

# **2020 “State of the Streets”**

## ***Final Report***

Prepared for:

**Village of Worth, Illinois &  
Chicago Metropolitan Agency for Planning**

Prepared by:

**Gorrondona and Associates, Inc.**  
Pavement Engineering Division

4201 West Parmer Lane, Building A, Suite 150 | Austin, Texas 78727  
(512) 719-9933 | [www.ga-inc.net](http://www.ga-inc.net)

In association with:

**Urban GIS, Inc. (MBE/DBE/8a)**

171 North Aberdeen | Suite 10 | Chicago, Illinois 60607  
(312) 525-8400 | [www.urbangis.com](http://www.urbangis.com)

## TABLE OF CONTENTS

Acronyms.....	iii
<b>1 Executive Summary.....</b>	<b>4</b>
1.1 History.....	4
1.2 PAVER Pavement Management System .....	4
1.3 Purpose and scope.....	5
1.4 Results.....	5
1.5 Recommendations.....	7
<b>2 Introduction.....</b>	<b>8</b>
2.1 Foreword.....	8
2.2 Background, scope, and objectives .....	8
2.3 Project tasks .....	9
2.4 Conceptual overview of pavement management .....	9
2.5 Benefits and costs of implementing a pavement management system .....	11
2.6 Incorporating pavement preservation strategies.....	12
2.7 Summary .....	13
<b>3 Pavement Management System Implementation.....</b>	<b>14</b>
3.1 Foreword.....	14
3.2 Objective.....	14
3.3 PAVER Pavement Management System overview .....	14
3.3.1 Inventory and maintenance and rehabilitation (M&R) history modules.....	15
3.3.2 Inspection module .....	15
3.3.3 Prediction modeling module .....	15
3.3.4 Condition analysis module.....	16
3.3.5 M&R planning module .....	16
3.3.6 Reporting module.....	16
3.4 Summary .....	17
<b>4 Pavement Inventory.....</b>	<b>18</b>
4.1 Foreword.....	18
4.2 Objective.....	18
4.3 PAVER inventory development.....	18
4.4 Inventory summary .....	18
<b>5 Pavement Condition Inspection.....</b>	<b>20</b>
5.1 Foreword.....	20
5.2 Objective.....	20
5.3 Pavement condition data acquisition.....	20
5.4 Pavement Condition Index (PCI) method.....	21
5.5 Pavement Condition Index (PCI) data interpretation.....	23
5.6 Existing pavement conditions and field observations.....	24
5.7 Example pavement conditions through the Village .....	27
5.8 Summary .....	28
<b>6 Maintenance and Rehabilitation Funding Analyses.....</b>	<b>29</b>
6.1 Foreword.....	29
6.2 Objective.....	29
6.3 Assumptions.....	29
6.4 Results.....	30
<b>7 Summary and Recommendations.....</b>	<b>34</b>
7.1 Summary.....	34
7.2 Recommendations.....	34

7.2.1	Implement pavement preservation techniques .....	34
7.2.2	Determine when pavements should be reconstructed rather than resurfaced .....	34
7.2.3	Perform regular pavement condition inspections – every three years .....	35
7.2.4	Routinely update PAVER .....	35
7.2.5	Increase funding for pavement M&R .....	35
7.2.6	Prioritize existing M&R funding to maximize shared benefit .....	35

**Appendix A – Pavement, Inventory, Condition and Recommended M&R Maps**

**Appendix B – Tabulated Five-Year Major M&R Recommendations and Estimated Costs –  
*Assuming Current Funding***

**Appendix C – Tabulated Five-Year Major M&R Recommendations and Estimated Costs –  
*Assuming Unlimited Funding***

**Appendix D – Pavement Maintenance Policies and Unit Costs**

**Appendix E – Tabulated Preventive Maintenance Recommendations**

**Appendix F – Pavement Inventory and Condition Tabular Data**

## 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	Gorronzona 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 Worth 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.

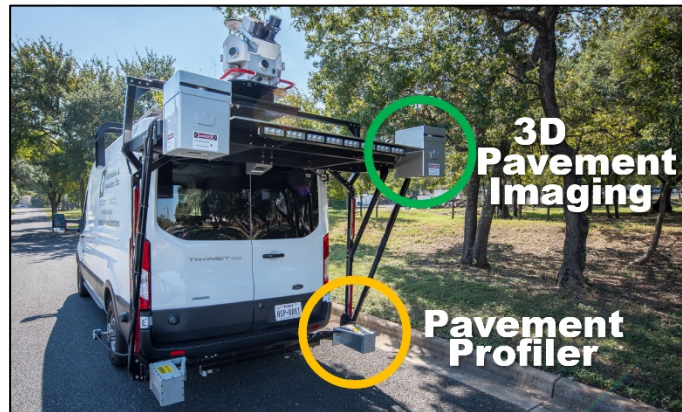


Figure 1. PathRunner pavement condition data collection system.

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 30.7 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
<b>Good</b>	Longitudinal and transverse cracking and weathering of surface <b>Preventive maintenance:</b> <i>Crack sealing and surface treatments</i>	86-100
<b>Satisfactory</b>	More extensive longitudinal and transverse cracking and weathering of surface <b>Preventive maintenance:</b> <i>Crack sealing and surface treatments</i>	71-85
<b>Fair</b>	Extensive longitudinal and transverse cracking, early stage alligator (fatigue) cracking, early stage rutting, and weathering of surface <b>Global preventive maintenance and localized repairs:</b> <i>Localized surface and/or full-depth patching, surface treatments, and thin overlays</i>	56-70
<b>Poor</b>	More extensive and severe longitudinal and transverse cracking, alligator (fatigue) cracking, rutting, and weathering of surface <b>Major rehabilitation:</b> <i>Localized full-depth patching, mill and overlays, and traditional overlays</i>	41-55
<b>Very Poor</b>	More extensive and more severe longitudinal and transverse cracking, alligator (fatigue) cracking, rutting, weathering of surface, potholes <b>Major rehabilitation:</b> <i>Full-depth patching, mill and overlays, traditional overlays, and reconstruction</i>	26-40
<b>Serious</b>	Extensive and severe failure of pavement surface <b>Major rehabilitation:</b> <i>Reconstruction</i>	11-25
<b>Failed</b>	Complete failure of pavement surface <b>Major rehabilitation:</b> <i>Reconstruction</i>	0-10

At the time of G&AI’s inspection, the Village’s pavements were found to have an average PCI of 69, 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 302 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.

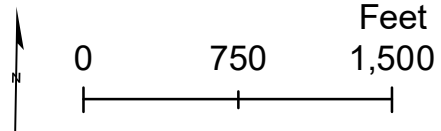
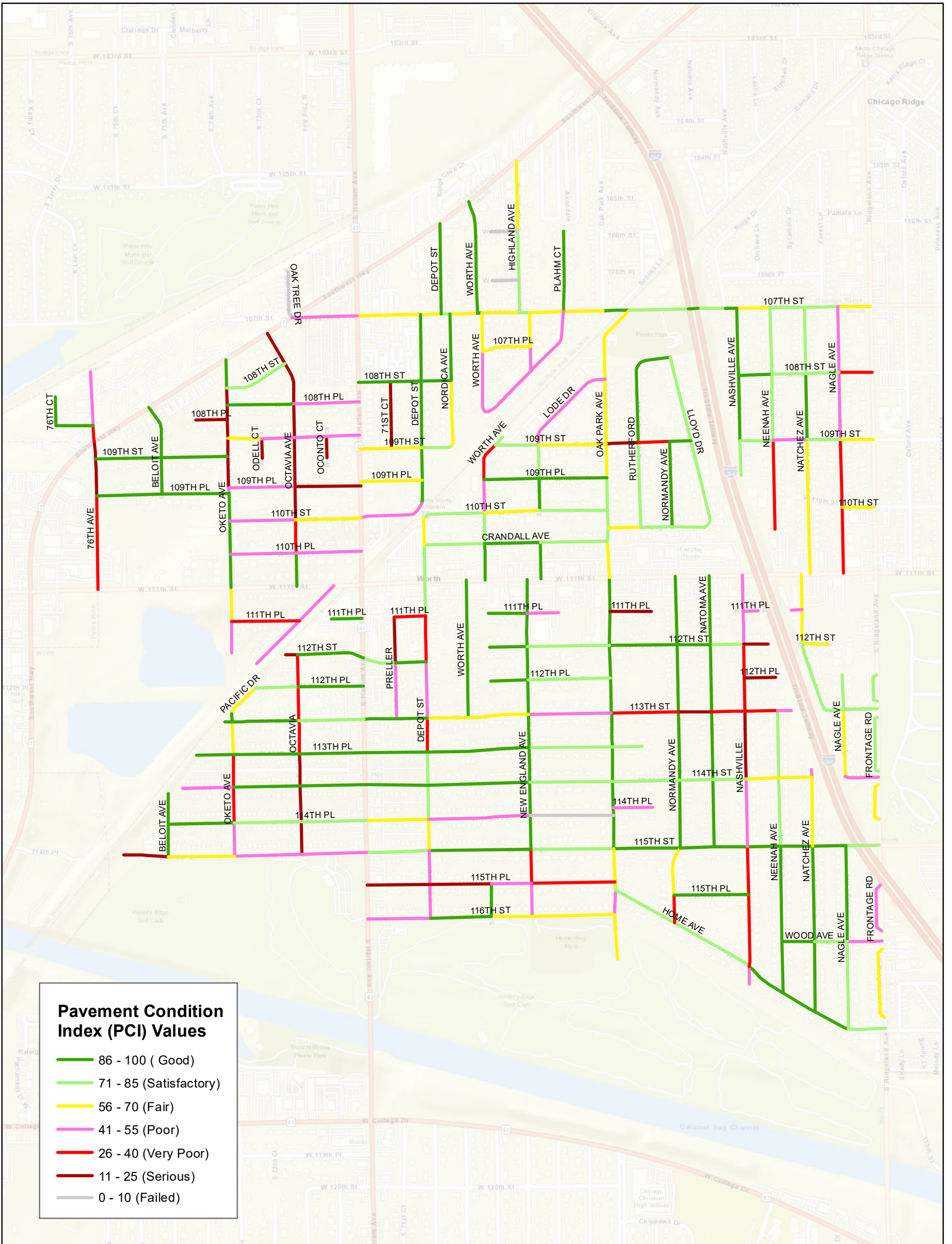
### **1.5 Recommendations**

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.





Map 1:  
Pavement Condition Index  
(PCI) Values

## Worth, Illinois

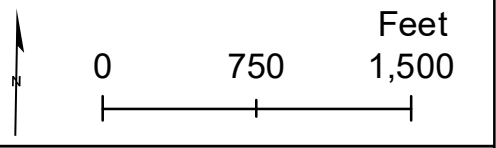
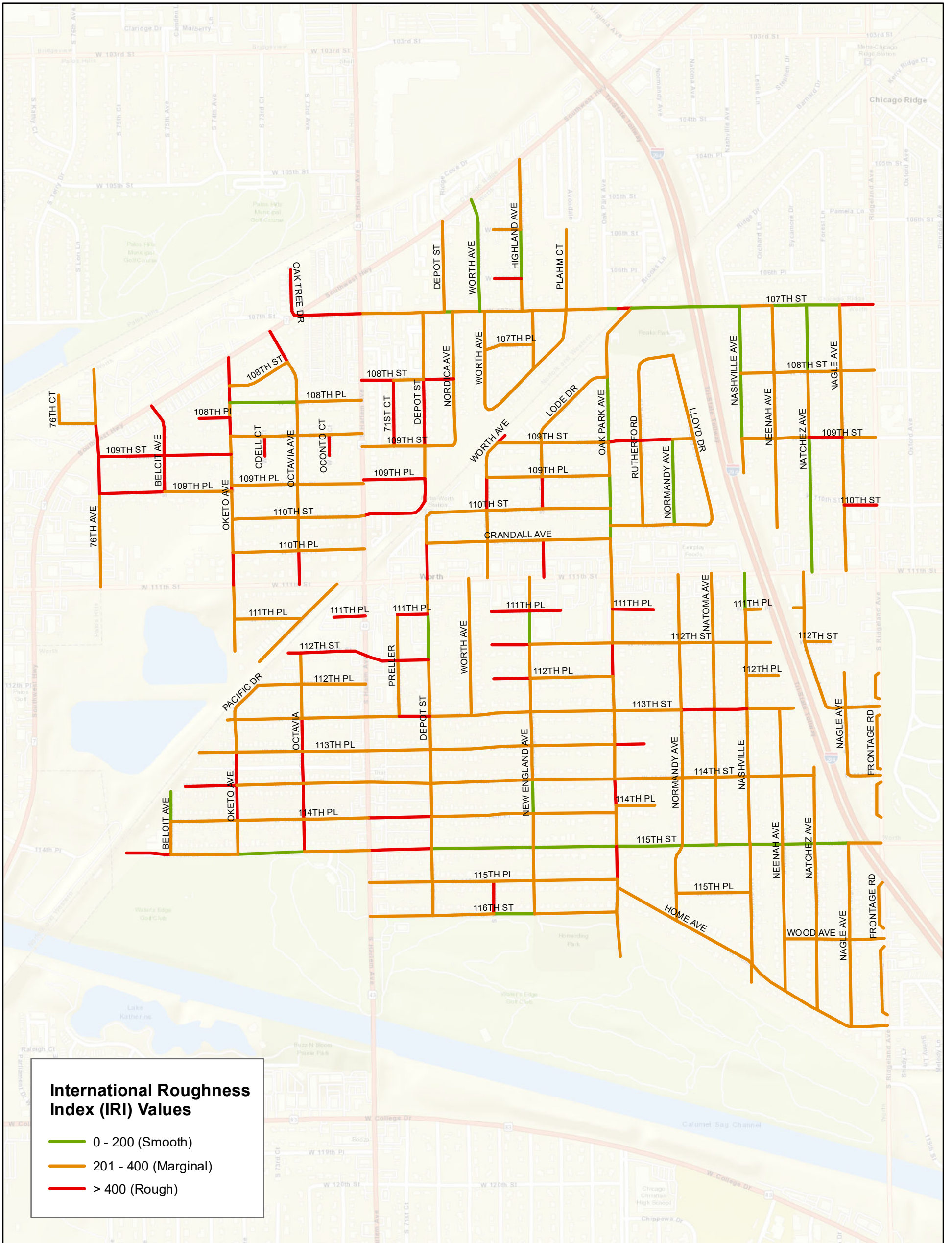
Pavement Management Program



Gorrondona &  
Associates, Inc.



Urban GIS  
your world, your way



Map 2:  
International Roughness  
Index (IRI) Values

## Worth, Illinois

Pavement Management Program



Gorrondona &  
Associates, Inc.



Urban GIS  
your world, your way

## **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.*

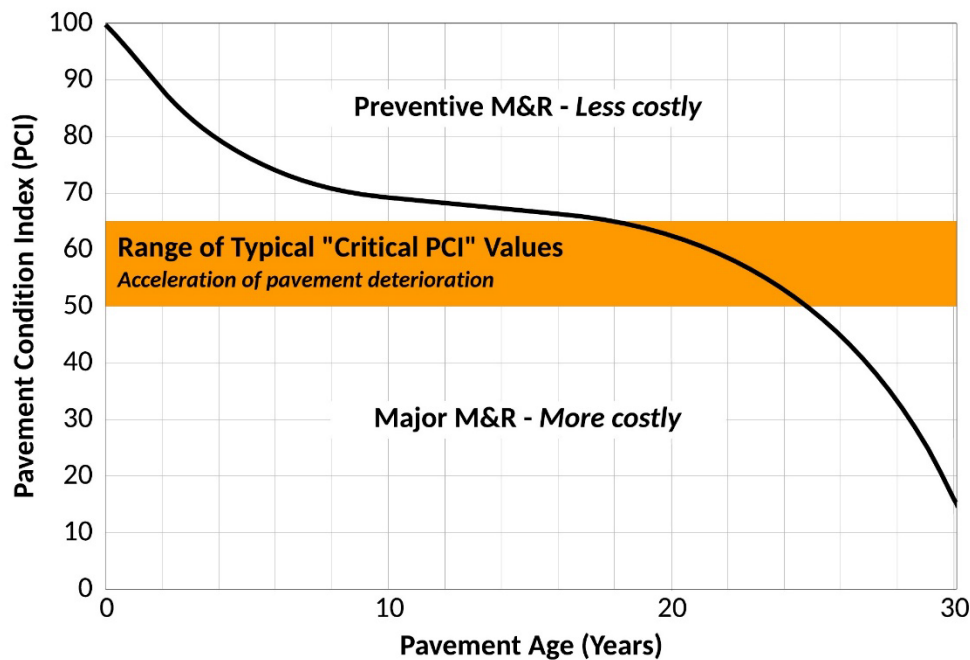
Combined with local knowledge and practical judgment, the recommendations from a pavement management system may be used to help make better pavement M&R decisions.

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).



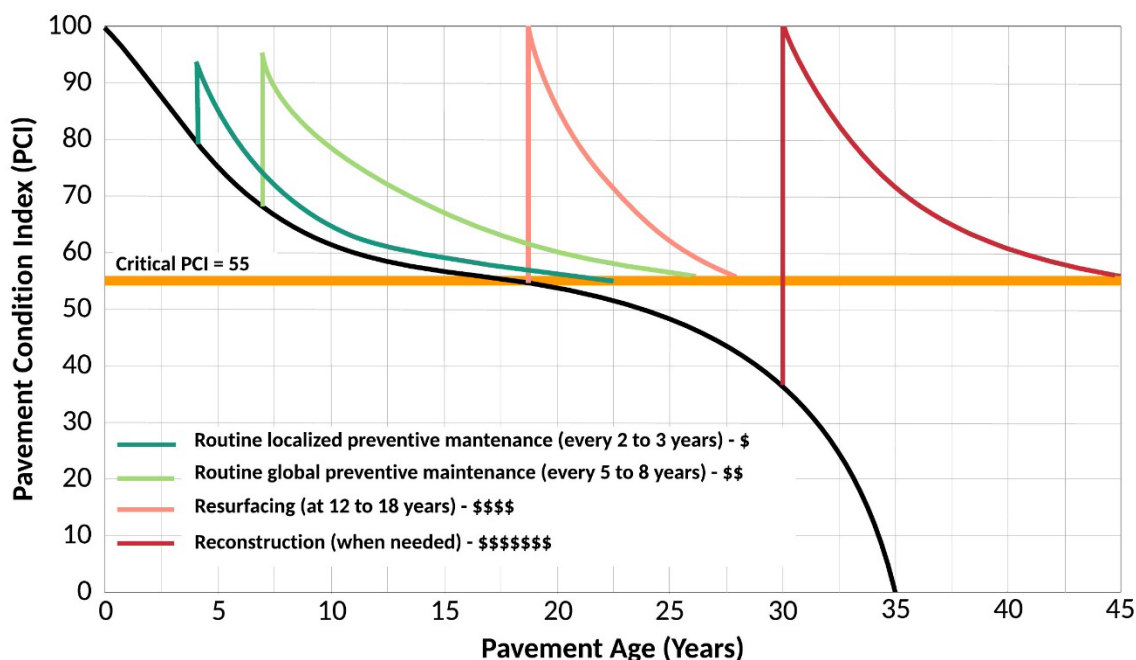
**Figure 2. Example of the correct timing of preventive and major M&R relative to the Critical PCI.**

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.

The PAVER system 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:

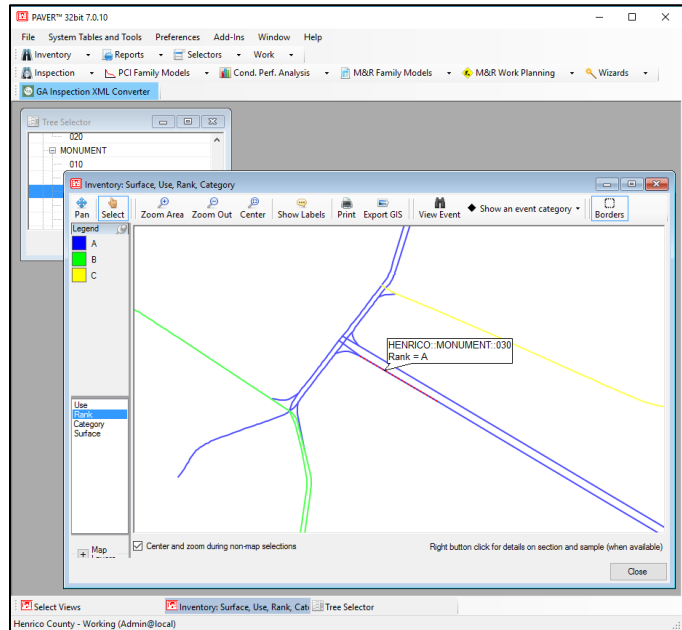
- Inventory
- M&R history
- Inspection
- Prediction modeling
- Condition analysis
- M&R planning
- Project planning
- Reporting

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](http://www.paver.colostate.edu).*

### 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.



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

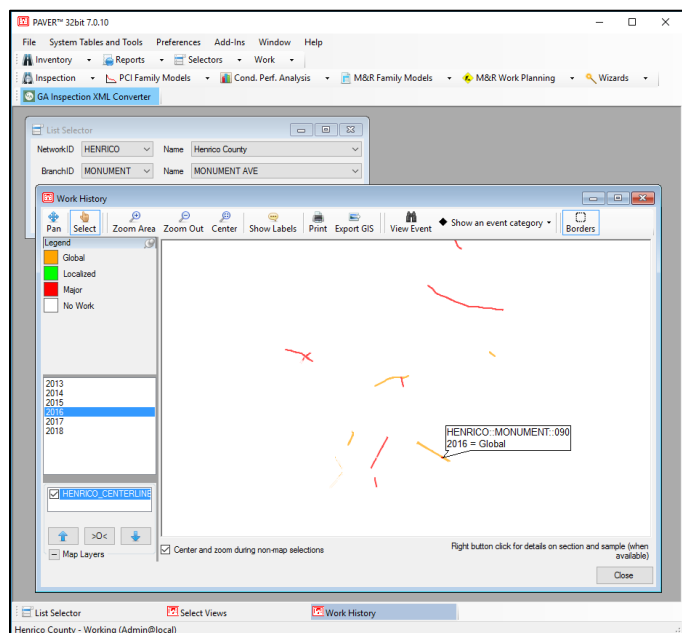
One network is defined for the Village and each roadway is a branch. Pavement sections are defined within each branch following the Village’s existing GIS segmentation in the Illinois Roadway Information System (IRIS). This structure allows the Village to easily organize their inventory and historical 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.

### 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



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

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.

### 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*

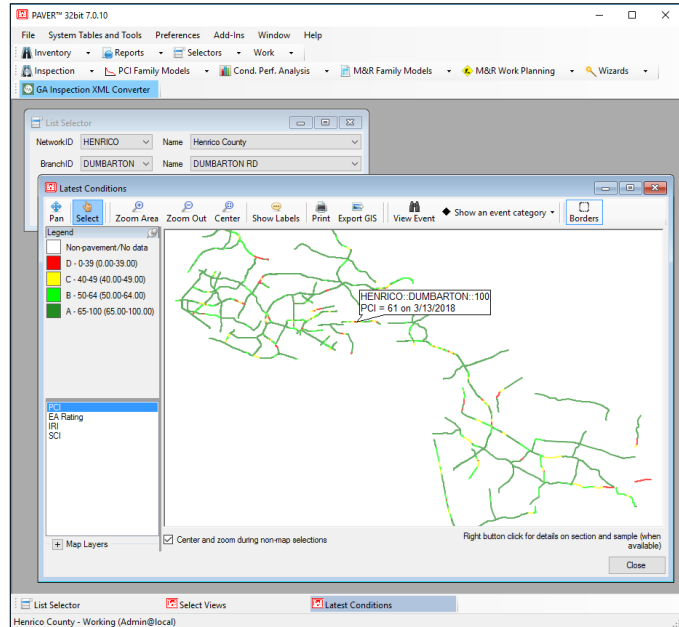


Figure 6. Example PCI values in the Inspection module.

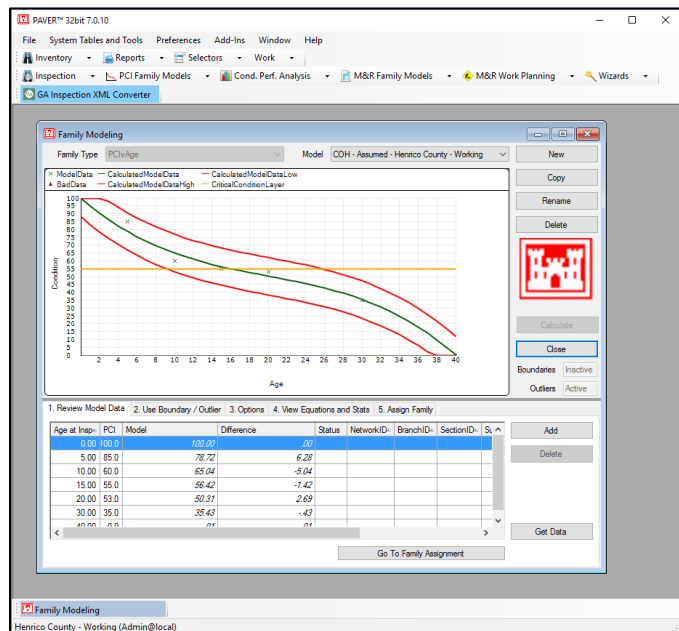


Figure 7. Example deterioration trend developed using the Prediction Modeling module.

- 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 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 are assigned the rank of tertiary. Based on these definitions, the Village does not have any tertiary pavements.

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 30.7 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	5.9	67,505
Secondary, S	27.7	55.4	350,485
<b>Total</b>	<b>30.7</b>	<b>61.3</b>	<b>417,990</b>

**Table 3. Roadway summary data by pavement surface type.**

Surface Type	Centerline Miles	Lane Miles	Area (SY)
Asphalt, AC	29.5	58.9	386,957
Concrete, PCC	1.2	2.4	31,033
<b>Total</b>	<b>30.7</b>	<b>61.3</b>	<b>417,990</b>

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.

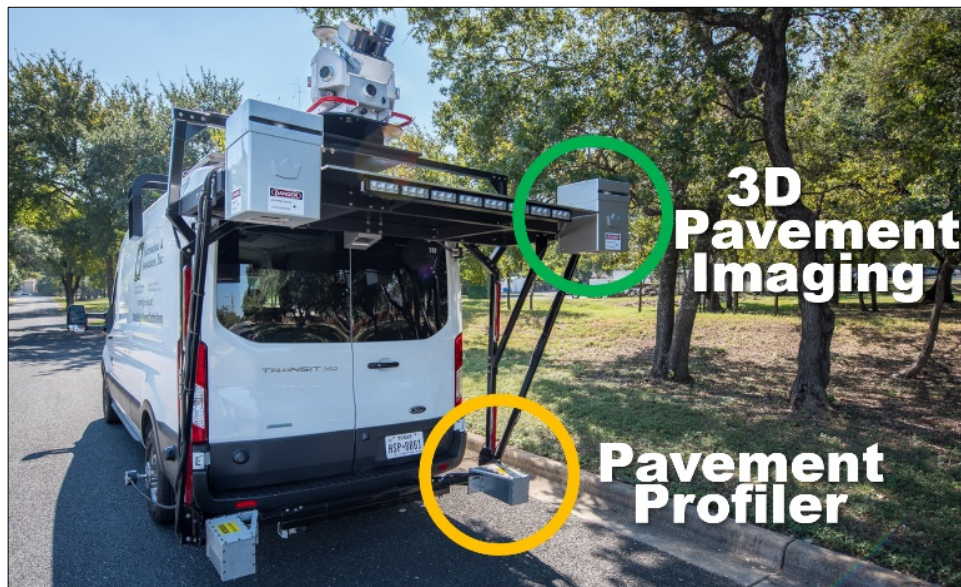
### 5.2 Objective

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**

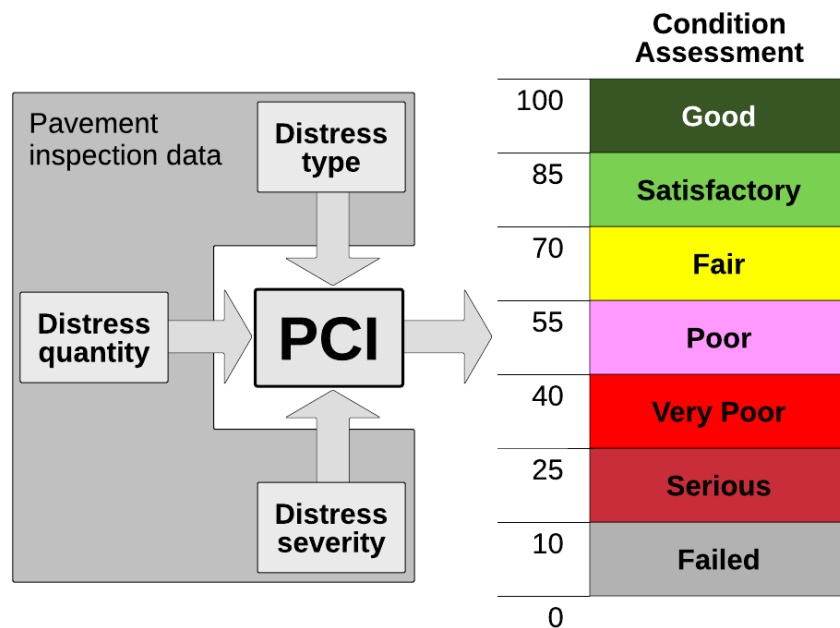
The pavement condition survey was performed following the PCI method. The PCI method is based on a set of definitions and procedures for measuring pavement distress types, severities, and quantities during a field inspection. This information is then distilled into a PCI value, which provides an indication 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		Concrete Pavement Distresses	
Distress	Cause	Distress	Cause
Alligator Cracking	Load	Blowup/Buckling	Climate/Durability
Bleeding	Other	Corner Break	Load
Block Cracking	Climate/Durability	Divided Slab	Load
Bumps and Sags	Other	Durability ("D") Cracking	Climate/Durability
Corrugation	Other	Faulting	Other
Depression	Other	Joint Seal Damage	Climate/Durability
Edge Cracking	Load	Lane/Shoulder Drop-Off	Other
Joint Reflection Cracking	Climate/Durability	Linear Cracking	Load
Lane/Shoulder Drop-Off	Other	Patching, Large and Utility Cuts	Other
Longitudinal and Transverse Cracking	Climate/Durability	Patching, Small	Other
Patching and Utility Cut Patching	Other	Polished Aggregate	Other
Polished Aggregate	Other	Popouts	Other
Pothole	Load	Pumping	Other
Railroad Crossing	Other	Punchout	Load
Rutting	Load	Railroad Crossing	Other
Shoving	Other	Scaling, Map Cracking, and Cracking	Other
Slippage Cracking	Other	Shrinkage Cracks	Climate/Durability
Swell	Other	Spalling, Corner	Climate/Durability
Raveling	Climate/Durability	Spalling, Joint	Climate/Durability
Weathering	Climate/Durability		



**Figure 9. PCI inputs and the Village’s assessment scale.**

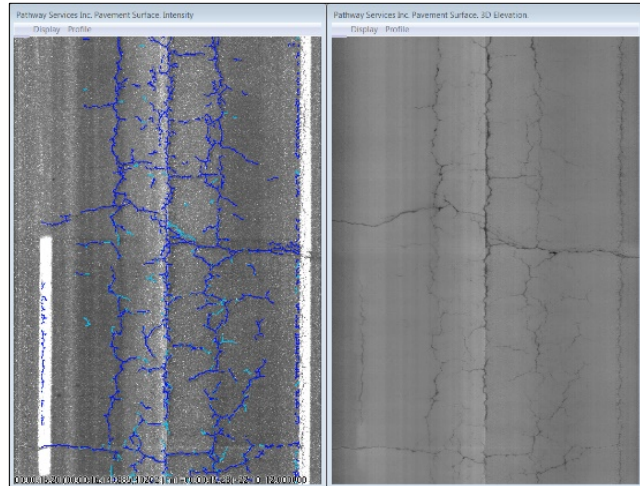
If properly designed and constructed, a new pavement begins its service life with a PCI of 100. Because of distress caused by vehicle loads, environmental factors, and aging, a pavement deteriorates over time. For each combination of distress type, severity level, and quantity observed during the inspection,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

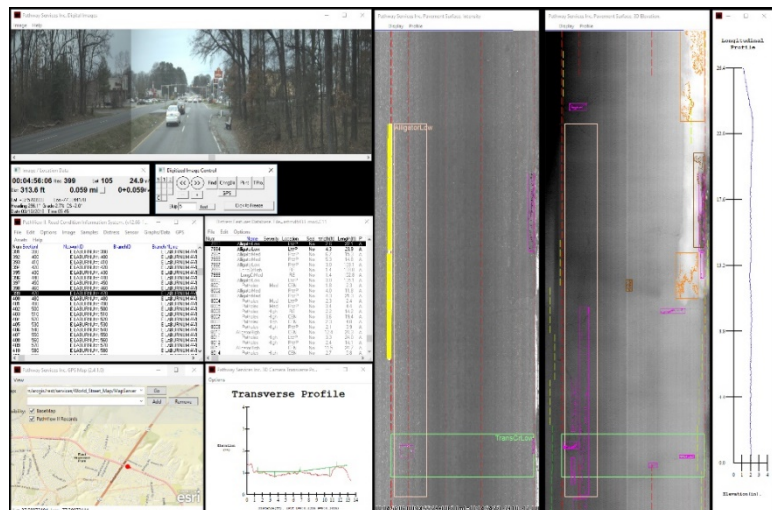
The PathRunner system captures 2D and 3D images of the roadway surface from which pavement surface distresses are evaluated. During the data collection effort, G&AI extracted pavement distress data from georeferenced digital images and rutting measurements from transverse profile measurement to determine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

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.



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

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.

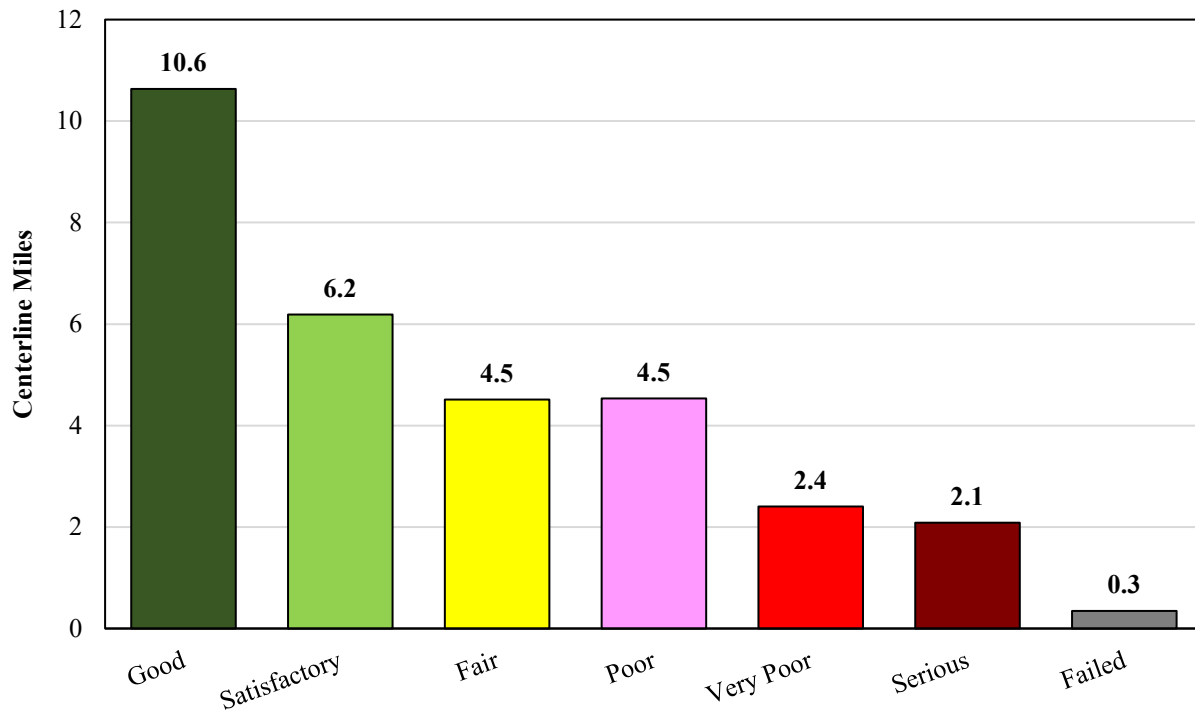
### 5.6 Existing pavement conditions and field observations

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
<b>Good</b>	Longitudinal and transverse cracking and weathering of surface <b>Preventive maintenance:</b> <i>Crack sealing and surface treatments</i>	86-100
<b>Satisfactory</b>	More extensive longitudinal and transverse cracking and weathering of surface <b>Preventive maintenance:</b> <i>Crack sealing and surface treatments</i>	71-85
<b>Fair</b>	Extensive longitudinal and transverse cracking, early stage alligator (fatigue) cracking, early stage rutting, and weathering of surface <b>Global preventive maintenance and localized repairs:</b> <i>Localized surface and/or full-depth patching, surface treatments, and thin overlays</i>	56-70
<b>Poor</b>	More extensive and severe longitudinal and transverse cracking, alligator (fatigue) cracking, rutting, and weathering of surface <b>Major rehabilitation:</b> <i>Localized full-depth patching, mill and overlays, and traditional overlays</i>	41-55
<b>Very Poor</b>	More extensive and more severe longitudinal and transverse cracking, alligator (fatigue) cracking, rutting, weathering of surface, potholes <b>Major rehabilitation:</b> <i>Full-depth patching, mill and overlays, traditional overlays, and reconstruction</i>	26-40
<b>Serious</b>	Extensive and severe failure of pavement surface <b>Major rehabilitation:</b> <i>Reconstruction</i>	11-25
<b>Failed</b>	Complete failure of pavement surface <b>Major rehabilitation:</b> <i>Reconstruction</i>	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 69. 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.**

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	5.9	67,505	81	238
Secondary, S	27.7	55.4	350,485	67	315
<b>Total</b>	<b>30.7</b>	<b>61.3</b>	<b>417,990</b>	<b>69</b>	<b>302</b>

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

Surface Type	Centerline Miles	Lane Miles	Area (SY)	PCI	IRI
Asphalt, AC	29.5	58.9	386,957	69	305
Concrete, PCC	1.2	2.4	31,033	75	276
<b>Total</b>	<b>30.7</b>	<b>61.3</b>	<b>417,990</b>	<b>69</b>	<b>302</b>

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 302. 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)
	New England Ave. <i>(Section 50)</i>  Last resurfacing date 2019	100 (202)	Preventive maintenance  <i>Seal joints between                      pavement and                      curb and gutter.</i>
	Lloyd Dr. <i>(Section 30)</i>  Last resurfacing date 2012	75 (260)	Preventive maintenance  <i>Seal cracks + surface                      treatment.</i>
	Oak Park Ave. <i>(Section 190)</i>  Last resurfacing date 2008	70 (129)	Preventive maintenance  <i>Seal cracks as well as                      paving lane joint and joints                      between pavement and curb                      and gutter + edge patching                      + surface treatment.</i>
	Nashville Ave. <i>(Section 80)</i>  Last resurfacing date unknown	44 (210)	Major M&R  <i>Localized structural                      patching +                      cold mill and overlay or                      reconstruction</i>
	Beloit Ave. <i>(Section 40)</i>  Resurfacing planned for 2020	26 (638)	Major M&R  Reconstruction

	<p>109<sup>th</sup> St.  <i>(Section 10)</i>   <i>Resurfacing planned        for 2020</i></p>	<p>11  <i>(455)</i></p>	<p>Major M&amp;R   <i>Reconstruction</i></p>
	<p>114<sup>th</sup> Pl.  <i>(Section 60)</i>   <i>Last resurfacing        date 2009</i></p>	<p>10  <i>(381)</i></p>	<p>Major M&amp;R   <i>Reconstruction</i></p>

**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 69. Furthermore, the Village’s roadways were found to be in overall “marginally rough” condition, with an average IRI of 302 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 **five-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 75.
  - Determining the annual funding level needed to eliminate the Village’s major M&R backlog over a five-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 5.5 points per year was used for the Village’s secondary roads, which equates to a pavement life between resurfacings of approximately eight years. A deterioration rate of roughly 3.5 points per year was used for the Village’s primary roads, which equates to a pavement life between resurfacings of approximately 13 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 five-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 \$6.50 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 five-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.

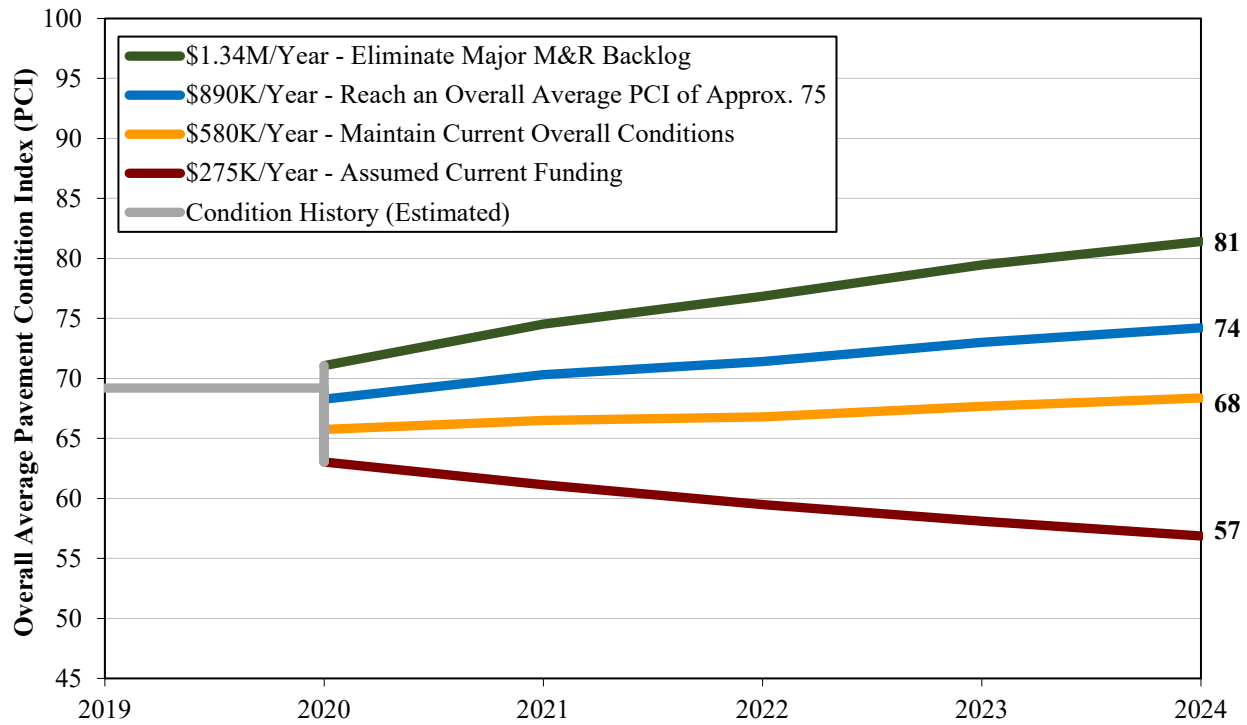


Figure 12: Impact of funding levels on overall pavement conditions by year.

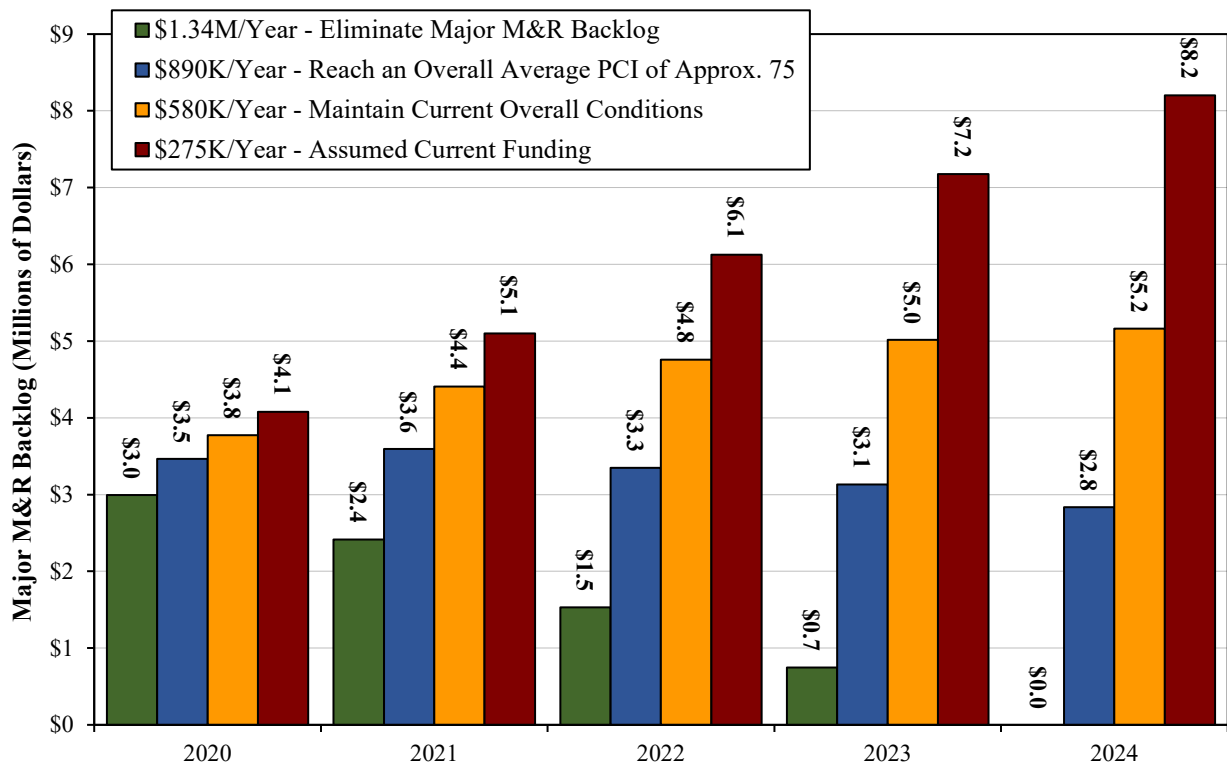


Figure 13: Impact of funding levels on major M&R backlog by year.

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 five-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 five-year period results in the lowest total cost to the Village.

**Table 9. Estimated Five-Year Pavement M&R Costs**

Funding Scenario	Total Five-Year M&R Costs (2020-2024)	Remaining M&R Backlog <sup>1)</sup> (2024)	Total Five-Year Cost <sup>2)</sup>	Projected PCI (2024)
\$275K/YR (Assumed Current Funding)	\$1.4M	\$8.2M	\$9.6M	57
Maintain Existing Overall Average Conditions (\$580K/YR)	\$2.9M	\$5.2M	\$8.1M	68
Increase Overall Average PCI to Approximately 75 (\$890K/YR)	\$4.5M	\$2.8M	\$7.3M	74
Backlog Elimination (\$1.34M/YR)	\$6.7M	\$0	\$6.7M	81

- 1) “M&R Backlog” equals the lump-sum cost to resurface/reconstruct all pavements at or below their critical PCI value.
- 2) “Total five-year cost” equals the sum of the five-year major M&R expenditures plus the remaining major M&R backlog at the end of the five-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 five years based on the Village’s existing funding level. Map A-6 shows all roadways recommended for major M&R over the upcoming five 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 five 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 \$285,000, 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	55,740	FT	\$55,740
Patching - AC Deep	12,035	SF	\$132,387
Patching - AC Shallow	2,322	SF	\$12,772
Crack Sealing - PCC	7,439	FT	\$11,159
Patching - PCC Partial Depth	5,265	SF	\$36,852
Joint Seal (Localized)	8,328	FT	\$12,492
Patching - PCC Full Depth	784	SF	\$23,531
<b>Total:</b>			<b>\$284,933</b>

## 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.

Five-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 for major M&R is likely inadequate to maintain the current condition of the Village’s roadway pavements. To maintain existing conditions, an increase in funding will likely 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 likely 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: Five-year major M&R recommendations – *Recommendations assuming current funding*

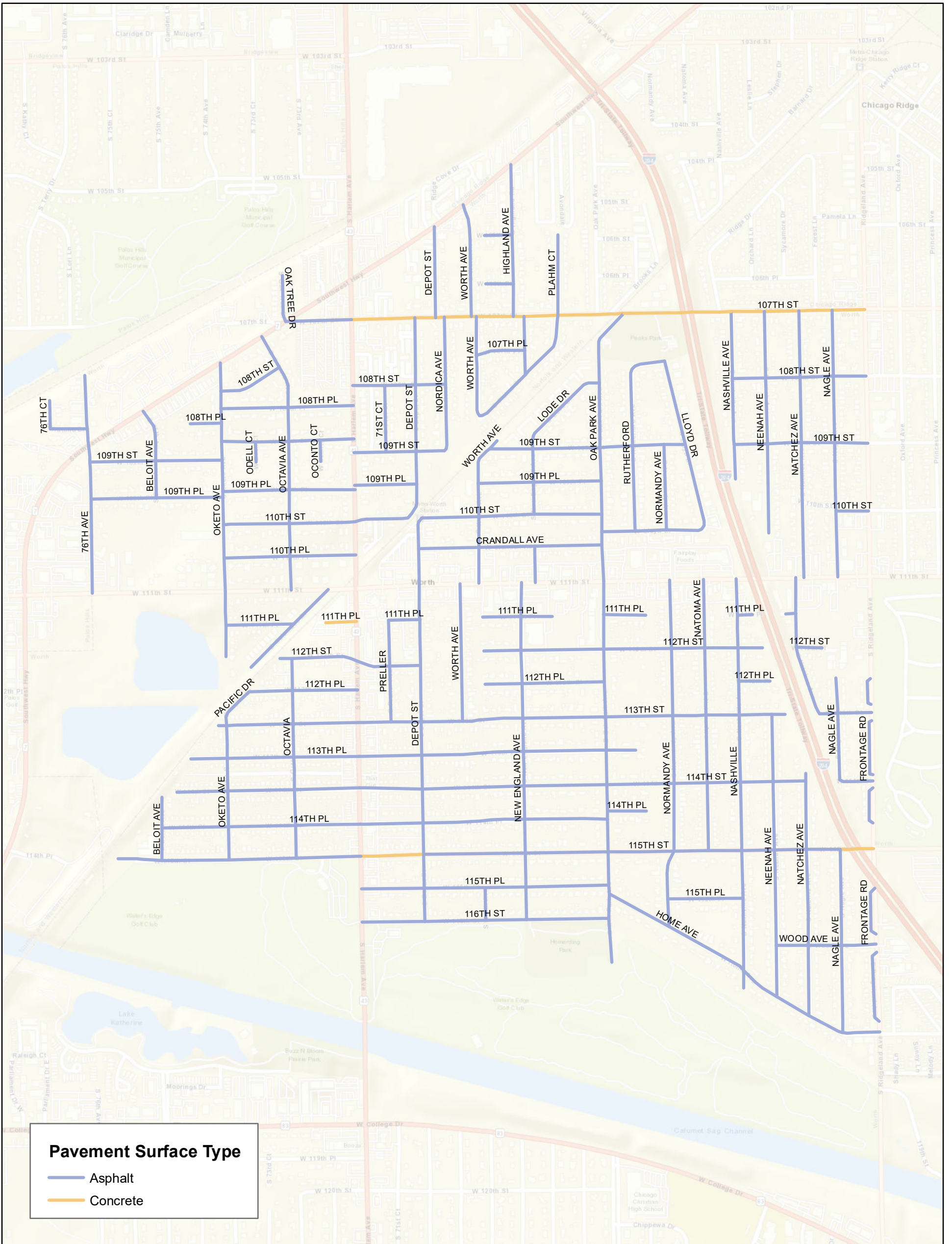
Map A-6: Five-year major M&R recommendations – *Recommendations assuming unlimited funding*

Map A-7: Pavement preservation candidates – *Current recommendations*

---

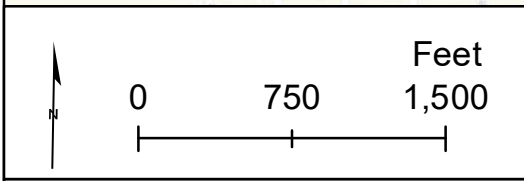






**Pavement Surface Type**

- Asphalt
- Concrete



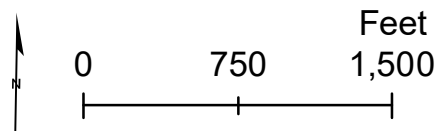
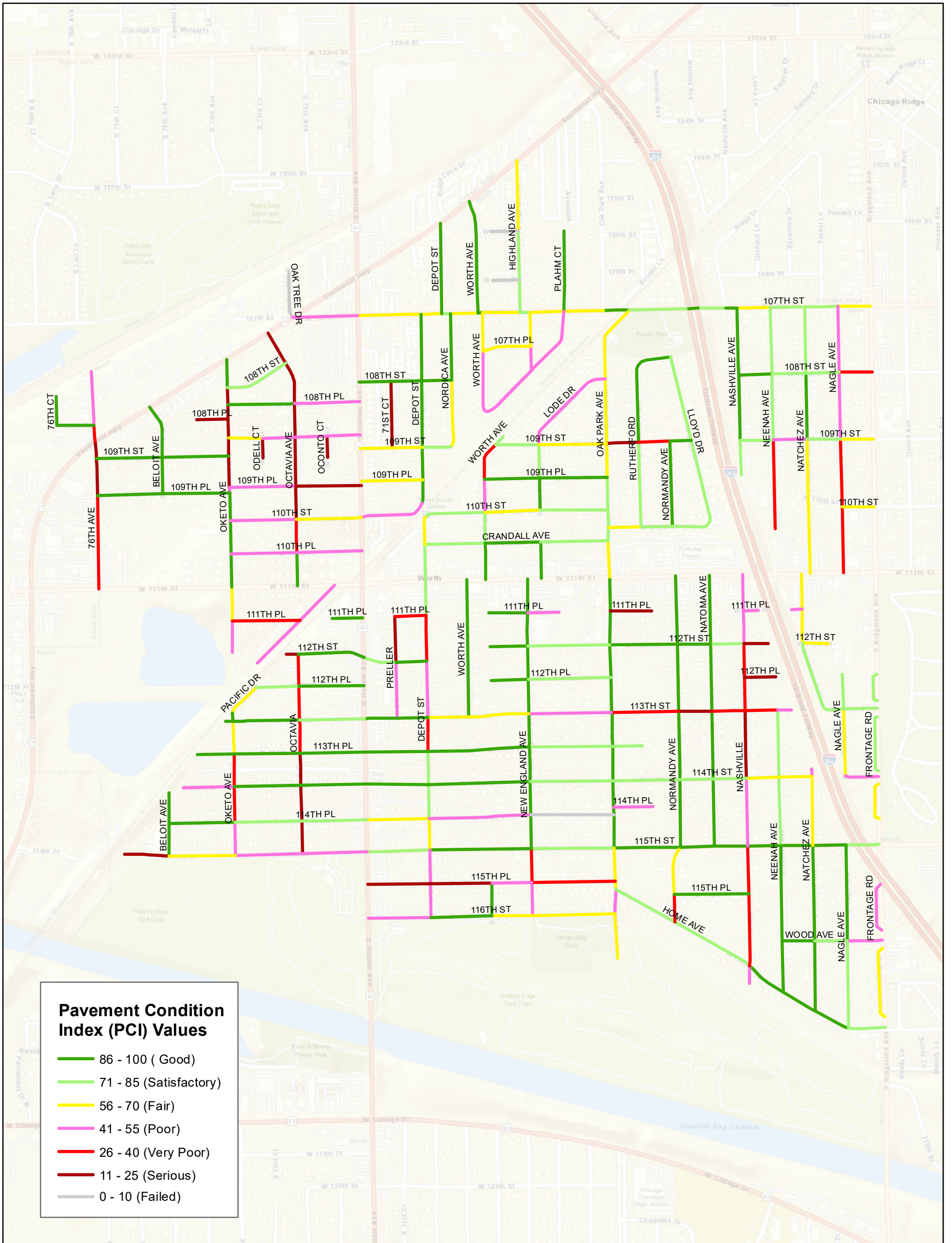
Map A-2:  
Pavement Surface Types

## Worth, Illinois

### Pavement Management Program

**Gorrondona & Associates, Inc.**

**Urban GIS**  
your world, your way



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

## Worth, Illinois

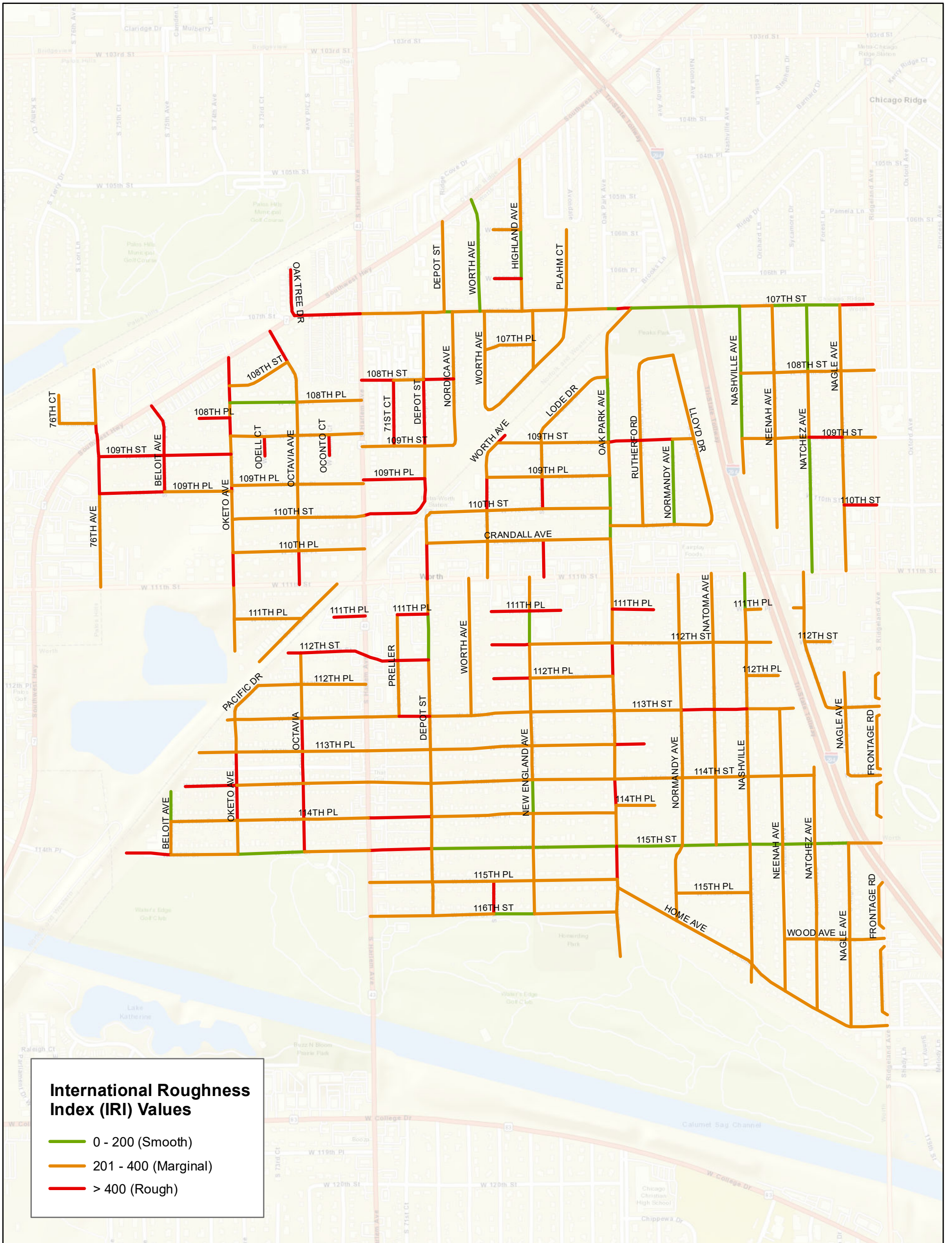
Pavement Management Program



Gorrondona &  
Associates, Inc.

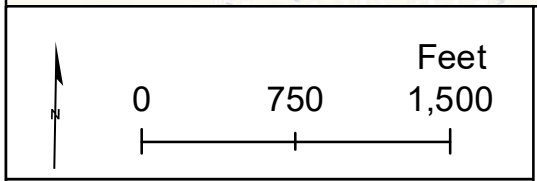


Urban GIS  
your world, your way



**International Roughness Index (IRI) Values**

- 0 - 200 (Smooth)
- 201 - 400 (Marginal)
- > 400 (Rough)



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

## Worth, Illinois

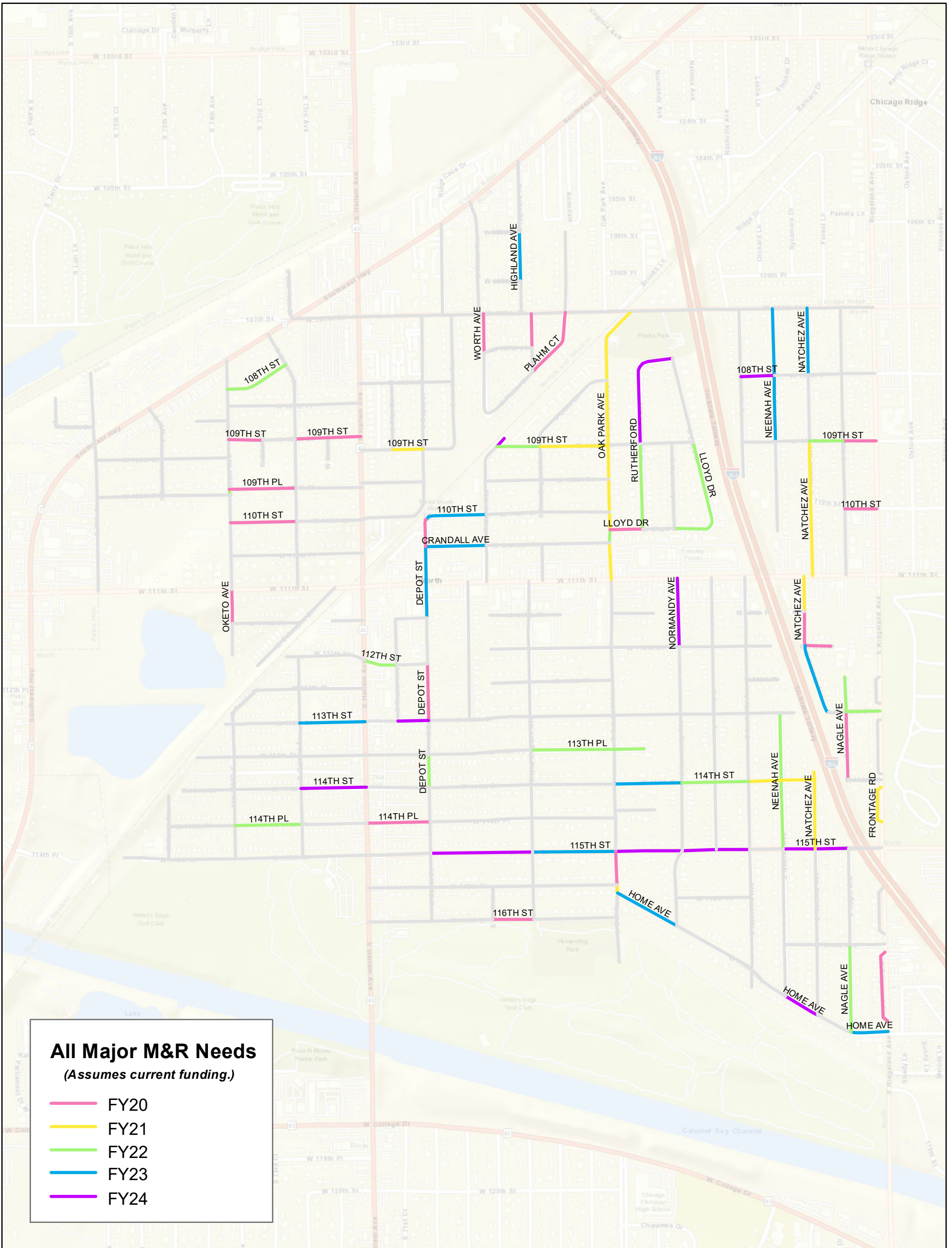
Pavement Management Program



**Gorronдона & Associates, Inc.**

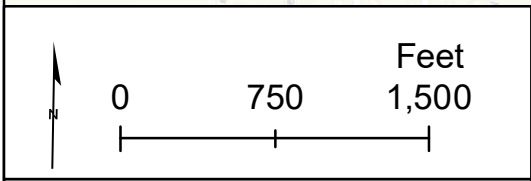


**Urban GIS**  
your world, your way



**All Major M&R Needs**  
*(Assumes current funding.)*

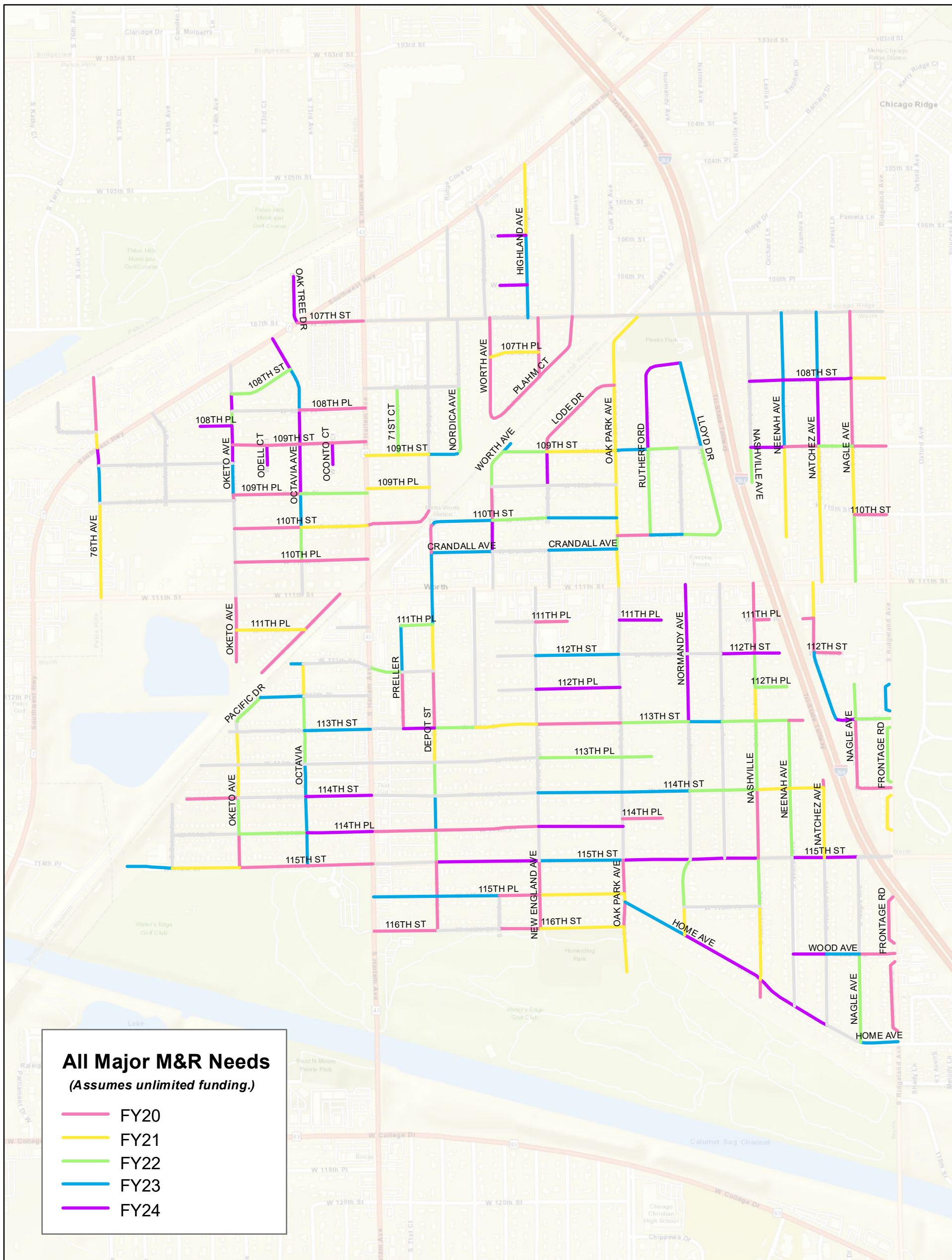
- FY20
- FY21
- FY22
- FY23
- FY24



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

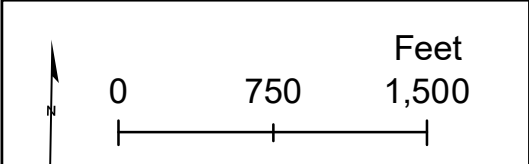
**Worth, Illinois**  
 Pavement Management Program





**All Major M&R Needs**  
*(Assumes unlimited funding.)*

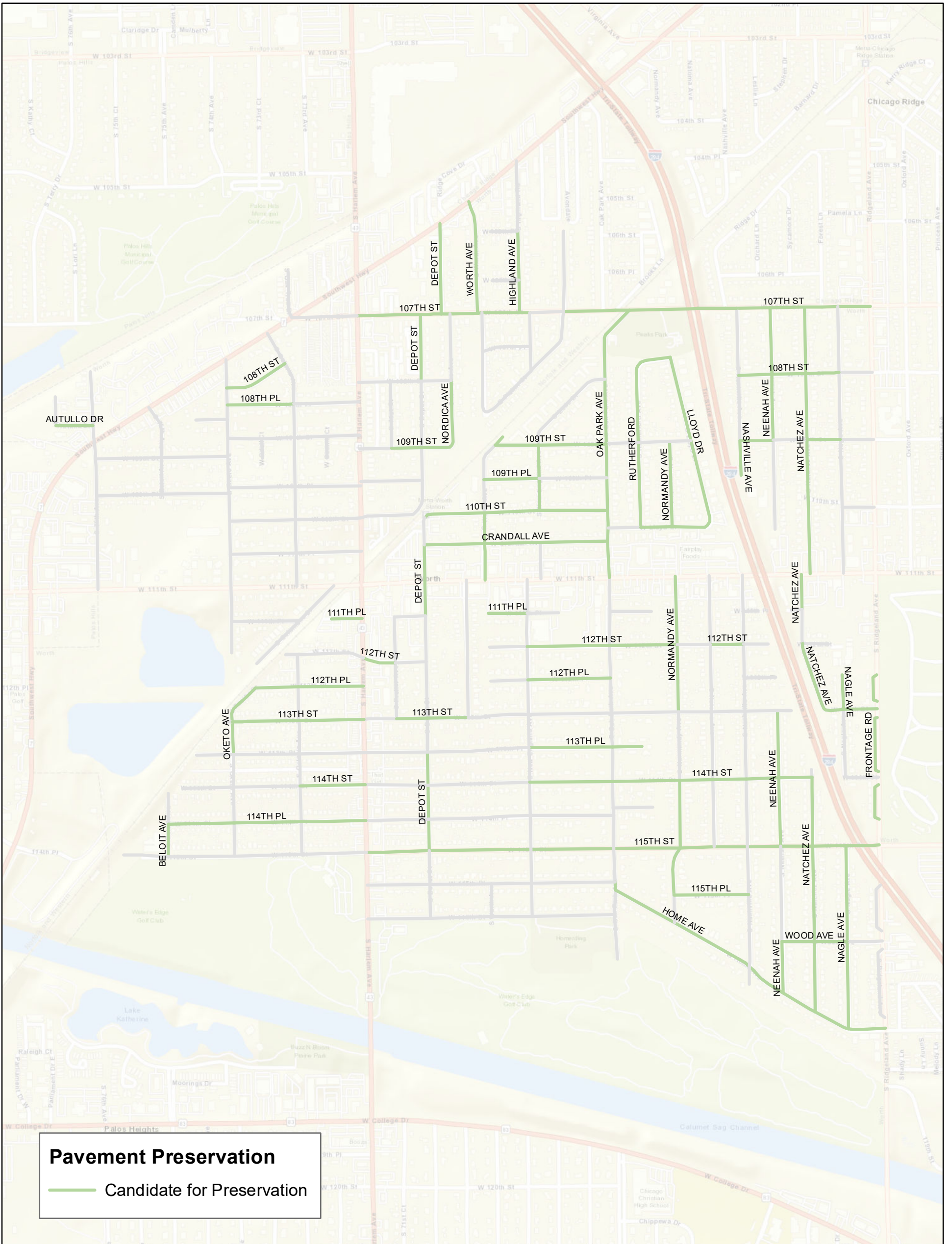
- FY20
- FY21
- FY22
- FY23
- FY24



**Map A-6:**  
**All Major M&R Needs**  
*(Assumes unlimited funding.)*

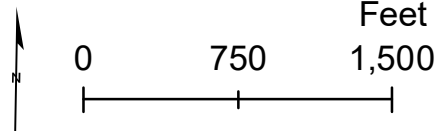
**Worth, Illinois**  
 Pavement Management Program





**Pavement Preservation**

— Candidate for Preservation



Map A-7:  
Pavement Preservation  
Candidates

**Worth, Illinois**

Pavement Management Program



Gorrondona &  
Associates, Inc.



**Urban GIS**  
your world, your way

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

---

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
WRTH::109TH PL::30	109TH PLACE	OKETO AVENUE	OCTAVIA AVENUE	13,172	48	2020	\$21,100
WRTH::109TH ST::180	109TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	6,573	54	2020	\$8,041
WRTH::109TH ST::30	109TH STREET	OKETO AVENUE	ODELL COURT	6,727	52	2020	\$9,204
WRTH::109TH ST::50	109TH STREET	OCTAVIA AVENUE	OCONTO COURT	6,279	49	2020	\$9,763
WRTH::109TH ST::60	109TH STREET	OCONTO COURT	HARLEM AVENUE	6,649	48	2020	\$10,651
WRTH::110TH ST::10	110TH STREET	OKETO AVENUE	OCTAVIA AVENUE	13,096	48	2020	\$20,978
WRTH::110TH ST::70	110TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	6,464	50	2020	\$9,744
WRTH::112TH ST::110	112TH STREET	NATCHEZ AVENUE	END	5,109	52	2020	\$6,990
WRTH::114TH PL::40	114TH PLACE	HARLEM AVENUE	DEPOT STREET	12,511	51	2020	\$18,010
WRTH::116TH ST::30	116TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	6,070	55	2020	\$6,984
WRTH::DPT ST::110	DEPOT STREET	110TH PLACE	110TH STREET	9,624	50	2020	\$14,507
WRTH::DPT ST::70	DEPOT STREET	113TH STREET	112TH STREET	11,207	48	2020	\$17,953
WRTH::FRTG RD::10	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	15,917	51	2020	\$22,913
WRTH::KT AVE::70	OKETO AVENUE	111TH PLACE	111TH STREET	6,711	52	2020	\$9,182
WRTH::LLYD DR::10	LLOYD DRIVE	OAK PARK AVENUE	RUTHERFORD	6,530	54	2020	\$7,989
WRTH::NGL AVE::30	NAGLE AVENUE	114TH STREET	113TH STREET	13,231	50	2020	\$19,944
WRTH::NTCHZ AVE::60	NATCHEZ AVENUE	112TH STREET	111TH PLACE	6,689	55	2020	\$7,697
WRTH::OK PRK AVE::40	OAK PARK AVENUE	115TH PLACE	115TH STREET	8,250	52	2020	\$11,288
WRTH::PLHM CT::20	PLAHM COURT	107TH STREET	NEW ENGLAND	14,248	48	2020	\$22,823
WRTH::W NGLD AVE::150	NEW ENGLAND AVENUE	107TH STREET	107TH PLACE	6,725	54	2020	\$8,228
WRTH::WRTH AVE::90	WORTH AVENUE	107TH STREET	107TH PLACE	7,734	54	2020	\$9,462
WRTH::109TH ST::110	109TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,395	52	2021	\$18,837
WRTH::109TH ST::80	109TH STREET	71ST COURT	DEPOT STREET	10,489	53	2021	\$13,979
WRTH::114TH ST::100	114TH STREET	NASHVILLE	NEENAH AVENUE	6,538	52	2021	\$9,195
WRTH::114TH ST::110	114TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	6,510	53	2021	\$8,676
WRTH::FRTG RD::30	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	8,621	55	2021	\$10,196
WRTH::NTCHZ AVE::30	NATCHEZ AVENUE	115TH STREET	114TH STREET	13,601	52	2021	\$19,125
WRTH::NTCHZ AVE::40	NATCHEZ AVENUE	114TH STREET	END	1,549	39	2021	\$3,841
WRTH::NTCHZ AVE::70	NATCHEZ AVENUE	111TH PLACE	111TH STREET	7,100	54	2021	\$8,936
WRTH::NTCHZ AVE::80	NATCHEZ AVENUE	111TH STREET	109TH STREET	26,714	55	2021	\$31,597
WRTH::OK PRK AVE::140	OAK PARK AVENUE	111TH STREET	110TH PLACE	10,837	47	2021	\$18,366
WRTH::OK PRK AVE::160	OAK PARK AVENUE	LLOYD DRIVE	110TH STREET	6,124	51	2021	\$8,858
WRTH::OK PRK AVE::170	OAK PARK AVENUE	110TH STREET	109TH PLACE	11,357	51	2021	\$16,427
WRTH::OK PRK AVE::180	OAK PARK AVENUE	109TH PLACE	109TH STREET	11,684	48	2021	\$19,320
WRTH::OK PRK AVE::190	OAK PARK AVENUE	109TH STREET	LODE DRIVE	22,513	50	2021	\$34,095
WRTH::OK PRK AVE::200	OAK PARK AVENUE	LODE DRIVE	107TH STREET	31,337	49	2021	\$50,509
WRTH::OK PRK AVE::30	OAK PARK AVENUE	HOME AVENUE	115TH PLACE	2,061	55	2021	\$2,437
WRTH::108TH ST::10	108TH STREET	OKETO AVENUE	OCTAVIA AVENUE	12,926	55	2022	\$15,561
WRTH::109TH ST::100	109TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	8,633	55	2022	\$10,393
WRTH::109TH ST::170	109TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	6,652	54	2022	\$8,543
WRTH::112TH ST::30	112TH STREET	HARLEM AVENUE	PRELLER	8,518	52	2022	\$12,283
WRTH::113TH PL::60	113TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,489	54	2022	\$21,178
WRTH::113TH PL::70	113TH PLACE	OAK PARK AVENUE	END	5,868	52	2022	\$8,461
WRTH::113TH ST::150	113TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	6,697	53	2022	\$9,134
WRTH::114TH PL::20	114TH PLACE	OKETO AVENUE	OCTAVIA	13,244	51	2022	\$20,121
WRTH::114TH ST::80	114TH STREET	NORMANDY AVENUE	NATOMA AVENUE	6,585	52	2022	\$9,496
WRTH::114TH ST::90	114TH STREET	NATOMA AVENUE	NASHVILLE	6,543	54	2022	\$8,403
WRTH::DPT ST::50	DEPOT STREET	114TH STREET	113TH PLACE	6,676	54	2022	\$8,574
WRTH::KT AVE::110	OKETO AVENUE	109TH PLACE	109TH PLACE	1,134	29	2022	\$6,191
WRTH::LLYD DR::30	LLOYD DRIVE	NORMANDY AVENUE	109TH STREET	24,517	55	2022	\$29,516
WRTH::NGL AVE::10	NAGLE AVENUE	HOME AVENUE	WOOD AVENUE	17,322	54	2022	\$22,248
WRTH::NGL AVE::40	NAGLE AVENUE	113TH STREET	END	6,939	53	2022	\$9,465
WRTH::NNH AVE::30	NEENAH AVENUE	115TH STREET	114TH STREET	13,553	51	2022	\$20,591
WRTH::NNH AVE::40	NEENAH AVENUE	114TH STREET	113TH STREET	13,381	51	2022	\$20,330
WRTH::OK PRK AVE::150	OAK PARK AVENUE	CRANDALL AVENUE	LLOYD DRIVE	4,593	46	2022	\$8,266
WRTH::RTHRFRD::10	RUTHERFORD	LLOYD DRIVE	109TH STREET	16,919	53	2022	\$23,078
WRTH::110TH ST::40	110TH STREET	DEPOT STREET	WORTH AVENUE	12,099	54	2023	\$15,449
WRTH::113TH ST::30	113TH STREET	OCTAVIA	HARLEM AVENUE	12,881	53	2023	\$17,600
WRTH::114TH ST::70	114TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	13,398	54	2023	\$17,108
WRTH::115TH ST::70	115TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	32,948	49	2023	\$55,566



Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
WRTH::CRNDLL AVE::10	CRANDALL AVENUE	DEPOT STREET	WORTH AVENUE	15,674	54	2023	\$20,015
WRTH::DPT ST::100	DEPOT STREET	111TH STREET	110TH PLACE	12,496	54	2023	\$15,956
WRTH::DPT ST::90	DEPOT STREET	111TH PLACE	111TH STREET	6,979	52	2023	\$10,137
WRTH::HGHLND AVE::20	HIGHLAND AVENUE	106TH PLACE	105TH PLACE	11,204	52	2023	\$16,274
WRTH::HM AVE::10	HOME AVENUE	OAK PARK AVENUE	NORMANDY AVENUE	13,449	54	2023	\$17,174
WRTH::HM AVE::60	HOME AVENUE	NAGLE AVENUE	RIDGELAND AVENUE	7,299	51	2023	\$11,224
WRTH::NNH AVE::60	NEENAH AVENUE	109TH STREET	108TH STREET	13,097	53	2023	\$17,895
WRTH::NNH AVE::70	NEENAH AVENUE	109TH STREET	107TH STREET	13,267	52	2023	\$19,270
WRTH::NTCHZ AVE::100	NATCHEZ AVENUE	109TH STREET	107TH STREET	13,200	52	2023	\$19,173
WRTH::NTCHZ AVE::50	NATCHEZ AVENUE	113TH STREET	112TH STREET	14,048	52	2023	\$20,405
WRTH::108TH ST::50	108TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	6,594	55	2024	\$8,567
WRTH::113TH ST::50	113TH STREET	PRELLER	DEPOT STREET	6,066	55	2024	\$7,881
WRTH::114TH ST::30	114TH STREET	OCTAVIA	HARLEM AVENUE	16,128	55	2024	\$20,954
WRTH::115TH ST::100	115TH STREET	NATOMA AVENUE	NASHVILLE	9,945	49	2024	\$17,343
WRTH::115TH ST::120	115TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	9,565	47	2024	\$17,783
WRTH::115TH ST::130	115TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	10,047	49	2024	\$17,519
WRTH::115TH ST::60	115TH STREET	DEPOT STREET	NEW ENGLAND AVENUE	42,386	49	2024	\$73,913
WRTH::115TH ST::80	115TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	19,707	51	2024	\$31,132
WRTH::115TH ST::90	115TH STREET	NORMANDY AVENUE	NATOMA AVENUE	10,168	47	2024	\$18,904
WRTH::HM AVE::40	HOME AVENUE	NEENAH AVENUE	NATCHEZ AVENUE	7,367	55	2024	\$9,571
WRTH::NRMNDY AVE::60	NORMANDY AVENUE	112TH STREET	111TH STREET	13,582	55	2024	\$17,646
WRTH::RTHRFRD::20	RUTHERFORD	109TH STREET	LLOYD DRIVE	22,168	55	2024	\$28,801
WRTH::WRTH AVE::70	WORTH AVENUE	109TH STREET	END	2,162	43	2024	\$4,493

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

---

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
WRTH::107TH ST::10	107TH STREET	SOUTHWEST HIGHWAY	HARLEM AVENUE	16,330	36	2020	\$51,182
WRTH::108TH PL::30	108TH PLACE	OCTAVIA AVENUE	HARLEM AVENUE	12,879	42	2020	\$24,203
WRTH::109TH PL::30	109TH PLACE	OKETO AVENUE	OCTAVIA AVENUE	13,172	48	2020	\$21,100
WRTH::109TH ST::160	109TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	6,727	42	2020	\$12,944
WRTH::109TH ST::180	109TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	6,573	54	2020	\$8,041
WRTH::109TH ST::30	109TH STREET	OKETO AVENUE	ODELL COURT	6,727	52	2020	\$9,204
WRTH::109TH ST::40	109TH STREET	ODELL COURT	OCTAVIA AVENUE	6,563	36	2020	\$20,569
WRTH::109TH ST::50	109TH STREET	OCTAVIA AVENUE	OCONTO COURT	6,279	49	2020	\$9,763
WRTH::109TH ST::60	109TH STREET	OCONTO COURT	HARLEM AVENUE	6,649	48	2020	\$10,651
WRTH::110TH PL::10	110TH PLACE	OKETO AVENUE	OCTAVIA AVENUE	13,067	44	2020	\$23,361
WRTH::110TH PL::20	110TH PLACE	OCTAVIA AVENUE	HARLEM AVENUE	13,041	41	2020	\$25,681
WRTH::110TH ST::10	110TH STREET	OKETO AVENUE	OCTAVIA AVENUE	13,096	48	2020	\$20,978
WRTH::110TH ST::30	110TH STREET	HARLEM AVENUE	DEPOT STREET	26,468	37	2020	\$76,125
WRTH::110TH ST::70	110TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	6,464	50	2020	\$9,744
WRTH::111TH PL::50	111TH PLACE	NEW ENGLAND AVENUE	END	9,351	46	2020	\$15,853
WRTH::111TH PL::70	111TH PLACE	NASHVILLE	END	3,019	39	2020	\$7,090
WRTH::111TH PL::80	111TH PLACE	NATCHEZ AVENUE	END	2,080	37	2020	\$5,983
WRTH::112TH ST::110	112TH STREET	NATCHEZ AVENUE	END	5,109	52	2020	\$6,990
WRTH::113TH ST::130	113TH STREET	NEENAH AVENUE	END	2,693	44	2020	\$4,814
WRTH::113TH ST::80	113TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,494	46	2020	\$27,963
WRTH::114TH PL::40	114TH PLACE	HARLEM AVENUE	DEPOT STREET	12,511	51	2020	\$18,010
WRTH::114TH PL::50	114TH PLACE	DEPOT STREET	NEW ENGLAND AVENUE	20,200	43	2020	\$37,042
WRTH::114TH PL::70	114TH PLACE	OAK PARK AVENUE	END	7,767	37	2020	\$22,340
WRTH::114TH ST::10	114TH STREET	OKETO AVENUE	END	10,165	39	2020	\$23,868
WRTH::114TH ST::120	114TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	6,662	40	2020	\$13,885
WRTH::115TH PL::30	115TH PLACE	WORTH AVENUE	NEW ENGLAND AVENUE	8,015	37	2020	\$23,052
WRTH::115TH ST::30	115TH STREET	OKETO AVENUE	OCTAVIA	33,193	46	2020	\$56,273
WRTH::115TH ST::40	115TH STREET	OCTAVIA	HARLEM AVENUE	35,456	43	2020	\$65,018
WRTH::116TH ST::10	116TH STREET	HARLEM AVENUE	DEPOT STREET	9,356	38	2020	\$24,441
WRTH::116TH ST::30	116TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	6,070	55	2020	\$6,984
WRTH::76TH AVE::50	76TH AVENUE	AUTULLO DRIVE	END	10,711	42	2020	\$20,610
WRTH::CLMBS DR::10	COLUMBUS DRIVE	111TH PLACE	END	15,083	39	2020	\$35,419
WRTH::CLMBS DR::20	COLUMBUS DRIVE	111TH PLACE	111TH STREET	12,170	46	2020	\$20,633
WRTH::DPT ST::10	DEPOT STREET	116TH STREET	115TH PLACE	6,677	39	2020	\$15,679
WRTH::DPT ST::110	DEPOT STREET	110TH PLACE	110TH STREET	9,624	50	2020	\$14,507
WRTH::DPT ST::20	DEPOT STREET	115TH PLACE	115TH STREET	6,668	39	2020	\$15,658
WRTH::DPT ST::70	DEPOT STREET	113TH STREET	112TH STREET	11,207	48	2020	\$17,953
WRTH::FRTG RD::10	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	15,917	51	2020	\$22,913
WRTH::FRTG RD::20	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	10,914	47	2020	\$17,996
WRTH::KT AVE::10	OKETO AVENUE	115TH STREET	114TH PLACE	6,639	40	2020	\$13,837
WRTH::KT AVE::110	OKETO AVENUE	109TH PLACE	109TH PLACE	1,134	37	2020	\$3,261
WRTH::KT AVE::60	OKETO AVENUE	111TH PLACE	END	6,306	38	2020	\$16,473
WRTH::KT AVE::70	OKETO AVENUE	111TH PLACE	111TH STREET	6,711	52	2020	\$9,182
WRTH::LD DRIVE::10	LODE DRIVE	109TH STREET	OAK PARK AVENUE	19,886	46	2020	\$33,712
WRTH::LLYD DR::10	LLOYD DRIVE	OAK PARK AVENUE	RUTHERFORD	6,530	54	2020	\$7,989
WRTH::NGL AVE::30	NAGLE AVENUE	114TH STREET	113TH STREET	13,231	50	2020	\$19,944
WRTH::NGL AVE::70	NAGLE AVENUE	109TH STREET	108TH STREET	13,252	46	2020	\$22,465
WRTH::NGL AVE::80	NAGLE AVENUE	109TH STREET	107TH STREET	13,102	36	2020	\$41,065
WRTH::NSHVLL AVE::10	NASHVILLE	HOME AVENUE	END	3,507	46	2020	\$5,945
WRTH::NSHVLL AVE::40	NASHVILLE	115TH STREET	114TH STREET	13,499	36	2020	\$42,307
WRTH::NSHVLL AVE::80	NASHVILLE	112TH STREET	111TH PLACE	6,473	39	2020	\$15,200
WRTH::NSHVLL AVE::90	NASHVILLE	111TH PLACE	111TH STREET	7,238	41	2020	\$14,253
WRTH::NTCHZ AVE::40	NATCHEZ AVENUE	114TH STREET	END	1,549	44	2020	\$2,768
WRTH::NTCHZ AVE::60	NATCHEZ AVENUE	112TH STREET	111TH PLACE	6,689	55	2020	\$7,697
WRTH::OK PRK AVE::20	OAK PARK AVENUE	116TH STREET	HOME AVENUE	6,070	45	2020	\$10,573
WRTH::OK PRK AVE::40	OAK PARK AVENUE	115TH PLACE	115TH STREET	8,250	52	2020	\$11,288
WRTH::PLHM CT::10	PLAHM COURT	WORTH AVENUE	NEW ENGLAND	14,721	40	2020	\$30,682
WRTH::PLHM CT::20	PLAHM COURT	107TH STREET	NEW ENGLAND	14,248	48	2020	\$22,823
WRTH::PRELLER::10	PRELLER	113TH STREET	112TH STREET	11,091	42	2020	\$20,843
WRTH::W NGLD AVE::10	NEW ENGLAND AVENUE	116TH STREET	115TH PLACE	6,578	44	2020	\$11,759
WRTH::W NGLD AVE::140	NEW ENGLAND AVENUE	107TH PLACE	PLAHM COURT	4,863	36	2020	\$15,241

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
WRTH::W NGLD AVE::150	NEW ENGLAND AVENUE	107TH STREET	107TH PLACE	6,725	54	2020	\$8,228
WRTH::W NGLD AVE::20	NEW ENGLAND AVENUE	115TH PLACE	115TH STREET	6,698	35	2020	\$24,427
WRTH::WD AVE::30	WOOD AVENUE	NAGLE AVENUE	RIDGELAND AVENUE	6,863	43	2020	\$12,586
WRTH::WRTH AVE::50	WORTH AVENUE	110TH STREET	109TH PLACE	6,613	36	2020	\$20,725
WRTH::WRTH AVE::80	WORTH AVENUE	107TH PLACE	PLAHM COURT	12,091	36	2020	\$37,894
WRTH::WRTH AVE::90	WORTH AVENUE	107TH STREET	107TH PLACE	7,734	54	2020	\$9,462
WRTH::107TH PL::10	107TH PLACE	WORTH AVENUE	NEW ENGLAND	9,679	50	2021	\$14,998
WRTH::108TH ST::80	108TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	6,554	26	2021	\$37,974
WRTH::109TH PL::50	109TH PLACE	HARLEM AVENUE	DEPOT STREET	12,255	50	2021	\$18,989
WRTH::109TH ST::110	109TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,395	52	2021	\$18,837
WRTH::109TH ST::70	109TH STREET	HARLEM AVENUE	71ST COURT	6,400	50	2021	\$9,917
WRTH::109TH ST::80	109TH STREET	71ST COURT	DEPOT STREET	10,489	53	2021	\$13,979
WRTH::110TH ST::20	110TH STREET	OCTAVIA AVENUE	HARLEM AVENUE	13,072	49	2021	\$20,875
WRTH::111TH PL::10	111TH PLACE	OKETO AVENUE	COLUMBUS DRIVE	26,978	30	2021	\$139,522
WRTH::113TH ST::70	113TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	11,946	50	2021	\$18,511
WRTH::114TH ST::100	114TH STREET	NASHVILLE	NEENAH AVENUE	6,538	52	2021	\$9,195
WRTH::114TH ST::110	114TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	6,510	53	2021	\$8,676
WRTH::115TH PL::40	115TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,535	28	2021	\$90,264
WRTH::115TH ST::20	115TH STREET	OKETO AVENUE	BELOIT AVENUE	33,234	49	2021	\$53,071
WRTH::116TH ST::40	116TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	12,250	51	2021	\$18,117
WRTH::76TH AVE::10	76TH AVENUE	111TH STREET	109TH PLACE	18,573	31	2021	\$92,727
WRTH::76TH AVE::40	76TH AVENUE	SOUTHWEST HIGHWAY	AUTULLO DRIVE	3,226	28	2021	\$17,611
WRTH::DPT ST::60	DEPOT STREET	113TH PLACE	113TH STREET	6,673	28	2021	\$36,431
WRTH::DPT ST::80	DEPOT STREET	112TH STREET	111TH PLACE	9,070	30	2021	\$46,906
WRTH::FRTG RD::30	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	8,621	55	2021	\$10,196
WRTH::HGHLND AVE::30	HIGHLAND AVENUE	105TH PLACE	SOUTHWEST HIGHWAY	16,043	51	2021	\$23,726
WRTH::KT AVE::30	OKETO AVENUE	114TH STREET	113TH PLACE	6,484	31	2021	\$32,370
WRTH::KT AVE::40	OKETO AVENUE	113TH PLACE	113TH STREET	6,502	52	2021	\$9,143
WRTH::NGL AVE::60	NAGLE AVENUE	110TH STREET	109TH STREET	13,477	29	2021	\$72,320
WRTH::NNH AVE::50	NEENAH AVENUE	109TH STREET	END	17,675	26	2021	\$101,051
WRTH::NRMNDY AVE::10	NORMANDY AVENUE	HOME AVENUE	115TH PLACE	5,506	27	2021	\$30,550
WRTH::NSHVLL AVE::20	NASHVILLE	HOME AVENUE	115TH PLACE	14,294	30	2021	\$73,922
WRTH::NSHVLL AVE::60	NASHVILLE	113TH STREET	112TH PLACE	6,634	27	2021	\$36,810
WRTH::NTCHZ AVE::30	NATCHEZ AVENUE	115TH STREET	114TH STREET	13,601	52	2021	\$19,125
WRTH::NTCHZ AVE::70	NATCHEZ AVENUE	111TH PLACE	111TH STREET	7,100	54	2021	\$8,936
WRTH::NTCHZ AVE::80	NATCHEZ AVENUE	111TH STREET	109TH STREET	26,714	55	2021	\$31,597
WRTH::OCTV AVE::60	OCTAVIA	112TH PLACE	112TH STREET	6,350	29	2021	\$33,467
WRTH::OK PRK AVE::10	OAK PARK AVENUE	116TH STREET	END	34,482	49	2021	\$55,063
WRTH::OK PRK AVE::140	OAK PARK AVENUE	111TH STREET	110TH PLACE	10,837	47	2021	\$18,366
WRTH::OK PRK AVE::160	OAK PARK AVENUE	LLOYD DRIVE	110TH STREET	6,124	51	2021	\$8,858
WRTH::OK PRK AVE::170	OAK PARK AVENUE	110TH STREET	109TH PLACE	11,357	51	2021	\$16,427
WRTH::OK PRK AVE::180	OAK PARK AVENUE	109TH PLACE	109TH STREET	11,684	48	2021	\$19,320
WRTH::OK PRK AVE::190	OAK PARK AVENUE	109TH STREET	LODE DRIVE	22,513	50	2021	\$34,095
WRTH::OK PRK AVE::200	OAK PARK AVENUE	LODE DRIVE	107TH STREET	31,337	49	2021	\$50,509
WRTH::OK PRK AVE::30	OAK PARK AVENUE	HOME AVENUE	115TH PLACE	2,061	55	2021	\$2,437
WRTH::108TH ST::10	108TH STREET	OKETO AVENUE	OCTAVIA AVENUE	12,926	55	2022	\$15,561
WRTH::109TH PL::40	109TH PLACE	OCTAVIA AVENUE	HARLEM AVENUE	13,050	24	2022	\$82,145
WRTH::109TH ST::100	109TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	8,633	55	2022	\$10,393
WRTH::109TH ST::130	109TH STREET	RUTHERFORD	NORMANDY AVENUE	6,260	24	2022	\$39,267
WRTH::109TH ST::170	109TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	6,652	54	2022	\$8,543
WRTH::110TH ST::50	110TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	11,027	50	2022	\$17,575
WRTH::111TH PL::30	111TH PLACE	PRELLER	DEPOT STREET	6,182	24	2022	\$38,628
WRTH::112TH PL::50	112TH PLACE	NASHVILLE	END	6,254	23	2022	\$39,664
WRTH::112TH ST::30	112TH STREET	HARLEM AVENUE	PRELLER	8,518	52	2022	\$12,283
WRTH::113TH PL::60	113TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,489	54	2022	\$21,178
WRTH::113TH PL::70	113TH PLACE	OAK PARK AVENUE	END	5,868	52	2022	\$8,461
WRTH::113TH ST::110	113TH STREET	NATOMA AVENUE	NASHVILLE	6,543	24	2022	\$41,175
WRTH::113TH ST::120	113TH STREET	NASHVILLE	NEENAH AVENUE	6,507	24	2022	\$40,909
WRTH::113TH ST::150	113TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	6,697	53	2022	\$9,134
WRTH::113TH ST::60	113TH STREET	DEPOT STREET	WORTH AVENUE	8,211	50	2022	\$13,087
WRTH::113TH ST::90	113TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	13,317	25	2022	\$82,298

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
WRTH::114TH PL::20	114TH PLACE	OKETO AVENUE	OCTAVIA	13,244	51	2022	\$20,121
WRTH::114TH ST::80	114TH STREET	NORMANDY AVENUE	NATOMA AVENUE	6,585	52	2022	\$9,496
WRTH::114TH ST::90	114TH STREET	NATOMA AVENUE	NASHVILLE	6,543	54	2022	\$8,403
WRTH::71ST CT::10	71ST COURT	109TH STREET	108TH STREET	17,104	24	2022	\$107,663
WRTH::DPT ST::30	DEPOT STREET	115TH STREET	114TH PLACE	6,280	50	2022	\$10,009
WRTH::DPT ST::50	DEPOT STREET	114TH STREET	113TH PLACE	6,676	54	2022	\$8,574
WRTH::FRTG RD::40	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	12,702	51	2022	\$19,297
WRTH::KT AVE::150	OKETO AVENUE	108TH PLACE	108TH PLACE	2,941	20	2022	\$20,065
WRTH::KT AVE::20	OKETO AVENUE	114TH PLACE	114TH STREET	7,079	24	2022	\$44,236
WRTH::LLYD DR::30	LLOYD DRIVE	NORMANDY AVENUE	109TH STREET	24,517	55	2022	\$29,516
WRTH::NGL AVE::10	NAGLE AVENUE	HOME AVENUE	WOOD AVENUE	17,322	54	2022	\$22,248
WRTH::NGL AVE::40	NAGLE AVENUE	113TH STREET	END	6,939	53	2022	\$9,465
WRTH::NGL AVE::50	NAGLE AVENUE	111TH STREET	110TH STREET	13,091	25	2022	\$80,339
WRTH::NNH AVE::30	NEENAH AVENUE	115TH STREET	114TH STREET	13,553	51	2022	\$20,591
WRTH::NNH AVE::40	NEENAH AVENUE	114TH STREET	113TH STREET	13,381	51	2022	\$20,330
WRTH::NRDCA AVE::10	NORDICA AVENUE	109TH STREET	108TH STREET	13,356	49	2022	\$21,947
WRTH::NRMNDY AVE::20	NORMANDY AVENUE	115TH PLACE	115TH STREET	9,762	50	2022	\$15,559
WRTH::NSHVLL AVE::100	NASHVILLE	109TH STREET	END	6,846	51	2022	\$10,401
WRTH::NSHVLL AVE::30	NASHVILLE	115TH PLACE	115TH STREET	9,524	24	2022	\$59,224
WRTH::NSHVLL AVE::50	NASHVILLE	114TH STREET	113TH STREET	13,411	24	2022	\$84,416
WRTH::NSHVLL AVE::70	NASHVILLE	112TH PLACE	112TH STREET	6,632	24	2022	\$41,442
WRTH::OCTV AVE::40	OCTAVIA	113TH PLACE	113TH STREET	6,580	25	2022	\$40,380
WRTH::OCTV AVE::50	OCTAVIA	113TH STREET	112TH PLACE	6,697	24	2022	\$42,099
WRTH::OCTV AVE::80	OCTAVIA	110TH PLACE	110TH STREET	6,588	24	2022	\$41,163
WRTH::OK PRK AVE::150	OAK PARK AVENUE	CRANDALL AVENUE	LLOYD DRIVE	4,593	46	2022	\$8,266
WRTH::PCFC DR::10	PACIFIC DRIVE	OKETO AVENUE	112TH PLACE	6,957	49	2022	\$11,431
WRTH::RTHRFRD::10	RUTHERFORD	LLOYD DRIVE	109TH STREET	16,919	53	2022	\$23,078
WRTH::WRTH AVE::60	WORTH AVENUE	109TH PLACE	109TH STREET	7,697	24	2022	\$48,097
WRTH::109TH ST::120	109TH STREET	OAK PARK AVENUE	RUTHERFORD	6,417	19	2023	\$45,584
WRTH::109TH ST::90	109TH STREET	DEPOT STREET	NORDICA AVENUE	9,846	51	2023	\$15,141
WRTH::110TH ST::40	110TH STREET	DEPOT STREET	WORTH AVENUE	12,099	54	2023	\$15,449
WRTH::110TH ST::60	110TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,479	50	2023	\$21,845
WRTH::112TH PL::10	112TH PLACE	PACIFIC DRIVE	OCTAVIA	8,556	50	2023	\$13,866
WRTH::112TH ST::10	112TH STREET	OCTAVIA	END	1,806	19	2023	\$12,831
WRTH::112TH ST::60	112TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	36,900	51	2023	\$56,745
WRTH::113TH ST::100	113TH STREET	NORMANDY AVENUE	NATOMA AVENUE	6,603	19	2023	\$46,905
WRTH::113TH ST::30	113TH STREET	OCTAVIA	HARLEM AVENUE	12,881	53	2023	\$17,600
WRTH::114TH ST::60	114TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,399	51	2023	\$25,218
WRTH::114TH ST::70	114TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	13,398	54	2023	\$17,108
WRTH::115TH PL::10	115TH PLACE	HARLEM AVENUE	DEPOT STREET	12,448	21	2023	\$85,788
WRTH::115TH PL::20	115TH PLACE	DEPOT STREET	WORTH AVENUE	12,158	23	2023	\$79,820
WRTH::115TH ST::10	115TH STREET	BELOIT AVENUE	END	22,047	20	2023	\$155,554
WRTH::115TH ST::70	115TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	32,948	49	2023	\$55,566
WRTH::76TH AVE::20	76TH AVENUE	109TH PLACE	109TH STREET	7,379	18	2023	\$52,416
WRTH::CRNDLL AVE::10	CRANDALL AVENUE	DEPOT STREET	WORTH AVENUE	15,674	54	2023	\$20,015
WRTH::CRNDLL AVE::30	CRANDALL AVENUE	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,339	51	2023	\$20,512
WRTH::DPT ST::100	DEPOT STREET	111TH STREET	110TH PLACE	12,496	54	2023	\$15,956
WRTH::DPT ST::40	DEPOT STREET	114TH PLACE	114TH STREET	6,702	50	2023	\$10,861
WRTH::DPT ST::90	DEPOT STREET	111TH PLACE	111TH STREET	6,979	52	2023	\$10,137
WRTH::FRTG RD::50	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	6,551	50	2023	\$10,617
WRTH::HGHLND AVE::10	HIGHLAND AVENUE	107TH STREET	106TH PLACE	7,442	49	2023	\$12,511
WRTH::HGHLND AVE::20	HIGHLAND AVENUE	106TH PLACE	105TH PLACE	11,204	52	2023	\$16,274
WRTH::HM AVE::10	HOME AVENUE	OAK PARK AVENUE	NORMANDY AVENUE	13,449	54	2023	\$17,174
WRTH::HM AVE::60	HOME AVENUE	NAGLE AVENUE	RIDGELAND AVENUE	7,299	51	2023	\$11,224
WRTH::KT AVE::120	OKETO AVENUE	109TH PLACE	109TH STREET	6,236	22	2023	\$41,951
WRTH::LLYD DR::20	LLOYD DRIVE	RUTHERFORD	NORMANDY AVENUE	6,220	50	2023	\$10,081
WRTH::LLYD DR::40	LLOYD DRIVE	109TH STREET	RUTHERFORD	17,068	50	2023	\$27,661
WRTH::NNH AVE::60	NEENAH AVENUE	109TH STREET	108TH STREET	13,097	53	2023	\$17,895
WRTH::NNH AVE::70	NEENAH AVENUE	109TH STREET	107TH STREET	13,267	52	2023	\$19,270
WRTH::NTCHZ AVE::100	NATCHEZ AVENUE	109TH STREET	107TH STREET	13,200	52	2023	\$19,173
WRTH::NTCHZ AVE::50	NATCHEZ AVENUE	113TH STREET	112TH STREET	14,048	52	2023	\$20,405

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
WRTH::OCTV AVE::10	OCTAVIA	115TH STREET	114TH PLACE	6,477	19	2023	\$46,008
WRTH::OCTV AVE::120	OCTAVIA	108TH PLACE	108TH STREET	8,438	20	2023	\$59,537
WRTH::OCTV AVE::20	OCTAVIA	114TH PLACE	114TH STREET	7,133	18	2023	\$50,668
WRTH::OCTV AVE::30	OCTAVIA	114TH STREET	113TH PLACE	6,382	19	2023	\$45,334
WRTH::OCTV AVE::90	OCTAVIA	110TH STREET	109TH PLACE	6,647	21	2023	\$45,809
WRTH::PRELLER::20	PRELLER	112TH STREET	111TH PLACE	9,079	19	2023	\$64,493
WRTH::WD AVE::20	WOOD AVENUE	NATCHEZ AVENUE	NAGLE AVENUE	6,581	51	2023	\$10,120
WRTH::WRTH AVE::70	WORTH AVENUE	109TH STREET	END	2,162	49	2023	\$3,635
WRTH::105TH PL::10	105TH PLACE	HIGHLAND AVENUE	END	6,327	9	2024	\$46,292
WRTH::106TH PL::10	106TH PLACE	HIGHLAND AVENUE	END	6,193	8	2024	\$45,308
WRTH::108TH PL::10	108TH PLACE	OKETO AVENUE	END	6,201	13	2024	\$45,367
WRTH::108TH ST::50	108TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	6,594	55	2024	\$8,567
WRTH::108TH ST::60	108TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	6,770	49	2024	\$11,859
WRTH::108TH ST::70	108TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	6,624	50	2024	\$11,205
WRTH::109TH ST::150	109TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	6,584	49	2024	\$11,533
WRTH::111TH PL::60	111TH PLACE	OAK PARK AVENUE	END	8,259	11	2024	\$60,423
WRTH::112TH PL::40	112TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,407	50	2024	\$27,752
WRTH::112TH ST::100	112TH STREET	NASHVILLE	END	4,866	11	2024	\$35,603
WRTH::112TH ST::90	112TH STREET	NATOMA AVENUE	NASHVILLE	6,598	52	2024	\$9,915
WRTH::113TH ST::140	113TH STREET	NAGLE AVENUE	NATCHEZ AVENUE	3,553	51	2024	\$5,682
WRTH::113TH ST::50	113TH STREET	PRELLER	DEPOT STREET	6,066	55	2024	\$7,881
WRTH::114TH PL::30	114TH PLACE	OCTAVIA	HARLEM AVENUE	12,843	49	2024	\$22,497
WRTH::114TH PL::60	114TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,489	9	2024	\$120,642
WRTH::114TH ST::30	114TH STREET	OCTAVIA	HARLEM AVENUE	16,128	55	2024	\$20,954
WRTH::115TH ST::100	115TH STREET	NATOMA AVENUE	NASHVILLE	9,945	49	2024	\$17,343
WRTH::115TH ST::120	115TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	9,565	47	2024	\$17,783
WRTH::115TH ST::130	115TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	10,047	49	2024	\$17,519
WRTH::115TH ST::60	115TH STREET	DEPOT STREET	NEW ENGLAND AVENUE	42,386	49	2024	\$73,913
WRTH::115TH ST::80	115TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	19,707	51	2024	\$31,132
WRTH::115TH ST::90	115TH STREET	NORMANDY AVENUE	NATOMA AVENUE	10,168	47	2024	\$18,904
WRTH::76TH AVE::30	76TH AVENUE	109TH STREET	SOUTHWEST HIGHWAY	3,386	18	2024	\$24,773
WRTH::CNT CT::10	OCONTO COURT	109TH STREET	END	4,194	15	2024	\$30,687
WRTH::HM AVE::20	HOME AVENUE	NORMANDY AVENUE	NASHVILLE	17,266	50	2024	\$29,205
WRTH::HM AVE::30	HOME AVENUE	NASHVILLE	NEENAH AVENUE	8,520	53	2024	\$11,955
WRTH::HM AVE::40	HOME AVENUE	NEENAH AVENUE	NATCHEZ AVENUE	7,367	55	2024	\$9,571
WRTH::KT AVE::130	OKETO AVENUE	109TH STREET	109TH STREET	3,650	12	2024	\$26,701
WRTH::KT AVE::140	OKETO AVENUE	109TH STREET	108TH PLACE	3,636	15	2024	\$26,605
WRTH::KT AVE::160	OKETO AVENUE	108TH PLACE	108TH STREET	3,374	14	2024	\$24,686
WRTH::NRMNDY AVE::50	NORMANDY AVENUE	113TH STREET	112TH STREET	13,373	53	2024	\$18,764
WRTH::NRMNDY AVE::60	NORMANDY AVENUE	112TH STREET	111TH STREET	13,582	55	2024	\$17,646
WRTH::NTCHZ AVE::90	NATCHEZ AVENUE	109TH STREET	108TH STREET	13,055	53	2024	\$18,318
WRTH::OCTV AVE::100	OCTAVIA	109TH PLACE	109TH STREET	9,670	13	2024	\$70,749
WRTH::OCTV AVE::110	OCTAVIA	109TH STREET	108TH PLACE	6,654	14	2024	\$48,686
WRTH::OCTV AVE::130	OCTAVIA	108TH STREET	SOUTHWEST HIGHWAY	6,991	11	2024	\$51,147
WRTH::ODELL CT::10	ODELL COURT	109TH STREET	END	3,893	10	2024	\$28,481
WRTH::OK TR DR::10	OAK TREE DRIVE	SOUTHWEST HIGHWAY	END	11,510	8	2024	\$84,209
WRTH::RTHRFRD::20	RUTHERFORD	109TH STREET	LLOYD DRIVE	22,168	55	2024	\$28,801
WRTH::W NGLD AVE::130	NEW ENGLAND AVENUE	109TH PLACE	109TH STREET	6,675	50	2024	\$11,290
WRTH::WD AVE::10	WOOD AVENUE	NEENAH AVENUE	NATCHEZ AVENUE	6,409	53	2024	\$8,992
WRTH::WRTH AVE::40	WORTH AVENUE	110TH PLACE	110TH STREET	6,101	52	2024	\$9,169

**APPENDIX D – PAVEMENT MAINTENANCE POLICIES AND UNIT COSTS**

---

**Table D-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 D-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
Sealing	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 D-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 E – TABULATED PREVENTIVE MAINTENANCE RECOMMENDATIONS**

---

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
WRTH::107TH ST::20	107TH STREET	HARLEM AVENUE	DEPOT STREET	31,296	LINEAR CR	7.9%	Crack Sealing - PCC	\$296
WRTH::107TH ST::20	107TH STREET	HARLEM AVENUE	DEPOT STREET	31,296	LINEAR CR	44.7%	Crack Sealing - PCC	\$1,678
WRTH::107TH ST::20	107TH STREET	HARLEM AVENUE	DEPOT STREET	31,296	JOINT SPALL	5.3%	Patching - PCC Partial Depth	\$198
WRTH::107TH ST::30	107TH STREET	DEPOT STREET	DEPOT STREET	10,411	LINEAR CR	41.7%	Crack Sealing - PCC	\$523
WRTH::107TH ST::30	107TH STREET	DEPOT STREET	DEPOT STREET	10,411	LINEAR CR	8.3%	Crack Sealing - PCC	\$105
WRTH::107TH ST::40	107TH STREET	DEPOT STREET	NORDICA AVENUE	4,203	LINEAR CR	8.3%	Crack Sealing - PCC	\$42
WRTH::107TH ST::40	107TH STREET	DEPOT STREET	NORDICA AVENUE	4,203	CORNER BREAK	8.3%	Crack Sealing - PCC	\$28
WRTH::107TH ST::40	107TH STREET	DEPOT STREET	NORDICA AVENUE	4,203	LINEAR CR	8.3%	Crack Sealing - PCC	\$42
WRTH::107TH ST::50	107TH STREET	NORDICA AVENUE	WORTH AVENUE	13,654	LINEAR CR	12.5%	Crack Sealing - PCC	\$204
WRTH::107TH ST::50	107TH STREET	NORDICA AVENUE	WORTH AVENUE	13,654	LINEAR CR	18.8%	Crack Sealing - PCC	\$306
WRTH::107TH ST::50	107TH STREET	NORDICA AVENUE	WORTH AVENUE	13,654	LINEAR CR	12.5%	Patching - PCC Partial Depth	\$11,895
WRTH::107TH ST::60	107TH STREET	WORTH AVENUE	WORTH AVENUE	2,337	LINEAR CR	8.3%	Crack Sealing - PCC	\$23
WRTH::107TH ST::70	107TH STREET	WORTH AVENUE	HIGHLAND AVENUE	18,568	LINEAR CR	27.3%	Crack Sealing - PCC	\$609
WRTH::107TH ST::70	107TH STREET	WORTH AVENUE	HIGHLAND AVENUE	18,568	LINEAR CR	31.8%	Crack Sealing - PCC	\$710
WRTH::107TH ST::70	107TH STREET	WORTH AVENUE	HIGHLAND AVENUE	18,568	LINEAR CR	4.6%	Patching - PCC Partial Depth	\$5,916
WRTH::107TH ST::80	107TH STREET	HIGHLAND AVENUE	NEW ENGLAND	5,195	LINEAR CR	25.0%	Crack Sealing - PCC	\$155
WRTH::107TH ST::100	107TH STREET	PLAHM COURT	OAK PARK AVENUE	15,799	LINEAR CR	5.0%	Crack Sealing - PCC	\$95
WRTH::107TH ST::100	107TH STREET	PLAHM COURT	OAK PARK AVENUE	15,799	LINEAR CR	40.0%	Crack Sealing - PCC	\$758
WRTH::107TH ST::100	107TH STREET	PLAHM COURT	OAK PARK AVENUE	15,799	JT SEAL DMG	100.0%	Joint Seal (Localized)	\$3,139
WRTH::107TH ST::100	107TH STREET	PLAHM COURT	OAK PARK AVENUE	15,799	LARGE PATCH	10.0%	Patching - PCC Full Depth	\$18,639
WRTH::107TH ST::100	107TH STREET	PLAHM COURT	OAK PARK AVENUE	15,799	CORNER BREAK	5.0%	Patching - PCC Full Depth	\$4,892
WRTH::107TH ST::110	107TH STREET	OAK PARK AVENUE	BROOKS LANE	4,880	LINEAR CR	8.3%	Crack Sealing - PCC	\$48
WRTH::107TH ST::110	107TH STREET	OAK PARK AVENUE	BROOKS LANE	4,880	JT SEAL DMG	100.0%	Joint Seal (Localized)	\$928
WRTH::107TH ST::120	107TH STREET	BROOKS LANE	OAK PARK AVENUE	5,477	LINEAR CR	16.7%	Crack Sealing - PCC	\$109
WRTH::107TH ST::130	107TH STREET	OAK PARK AVENUE	TRI STATE TOLLWAY	23,365	LINEAR CR	42.9%	Crack Sealing - PCC	\$1,205
WRTH::107TH ST::130	107TH STREET	OAK PARK AVENUE	TRI STATE TOLLWAY	23,365	JT SEAL DMG	100.0%	Joint Seal (Localized)	\$4,671
WRTH::107TH ST::130	107TH STREET	OAK PARK AVENUE	TRI STATE TOLLWAY	23,365	JOINT SPALL	2.9%	Patching - PCC Partial Depth	\$81
WRTH::107TH ST::135	107TH STREET	TRI STATE TOLLWAY	TRI STATE TOLLWAY	3,736	LINEAR CR	16.7%	Crack Sealing - PCC	\$75
WRTH::107TH ST::135	107TH STREET	TRI STATE TOLLWAY	TRI STATE TOLLWAY	3,736	JT SEAL DMG	100.0%	Joint Seal (Localized)	\$697
WRTH::107TH ST::137	107TH STREET	TRI STATE TOLLWAY	RIDGE DRIVE	11,061	LINEAR CR	41.7%	Crack Sealing - PCC	\$555
WRTH::107TH ST::137	107TH STREET	TRI STATE TOLLWAY	RIDGE DRIVE	11,061	JT SEAL DMG	100.0%	Joint Seal (Localized)	\$2,180
WRTH::107TH ST::139	107TH STREET	RIDGE DRIVE	NASHVILLE AVENUE	4,626	LINEAR CR	16.7%	Crack Sealing - PCC	\$94
WRTH::107TH ST::139	107TH STREET	RIDGE DRIVE	NASHVILLE AVENUE	4,626	JT SEAL DMG	100.0%	Joint Seal (Localized)	\$877
WRTH::107TH ST::140	107TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	13,053	LINEAR CR	25.0%	Crack Sealing - PCC	\$394
WRTH::107TH ST::140	107TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	13,053	LINEAR CR	35.0%	Crack Sealing - PCC	\$551
WRTH::107TH ST::150	107TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	13,745	LINEAR CR	33.3%	Crack Sealing - PCC	\$550
WRTH::107TH ST::160	107TH STREET	NATCHEZ AVENUE	FOREST LANE	6,958	LINEAR CR	16.7%	Crack Sealing - PCC	\$141
WRTH::107TH ST::160	107TH STREET	NATCHEZ AVENUE	FOREST LANE	6,958	LINEAR CR	8.3%	Patching - PCC Partial Depth	\$4,102
WRTH::107TH ST::170	107TH STREET	FOREST LANE	NAGLE AVENUE	6,236	LINEAR CR	16.7%	Crack Sealing - PCC	\$125
WRTH::107TH ST::170	107TH STREET	FOREST LANE	NAGLE AVENUE	6,236	LINEAR CR	8.3%	Crack Sealing - PCC	\$63
WRTH::107TH ST::170	107TH STREET	FOREST LANE	NAGLE AVENUE	6,236	LINEAR CR	8.3%	Patching - PCC Partial Depth	\$3,646

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
WRTH::107TH ST::180	107TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	13,046	LINEAR CR	10.5%	Crack Sealing - PCC	\$164
WRTH::107TH ST::180	107TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	13,046	LINEAR CR	31.6%	Crack Sealing - PCC	\$491
WRTH::107TH ST::180	107TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	13,046	LINEAR CR	5.3%	Patching - PCC Partial Depth	\$4,778
WRTH::108TH PL::20	108TH PLACE	OKETO AVENUE	OCTAVIA AVENUE	13,330	L & T CR	0.9%	Crack Sealing - AC	\$120
WRTH::108TH PL::20	108TH PLACE	OKETO AVENUE	OCTAVIA AVENUE	13,330	ALLIGATOR CR	0.3%	Crack Sealing - AC	\$23
WRTH::108TH PL::20	108TH PLACE	OKETO AVENUE	OCTAVIA AVENUE	13,330	L & T CR	0.2%	Crack Sealing - AC	\$31
WRTH::108TH ST::10	108TH STREET	OKETO AVENUE	OCTAVIA AVENUE	12,926	L & T CR	0.2%	Crack Sealing - AC	\$29
WRTH::108TH ST::10	108TH STREET	OKETO AVENUE	OCTAVIA AVENUE	12,926	L & T CR	1.4%	Crack Sealing - AC	\$174
WRTH::108TH ST::10	108TH STREET	OKETO AVENUE	OCTAVIA AVENUE	12,926	ALLIGATOR CR	2.1%	Patching - AC Deep	\$3,745
WRTH::108TH ST::10	108TH STREET	OKETO AVENUE	OCTAVIA AVENUE	12,926	SLIPPAGE CR	0.3%	Patching - AC Shallow	\$329
WRTH::108TH ST::50	108TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	6,594	L & T CR	0.2%	Crack Sealing - AC	\$14
WRTH::108TH ST::50	108TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	6,594	RUTTING	0.1%	Patching - AC Shallow	\$22
WRTH::108TH ST::60	108TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	6,770	L & T CR	0.6%	Crack Sealing - AC	\$41
WRTH::108TH ST::60	108TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	6,770	SLIPPAGE CR	0.8%	Patching - AC Shallow	\$476
WRTH::108TH ST::60	108TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	6,770	RUTTING	0.1%	Patching - AC Shallow	\$39
WRTH::108TH ST::70	108TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	6,624	RUTTING	0.2%	Patching - AC Shallow	\$70
WRTH::109TH PL::60	109TH PLACE	WORTH AVENUE	NEW ENGLAND AVENUE	10,979	L & T CR	0.7%	Crack Sealing - AC	\$81
WRTH::109TH PL::60	109TH PLACE	WORTH AVENUE	NEW ENGLAND AVENUE	10,979	L & T CR	0.4%	Crack Sealing - AC	\$41
WRTH::109TH ST::80	109TH STREET	71ST COURT	DEPOT STREET	10,489	L & T CR	0.5%	Crack Sealing - AC	\$48
WRTH::109TH ST::80	109TH STREET	71ST COURT	DEPOT STREET	10,489	L & T CR	0.5%	Crack Sealing - AC	\$47
WRTH::109TH ST::80	109TH STREET	71ST COURT	DEPOT STREET	10,489	ALLIGATOR CR	2.5%	Patching - AC Deep	\$3,619
WRTH::109TH ST::80	109TH STREET	71ST COURT	DEPOT STREET	10,489	RUTTING	0.3%	Patching - AC Shallow	\$186
WRTH::109TH ST::90	109TH STREET	DEPOT STREET	NORDICA AVENUE	9,846	L & T CR	1.0%	Crack Sealing - AC	\$97
WRTH::109TH ST::90	109TH STREET	DEPOT STREET	NORDICA AVENUE	9,846	ALLIGATOR CR	1.1%	Patching - AC Deep	\$1,639
WRTH::109TH ST::100	109TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	8,633	L & T CR	0.3%	Crack Sealing - AC	\$29
WRTH::109TH ST::100	109TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	8,633	RUTTING	0.6%	Patching - AC Shallow	\$261
WRTH::109TH ST::110	109TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,395	L & T CR	0.5%	Crack Sealing - AC	\$61
WRTH::109TH ST::110	109TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,395	L & T CR	0.2%	Crack Sealing - AC	\$30
WRTH::109TH ST::110	109TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,395	ALLIGATOR CR	2.9%	Patching - AC Deep	\$5,198
WRTH::109TH ST::110	109TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,395	RUTTING	0.1%	Patching - AC Shallow	\$42
WRTH::109TH ST::150	109TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	6,584	L & T CR	0.4%	Crack Sealing - AC	\$29
WRTH::109TH ST::150	109TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	6,584	L & T CR	0.5%	Crack Sealing - AC	\$30
WRTH::109TH ST::150	109TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	6,584	ALLIGATOR CR	0.5%	Crack Sealing - AC	\$19
WRTH::109TH ST::170	109TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	6,652	L & T CR	0.6%	Crack Sealing - AC	\$41
WRTH::109TH ST::170	109TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	6,652	L & T CR	0.8%	Crack Sealing - AC	\$54
WRTH::109TH ST::170	109TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	6,652	ALLIGATOR CR	0.4%	Patching - AC Deep	\$543
WRTH::109TH ST::170	109TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	6,652	RUTTING	0.2%	Patching - AC Shallow	\$62
WRTH::110TH ST::40	110TH STREET	DEPOT STREET	WORTH AVENUE	12,099	L & T CR	0.9%	Crack Sealing - AC	\$109
WRTH::110TH ST::40	110TH STREET	DEPOT STREET	WORTH AVENUE	12,099	L & T CR	2.3%	Crack Sealing - AC	\$275
WRTH::110TH ST::40	110TH STREET	DEPOT STREET	WORTH AVENUE	12,099	RUTTING	0.1%	Patching - AC Shallow	\$46
WRTH::110TH ST::50	110TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	11,027	BLOCK CR	59.0%	Crack Sealing - AC	\$1,984

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
WRTH::110TH ST::50	110TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	11,027	L & T CR	0.5%	Crack Sealing - AC	\$54
WRTH::110TH ST::50	110TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	11,027	L & T CR	0.9%	Crack Sealing - AC	\$97
WRTH::110TH ST::50	110TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	11,027	ALLIGATOR CR	0.6%	Patching - AC Deep	\$1,050
WRTH::110TH ST::60	110TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,479	L & T CR	0.5%	Crack Sealing - AC	\$62
WRTH::110TH ST::60	110TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,479	BLOCK CR	34.0%	Crack Sealing - AC	\$1,397
WRTH::110TH ST::60	110TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,479	L & T CR	2.2%	Crack Sealing - AC	\$302
WRTH::110TH ST::60	110TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,479	L & T CR	0.1%	Patching - AC Shallow	\$281
WRTH::111TH PL::20	111TH PLACE	HARLEM AVENUE	END	12,240	LINEAR CR	5.9%	Crack Sealing - PCC	\$86
WRTH::111TH PL::40	111TH PLACE	NEW ENGLAND AVENUE	END	7,645	L & T CR	0.2%	Crack Sealing - AC	\$14
WRTH::112TH PL::10	112TH PLACE	PACIFIC DRIVE	OCTAVIA	8,556	L & T CR	1.7%	Crack Sealing - AC	\$144
WRTH::112TH PL::10	112TH PLACE	PACIFIC DRIVE	OCTAVIA	8,556	ALLIGATOR CR	1.6%	Patching - AC Deep	\$2,102
WRTH::112TH PL::20	112TH PLACE	OCTAVIA	HARLEM AVENUE	12,922	L & T CR	1.1%	Crack Sealing - AC	\$145
WRTH::112TH PL::20	112TH PLACE	OCTAVIA	HARLEM AVENUE	12,922	L & T CR	0.2%	Crack Sealing - AC	\$29
WRTH::112TH PL::20	112TH PLACE	OCTAVIA	HARLEM AVENUE	12,922	L & T CR	0.1%	Patching - AC Shallow	\$269
WRTH::112TH PL::40	112TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,407	BLOCK CR	7.4%	Crack Sealing - AC	\$372
WRTH::112TH PL::40	112TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,407	L & T CR	0.1%	Crack Sealing - AC	\$14
WRTH::112TH PL::40	112TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,407	BLOCK CR	3.2%	Patching - AC Shallow	\$2,921
WRTH::112TH ST::30	112TH STREET	HARLEM AVENUE	PRELLER	8,518	BLOCK CR	34.6%	Crack Sealing - AC	\$898
WRTH::112TH ST::30	112TH STREET	HARLEM AVENUE	PRELLER	8,518	L & T CR	0.6%	Crack Sealing - AC	\$54
WRTH::112TH ST::60	112TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	36,900	L & T CR	0.4%	Crack Sealing - AC	\$128
WRTH::112TH ST::60	112TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	36,900	BLOCK CR	9.8%	Crack Sealing - AC	\$1,097
WRTH::112TH ST::60	112TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	36,900	L & T CR	0.2%	Crack Sealing - AC	\$62
WRTH::112TH ST::60	112TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	36,900	ALLIGATOR CR	0.5%	Patching - AC Deep	\$2,558
WRTH::112TH ST::70	112TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	13,408	L & T CR	0.5%	Crack Sealing - AC	\$60
WRTH::112TH ST::70	112TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	13,408	L & T CR	0.1%	Crack Sealing - AC	\$15
WRTH::112TH ST::90	112TH STREET	NATOMA AVENUE	NASHVILLE	6,598	L & T CR	0.2%	Crack Sealing - AC	\$14
WRTH::112TH ST::90	112TH STREET	NATOMA AVENUE	NASHVILLE	6,598	BLOCK CR	7.6%	Crack Sealing - AC	\$152
WRTH::113TH PL::60	113TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,489	L & T CR	0.3%	Crack Sealing - AC	\$42
WRTH::113TH PL::60	113TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,489	L & T CR	0.7%	Crack Sealing - AC	\$111
WRTH::113TH PL::60	113TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,489	BLOCK CR	12.2%	Crack Sealing - AC	\$613
WRTH::113TH PL::60	113TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,489	ALLIGATOR CR	0.5%	Patching - AC Deep	\$1,357
WRTH::113TH PL::60	113TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,489	RUTTING	0.0%	Patching - AC Shallow	\$37
WRTH::113TH PL::70	113TH PLACE	OAK PARK AVENUE	END	5,868	EDGE CR	0.7%	Crack Sealing - AC	\$41
WRTH::113TH PL::70	113TH PLACE	OAK PARK AVENUE	END	5,868	ALLIGATOR CR	0.9%	Patching - AC Deep	\$937
WRTH::113TH PL::70	113TH PLACE	OAK PARK AVENUE	END	5,868	RUTTING	0.1%	Patching - AC Shallow	\$20
WRTH::113TH ST::20	113TH STREET	OKETO AVENUE	OCTAVIA	13,265	L & T CR	0.7%	Crack Sealing - AC	\$89
WRTH::113TH ST::20	113TH STREET	OKETO AVENUE	OCTAVIA	13,265	L & T CR	0.6%	Crack Sealing - AC	\$76
WRTH::113TH ST::30	113TH STREET	OCTAVIA	HARLEM AVENUE	12,881	L & T CR	1.4%	Crack Sealing - AC	\$177
WRTH::113TH ST::30	113TH STREET	OCTAVIA	HARLEM AVENUE	12,881	L & T CR	0.2%	Crack Sealing - AC	\$29
WRTH::113TH ST::30	113TH STREET	OCTAVIA	HARLEM AVENUE	12,881	ALLIGATOR CR	0.6%	Patching - AC Deep	\$1,290
WRTH::113TH ST::50	113TH STREET	PRELLER	DEPOT STREET	6,066	L & T CR	1.1%	Crack Sealing - AC	\$68

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
WRTH::113TH ST::50	113TH STREET	PRELLER	DEPOT STREET	6,066	L & T CR	0.9%	Crack Sealing - AC	\$54
WRTH::113TH ST::60	113TH STREET	DEPOT STREET	WORTH AVENUE	8,211	BLOCK CR	28.3%	Crack Sealing - AC	\$709
WRTH::113TH ST::60	113TH STREET	DEPOT STREET	WORTH AVENUE	8,211	L & T CR	0.7%	Crack Sealing - AC	\$55
WRTH::113TH ST::60	113TH STREET	DEPOT STREET	WORTH AVENUE	8,211	L & T CR	1.4%	Crack Sealing - AC	\$111
WRTH::113TH ST::60	113TH STREET	DEPOT STREET	WORTH AVENUE	8,211	RUTTING	0.1%	Patching - AC Shallow	\$24
WRTH::113TH ST::140	113TH STREET	NAGLE AVENUE	NATCHEZ AVENUE	3,553	L & T CR	1.4%	Crack Sealing - AC	\$48
WRTH::113TH ST::140	113TH STREET	NAGLE AVENUE	NATCHEZ AVENUE	3,553	L & T CR	1.7%	Crack Sealing - AC	\$60
WRTH::113TH ST::150	113TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	6,697	BLOCK CR	21.6%	Crack Sealing - AC	\$441
WRTH::113TH ST::150	113TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	6,697	L & T CR	0.9%	Crack Sealing - AC	\$59
WRTH::113TH ST::150	113TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	6,697	L & T CR	0.7%	Crack Sealing - AC	\$45
WRTH::113TH ST::150	113TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	6,697	ALLIGATOR CR	0.6%	Patching - AC Deep	\$718
WRTH::114TH PL::10	114TH PLACE	OKETO AVENUE	BELOIT AVENUE	13,188	L & T CR	0.1%	Crack Sealing - AC	\$15
WRTH::114TH PL::20	114TH PLACE	OKETO AVENUE	OCTAVIA	13,244	BLOCK CR	5.1%	Crack Sealing - AC	\$207
WRTH::114TH PL::20	114TH PLACE	OKETO AVENUE	OCTAVIA	13,244	L & T CR	0.4%	Crack Sealing - AC	\$46
WRTH::114TH PL::20	114TH PLACE	OKETO AVENUE	OCTAVIA	13,244	L & T CR	0.5%	Crack Sealing - AC	\$59
WRTH::114TH PL::20	114TH PLACE	OKETO AVENUE	OCTAVIA	13,244	ALLIGATOR CR	2.0%	Patching - AC Deep	\$3,680
WRTH::114TH PL::20	114TH PLACE	OKETO AVENUE	OCTAVIA	13,244	RUTTING	0.0%	Patching - AC Shallow	\$26
WRTH::114TH PL::30	114TH PLACE	OCTAVIA	HARLEM AVENUE	12,843	ALLIGATOR CR	1.6%	Patching - AC Deep	\$2,883
WRTH::114TH ST::30	114TH STREET	OCTAVIA	HARLEM AVENUE	16,128	L & T CR	0.5%	Crack Sealing - AC	\$72
WRTH::114TH ST::30	114TH STREET	OCTAVIA	HARLEM AVENUE	16,128	L & T CR	1.4%	Crack Sealing - AC	\$222
WRTH::114TH ST::60	114TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,399	BLOCK CR	9.4%	Crack Sealing - AC	\$471
WRTH::114TH ST::60	114TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,399	BLOCK CR	3.9%	Crack Sealing - AC	\$194
WRTH::114TH ST::60	114TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,399	ALLIGATOR CR	0.1%	Patching - AC Deep	\$388
WRTH::114TH ST::60	114TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,399	BLOCK CR	4.5%	Patching - AC Shallow	\$4,081
WRTH::114TH ST::60	114TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	16,399	RUTTING	0.1%	Patching - AC Shallow	\$104
WRTH::114TH ST::70	114TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	13,398	L & T CR	1.1%	Crack Sealing - AC	\$150
WRTH::114TH ST::70	114TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	13,398	L & T CR	0.2%	Crack Sealing - AC	\$31
WRTH::114TH ST::70	114TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	13,398	RUTTING	0.1%	Patching - AC Deep	\$121
WRTH::114TH ST::70	114TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	13,398	RUTTING	0.3%	Patching - AC Shallow	\$240
WRTH::114TH ST::80	114TH STREET	NORMANDY AVENUE	NATOMA AVENUE	6,585	L & T CR	1.2%	Crack Sealing - AC	\$81
WRTH::114TH ST::80	114TH STREET	NORMANDY AVENUE	NATOMA AVENUE	6,585	ALLIGATOR CR	3.1%	Patching - AC Deep	\$2,938
WRTH::114TH ST::90	114TH STREET	NATOMA AVENUE	NASHVILLE	6,543	L & T CR	0.8%	Crack Sealing - AC	\$54
WRTH::114TH ST::90	114TH STREET	NATOMA AVENUE	NASHVILLE	6,543	L & T CR	0.8%	Crack Sealing - AC	\$54
WRTH::114TH ST::90	114TH STREET	NATOMA AVENUE	NASHVILLE	6,543	ALLIGATOR CR	1.8%	Patching - AC Deep	\$1,837
WRTH::114TH ST::90	114TH STREET	NATOMA AVENUE	NASHVILLE	6,543	RUTTING	0.0%	Patching - AC Deep	\$29
WRTH::114TH ST::90	114TH STREET	NATOMA AVENUE	NASHVILLE	6,543	RUTTING	0.2%	Patching - AC Shallow	\$59
WRTH::114TH ST::100	114TH STREET	NASHVILLE	NEENAH AVENUE	6,538	L & T CR	1.4%	Crack Sealing - AC	\$92
WRTH::114TH ST::100	114TH STREET	NASHVILLE	NEENAH AVENUE	6,538	L & T CR	0.9%	Crack Sealing - AC	\$60
WRTH::114TH ST::100	114TH STREET	NASHVILLE	NEENAH AVENUE	6,538	ALLIGATOR CR	3.1%	Patching - AC Deep	\$2,926
WRTH::114TH ST::100	114TH STREET	NASHVILLE	NEENAH AVENUE	6,538	L & T CR	0.5%	Patching - AC Shallow	\$540
WRTH::114TH ST::110	114TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	6,510	L & T CR	1.2%	Crack Sealing - AC	\$81

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
WRTH::114TH ST::110	114TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	6,510	BLOCK CR	27.6%	Crack Sealing - AC	\$547
WRTH::114TH ST::110	114TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	6,510	L & T CR	0.8%	Crack Sealing - AC	\$55
WRTH::114TH ST::110	114TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	6,510	ALLIGATOR CR	0.8%	Patching - AC Deep	\$928
WRTH::115TH PL::50	115TH PLACE	NORMANDY AVENUE	NASHVILLE	14,839	RUTTING	0.0%	Patching - AC Shallow	\$27
WRTH::115TH ST::50	115TH STREET	HARLEM AVENUE	DEPOT STREET	32,924	LINEAR CR	18.9%	Crack Sealing - PCC	\$748
WRTH::115TH ST::50	115TH STREET	HARLEM AVENUE	DEPOT STREET	32,924	LINEAR CR	2.7%	Patching - PCC Partial Depth	\$6,237
WRTH::115TH ST::60	115TH STREET	DEPOT STREET	NEW ENGLAND AVENUE	42,386	L & T CR	1.4%	Crack Sealing - AC	\$571
WRTH::115TH ST::60	115TH STREET	DEPOT STREET	NEW ENGLAND AVENUE	42,386	L & T CR	0.6%	Crack Sealing - AC	\$261
WRTH::115TH ST::70	115TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	32,948	L & T CR	0.9%	Crack Sealing - AC	\$309
WRTH::115TH ST::70	115TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	32,948	ALLIGATOR CR	0.9%	Crack Sealing - AC	\$115
WRTH::115TH ST::70	115TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	32,948	L & T CR	1.2%	Crack Sealing - AC	\$388
WRTH::115TH ST::80	115TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	19,707	L & T CR	1.8%	Crack Sealing - AC	\$354
WRTH::115TH ST::80	115TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	19,707	L & T CR	0.5%	Crack Sealing - AC	\$91
WRTH::115TH ST::90	115TH STREET	NORMANDY AVENUE	NATOMA AVENUE	10,168	L & T CR	0.6%	Crack Sealing - AC	\$62
WRTH::115TH ST::90	115TH STREET	NORMANDY AVENUE	NATOMA AVENUE	10,168	L & T CR	2.4%	Crack Sealing - AC	\$242
WRTH::115TH ST::100	115TH STREET	NATOMA AVENUE	NASHVILLE	9,945	L & T CR	2.8%	Crack Sealing - AC	\$282
WRTH::115TH ST::100	115TH STREET	NATOMA AVENUE	NASHVILLE	9,945	L & T CR	0.2%	Crack Sealing - AC	\$21
WRTH::115TH ST::110	115TH STREET	NASHVILLE	NEENAH AVENUE	9,759	L & T CR	1.2%	Crack Sealing - AC	\$121
WRTH::115TH ST::110	115TH STREET	NASHVILLE	NEENAH AVENUE	9,759	L & T CR	0.2%	Crack Sealing - AC	\$21
WRTH::115TH ST::120	115TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	9,565	L & T CR	0.9%	Crack Sealing - AC	\$83
WRTH::115TH ST::120	115TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	9,565	L & T CR	0.4%	Crack Sealing - AC	\$40
WRTH::115TH ST::130	115TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	10,047	L & T CR	0.8%	Crack Sealing - AC	\$81
WRTH::115TH ST::130	115TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	10,047	L & T CR	0.6%	Crack Sealing - AC	\$62
WRTH::115TH ST::140	115TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	9,831	LINEAR CR	15.8%	Crack Sealing - PCC	\$187
WRTH::ATLL DR::10	AUTULLO DRIVE	76TH AVENUE	76TH COURT	7,304	L & T CR	0.4%	Crack Sealing - AC	\$30
WRTH::ATLL DR::10	AUTULLO DRIVE	76TH AVENUE	76TH COURT	7,304	L & T CR	0.4%	Crack Sealing - AC	\$31
WRTH::BLT AVE::10	BELOIT AVENUE	115TH STREET	114TH PLACE	7,517	L & T CR	0.2%	Crack Sealing - AC	\$16
WRTH::CRNDLL AVE::10	CRANDALL AVENUE	DEPOT STREET	WORTH AVENUE	15,674	L & T CR	0.4%	Crack Sealing - AC	\$56
WRTH::CRNDLL AVE::10	CRANDALL AVENUE	DEPOT STREET	WORTH AVENUE	15,674	ALLIGATOR CR	0.2%	Patching - AC Deep	\$508
WRTH::CRNDLL AVE::10	CRANDALL AVENUE	DEPOT STREET	WORTH AVENUE	15,674	RUTTING	0.1%	Patching - AC Shallow	\$94
WRTH::CRNDLL AVE::20	CRANDALL AVENUE	WORTH AVENUE	NEW ENGLAND AVENUE	16,600	L & T CR	0.8%	Crack Sealing - AC	\$124
WRTH::CRNDLL AVE::30	CRANDALL AVENUE	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,339	BLOCK CR	6.1%	Crack Sealing - AC	\$249
WRTH::CRNDLL AVE::30	CRANDALL AVENUE	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,339	L & T CR	0.5%	Crack Sealing - AC	\$60
WRTH::CRNDLL AVE::30	CRANDALL AVENUE	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,339	L & T CR	0.2%	Crack Sealing - AC	\$31
WRTH::CRNDLL AVE::30	CRANDALL AVENUE	NEW ENGLAND AVENUE	OAK PARK AVENUE	13,339	ALLIGATOR CR	0.3%	Patching - AC Deep	\$819
WRTH::DPT ST::30	DEPOT STREET	115TH STREET	114TH PLACE	6,280	L & T CR	0.4%	Crack Sealing - AC	\$27
WRTH::DPT ST::30	DEPOT STREET	115TH STREET	114TH PLACE	6,280	L & T CR	0.9%	Crack Sealing - AC	\$54
WRTH::DPT ST::30	DEPOT STREET	115TH STREET	114TH PLACE	6,280	BLOCK CR	71.1%	Crack Sealing - AC	\$1,360
WRTH::DPT ST::40	DEPOT STREET	114TH PLACE	114TH STREET	6,702	L & T CR	2.8%	Crack Sealing - AC	\$188
WRTH::DPT ST::40	DEPOT STREET	114TH PLACE	114TH STREET	6,702	L & T CR	1.0%	Crack Sealing - AC	\$68
WRTH::DPT ST::40	DEPOT STREET	114TH PLACE	114TH STREET	6,702	BLOCK CR	21.6%	Crack Sealing - AC	\$440

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
WRTH::DPT ST::40	DEPOT STREET	114TH PLACE	114TH STREET	6,702	RUTTING	0.0%	Patching - AC Shallow	\$14
WRTH::DPT ST::50	DEPOT STREET	114TH STREET	113TH PLACE	6,676	L & T CR	2.0%	Crack Sealing - AC	\$134
WRTH::DPT ST::50	DEPOT STREET	114TH STREET	113TH PLACE	6,676	L & T CR	1.4%	Crack Sealing - AC	\$94
WRTH::DPT ST::50	DEPOT STREET	114TH STREET	113TH PLACE	6,676	ALLIGATOR CR	1.1%	Patching - AC Deep	\$1,235
WRTH::DPT ST::90	DEPOT STREET	111TH PLACE	111TH STREET	6,979	L & T CR	1.2%	Crack Sealing - AC	\$81
WRTH::DPT ST::90	DEPOT STREET	111TH PLACE	111TH STREET	6,979	L & T CR	2.0%	Crack Sealing - AC	\$137
WRTH::DPT ST::90	DEPOT STREET	111TH PLACE	111TH STREET	6,979	ALLIGATOR CR	0.3%	Patching - AC Deep	\$431
WRTH::DPT ST::100	DEPOT STREET	111TH STREET	110TH PLACE	12,496	BLOCK CR	10.1%	Crack Sealing - AC	\$386
WRTH::DPT ST::100	DEPOT STREET	111TH STREET	110TH PLACE	12,496	L & T CR	0.2%	Crack Sealing - AC	\$24
WRTH::DPT ST::100	DEPOT STREET	111TH STREET	110TH PLACE	12,496	L & T CR	2.3%	Crack Sealing - AC	\$282
WRTH::DPT ST::150	DEPOT STREET	108TH STREET	107TH STREET	13,290	L & T CR	0.2%	Crack Sealing - AC	\$31
WRTH::DPT ST::160	DEPOT STREET	107TH STREET	SOUTHWEST HIGHWAY	17,969	L & T CR	0.5%	Crack Sealing - AC	\$91
WRTH::DPT ST::160	DEPOT STREET	107TH STREET	SOUTHWEST HIGHWAY	17,969	BLOCK CR	3.3%	Crack Sealing - AC	\$181
WRTH::DPT ST::160	DEPOT STREET	107TH STREET	SOUTHWEST HIGHWAY	17,969	RUTTING	0.0%	Patching - AC Shallow	\$27
WRTH::FRG RD::30	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	8,621	ALLIGATOR CR	1.6%	Crack Sealing - AC	\$57
WRTH::FRG RD::30	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	8,621	ALLIGATOR CR	1.6%	Patching - AC Deep	\$2,075
WRTH::FRG RD::40	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	12,702	EDGE CR	0.1%	Crack Sealing - AC	\$12
WRTH::FRG RD::40	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	12,702	L & T CR	1.6%	Crack Sealing - AC	\$198
WRTH::FRG RD::40	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	12,702	ALLIGATOR CR	1.7%	Crack Sealing - AC	\$85
WRTH::FRG RD::40	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	12,702	RUTTING	0.0%	Patching - AC Deep	\$40
WRTH::FRG RD::40	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	12,702	ALLIGATOR CR	0.4%	Patching - AC Deep	\$981
WRTH::FRG RD::40	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	12,702	RUTTING	0.2%	Patching - AC Shallow	\$115
WRTH::FRG RD::50	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	6,551	EDGE CR	0.3%	Crack Sealing - AC	\$20
WRTH::FRG RD::50	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	6,551	ALLIGATOR CR	1.0%	Crack Sealing - AC	\$31
WRTH::FRG RD::50	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	6,551	RUTTING	0.2%	Patching - AC Deep	\$132
WRTH::FRG RD::50	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	6,551	RUTTING	0.2%	Patching - AC Shallow	\$60
WRTH::HGHLND AVE::10	HIGHLAND AVENUE	107TH STREET	106TH PLACE	7,442	L & T CR	2.8%	Crack Sealing - AC	\$205
WRTH::HGHLND AVE::10	HIGHLAND AVENUE	107TH STREET	106TH PLACE	7,442	L & T CR	0.7%	Crack Sealing - AC	\$50
WRTH::HGHLND AVE::10	HIGHLAND AVENUE	107TH STREET	106TH PLACE	7,442	RUTTING	0.1%	Patching - AC Shallow	\$22
WRTH::HGHLND AVE::20	HIGHLAND AVENUE	106TH PLACE	105TH PLACE	11,204	L & T CR	1.9%	Crack Sealing - AC	\$216
WRTH::HGHLND AVE::20	HIGHLAND AVENUE	106TH PLACE	105TH PLACE	11,204	L & T CR	2.4%	Crack Sealing - AC	\$268
WRTH::HGHLND AVE::20	HIGHLAND AVENUE	106TH PLACE	105TH PLACE	11,204	RUTTING	0.1%	Patching - AC Shallow	\$54
WRTH::HM AVE::10	HOME AVENUE	OAK PARK AVENUE	NORMANDY AVENUE	13,449	L & T CR	0.6%	Crack Sealing - AC	\$78
WRTH::HM AVE::10	HOME AVENUE	OAK PARK AVENUE	NORMANDY AVENUE	13,449	ALLIGATOR CR	1.8%	Crack Sealing - AC	\$94
WRTH::HM AVE::10	HOME AVENUE	OAK PARK AVENUE	NORMANDY AVENUE	13,449	L & T CR	0.9%	Crack Sealing - AC	\$121
WRTH::HM AVE::20	HOME AVENUE	NORMANDY AVENUE	NASHVILLE	17,266	L & T CR	0.8%	Crack Sealing - AC	\$134
WRTH::HM AVE::20	HOME AVENUE	NORMANDY AVENUE	NASHVILLE	17,266	L & T CR	1.0%	Crack Sealing - AC	\$174
WRTH::HM AVE::20	HOME AVENUE	NORMANDY AVENUE	NASHVILLE	17,266	ALLIGATOR CR	0.5%	Patching - AC Deep	\$1,507
WRTH::HM AVE::30	HOME AVENUE	NASHVILLE	NEENAH AVENUE	8,520	L & T CR	0.7%	Crack Sealing - AC	\$57
WRTH::HM AVE::30	HOME AVENUE	NASHVILLE	NEENAH AVENUE	8,520	L & T CR	0.9%	Crack Sealing - AC	\$72
WRTH::HM AVE::30	HOME AVENUE	NASHVILLE	NEENAH AVENUE	8,520	BLOCK CR	9.7%	Crack Sealing - AC	\$252



Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
WRTH::HM AVE::40	HOME AVENUE	NEENAH AVENUE	NATCHEZ AVENUE	7,367	L & T CR	1.5%	Crack Sealing - AC	\$107
WRTH::HM AVE::40	HOME AVENUE	NEENAH AVENUE	NATCHEZ AVENUE	7,367	L & T CR	0.7%	Crack Sealing - AC	\$54
WRTH::HM AVE::50	HOME AVENUE	NATCHEZ AVENUE	NAGLE AVENUE	7,529	L & T CR	1.8%	Crack Sealing - AC	\$134
WRTH::HM AVE::50	HOME AVENUE	NATCHEZ AVENUE	NAGLE AVENUE	7,529	L & T CR	0.2%	Crack Sealing - AC	\$14
WRTH::HM AVE::60	HOME AVENUE	NAGLE AVENUE	RIDGELAND AVENUE	7,299	BLOCK CR	14.9%	Crack Sealing - AC	\$331
WRTH::HM AVE::60	HOME AVENUE	NAGLE AVENUE	RIDGELAND AVENUE	7,299	L & T CR	0.2%	Crack Sealing - AC	\$14
WRTH::HM AVE::60	HOME AVENUE	NAGLE AVENUE	RIDGELAND AVENUE	7,299	L & T CR	0.7%	Crack Sealing - AC	\$54
WRTH::KT AVE::40	OKETO AVENUE	113TH PLACE	113TH STREET	6,502	L & T CR	0.4%	Crack Sealing - AC	\$27
WRTH::KT AVE::40	OKETO AVENUE	113TH PLACE	113TH STREET	6,502	L & T CR	2.9%	Crack Sealing - AC	\$191
WRTH::KT AVE::40	OKETO AVENUE	113TH PLACE	113TH STREET	6,502	ALLIGATOR CR	1.8%	Patching - AC Deep	\$1,847
WRTH::KT AVE::50	OKETO AVENUE	113TH STREET	PACIFIC DRIVE	1,660	L & T CR	0.4%	Crack Sealing - AC	\$6
WRTH::KT AVE::50	OKETO AVENUE	113TH STREET	PACIFIC DRIVE	1,660	L & T CR	0.7%	Crack Sealing - AC	\$11
WRTH::LLYD DR::20	LLOYD DRIVE	RUTHERFORD	NORMANDY AVENUE	6,220	L & T CR	0.7%	Crack Sealing - AC	\$41
WRTH::LLYD DR::20	LLOYD DRIVE	RUTHERFORD	NORMANDY AVENUE	6,220	BLOCK CR	18.8%	Crack Sealing - AC	\$357
WRTH::LLYD DR::20	LLOYD DRIVE	RUTHERFORD	NORMANDY AVENUE	6,220	L & T CR	3.5%	Crack Sealing - AC	\$215
WRTH::LLYD DR::20	LLOYD DRIVE	RUTHERFORD	NORMANDY AVENUE	6,220	RUTTING	0.1%	Patching - AC Shallow	\$24
WRTH::LLYD DR::30	LLOYD DRIVE	NORMANDY AVENUE	109TH STREET	24,517	BLOCK CR	5.0%	Crack Sealing - AC	\$373
WRTH::LLYD DR::30	LLOYD DRIVE	NORMANDY AVENUE	109TH STREET	24,517	L & T CR	1.8%	Crack Sealing - AC	\$430
WRTH::LLYD DR::30	LLOYD DRIVE	NORMANDY AVENUE	109TH STREET	24,517	L & T CR	1.2%	Crack Sealing - AC	\$303
WRTH::LLYD DR::30	LLOYD DRIVE	NORMANDY AVENUE	109TH STREET	24,517	ALLIGATOR CR	0.7%	Patching - AC Deep	\$2,582
WRTH::LLYD DR::40	LLOYD DRIVE	109TH STREET	RUTHERFORD	17,068	BLOCK CR	17.0%	Crack Sealing - AC	\$886
WRTH::LLYD DR::40	LLOYD DRIVE	109TH STREET	RUTHERFORD	17,068	L & T CR	1.3%	Crack Sealing - AC	\$220
WRTH::LLYD DR::40	LLOYD DRIVE	109TH STREET	RUTHERFORD	17,068	L & T CR	2.4%	Crack Sealing - AC	\$402
WRTH::LLYD DR::40	LLOYD DRIVE	109TH STREET	RUTHERFORD	17,068	ALLIGATOR CR	0.3%	Patching - AC Deep	\$819
WRTH::NGL AVE::10	NAGLE AVENUE	HOME AVENUE	WOOD AVENUE	17,322	L & T CR	0.1%	Crack Sealing - AC	\$15
WRTH::NGL AVE::10	NAGLE AVENUE	HOME AVENUE	WOOD AVENUE	17,322	L & T CR	0.5%	Crack Sealing - AC	\$87
WRTH::NGL AVE::10	NAGLE AVENUE	HOME AVENUE	WOOD AVENUE	17,322	ALLIGATOR CR	2.5%	Patching - AC Deep	\$5,717
WRTH::NGL AVE::10	NAGLE AVENUE	HOME AVENUE	WOOD AVENUE	17,322	RUTTING	0.1%	Patching - AC Shallow	\$71
WRTH::NGL AVE::20	NAGLE AVENUE	WOOD AVENUE	115TH STREET	19,085	L & T CR	0.2%	Crack Sealing - AC	\$28
WRTH::NGL AVE::40	NAGLE AVENUE	113TH STREET	END	6,939	BLOCK CR	65.7%	Crack Sealing - AC	\$1,389
WRTH::NGL AVE::40	NAGLE AVENUE	113TH STREET	END	6,939	L & T CR	0.4%	Crack Sealing - AC	\$28
WRTH::NGL AVE::40	NAGLE AVENUE	113TH STREET	END	6,939	L & T CR	0.4%	Crack Sealing - AC	\$27
WRTH::NNH AVE::10	NEENAH AVENUE	HOME AVENUE	WOOD AVENUE	10,252	L & T CR	0.1%	Crack Sealing - AC	\$14
WRTH::NNH AVE::10	NEENAH AVENUE	HOME AVENUE	WOOD AVENUE	10,252	L & T CR	0.3%	Crack Sealing - AC	\$27
WRTH::NNH AVE::10	NEENAH AVENUE	HOME AVENUE	WOOD AVENUE	10,252	RUTTING	0.0%	Patching - AC Shallow	\$25
WRTH::NNH AVE::30	NEENAH AVENUE	115TH STREET	114TH STREET	13,553	L & T CR	2.2%	Crack Sealing - AC	\$299
WRTH::NNH AVE::30	NEENAH AVENUE	115TH STREET	114TH STREET	13,553	L & T CR	1.4%	Crack Sealing - AC	\$188
WRTH::NNH AVE::30	NEENAH AVENUE	115TH STREET	114TH STREET	13,553	BLOCK CR	5.2%	Crack Sealing - AC	\$216
WRTH::NNH AVE::30	NEENAH AVENUE	115TH STREET	114TH STREET	13,553	ALLIGATOR CR	1.0%	Patching - AC Deep	\$2,043
WRTH::NNH AVE::30	NEENAH AVENUE	115TH STREET	114TH STREET	13,553	L & T CR	0.1%	Patching - AC Shallow	\$249
WRTH::NNH AVE::40	NEENAH AVENUE	114TH STREET	113TH STREET	13,381	L & T CR	1.6%	Crack Sealing - AC	\$212

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
WRTH::NNH AVE::40	NEENAH AVENUE	114TH STREET	113TH STREET	13,381	L & T CR	0.7%	Crack Sealing - AC	\$90
WRTH::NNH AVE::40	NEENAH AVENUE	114TH STREET	113TH STREET	13,381	ALLIGATOR CR	1.2%	Patching - AC Deep	\$2,286
WRTH::NNH AVE::40	NEENAH AVENUE	114TH STREET	113TH STREET	13,381	L & T CR	0.2%	Patching - AC Shallow	\$557
WRTH::NNH AVE::60	NEENAH AVENUE	109TH STREET	108TH STREET	13,097	L & T CR	0.3%	Crack Sealing - AC	\$45
WRTH::NNH AVE::60	NEENAH AVENUE	109TH STREET	108TH STREET	13,097	L & T CR	0.7%	Crack Sealing - AC	\$91
WRTH::NNH AVE::60	NEENAH AVENUE	109TH STREET	108TH STREET	13,097	ALLIGATOR CR	2.1%	Patching - AC Deep	\$3,719
WRTH::NNH AVE::70	NEENAH AVENUE	109TH STREET	107TH STREET	13,267	L & T CR	0.3%	Crack Sealing - AC	\$45
WRTH::NNH AVE::70	NEENAH AVENUE	109TH STREET	107TH STREET	13,267	L & T CR	0.1%	Crack Sealing - AC	\$15
WRTH::NNH AVE::70	NEENAH AVENUE	109TH STREET	107TH STREET	13,267	ALLIGATOR CR	1.1%	Patching - AC Deep	\$2,212
WRTH::NNH AVE::70	NEENAH AVENUE	109TH STREET	107TH STREET	13,267	RUTTING	0.0%	Patching - AC Shallow	\$30
WRTH::NRDCA AVE::10	NORDICA AVENUE	109TH STREET	108TH STREET	13,356	L & T CR	0.2%	Crack Sealing - AC	\$30
WRTH::NRDCA AVE::10	NORDICA AVENUE	109TH STREET	108TH STREET	13,356	ALLIGATOR CR	12.2%	Patching - AC Deep	\$19,802
WRTH::NRMNDY AVE::20	NORMANDY AVENUE	115TH PLACE	115TH STREET	9,762	L & T CR	1.7%	Crack Sealing - AC	\$161
WRTH::NRMNDY AVE::20	NORMANDY AVENUE	115TH PLACE	115TH STREET	9,762	L & T CR	1.0%	Crack Sealing - AC	\$97
WRTH::NRMNDY AVE::20	NORMANDY AVENUE	115TH PLACE	115TH STREET	9,762	ALLIGATOR CR	2.1%	Patching - AC Deep	\$2,939
WRTH::NRMNDY AVE::20	NORMANDY AVENUE	115TH PLACE	115TH STREET	9,762	RUTTING	0.1%	Patching - AC Shallow	\$47
WRTH::NRMNDY AVE::30	NORMANDY AVENUE	115TH STREET	114TH STREET	13,457	L & T CR	0.4%	Crack Sealing - AC	\$47
WRTH::NRMNDY AVE::50	NORMANDY AVENUE	113TH STREET	112TH STREET	13,373	ALLIGATOR CR	1.0%	Crack Sealing - AC	\$54
WRTH::NRMNDY AVE::50	NORMANDY AVENUE	113TH STREET	112TH STREET	13,373	RUTTING	0.2%	Patching - AC Shallow	\$132
WRTH::NRMNDY AVE::60	NORMANDY AVENUE	112TH STREET	111TH STREET	13,582	L & T CR	1.0%	Crack Sealing - AC	\$134
WRTH::NRMNDY AVE::60	NORMANDY AVENUE	112TH STREET	111TH STREET	13,582	L & T CR	0.6%	Crack Sealing - AC	\$81
WRTH::NRMNDY AVE::60	NORMANDY AVENUE	112TH STREET	111TH STREET	13,582	RUTTING	0.1%	Patching - AC Shallow	\$35
WRTH::NRMNDY AVE::70	NORMANDY AVENUE	LLOYD DRIVE	109TH STREET	16,957	BLOCK CR	10.3%	Crack Sealing - AC	\$530
WRTH::NRMNDY AVE::70	NORMANDY AVENUE	LLOYD DRIVE	109TH STREET	16,957	L & T CR	0.2%	Crack Sealing - AC	\$29
WRTH::NRMNDY AVE::70	NORMANDY AVENUE	LLOYD DRIVE	109TH STREET	16,957	RUTTING	0.0%	Patching - AC Shallow	\$16
WRTH::NSHVLL AVE::100	NASHVILLE	109TH STREET	END	6,846	L & T CR	1.0%	Crack Sealing - AC	\$68
WRTH::NSHVLL AVE::100	NASHVILLE	109TH STREET	END	6,846	ALLIGATOR CR	8.8%	Patching - AC Deep	\$7,789
WRTH::NTCHZ AVE::10	NATCHEZ AVENUE	HOME AVENUE	WOOD AVENUE	13,986	L & T CR	0.4%	Crack Sealing - AC	\$54
WRTH::NTCHZ AVE::10	NATCHEZ AVENUE	HOME AVENUE	WOOD AVENUE	13,986	ALLIGATOR CR	0.3%	Patching - AC Deep	\$745
WRTH::NTCHZ AVE::20	NATCHEZ AVENUE	WOOD AVENUE	115TH STREET	18,988	L & T CR	0.4%	Crack Sealing - AC	\$83
WRTH::NTCHZ AVE::20	NATCHEZ AVENUE	WOOD AVENUE	115TH STREET	18,988	L & T CR	0.1%	Crack Sealing - AC	\$27
WRTH::NTCHZ AVE::20	NATCHEZ AVENUE	WOOD AVENUE	115TH STREET	18,988	RUTTING	0.0%	Patching - AC Shallow	\$14
WRTH::NTCHZ AVE::30	NATCHEZ AVENUE	115TH STREET	114TH STREET	13,601	L & T CR	1.0%	Crack Sealing - AC	\$138
WRTH::NTCHZ AVE::30	NATCHEZ AVENUE	115TH STREET	114TH STREET	13,601	L & T CR	1.6%	Crack Sealing - AC	\$215
WRTH::NTCHZ AVE::30	NATCHEZ AVENUE	115TH STREET	114TH STREET	13,601	ALLIGATOR CR	3.4%	Patching - AC Deep	\$6,135
WRTH::NTCHZ AVE::30	NATCHEZ AVENUE	115TH STREET	114TH STREET	13,601	RUTTING	0.1%	Patching - AC Shallow	\$35
WRTH::NTCHZ AVE::50	NATCHEZ AVENUE	113TH STREET	112TH STREET	14,048	L & T CR	0.2%	Crack Sealing - AC	\$27
WRTH::NTCHZ AVE::50	NATCHEZ AVENUE	113TH STREET	112TH STREET	14,048	ALLIGATOR CR	1.8%	Patching - AC Deep	\$3,455
WRTH::NTCHZ AVE::50	NATCHEZ AVENUE	113TH STREET	112TH STREET	14,048	RUTTING	0.0%	Patching - AC Deep	\$27
WRTH::NTCHZ AVE::50	NATCHEZ AVENUE	113TH STREET	112TH STREET	14,048	RUTTING	0.3%	Patching - AC Shallow	\$192
WRTH::NTCHZ AVE::70	NATCHEZ AVENUE	111TH PLACE	111TH STREET	7,100	L & T CR	0.8%	Crack Sealing - AC	\$54

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
WRTH::NTCHZ AVE::70	NATCHEZ AVENUE	111TH PLACE	111TH STREET	7,100	ALLIGATOR CR	1.8%	Patching - AC Deep	\$1,958
WRTH::NTCHZ AVE::70	NATCHEZ AVENUE	111TH PLACE	111TH STREET	7,100	RUTTING	0.3%	Patching - AC Shallow	\$100
WRTH::NTCHZ AVE::80	NATCHEZ AVENUE	111TH STREET	109TH STREET	26,714	L & T CR	0.2%	Crack Sealing - AC	\$54
WRTH::NTCHZ AVE::80	NATCHEZ AVENUE	111TH STREET	109TH STREET	26,714	L & T CR	0.4%	Crack Sealing - AC	\$110
WRTH::NTCHZ AVE::80	NATCHEZ AVENUE	111TH STREET	109TH STREET	26,714	ALLIGATOR CR	2.6%	Patching - AC Deep	\$8,935
WRTH::NTCHZ AVE::80	NATCHEZ AVENUE	111TH STREET	109TH STREET	26,714	RUTTING	0.1%	Patching - AC Shallow	\$189
WRTH::NTCHZ AVE::90	NATCHEZ AVENUE	109TH STREET	108TH STREET	13,055	L & T CR	0.2%	Crack Sealing - AC	\$29
WRTH::NTCHZ AVE::90	NATCHEZ AVENUE	109TH STREET	108TH STREET	13,055	RUTTING	0.2%	Patching - AC Shallow	\$147
WRTH::NTCHZ AVE::100	NATCHEZ AVENUE	109TH STREET	107TH STREET	13,200	L & T CR	0.2%	Crack Sealing - AC	\$30
WRTH::NTCHZ AVE::100	NATCHEZ AVENUE	109TH STREET	107TH STREET	13,200	L & T CR	0.1%	Crack Sealing - AC	\$15
WRTH::NTCHZ AVE::100	NATCHEZ AVENUE	109TH STREET	107TH STREET	13,200	ALLIGATOR CR	0.6%	Patching - AC Deep	\$1,282
WRTH::NTCHZ AVE::100	NATCHEZ AVENUE	109TH STREET	107TH STREET	13,200	RUTTING	0.2%	Patching - AC Shallow	\$117
WRTH::OK PRK AVE::30	OAK PARK AVENUE	HOME AVENUE	115TH PLACE	2,061	BLOCK CR	37.6%	Crack Sealing - AC	\$236
WRTH::OK PRK AVE::140	OAK PARK AVENUE	111TH STREET	110TH PLACE	10,837	L & T CR	2.1%	Crack Sealing - AC	\$227
WRTH::OK PRK AVE::140	OAK PARK AVENUE	111TH STREET	110TH PLACE	10,837	L & T CR	1.9%	Crack Sealing - AC	\$202
WRTH::OK PRK AVE::140	OAK PARK AVENUE	111TH STREET	110TH PLACE	10,837	BLOCK CR	29.2%	Crack Sealing - AC	\$965
WRTH::OK PRK AVE::140	OAK PARK AVENUE	111TH STREET	110TH PLACE	10,837	RUTTING	0.1%	Patching - AC Shallow	\$62
WRTH::OK PRK AVE::150	OAK PARK AVENUE	CRANDALL AVENUE	LLOYD DRIVE	4,593	BLOCK CR	62.7%	Crack Sealing - AC	\$877
WRTH::OK PRK AVE::160	OAK PARK AVENUE	LLOYD DRIVE	110TH STREET	6,124	BLOCK CR	85.0%	Crack Sealing - AC	\$1,586
WRTH::OK PRK AVE::170	OAK PARK AVENUE	110TH STREET	109TH PLACE	11,357	BLOCK CR	97.7%	Crack Sealing - AC	\$3,382
WRTH::OK PRK AVE::180	OAK PARK AVENUE	109TH PLACE	109TH STREET	11,684	L & T CR	2.2%	Crack Sealing - AC	\$260
WRTH::OK PRK AVE::180	OAK PARK AVENUE	109TH PLACE	109TH STREET	11,684	BLOCK CR	49.0%	Crack Sealing - AC	\$1,745
WRTH::OK PRK AVE::180	OAK PARK AVENUE	109TH PLACE	109TH STREET	11,684	L & T CR	0.4%	Crack Sealing - AC	\$47
WRTH::OK PRK AVE::180	OAK PARK AVENUE	109TH PLACE	109TH STREET	11,684	RUTTING	0.0%	Patching - AC Shallow	\$24
WRTH::OK PRK AVE::190	OAK PARK AVENUE	109TH STREET	LODE DRIVE	22,513	BLOCK CR	74.4%	Crack Sealing - AC	\$5,104
WRTH::OK PRK AVE::190	OAK PARK AVENUE	109TH STREET	LODE DRIVE	22,513	L & T CR	0.2%	Crack Sealing - AC	\$51
WRTH::OK PRK AVE::190	OAK PARK AVENUE	109TH STREET	LODE DRIVE	22,513	L & T CR	1.7%	Crack Sealing - AC	\$382
WRTH::OK PRK AVE::200	OAK PARK AVENUE	LODE DRIVE	107TH STREET	31,337	L & T CR	0.7%	Crack Sealing - AC	\$233
WRTH::OK PRK AVE::200	OAK PARK AVENUE	LODE DRIVE	107TH STREET	31,337	BLOCK CR	61.5%	Crack Sealing - AC	\$5,870
WRTH::OK PRK AVE::200	OAK PARK AVENUE	LODE DRIVE	107TH STREET	31,337	BLOCK CR	9.9%	Crack Sealing - AC	\$941
WRTH::OK PRK AVE::200	OAK PARK AVENUE	LODE DRIVE	107TH STREET	31,337	RUTTING	0.0%	Patching - AC Shallow	\$36
WRTH::PCFC DR::10	PACIFIC DRIVE	OKETO AVENUE	112TH PLACE	6,957	L & T CR	0.8%	Crack Sealing - AC	\$54
WRTH::PCFC DR::10	PACIFIC DRIVE	OKETO AVENUE	112TH PLACE	6,957	L & T CR	0.2%	Crack Sealing - AC	\$14
WRTH::PCFC DR::10	PACIFIC DRIVE	OKETO AVENUE	112TH PLACE	6,957	ALLIGATOR CR	4.1%	Patching - AC Deep	\$3,908
WRTH::RTHRFRD::10	RUTHERFORD	LLOYD DRIVE	109TH STREET	16,919	BLOCK CR	1.6%	Crack Sealing - AC	\$84
WRTH::RTHRFRD::10	RUTHERFORD	LLOYD DRIVE	109TH STREET	16,919	L & T CR	0.7%	Crack Sealing - AC	\$114
WRTH::RTHRFRD::10	RUTHERFORD	LLOYD DRIVE	109TH STREET	16,919	ALLIGATOR CR	0.2%	Crack Sealing - AC	\$18
WRTH::RTHRFRD::10	RUTHERFORD	LLOYD DRIVE	109TH STREET	16,919	ALLIGATOR CR	1.3%	Patching - AC Deep	\$3,094
WRTH::RTHRFRD::20	RUTHERFORD	109TH STREET	LLOYD DRIVE	22,168	BLOCK CR	0.3%	Crack Sealing - AC	\$17
WRTH::RTHRFRD::20	RUTHERFORD	109TH STREET	LLOYD DRIVE	22,168	L & T CR	0.4%	Crack Sealing - AC	\$83
WRTH::RTHRFRD::20	RUTHERFORD	109TH STREET	LLOYD DRIVE	22,168	L & T CR	0.5%	Crack Sealing - AC	\$109

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
WRTH::RTHRFRD::20	RUTHERFORD	109TH STREET	LLOYD DRIVE	22,168	BLOCK CR	5.1%	Crack Sealing - AC	\$342
WRTH::RTHRFRD::20	RUTHERFORD	109TH STREET	LLOYD DRIVE	22,168	ALLIGATOR CR	0.2%	Patching - AC Deep	\$699
WRTH::W NGLD AVE::120	NEW ENGLAND AVENUE	110TH STREET	109TH PLACE	6,351	L & T CR	0.2%	Crack Sealing - AC	\$14
WRTH::W NGLD AVE::120	NEW ENGLAND AVENUE	110TH STREET	109TH PLACE	6,351	RUTTING	0.0%	Patching - AC Shallow	\$12
WRTH::W NGLD AVE::130	NEW ENGLAND AVENUE	109TH PLACE	109TH STREET	6,675	ALLIGATOR CR	0.7%	Patching - AC Deep	\$839
WRTH::WD AVE::10	WOOD AVENUE	NEENAH AVENUE	NATCHEZ AVENUE	6,409	L & T CR	1.3%	Crack Sealing - AC	\$81
WRTH::WD AVE::10	WOOD AVENUE	NEENAH AVENUE	NATCHEZ AVENUE	6,409	L & T CR	0.4%	Crack Sealing - AC	\$28
WRTH::WD AVE::20	WOOD AVENUE	NATCHEZ AVENUE	NAGLE AVENUE	6,581	L & T CR	0.8%	Crack Sealing - AC	\$54
WRTH::WD AVE::20	WOOD AVENUE	NATCHEZ AVENUE	NAGLE AVENUE	6,581	L & T CR	0.4%	Crack Sealing - AC	\$27
WRTH::WD AVE::20	WOOD AVENUE	NATCHEZ AVENUE	NAGLE AVENUE	6,581	ALLIGATOR CR	0.7%	Patching - AC Deep	\$809
WRTH::WRTH AVE::30	WORTH AVENUE	111TH STREET	110TH PLACE	7,173	L & T CR	0.4%	Crack Sealing - AC	\$28
WRTH::WRTH AVE::40	WORTH AVENUE	110TH PLACE	110TH STREET	6,101	L & T CR	0.7%	Crack Sealing - AC	\$41
WRTH::WRTH AVE::40	WORTH AVENUE	110TH PLACE	110TH STREET	6,101	L & T CR	0.4%	Crack Sealing - AC	\$27
WRTH::WRTH AVE::40	WORTH AVENUE	110TH PLACE	110TH STREET	6,101	RUTTING	0.0%	Patching - AC Shallow	\$12
WRTH::WRTH AVE::70	WORTH AVENUE	109TH STREET	END	2,162	L & T CR	0.7%	Crack Sealing - AC	\$15
WRTH::WRTH AVE::70	WORTH AVENUE	109TH STREET	END	2,162	RUTTING	0.7%	Patching - AC Shallow	\$83
WRTH::WRTH AVE::100	WORTH AVENUE	107TH STREET	SOUTHWEST HIGHWAY	22,386	L & T CR	0.2%	Crack Sealing - AC	\$46
WRTH::WRTH AVE::100	WORTH AVENUE	107TH STREET	SOUTHWEST HIGHWAY	22,386	L & T CR	0.7%	Crack Sealing - AC	\$151
WRTH::WRTH AVE::100	WORTH AVENUE	107TH STREET	SOUTHWEST HIGHWAY	22,386	ALLIGATOR CR	0.1%	Patching - AC Deep	\$532
WRTH::WRTH AVE::100	WORTH AVENUE	107TH STREET	SOUTHWEST HIGHWAY	22,386	RUTTING	0.0%	Patching - AC Shallow	\$13

**APPENDIX F – PAVEMENT INVENTORY AND CONDITION TABULAR DATA**

---

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
WRTH::105TH PL::10	105TH PLACE	HIGHLAND AVENUE	END	Asphalt	S	275	23	6,327	10	375
WRTH::106TH PL::10	106TH PLACE	HIGHLAND AVENUE	END	Asphalt	S	269	23	6,193	9	434
WRTH::107TH PL::10	107TH PLACE	WORTH AVENUE	NEW ENGLAND	Asphalt	S	484	20	9,679	63	307
WRTH::107TH ST::10	107TH STREET	SOUTHWEST HIGHWAY	HARLEM AVENUE	Asphalt	S	653	25	16,330	41	450
WRTH::107TH ST::100	107TH STREET	PLAHM COURT	OAK PARK AVENUE	Concrete	P	395	40	15,799	68	234
WRTH::107TH ST::110	107TH STREET	OAK PARK AVENUE	BROOKS LANE	Concrete	P	122	40	4,880	92	180
WRTH::107TH ST::120	107TH STREET	BROOKS LANE	OAK PARK AVENUE	Concrete	P	137	40	5,477	89	654
WRTH::107TH ST::130	107TH STREET	OAK PARK AVENUE	TRI STATE TOLLWAY	Concrete	P	584	40	23,365	80	149
WRTH::107TH ST::135	107TH STREET	TRI STATE TOLLWAY	TRI STATE TOLLWAY	Concrete	P	93	40	3,736	89	172
WRTH::107TH ST::137	107TH STREET	TRI STATE TOLLWAY	RIDGE DRIVE	Concrete	P	277	40	11,061	80	128
WRTH::107TH ST::139	107TH STREET	RIDGE DRIVE	NASHVILLE AVENUE	Concrete	P	116	40	4,626	89	178
WRTH::107TH ST::140	107TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	Concrete	P	326	40	13,053	70	215
WRTH::107TH ST::150	107TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	Concrete	P	344	40	13,745	77	175
WRTH::107TH ST::160	107TH STREET	NATCHEZ AVENUE	FOREST LANE	Concrete	P	174	40	6,958	74	171
WRTH::107TH ST::170	107TH STREET	FOREST LANE	NAGLE AVENUE	Concrete	P	156	40	6,236	75	170
WRTH::107TH ST::180	107TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	Concrete	P	326	40	13,046	70	410
WRTH::107TH ST::20	107TH STREET	HARLEM AVENUE	DEPOT STREET	Concrete	P	626	50	31,296	68	279
WRTH::107TH ST::30	107TH STREET	DEPOT STREET	DEPOT STREET	Concrete	P	208	50	10,411	68	250
WRTH::107TH ST::40	107TH STREET	DEPOT STREET	NORDICA AVENUE	Concrete	P	84	50	4,203	85	164
WRTH::107TH ST::50	107TH STREET	NORDICA AVENUE	WORTH AVENUE	Concrete	P	273	50	13,654	68	200
WRTH::107TH ST::60	107TH STREET	WORTH AVENUE	WORTH AVENUE	Concrete	P	47	50	2,337	91	210
WRTH::107TH ST::70	107TH STREET	WORTH AVENUE	HIGHLAND AVENUE	Concrete	P	371	50	18,568	67	236
WRTH::107TH ST::80	107TH STREET	HIGHLAND AVENUE	NEW ENGLAND	Concrete	P	104	50	5,195	81	244
WRTH::107TH ST::90	107TH STREET	NEW ENGLAND	PLAHM COURT	Concrete	P	333	50	16,653	59	284
WRTH::108TH PL::10	108TH PLACE	OKETO AVENUE	END	Asphalt	S	310	20	6,201	14	563
WRTH::108TH PL::20	108TH PLACE	OKETO AVENUE	OCTAVIA AVENUE	Asphalt	S	666	20	13,330	88	181
WRTH::108TH PL::30	108TH PLACE	OCTAVIA AVENUE	HARLEM AVENUE	Asphalt	S	644	20	12,879	48	232
WRTH::108TH ST::10	108TH STREET	OKETO AVENUE	OCTAVIA AVENUE	Asphalt	S	646	20	12,926	75	257
WRTH::108TH ST::20	108TH STREET	HARLEM AVENUE	71ST COURT	Asphalt	S	318	20	6,360	100	410
WRTH::108TH ST::30	108TH STREET	71ST COURT	DEPOT STREET	Asphalt	S	303	20	6,069	100	340
WRTH::108TH ST::40	108TH STREET	DEPOT STREET	NORDICA AVENUE	Asphalt	S	298	20	5,951	100	433
WRTH::108TH ST::50	108TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	Asphalt	S	330	20	6,594	87	265
WRTH::108TH ST::60	108TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	Asphalt	S	338	20	6,770	82	324
WRTH::108TH ST::70	108TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	Asphalt	S	331	20	6,624	83	259
WRTH::108TH ST::80	108TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	Asphalt	S	328	20	6,554	31	342
WRTH::109TH PL::10	109TH PLACE	76TH AVENUE	BELOIT AVENUE	Asphalt	S	649	20	12,975	100	525
WRTH::109TH PL::20	109TH PLACE	BELOIT AVENUE	OKETO AVENUE	Asphalt	S	665	20	13,299	100	352
WRTH::109TH PL::30	109TH PLACE	OKETO AVENUE	OCTAVIA AVENUE	Asphalt	S	659	20	13,172	54	386
WRTH::109TH PL::40	109TH PLACE	OCTAVIA AVENUE	HARLEM AVENUE	Asphalt	S	653	20	13,050	25	304
WRTH::109TH PL::50	109TH PLACE	HARLEM AVENUE	DEPOT STREET	Asphalt	S	613	20	12,255	63	443
WRTH::109TH PL::60	109TH PLACE	WORTH AVENUE	NEW ENGLAND AVENUE	Asphalt	S	549	20	10,979	92	208
WRTH::109TH PL::70	109TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	S	673	20	13,458	94	329
WRTH::109TH ST::10	109TH STREET	76TH AVENUE	BELOIT AVENUE	Asphalt	S	652	20	13,044	100	455

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
WRTH::109TH ST::100	109TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	Asphalt	S	432	20	8,633	75	307
WRTH::109TH ST::110	109TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	S	670	20	13,395	65	352
WRTH::109TH ST::120	109TH STREET	OAK PARK AVENUE	RUTHERFORD	Asphalt	S	321	20	6,417	20	608
WRTH::109TH ST::130	109TH STREET	RUTHERFORD	NORMANDY AVENUE	Asphalt	S	313	20	6,260	28	424
WRTH::109TH ST::140	109TH STREET	NORMANDY AVENUE	LLOYD DRIVE	Asphalt	S	212	20	4,236	95	327
WRTH::109TH ST::150	109TH STREET	NASHVILLE AVENUE	NEENAH AVENUE	Asphalt	S	329	20	6,584	82	314
WRTH::109TH ST::160	109TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	Asphalt	S	336	20	6,727	47	366
WRTH::109TH ST::170	109TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	Asphalt	S	333	20	6,652	74	452
WRTH::109TH ST::180	109TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	Asphalt	S	329	20	6,573	60	400
WRTH::109TH ST::20	109TH STREET	BELOIT AVENUE	OKETO AVENUE	Asphalt	S	662	20	13,233	100	401
WRTH::109TH ST::30	109TH STREET	OKETO AVENUE	ODELL COURT	Asphalt	S	336	20	6,727	58	226
WRTH::109TH ST::40	109TH STREET	ODELL COURT	OCTAVIA AVENUE	Asphalt	S	328	20	6,563	41	293
WRTH::109TH ST::50	109TH STREET	OCTAVIA AVENUE	OCONTO COURT	Asphalt	S	314	20	6,279	55	277
WRTH::109TH ST::60	109TH STREET	OCONTO COURT	HARLEM AVENUE	Asphalt	S	332	20	6,649	54	295
WRTH::109TH ST::70	109TH STREET	HARLEM AVENUE	71ST COURT	Asphalt	S	320	20	6,400	63	392
WRTH::109TH ST::80	109TH STREET	71ST COURT	DEPOT STREET	Asphalt	S	300	35	10,489	66	267
WRTH::109TH ST::90	109TH STREET	DEPOT STREET	NORDICA AVENUE	Asphalt	S	281	35	9,846	78	359
WRTH::110TH PL::10	110TH PLACE	OKETO AVENUE	OCTAVIA AVENUE	Asphalt	S	653	20	13,067	50	211
WRTH::110TH PL::20	110TH PLACE	OCTAVIA AVENUE	HARLEM AVENUE	Asphalt	S	652	20	13,041	46	277
WRTH::110TH ST::10	110TH STREET	OKETO AVENUE	OCTAVIA AVENUE	Asphalt	S	655	20	13,096	54	218
WRTH::110TH ST::20	110TH STREET	OCTAVIA AVENUE	HARLEM AVENUE	Asphalt	S	654	20	13,072	62	313
WRTH::110TH ST::30	110TH STREET	HARLEM AVENUE	DEPOT STREET	Asphalt	S	662	40	26,468	42	435
WRTH::110TH ST::40	110TH STREET	DEPOT STREET	WORTH AVENUE	Asphalt	S	605	20	12,099	81	286
WRTH::110TH ST::50	110TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	Asphalt	S	551	20	11,027	70	221
WRTH::110TH ST::60	110TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	S	674	20	13,479	77	227
WRTH::110TH ST::70	110TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	Asphalt	S	323	20	6,464	56	497
WRTH::111TH PL::10	111TH PLACE	OKETO AVENUE	COLUMBUS DRIVE	Asphalt	S	674	40	26,978	38	273
WRTH::111TH PL::20	111TH PLACE	HARLEM AVENUE	END	Concrete	S	306	40	12,240	95	511
WRTH::111TH PL::30	111TH PLACE	PRELLER	DEPOT STREET	Asphalt	S	309	20	6,182	29	400
WRTH::111TH PL::40	111TH PLACE	NEW ENGLAND AVENUE	END	Asphalt	S	382	20	7,645	93	418
WRTH::111TH PL::50	111TH PLACE	NEW ENGLAND AVENUE	END	Asphalt	S	312	30	9,351	52	501
WRTH::111TH PL::60	111TH PLACE	OAK PARK AVENUE	END	Asphalt	S	413	20	8,259	12	514
WRTH::111TH PL::70	111TH PLACE	NASHVILLE	END	Asphalt	S	151	20	3,019	44	345
WRTH::111TH PL::80	111TH PLACE	NATCHEZ AVENUE	END	Asphalt	S	104	20	2,080	42	205
WRTH::112TH PL::10	112TH PLACE	PACIFIC DRIVE	OCTAVIA	Asphalt	S	428	20	8,556	77	228
WRTH::112TH PL::20	112TH PLACE	OCTAVIA	HARLEM AVENUE	Asphalt	S	646	20	12,922	90	244
WRTH::112TH PL::30	112TH PLACE	NEW ENGLAND AVENUE	END	Asphalt	S	366	20	7,317	100	436
WRTH::112TH PL::40	112TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	S	820	20	16,407	83	275
WRTH::112TH PL::50	112TH PLACE	NASHVILLE	END	Asphalt	S	313	20	6,254	24	266
WRTH::112TH ST::10	112TH STREET	OCTAVIA	END	Asphalt	S	120	15	1,806	20	592
WRTH::112TH ST::100	112TH STREET	NASHVILLE	END	Asphalt	S	243	20	4,866	12	320
WRTH::112TH ST::110	112TH STREET	NATCHEZ AVENUE	END	Asphalt	S	255	20	5,109	58	261
WRTH::112TH ST::20	112TH STREET	OCTAVIA	HARLEM AVENUE	Asphalt	S	658	26	17,115	100	411

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
WRTH::112TH ST::30	112TH STREET	HARLEM AVENUE	PRELLER	Asphalt	S	328	26	8,518	72	428
WRTH::112TH ST::40	112TH STREET	PRELLER	DEPOT STREET	Asphalt	S	307	26	7,972	89	645
WRTH::112TH ST::50	112TH STREET	NEW ENGLAND AVENUE	END	Asphalt	S	373	20	7,453	100	433
WRTH::112TH ST::60	112TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	S	820	45	36,900	78	229
WRTH::112TH ST::70	112TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	Asphalt	S	670	20	13,408	93	259
WRTH::112TH ST::80	112TH STREET	NORMANDY AVENUE	NATOMA AVENUE	Asphalt	S	332	20	6,636	94	287
WRTH::112TH ST::90	112TH STREET	NATOMA AVENUE	NASHVILLE	Asphalt	S	330	20	6,598	85	291
WRTH::113TH PL::10	113TH PLACE	OKETO AVENUE	END	Asphalt	S	365	20	7,298	100	338
WRTH::113TH PL::20	113TH PLACE	OKETO AVENUE	OCTAVIA	Asphalt	S	659	20	13,185	100	231
WRTH::113TH PL::30	113TH PLACE	OCTAVIA	HARLEM AVENUE	Asphalt	S	645	20	12,906	100	333
WRTH::113TH PL::40	113TH PLACE	HARLEM AVENUE	DEPOT STREET	Asphalt	S	626	20	12,519	100	283
WRTH::113TH PL::50	113TH PLACE	DEPOT STREET	NEW ENGLAND AVENUE	Asphalt	S	1,009	20	20,190	100	327
WRTH::113TH PL::60	113TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	S	824	20	16,489	74	320
WRTH::113TH PL::70	113TH PLACE	OAK PARK AVENUE	END	Asphalt	S	293	20	5,868	72	502
WRTH::113TH ST::10	113TH STREET	OKETO AVENUE	END	Asphalt	S	77	20	1,543	95	254
WRTH::113TH ST::100	113TH STREET	NORMANDY AVENUE	NATOMA AVENUE	Asphalt	S	330	20	6,603	20	438
WRTH::113TH ST::110	113TH STREET	NATOMA AVENUE	NASHVILLE	Asphalt	S	327	20	6,543	26	434
WRTH::113TH ST::120	113TH STREET	NASHVILLE	NEENAH AVENUE	Asphalt	S	325	20	6,507	27	296
WRTH::113TH ST::130	113TH STREET	NEENAH AVENUE	END	Asphalt	S	135	20	2,693	50	357
WRTH::113TH ST::140	113TH STREET	NAGLE AVENUE	NATCHEZ AVENUE	Asphalt	S	178	20	3,553	84	343
WRTH::113TH ST::150	113TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	Asphalt	S	335	20	6,697	73	316
WRTH::113TH ST::20	113TH STREET	OKETO AVENUE	OCTAVIA	Asphalt	S	663	20	13,265	89	253
WRTH::113TH ST::30	113TH STREET	OCTAVIA	HARLEM AVENUE	Asphalt	S	644	20	12,881	80	313
WRTH::113TH ST::40	113TH STREET	HARLEM AVENUE	PRELLER	Asphalt	S	325	20	6,493	92	232
WRTH::113TH ST::50	113TH STREET	PRELLER	DEPOT STREET	Asphalt	S	303	20	6,066	87	423
WRTH::113TH ST::60	113TH STREET	DEPOT STREET	WORTH AVENUE	Asphalt	S	411	20	8,211	70	269
WRTH::113TH ST::70	113TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	Asphalt	S	597	20	11,946	63	332
WRTH::113TH ST::80	113TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	S	825	20	16,494	52	247
WRTH::113TH ST::90	113TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	Asphalt	S	666	20	13,317	31	392
WRTH::114TH PL::10	114TH PLACE	OKETO AVENUE	BELOIT AVENUE	Asphalt	S	659	20	13,188	93	313
WRTH::114TH PL::20	114TH PLACE	OKETO AVENUE	OCTAVIA	Asphalt	S	662	20	13,244	71	327
WRTH::114TH PL::30	114TH PLACE	OCTAVIA	HARLEM AVENUE	Asphalt	S	642	20	12,843	82	353
WRTH::114TH PL::40	114TH PLACE	HARLEM AVENUE	DEPOT STREET	Asphalt	S	626	20	12,511	57	421
WRTH::114TH PL::50	114TH PLACE	DEPOT STREET	NEW ENGLAND AVENUE	Asphalt	S	1,010	20	20,200	49	300
WRTH::114TH PL::60	114TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	S	824	20	16,489	10	381
WRTH::114TH PL::70	114TH PLACE	OAK PARK AVENUE	END	Asphalt	S	388	20	7,767	42	375
WRTH::114TH ST::10	114TH STREET	OKETO AVENUE	END	Asphalt	S	508	20	10,165	44	438
WRTH::114TH ST::100	114TH STREET	NASHVILLE	NEENAH AVENUE	Asphalt	S	327	20	6,538	65	346
WRTH::114TH ST::110	114TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	Asphalt	S	326	20	6,510	66	288
WRTH::114TH ST::120	114TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	Asphalt	S	333	20	6,662	45	336
WRTH::114TH ST::20	114TH STREET	OKETO AVENUE	OCTAVIA	Asphalt	S	660	25	16,510	93	224
WRTH::114TH ST::30	114TH STREET	OCTAVIA	HARLEM AVENUE	Asphalt	S	645	25	16,128	87	312
WRTH::114TH ST::40	114TH STREET	HARLEM AVENUE	DEPOT STREET	Asphalt	S	625	20	12,501	100	318



Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
WRTH::114TH ST::50	114TH STREET	DEPOT STREET	NEW ENGLAND AVENUE	Asphalt	S	1,010	20	20,196	100	253
WRTH::114TH ST::60	114TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	S	820	20	16,399	78	312
WRTH::114TH ST::70	114TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	Asphalt	S	670	20	13,398	81	358
WRTH::114TH ST::80	114TH STREET	NORMANDY AVENUE	NATOMA AVENUE	Asphalt	S	329	20	6,585	72	302
WRTH::114TH ST::90	114TH STREET	NATOMA AVENUE	NASHVILLE	Asphalt	S	327	20	6,543	74	362
WRTH::115TH PL::10	115TH PLACE	HARLEM AVENUE	DEPOT STREET	Asphalt	S	622	20	12,448	22	350
WRTH::115TH PL::20	115TH PLACE	DEPOT STREET	WORTH AVENUE	Asphalt	S	608	20	12,158	24	212
WRTH::115TH PL::30	115TH PLACE	WORTH AVENUE	NEW ENGLAND AVENUE	Asphalt	S	401	20	8,015	42	252
WRTH::115TH PL::40	115TH PLACE	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	S	827	20	16,535	35	300
WRTH::115TH PL::50	115TH PLACE	NORMANDY AVENUE	NASHVILLE	Asphalt	S	742	20	14,839	93	284
WRTH::115TH ST::10	115TH STREET	BELOIT AVENUE	END	Asphalt	S	441	50	22,047	21	652
WRTH::115TH ST::100	115TH STREET	NATOMA AVENUE	NASHVILLE	Asphalt	P	332	30	9,945	90	124
WRTH::115TH ST::110	115TH STREET	NASHVILLE	NEENAH AVENUE	Asphalt	P	325	30	9,759	93	135
WRTH::115TH ST::120	115TH STREET	NEENAH AVENUE	NATCHEZ AVENUE	Asphalt	P	319	30	9,565	89	165
WRTH::115TH ST::130	115TH STREET	NATCHEZ AVENUE	NAGLE AVENUE	Asphalt	P	335	30	10,047	90	190
WRTH::115TH ST::140	115TH STREET	NAGLE AVENUE	RIDGELAND AVENUE	Concrete	P	328	30	9,831	82	389
WRTH::115TH ST::20	115TH STREET	OKETO AVENUE	BELOIT AVENUE	Asphalt	S	665	50	33,234	62	280
WRTH::115TH ST::30	115TH STREET	OKETO AVENUE	OCTAVIA	Asphalt	S	664	50	33,193	52	191
WRTH::115TH ST::40	115TH STREET	OCTAVIA	HARLEM AVENUE	Asphalt	S	645	55	35,456	49	317
WRTH::115TH ST::50	115TH STREET	HARLEM AVENUE	DEPOT STREET	Concrete	P	621	53	32,924	83	427
WRTH::115TH ST::60	115TH STREET	DEPOT STREET	NEW ENGLAND AVENUE	Asphalt	P	1,009	42	42,386	90	140
WRTH::115TH ST::70	115TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	P	824	40	32,948	85	147
WRTH::115TH ST::80	115TH STREET	OAK PARK AVENUE	NORMANDY AVENUE	Asphalt	P	657	30	19,707	91	172
WRTH::115TH ST::90	115TH STREET	NORMANDY AVENUE	NATOMA AVENUE	Asphalt	P	339	30	10,168	89	122
WRTH::116TH ST::10	116TH STREET	HARLEM AVENUE	DEPOT STREET	Asphalt	S	624	15	9,356	43	280
WRTH::116TH ST::20	116TH STREET	DEPOT STREET	WORTH AVENUE	Asphalt	S	603	15	9,051	100	205
WRTH::116TH ST::30	116TH STREET	WORTH AVENUE	NEW ENGLAND AVENUE	Asphalt	S	405	15	6,070	61	195
WRTH::116TH ST::40	116TH STREET	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	S	817	15	12,250	64	245
WRTH::71ST CT::10	71ST COURT	109TH STREET	108TH STREET	Asphalt	S	658	26	17,104	25	451
WRTH::76TH AVE::10	76TH AVENUE	111TH STREET	109TH PLACE	Asphalt	S	929	20	18,573	39	267
WRTH::76TH AVE::20	76TH AVENUE	109TH PLACE	109TH STREET	Asphalt	S	369	20	7,379	19	492
WRTH::76TH AVE::30	76TH AVENUE	109TH STREET	SOUTHWEST HIGHWAY	Asphalt	S	169	20	3,386	19	1,220
WRTH::76TH AVE::40	76TH AVENUE	SOUTHWEST HIGHWAY	AUTULLO DRIVE	Asphalt	S	161	20	3,226	35	675
WRTH::76TH AVE::50	76TH AVENUE	AUTULLO DRIVE	END	Asphalt	S	536	20	10,711	47	361
WRTH::76TH CT::10	76TH COURT	AUTULLO DRIVE	END	Asphalt	S	283	20	5,652	95	266
WRTH::ATLL DR::10	AUTULLO DRIVE	76TH AVENUE	76TH COURT	Asphalt	S	365	20	7,304	92	265
WRTH::BLT AVE::10	BELOIT AVENUE	115TH STREET	114TH PLACE	Asphalt	S	327	23	7,517	92	369
WRTH::BLT AVE::20	BELOIT AVENUE	114TH PLACE	END	Asphalt	S	302	23	6,957	95	187
WRTH::BLT AVE::30	BELOIT AVENUE	109TH PLACE	109TH STREET	Asphalt	S	362	20	7,242	100	435
WRTH::BLT AVE::40	BELOIT AVENUE	109TH STREET	SOUTHWEST HIGHWAY	Asphalt	S	532	20	10,648	100	638
WRTH::CLMBS DR::10	COLUMBUS DRIVE	111TH PLACE	END	Asphalt	S	603	25	15,083	44	210
WRTH::CLMBS DR::20	COLUMBUS DRIVE	111TH PLACE	111TH STREET	Asphalt	S	487	25	12,170	52	360
WRTH::CNT CT::10	OCONTO COURT	109TH STREET	END	Asphalt	S	210	20	4,194	16	586

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
WRTH::CRNDLL AVE::10	CRANDALL AVENUE	DEPOT STREET	WORTH AVENUE	Asphalt	S	603	26	15,674	81	242
WRTH::CRNDLL AVE::20	CRANDALL AVENUE	WORTH AVENUE	NEW ENGLAND AVENUE	Asphalt	S	553	30	16,600	88	233
WRTH::CRNDLL AVE::30	CRANDALL AVENUE	NEW ENGLAND AVENUE	OAK PARK AVENUE	Asphalt	S	667	20	13,339	78	236
WRTH::DPT ST::10	DEPOT STREET	116TH STREET	115TH PLACE	Asphalt	S	334	20	6,677	44	276
WRTH::DPT ST::100	DEPOT STREET	111TH STREET	110TH PLACE	Asphalt	S	357	35	12,496	81	476
WRTH::DPT ST::110	DEPOT STREET	110TH PLACE	110TH STREET	Asphalt	S	275	35	9,624	56	278
WRTH::DPT ST::120	DEPOT STREET	110TH STREET	109TH PLACE	Asphalt	S	226	20	4,526	100	403
WRTH::DPT ST::130	DEPOT STREET	109TH PLACE	109TH STREET	Asphalt	S	324	20	6,478	100	316
WRTH::DPT ST::140	DEPOT STREET	109TH STREET	108TH STREET	Asphalt	S	659	20	13,189	100	411
WRTH::DPT ST::150	DEPOT STREET	108TH STREET	107TH STREET	Asphalt	S	664	20	13,290	92	272
WRTH::DPT ST::160	DEPOT STREET	107TH STREET	SOUTHWEST HIGHWAY	Asphalt	S	898	20	17,969	88	249
WRTH::DPT ST::20	DEPOT STREET	115TH PLACE	115TH STREET	Asphalt	S	333	20	6,668	44	305
WRTH::DPT ST::30	DEPOT STREET	115TH STREET	114TH PLACE	Asphalt	S	314	20	6,280	70	383
WRTH::DPT ST::40	DEPOT STREET	114TH PLACE	114TH STREET	Asphalt	S	335	20	6,702	77	212
WRTH::DPT ST::50	DEPOT STREET	114TH STREET	113TH PLACE	Asphalt	S	334	20	6,676	74	281
WRTH::DPT ST::60	DEPOT STREET	113TH PLACE	113TH STREET	Asphalt	S	334	20	6,673	35	346
WRTH::DPT ST::70	DEPOT STREET	113TH STREET	112TH STREET	Asphalt	S	560	20	11,207	54	297
WRTH::DPT ST::80	DEPOT STREET	112TH STREET	111TH PLACE	Asphalt	S	453	20	9,070	38	183
WRTH::DPT ST::90	DEPOT STREET	111TH PLACE	111TH STREET	Asphalt	S	349	20	6,979	79	219
WRTH::FRTG RD::10	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	Asphalt	S	723	22	15,917	57	233
WRTH::FRTG RD::20	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	Asphalt	S	496	22	10,914	53	259
WRTH::FRTG RD::30	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	Asphalt	S	392	22	8,621	68	317
WRTH::FRTG RD::40	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	Asphalt	S	577	22	12,702	71	300
WRTH::FRTG RD::50	FRONTAGE ROAD	RIDGELAND AVENUE	RIDGELAND AVENUE	Asphalt	S	298	22	6,551	77	304
WRTH::HGHLND AVE::10	HIGHLAND AVENUE	107TH STREET	106TH PLACE	Asphalt	S	324	23	7,442	76	214
WRTH::HGHLND AVE::20	HIGHLAND AVENUE	106TH PLACE	105TH PLACE	Asphalt	S	487	23	11,204	79	138
WRTH::HGHLND AVE::30	HIGHLAND AVENUE	105TH PLACE	SOUTHWEST HIGHWAY	Asphalt	S	698	23	16,043	64	218
WRTH::HM AVE::10	HOME AVENUE	OAK PARK AVENUE	NORMANDY AVENUE	Asphalt	S	672	20	13,449	81	298
WRTH::HM AVE::20	HOME AVENUE	NORMANDY AVENUE	NASHVILLE	Asphalt	S	863	20	17,266	83	216
WRTH::HM AVE::30	HOME AVENUE	NASHVILLE	NEENAH AVENUE	Asphalt	S	426	20	8,520	86	333
WRTH::HM AVE::40	HOME AVENUE	NEENAH AVENUE	NATCHEZ AVENUE	Asphalt	S	368	20	7,367	87	219
WRTH::HM AVE::50	HOME AVENUE	NATCHEZ AVENUE	NAGLE AVENUE	Asphalt	S	376	20	7,529	92	264
WRTH::HM AVE::60	HOME AVENUE	NAGLE AVENUE	RIDGELAND AVENUE	Asphalt	S	365	20	7,299	78	361
WRTH::KT AVE::10	OKETO AVENUE	115TH STREET	114TH PLACE	Asphalt	S	332	20	6,639	45	332
WRTH::KT AVE::100	OKETO AVENUE	110TH STREET	109TH PLACE	Asphalt	S	275	20	5,499	100	354
WRTH::KT AVE::110	OKETO AVENUE	109TH PLACE	109TH PLACE	Asphalt	S	57	20	1,134	42	602
WRTH::KT AVE::120	OKETO AVENUE	109TH PLACE	109TH STREET	Asphalt	S	312	20	6,236	23	348
WRTH::KT AVE::130	OKETO AVENUE	109TH STREET	109TH STREET	Asphalt	S	182	20	3,650	13	360
WRTH::KT AVE::140	OKETO AVENUE	109TH STREET	108TH PLACE	Asphalt	S	182	20	3,636	16	414
WRTH::KT AVE::150	OKETO AVENUE	108TH PLACE	108TH PLACE	Asphalt	S	147	20	2,941	21	277
WRTH::KT AVE::160	OKETO AVENUE	108TH PLACE	108TH STREET	Asphalt	S	169	20	3,374	15	441
WRTH::KT AVE::170	OKETO AVENUE	108TH STREET	SOUTHWEST HIGHWAY	Asphalt	S	281	20	5,625	100	415
WRTH::KT AVE::20	OKETO AVENUE	114TH PLACE	114TH STREET	Asphalt	S	354	20	7,079	29	401

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
WRTH::KT AVE::30	OKETO AVENUE	114TH STREET	113TH PLACE	Asphalt	S	324	20	6,484	39	453
WRTH::KT AVE::40	OKETO AVENUE	113TH PLACE	113TH STREET	Asphalt	S	325	20	6,502	65	252
WRTH::KT AVE::50	OKETO AVENUE	113TH STREET	PACIFIC DRIVE	Asphalt	S	83	20	1,660	92	215
WRTH::KT AVE::60	OKETO AVENUE	111TH PLACE	END	Asphalt	S	315	20	6,306	43	307
WRTH::KT AVE::70	OKETO AVENUE	111TH PLACE	111TH STREET	Asphalt	S	336	20	6,711	58	256
WRTH::KT AVE::80	OKETO AVENUE	111TH STREET	110TH PLACE	Asphalt	S	327	20	6,546	100	407
WRTH::KT AVE::90	OKETO AVENUE	110TH PLACE	110TH STREET	Asphalt	S	332	20	6,643	100	278
WRTH::LD DRIVE::10	LODE DRIVE	109TH STREET	OAK PARK AVENUE	Asphalt	S	994	20	19,886	52	202
WRTH::LLYD DR::10	LLOYD DRIVE	OAK PARK AVENUE	RUTHERFORD	Asphalt	S	327	20	6,530	60	268
WRTH::LLYD DR::20	LLOYD DRIVE	RUTHERFORD	NORMANDY AVENUE	Asphalt	S	311	20	6,220	77	277
WRTH::LLYD DR::30	LLOYD DRIVE	NORMANDY AVENUE	109TH STREET	Asphalt	S	1,226	20	24,517	75	260
WRTH::LLYD DR::40	LLOYD DRIVE	109TH STREET	RUTHERFORD	Asphalt	S	853	20	17,068	77	253
WRTH::NGL AVE::10	NAGLE AVENUE	HOME AVENUE	WOOD AVENUE	Asphalt	S	866	20	17,322	74	289
WRTH::NGL AVE::20	NAGLE AVENUE	WOOD AVENUE	115TH STREET	Asphalt	S	954	20	19,085	94	273
WRTH::NGL AVE::30	NAGLE AVENUE	114TH STREET	113TH STREET	Asphalt	S	662	20	13,231	56	270
WRTH::NGL AVE::40	NAGLE AVENUE	113TH STREET	END	Asphalt	S	347	20	6,939	73	274
WRTH::NGL AVE::50	NAGLE AVENUE	111TH STREET	110TH STREET	Asphalt	S	655	20	13,091	32	305
WRTH::NGL AVE::60	NAGLE AVENUE	110TH STREET	109TH STREET	Asphalt	S	674	20	13,477	36	400
WRTH::NGL AVE::70	NAGLE AVENUE	109TH STREET	108TH STREET	Asphalt	S	663	20	13,252	52	293
WRTH::NGL AVE::80	NAGLE AVENUE	109TH STREET	107TH STREET	Asphalt	S	655	20	13,102	41	357
WRTH::NNH AVE::10	NEENAH AVENUE	HOME AVENUE	WOOD AVENUE	Asphalt	S	513	20	10,252	92	281
WRTH::NNH AVE::20	NEENAH AVENUE	WOOD AVENUE	115TH STREET	Asphalt	S	944	20	18,885	94	255
WRTH::NNH AVE::30	NEENAH AVENUE	115TH STREET	114TH STREET	Asphalt	S	678	20	13,553	71	331
WRTH::NNH AVE::40	NEENAH AVENUE	114TH STREET	113TH STREET	Asphalt	S	669	20	13,381	71	279
WRTH::NNH AVE::50	NEENAH AVENUE	109TH STREET	END	Asphalt	S	884	20	17,675	32	292
WRTH::NNH AVE::60	NEENAH AVENUE	109TH STREET	108TH STREET	Asphalt	S	655	20	13,097	80	258
WRTH::NNH AVE::70	NEENAH AVENUE	109TH STREET	107TH STREET	Asphalt	S	663	20	13,267	79	296
WRTH::NRDCA AVE::10	NORDICA AVENUE	109TH STREET	108TH STREET	Asphalt	S	668	20	13,356	69	277
WRTH::NRDCA AVE::20	NORDICA AVENUE	108TH STREET	107TH STREET	Asphalt	S	665	20	13,308	100	290
WRTH::NRMNDY AVE::10	NORMANDY AVENUE	HOME AVENUE	115TH PLACE	Asphalt	S	275	20	5,506	34	278
WRTH::NRMNDY AVE::20	NORMANDY AVENUE	115TH PLACE	115TH STREET	Asphalt	S	488	20	9,762	70	382
WRTH::NRMNDY AVE::30	NORMANDY AVENUE	115TH STREET	114TH STREET	Asphalt	S	673	20	13,457	93	226
WRTH::NRMNDY AVE::40	NORMANDY AVENUE	114TH STREET	113TH STREET	Asphalt	S	674	20	13,471	93	285
WRTH::NRMNDY AVE::50	NORMANDY AVENUE	113TH STREET	112TH STREET	Asphalt	S	669	20	13,373	86	249
WRTH::NRMNDY AVE::60	NORMANDY AVENUE	112TH STREET	111TH STREET	Asphalt	S	679	20	13,582	87	311
WRTH::NRMNDY AVE::70	NORMANDY AVENUE	LLOYD DRIVE	109TH STREET	Asphalt	S	848	20	16,957	89	194
WRTH::NSHVLL AVE::10	NASHVILLE	HOME AVENUE	END	Asphalt	S	175	20	3,507	52	279
WRTH::NSHVLL AVE::100	NASHVILLE	109TH STREET	END	Asphalt	S	342	20	6,846	71	230
WRTH::NSHVLL AVE::110	NASHVILLE	109TH STREET	108TH STREET	Asphalt	S	651	20	13,026	95	175
WRTH::NSHVLL AVE::120	NASHVILLE	109TH STREET	107TH STREET	Asphalt	S	667	20	13,330	95	187
WRTH::NSHVLL AVE::20	NASHVILLE	HOME AVENUE	115TH PLACE	Asphalt	S	715	20	14,294	38	243
WRTH::NSHVLL AVE::30	NASHVILLE	115TH PLACE	115TH STREET	Asphalt	S	476	20	9,524	30	285
WRTH::NSHVLL AVE::40	NASHVILLE	115TH STREET	114TH STREET	Asphalt	S	675	20	13,499	41	387

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
WRTH::NSHVLL AVE::50	NASHVILLE	114TH STREET	113TH STREET	Asphalt	S	671	20	13,411	25	389
WRTH::NSHVLL AVE::60	NASHVILLE	113TH STREET	112TH PLACE	Asphalt	S	332	20	6,634	34	307
WRTH::NSHVLL AVE::70	NASHVILLE	112TH PLACE	112TH STREET	Asphalt	S	332	20	6,632	29	307
WRTH::NSHVLL AVE::80	NASHVILLE	112TH STREET	111TH PLACE	Asphalt	S	324	20	6,473	44	210
WRTH::NSHVLL AVE::90	NASHVILLE	111TH PLACE	111TH STREET	Asphalt	S	362	20	7,238	46	189
WRTH::NTCHZ AVE::10	NATCHEZ AVENUE	HOME AVENUE	WOOD AVENUE	Asphalt	S	699	20	13,986	88	328
WRTH::NTCHZ AVE::100	NATCHEZ AVENUE	109TH STREET	107TH STREET	Asphalt	S	660	20	13,200	79	188
WRTH::NTCHZ AVE::20	NATCHEZ AVENUE	WOOD AVENUE	115TH STREET	Asphalt	S	949	20	18,988	90	260
WRTH::NTCHZ AVE::30	NATCHEZ AVENUE	115TH STREET	114TH STREET	Asphalt	S	680	20	13,601	65	290
WRTH::NTCHZ AVE::40	NATCHEZ AVENUE	114TH STREET	END	Asphalt	S	77	20	1,549	50	278
WRTH::NTCHZ AVE::50	NATCHEZ AVENUE	113TH STREET	112TH STREET	Asphalt	S	702	20	14,048	79	205
WRTH::NTCHZ AVE::60	NATCHEZ AVENUE	112TH STREET	111TH PLACE	Asphalt	S	334	20	6,689	61	246
WRTH::NTCHZ AVE::70	NATCHEZ AVENUE	111TH PLACE	111TH STREET	Asphalt	S	355	20	7,100	67	280
WRTH::NTCHZ AVE::80	NATCHEZ AVENUE	111TH STREET	109TH STREET	Asphalt	S	1,336	20	26,714	68	186
WRTH::NTCHZ AVE::90	NATCHEZ AVENUE	109TH STREET	108TH STREET	Asphalt	S	653	20	13,055	86	226
WRTH::NTM AVE::10	NATOMA AVENUE	115TH STREET	114TH STREET	Asphalt	S	672	20	13,446	95	274
WRTH::NTM AVE::20	NATOMA AVENUE	114TH STREET	113TH STREET	Asphalt	S	672	20	13,440	100	317
WRTH::NTM AVE::30	NATOMA AVENUE	113TH STREET	112TH STREET	Asphalt	S	666	20	13,319	100	228
WRTH::NTM AVE::40	NATOMA AVENUE	112TH STREET	111TH STREET	Asphalt	S	684	20	13,681	93	250
WRTH::OCTV AVE::10	OCTAVIA	115TH STREET	114TH PLACE	Asphalt	S	324	20	6,477	20	462
WRTH::OCTV AVE::100	OCTAVIA	109TH PLACE	109TH STREET	Asphalt	S	484	20	9,670	14	367
WRTH::OCTV AVE::110	OCTAVIA	109TH STREET	108TH PLACE	Asphalt	S	333	20	6,654	15	313
WRTH::OCTV AVE::120	OCTAVIA	108TH PLACE	108TH STREET	Asphalt	S	422	20	8,438	21	248
WRTH::OCTV AVE::130	OCTAVIA	108TH STREET	SOUTHWEST HIGHWAY	Asphalt	S	350	20	6,991	12	415
WRTH::OCTV AVE::20	OCTAVIA	114TH PLACE	114TH STREET	Asphalt	S	357	20	7,133	19	477
WRTH::OCTV AVE::30	OCTAVIA	114TH STREET	113TH PLACE	Asphalt	S	319	20	6,382	20	493
WRTH::OCTV AVE::40	OCTAVIA	113TH PLACE	113TH STREET	Asphalt	S	329	20	6,580	32	447
WRTH::OCTV AVE::50	OCTAVIA	113TH STREET	112TH PLACE	Asphalt	S	335	20	6,697	27	356
WRTH::OCTV AVE::60	OCTAVIA	112TH PLACE	112TH STREET	Asphalt	S	317	20	6,350	37	391
WRTH::OCTV AVE::70	OCTAVIA	111TH STREET	110TH PLACE	Asphalt	S	333	20	6,665	100	468
WRTH::OCTV AVE::80	OCTAVIA	110TH PLACE	110TH STREET	Asphalt	S	329	20	6,588	29	380
WRTH::OCTV AVE::90	OCTAVIA	110TH STREET	109TH PLACE	Asphalt	S	332	20	6,647	22	392
WRTH::ODLL CT::10	OCELL COURT	109TH STREET	END	Asphalt	S	195	20	3,893	11	576
WRTH::OK PRK AVE::10	OAK PARK AVENUE	116TH STREET	END	Asphalt	S	442	78	34,482	62	376
WRTH::OK PRK AVE::100	OAK PARK AVENUE	113TH STREET	112TH PLACE	Asphalt	P	348	35	12,181	100	220
WRTH::OK PRK AVE::110	OAK PARK AVENUE	112TH PLACE	112TH STREET	Asphalt	P	326	35	11,411	100	504
WRTH::OK PRK AVE::120	OAK PARK AVENUE	112TH STREET	111TH PLACE	Asphalt	P	337	35	11,804	100	319
WRTH::OK PRK AVE::130	OAK PARK AVENUE	111TH PLACE	111TH STREET	Asphalt	P	335	45	15,091	100	366
WRTH::OK PRK AVE::140	OAK PARK AVENUE	111TH STREET	110TH PLACE	Asphalt	P	361	30	10,837	66	279
WRTH::OK PRK AVE::150	OAK PARK AVENUE	CRANDALL AVENUE	LLOYD DRIVE	Asphalt	P	131	35	4,593	75	170
WRTH::OK PRK AVE::160	OAK PARK AVENUE	LLOYD DRIVE	110TH STREET	Asphalt	P	175	35	6,124	71	154
WRTH::OK PRK AVE::170	OAK PARK AVENUE	110TH STREET	109TH PLACE	Asphalt	P	324	35	11,357	71	126
WRTH::OK PRK AVE::180	OAK PARK AVENUE	109TH PLACE	109TH STREET	Asphalt	P	334	35	11,684	67	227

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
WRTH::OK PRK AVE::190	OAK PARK AVENUE	109TH STREET	LODE DRIVE	Asphalt	P	643	35	22,513	70	129
WRTH::OK PRK AVE::20	OAK PARK AVENUE	116TH STREET	HOME AVENUE	Asphalt	S	243	25	6,070	51	332
WRTH::OK PRK AVE::200	OAK PARK AVENUE	LODE DRIVE	107TH STREET	Asphalt	P	783	40	31,337	68	273
WRTH::OK PRK AVE::30	OAK PARK AVENUE	HOME AVENUE	115TH PLACE	Asphalt	S	82	25	2,061	68	232
WRTH::OK PRK AVE::40	OAK PARK AVENUE	115TH PLACE	115TH STREET	Asphalt	S	330	25	8,250	58	680
WRTH::OK PRK AVE::50	OAK PARK AVENUE	115TH STREET	114TH PLACE	Asphalt	P	328	35	11,482	100	252
WRTH::OK PRK AVE::60	OAK PARK AVENUE	114TH PLACE	114TH PLACE	Asphalt	P	77	35	2,680	100	374
WRTH::OK PRK AVE::70	OAK PARK AVENUE	114TH PLACE	114TH STREET	Asphalt	P	263	35	9,192	100	447
WRTH::OK PRK AVE::80	OAK PARK AVENUE	114TH STREET	113TH PLACE	Asphalt	P	343	35	12,013	100	292
WRTH::OK PRK AVE::90	OAK PARK AVENUE	113TH PLACE	113TH STREET	Asphalt	P	333	35	11,666	100	245
WRTH::OK TR DR::10	OAK TREE DRIVE	SOUTHWEST HIGHWAY	END	Asphalt	S	460	25	11,510	9	1,023
WRTH::PCFC DR::10	PACIFIC DRIVE	OKETO AVENUE	112TH PLACE	Asphalt	S	348	20	6,957	69	248
WRTH::PLHM CT::10	PLAHM COURT	WORTH AVENUE	NEW ENGLAND	Asphalt	S	613	24	14,721	45	219
WRTH::PLHM CT::20	PLAHM COURT	107TH STREET	NEW ENGLAND	Asphalt	S	712	20	14,248	54	357
WRTH::PLHM CT::30	PLAHM COURT	107TH STREET	END	Asphalt	S	797	20	15,947	100	312
WRTH::PRELLER::10	PRELLER	113TH STREET	112TH STREET	Asphalt	S	555	20	11,091	48	310
WRTH::PRELLER::20	PRELLER	112TH STREET	111TH PLACE	Asphalt	S	454	20	9,079	20	389
WRTH::RTHRFRD::10	RUTHERFORD	LLOYD DRIVE	109TH STREET	Asphalt	S	846	20	16,919	73	215
WRTH::RTHRFRD::20	RUTHERFORD	109TH STREET	LLOYD DRIVE	Asphalt	S	1,108	20	22,168	87	244
WRTH::W NGLD AVE::10	NEW ENGLAND AVENUE	116TH STREET	115TH PLACE	Asphalt	S	329	20	6,578	50	301
WRTH::W NGLD AVE::100	NEW ENGLAND AVENUE	111TH PLACE	111TH STREET	Asphalt	S	336	20	6,728	100	383
WRTH::W NGLD AVE::110	NEW ENGLAND AVENUE	111TH STREET	110TH PLACE	Asphalt	S	363	20	7,252	95	471
WRTH::W NGLD AVE::120	NEW ENGLAND AVENUE	110TH STREET	109TH PLACE	Asphalt	S	318	20	6,351	92	423
WRTH::W NGLD AVE::130	NEW ENGLAND AVENUE	109TH PLACE	109TH STREET	Asphalt	S	334	20	6,675	83	387
WRTH::W NGLD AVE::140	NEW ENGLAND AVENUE	107TH PLACE	PLAHM COURT	Asphalt	S	243	20	4,863	41	316
WRTH::W NGLD AVE::150	NEW ENGLAND AVENUE	107TH STREET	107TH PLACE	Asphalt	S	336	20	6,725	60	397
WRTH::W NGLD AVE::20	NEW ENGLAND AVENUE	115TH PLACE	115TH STREET	Asphalt	S	335	20	6,698	39	317
WRTH::W NGLD AVE::30	NEW ENGLAND AVENUE	115TH STREET	114TH PLACE	Asphalt	S	335	20	6,696	100	264
WRTH::W NGLD AVE::40	NEW ENGLAND AVENUE	114TH PLACE	114TH STREET	Asphalt	S	333	20	6,665	100	187
WRTH::W NGLD AVE::50	NEW ENGLAND AVENUE	114TH STREET	113TH PLACE	Asphalt	S	342	20	6,830	100	202
WRTH::W NGLD AVE::60	NEW ENGLAND AVENUE	113TH PLACE	113TH STREET	Asphalt	S	331	20	6,625	100	244
WRTH::W NGLD AVE::70	NEW ENGLAND AVENUE	113TH STREET	112TH PLACE	Asphalt	S	340	20	6,809	100	307
WRTH::W NGLD AVE::80	NEW ENGLAND AVENUE	112TH PLACE	112TH STREET	Asphalt	S	332	20	6,640	100	336
WRTH::W NGLD AVE::90	NEW ENGLAND AVENUE	112TH STREET	111TH PLACE	Asphalt	S	334	33	11,006	100	158
WRTH::WD AVE::10	WOOD AVENUE	NEENAH AVENUE	NATCHEZ AVENUE	Asphalt	S	320	20	6,409	86	215
WRTH::WD AVE::20	WOOD AVENUE	NATCHEZ AVENUE	NAGLE AVENUE	Asphalt	S	329	20	6,581	78	265
WRTH::WD AVE::30	WOOD AVENUE	NAGLE AVENUE	RIDGELAND AVENUE	Asphalt	S	343	20	6,863	49	328
WRTH::WRTH AVE::10	WORTH AVENUE	116TH STREET	115TH PLACE	Asphalt	S	324	20	6,479	95	531
WRTH::WRTH AVE::100	WORTH AVENUE	107TH STREET	SOUTHWEST HIGHWAY	Asphalt	S	1,119	20	22,386	90	185
WRTH::WRTH AVE::20	WORTH AVENUE	113TH STREET	111TH STREET	Asphalt	S	1,365	20	27,304	100	230
WRTH::WRTH AVE::30	WORTH AVENUE	111TH STREET	110TH PLACE	Asphalt	S	359	20	7,173	93	294
WRTH::WRTH AVE::40	WORTH AVENUE	110TH PLACE	110TH STREET	Asphalt	S	305	20	6,101	85	381
WRTH::WRTH AVE::50	WORTH AVENUE	110TH STREET	109TH PLACE	Asphalt	S	331	20	6,613	41	484

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
WRTH::WRTH AVE::60	WORTH AVENUE	109TH PLACE	109TH STREET	Asphalt	S	385	20	7,697	29	298
WRTH::WRTH AVE::70	WORTH AVENUE	109TH STREET	END	Asphalt	S	108	20	2,162	76	449
WRTH::WRTH AVE::80	WORTH AVENUE	107TH PLACE	PLAHM COURT	Asphalt	S	605	20	12,091	41	248
WRTH::WRTH AVE::90	WORTH AVENUE	107TH STREET	107TH PLACE	Asphalt	S	387	20	7,734	60	201