN::TRY AVE::20	TROY AVENUE	139TH STREET	137TH STREET	34,478	43	2022	$89,936
RBBN::WDLWN AVE::10	WOODLAWN AVENUE	135TH STREET	134TH STREET	25,745	53	2022	$32,829
RBBN::135TH ST::170	135TH STREET	TRUMBULL AVENUE	TRUMBULL AVENUE	8,241	52	2023	$11,116
RBBN::135TH ST::230	135TH STREET	KEDZIE AVENUE	WOODLAWN AVENUE	13,565	55	2023	$15,475
RBBN::135TH ST::250	135TH STREET	CLAIRE BOULEVARD	SACRAMENTO AVENUE	33,295	53	2023	$43,331
RBBN::135TH ST::260	135TH STREET	SACRAMENTO AVENUE	RICHMOND STREET	8,648	40	2023	$26,133
RBBN::136TH PL::20	136TH PLACE	TRUMBULL AVENUE	HOMAN AVENUE	13,304	52	2023	$17,943
RBBN::137TH ST::05	137TH STREET	KEDVALE AVENUE	END	1,901	51	2023	$2,645
RBBN::137TH ST::40	137TH STREET	TROY AVENUE	ALBANY AVENUE	8,638	40	2023	$26,102
RBBN::139TH PL::30	139TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	17,388	41	2023	$49,840
RBBN::139TH ST::100	139TH STREET	CLAIRE BOULEVARD	GRACE AVENUE	14,610	53	2023	$19,015
RBBN::139TH ST::140	139TH STREET	SPAULDING AVENUE	SAWYER AVENUE	14,503	51	2023	$20,181
RBBN::139TH ST::180	139TH STREET	ALBANY AVENUE	UTICA AVENUE	15,218	54	2023	$18,229
RBBN::139TH ST::190	139TH STREET	UTICA AVENUE	139TH STREET	5,781	51	2023	$8,044
RBBN::139TH ST::20	139TH STREET	AVERS AVENUE	HAMLIN AVENUE	14,638	55	2023	$16,699
RBBN::139TH ST::40	139TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	15,144	55	2023	$17,277
RBBN::139TH ST::70	139TH STREET	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	14,885	51	2023	$21,316
RBBN::CTL PK AVE::10	CENTRAL PARK AVENUE	CLAIRE BOULEVARD	140TH PLACE	540	51	2023	$751
RBBN::CTL PK AVE::30	CENTRAL PARK AVENUE	140TH STREET	139TH PLACE	8,454	38	2023	$28,929
RBBN::EMRY LANE::20	EMERY LANE	HENDRICKS AVENUE	KINNE ROAD	20,524	40	2023	$62,020
RBBN::HMLN AVE::20	HAMLIN AVENUE	139TH PLACE	139TH STREET	8,387	54	2023	$10,046
RBBN::HMN AVE::60	HOMAN AVENUE	135TH PLACE	135TH STREET	8,723	42	2023	$23,409
RBBN::KLDR AVE::20	KILDARE AVENUE	134TH STREET	LINCOLN LANE	14,897	51	2023	$20,730
RBBN::KMNSK AVE::10	KOMENSKI AVENUE	135TH STREET	LINCOLN LANE	24,513	51	2023	$34,111
RBBN::KYSTN AVE::10	KEYSTONE AVENUE	MIDLOTHIAN TPK	137TH PLACE	15,448	53	2023	$20,105
RBBN::LNCLN LN::100	LINCOLN LANE	AVERS AVENUE	END	4,398	52	2023	$5,932
RBBN::LNCLN LN::110	LINCOLN LANE	HAMLIN AVENUE	RIDGEWAY AVENUE	8,852	39	2023	$28,521
RBBN::LNCLN LN::70	LINCOLN LANE	HARDING AVENUE	END	4,489	53	2023	$5,620
RBBN::LNCLN LN::80	LINCOLN LANE	HARDING AVENUE	SPRINGFIELD AVENUE	8,387	53	2023	$10,915
RBBN::LNCLN LN::90	LINCOLN LANE	SPRINGFIELD AVENUE	AVERS AVENUE	8,590	51	2023	$11,953
RBBN::LWNDL AVE::50	LAWNDALE AVENUE	139TH PLACE	139TH STREET	8,512	40	2023	$25,723
RBBN::LWNDL AVE::90	LAWNDALE AVENUE	136TH STREET	135TH STREET	17,555	41	2023	$50,320
RBBN::RDGWY AVE::20	RIDGEWAY AVENUE	138TH STREET	137TH STREET	9,542	42	2023	$26,020
RBBN::ST LS AVE::10	ST LOUIS AVENUE	139TH STREET	137TH STREET	34,849	53	2023	$43,628
RBBN::ST LS AVE::20	ST LOUIS AVENUE	137TH STREET	136TH STREET	16,808	51	2023	$24,070
RBBN::SWYR AVE::20	SAWYER AVENUE	138TH STREET	137TH STREET	17,120	41	2023	$49,074
RBBN::TC AVE::40	UTICA AVENUE	138TH STREET	137TH STREET	16,891	41	2023	$48,417
RBBN::TRMBLL AVE::60	TRUMBULL AVENUE	135TH STREET	134TH PLACE	9,157	51	2023	$12,743
RBBN::TURNER::10	TURNER	139TH STREET	CLAIRE BOULEVARD	22,420	41	2023	$64,265
RBBN::135TH ST::130	135TH STREET	MONTICELLO AVENUE	CENTRAL PARK AVENUE	15,124	51	2024	$21,238
RBBN::135TH ST::240	135TH STREET	WOODLAWN AVENUE	CLAIRE BOULEVARD	12,883	52	2024	$17,492
RBBN::139TH ST::10	139TH STREET	SRINGFIELD AVENUE	AVERS AVENUE	15,040	52	2024	$20,421
RBBN::139TH ST::110	139TH STREET	GRACE AVENUE	HOMAN AVENUE	4,495	51	2024	$6,312
RBBN::140TH PL::10	140TH PLACE	HAMLIN AVENUE	LAWNDALE AVENUE	21,459	36	2024	$81,112
RBBN::ALD AVE::10	ALIDIA AVENUE	CLAIRE BOULEVARD	GRACE AVENUE	9,891	54	2024	$11,737
RBBN::AVRS AVE::60	AVERS AVENUE	135TH STREET	LINCOLN LANE	20,575	36	2024	$77,772
RBBN::CLFFRD AVE::10	CLIFFORD AVENUE	134TH PLACE	LINCOLN LANE	11,538	36	2024	$43,613
RBBN::FNLY AVE::10	FINLEY AVENUE	GLEEN AVENUE	LYDIA AVENUE	29,375	35	2024	$116,912
RBBN::GLN AVE::10	GLEEN AVENUE	LYDIA AVENUE	FINLEY AVENUE	8,791	36	2024	$33,230
RBBN::HMLN AVE::70	HAMLIN AVENUE	135TH STREET	LINCOLN LANE	20,551	37	2024	$73,569
RBBN::HRDNG AVE::10	HARDING AVENUE	135TH STREET	LINCOLN LANE	20,488	38	2024	$69,247
RBBN::KDVL AVE::40	KEDVALE AVENUE	137TH STREET	END	5,821	52	2024	$7,903
RBBN::KSTNR AVE::20	KOSTNER AVENUE	134TH STREET	LINCOLN LANE	9,320	36	2024	$35,228
RBBN::LNCLN LN::130	LINCOLN LANE	LAWNDALE AVENUE	MONTICELLO AVENUE	8,180	36	2024	$30,921
RBBN::LYD AVE::30	LYDIA AVENUE	LYDIA COURT	HENDRICKS AVENUE	7,385	51	2024	$10,370
RBBN::LYD AVE::50	LYDIA AVENUE	MCBREEN AVENUE	GLEEN AVENUE	7,253	35	2024	$28,866
RBBN::RCHMND ST::40	RICHMOND STREET	CLAIRE BOULEVARD	END	10,019	37	2024	$35,865
RBBN::SPRGFD AVE::10	SPRINGFIELD AVENUE	135TH STREET	LINCOLN LANE	20,518	35	2024	$81,662
RBBN::TRMBLL AVE::10	TRUMBULL AVENUE	CLAIRE BOULEVARD	137TH STREET	32,331	37	2024	$115,743
RBBN::134TH PL::10	134TH PLACE	CENTRAL PARK AVENUE	CLIFFORD AVENUE	8,509	32	2025	$38,616
RBBN::134TH ST::20	134TH STREET	KOLIN AVENUE	KILDARE AVENUE	8,270	32	2025	$37,527

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
RBBN::135TH PL::20	135TH PLACE	KEYSTONE AVENUE	KARLOV AVENUE	8,764	53	2025	$10,959
RBBN::135TH ST::10	135TH STREET	KOSTNER AVENUE	KOLIN AVENUE	16,969	53	2025	$21,218
RBBN::135TH ST::190	135TH STREET	HOMAN AVENUE	TURNER AVENUE	15,130	51	2025	$21,655
RBBN::135TH ST::80	135TH STREET	KOMENSKI AVENUE	135TH STREET	21,483	54	2025	$25,217
RBBN::139TH ST::170	139TH STREET	TROY AVENUE	ALBANY AVENUE	14,802	51	2025	$21,186
RBBN::139TH ST::30	139TH STREET	HAMLIN AVENUE	RIDGEWAY AVENUE	15,209	53	2025	$19,017
RBBN::140TH ST::20	140TH STREET	AVERS AVENUE	END	6,112	52	2025	$8,427
RBBN::CTL PK AVE::20	CENTRAL PARK AVENUE	140TH PLACE	140TH STREET	8,696	33	2025	$37,723
RBBN::GRC AVE::70	GRACE AVENUE	ALIDIA AVENUE	139TH STREET	25,358	52	2025	$33,441
RBBN::HMLN AVE::80	HAMLIN AVENUE	LINCOLN LANE	END	3,481	31	2025	$16,493
RBBN::KNN RD::20	KINNE ROAD	NELSON AVENUE	EMERY LANE	5,606	32	2025	$25,439
RBBN::KYSTN AVE::30	KEYSTONE AVENUE	137TH STREET	136TH PLACE	8,079	51	2025	$11,563
RBBN::LNCLN LN::10	LINCOLN LANE	KOSTNER AVENUE	KOLIN AVENUE	8,167	51	2025	$11,690
RBBN::LNCLN LN::120	LINCOLN LANE	RIDGEWAY AVENUE	LAWNDALE AVENUE	8,822	33	2025	$38,270
RBBN::LNCLN LN::140	LINCOLN LANE	MONTICELLO AVENUE	CENTRAL PARK AVENUE	8,643	30	2025	$42,679
RBBN::LNCLN LN::20	LINCOLN LANE	KOLIN AVENUE	KILDARE AVENUE	8,357	52	2025	$11,522
RBBN::LWNDL AVE::20	LAWNDALE AVENUE	141ST STREET	140TH PLACE	8,641	31	2025	$40,941
RBBN::LWNDL AVE::30	LAWNDALE AVENUE	140TH PLACE	140TH STREET	8,487	30	2025	$41,910
RBBN::LWNDL AVE::60	LAWNDALE AVENUE	139TH STREET	138TH STREET	17,423	33	2025	$75,581
RBBN::NLSN AVE::10	NELSON AVENUE	GRACE AVENUE	KINNE ROAD	26,315	33	2025	$114,153
RBBN::SCHL ST::10	SCHOOL STREET	AVERS AVENUE	HAMLIN AVENUE	8,524	33	2025	$36,979
RBBN::TC AVE::30	UTICA AVENUE	139TH STREET	138TH STREET	17,423	29	2025	$89,520
RBBN::TRMBLL AVE::50	TRUMBULL AVENUE	135TH PLACE	135TH STREET	8,671	32	2025	$39,347
RBBN::W 136TH ST::30	W 136TH STREET	SAWYER AVENUE	END	6,515	34	2025	$26,960
RBBN::134TH PL::20	134TH PLACE	CLIFFORD AVENUE	ST LOUIS AVENUE	8,989	28	2026	$49,424
RBBN::135TH ST::120	135TH STREET	LAWNDALE AVENUE	MONTICELLO AVENUE	14,360	52	2026	$19,239
RBBN::135TH ST::20	135TH STREET	KOLIN AVENUE	KILDARE AVENUE	16,247	54	2026	$18,938
RBBN::135TH ST::200	135TH STREET	TURNER AVENUE	SPAULDING AVENUE	14,589	53	2026	$18,362
RBBN::135TH ST::210	135TH STREET	SPAULDING AVENUE	SAWYER AVENUE	15,020	54	2026	$17,507
RBBN::135TH ST::220	135TH STREET	SAWYER AVENUE	KEDZIE AVENUE	14,804	53	2026	$18,634
RBBN::135TH ST::30	135TH STREET	KILDARE AVENUE	TRIPP AVENUE	16,676	54	2026	$19,438
RBBN::135TH ST::70	135TH STREET	KARLOV AVENUE	KOMENSKI AVENUE	16,477	54	2026	$19,205
RBBN::135TH ST::93	135TH STREET	PULASKI ROAD	HARDING AVENUE	22,687	53	2026	$28,555
RBBN::135TH ST::97	135TH STREET	SPRINGFIELD AVENUE	AVERS AVENUE	14,811	54	2026	$17,264
RBBN::137TH ST::03	137TH STREET	KEELER AVENUE	KEDVALE AVENUE	6,255	53	2026	$7,872
RBBN::137TH ST::30	137TH STREET	KEDZIE AVENUE	TROY AVENUE	8,651	29	2026	$45,834
RBBN::140TH ST::30	140TH STREET	HAMLIN AVENUE	LAWNDALE AVENUE	17,444	27	2026	$99,398
RBBN::GRC AVE::30	GRACE AVENUE	LYDIA AVENUE	EMERY LANE	6,468	27	2026	$36,854
RBBN::HMLN AVE::05	HAMLIN AVENUE	141ST STREET	140TH PLACE	8,619	26	2026	$50,835
RBBN::HMLN AVE::07	HAMLIN AVENUE	140TH PLACE	140TH STREET	8,417	53	2026	$10,594
RBBN::HMLN AVE::65	HAMLIN AVENUE	136TH STREET	135TH STREET	17,548	28	2026	$96,479
RBBN::MNTCLL AVE::50	MONTICELLO AVENUE	135TH STREET	LINCOLN LANE	20,753	26	2026	$122,405
RBBN::SPLDNG AVE::10	SPAULDING AVENUE	KEDZIE AVENUE	END	16,394	26	2026	$96,693
RBBN::SPLDNG AVE::30	SPAULDING AVENUE	137TH STREET	136TH STREET	16,393	27	2026	$93,411
RBBN::W 136TH ST::10	W 136TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	13,304	53	2026	$16,745
RBBN::135TH ST::100	135TH STREET	HAMLIN AVENUE	RIDGEWAY AVENUE	15,058	51	2027	$20,954
RBBN::135TH ST::110	135TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	15,327	51	2027	$21,327
RBBN::135TH ST::40	135TH STREET	TRIPP AVENUE	END	10,844	53	2027	$14,195
RBBN::135TH ST::50	135TH STREET	START	KEDVALE AVENUE	17,152	51	2027	$23,868
RBBN::135TH ST::60	135TH STREET	KEDVALE AVENUE	KARLOV AVENUE	15,987	51	2027	$22,246
RBBN::135TH ST::90	135TH STREET	135TH STREET	PULASKI ROAD	339	53	2027	$444
RBBN::135TH ST::95	135TH STREET	HARDING AVENUE	SPRINGFIELD AVENUE	19,358	53	2027	$25,339
RBBN::135TH ST::99	135TH STREET	AVERS AVENUE	HAMLIN AVENUE	14,937	53	2027	$19,552
RBBN::138TH ST::70	138TH STREET	SAWYER AVENUE	KEDZIE AVENUE	8,597	22	2027	$57,227
RBBN::139TH PL::10	139TH PLACE	AVERS AVENUE	HAMLIN AVENUE	8,544	22	2027	$56,869
RBBN::142ND ST::10	142ND STREET	HAMLIN AVENUE	141ST STREET	21,639	22	2027	$144,033
RBBN::A ST::10	A STREET	RICHARDSON AVENUE	REEVES ROAD	22,336	23	2027	$144,202
RBBN::AVRS AVE::20	AVERS AVENUE	140TH STREET	139TH PLACE	8,849	22	2027	$58,904
RBBN::GRC AVE::20	GRACE AVENUE	EMERY LANE	NELSON AVENUE	11,198	23	2027	$72,297
RBBN::HNDRCS AVE::30	HENDRICKS AVENUE	CLAIRE BOULEVARD	GRACE AVENUE	7,150	23	2027	$46,164
RBBN::KDZ AVE::20	KEDZIE AVENUE	SPAULDING AVENUE	TURNER AVENUE	11,671	51	2027	$16,241

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
RBBN::KNN RD::10	KINNE ROAD	GRACE AVENUE	NELSON AVENUE	27,861	53	2027	$36,469
RBBN::SPLDNG AVE::40	SPAULDING AVENUE	136TH STREET	135TH STREET	17,428	22	2027	$116,004
RBBN::135TH ST::270	135TH STREET	RICHMOND STREET	FRANCISCO AVENUE	7,427	21	2028	$50,607
RBBN::137TH PL::10	137TH PLACE	KEDVALE AVENUE	END	5,440	54	2028	$6,648
RBBN::137TH PL::20	137TH PLACE	KEYSTONE AVENUE	END	4,184	54	2028	$5,113
RBBN::138TH ST::10	138TH STREET	KEDVALE AVENUE	END	8,326	54	2028	$10,174
RBBN::AVRS AVE::40	AVERS AVENUE	139TH STREET	SCHOOL STREET	8,563	14	2028	$59,944
RBBN::AVRS AVE::50	AVERS AVENUE	SCHOOL STREET	137TH STREET	13,964	16	2028	$97,753
RBBN::FRNC AVE::10	FRANCISCO AVENUE	135TH ST	CLAIRE BOULEVARD	15,984	16	2028	$111,891
RBBN::HMLN AVE::10	HAMLIN AVENUE	140TH STREET	139TH PLACE	8,880	54	2028	$10,851
RBBN::HMLN AVE::30	HAMLIN AVENUE	139TH STREET	SCHOOL STREET	8,743	54	2028	$10,683
RBBN::HMLN AVE::40	HAMLIN AVENUE	SCHOOL STREET	138TH STREET	8,695	54	2028	$10,624
RBBN::HMLN AVE::60	HAMLIN AVENUE	137TH STREET	136TH STREET	26,873	18	2028	$188,118
RBBN::HNDRCS AVE::10	HENDRICKS AVENUE	LYDIA AVENUE	EMERY LANE	6,692	54	2028	$8,177
RBBN::HNDRCS AVE::20	HENDRICKS AVENUE	LYDIA AVENUE	GRACE AVENUE	18,149	54	2028	$22,176
RBBN::KDZ AVE::10	KEDZIE AVENUE	143RD STREET	SPAULDING AVENUE	15,033	54	2028	$18,369
RBBN::LWNDL AVE::100	LAWNDALE AVENUE	135TH STREET	LINCOLN LANE	20,817	54	2028	$25,436
RBBN::RCHRDS AVE::10	RICHARDSON AVENUE	A STREET	REEVES ROAD	16,562	15	2028	$115,938
RBBN::TRNR AVE::10	TURNER AVENUE	KEDZIE AVENUE	END	35,776	54	2028	$43,714
RBBN::TRNR AVE::20	TURNER AVENUE	137TH STREET	135TH STREET	33,766	54	2028	$41,259
RBBN::W 136TH ST::20	W 136TH STREET	SPAULDING AVENUE	SAWYER AVENUE	8,580	16	2028	$60,061
RBBN::134TH ST::10	134TH STREET	KOSTNER AVENUE	KOLIN AVENUE	8,356	53	2029	$10,430
RBBN::135TH PL::40	135TH PLACE	TRUMBULL AVENUE	HOMAN AVENUE	13,305	53	2029	$16,607
RBBN::135TH ST::150	135TH STREET	ST LOUIS AVENUE	ST LOUIS AVENUE	7,999	53	2029	$9,984
RBBN::136TH ST::10	136TH STREET	KEYSTONE AVENUE	END	12,530	53	2029	$15,639
RBBN::139TH PL::20	139TH PLACE	HAMLIN AVENUE	LAWNDALE AVENUE	17,492	53	2029	$21,833
RBBN::139TH ST::60	139TH STREET	MONTICELLO AVENUE	CENTRAL PARK AVENUE	15,138	53	2029	$18,895
RBBN::140TH ST::40	140TH STREET	LAWNDALE AVENUE	LAWNDALE AVENUE	4,014	53	2029	$5,010
RBBN::CLR BLVD::20	CLAIRE BOULEVARD	SACRAMENTO AVENUE	RICHMOND STREET	8,840	53	2029	$11,033
RBBN::CLR BLVD::30	CLAIRE BOULEVARD	RICHMOND STREET	FRANCISCO AVENUE	8,815	53	2029	$11,003
RBBN::CTL PK AVE::40	CENTRAL PARK AVENUE	139TH PLACE	139TH STREET	8,826	53	2029	$11,016
RBBN::CTL PK AVE::60	CENTRAL PARK AVENUE	138TH STREET	137TH STREET	16,707	53	2029	$20,853
RBBN::CTL PK AVE::80	CENTRAL PARK AVENUE	136TH STREET	135TH STREET	17,632	53	2029	$22,008
RBBN::CTL PK AVE::90	CENTRAL PARK AVENUE	135TH STREET	134TH PLACE	9,093	53	2029	$11,350
RBBN::EMRY LANE::10	EMERY LANE	GRACE AVENUE	HENDRICKS AVENUE	14,774	53	2029	$18,440
RBBN::GRC AVE::40	GRACE AVENUE	LYDIA AVENUE	HENDRICKS AVENUE	17,670	53	2029	$22,055
RBBN::GRC AVE::50	GRACE AVENUE	HENDRICKS AVENUE	MCBREEN AVENUE	7,667	53	2029	$9,570
RBBN::HMN AVE::30	HOMAN AVENUE	137TH STREET	136TH PLACE	8,155	53	2029	$10,179
RBBN::HMN AVE::50	HOMAN AVENUE	136TH STREET	135TH PLACE	8,846	53	2029	$11,042
RBBN::KDVL AVE::30	KEDVALE AVENUE	137TH PLACE	137TH STREET	7,999	53	2029	$9,985
RBBN::KRLV AVE::20	KARLOV AVENUE	135TH STREET	LINCOLN LANE	25,330	53	2029	$31,616
RBBN::KSTNR AVE::10	KOSTNER AVENUE	CAL SAG ROAD	134TH STREET	7,486	53	2029	$9,344
RBBN::KYSTN AVE::20	KEYSTONE AVENUE	137TH PLACE	137TH STREET	8,074	53	2029	$10,077
RBBN::LNCLN LN::160	LINCOLN LANE	CLIFFORD AVENUE	ST LOUIS AVENUE	8,771	53	2029	$10,948
RBBN::LNCLN LN::30	LINCOLN LANE	KEDVALE AVENUE	END	6,209	53	2029	$7,750
RBBN::LNCLN LN::40	LINCOLN LANE	KEDVALE AVENUE	KARLOV AVENUE	8,365	53	2029	$10,440
RBBN::LNCLN LN::50	LINCOLN LANE	KARLOV AVENUE	KOMENSKI AVENUE	8,637	53	2029	$10,781
RBBN::LWNDL AVE::10	LAWNDALE AVENUE	CLAIRE BOULEVARD	141ST STREET	7,261	53	2029	$9,062
RBBN::LWNDL AVE::40	LAWNDALE AVENUE	140TH STREET	139TH PLACE	8,668	53	2029	$10,819
RBBN::LWNDL AVE::70	LAWNDALE AVENUE	138TH STREET	137TH STREET	12,194	53	2029	$15,220
RBBN::LYD AVE::10	LYDIA AVENUE	CLAIRE BOULEVARD	GRACE AVENUE	12,616	53	2029	$15,747
RBBN::LYD AVE::20	LYDIA AVENUE	GRACE AVENUE	LYDIA COURT	7,396	53	2029	$9,232
RBBN::LYD AVE::40	LYDIA AVENUE	HENDRICKS AVENUE	MCBREEN AVENUE	13,210	53	2029	$16,488
RBBN::LYD AVE::70	LYDIA AVENUE	REEVES ROAD	RICHARDSON AVENUE	17,055	53	2029	$21,288
RBBN::LYD AVE::80	LYDIA AVENUE	RICHARDSON AVENUE	REEVES ROAD	6,624	53	2029	$8,268
RBBN::MCBRN AVE::10	MCBREEN AVENUE	GRACE AVENUE	LYDIA AVENUE	17,450	53	2029	$21,781
RBBN::MNTCLL AVE::10	MONTICELLO AVENUE	139TH STREET	138TH STREET	17,371	53	2029	$21,682
RBBN::MNTCLL AVE::40	MONTICELLO AVENUE	136TH STREET	135TH STREET	17,593	53	2029	$21,959
RBBN::RCHRDS AVE::20	RICHARDSON AVENUE	LYDIA AVENUE	A STREET	6,760	10	2029	$47,321
RBBN::RDGWY AVE::30	RIDGEWAY AVENUE	137TH STREET	136TH STREET	24,512	53	2029	$30,595
RBBN::RVS RD::30	REEVES ROAD	LYDIA AVENUE	RICHARDSON AVENUE	32,014	53	2029	$39,958

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
RBBN::S KLN AVE::20	S KOLIN AVENUE	134TH STREET	LINCOLN LANE	9,250	53	2029	$11,546
RBBN::SCRMNT AVE::30	SACRAMENTO AVENUE	135TH STREET	CLAIRE BOULEVARD	13,216	53	2029	$16,496
RBBN::SPLDNG AVE::20	SPAULDING AVENUE	139TH STREET	CLAIRE BOULEVARD	32,044	53	2029	$39,996
RBBN::ST LS AVE::30	ST LOUIS AVENUE	136TH STREET	135TH STREET	17,691	53	2029	$22,081
RBBN::ST LS AVE::50	ST LOUIS AVENUE	134TH PLACE	LINCOLN LANE	11,286	53	2029	$14,087
RBBN::SWYR AVE::40	SAWYER AVENUE	136TH STREET	135TH STREET	17,357	53	2029	$21,664
RBBN::TRMBLL AVE::20	TRUMBULL AVENUE	137TH STREET	136TH PLACE	8,620	53	2029	$10,760
RBBN::TRPP AVE::10	TRIPP AVENUE	135TH STREET	134TH STREET	15,416	53	2029	$19,242
RBBN::TRPP AVE::20	TRIPP AVENUE	134TH STREET	END	3,585	53	2029	$4,475
RBBN::W 138TH ST::10	W 138TH STREET	UTICA AVENUE	SACRAMENTO AVENUE	8,703	53	2029	$10,863

APPENDIX C – PAVEMENT MAINTENANCE POLICIES AND UNIT COSTS

Table C-1. Recommended Asphalt Pavement Maintenance Policy.

Pavement Distress	Severity	Recommended Maintenance Type	Units
Alligator Cracking	Low	Crack Sealing	FT
Alligator Cracking	Medium	Patching - AC Deep	SF
Alligator Cracking	High	Patching - AC Deep	SF
Block Cracking	Low	Crack Sealing - AC	FT
Block Cracking	Medium	Crack Sealing - AC	FT
Block Cracking	High	Patching - AC Shallow	SF
Bumps and Sags	Medium	Patching - AC Shallow	SF
Bumps and Sags	High	Patching - AC Deep	SF
Corrugation	Medium	Patching - AC Shallow	SF
Corrugation	High	Patching - AC Deep	SF
Depressions	Medium	Patching - AC Deep	SF
Depressions	High	Patching - AC Deep	SF
Edge Cracking	Low	Crack Sealing - AC	FT
Edge Cracking	Medium	Crack Sealing - AC	FT
Edge Cracking	High	Patching - AC Shallow	SF
Joint Reflection Cracking	Low	Crack Sealing - AC	FT
Joint Reflection Cracking	Medium	Crack Sealing - AC	FT
Joint Reflection Cracking	High	Patching - AC Shallow	SF
Lane/Shoulder Dropoff	Medium	Shoulder leveling	FT
Lane/Shoulder Dropoff	High	Shoulder leveling	FT
Long. and Trans. Cracking	Low	Crack Sealing - AC	FT
Long. and Trans. Cracking	Medium	Crack Sealing - AC	FT
Long. and Trans. Cracking	High	Patching - AC Shallow	SF
Patching and Utility Cuts	High	Patching - AC Deep	SF
Potholes	Low	Patching - AC Deep	SF
Potholes	Medium	Patching - AC Deep	SF
Potholes	High	Patching - AC Deep	SF
Rutting	Medium	Patching - AC Shallow	SF
Rutting	High	Patching - AC Deep	SF
Shoving	Medium	Grinding (Localized)	FT
Shoving	High	Grinding (Localized)	FT
Slippage Cracking	Low	Crack Sealing - AC	FT
Slippage Cracking	Medium	Patching - AC Shallow	SF
Slippage Cracking	High	Patching - AC Shallow	SF

Table C-2. Recommended Concrete Pavement Maintenance Policy.

Pavement Distress	Severity	Recommended Maintenance Type	Units
Blow ups	Medium	Patching - PCC Full Depth	SF
Blow ups	High	Patching - PCC Full Depth	SF
Corner Breaks	Low	Crack Sealing - PCC	FT
Corner Breaks	Medium	Patching - PCC Full Depth	FT
Corner Breaks	High	Patching - PCC Full Depth	SF
Divided (Shattered) Slabs	Low	Crack Sealing - PCC	FT
Divided (Shattered) Slabs	Medium	Slab Replacement - PCC	SF
Divided (Shattered) Slabs	High	Slab Replacement - PCC	SF
Durability (D) Cracking	Medium	Patching - PCC Full Depth	SF
Durability (D) Cracking	High	Slab Replacement - PCC	SF
Faulting	Medium	Grinding (Localized)	FT
Faulting	High	Grinding (Localized)	FT
Joint Seal Damage	Medium	Joint Seal (Localized)	FT
Joint Seal Damage	High	Joint Seal (Localized)	FT
Lane/Shoulder Dropoff	Medium	Shoulder leveling	FT
Lane/Shoulder Dropoff	High	Shoulder leveling	FT
Linear Cracking	Low	Crack Sealing - PCC	FT
Linear Cracking	Medium	Crack Sealing - PCC	FT
Linear Cracking	High	Patching - PCC Partial Depth	SF
Patches, Large	High	Patching - PCC Full Depth	SF
Patches, Small	High	Patching - PCC Partial Depth	SF
Punchouts	Medium	Patching - PCC Full Depth	SF
Punchouts	High	Slab Replacement - PCC	SF
Scaling	High	Slab Replacement - PCC	SF
Corner Spalls	Medium	Patching - PCC Partial Depth	SF
Corner Spalls	High	Patching - PCC Partial Depth	SF
Joint Spalls	Medium	Patching - PCC Partial Depth	SF
Joint Spalls	High	Patching - PCC Partial Depth	SF

Table C-3. Estimate Unit Cost for Maintenance Activities.

Maintenance Type	Est. Unit Cost	Units
Crack Sealing - AC	$1.00	FT
Joint Seal - Silicon	$2.75	FT
Crack Sealing - PCC	$1.50	FT
Grinding (Localized)	$4.00	FT
Joint Seal (Localized)	$1.50	FT
Patching - AC Deep	$11.00	SF
Patching - AC Leveling	$1.20	SF
Patching - AC Shallow	$5.50	SF
Patching - PCC Full Depth	$30.00	SF
Patching - PCC Partial Depth	$7.00	SF
Shoulder leveling	$1.20	FT
Slab Replacement - PCC	$20.00	SF

APPENDIX D – TABULATED PREVENTIVE MAINTENANCE RECOMMENDATIONS

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RBBN::134TH PL::30	134TH PLACE	ST LOUIS AVENUE	TRUMBULL AVENUE	8,746	L & T CR	7.1%	Crack Sealing - AC	$617
RBBN::134TH PL::30	134TH PLACE	ST LOUIS AVENUE	TRUMBULL AVENUE	8,746	L & T CR	0.2%	Crack Sealing - AC	$20
RBBN::134TH PL::30	134TH PLACE	ST LOUIS AVENUE	TRUMBULL AVENUE	8,746	EDGE CR	0.8%	Crack Sealing - AC	$66
RBBN::134TH PL::30	134TH PLACE	ST LOUIS AVENUE	TRUMBULL AVENUE	8,746	ALLIGATOR CR	0.2%	Crack Sealing - AC	$10
RBBN::135TH PL::10	135TH PLACE	KARLOV AVENUE	END	6,648	L & T CR	0.7%	Crack Sealing - AC	$46
RBBN::135TH PL::10	135TH PLACE	KARLOV AVENUE	END	6,648	ALLIGATOR CR	0.6%	Patching - AC Deep	$799
RBBN::135TH PL::10	135TH PLACE	KARLOV AVENUE	END	6,648	POTHOLE	0.0%	Patching - AC Deep	$169
RBBN::135TH PL::20	135TH PLACE	KEYSTONE AVENUE	KARLOV AVENUE	8,764	L & T CR	0.8%	Crack Sealing - AC	$72
RBBN::135TH PL::20	135TH PLACE	KEYSTONE AVENUE	KARLOV AVENUE	8,764	L & T CR	1.2%	Crack Sealing - AC	$107
RBBN::135TH ST::10	135TH STREET	KOSTNER AVENUE	KOLIN AVENUE	16,969	L & T CR	0.2%	Crack Sealing - AC	$37
RBBN::135TH ST::10	135TH STREET	KOSTNER AVENUE	KOLIN AVENUE	16,969	L & T CR	0.2%	Crack Sealing - AC	$37
RBBN::135TH ST::10	135TH STREET	KOSTNER AVENUE	KOLIN AVENUE	16,969	RUTTING	0.0%	Patching - AC Shallow	$30
RBBN::135TH ST::110	135TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	15,327	L & T CR	0.1%	Crack Sealing - AC	$16
RBBN::135TH ST::120	135TH STREET	LAWNDALE AVENUE	MONTICELLO AVENUE	14,360	ALLIGATOR CR	0.2%	Patching - AC Deep	$477
RBBN::135TH ST::130	135TH STREET	MONTICELLO AVENUE	CENTRAL PARK AVENUE	15,124	L & T CR	0.5%	Crack Sealing - AC	$76
RBBN::135TH ST::130	135TH STREET	MONTICELLO AVENUE	CENTRAL PARK AVENUE	15,124	L & T CR	0.2%	Crack Sealing - AC	$31
RBBN::135TH ST::130	135TH STREET	MONTICELLO AVENUE	CENTRAL PARK AVENUE	15,124	ALLIGATOR CR	0.4%	Crack Sealing - AC	$28
RBBN::135TH ST::130	135TH STREET	MONTICELLO AVENUE	CENTRAL PARK AVENUE	15,124	ALLIGATOR CR	0.7%	Patching - AC Deep	$1,663
RBBN::135TH ST::130	135TH STREET	MONTICELLO AVENUE	CENTRAL PARK AVENUE	15,124	RUTTING	0.1%	Patching - AC Shallow	$46
RBBN::135TH ST::140	135TH STREET	CENTRAL PARK AVENUE	ST LOUIS AVENUE	22,151	L & T CR	1.1%	Crack Sealing - AC	$247
RBBN::135TH ST::140	135TH STREET	CENTRAL PARK AVENUE	ST LOUIS AVENUE	22,151	ALLIGATOR CR	0.1%	Crack Sealing - AC	$13
RBBN::135TH ST::140	135TH STREET	CENTRAL PARK AVENUE	ST LOUIS AVENUE	22,151	EDGE CR	0.2%	Crack Sealing - AC	$52
RBBN::135TH ST::140	135TH STREET	CENTRAL PARK AVENUE	ST LOUIS AVENUE	22,151	L & T CR	2.1%	Crack Sealing - AC	$471
RBBN::135TH ST::140	135TH STREET	CENTRAL PARK AVENUE	ST LOUIS AVENUE	22,151	ALLIGATOR CR	1.2%	Patching - AC Deep	$3,681
RBBN::135TH ST::140	135TH STREET	CENTRAL PARK AVENUE	ST LOUIS AVENUE	22,151	RUTTING	0.2%	Patching - AC Shallow	$297
RBBN::135TH ST::160	135TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	6,796	EDGE CR	0.3%	Crack Sealing - AC	$22
RBBN::135TH ST::160	135TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	6,796	ALLIGATOR CR	0.1%	Crack Sealing - AC	$5
RBBN::135TH ST::160	135TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	6,796	L & T CR	1.7%	Crack Sealing - AC	$117
RBBN::135TH ST::160	135TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	6,796	L & T CR	1.4%	Crack Sealing - AC	$91
RBBN::135TH ST::160	135TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	6,796	ALLIGATOR CR	0.9%	Patching - AC Deep	$1,041
RBBN::135TH ST::160	135TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	6,796	RUTTING	0.1%	Patching - AC Shallow	$26
RBBN::135TH ST::170	135TH STREET	TRUMBULL AVENUE	TRUMBULL AVENUE	8,241	L & T CR	1.0%	Crack Sealing - AC	$86
RBBN::135TH ST::170	135TH STREET	TRUMBULL AVENUE	TRUMBULL AVENUE	8,241	L & T CR	2.5%	Crack Sealing - AC	$209
RBBN::135TH ST::170	135TH STREET	TRUMBULL AVENUE	TRUMBULL AVENUE	8,241	ALLIGATOR CR	0.4%	Patching - AC Deep	$684
RBBN::135TH ST::170	135TH STREET	TRUMBULL AVENUE	TRUMBULL AVENUE	8,241	RUTTING	0.0%	Patching - AC Shallow	$12
RBBN::135TH ST::180	135TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	14,784	ALLIGATOR CR	0.1%	Crack Sealing - AC	$9
RBBN::135TH ST::180	135TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	14,784	L & T CR	2.7%	Crack Sealing - AC	$395
RBBN::135TH ST::180	135TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	14,784	EDGE CR	0.4%	Crack Sealing - AC	$60
RBBN::135TH ST::180	135TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	14,784	L & T CR	1.7%	Crack Sealing - AC	$247
RBBN::135TH ST::180	135TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	14,784	ALLIGATOR CR	0.5%	Patching - AC Deep	$1,246
RBBN::135TH ST::180	135TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	14,784	RUTTING	0.1%	Patching - AC Shallow	$64

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RBBN::135TH ST::190	135TH STREET	HOMAN AVENUE	TURNER AVENUE	15,130	EDGE CR	0.1%	Crack Sealing - AC	$17
RBBN::135TH ST::190	135TH STREET	HOMAN AVENUE	TURNER AVENUE	15,130	L & T CR	1.8%	Crack Sealing - AC	$274
RBBN::135TH ST::190	135TH STREET	HOMAN AVENUE	TURNER AVENUE	15,130	RUTTING	0.0%	Patching - AC Deep	$25
RBBN::135TH ST::190	135TH STREET	HOMAN AVENUE	TURNER AVENUE	15,130	RUTTING	0.1%	Patching - AC Shallow	$50
RBBN::135TH ST::20	135TH STREET	KOLIN AVENUE	KILDARE AVENUE	16,247	L & T CR	0.9%	Crack Sealing - AC	$153
RBBN::135TH ST::200	135TH STREET	TURNER AVENUE	SPAULDING AVENUE	14,589	L & T CR	1.8%	Crack Sealing - AC	$259
RBBN::135TH ST::210	135TH STREET	SPAULDING AVENUE	SAWYER AVENUE	15,020	L & T CR	1.2%	Crack Sealing - AC	$182
RBBN::135TH ST::220	135TH STREET	SAWYER AVENUE	KEDZIE AVENUE	14,804	L & T CR	1.7%	Crack Sealing - AC	$246
RBBN::135TH ST::230	135TH STREET	KEDZIE AVENUE	WOODLAWN AVENUE	13,565	L & T CR	2.0%	Crack Sealing - AC	$276
RBBN::135TH ST::230	135TH STREET	KEDZIE AVENUE	WOODLAWN AVENUE	13,565	L & T CR	1.6%	Crack Sealing - AC	$215
RBBN::135TH ST::230	135TH STREET	KEDZIE AVENUE	WOODLAWN AVENUE	13,565	RUTTING	0.0%	Patching - AC Shallow	$27
RBBN::135TH ST::240	135TH STREET	WOODLAWN AVENUE	CLAIRE BOULEVARD	12,883	ALLIGATOR CR	1.1%	Crack Sealing - AC	$57
RBBN::135TH ST::240	135TH STREET	WOODLAWN AVENUE	CLAIRE BOULEVARD	12,883	L & T CR	1.9%	Crack Sealing - AC	$246
RBBN::135TH ST::240	135TH STREET	WOODLAWN AVENUE	CLAIRE BOULEVARD	12,883	L & T CR	0.5%	Crack Sealing - AC	$62
RBBN::135TH ST::250	135TH STREET	CLAIRE BOULEVARD	SACRAMENTO AVENUE	33,295	L & T CR	2.0%	Crack Sealing - AC	$676
RBBN::135TH ST::250	135TH STREET	CLAIRE BOULEVARD	SACRAMENTO AVENUE	33,295	ALLIGATOR CR	0.1%	Crack Sealing - AC	$17
RBBN::135TH ST::250	135TH STREET	CLAIRE BOULEVARD	SACRAMENTO AVENUE	33,295	L & T CR	0.5%	Crack Sealing - AC	$156
RBBN::135TH ST::250	135TH STREET	CLAIRE BOULEVARD	SACRAMENTO AVENUE	33,295	ALLIGATOR CR	0.7%	Patching - AC Deep	$3,222
RBBN::135TH ST::250	135TH STREET	CLAIRE BOULEVARD	SACRAMENTO AVENUE	33,295	BLOCK CR	0.7%	Patching - AC Shallow	$1,334
RBBN::135TH ST::30	135TH STREET	KILDARE AVENUE	TRIPP AVENUE	16,676	L & T CR	0.4%	Crack Sealing - AC	$68
RBBN::135TH ST::30	135TH STREET	KILDARE AVENUE	TRIPP AVENUE	16,676	L & T CR	0.1%	Crack Sealing - AC	$17
RBBN::135TH ST::60	135TH STREET	KEDVALE AVENUE	KARLOV AVENUE	15,987	L & T CR	0.1%	Crack Sealing - AC	$17
RBBN::135TH ST::70	135TH STREET	KARLOV AVENUE	KOMENSKI AVENUE	16,477	L & T CR	0.5%	Crack Sealing - AC	$85
RBBN::135TH ST::70	135TH STREET	KARLOV AVENUE	KOMENSKI AVENUE	16,477	RUTTING	0.0%	Patching - AC Shallow	$27
RBBN::135TH ST::80	135TH STREET	KOMENSKI AVENUE	135TH STREET	21,483	L & T CR	0.7%	Crack Sealing - AC	$153
RBBN::135TH ST::80	135TH STREET	KOMENSKI AVENUE	135TH STREET	21,483	L & T CR	0.4%	Crack Sealing - AC	$85
RBBN::135TH ST::80	135TH STREET	KOMENSKI AVENUE	135TH STREET	21,483	RUTTING	0.0%	Patching - AC Shallow	$19
RBBN::135TH ST::93	135TH STREET	PULASKI ROAD	HARDING AVENUE	22,687	RUTTING	0.0%	Patching - AC Deep	$39
RBBN::135TH ST::97	135TH STREET	SPRINGFIELD AVENUE	AVERS AVENUE	14,811	L & T CR	0.2%	Crack Sealing - AC	$31
RBBN::136TH PL::20	136TH PLACE	TRUMBULL AVENUE	HOMAN AVENUE	13,304	L & T CR	4.7%	Crack Sealing - AC	$627
RBBN::136TH PL::20	136TH PLACE	TRUMBULL AVENUE	HOMAN AVENUE	13,304	L & T CR	0.2%	Crack Sealing - AC	$23
RBBN::137TH ST::03	137TH STREET	KEELER AVENUE	KEDVALE AVENUE	6,255	RUTTING	0.1%	Patching - AC Shallow	$19
RBBN::137TH ST::05	137TH STREET	KEDVALE AVENUE	END	1,901	L & T CR	0.2%	Crack Sealing - AC	$4
RBBN::137TH ST::05	137TH STREET	KEDVALE AVENUE	END	1,901	L & T CR	0.9%	Crack Sealing - AC	$16
RBBN::137TH ST::05	137TH STREET	KEDVALE AVENUE	END	1,901	ALLIGATOR CR	0.6%	Patching - AC Deep	$321
RBBN::137TH ST::05	137TH STREET	KEDVALE AVENUE	END	1,901	ALLIGATOR CR	0.3%	Patching - AC Deep	$221
RBBN::137TH ST::10	137TH STREET	KEYSTONE AVENUE	END	6,805	POTHOLE	0.1%	Patching - AC Deep	$345
RBBN::137TH ST::20	137TH STREET	KEYSTONE AVENUE	END	8,672	ALLIGATOR CR	1.3%	Crack Sealing - AC	$49
RBBN::137TH ST::20	137TH STREET	KEYSTONE AVENUE	END	8,672	EDGE CR	0.1%	Crack Sealing - AC	$11
RBBN::137TH ST::20	137TH STREET	KEYSTONE AVENUE	END	8,672	L & T CR	0.6%	Crack Sealing - AC	$53
RBBN::137TH ST::20	137TH STREET	KEYSTONE AVENUE	END	8,672	L & T CR	1.2%	Crack Sealing - AC	$107

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RBBN::137TH ST::20	137TH STREET	KEYSTONE AVENUE	END	8,672	POTHOLE	0.0%	Patching - AC Deep	$132
RBBN::137TH ST::20	137TH STREET	KEYSTONE AVENUE	END	8,672	ALLIGATOR CR	0.5%	Patching - AC Deep	$746
RBBN::137TH ST::20	137TH STREET	KEYSTONE AVENUE	END	8,672	RUTTING	0.1%	Patching - AC Shallow	$26
RBBN::139TH ST::10	139TH STREET	SRINGFIELD AVENUE	AVERS AVENUE	15,040	L & T CR	1.4%	Crack Sealing - AC	$212
RBBN::139TH ST::10	139TH STREET	SRINGFIELD AVENUE	AVERS AVENUE	15,040	L & T CR	1.0%	Crack Sealing - AC	$152
RBBN::139TH ST::10	139TH STREET	SRINGFIELD AVENUE	AVERS AVENUE	15,040	ALLIGATOR CR	0.9%	Crack Sealing - AC	$58
RBBN::139TH ST::100	139TH STREET	CLAIRE BOULEVARD	GRACE AVENUE	14,610	L & T CR	2.3%	Crack Sealing - AC	$334
RBBN::139TH ST::100	139TH STREET	CLAIRE BOULEVARD	GRACE AVENUE	14,610	ALLIGATOR CR	0.2%	Crack Sealing - AC	$19
RBBN::139TH ST::100	139TH STREET	CLAIRE BOULEVARD	GRACE AVENUE	14,610	EDGE CR	0.2%	Crack Sealing - AC	$27
RBBN::139TH ST::100	139TH STREET	CLAIRE BOULEVARD	GRACE AVENUE	14,610	L & T CR	2.7%	Crack Sealing - AC	$399
RBBN::139TH ST::100	139TH STREET	CLAIRE BOULEVARD	GRACE AVENUE	14,610	ALLIGATOR CR	0.2%	Patching - AC Deep	$659
RBBN::139TH ST::110	139TH STREET	GRACE AVENUE	HOMAN AVENUE	4,495	EDGE CR	0.4%	Crack Sealing - AC	$17
RBBN::139TH ST::110	139TH STREET	GRACE AVENUE	HOMAN AVENUE	4,495	L & T CR	0.7%	Crack Sealing - AC	$30
RBBN::139TH ST::110	139TH STREET	GRACE AVENUE	HOMAN AVENUE	4,495	L & T CR	1.0%	Crack Sealing - AC	$46
RBBN::139TH ST::110	139TH STREET	GRACE AVENUE	HOMAN AVENUE	4,495	ALLIGATOR CR	0.2%	Patching - AC Deep	$304
RBBN::139TH ST::120	139TH STREET	HOMAN AVENUE	TURNER	14,729	L & T CR	1.0%	Crack Sealing - AC	$154
RBBN::139TH ST::120	139TH STREET	HOMAN AVENUE	TURNER	14,729	L & T CR	5.6%	Crack Sealing - AC	$822
RBBN::139TH ST::120	139TH STREET	HOMAN AVENUE	TURNER	14,729	ALLIGATOR CR	0.1%	Patching - AC Deep	$343
RBBN::139TH ST::140	139TH STREET	SPAULDING AVENUE	SAWYER AVENUE	14,503	ALLIGATOR CR	0.7%	Crack Sealing - AC	$45
RBBN::139TH ST::140	139TH STREET	SPAULDING AVENUE	SAWYER AVENUE	14,503	L & T CR	0.4%	Crack Sealing - AC	$62
RBBN::139TH ST::140	139TH STREET	SPAULDING AVENUE	SAWYER AVENUE	14,503	L & T CR	4.8%	Crack Sealing - AC	$701
RBBN::139TH ST::150	139TH STREET	SAWYER AVENUE	KEDZIE AVENUE	14,863	ALLIGATOR CR	0.2%	Crack Sealing - AC	$17
RBBN::139TH ST::150	139TH STREET	SAWYER AVENUE	KEDZIE AVENUE	14,863	L & T CR	3.5%	Crack Sealing - AC	$522
RBBN::139TH ST::150	139TH STREET	SAWYER AVENUE	KEDZIE AVENUE	14,863	ALLIGATOR CR	0.5%	Patching - AC Deep	$1,148
RBBN::139TH ST::150	139TH STREET	SAWYER AVENUE	KEDZIE AVENUE	14,863	RUTTING	0.1%	Patching - AC Shallow	$40
RBBN::139TH ST::160	139TH STREET	KEDZIE AVENUE	TROY AVENUE	15,188	EDGE CR	0.3%	Crack Sealing - AC	$52
RBBN::139TH ST::160	139TH STREET	KEDZIE AVENUE	TROY AVENUE	15,188	ALLIGATOR CR	0.8%	Crack Sealing - AC	$51
RBBN::139TH ST::160	139TH STREET	KEDZIE AVENUE	TROY AVENUE	15,188	L & T CR	4.2%	Crack Sealing - AC	$641
RBBN::139TH ST::160	139TH STREET	KEDZIE AVENUE	TROY AVENUE	15,188	L & T CR	1.2%	Crack Sealing - AC	$183
RBBN::139TH ST::170	139TH STREET	TROY AVENUE	ALBANY AVENUE	14,802	L & T CR	1.5%	Crack Sealing - AC	$218
RBBN::139TH ST::170	139TH STREET	TROY AVENUE	ALBANY AVENUE	14,802	ALLIGATOR CR	0.1%	Crack Sealing - AC	$13
RBBN::139TH ST::170	139TH STREET	TROY AVENUE	ALBANY AVENUE	14,802	L & T CR	0.4%	Crack Sealing - AC	$61
RBBN::139TH ST::180	139TH STREET	ALBANY AVENUE	UTICA AVENUE	15,218	L & T CR	2.2%	Crack Sealing - AC	$339
RBBN::139TH ST::180	139TH STREET	ALBANY AVENUE	UTICA AVENUE	15,218	ALLIGATOR CR	0.7%	Crack Sealing - AC	$48
RBBN::139TH ST::180	139TH STREET	ALBANY AVENUE	UTICA AVENUE	15,218	L & T CR	0.2%	Crack Sealing - AC	$31
RBBN::139TH ST::190	139TH STREET	UTICA AVENUE	139TH STREET	5,781	L & T CR	2.0%	Crack Sealing - AC	$117
RBBN::139TH ST::190	139TH STREET	UTICA AVENUE	139TH STREET	5,781	L & T CR	0.4%	Crack Sealing - AC	$20
RBBN::139TH ST::190	139TH STREET	UTICA AVENUE	139TH STREET	5,781	RUTTING	0.5%	Patching - AC Shallow	$159
RBBN::139TH ST::20	139TH STREET	AVERS AVENUE	HAMLIN AVENUE	14,638	L & T CR	2.9%	Crack Sealing - AC	$423
RBBN::139TH ST::20	139TH STREET	AVERS AVENUE	HAMLIN AVENUE	14,638	ALLIGATOR CR	0.3%	Crack Sealing - AC	$20
RBBN::139TH ST::20	139TH STREET	AVERS AVENUE	HAMLIN AVENUE	14,638	L & T CR	0.4%	Crack Sealing - AC	$62

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RBBN::139TH ST::20	139TH STREET	AVERS AVENUE	HAMLIN AVENUE	14,638	EDGE CR	0.4%	Crack Sealing - AC	$57
RBBN::139TH ST::30	139TH STREET	HAMLIN AVENUE	RIDGEWAY AVENUE	15,209	L & T CR	0.2%	Crack Sealing - AC	$31
RBBN::139TH ST::30	139TH STREET	HAMLIN AVENUE	RIDGEWAY AVENUE	15,209	ALLIGATOR CR	0.9%	Crack Sealing - AC	$57
RBBN::139TH ST::40	139TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	15,144	ALLIGATOR CR	2.5%	Crack Sealing - AC	$139
RBBN::139TH ST::40	139TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	15,144	L & T CR	0.4%	Crack Sealing - AC	$62
RBBN::139TH ST::50	139TH STREET	LAWNDALE AVENUE	MONTICELLO AVENUE	14,932	ALLIGATOR CR	0.8%	Crack Sealing - AC	$51
RBBN::139TH ST::50	139TH STREET	LAWNDALE AVENUE	MONTICELLO AVENUE	14,932	L & T CR	4.9%	Crack Sealing - AC	$730
RBBN::139TH ST::50	139TH STREET	LAWNDALE AVENUE	MONTICELLO AVENUE	14,932	L & T CR	0.2%	Crack Sealing - AC	$31
RBBN::139TH ST::50	139TH STREET	LAWNDALE AVENUE	MONTICELLO AVENUE	14,932	EDGE CR	0.7%	Crack Sealing - AC	$106
RBBN::139TH ST::70	139TH STREET	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	14,885	L & T CR	2.1%	Crack Sealing - AC	$306
RBBN::139TH ST::70	139TH STREET	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	14,885	EDGE CR	0.3%	Crack Sealing - AC	$49
RBBN::139TH ST::70	139TH STREET	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	14,885	L & T CR	4.1%	Crack Sealing - AC	$607
RBBN::139TH ST::70	139TH STREET	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	14,885	ALLIGATOR CR	0.6%	Crack Sealing - AC	$37
RBBN::139TH ST::80	139TH STREET	CLIFTON PARK AVENUE	ST LOUIS AVENUE	14,898	L & T CR	0.6%	Crack Sealing - AC	$93
RBBN::139TH ST::80	139TH STREET	CLIFTON PARK AVENUE	ST LOUIS AVENUE	14,898	L & T CR	6.1%	Crack Sealing - AC	$910
RBBN::139TH ST::80	139TH STREET	CLIFTON PARK AVENUE	ST LOUIS AVENUE	14,898	EDGE CR	1.0%	Crack Sealing - AC	$150
RBBN::139TH ST::90	139TH STREET	ST LOUIS AVENUE	CLAIRE BOULEVARD	10,829	L & T CR	3.1%	Crack Sealing - AC	$331
RBBN::139TH ST::90	139TH STREET	ST LOUIS AVENUE	CLAIRE BOULEVARD	10,829	L & T CR	0.4%	Crack Sealing - AC	$37
RBBN::140TH PL::20	140TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	13,415	BLOCK CR	1.6%	Crack Sealing - AC	$66
RBBN::140TH PL::20	140TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	13,415	L & T CR	0.1%	Crack Sealing - AC	$18
RBBN::140TH PL::20	140TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	13,415	ALLIGATOR CR	0.0%	Crack Sealing - AC	$6
RBBN::140TH PL::20	140TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	13,415	POTHOLE	0.0%	Patching - AC Deep	$132
RBBN::140TH PL::20	140TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	13,415	ALLIGATOR CR	0.2%	Patching - AC Deep	$643
RBBN::140TH PL::20	140TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	13,415	RUTTING	1.1%	Patching - AC Shallow	$835
RBBN::140TH ST::20	140TH STREET	AVERS AVENUE	END	6,112	L & T CR	2.4%	Crack Sealing - AC	$145
RBBN::140TH ST::20	140TH STREET	AVERS AVENUE	END	6,112	L & T CR	1.0%	Crack Sealing - AC	$63
RBBN::ALBNY AVE::20	ALBANY AVENUE	139TH STREET	139TH PLACE	8,555	L & T CR	1.7%	Crack Sealing - AC	$148
RBBN::ALBNY AVE::20	ALBANY AVENUE	139TH STREET	139TH PLACE	8,555	L & T CR	1.4%	Crack Sealing - AC	$118
RBBN::ALBNY AVE::20	ALBANY AVENUE	139TH STREET	139TH PLACE	8,555	ALLIGATOR CR	0.4%	Crack Sealing - AC	$17
RBBN::ALBNY AVE::20	ALBANY AVENUE	139TH STREET	139TH PLACE	8,555	ALLIGATOR CR	0.7%	Patching - AC Deep	$1,082
RBBN::ALD AVE::10	ALIDIA AVENUE	CLAIRE BOULEVARD	GRACE AVENUE	9,891	ALLIGATOR CR	0.2%	Crack Sealing - AC	$14
RBBN::ALD AVE::10	ALIDIA AVENUE	CLAIRE BOULEVARD	GRACE AVENUE	9,891	L & T CR	0.4%	Crack Sealing - AC	$35
RBBN::ALD AVE::10	ALIDIA AVENUE	CLAIRE BOULEVARD	GRACE AVENUE	9,891	L & T CR	1.3%	Crack Sealing - AC	$124
RBBN::ALD AVE::10	ALIDIA AVENUE	CLAIRE BOULEVARD	GRACE AVENUE	9,891	ALLIGATOR CR	0.2%	Patching - AC Deep	$376
RBBN::AVRS AVE::30	AVERS AVENUE	139TH PLACE	139TH STREET	8,246	L & T CR	2.8%	Crack Sealing - AC	$230
RBBN::AVRS AVE::30	AVERS AVENUE	139TH PLACE	139TH STREET	8,246	ALLIGATOR CR	0.9%	Crack Sealing - AC	$33
RBBN::AVRS AVE::30	AVERS AVENUE	139TH PLACE	139TH STREET	8,246	L & T CR	0.9%	Crack Sealing - AC	$72
RBBN::AVRS AVE::30	AVERS AVENUE	139TH PLACE	139TH STREET	8,246	ALLIGATOR CR	0.9%	Patching - AC Deep	$1,261
RBBN::CLFTPK AVE::10	CLIFTON PARK AVENUE	139TH STREET	138TH STREET	17,139	ALLIGATOR CR	0.3%	Crack Sealing - AC	$23
RBBN::CLFTPK AVE::10	CLIFTON PARK AVENUE	139TH STREET	138TH STREET	17,139	EDGE CR	0.2%	Crack Sealing - AC	$33
RBBN::CLFTPK AVE::10	CLIFTON PARK AVENUE	139TH STREET	138TH STREET	17,139	RUTTING	0.1%	Patching - AC Deep	$102

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RBBN::CLFTPK AVE::10	CLIFTON PARK AVENUE	139TH STREET	138TH STREET	17,139	ALLIGATOR CR	2.1%	Patching - AC Deep	$4,926
RBBN::CLFTPK AVE::10	CLIFTON PARK AVENUE	139TH STREET	138TH STREET	17,139	RUTTING	1.2%	Patching - AC Shallow	$1,151
RBBN::CLFTPK AVE::20	CLIFTON PARK AVENUE	138TH STREET	137TH STREET	17,607	L & T CR	0.2%	Crack Sealing - AC	$40
RBBN::CLFTPK AVE::20	CLIFTON PARK AVENUE	138TH STREET	137TH STREET	17,607	ALLIGATOR CR	0.1%	Crack Sealing - AC	$9
RBBN::CLFTPK AVE::20	CLIFTON PARK AVENUE	138TH STREET	137TH STREET	17,607	EDGE CR	0.1%	Crack Sealing - AC	$13
RBBN::CLFTPK AVE::20	CLIFTON PARK AVENUE	138TH STREET	137TH STREET	17,607	ALLIGATOR CR	0.7%	Patching - AC Deep	$1,950
RBBN::CLFTPK AVE::20	CLIFTON PARK AVENUE	138TH STREET	137TH STREET	17,607	RUTTING	0.7%	Patching - AC Shallow	$685
RBBN::CLR BLVD::10	CLAIRE BOULEVARD	135TH STREET	SACRAMENTO AVENUE	50,844	ALLIGATOR CR	0.8%	Crack Sealing - AC	$155
RBBN::CLR BLVD::10	CLAIRE BOULEVARD	135TH STREET	SACRAMENTO AVENUE	50,844	L & T CR	0.9%	Crack Sealing - AC	$440
RBBN::CLR BLVD::10	CLAIRE BOULEVARD	135TH STREET	SACRAMENTO AVENUE	50,844	EDGE CR	0.3%	Crack Sealing - AC	$144
RBBN::CLR BLVD::10	CLAIRE BOULEVARD	135TH STREET	SACRAMENTO AVENUE	50,844	L & T CR	2.5%	Crack Sealing - AC	$1,266
RBBN::CLR BLVD::10	CLAIRE BOULEVARD	135TH STREET	SACRAMENTO AVENUE	50,844	ALLIGATOR CR	3.1%	Patching - AC Deep	$18,846
RBBN::CLSG RD::10	CAL SAG ROAD	S KOLIN AVENUE	KSTNR AVE	6,983	LINEAR CR	4.8%	Crack Sealing - PCC	$40
RBBN::CLSG RD::10	CAL SAG ROAD	S KOLIN AVENUE	KSTNR AVE	6,983	DIVIDED SLAB	4.8%	Crack Sealing - PCC	$80
RBBN::CLSG RD::10	CAL SAG ROAD	S KOLIN AVENUE	KSTNR AVE	6,983	LINEAR CR	4.8%	Crack Sealing - PCC	$40
RBBN::CLSG RD::10	CAL SAG ROAD	S KOLIN AVENUE	KSTNR AVE	6,983	JT SEAL DMG	100.0%	Joint Seal (Localized)	$1,122
RBBN::CTL PK AVE::10	CENTRAL PARK AVENUE	CLAIRE BOULEVARD	140TH PLACE	540	ALLIGATOR CR	0.3%	Crack Sealing - AC	$3
RBBN::CTL PK AVE::10	CENTRAL PARK AVENUE	CLAIRE BOULEVARD	140TH PLACE	540	L & T CR	0.4%	Crack Sealing - AC	$2
RBBN::CTL PK AVE::10	CENTRAL PARK AVENUE	CLAIRE BOULEVARD	140TH PLACE	540	ALLIGATOR CR	0.9%	Patching - AC Deep	$197
RBBN::CTL PK AVE::100	CENTRAL PARK AVENUE	134TH PLACE	LINCOLN LANE	11,557	L & T CR	2.9%	Crack Sealing - AC	$333
RBBN::CTL PK AVE::100	CENTRAL PARK AVENUE	134TH PLACE	LINCOLN LANE	11,557	EDGE CR	0.6%	Crack Sealing - AC	$63
RBBN::CTL PK AVE::100	CENTRAL PARK AVENUE	134TH PLACE	LINCOLN LANE	11,557	ALLIGATOR CR	1.1%	Crack Sealing - AC	$54
RBBN::CTL PK AVE::100	CENTRAL PARK AVENUE	134TH PLACE	LINCOLN LANE	11,557	ALLIGATOR CR	5.6%	Patching - AC Deep	$8,289
RBBN::CTL PK AVE::70	CENTRAL PARK AVENUE	137TH STREET	136TH STREET	17,494	ALLIGATOR CR	2.2%	Crack Sealing - AC	$141
RBBN::CTL PK AVE::70	CENTRAL PARK AVENUE	137TH STREET	136TH STREET	17,494	L & T CR	0.4%	Crack Sealing - AC	$61
RBBN::CTL PK AVE::70	CENTRAL PARK AVENUE	137TH STREET	136TH STREET	17,494	EDGE CR	0.3%	Crack Sealing - AC	$43
RBBN::CTL PK AVE::70	CENTRAL PARK AVENUE	137TH STREET	136TH STREET	17,494	L & T CR	1.4%	Crack Sealing - AC	$239
RBBN::CTL PK AVE::70	CENTRAL PARK AVENUE	137TH STREET	136TH STREET	17,494	ALLIGATOR CR	1.9%	Patching - AC Deep	$4,529
RBBN::GRC AVE::70	GRACE AVENUE	ALIDIA AVENUE	139TH STREET	25,358	BLOCK CR	8.3%	Crack Sealing - AC	$645
RBBN::GRC AVE::70	GRACE AVENUE	ALIDIA AVENUE	139TH STREET	25,358	PATCH/UT CUT	0.3%	Patching - AC Deep	$1,154
RBBN::HMLN AVE::07	HAMLIN AVENUE	140TH PLACE	140TH STREET	8,417	RUTTING	0.1%	Patching - AC Shallow	$29
RBBN::HMLN AVE::20	HAMLIN AVENUE	139TH PLACE	139TH STREET	8,387	L & T CR	0.9%	Crack Sealing - AC	$72
RBBN::HMLN AVE::20	HAMLIN AVENUE	139TH PLACE	139TH STREET	8,387	L & T CR	0.4%	Crack Sealing - AC	$36
RBBN::HMLN AVE::20	HAMLIN AVENUE	139TH PLACE	139TH STREET	8,387	ALLIGATOR CR	0.4%	Crack Sealing - AC	$19
RBBN::HMLN AVE::20	HAMLIN AVENUE	139TH PLACE	139TH STREET	8,387	ALLIGATOR CR	0.7%	Patching - AC Deep	$1,015
RBBN::HMLN AVE::50	HAMLIN AVENUE	138TH STREET	137TH STREET	7,453	ALLIGATOR CR	2.0%	Crack Sealing - AC	$60
RBBN::HMLN AVE::50	HAMLIN AVENUE	138TH STREET	137TH STREET	7,453	L & T CR	1.0%	Crack Sealing - AC	$72
RBBN::HMLN AVE::50	HAMLIN AVENUE	138TH STREET	137TH STREET	7,453	L & T CR	0.5%	Crack Sealing - AC	$36
RBBN::HMLN AVE::50	HAMLIN AVENUE	138TH STREET	137TH STREET	7,453	ALLIGATOR CR	0.7%	Patching - AC Deep	$884
RBBN::HMLN AVE::50	HAMLIN AVENUE	138TH STREET	137TH STREET	7,453	PATCH/UT CUT	0.4%	Patching - AC Deep	$583
RBBN::HMN AVE::10	HOMAN AVENUE	139TH STREET	CLAIRE BOULEVARD	12,632	L & T CR	5.3%	Crack Sealing - AC	$672

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RBBN::HMN AVE::10	HOMAN AVENUE	139TH STREET	CLAIRE BOULEVARD	12,632	L & T CR	1.4%	Crack Sealing - AC	$178
RBBN::HMN AVE::10	HOMAN AVENUE	139TH STREET	CLAIRE BOULEVARD	12,632	ALLIGATOR CR	1.7%	Crack Sealing - AC	$86
RBBN::HMN AVE::10	HOMAN AVENUE	139TH STREET	CLAIRE BOULEVARD	12,632	EDGE CR	0.6%	Crack Sealing - AC	$77
RBBN::HMN AVE::10	HOMAN AVENUE	139TH STREET	CLAIRE BOULEVARD	12,632	ALLIGATOR CR	0.1%	Patching - AC Deep	$336
RBBN::KDVL AVE::40	KEDVALE AVENUE	137TH STREET	END	5,821	L & T CR	0.4%	Crack Sealing - AC	$20
RBBN::KDVL AVE::40	KEDVALE AVENUE	137TH STREET	END	5,821	ALLIGATOR CR	0.6%	Crack Sealing - AC	$19
RBBN::KDVL AVE::40	KEDVALE AVENUE	137TH STREET	END	5,821	L & T CR	1.7%	Crack Sealing - AC	$101
RBBN::KDZ AVE::20	KEDZIE AVENUE	SPAULDING AVENUE	TURNER AVENUE	11,671	L & T CR	0.3%	Crack Sealing - AC	$39
RBBN::KLDR AVE::20	KILDARE AVENUE	134TH STREET	LINCOLN LANE	14,897	L & T CR	1.0%	Crack Sealing - AC	$145
RBBN::KLDR AVE::20	KILDARE AVENUE	134TH STREET	LINCOLN LANE	14,897	ALLIGATOR CR	0.5%	Crack Sealing - AC	$33
RBBN::KLDR AVE::20	KILDARE AVENUE	134TH STREET	LINCOLN LANE	14,897	BLOCK CR	10.0%	Crack Sealing - AC	$455
RBBN::KLDR AVE::20	KILDARE AVENUE	134TH STREET	LINCOLN LANE	14,897	L & T CR	1.0%	Crack Sealing - AC	$146
RBBN::KLDR AVE::20	KILDARE AVENUE	134TH STREET	LINCOLN LANE	14,897	ALLIGATOR CR	0.4%	Patching - AC Deep	$1,129
RBBN::KMNSK AVE::10	KOMENSKI AVENUE	135TH STREET	LINCOLN LANE	24,513	L & T CR	0.4%	Crack Sealing - AC	$94
RBBN::KMNSK AVE::10	KOMENSKI AVENUE	135TH STREET	LINCOLN LANE	24,513	EDGE CR	0.5%	Crack Sealing - AC	$123
RBBN::KMNSK AVE::10	KOMENSKI AVENUE	135TH STREET	LINCOLN LANE	24,513	ALLIGATOR CR	0.9%	Crack Sealing - AC	$84
RBBN::KMNSK AVE::10	KOMENSKI AVENUE	135TH STREET	LINCOLN LANE	24,513	L & T CR	0.3%	Crack Sealing - AC	$75
RBBN::KMNSK AVE::10	KOMENSKI AVENUE	135TH STREET	LINCOLN LANE	24,513	ALLIGATOR CR	1.8%	Patching - AC Deep	$5,858
RBBN::KRLV AVE::10	KARLOV AVENUE	135TH PLACE	135TH STREET	8,302	ALLIGATOR CR	0.5%	Crack Sealing - AC	$20
RBBN::KRLV AVE::10	KARLOV AVENUE	135TH PLACE	135TH STREET	8,302	L & T CR	1.1%	Crack Sealing - AC	$90
RBBN::KRLV AVE::10	KARLOV AVENUE	135TH PLACE	135TH STREET	8,302	EDGE CR	0.1%	Crack Sealing - AC	$8
RBBN::KRLV AVE::10	KARLOV AVENUE	135TH PLACE	135TH STREET	8,302	ALLIGATOR CR	1.7%	Patching - AC Deep	$2,071
RBBN::KYSTN AVE::10	KEYSTONE AVENUE	MIDLOTHIAN TPK	137TH PLACE	15,448	L & T CR	2.1%	Crack Sealing - AC	$316
RBBN::KYSTN AVE::10	KEYSTONE AVENUE	MIDLOTHIAN TPK	137TH PLACE	15,448	ALLIGATOR CR	0.3%	Crack Sealing - AC	$24
RBBN::KYSTN AVE::10	KEYSTONE AVENUE	MIDLOTHIAN TPK	137TH PLACE	15,448	L & T CR	3.3%	Crack Sealing - AC	$509
RBBN::KYSTN AVE::10	KEYSTONE AVENUE	MIDLOTHIAN TPK	137TH PLACE	15,448	ALLIGATOR CR	0.1%	Patching - AC Deep	$448
RBBN::KYSTN AVE::30	KEYSTONE AVENUE	137TH STREET	136TH PLACE	8,079	L & T CR	4.2%	Crack Sealing - AC	$336
RBBN::KYSTN AVE::30	KEYSTONE AVENUE	137TH STREET	136TH PLACE	8,079	L & T CR	0.2%	Crack Sealing - AC	$18
RBBN::KYSTN AVE::30	KEYSTONE AVENUE	137TH STREET	136TH PLACE	8,079	ALLIGATOR CR	0.3%	Crack Sealing - AC	$15
RBBN::KYSTN AVE::40	KEYSTONE AVENUE	136TH PLACE	136TH STREET	8,206	L & T CR	5.6%	Crack Sealing - AC	$458
RBBN::KYSTN AVE::40	KEYSTONE AVENUE	136TH PLACE	136TH STREET	8,206	ALLIGATOR CR	0.3%	Crack Sealing - AC	$15
RBBN::KYSTN AVE::40	KEYSTONE AVENUE	136TH PLACE	136TH STREET	8,206	ALLIGATOR CR	1.1%	Patching - AC Deep	$1,412
RBBN::KYSTN AVE::40	KEYSTONE AVENUE	136TH PLACE	136TH STREET	8,206	RUTTING	0.1%	Patching - AC Shallow	$31
RBBN::KYSTN AVE::50	KEYSTONE AVENUE	136TH STREET	135TH PLACE	8,139	L & T CR	2.2%	Crack Sealing - AC	$178
RBBN::KYSTN AVE::50	KEYSTONE AVENUE	136TH STREET	135TH PLACE	8,139	EDGE CR	0.4%	Crack Sealing - AC	$28
RBBN::KYSTN AVE::50	KEYSTONE AVENUE	136TH STREET	135TH PLACE	8,139	L & T CR	1.2%	Crack Sealing - AC	$98
RBBN::KYSTN AVE::50	KEYSTONE AVENUE	136TH STREET	135TH PLACE	8,139	ALLIGATOR CR	0.1%	Crack Sealing - AC	$7
RBBN::KYSTN AVE::50	KEYSTONE AVENUE	136TH STREET	135TH PLACE	8,139	ALLIGATOR CR	0.7%	Patching - AC Deep	$1,025
RBBN::LNCLN LN::10	LINCOLN LANE	KOSTNER AVENUE	KOLIN AVENUE	8,167	L & T CR	0.7%	Crack Sealing - AC	$54
RBBN::LNCLN LN::10	LINCOLN LANE	KOSTNER AVENUE	KOLIN AVENUE	8,167	L & T CR	0.2%	Crack Sealing - AC	$18
RBBN::LNCLN LN::10	LINCOLN LANE	KOSTNER AVENUE	KOLIN AVENUE	8,167	ALLIGATOR CR	0.2%	Crack Sealing - AC	$10

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RBBN::LNCLN LN::10	LINCOLN LANE	KOSTNER AVENUE	KOLIN AVENUE	8,167	RUTTING	0.0%	Patching - AC Shallow	$15
RBBN::LNCLN LN::100	LINCOLN LANE	AVERS AVENUE	END	4,398	L & T CR	0.4%	Crack Sealing - AC	$15
RBBN::LNCLN LN::100	LINCOLN LANE	AVERS AVENUE	END	4,398	L & T CR	4.0%	Crack Sealing - AC	$178
RBBN::LNCLN LN::20	LINCOLN LANE	KOLIN AVENUE	KILDARE AVENUE	8,357	L & T CR	0.7%	Crack Sealing - AC	$54
RBBN::LNCLN LN::20	LINCOLN LANE	KOLIN AVENUE	KILDARE AVENUE	8,357	L & T CR	1.1%	Crack Sealing - AC	$92
RBBN::LNCLN LN::70	LINCOLN LANE	HARDING AVENUE	END	4,489	L & T CR	1.4%	Crack Sealing - AC	$61
RBBN::LNCLN LN::70	LINCOLN LANE	HARDING AVENUE	END	4,489	L & T CR	0.7%	Crack Sealing - AC	$31
RBBN::LNCLN LN::70	LINCOLN LANE	HARDING AVENUE	END	4,489	RUTTING	0.2%	Patching - AC Shallow	$49
RBBN::LNCLN LN::80	LINCOLN LANE	HARDING AVENUE	SPRINGFIELD AVENUE	8,387	L & T CR	2.9%	Crack Sealing - AC	$246
RBBN::LNCLN LN::80	LINCOLN LANE	HARDING AVENUE	SPRINGFIELD AVENUE	8,387	L & T CR	0.6%	Crack Sealing - AC	$54
RBBN::LNCLN LN::80	LINCOLN LANE	HARDING AVENUE	SPRINGFIELD AVENUE	8,387	ALLIGATOR CR	0.3%	Patching - AC Deep	$518
RBBN::LNCLN LN::90	LINCOLN LANE	SPRINGFIELD AVENUE	AVERS AVENUE	8,590	L & T CR	0.2%	Crack Sealing - AC	$18
RBBN::LNCLN LN::90	LINCOLN LANE	SPRINGFIELD AVENUE	AVERS AVENUE	8,590	L & T CR	4.7%	Crack Sealing - AC	$402
RBBN::LYD AVE::30	LYDIA AVENUE	LYDIA COURT	HENDRICKS AVENUE	7,385	ALLIGATOR CR	0.1%	Crack Sealing - AC	$6
RBBN::LYD AVE::30	LYDIA AVENUE	LYDIA COURT	HENDRICKS AVENUE	7,385	L & T CR	1.9%	Crack Sealing - AC	$143
RBBN::LYD AVE::30	LYDIA AVENUE	LYDIA COURT	HENDRICKS AVENUE	7,385	L & T CR	1.9%	Crack Sealing - AC	$143
RBBN::LYD AVE::90	LYDIA AVENUE	REEVES ROAD	139TH STREET	8,833	L & T CR	0.6%	Crack Sealing - AC	$53
RBBN::LYD AVE::90	LYDIA AVENUE	REEVES ROAD	139TH STREET	8,833	ALLIGATOR CR	0.9%	Crack Sealing - AC	$38
RBBN::LYD AVE::90	LYDIA AVENUE	REEVES ROAD	139TH STREET	8,833	L & T CR	2.0%	Crack Sealing - AC	$178
RBBN::LYD AVE::90	LYDIA AVENUE	REEVES ROAD	139TH STREET	8,833	EDGE CR	0.2%	Crack Sealing - AC	$15
RBBN::LYD AVE::90	LYDIA AVENUE	REEVES ROAD	139TH STREET	8,833	ALLIGATOR CR	1.5%	Patching - AC Deep	$2,003
RBBN::LYD AVE::90	LYDIA AVENUE	REEVES ROAD	139TH STREET	8,833	RUTTING	0.0%	Patching - AC Shallow	$15
RBBN::RDGWY AVE::10	RIDGEWAY AVENUE	139TH STREET	138TH STREET	17,658	ALLIGATOR CR	0.9%	Crack Sealing - AC	$63
RBBN::RDGWY AVE::10	RIDGEWAY AVENUE	139TH STREET	138TH STREET	17,658	L & T CR	2.9%	Crack Sealing - AC	$520
RBBN::RDGWY AVE::10	RIDGEWAY AVENUE	139TH STREET	138TH STREET	17,658	L & T CR	0.3%	Crack Sealing - AC	$53
RBBN::RDGWY AVE::10	RIDGEWAY AVENUE	139TH STREET	138TH STREET	17,658	EDGE CR	0.2%	Crack Sealing - AC	$27
RBBN::RDGWY AVE::10	RIDGEWAY AVENUE	139TH STREET	138TH STREET	17,658	ALLIGATOR CR	0.6%	Patching - AC Deep	$1,748
RBBN::RDGWY AVE::10	RIDGEWAY AVENUE	139TH STREET	138TH STREET	17,658	POTHOLE	0.0%	Patching - AC Deep	$132
RBBN::RDGWY AVE::10	RIDGEWAY AVENUE	139TH STREET	138TH STREET	17,658	RUTTING	0.0%	Patching - AC Shallow	$15
RBBN::RDGWY AVE::40	RIDGEWAY AVENUE	136TH STREET	135TH STREET	17,541	L & T CR	3.3%	Crack Sealing - AC	$585
RBBN::RDGWY AVE::40	RIDGEWAY AVENUE	136TH STREET	135TH STREET	17,541	ALLIGATOR CR	1.0%	Crack Sealing - AC	$68
RBBN::RDGWY AVE::40	RIDGEWAY AVENUE	136TH STREET	135TH STREET	17,541	L & T CR	1.6%	Crack Sealing - AC	$280
RBBN::RDGWY AVE::40	RIDGEWAY AVENUE	136TH STREET	135TH STREET	17,541	EDGE CR	0.3%	Crack Sealing - AC	$59
RBBN::RDGWY AVE::40	RIDGEWAY AVENUE	136TH STREET	135TH STREET	17,541	POTHOLE	0.0%	Patching - AC Deep	$148
RBBN::RDGWY AVE::40	RIDGEWAY AVENUE	136TH STREET	135TH STREET	17,541	ALLIGATOR CR	0.9%	Patching - AC Deep	$2,397
RBBN::RDGWY AVE::40	RIDGEWAY AVENUE	136TH STREET	135TH STREET	17,541	RUTTING	0.1%	Patching - AC Shallow	$52
RBBN::RVS RD::10	REEVES ROAD	LYDIA AVENUE	A STREET	24,819	L & T CR	2.3%	Crack Sealing - AC	$568
RBBN::RVS RD::10	REEVES ROAD	LYDIA AVENUE	A STREET	24,819	L & T CR	3.2%	Crack Sealing - AC	$795
RBBN::RVS RD::10	REEVES ROAD	LYDIA AVENUE	A STREET	24,819	ALLIGATOR CR	1.3%	Crack Sealing - AC	$120
RBBN::RVS RD::10	REEVES ROAD	LYDIA AVENUE	A STREET	24,819	ALLIGATOR CR	0.1%	Patching - AC Deep	$701
RBBN::RVS RD::10	REEVES ROAD	LYDIA AVENUE	A STREET	24,819	RUTTING	0.0%	Patching - AC Shallow	$15

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RBBN::S KLN AVE::10	S KOLIN AVENUE	135TH STREET	134TH STREET	9,421	EDGE CR	0.2%	Crack Sealing - AC	$18
RBBN::S KLN AVE::10	S KOLIN AVENUE	135TH STREET	134TH STREET	9,421	L & T CR	0.7%	Crack Sealing - AC	$66
RBBN::S KLN AVE::10	S KOLIN AVENUE	135TH STREET	134TH STREET	9,421	L & T CR	0.2%	Crack Sealing - AC	$22
RBBN::S KLN AVE::10	S KOLIN AVENUE	135TH STREET	134TH STREET	9,421	RUTTING	0.0%	Patching - AC Deep	$17
RBBN::S KLN AVE::10	S KOLIN AVENUE	135TH STREET	134TH STREET	9,421	ALLIGATOR CR	1.1%	Patching - AC Deep	$1,591
RBBN::S KLN AVE::10	S KOLIN AVENUE	135TH STREET	134TH STREET	9,421	RUTTING	0.5%	Patching - AC Shallow	$269
RBBN::SCRMNT AVE::20	SACRAMENTO AVENUE	135TH STREET	END	10,096	POTHOLE	0.1%	Patching - AC Deep	$659
RBBN::ST LS AVE::10	ST LOUIS AVENUE	139TH STREET	137TH STREET	34,849	L & T CR	0.3%	Crack Sealing - AC	$94
RBBN::ST LS AVE::10	ST LOUIS AVENUE	139TH STREET	137TH STREET	34,849	EDGE CR	0.1%	Crack Sealing - AC	$17
RBBN::ST LS AVE::10	ST LOUIS AVENUE	139TH STREET	137TH STREET	34,849	L & T CR	0.2%	Crack Sealing - AC	$75
RBBN::ST LS AVE::10	ST LOUIS AVENUE	139TH STREET	137TH STREET	34,849	RUTTING	0.0%	Patching - AC Deep	$37
RBBN::ST LS AVE::10	ST LOUIS AVENUE	139TH STREET	137TH STREET	34,849	ALLIGATOR CR	0.0%	Patching - AC Deep	$363
RBBN::ST LS AVE::10	ST LOUIS AVENUE	139TH STREET	137TH STREET	34,849	RUTTING	0.7%	Patching - AC Shallow	$1,305
RBBN::ST LS AVE::20	ST LOUIS AVENUE	137TH STREET	136TH STREET	16,808	ALLIGATOR CR	0.1%	Crack Sealing - AC	$13
RBBN::ST LS AVE::20	ST LOUIS AVENUE	137TH STREET	136TH STREET	16,808	RUTTING	0.0%	Patching - AC Deep	$78
RBBN::ST LS AVE::20	ST LOUIS AVENUE	137TH STREET	136TH STREET	16,808	RUTTING	1.7%	Patching - AC Shallow	$1,524
RBBN::ST LS AVE::40	ST LOUIS AVENUE	135TH STREET	134TH PLACE	9,093	ALLIGATOR CR	0.8%	Crack Sealing - AC	$32
RBBN::ST LS AVE::40	ST LOUIS AVENUE	135TH STREET	134TH PLACE	9,093	L & T CR	0.8%	Crack Sealing - AC	$70
RBBN::ST LS AVE::40	ST LOUIS AVENUE	135TH STREET	134TH PLACE	9,093	ALLIGATOR CR	1.6%	Patching - AC Deep	$2,191
RBBN::ST LS AVE::40	ST LOUIS AVENUE	135TH STREET	134TH PLACE	9,093	RUTTING	0.1%	Patching - AC Shallow	$33
RBBN::SWYR AVE::10	SAWYER AVENUE	139TH STREET	138TH STREET	17,574	ALLIGATOR CR	0.6%	Crack Sealing - AC	$47
RBBN::SWYR AVE::10	SAWYER AVENUE	139TH STREET	138TH STREET	17,574	L & T CR	0.3%	Crack Sealing - AC	$60
RBBN::SWYR AVE::10	SAWYER AVENUE	139TH STREET	138TH STREET	17,574	EDGE CR	0.1%	Crack Sealing - AC	$16
RBBN::SWYR AVE::10	SAWYER AVENUE	139TH STREET	138TH STREET	17,574	ALLIGATOR CR	1.4%	Patching - AC Deep	$3,473
RBBN::SWYR AVE::10	SAWYER AVENUE	139TH STREET	138TH STREET	17,574	POTHOLE	0.0%	Patching - AC Deep	$297
RBBN::SWYR AVE::10	SAWYER AVENUE	139TH STREET	138TH STREET	17,574	RUTTING	0.4%	Patching - AC Shallow	$352
RBBN::TRMBLL AVE::60	TRUMBULL AVENUE	135TH STREET	134TH PLACE	9,157	ALLIGATOR CR	1.5%	Patching - AC Deep	$2,109
RBBN::TRMBLL AVE::60	TRUMBULL AVENUE	135TH STREET	134TH PLACE	9,157	RUTTING	0.1%	Patching - AC Shallow	$39
RBBN::TRMBLL AVE::70	TRUMBULL AVENUE	134TH PLACE	END	9,723	L & T CR	0.4%	Crack Sealing - AC	$35
RBBN::TRMBLL AVE::70	TRUMBULL AVENUE	134TH PLACE	END	9,723	ALLIGATOR CR	2.4%	Patching - AC Deep	$3,257
RBBN::W 136TH ST::10	W 136TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	13,304	L & T CR	0.5%	Crack Sealing - AC	$68
RBBN::W 136TH ST::10	W 136TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	13,304	L & T CR	0.2%	Crack Sealing - AC	$23
RBBN::WDLWN AVE::10	WOODLAWN AVENUE	135TH STREET	134TH STREET	25,745	RUTTING	1.2%	Patching - AC Shallow	$1,677

APPENDIX E – PAVEMENT INVENTORY AND CONDITION TABULAR DATA

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RBBN::134TH PL::10	134TH PLACE	CENTRAL PARK AVENUE	CLIFFORD AVENUE	Asphalt	S	327	26	8,509	37	476
RBBN::134TH PL::20	134TH PLACE	CLIFFORD AVENUE	ST LOUIS AVENUE	Asphalt	S	346	26	8,989	33	770
RBBN::134TH PL::30	134TH PLACE	ST LOUIS AVENUE	TRUMBULL AVENUE	Asphalt	S	336	26	8,746	66	476
RBBN::134TH ST::10	134TH STREET	KOSTNER AVENUE	KOLIN AVENUE	Asphalt	S	321	26	8,356	59	588
RBBN::134TH ST::20	134TH STREET	KOLIN AVENUE	KILDARE AVENUE	Asphalt	S	318	26	8,270	37	717
RBBN::134TH ST::30	134TH STREET	KILDARE AVENUE	TRIPP AVENUE	Asphalt	S	338	26	8,780	62	353
RBBN::135TH PL::10	135TH PLACE	KARLOV AVENUE	END	Asphalt	S	256	26	6,648	71	690
RBBN::135TH PL::20	135TH PLACE	KEYSTONE AVENUE	KARLOV AVENUE	Asphalt	S	337	26	8,764	88	270
RBBN::135TH PL::30	135TH PLACE	KEYSTONE AVENUE	END	Asphalt	S	332	26	8,633	61	301
RBBN::135TH PL::40	135TH PLACE	TRUMBULL AVENUE	HOMAN AVENUE	Asphalt	S	512	26	13,305	52	347
RBBN::135TH ST::10	135TH STREET	KOSTNER AVENUE	KOLIN AVENUE	Asphalt	P	339	50	16,969	88	166
RBBN::135TH ST::100	135TH STREET	HAMLIN AVENUE	RIDGEWAY AVENUE	Asphalt	P	335	45	15,058	94	130
RBBN::135TH ST::110	135TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	Asphalt	P	341	45	15,327	94	171
RBBN::135TH ST::120	135TH STREET	LAWNDALE AVENUE	MONTICELLO AVENUE	Asphalt	P	319	45	14,360	91	145
RBBN::135TH ST::130	135TH STREET	MONTICELLO AVENUE	CENTRAL PARK AVENUE	Asphalt	P	336	45	15,124	80	236
RBBN::135TH ST::140	135TH STREET	CENTRAL PARK AVENUE	ST LOUIS AVENUE	Asphalt	P	492	45	22,151	71	235
RBBN::135TH ST::150	135TH STREET	ST LOUIS AVENUE	ST LOUIS AVENUE	Asphalt	P	178	45	7,999	58	218
RBBN::135TH ST::160	135TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	Asphalt	P	151	45	6,796	69	239
RBBN::135TH ST::170	135TH STREET	TRUMBULL AVENUE	TRUMBULL AVENUE	Asphalt	P	183	45	8,241	75	255
RBBN::135TH ST::180	135TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	Asphalt	P	329	45	14,784	68	178
RBBN::135TH ST::190	135TH STREET	HOMAN AVENUE	TURNER AVENUE	Asphalt	P	336	45	15,130	85	238
RBBN::135TH ST::20	135TH STREET	KOLIN AVENUE	KILDARE AVENUE	Asphalt	P	325	50	16,247	93	111
RBBN::135TH ST::200	135TH STREET	TURNER AVENUE	SPAULDING AVENUE	Asphalt	P	324	45	14,589	92	139
RBBN::135TH ST::210	135TH STREET	SPAULDING AVENUE	SAWYER AVENUE	Asphalt	P	334	45	15,020	93	187
RBBN::135TH ST::220	135TH STREET	SAWYER AVENUE	KEDZIE AVENUE	Asphalt	P	329	45	14,804	92	218
RBBN::135TH ST::230	135TH STREET	KEDZIE AVENUE	WOODLAWN AVENUE	Asphalt	P	301	45	13,565	79	284
RBBN::135TH ST::240	135TH STREET	WOODLAWN AVENUE	CLAIRE BOULEVARD	Asphalt	P	286	45	12,883	81	248
RBBN::135TH ST::250	135TH STREET	CLAIRE BOULEVARD	SACRAMENTO AVENUE	Asphalt	S	740	45	33,295	76	294
RBBN::135TH ST::260	135TH STREET	SACRAMENTO AVENUE	RICHMOND STREET	Asphalt	S	333	26	8,648	43	378
RBBN::135TH ST::270	135TH STREET	RICHMOND STREET	FRANCISCO AVENUE	Asphalt	S	286	26	7,427	28	366
RBBN::135TH ST::30	135TH STREET	KILDARE AVENUE	TRIPP AVENUE	Asphalt	P	334	50	16,676	93	96
RBBN::135TH ST::40	135TH STREET	TRIPP AVENUE	END	Asphalt	P	217	50	10,844	95	157
RBBN::135TH ST::50	135TH STREET	START	KEDVALE AVENUE	Asphalt	P	343	50	17,152	94	191
RBBN::135TH ST::60	135TH STREET	KEDVALE AVENUE	KARLOV AVENUE	Asphalt	P	320	50	15,987	94	136
RBBN::135TH ST::70	135TH STREET	KARLOV AVENUE	KOMENSKI AVENUE	Asphalt	P	330	50	16,477	93	180
RBBN::135TH ST::80	135TH STREET	KOMENSKI AVENUE	135TH STREET	Asphalt	P	341	63	21,483	89	252
RBBN::135TH ST::90	135TH STREET	135TH STREET	PULASKI ROAD	Asphalt	P	7	50	339	95	586
RBBN::135TH ST::93	135TH STREET	PULASKI ROAD	HARDING AVENUE	Asphalt	P	344	66	22,687	92	227
RBBN::135TH ST::95	135TH STREET	HARDING AVENUE	SPRINGFIELD AVENUE	Asphalt	P	323	60	19,358	95	125
RBBN::135TH ST::97	135TH STREET	SPRINGFIELD AVENUE	AVERS AVENUE	Asphalt	P	329	45	14,811	93	167
RBBN::135TH ST::99	135TH STREET	AVERS AVENUE	HAMLIN AVENUE	Asphalt	P	332	45	14,937	95	157
RBBN::136TH PL::10	136TH PLACE	KEYSTONE AVENUE	END	Asphalt	S	356	26	9,252	49	725
RBBN::136TH PL::20	136TH PLACE	TRUMBULL AVENUE	HOMAN AVENUE	Asphalt	S	512	26	13,304	75	263

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RBBN::136TH ST::10	136TH STREET	KEYSTONE AVENUE	END	Asphalt	S	482	26	12,530	54	425
RBBN::136TH ST::60	136TH STREET	CENTRAL PARK AVENUE	ST LOUIS AVENUE	Gravel	T	202	26	5,262	Gravel	Gravel
RBBN::137TH PL::10	137TH PLACE	KEDVALE AVENUE	END	Asphalt	S	209	26	5,440	100	254
RBBN::137TH PL::20	137TH PLACE	KEYSTONE AVENUE	END	Asphalt	S	161	26	4,184	100	647
RBBN::137TH ST::03	137TH STREET	KEELER AVENUE	KEDVALE AVENUE	Asphalt	S	329	19	6,255	92	327
RBBN::137TH ST::05	137TH STREET	KEDVALE AVENUE	END	Asphalt	S	119	16	1,901	74	887
RBBN::137TH ST::10	137TH STREET	KEYSTONE AVENUE	END	Asphalt	S	262	26	6,805	67	368
RBBN::137TH ST::20	137TH STREET	KEYSTONE AVENUE	END	Asphalt	S	334	26	8,672	68	476
RBBN::137TH ST::30	137TH STREET	KEDZIE AVENUE	TROY AVENUE	Asphalt	S	333	26	8,651	34	419
RBBN::137TH ST::40	137TH STREET	TROY AVENUE	ALBANY AVENUE	Asphalt	S	332	26	8,638	43	365
RBBN::137TH ST::50	137TH STREET	ALBANY AVENUE	UTICA AVENUE	Asphalt	S	330	26	8,573	48	704
RBBN::137TH ST::60	137TH STREET	UTICA AVENUE	END	Gravel	T	392	26	10,183	Gravel	Gravel
RBBN::138TH ST::10	138TH STREET	KEDVALE AVENUE	END	Asphalt	S	320	26	8,326	100	162
RBBN::138TH ST::60	138TH STREET	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	Gravel	T	332	26	8,628	Gravel	Gravel
RBBN::138TH ST::70	138TH STREET	SAWYER AVENUE	KEDZIE AVENUE	Asphalt	S	331	26	8,597	28	1,590
RBBN::139TH PL::10	139TH PLACE	AVERS AVENUE	HAMLIN AVENUE	Asphalt	S	329	26	8,544	28	738
RBBN::139TH PL::20	139TH PLACE	HAMLIN AVENUE	LAWNDALE AVENUE	Asphalt	S	673	26	17,492	54	539
RBBN::139TH PL::30	139TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	Asphalt	S	669	26	17,388	44	239
RBBN::139TH ST::10	139TH STREET	SRINGFIELD AVENUE	AVERS AVENUE	Asphalt	P	334	45	15,040	81	137
RBBN::139TH ST::100	139TH STREET	CLAIRE BOULEVARD	GRACE AVENUE	Asphalt	P	325	45	14,610	76	260
RBBN::139TH ST::110	139TH STREET	GRACE AVENUE	HOMAN AVENUE	Asphalt	P	100	45	4,495	80	189
RBBN::139TH ST::120	139TH STREET	HOMAN AVENUE	TURNER	Asphalt	P	327	45	14,729	71	118
RBBN::139TH ST::130	139TH STREET	TURNER	SPAULDING AVENUE	Asphalt	P	337	45	15,175	63	95
RBBN::139TH ST::140	139TH STREET	SPAULDING AVENUE	SAWYER AVENUE	Asphalt	P	322	45	14,503	74	99
RBBN::139TH ST::150	139TH STREET	SAWYER AVENUE	KEDZIE AVENUE	Asphalt	P	330	45	14,863	71	285
RBBN::139TH ST::160	139TH STREET	KEDZIE AVENUE	TROY AVENUE	Asphalt	P	338	45	15,188	71	290
RBBN::139TH ST::170	139TH STREET	TROY AVENUE	ALBANY AVENUE	Asphalt	P	329	45	14,802	85	109
RBBN::139TH ST::180	139TH STREET	ALBANY AVENUE	UTICA AVENUE	Asphalt	P	338	45	15,218	78	205
RBBN::139TH ST::190	139TH STREET	UTICA AVENUE	139TH STREET	Asphalt	P	128	45	5,781	74	726
RBBN::139TH ST::20	139TH STREET	AVERS AVENUE	HAMLIN AVENUE	Asphalt	P	325	45	14,638	79	101
RBBN::139TH ST::30	139TH STREET	HAMLIN AVENUE	RIDGEWAY AVENUE	Asphalt	P	338	45	15,209	88	98
RBBN::139TH ST::40	139TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	Asphalt	P	337	45	15,144	79	84
RBBN::139TH ST::50	139TH STREET	LAWNDALE AVENUE	MONTICELLO AVENUE	Asphalt	P	332	45	14,932	71	138
RBBN::139TH ST::60	139TH STREET	MONTICELLO AVENUE	CENTRAL PARK AVENUE	Asphalt	P	336	45	15,138	60	107
RBBN::139TH ST::70	139TH STREET	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	Asphalt	P	331	45	14,885	73	119
RBBN::139TH ST::80	139TH STREET	CLIFTON PARK AVENUE	ST LOUIS AVENUE	Asphalt	P	331	45	14,898	67	129
RBBN::139TH ST::90	139TH STREET	ST LOUIS AVENUE	CLAIRE BOULEVARD	Asphalt	P	241	45	10,829	70	416
RBBN::140TH PL::10	140TH PLACE	HAMLIN AVENUE	LAWNDALE AVENUE	Asphalt	S	825	26	21,459	40	447
RBBN::140TH PL::20	140TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	Asphalt	S	516	26	13,415	67	564
RBBN::140TH ST::10	140TH STREET	SRINGFIELD AVENUE	AVERS AVENUE	Asphalt	S	322	26	8,374	48	365
RBBN::140TH ST::20	140TH STREET	AVERS AVENUE	END	Asphalt	S	235	26	6,112	86	289
RBBN::140TH ST::30	140TH STREET	HAMLIN AVENUE	LAWNDALE AVENUE	Asphalt	S	671	26	17,444	32	285
RBBN::140TH ST::40	140TH STREET	LAWNDALE AVENUE	LAWNDALE AVENUE	Asphalt	S	154	26	4,014	52	279

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RBBN::140TH ST::50	140TH STREET	LAWNDALE AVENUE	CENTRAL PARK AVENUE	Asphalt	S	515	26	13,387	48	344
RBBN::141ST ST::10	141ST STREET	HAMLIN AVENUE	142ND STREET	Asphalt	S	445	26	11,572	48	429
RBBN::141ST ST::20	141ST STREET	142ND STREET	LAWNDALE AVENUE	Asphalt	S	380	26	9,891	45	355
RBBN::142ND ST::10	142ND STREET	HAMLIN AVENUE	141ST STREET	Asphalt	S	832	26	21,639	28	610
RBBN::A ST::10	A STREET	RICHARDSON AVENUE	REEVES ROAD	Asphalt	S	859	26	22,336	29	451
RBBN::ALBNY AVE::20	ALBANY AVENUE	139TH STREET	139TH PLACE	Asphalt	S	329	26	8,555	71	570
RBBN::ALBNY AVE::30	ALBANY AVENUE	139TH STREET	137TH STREET	Asphalt	S	1,324	26	34,419	47	309
RBBN::ALD AVE::10	ALIDIA AVENUE	CLAIRE BOULEVARD	GRACE AVENUE	Asphalt	S	380	26	9,891	84	307
RBBN::ALD AVE::20	ALIDIA AVENUE	GRACE AVENUE	END	Asphalt	S	795	26	20,662	48	574
RBBN::AVRS AVE::20	AVERS AVENUE	140TH STREET	139TH PLACE	Asphalt	S	340	26	8,849	28	502
RBBN::AVRS AVE::30	AVERS AVENUE	139TH PLACE	139TH STREET	Asphalt	S	317	26	8,246	69	416
RBBN::AVRS AVE::40	AVERS AVENUE	139TH STREET	SCHOOL STREET	Asphalt	S	329	26	8,563	21	672
RBBN::AVRS AVE::50	AVERS AVENUE	SCHOOL STREET	137TH STREET	Asphalt	S	537	26	13,964	23	496
RBBN::AVRS AVE::60	AVERS AVENUE	135TH STREET	LINCOLN LANE	Asphalt	S	791	26	20,575	40	480
RBBN::CLFFRD AVE::10	CLIFFORD AVENUE	134TH PLACE	LINCOLN LANE	Asphalt	S	444	26	11,538	40	431
RBBN::CLFTPK AVE::10	CLIFTON PARK AVENUE	139TH STREET	138TH STREET	Asphalt	S	659	26	17,139	67	358
RBBN::CLFTPK AVE::20	CLIFTON PARK AVENUE	138TH STREET	137TH STREET	Asphalt	S	677	26	17,607	66	308
RBBN::CLR BLVD::10	CLAIRE BOULEVARD	135TH STREET	SACRAMENTO AVENUE	Asphalt	P	908	56	50,844	65	244
RBBN::CLR BLVD::20	CLAIRE BOULEVARD	SACRAMENTO AVENUE	RICHMOND STREET	Asphalt	P	340	26	8,840	54	234
RBBN::CLR BLVD::30	CLAIRE BOULEVARD	RICHMOND STREET	FRANCISCO AVENUE	Asphalt	P	339	26	8,815	47	395
RBBN::CLSG RD::10	CAL SAG ROAD	S KOLIN AVENUE	KSTNR AVE	Concrete	S	349	20	6,983	90	207
RBBN::CTL PK AVE::10	CENTRAL PARK AVENUE	CLAIRE BOULEVARD	140TH PLACE	Asphalt	S	21	26	540	74	694
RBBN::CTL PK AVE::100	CENTRAL PARK AVENUE	134TH PLACE	LINCOLN LANE	Asphalt	S	444	26	11,557	65	190
RBBN::CTL PK AVE::20	CENTRAL PARK AVENUE	140TH PLACE	140TH STREET	Asphalt	S	334	26	8,696	38	426
RBBN::CTL PK AVE::30	CENTRAL PARK AVENUE	140TH STREET	139TH PLACE	Asphalt	S	325	26	8,454	41	512
RBBN::CTL PK AVE::40	CENTRAL PARK AVENUE	139TH PLACE	139TH STREET	Asphalt	S	339	26	8,826	53	474
RBBN::CTL PK AVE::50	CENTRAL PARK AVENUE	139TH STREET	138TH STREET	Asphalt	S	670	26	17,419	50	254
RBBN::CTL PK AVE::60	CENTRAL PARK AVENUE	138TH STREET	137TH STREET	Asphalt	S	643	26	16,707	51	272
RBBN::CTL PK AVE::70	CENTRAL PARK AVENUE	137TH STREET	136TH STREET	Asphalt	S	673	26	17,494	65	257
RBBN::CTL PK AVE::80	CENTRAL PARK AVENUE	136TH STREET	135TH STREET	Asphalt	S	678	26	17,632	60	253
RBBN::CTL PK AVE::90	CENTRAL PARK AVENUE	135TH STREET	134TH PLACE	Asphalt	S	350	26	9,093	58	458
RBBN::EMRY LANE::10	EMERY LANE	GRACE AVENUE	HENDRICKS AVENUE	Asphalt	S	568	26	14,774	52	392
RBBN::EMRY LANE::20	EMERY LANE	HENDRICKS AVENUE	KINNE ROAD	Asphalt	S	789	26	20,524	43	487
RBBN::FNLY AVE::10	FINLEY AVENUE	GLEEN AVENUE	LYDIA AVENUE	Asphalt	S	1,130	26	29,375	39	456
RBBN::FRNC AVE::10	FRANCISCO AVENUE	135TH ST	CLAIRE BOULEVARD	Asphalt	S	615	26	15,984	23	619
RBBN::GLN AVE::10	GLEEN AVENUE	LYDIA AVENUE	FINLEY AVENUE	Asphalt	S	338	26	8,791	40	601
RBBN::GRC AVE::10	GRACE AVENUE	NELSON AVENUE	KINNE ROAD	Asphalt	S	246	26	6,402	48	270
RBBN::GRC AVE::20	GRACE AVENUE	EMERY LANE	NELSON AVENUE	Asphalt	S	431	26	11,198	29	628
RBBN::GRC AVE::30	GRACE AVENUE	LYDIA AVENUE	EMERY LANE	Asphalt	S	249	26	6,468	32	595
RBBN::GRC AVE::40	GRACE AVENUE	LYDIA AVENUE	HENDRICKS AVENUE	Asphalt	S	680	26	17,670	52	432
RBBN::GRC AVE::50	GRACE AVENUE	HENDRICKS AVENUE	MCBREEN AVENUE	Asphalt	S	295	26	7,667	53	427
RBBN::GRC AVE::60	GRACE AVENUE	MCBREEN AVENUE	ALIDIA AVENUE	Asphalt	S	120	26	3,127	63	406
RBBN::GRC AVE::70	GRACE AVENUE	ALIDIA AVENUE	139TH STREET	Asphalt	S	975	26	25,358	87	683

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RBBN::HMLN AVE::05	HAMLIN AVENUE	141ST STREET	140TH PLACE	Asphalt	S	331	26	8,619	31	177
RBBN::HMLN AVE::07	HAMLIN AVENUE	140TH PLACE	140TH STREET	Asphalt	S	324	26	8,417	92	352
RBBN::HMLN AVE::10	HAMLIN AVENUE	140TH STREET	139TH PLACE	Asphalt	S	342	26	8,880	100	248
RBBN::HMLN AVE::20	HAMLIN AVENUE	139TH PLACE	139TH STREET	Asphalt	S	323	26	8,387	78	410
RBBN::HMLN AVE::30	HAMLIN AVENUE	139TH STREET	SCHOOL STREET	Asphalt	S	336	26	8,743	100	259
RBBN::HMLN AVE::40	HAMLIN AVENUE	SCHOOL STREET	138TH STREET	Asphalt	S	334	26	8,695	100	222
RBBN::HMLN AVE::50	HAMLIN AVENUE	138TH STREET	137TH STREET	Asphalt	S	287	26	7,453	70	606
RBBN::HMLN AVE::60	HAMLIN AVENUE	137TH STREET	136TH STREET	Asphalt	S	1,034	26	26,873	25	278
RBBN::HMLN AVE::65	HAMLIN AVENUE	136TH STREET	135TH STREET	Asphalt	S	675	26	17,548	33	400
RBBN::HMLN AVE::70	HAMLIN AVENUE	135TH STREET	LINCOLN LANE	Asphalt	S	790	26	20,551	41	423
RBBN::HMLN AVE::80	HAMLIN AVENUE	LINCOLN LANE	END	Asphalt	S	134	26	3,481	36	909
RBBN::HMN AVE::10	HOMAN AVENUE	139TH STREET	CLAIRE BOULEVARD	Asphalt	S	486	26	12,632	65	339
RBBN::HMN AVE::20	HOMAN AVENUE	CLAIRE BOULEVARD	137TH STREET	Asphalt	S	873	26	22,706	46	377
RBBN::HMN AVE::30	HOMAN AVENUE	137TH STREET	136TH PLACE	Asphalt	S	314	26	8,155	52	403
RBBN::HMN AVE::40	HOMAN AVENUE	136TH PLACE	136TH STREET	Asphalt	S	312	26	8,116	50	288
RBBN::HMN AVE::50	HOMAN AVENUE	136TH STREET	135TH PLACE	Asphalt	S	340	26	8,846	52	197
RBBN::HMN AVE::60	HOMAN AVENUE	135TH PLACE	135TH STREET	Asphalt	S	336	26	8,723	46	586
RBBN::HMN AVE::70	HOMAN AVENUE	135TH STREET	END	Asphalt	S	1,037	26	26,954	48	549
RBBN::HNDRCS AVE::10	HENDRICKS AVENUE	LYDIA AVENUE	EMERY LANE	Asphalt	S	257	26	6,692	100	303
RBBN::HNDRCS AVE::20	HENDRICKS AVENUE	LYDIA AVENUE	GRACE AVENUE	Asphalt	S	698	26	18,149	100	236
RBBN::HNDRCS AVE::30	HENDRICKS AVENUE	CLAIRE BOULEVARD	GRACE AVENUE	Asphalt	S	275	26	7,150	29	581
RBBN::HRDNG AVE::10	HARDING AVENUE	135TH STREET	LINCOLN LANE	Asphalt	S	788	26	20,488	42	483
RBBN::KDVL AVE::10	KEDVALE AVENUE	MIDLOTHIAN TPK	138TH STREET	Asphalt	S	475	26	12,340	48	323
RBBN::KDVL AVE::20	KEDVALE AVENUE	138TH STREET	137TH PLACE	Asphalt	S	318	26	8,278	48	231
RBBN::KDVL AVE::30	KEDVALE AVENUE	137TH PLACE	137TH STREET	Asphalt	S	308	26	7,999	51	270
RBBN::KDVL AVE::40	KEDVALE AVENUE	137TH STREET	END	Asphalt	S	224	26	5,821	81	387
RBBN::KDVL AVE::50	KEDVALE AVENUE	135TH STREET	LINCOLN LANE	Asphalt	S	1,018	26	26,463	48	233
RBBN::KDZ AVE::10	KEDZIE AVENUE	143RD STREET	SPAULDING AVENUE	Asphalt	S	578	26	15,033	100	296
RBBN::KDZ AVE::20	KEDZIE AVENUE	SPAULDING AVENUE	TURNER AVENUE	Asphalt	S	449	26	11,671	94	292
RBBN::KLDR AVE::10	KILDARE AVENUE	135TH STREET	134TH STREET	Asphalt	S	590	26	15,340	46	179
RBBN::KLDR AVE::20	KILDARE AVENUE	134TH STREET	LINCOLN LANE	Asphalt	S	573	26	14,897	74	190
RBBN::KLR AVE::10	KEELER AVENUE	MIDLOTHIAN TPK	137TH STREET	Asphalt	S	1,163	30	34,900	50	263
RBBN::KLR AVE::20	KEELER AVENUE	137TH STREET	135TH STREET	Asphalt	S	1,264	30	37,926	48	225
RBBN::KMNSK AVE::10	KOMENSKI AVENUE	135TH STREET	LINCOLN LANE	Asphalt	S	943	26	24,513	74	181
RBBN::KNN RD::10	KINNE ROAD	GRACE AVENUE	NELSON AVENUE	Asphalt	S	1,072	26	27,861	95	131
RBBN::KNN RD::20	KINNE ROAD	NELSON AVENUE	EMERY LANE	Asphalt	S	216	26	5,606	37	476
RBBN::KRLV AVE::10	KARLOV AVENUE	135TH PLACE	135TH STREET	Asphalt	S	319	26	8,302	69	498
RBBN::KRLV AVE::20	KARLOV AVENUE	135TH STREET	LINCOLN LANE	Asphalt	S	974	26	25,330	54	326
RBBN::KSTNR AVE::10	KOSTNER AVENUE	CAL SAG ROAD	134TH STREET	Asphalt	S	468	16	7,486	56	265
RBBN::KSTNR AVE::20	KOSTNER AVENUE	134TH STREET	LINCOLN LANE	Asphalt	S	582	16	9,320	40	623
RBBN::KYSTN AVE::10	KEYSTONE AVENUE	MIDLOTHIAN TPK	137TH PLACE	Asphalt	S	594	26	15,448	76	442
RBBN::KYSTN AVE::20	KEYSTONE AVENUE	137TH PLACE	137TH STREET	Asphalt	S	311	26	8,074	52	516
RBBN::KYSTN AVE::30	KEYSTONE AVENUE	137TH STREET	136TH PLACE	Asphalt	S	311	26	8,079	85	313

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RBBN::KYSTN AVE::40	KEYSTONE AVENUE	136TH PLACE	136TH STREET	Asphalt	S	316	26	8,206	70	199
RBBN::KYSTN AVE::50	KEYSTONE AVENUE	136TH STREET	135TH PLACE	Asphalt	S	313	26	8,139	68	569
RBBN::LNCLN LN::10	LINCOLN LANE	KOSTNER AVENUE	KOLIN AVENUE	Asphalt	S	314	26	8,167	85	433
RBBN::LNCLN LN::100	LINCOLN LANE	AVERS AVENUE	END	Asphalt	S	169	26	4,398	75	276
RBBN::LNCLN LN::110	LINCOLN LANE	HAMLIN AVENUE	RIDGEWAY AVENUE	Asphalt	S	340	26	8,852	42	736
RBBN::LNCLN LN::120	LINCOLN LANE	RIDGEWAY AVENUE	LAWNDALE AVENUE	Asphalt	S	339	26	8,822	38	798
RBBN::LNCLN LN::130	LINCOLN LANE	LAWNDALE AVENUE	MONTICELLO AVENUE	Asphalt	S	315	26	8,180	40	594
RBBN::LNCLN LN::140	LINCOLN LANE	MONTICELLO AVENUE	CENTRAL PARK AVENUE	Asphalt	S	332	26	8,643	35	619
RBBN::LNCLN LN::150	LINCOLN LANE	CENTRAL PARK AVENUE	CLIFFORD AVENUE	Asphalt	S	340	26	8,830	45	421
RBBN::LNCLN LN::160	LINCOLN LANE	CLIFFORD AVENUE	ST LOUIS AVENUE	Asphalt	S	337	26	8,771	54	785
RBBN::LNCLN LN::20	LINCOLN LANE	KOLIN AVENUE	KILDARE AVENUE	Asphalt	S	321	26	8,357	86	266
RBBN::LNCLN LN::30	LINCOLN LANE	KEDVALE AVENUE	END	Asphalt	S	239	26	6,209	54	1,065
RBBN::LNCLN LN::40	LINCOLN LANE	KEDVALE AVENUE	KARLOV AVENUE	Asphalt	S	322	26	8,365	56	534
RBBN::LNCLN LN::50	LINCOLN LANE	KARLOV AVENUE	KOMENSKI AVENUE	Asphalt	S	332	26	8,637	54	502
RBBN::LNCLN LN::60	LINCOLN LANE	KOMENSKI AVENUE	PULASKI ROAD	Asphalt	S	340	26	8,830	49	407
RBBN::LNCLN LN::70	LINCOLN LANE	HARDING AVENUE	END	Asphalt	S	173	26	4,489	77	384
RBBN::LNCLN LN::80	LINCOLN LANE	HARDING AVENUE	SPRINGFIELD AVENUE	Asphalt	S	323	26	8,387	76	200
RBBN::LNCLN LN::90	LINCOLN LANE	SPRINGFIELD AVENUE	AVERS AVENUE	Asphalt	S	330	26	8,590	74	249
RBBN::LWNDL AVE::10	LAWNDALE AVENUE	CLAIRE BOULEVARD	141ST STREET	Asphalt	S	279	26	7,261	52	437
RBBN::LWNDL AVE::100	LAWNDALE AVENUE	135TH STREET	LINCOLN LANE	Asphalt	S	801	26	20,817	100	234
RBBN::LWNDL AVE::20	LAWNDALE AVENUE	141ST STREET	140TH PLACE	Asphalt	S	332	26	8,641	36	455
RBBN::LWNDL AVE::30	LAWNDALE AVENUE	140TH PLACE	140TH STREET	Asphalt	S	326	26	8,487	35	412
RBBN::LWNDL AVE::40	LAWNDALE AVENUE	140TH STREET	139TH PLACE	Asphalt	S	333	26	8,668	52	380
RBBN::LWNDL AVE::50	LAWNDALE AVENUE	139TH PLACE	139TH STREET	Asphalt	S	327	26	8,512	43	616
RBBN::LWNDL AVE::60	LAWNDALE AVENUE	139TH STREET	138TH STREET	Asphalt	S	670	26	17,423	38	457
RBBN::LWNDL AVE::70	LAWNDALE AVENUE	138TH STREET	137TH STREET	Asphalt	S	469	26	12,194	50	419
RBBN::LWNDL AVE::80	LAWNDALE AVENUE	137TH STREET	136TH STREET	Asphalt	S	850	26	22,111	48	451
RBBN::LWNDL AVE::90	LAWNDALE AVENUE	136TH STREET	135TH STREET	Asphalt	S	675	26	17,555	44	443
RBBN::LYD AVE::10	LYDIA AVENUE	CLAIRE BOULEVARD	GRACE AVENUE	Asphalt	S	485	26	12,616	55	255
RBBN::LYD AVE::20	LYDIA AVENUE	GRACE AVENUE	LYDIA COURT	Asphalt	S	284	26	7,396	58	259
RBBN::LYD AVE::30	LYDIA AVENUE	LYDIA COURT	HENDRICKS AVENUE	Asphalt	S	284	26	7,385	80	463
RBBN::LYD AVE::40	LYDIA AVENUE	HENDRICKS AVENUE	MCBREEN AVENUE	Asphalt	S	508	26	13,210	57	269
RBBN::LYD AVE::50	LYDIA AVENUE	MCBREEN AVENUE	GLEEN AVENUE	Asphalt	S	279	26	7,253	39	311
RBBN::LYD AVE::60	LYDIA AVENUE	GLEEN AVENUE	REEVES ROAD	Asphalt	S	242	26	6,287	50	215
RBBN::LYD AVE::70	LYDIA AVENUE	REEVES ROAD	RICHARDSON AVENUE	Asphalt	S	656	26	17,055	51	249
RBBN::LYD AVE::80	LYDIA AVENUE	RICHARDSON AVENUE	REEVES ROAD	Asphalt	S	255	26	6,624	58	289
RBBN::LYD AVE::90	LYDIA AVENUE	REEVES ROAD	139TH STREET	Asphalt	S	340	26	8,833	66	356
RBBN::LYD CT::10	LYDIA COURT	LYDIA AVENUE	END	Asphalt	S	204	26	5,297	49	712
RBBN::MCBRN AVE::10	MCBREEN AVENUE	GRACE AVENUE	LYDIA AVENUE	Asphalt	S	671	26	17,450	54	1,199
RBBN::MNTCLL AVE::10	MONTICELLO AVENUE	139TH STREET	138TH STREET	Asphalt	S	668	26	17,371	49	337
RBBN::MNTCLL AVE::20	MONTICELLO AVENUE	138TH STREET	137TH STREET	Asphalt	S	560	26	14,572	50	348
RBBN::MNTCLL AVE::30	MONTICELLO AVENUE	137TH STREET	136TH STREET	Asphalt	S	761	26	19,777	45	338
RBBN::MNTCLL AVE::40	MONTICELLO AVENUE	136TH STREET	135TH STREET	Asphalt	S	677	26	17,593	51	546

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RBBN::MNTCLL AVE::50	MONTICELLO AVENUE	135TH STREET	LINCOLN LANE	Asphalt	S	798	26	20,753	31	480
RBBN::MXY CT::10	MAXEY COURT	CLAIRE BOULEVARD	END	Asphalt	S	944	26	24,541	64	202
RBBN::NLSN AVE::10	NELSON AVENUE	GRACE AVENUE	KINNE ROAD	Asphalt	S	1,053	25	26,315	38	446
RBBN::RCHMND ST::30	RICHMOND STREET	135TH STREET	CLAIRE BOULEVARD	Asphalt	S	571	26	14,840	45	312
RBBN::RCHMND ST::40	RICHMOND STREET	CLAIRE BOULEVARD	END	Asphalt	S	385	26	10,019	41	354
RBBN::RCHRDS AVE::10	RICHARDSON AVENUE	A STREET	REEVES ROAD	Asphalt	S	637	26	16,562	22	528
RBBN::RCHRDS AVE::20	RICHARDSON AVENUE	LYDIA AVENUE	A STREET	Asphalt	S	260	26	6,760	18	617
RBBN::RDGWY AVE::10	RIDGEWAY AVENUE	139TH STREET	138TH STREET	Asphalt	S	679	26	17,658	68	567
RBBN::RDGWY AVE::20	RIDGEWAY AVENUE	138TH STREET	137TH STREET	Asphalt	S	367	26	9,542	45	872
RBBN::RDGWY AVE::30	RIDGEWAY AVENUE	137TH STREET	136TH STREET	Asphalt	S	943	26	24,512	55	273
RBBN::RDGWY AVE::40	RIDGEWAY AVENUE	136TH STREET	135TH STREET	Asphalt	S	675	26	17,541	65	410
RBBN::RDGWY AVE::50	RIDGEWAY AVENUE	135TH STREET	LINCOLN LANE	Asphalt	S	800	26	20,804	46	636
RBBN::RVS RD::10	REEVES ROAD	LYDIA AVENUE	A STREET	Asphalt	S	955	26	24,819	69	239
RBBN::RVS RD::20	REEVES ROAD	A STREET	RICHARDSON AVENUE	Asphalt	S	258	26	6,701	48	254
RBBN::RVS RD::30	REEVES ROAD	LYDIA AVENUE	RICHARDSON AVENUE	Asphalt	S	1,231	26	32,014	53	209
RBBN::S KLN AVE::10	S KOLIN AVENUE	135TH STREET	134TH STREET	Asphalt	S	589	16	9,421	65	410
RBBN::S KLN AVE::20	S KOLIN AVENUE	134TH STREET	LINCOLN LANE	Asphalt	S	578	16	9,250	60	378
RBBN::SCHL ST::10	SCHOOL STREET	AVERS AVENUE	HAMLIN AVENUE	Asphalt	S	328	26	8,524	38	648
RBBN::SCRMNT AVE::15	SACRAMENTO AVENUE	START	W 138TH ST	Gravel	T	376	20	7,517	Gravel	Gravel
RBBN::SCRMNT AVE::17	SACRAMENTO AVENUE	W 138TH ST	137TH STREET	Gravel	T	521	26	13,537	Gravel	Gravel
RBBN::SCRMNT AVE::20	SACRAMENTO AVENUE	135TH STREET	END	Asphalt	S	388	26	10,096	72	1,249
RBBN::SCRMNT AVE::30	SACRAMENTO AVENUE	135TH STREET	CLAIRE BOULEVARD	Asphalt	S	508	26	13,216	58	1,124
RBBN::SCRMNT AVE::40	SACRAMENTO AVENUE	CLAIRE BOULEVARD	END	Asphalt	S	452	26	11,758	62	330
RBBN::SPLDNG AVE::10	SPAULDING AVENUE	KEDZIE AVENUE	END	Asphalt	S	631	26	16,394	31	1,055
RBBN::SPLDNG AVE::20	SPAULDING AVENUE	139TH STREET	CLAIRE BOULEVARD	Asphalt	S	1,232	26	32,044	53	276
RBBN::SPLDNG AVE::30	SPAULDING AVENUE	137TH STREET	136TH STREET	Asphalt	S	631	26	16,393	32	496
RBBN::SPLDNG AVE::40	SPAULDING AVENUE	136TH STREET	135TH STREET	Asphalt	S	670	26	17,428	28	517
RBBN::SPRGFD AVE::10	SPRINGFIELD AVENUE	135TH STREET	LINCOLN LANE	Asphalt	S	789	26	20,518	39	383
RBBN::ST LS AVE::10	ST LOUIS AVENUE	139TH STREET	137TH STREET	Asphalt	S	1,340	26	34,849	77	458
RBBN::ST LS AVE::20	ST LOUIS AVENUE	137TH STREET	136TH STREET	Asphalt	S	646	26	16,808	73	330
RBBN::ST LS AVE::30	ST LOUIS AVENUE	136TH STREET	135TH STREET	Asphalt	S	680	26	17,691	58	280
RBBN::ST LS AVE::40	ST LOUIS AVENUE	135TH STREET	134TH PLACE	Asphalt	S	350	26	9,093	71	454
RBBN::ST LS AVE::50	ST LOUIS AVENUE	134TH PLACE	LINCOLN LANE	Asphalt	S	434	26	11,286	55	800
RBBN::SWYR AVE::10	SAWYER AVENUE	139TH STREET	138TH STREET	Asphalt	S	676	26	17,574	71	561
RBBN::SWYR AVE::20	SAWYER AVENUE	138TH STREET	137TH STREET	Asphalt	S	658	26	17,120	44	404
RBBN::SWYR AVE::40	SAWYER AVENUE	136TH STREET	135TH STREET	Asphalt	S	668	26	17,357	53	504
RBBN::SWYR AVE::50	SAWYER AVENUE	135TH STREET	END	Asphalt	S	348	26	9,052	61	979
RBBN::TC AVE::30	UTICA AVENUE	139TH STREET	138TH STREET	Asphalt	S	670	26	17,423	34	533
RBBN::TC AVE::40	UTICA AVENUE	138TH STREET	137TH STREET	Asphalt	S	650	26	16,891	44	471
RBBN::TRMBLL AVE::10	TRUMBULL AVENUE	CLAIRE BOULEVARD	137TH STREET	Asphalt	S	1,244	26	32,331	41	581
RBBN::TRMBLL AVE::20	TRUMBULL AVENUE	137TH STREET	136TH PLACE	Asphalt	S	332	26	8,620	54	766
RBBN::TRMBLL AVE::30	TRUMBULL AVENUE	136TH PLACE	136TH STREET	Asphalt	S	305	26	7,939	62	368
RBBN::TRMBLL AVE::40	TRUMBULL AVENUE	136TH STREET	135TH PLACE	Asphalt	S	347	26	9,009	48	381

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RBBN::TRMBLL AVE::50	TRUMBULL AVENUE	135TH PLACE	135TH STREET	Asphalt	S	333	26	8,671	37	539
RBBN::TRMBLL AVE::60	TRUMBULL AVENUE	135TH STREET	134TH PLACE	Asphalt	S	352	26	9,157	74	326
RBBN::TRMBLL AVE::70	TRUMBULL AVENUE	134TH PLACE	END	Asphalt	S	374	26	9,723	68	262
RBBN::TRNR AVE::10	TURNER AVENUE	KEDZIE AVENUE	END	Asphalt	S	1,376	26	35,776	100	219
RBBN::TRNR AVE::20	TURNER AVENUE	137TH STREET	135TH STREET	Asphalt	S	1,299	26	33,766	100	229
RBBN::TRPP AVE::10	TRIPP AVENUE	135TH STREET	134TH STREET	Asphalt	S	593	26	15,416	53	431
RBBN::TRPP AVE::20	TRIPP AVENUE	134TH STREET	END	Asphalt	S	138	26	3,585	51	249
RBBN::TRY AVE::20	TROY AVENUE	139TH STREET	137TH STREET	Asphalt	S	1,326	26	34,478	45	292
RBBN::TURNER::10	TURNER	139TH STREET	CLAIRE BOULEVARD	Asphalt	S	862	26	22,420	44	596
RBBN::W 136TH ST::10	W 136TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	Asphalt	S	512	26	13,304	92	219
RBBN::W 136TH ST::20	W 136TH STREET	SPAULDING AVENUE	SAWYER AVENUE	Asphalt	S	330	26	8,580	23	585
RBBN::W 136TH ST::30	W 136TH STREET	SAWYER AVENUE	END	Asphalt	S	251	26	6,515	39	489
RBBN::W 138TH ST::10	W 138TH STREET	UTICA AVENUE	SACRAMENTO AVENUE	Asphalt	S	335	26	8,703	59	781
RBBN::WDLWN AVE::10	WOODLAWN AVENUE	135TH STREET	134TH STREET	Asphalt	S	990	26	25,745	70	842