



Village of
Beach Park

Pavement Data Collection and Pavement Management System Implementation for Village of Beach Park, IL

Prepared for
Village of Beach Park, Illinois
In Association with
Chicago Metropolitan Agency for Planning

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Table of Contents

1. INTRODUCTION	3
1.1 Background	3
1.2 Project Kick-off and Records Review	3
1.3 Network Segmentation	3
1.4 Traffic Data	4
2. FIELD DATA COLLECTION AND ASSESSMENT	6
2.1 Digital Survey Vehicle (DSV)	6
2.2 Pavement Condition Index Procedure	8
2.3 Pavement Network and Current Condition	10
3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION	14
3.1 PAVER™ Pavement Management System Overview	14
3.2 Pavement Performance Model	15
3.3 Treatment Matrix	16
3.4 Unit Costs	18
3.5 Annual Budget.....	18
4. MAINTENANCE AND REHABILITATION ANALYSIS	19
4.1 Funding Scenario Results	20
4.2 Consequence of Local Distress Maintenance	24
5. SUMMARY AND RECOMMENDATION	25
5.1 Summary	25
5.2 Recommendations	26
5.2.1 Better utilization of available funds by performing timely repairs.....	26
5.2.2 Routine update of PAVER™ pavement management system.....	26
5.2.3 Routine pavement condition survey.....	26
6. PAVEMENT PRESERVATION	27
APPENDIX — A	33

List of Acronyms

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

1. INTRODUCTION

1.1 Background

Chicago Metropolitan Agency for Planning (CMAP) selected ARA to develop pavement management plans for a selected number of local agencies from the CMAP region, including additional data collection for non-Federal Aid routes. The pavement management plans will provide participating local agencies with a document that describes the importance and types of pavement preservation, the current condition of pavements, scenarios evaluating the cost to meet different network-level pavement conditions, and a recommended capital plan based on the selected pavement condition/spending scenario. The pavement management plan includes summary tables, charts, graphics, and maps depicting current pavement conditions and forecasted pavement conditions under different scenarios. CMAP and AECOM staff managed the development of the pavement management plans in conjunction with the Village of Beach Park.

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

1.2 Project Kick-off and Records Review

ARA met with the Village of Beach Park, CMAP, and AECOM representatives for a project kick-off meeting on August 26, 2020. Based on the kick-off meeting and documents provided by the Village and CMAP, pavement data was collected between September 21 and 30, 2020. The GIS shapefile was provided by the CMAP and was used as the base map for the field data collection. The network segmentation provided in the GIS shapefile was the primary source of roadway inventory for the pavement management database. The Village responded with valuable information to the questionnaire that ARA developed for an understanding of the PMS inputs available from the Village and any specific project requirements. In addition, the Village provided a list of projects planned for 2020, pavement age, and treatment unit cost information and their annual budget from 2020 through 2024 to plan future M&R activities. The following documents were reviewed as part of this effort:

- GIS shapefile for the local agency (CMAP)
- Network Segmentation for collection (CMAP)
- Review of network segmentation (Village of Beach Park)
- Completed Questionnaire (Village of Beach Park)

1.3 Network Segmentation

The Village of Beach Park manages approximately 57.29 miles of roadway pavements, consisting primarily of asphalt pavements. The pavement network was initially divided into 601 segments based on the feedback provided by the Village. Figure 1 shows the network segmentation approved by the Village.

However, not all of the segments were accessible during data collection. Hence, only 597 segments were used in the analysis process.

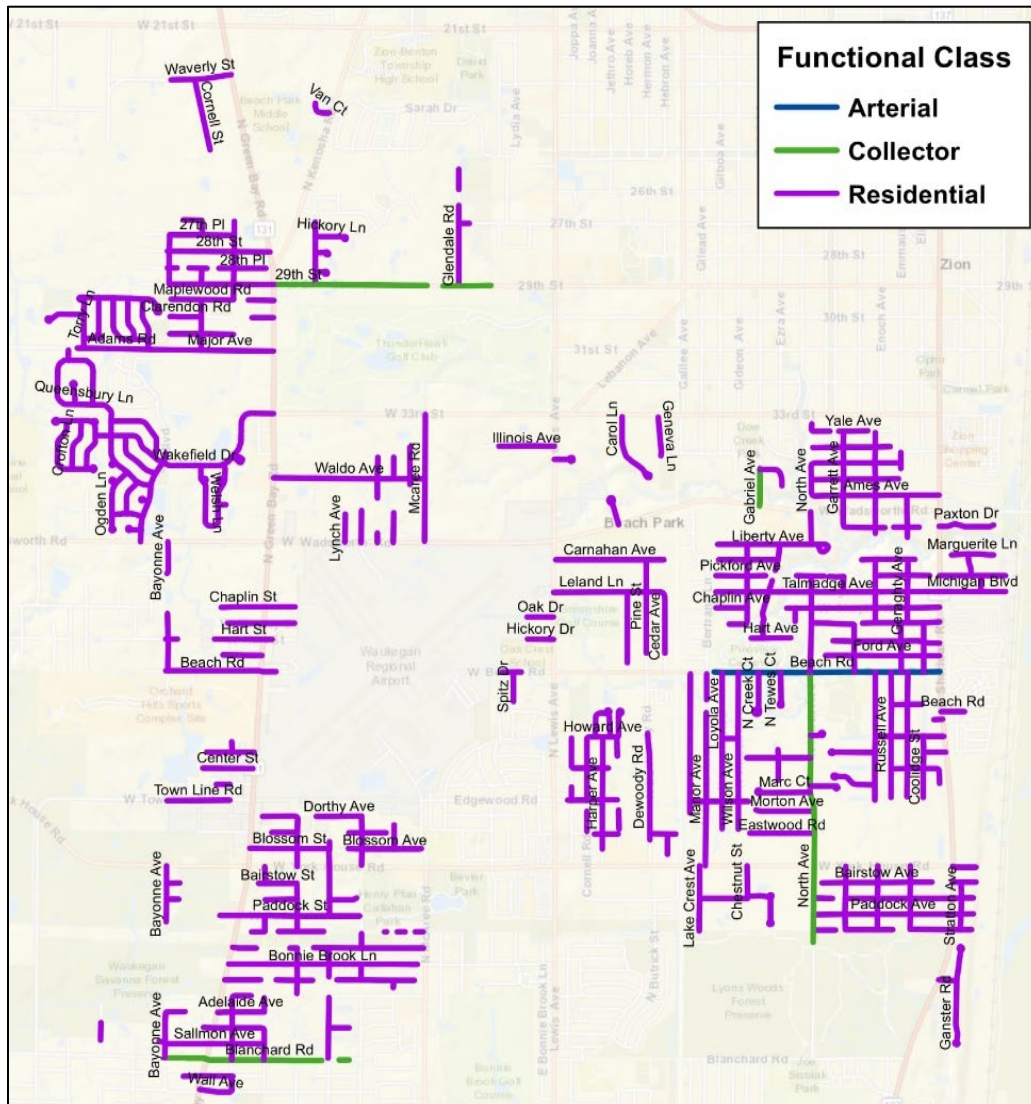


Figure 1. Village of Beach Park’s roadway network segmentation.

1.4 Traffic Data

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

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

The minimum spacing between two collector roadways in suburban areas of Illinois is ½ or 1 mile typically. In a densely populated urban area, two collector roadways might be found at ¼ mile spacing or less, but in most areas within the Chicago metropolitan region ¼ mile is considered an absolute minimum and requires significant justification in terms of the traffic patterns and land uses served. An exception is the case of paired one-way roads serving traffic moving in the opposite direction of each other. Projects on roadways with a minor collector functional classification and located outside of the adjusted urbanized area boundary are not eligible for federal-aid funding.

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

Average daily traffic (ADT) data for the Village of Beach Park network was obtained from the following two resources:

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

The maximum traffic volume in the Village's network is 3,600 vehicles per day.

Table 1. Village of Beach Park's roadway network distribution.

Network/Functional Class	Length	Unit	Maximum AADT in 2020	Minimum AADT in 2020
Arterial	0.87	miles	3,600	3,600
Collector	2.63	miles	2,100	800
Residential	53.79	miles	1,350	N/A
Total Network	57.29	miles		

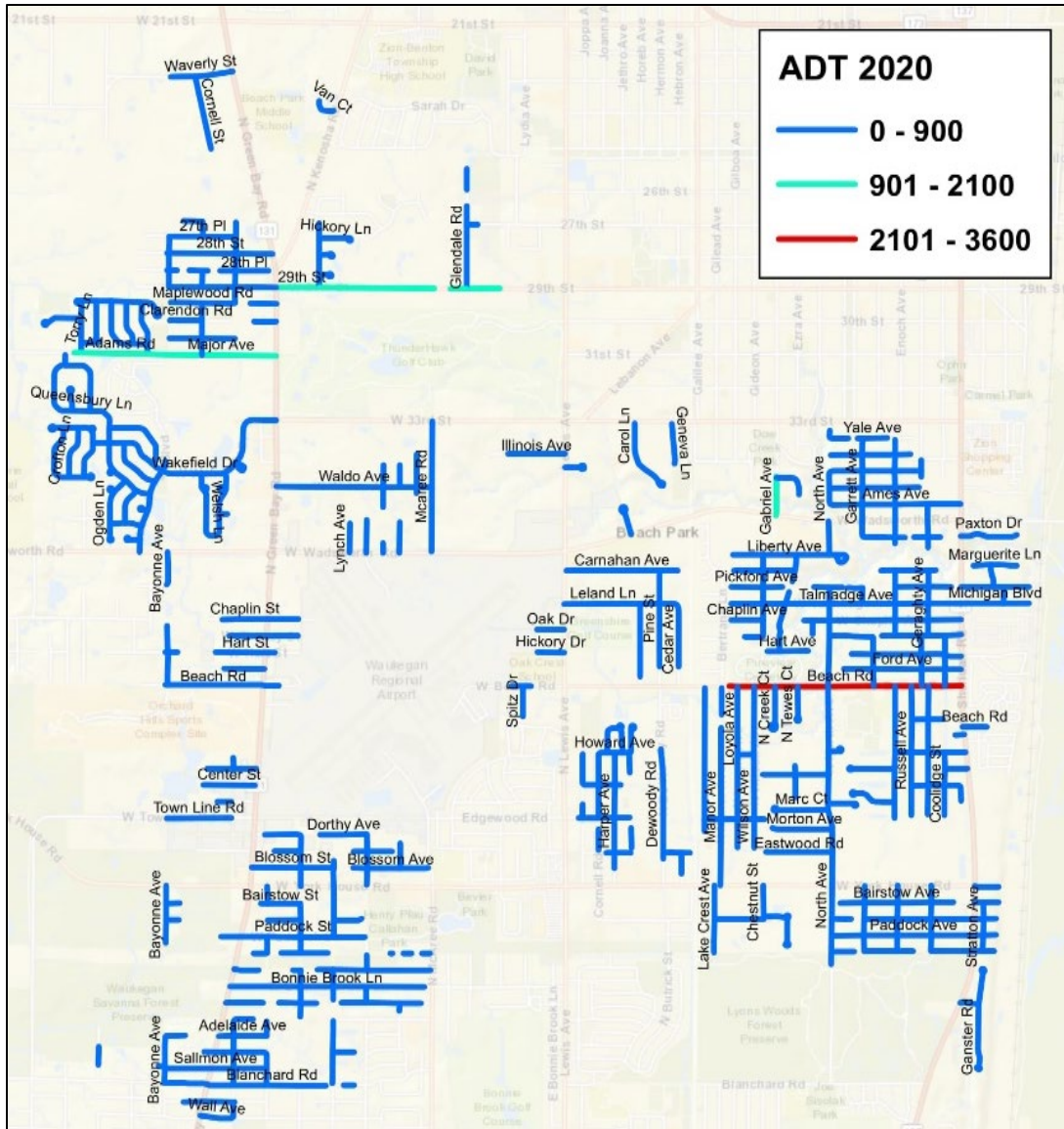


Figure 2. Village of Beach Park’s annual average daily traffic data.

2. FIELD DATA COLLECTION AND ASSESSMENT

2.1 Digital Survey Vehicle (DSV)

ARA collected geo-referenced images of the entire Village of Beach Park roadway network using the DSV between September 21 and 30, 2020. ARA’s DSV equipped with the Laser Crack Measurement System (LCMS), shown in Figure 3, captures images at 20-ft intervals. Each image is linearly referenced with the DSV’s onboard distance measuring instrument (DMI) and associated global positioning system (GPS) coordinates. For two-lane Village highways, ARA collected images in a single direction. In four-lane pavement sections, data was collected in the outermost lane in both directions.

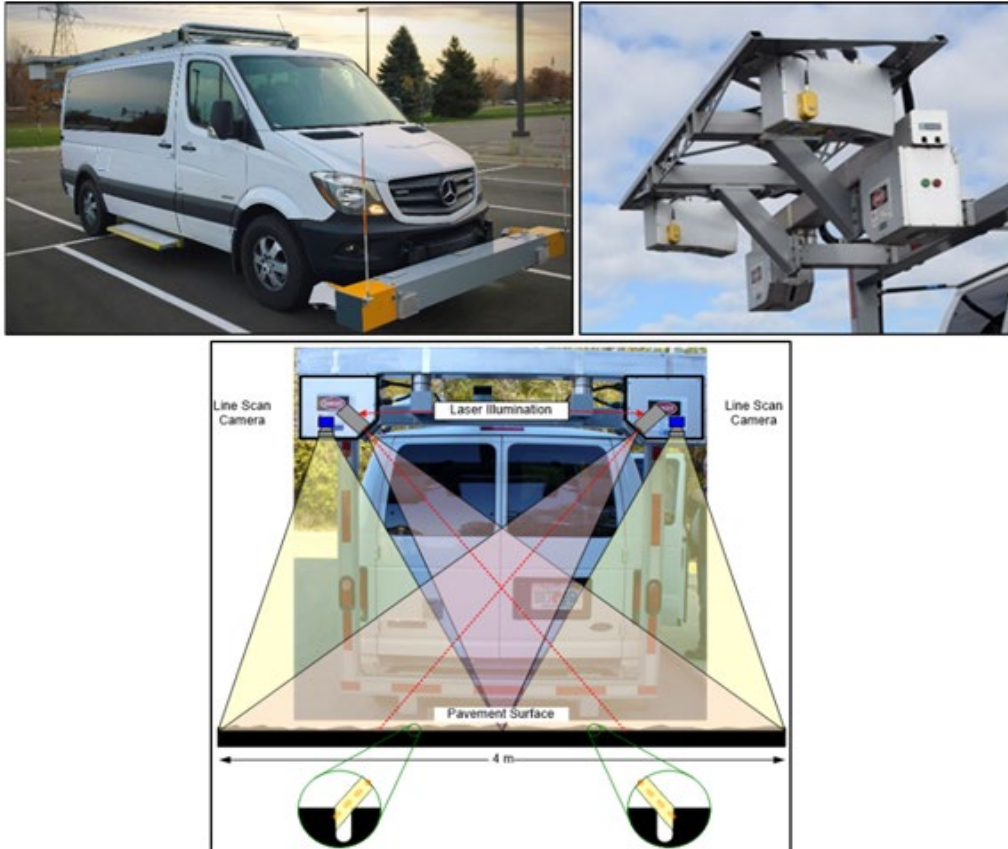


Figure 3. ARA's laser crack measurement system.

The LCMS captures enhanced right-of-way images using a right-of-way camera system. The images were used to assess the surface condition of the pavement using the Pavement Condition Index (PCI) methodology in accordance with ASTM D6433. In addition to the images, sensor collected data were collected including the International Roughness Index (IRI) and rutting for all the segments. The weighted average IRI value of the Village network is 274 inch/mile, which indicates the network is in 'Unacceptable' condition in terms of pavement roughness (see Figure 4 for the full scale of IRI values). IRI is an index to express pavement roughness, which is an expression of the irregularities in a pavement surface that adversely affect the ride quality of a vehicle.

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

Figure 4: Pavement condition rating scale based on IRI values.

2.2 Pavement Condition Index Procedure

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

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

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

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

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

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

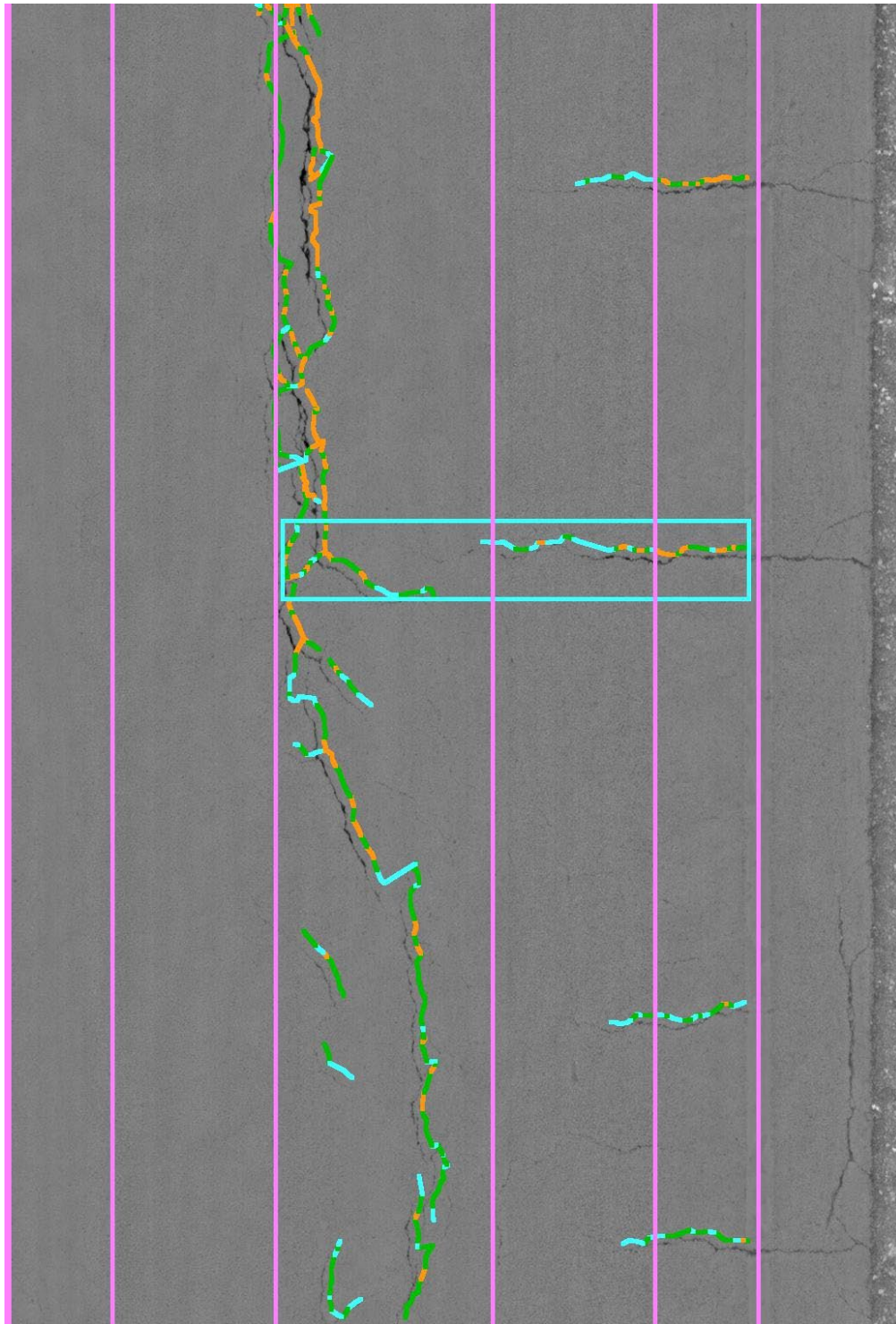


Figure 6. Pavement distress detection using LCMS system.



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

2.3 Pavement Network and Current Condition

After performing an automated condition survey with the collected images, the inspection data was imported into the PAVER™ software. However, four (4) sections listed below were not inspected because of inaccessibility or short length.

- Gabriel Ave (Sec. 019437, North of Circle Dr. - Circle Dr., Length = 0.06 mi)
- Chestnut St (Sec. 183386, Lyons Wood Ct – Macarthur Dr., Length = 0.001 mi)
- Beach Rd (Sec. 180446, Western End of Beach Rd., Length = 0.01 mi)
- Tyler Ave (Sec. 192835, Adelphi Ave – East of Adelphi Ave, Length = 0.01 mi)

Based on the September 2020 pavement condition survey, the weighted average PCI of the network is 49.2, which represents a pavement network is in “poor” condition. ARA discussed the results of the PCI survey on November 20, 2020. Table 2 shows the pavement condition, percent area, number of sections, and number of sections by pavement surface type.

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

Surface Type	Wt. Avg PCI	Pavement Area (SqFt)	% Area	Number of Sections
Asphalt Concrete (AC)	49.2	6,461,338	100	597



Figure 8: Sample pavement image with PCI value (Failed)

Figure 9 shows the distribution of network pavement area based on pavement current conditions. In Figure 9, it can be observed that about 1% of the network pavement area is in “failed” condition (e.g., Figure 8), about 24% is in ‘serious’ condition. It can also be seen that about 39% of the network is in ‘poor’ or ‘very poor’ condition whereas about 27% of the network is in ‘satisfactory’ or ‘good’ condition. Figure 10 shows the detail distribution of pavement conditions based on the functional class of the streets.

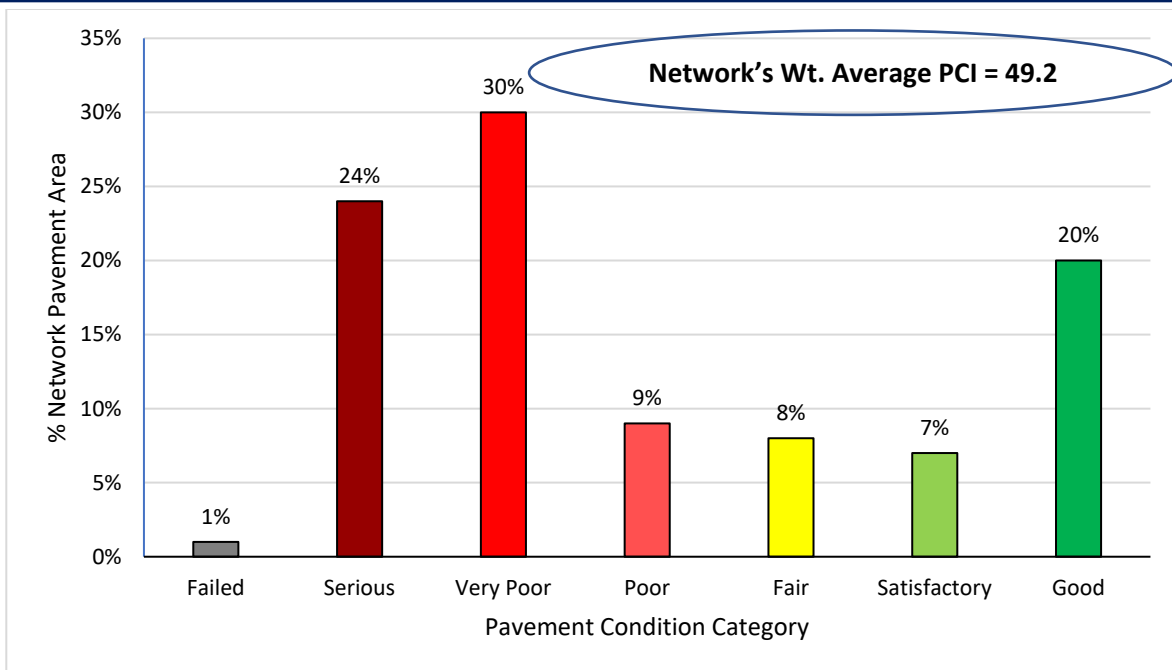


Figure 9. Distribution of network pavement area based on pavement condition.

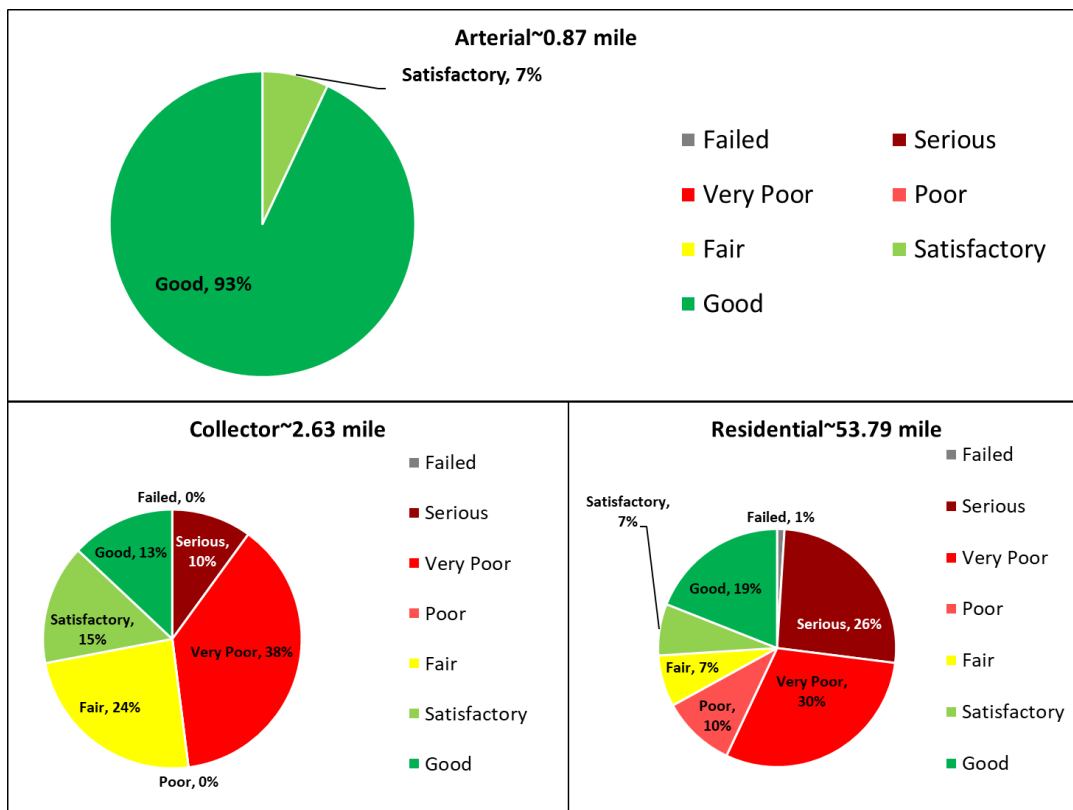


Figure 10. Pavement condition distribution based on functional class.

Figure 11 shows the average pavement condition based on functional class. The Arterial pavement sections comprise about 1.5% of the network and is in “good” condition with an average PCI value of

92.5. The collector pavement sections comprise about 4.6% of the network and is in 'fair' condition with an average PCI value of 54.9. The major part (93.9%) of the network consists of residential streets with an average PCI value of 48.1. The GIS map with pavement condition for individual segments is shown in Figure 12.

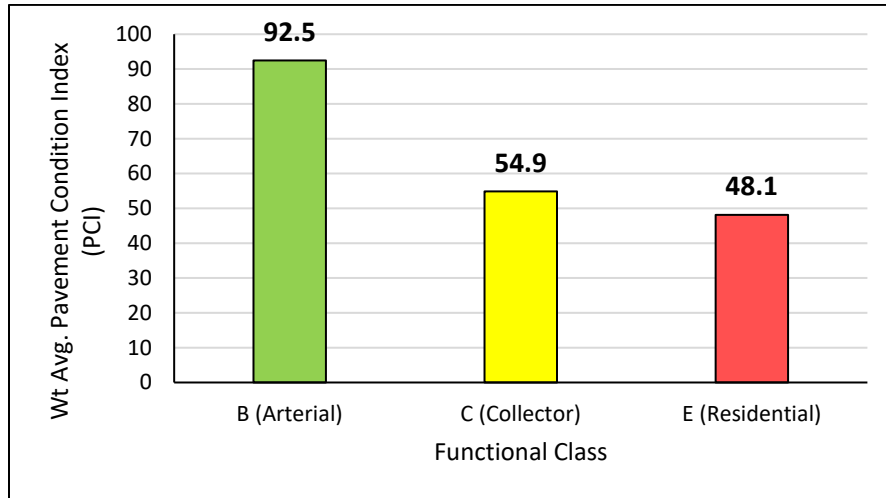


Figure 11. Average pavement condition index (PCI) based on functional class.

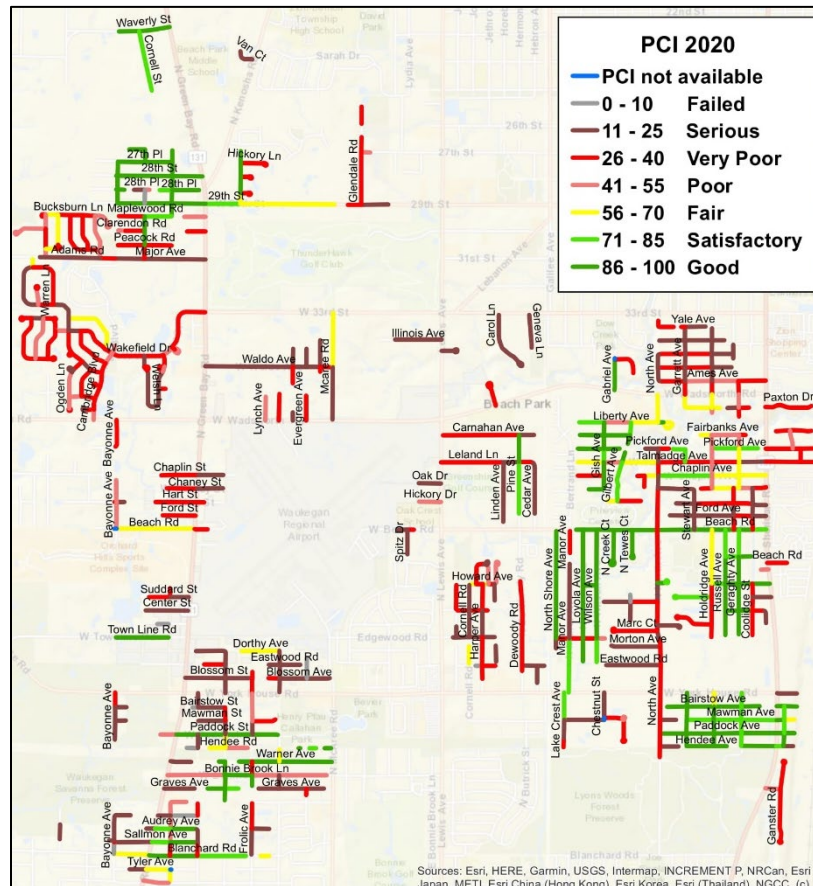


Figure 12. Village of Beach Park’s current pavement condition ratings.

3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

ARA discussed the PMS analysis with the Village, CMAP, and AECOM on December 22, 2020. ARA discussed pavement performance models, treatment matrix, unit costs, and consequences of several funding scenarios. Based on the Village's feedback on PMS analysis, ARA prepared the PMS analysis and results are presented in this section.

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

3.1 PAVER™ Pavement Management System Overview

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

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

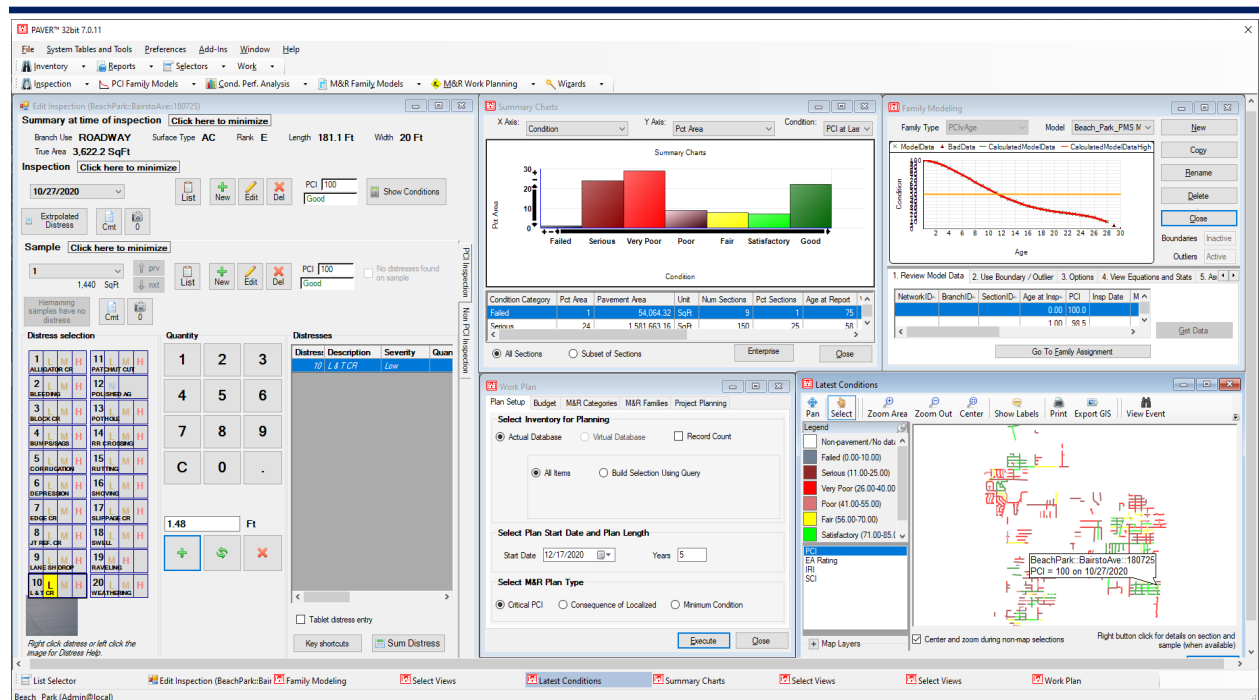


Figure 13. PAVER™ overview.

3.2 Pavement Performance Model

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

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

For the Village of Beach Park, a PCI family model was developed for the asphalt surfaced pavement. The pavement performance model for the Village of Beach Park was developed based on the available age data. The reliability of the pavement performance model is expected to increase with future pavement inspection and age data. Figure 14 shows the PCI family model for the asphalt surfaced streets.

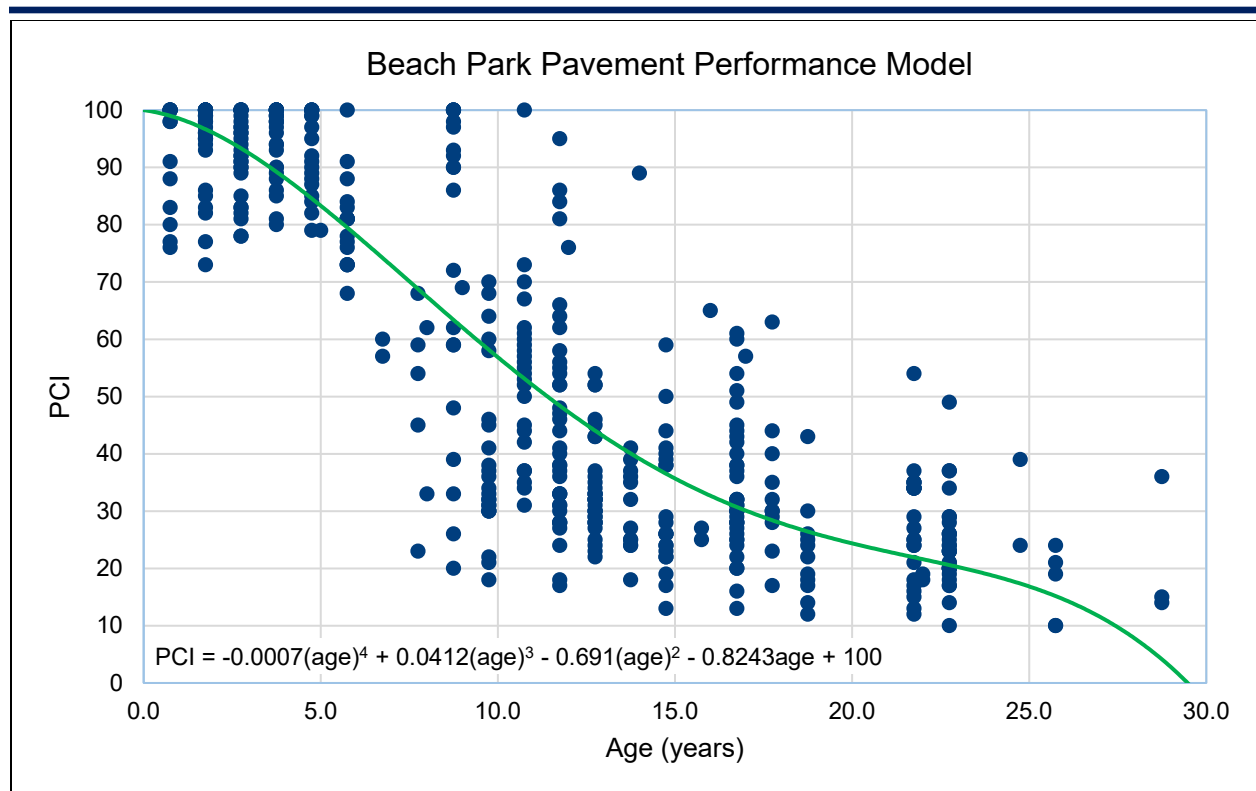


Figure 14. PCI family model for asphalt surfaced streets.

3.3 Treatment Matrix

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

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

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

Table 3. Treatment matrix for the Village of Beach Park’s Residential/ Collector Roads.

Treatment Matrix for Residential/Collector Roads			
PCI	Localized Preventive	Localized Stop Gap	Major M&R
0	No Localized Preventive Treatment Recommended	Patching and Repair	Reconstruction
10			4.0" Mill & Overlay
25			2.25" Mill & Overlay
50	Crack Seal and Distress Repair	No Localized Stop Gap/ Major M&R Recommended	
100			

Table 4. Treatment matrix for the Village of Beach Park’s Arterial Roads.

Treatment Matrix for Arterial Roads			
PCI	Localized Preventive	Localized Stop Gap	Major M&R
0	No Localized Preventive Treatment Recommended	Patching and Repair	Reconstruction
10			4.0" Mill & Overlay
40			2.25" Mill & Overlay
55	Crack Seal and Distress Repair	No Localized Stop Gap/ Major M&R Recommended	
100			

As observed in Table 3 and

Table 4, Residential and Collector pavement sections with PCI greater than the critical PCI (50) are selected for localized preventive treatment such as crack sealing or patching whereas same types of treatment decisions are recommended for Arterial roads only up to PCI=55. Sections with PCI values less than critical PCI are assigned to stopgap policies related M&R works such as patching and repair. For major M&R, 2.25 and 4-inch mill and overlay and reconstruction are considered for the all functional classes. However, the treatments were applied at different PCI levels for different functional classes. For Residential and Collector Streets, M&R activities waited until PCI=50 and 4-inch mill and overlay was not applied until the PCI value dropped to 25, On the other hand, for Arterial roads, 4-inch mill and overlay was considered as soon as the PCI value dropped to 40.

3.4 Unit Costs

The Village of Beach Park provided the unit costs for most of the treatments listed in

Table 5. For the other treatments, ARA determined the typical unit costs for each M&R item based on ARA's experience with agencies in the Chicagoland area. These costs were discussed with the Village during the PMS analysis results meeting on December 22, 2020. Costs were determined based on a square foot or linear foot basis. The unit costs used for PAVER™ analysis for 2020, are shown in

Table 5. To run the PMS analysis in the future, the unit costs can be updated based on the available unit price of materials and construction.

Table 5. Treatment unit costs for the Village of Beach Park.

Treatment Type	Arterial	Collector	Rural-Residential	Urban-Residential	Units
No Localized M & R	\$0.00				SqYd
Crack Sealing - AC	\$1.50				Ft
Patching - AC Partial Depth	\$25.02				SqYd
Patching - AC Full Depth	\$50.4				SqYd
2.25" Mill and Overlay (0.75" Leveling & 1.5" Surface)	\$24.84	\$24.57	\$24.57	\$24.84	SqYd
4" Mill and Overlay (2.5" Binder & 1.5" Surface)	\$31.32	\$35.73	\$35.73	\$31.32	SqYd
Reconstruction (2.5" Binder & 1.5" Surface)	\$133.92	\$78.57	\$78.57	\$133.92	SqYd

3.5 Annual Budget

The Village of Beach Park provided their annual budget from 2020-2024 as shown below:

- 2020 - \$850K
- 2021 - \$850K
- 2022 - \$850K
- 2023 - \$850K
- 2024 - \$850K

As a conservative estimate, ARA assumed the budget from 2025 to 2030 as \$850K. Per discussion with the village, ARA assumed \$127,500 per year for preventive maintenance activities and \$722,500 for Major M&R activities. The assumed budget allocation from 2021 to 2030 is shown below in Figure 15.

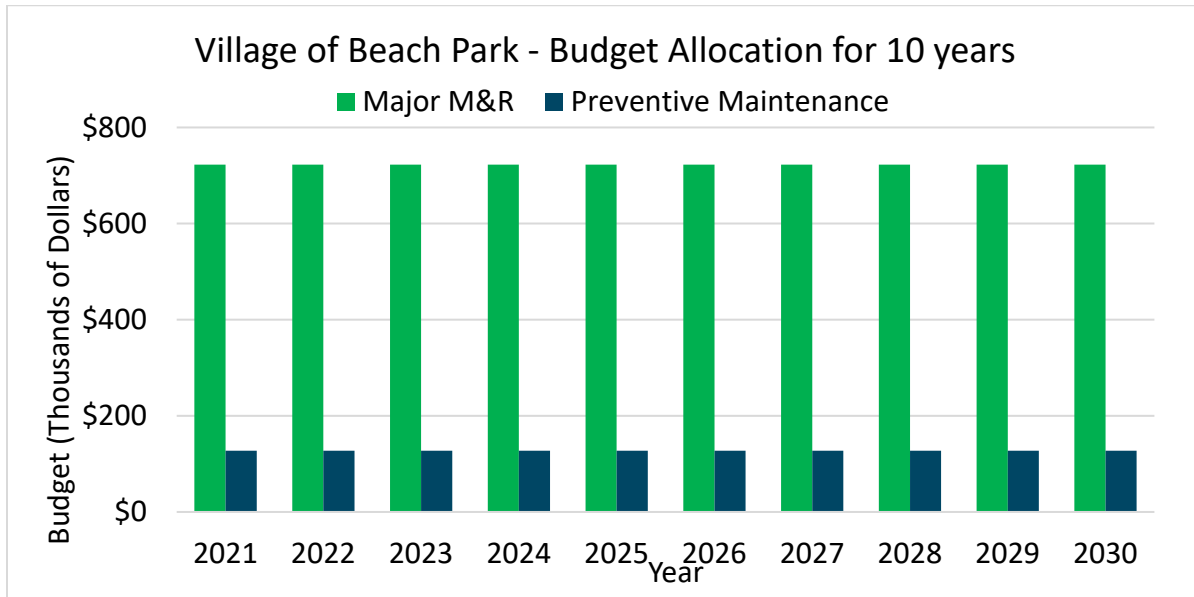


Figure 15. Assumed budget allocation for 10 years (2021-2030).

4. MAINTENANCE AND REHABILITATION ANALYSIS

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

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

- Eliminate backlogs (pavements in fair or better condition at the end of analysis period)
- Funds to meet potential performance targets (PCI = 60)
- Maintain current condition (PCI = 49.2)
- Add moderate funding relative to current levels (\$822,500/year)
- Keep funding level current (\$722,500/year)
- Do nothing (\$0/year)

4.1 Funding Scenario Results

Using the M&R Working Plans module, the funding level scenarios were generated. Based on the current funding level (\$850K/year), it was assumed that \$127,500/year would be allocated for stopgap and localized preventive distress maintenance, whereas \$722,500/year would be spent for major M&R activities. Table 6 and Figure 16 display the effect of different funding levels on the average pavement condition of the Village of Beach Park network. From Table 6 and Figure 16, it can be observed that the current major M&R funding level (\$722,500/year) is less than to maintain the current condition (\$1.1M/year) over ten years. Increasing the major M&R funding to \$822,500/year will help limit the drop in average network PCI within 4.3 points after 10 years. Providing budget to eliminate backlogs results in an average PCI of 76.4 after ten years, while not spending any funds on the M&R program will deteriorate the network to an average PCI of 22.6 after ten years.

Table 6. Predicted PCI based on funding scenarios.

Year	Eliminate Backlogs	Target PCI 60	Maintain Current Condition	Increase Funding	Maintain Current Funding	Do Nothing
2021	57.5	53.7	52.35	51.4	51.1	48.4
2022	64.4	56.3	53.44	51.3	50.6	45.4
2023	69.3	59.0	54.53	51.2	50.1	42.3
2024	73.5	60.3	55.40	50.9	49.5	39.2
2025	76.8	61.5	55.70	50.9	49.1	36.1
2026	76.9	62.2	55.5	49.9	48.0	33.2
2027	77.1	62.6	55.0	48.9	46.7	30.3
2028	76.9	62.8	54.3	47.7	45.3	27.6
2029	76.9	61.9	53.3	46.3	43.8	25.1
2030	76.4	60.6	52.4	44.9	42.3	22.6

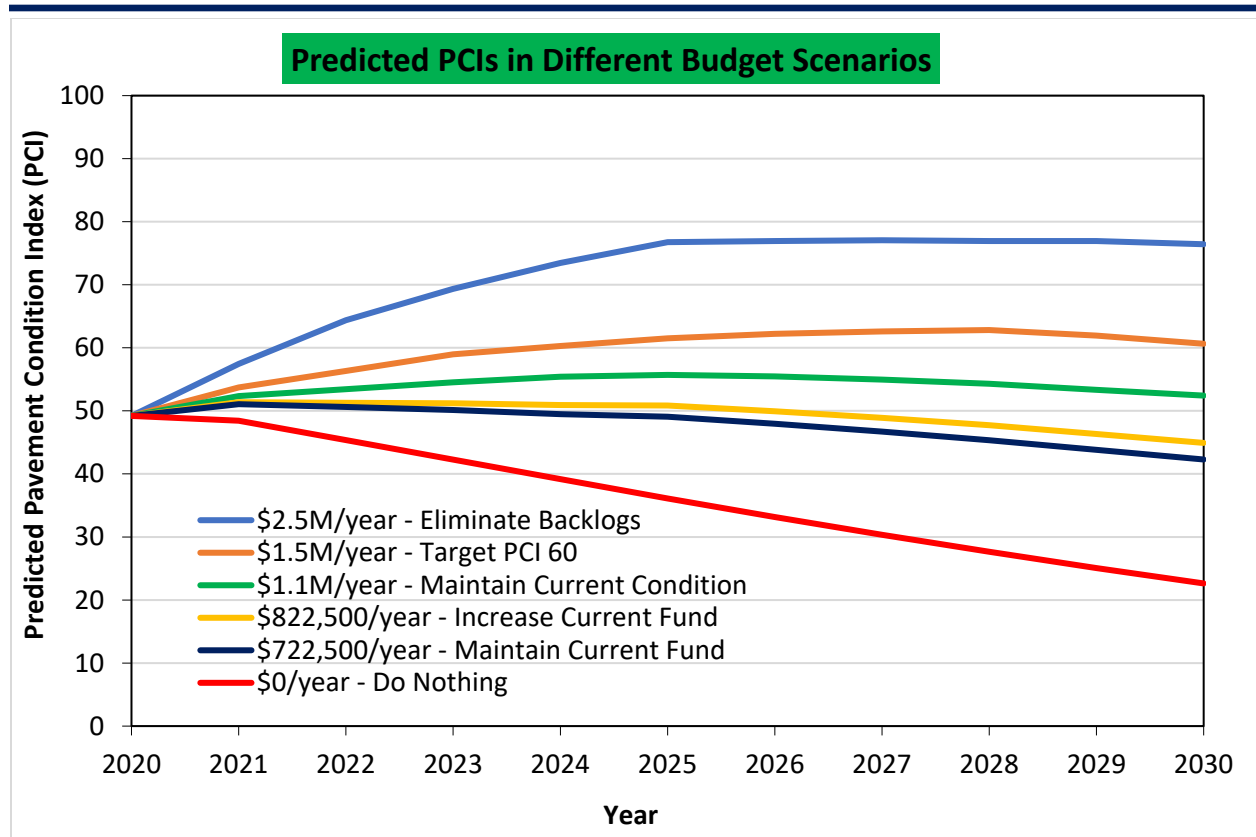


Figure 16. Effect of funding level on Village’s pavement condition.

Table 7 and Figure 17 show the amount of funding required to achieve target PCI values for the various funding scenarios. To eliminate backlogs, it is required to invest about \$2.5M/year for the major M&R over the next ten years. To achieve an average network PCI of 60, the required investment is approximately \$1.5M/year for the major M&R over the next ten years, whereas it requires about \$1.1M/year for the major M&R to maintain current conditions over the next ten years.

Table 7. Total funded per year based on funding scenarios.

Year	Eliminate Backlogs	Target PCI 60	Maintain Current Condition	Increase Funding	Maintain Current Funding	Do Nothing
2021	\$2,536,817	\$1,502,399	\$1,113,345	\$821,739	\$722,359	\$0
2022	\$2,536,174	\$1,501,968	\$1,112,632	\$821,013	\$721,522	\$0
2023	\$2,531,077	\$1,501,432	\$1,114,560	\$819,960	\$720,946	\$0
2024	\$2,533,765	\$1,500,061	\$1,111,242	\$821,952	\$720,299	\$0
2025	\$2,530,392	\$1,502,598	\$1,113,052	\$818,028	\$722,444	\$0
2026	\$2,530,592	\$1,502,657	\$1,114,166	\$818,037	\$718,985	\$0
2027	\$2,529,277	\$1,498,546	\$1,114,062	\$822,250	\$720,812	\$0
2028	\$2,537,158	\$1,501,744	\$1,113,083	\$821,785	\$720,582	\$0
2029	\$2,535,380	\$1,499,889	\$1,113,747	\$819,443	\$719,477	\$0
2030	\$2,442,860	\$1,501,277	\$1,111,869	\$822,381	\$721,833	\$0

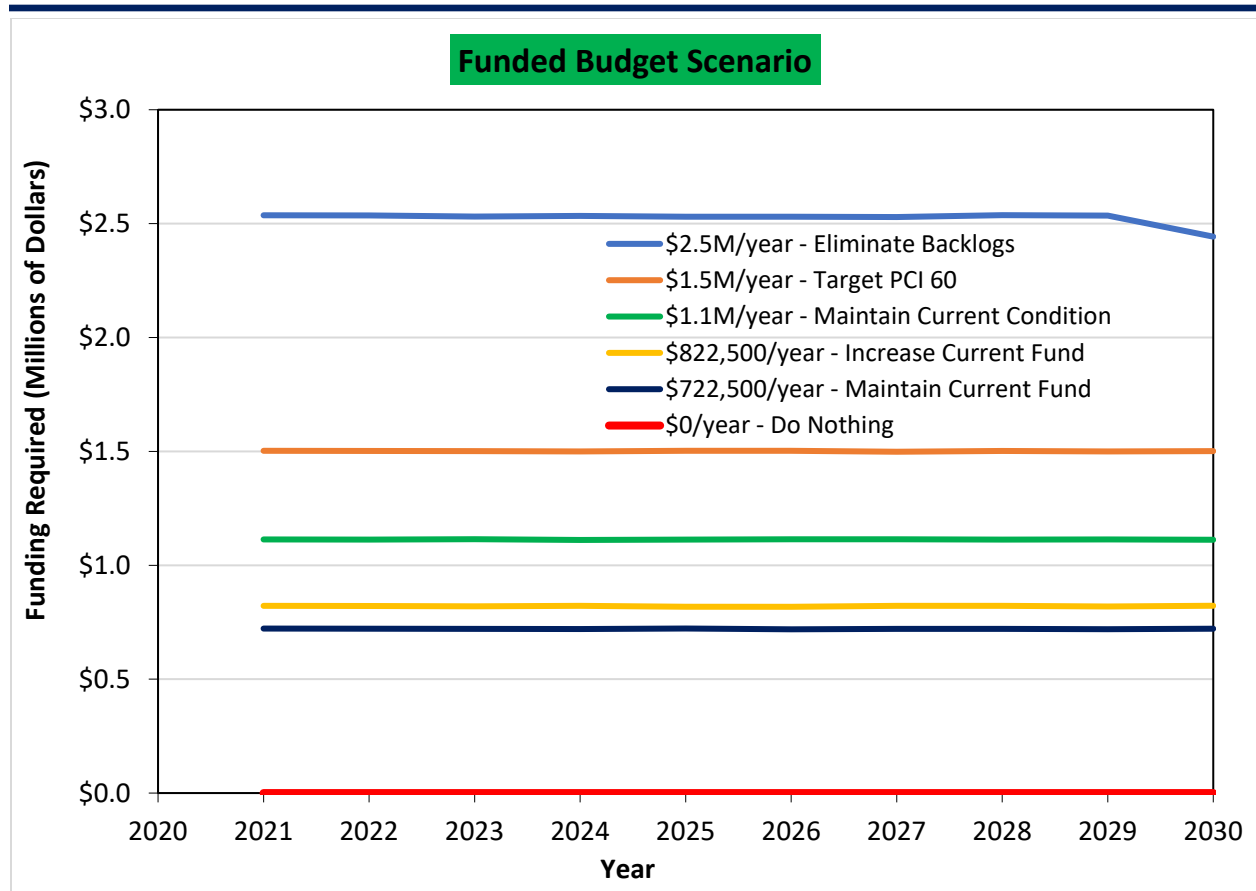


Figure 17. Total funded per year based on funding scenarios.

Table 8 and Figure 18 shows the total unfunded budget per year based on the funding scenarios. It can be seen that about \$10.7M is required in 2021 to eliminate the backlogs, while doing nothing will generate a backlog of \$40.3M by 2030. Current major M&R funding will sustain a backlog of \$29.9M by 2030.

Table 8. Total unfunded per year based on funding scenarios.

Year	Eliminate Backlogs	Target PCI 65	Maintain Current Condition	Increase Funding	Maintain Current Funding	Do Nothing
2021	\$10,711,411	\$11,745,830	\$12,134,883	\$12,426,496	\$12,525,875	\$13,248,229
2022	\$10,060,663	\$12,160,320	\$12,950,381	\$13,542,361	\$13,744,213	\$15,372,959
2023	\$9,784,493	\$13,005,586	\$14,206,221	\$15,110,560	\$15,417,481	\$17,947,993
2024	\$9,111,428	\$13,936,737	\$15,572,170	\$16,783,610	\$17,201,392	\$20,672,327
2025	\$8,630,977	\$14,644,948	\$16,948,164	\$18,703,001	\$19,231,059	\$23,553,986
2026	\$6,615,202	\$14,455,372	\$17,216,175	\$19,521,185	\$20,372,917	\$25,762,249
2027	\$4,868,797	\$14,706,061	\$17,934,172	\$20,596,012	\$21,582,045	\$28,108,133
2028	\$3,019,887	\$16,606,446	\$20,320,061	\$23,144,483	\$24,261,300	\$32,222,668
2029	\$1,573,280	\$16,886,753	\$22,181,951	\$25,385,410	\$26,635,697	\$35,715,361
2030	\$0	\$16,714,460	\$24,957,403	\$28,546,453	\$29,934,797	\$40,340,151

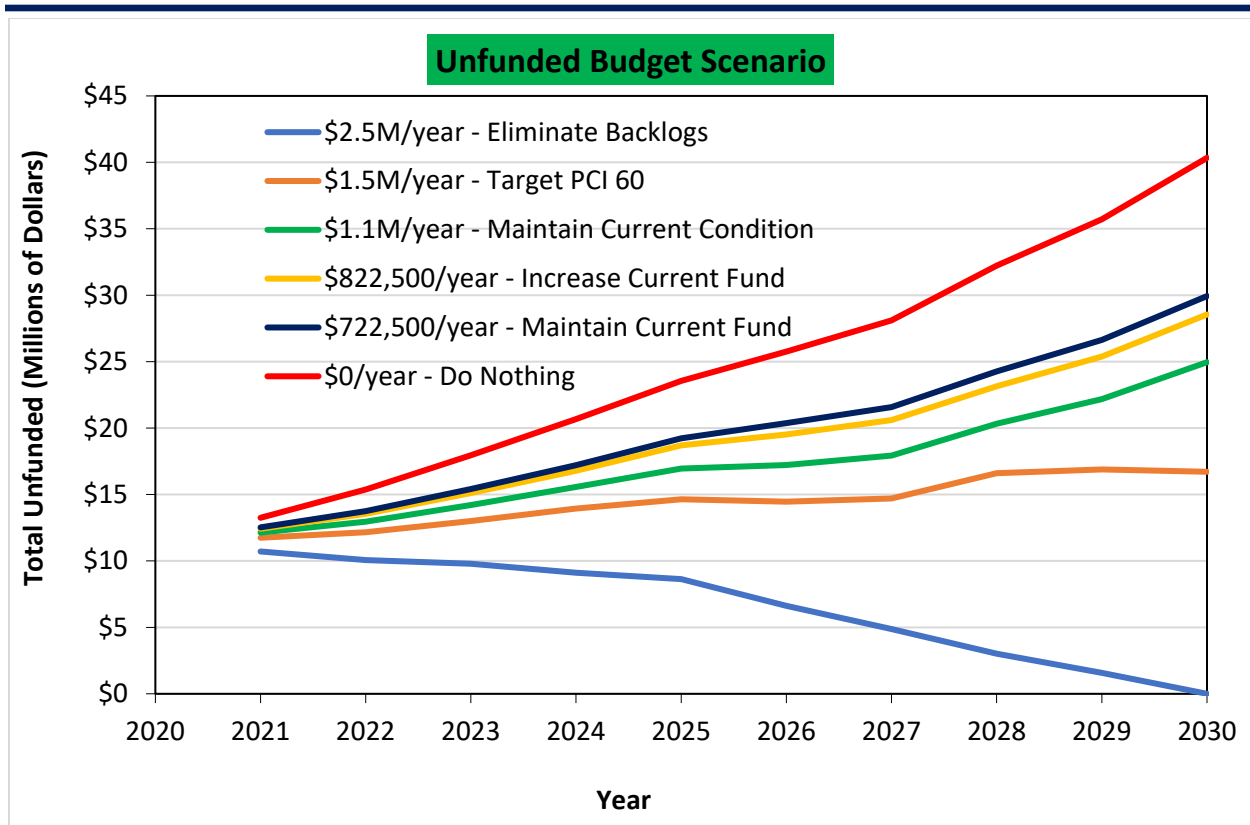


Figure 18. Total unfunded per year based on funding scenarios.

The 10-Year major M&R plan based on the current funding and 2021 localized distress maintenance plans are provided in Appendix A. Figure 19 shows the network condition distribution for the next ten years with the current funding level. Currently, about 64% of the pavement network is in ‘poor’ or worse condition with only 1% in “failed” condition. However, by 2030, 54% of the pavement network is expected to be in poor or worse condition with about 30% in “failed” condition. Moreover, with current funding, the average PCI of the network is expected to be 42.3 in 2030; a decrease of 6.9 PCI points from the 2020 average PCI.

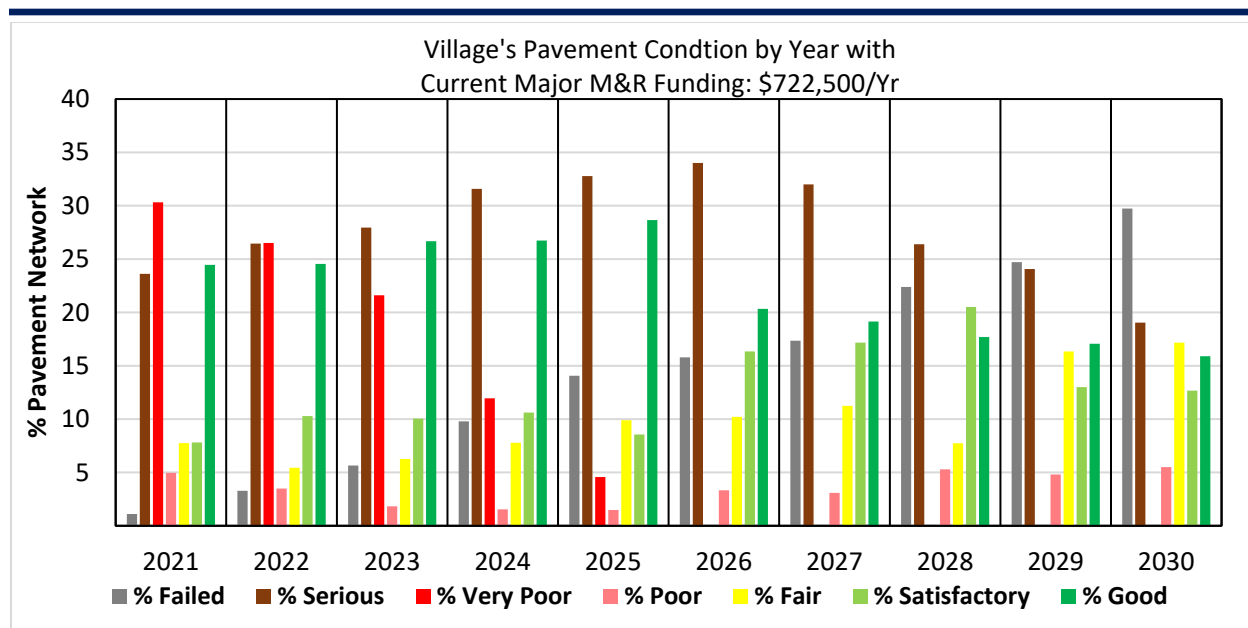


Figure 19. Pavement condition by year with current major M&R funding.

Table 9 presents the total ten year costs for the funded projects and the remaining M&R backlogs in 2030.

Table 9. Total 10-Year Costs for Various Funding Scenarios

Funding Scenario	Total 10-Year Costs (2021-2030)	Remaining M&R Backlogs in 2030 ¹	Total 10-Year Costs ²	Predicted PCI in 2030
Eliminate Backlogs (\$2.5M/year)	\$25.2M	\$0	\$25.2M	76.4
Target PCI 60 (\$1.5M/year)	\$15.0M	\$16.7M	\$31.7M	60.6
Maintain Current Condition (\$1.1M/year)	\$11.1M	\$25.0M	\$36.1M	52.4
Increase Funding (\$822,500/year)	\$8.2M	\$28.5M	\$36.7M	44.9
Maintain Current Fund (\$722,500/year)	\$7.2M	\$29.9M	\$37.1M	42.3
Do Nothing (\$0/year)	\$0	\$40.3M	\$40.3M	22.6

1. 'M&R Backlogs' refers to the amount required to resurface/reconstruct all pavements at or below their critical PCI value
 2. 'Total 10-Year Costs' refers to the sum of 10-year major M&R expenses and remaining backlogs at the end of 10-year period

4.2 Consequence of Local Distress Maintenance

The consequence of a localized distress maintenance plan calculates the cost and resulting condition of immediate implementation of local M&R, for the year of the most recent inspection. Based on the 2020 pavement condition survey, the localized stopgap estimated that PCI of 43 sections would increase by

3.5 points with an investment of about \$32,234. Also, the localized preventive plan estimated that PCI of 199 sections would increase by 3.6 points with an investment of \$102,476. The details of the localized distress maintenance plan based on the 2020 condition survey can be found in Appendix A. Table 10 shows the cost and pavement condition data of the consequence of the local distress maintenance plan. Table 11 shows the details of the local distress maintenance plan 2021.

Table 10. Details of the consequence of local distress maintenance plan.

Number Sections	Policy Cost	Wt. Avg. of PCI before Maintenance	Wt. Avg. of PCI after Maintenance
43 (Localized Stopgap)	\$32,234.41	20.0	23.5
199 (Localized Preventive)	\$102,475.82	80.8	84.4

Table 11. Details of the local distress maintenance plan 2021.

Local Distress Maintenance-2021			
Work Description	Work Quantity	Work Units	Work Cost
Patching - AC Shallow	73.51	SqFt	\$204.37
Crack Sealing - AC	14,272.07	Ft	\$21,408.28
Patching – AC Deep	20,195.99	SqFt	\$113,097.58
Total =			\$134,710.23

5. SUMMARY AND RECOMMENDATION

5.1 Summary

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

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

Based on the September 2020 survey, the average pavement condition index (PCI) value for the Village is about 49.2, which indicates the pavement network is in overall 'poor' condition. Based on the Village's recommendation, several ten-year M&R funding analyses were performed using PAVER™ including (a) do nothing (\$0/year), (b) keep funding level current (\$722,500/year), (c) add moderate funding relative to current levels (\$822,500/year), (d) maintain current condition, (e) funds to meet potential performance targets (PCI = 60), and (f) eliminate backlogs.

It was found that the Village's existing funding level is not adequate to maintain the current pavement condition level for the next ten years. Currently, about 54% of the pavement areas are currently in 'very poor' or 'serious' condition.

5.2 Recommendations

5.2.1 Better utilization of available funds by performing timely repairs

Currently, about 54% of the pavement area is in 'very poor' or 'serious' condition and 9% area is in 'poor' condition. The backlog is expected to increase every year with the current level of funding. It was determined that \$1.1M/year funding is needed to maintain the current condition of the pavement network. It is recommended that the Village should focus on applying routine preventive maintenance to the pavement sections in 'satisfactory' and 'good' condition. Preventive maintenance activities, such as crack sealing and localized patching, can cost-effectively extend the life of a pavement. Section 6 has details on various pavement preservation activities and associated costs.

5.2.2 Routine update of PAVER™ pavement management system

ARA recommends updating the PAVER pavement management system annually to record the major M&R, stopgap and localized preventive maintenance activities, and pavement inventory changes (i.e., section split, new roads, jurisdictional changes, etc.). Based on the yearly updates of M&R activities, the Village can perform M&R analysis with an updated funding level (if available), accounting for the previous year(s) actual projects.

5.2.3 Routine pavement condition survey

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

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

6. PAVEMENT PRESERVATION

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

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

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

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

- Asphalt crack sealing
- Chip sealing
- Concrete joint sealing
- Diamond grinding
- Dowel-bar retrofit
- Isolated, partial and/or full-depth concrete repairs to restore the functionality of the slab

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

- Bituminous-Surfaced Pavements
 - Asphalt Rejuvenator i.e. reclamite
 - This treatment can be applied globally in the Village of Beach Park network at the very early stage of newly constructed pavement or after placing a new surface.
 - Crack Filling/Crack Sealing
 - Sealing/filling cracks in asphalt pavement prevent the intrusion of water into the pavement structure and decrease the deterioration of pavement conditions.
 - Chip Seals
 - Chip seals can be applied on low volume roads across the network.
- Concrete-Surfaced Pavements
 - Joint/Crack Sealing
 - Cracking sealing in concrete pavement prevents the entry of water beneath the concrete slab and helps to prevent pumping.
 - Undersealing
 - Undersealing fills the voids under the concrete slabs, thereby reducing deflections and, consequently, deflection-related distresses such as pumping or faulting
 - Load Transfer Restoration
 - Poor load transfer can lead to pumping, joint faulting, and corner breaks

Asphalt Rejuvenator/Reclamite	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
According to the National Center for Pavement Preservation, “a true asphalt rejuvenator is a maltene-based petroleum product which has the ability to absorb or penetrate into an asphaltic concrete pavement and restore those reactive components (maltenes) that have been lost from the asphalt cement binder due to the natural process of oxidation. Reclamite is an asphalt pavement rejuvenator which is a maltene-based petroleum product.	<ul style="list-style-type: none"> • shall not be applied to a wet surface or when rain is occurring • shall not be applied when the temperature is less than 40° in the shade 	Traffic control shall continue until the area has been sanded and the resultant surface is not slippery or dangerous to vehicular travel	Newly constructed pavements (0-3 years)	On older pavements, it will reverse the effects of aging due to reverse the effects of aging due to environmental damage from sunlight and environmental damage from sunlight and water intrusion.
Construction Considerations	All manufactured sand used during the treatment must be removed no later than 24 hours after the treatment of a roadway.			
Expected Life	Add 5 to 10 years of extra service life to the treated pavement			
Typical Costs	\$0.79-0.84/Sq. Yd.			

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

Chip seal	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Asphalt (commonly an emulsion) is applied directly to the pavement surface (0.35 to 0.50 gal/yd ²) followed by the application of aggregate chips (15 to 50 lb/yd ²), which are then immediately rolled to imbed chips (50 to 70 percent). Application rates depend upon aggregate gradation and maximum size. The treatment seals the pavement surface and improves friction.	Treatment performs well in all climatic conditions	With proper design and placement, chip seals can perform well on high-volume roads. However, use is primarily limited to lower-speed, lower volume Roads because of the propensity for loose chips to crack windshields.	Functional/Other <ul style="list-style-type: none"> • Longitudinal, transverse and block cracking • Raveling/weathering (loose surface material must be removed) • Friction loss, roughness (L) • Bleeding (L) • Moisture infiltration Structural Adds almost no structural capavillage. However, effective at sealing fatigue cracks (M) in comparison with other treatments.	<ul style="list-style-type: none"> • Structural failure (extensive fatigue cracking and/or deep rutting) • Thermal cracking (H) • Extensive pavement deterioration, little or no remaining life • Can accelerate the development of stripping in susceptible HMA pavements
Site Restrictions	High-speed, high-volume roadways are often avoided, although a number of approaches are being used to extend the applicability of these treatments			
Construction Considerations	The surface must be clean. Treatment should be placed during warm weather with chip spreader immediately behind asphalt distributor and rollers close behind the spreader. Approximately 2 hours required before roadway may be re-opened to normal speed traffic. Brushing is usually required to remove loose chips.			
Expected Life	4 to 7 years when placed in a preventive maintenance mode.			
Typical Costs	\$0.75 to \$0.90 per yd ² for a single application and \$1.10 to \$1.25 per yd ² for a double application.			

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

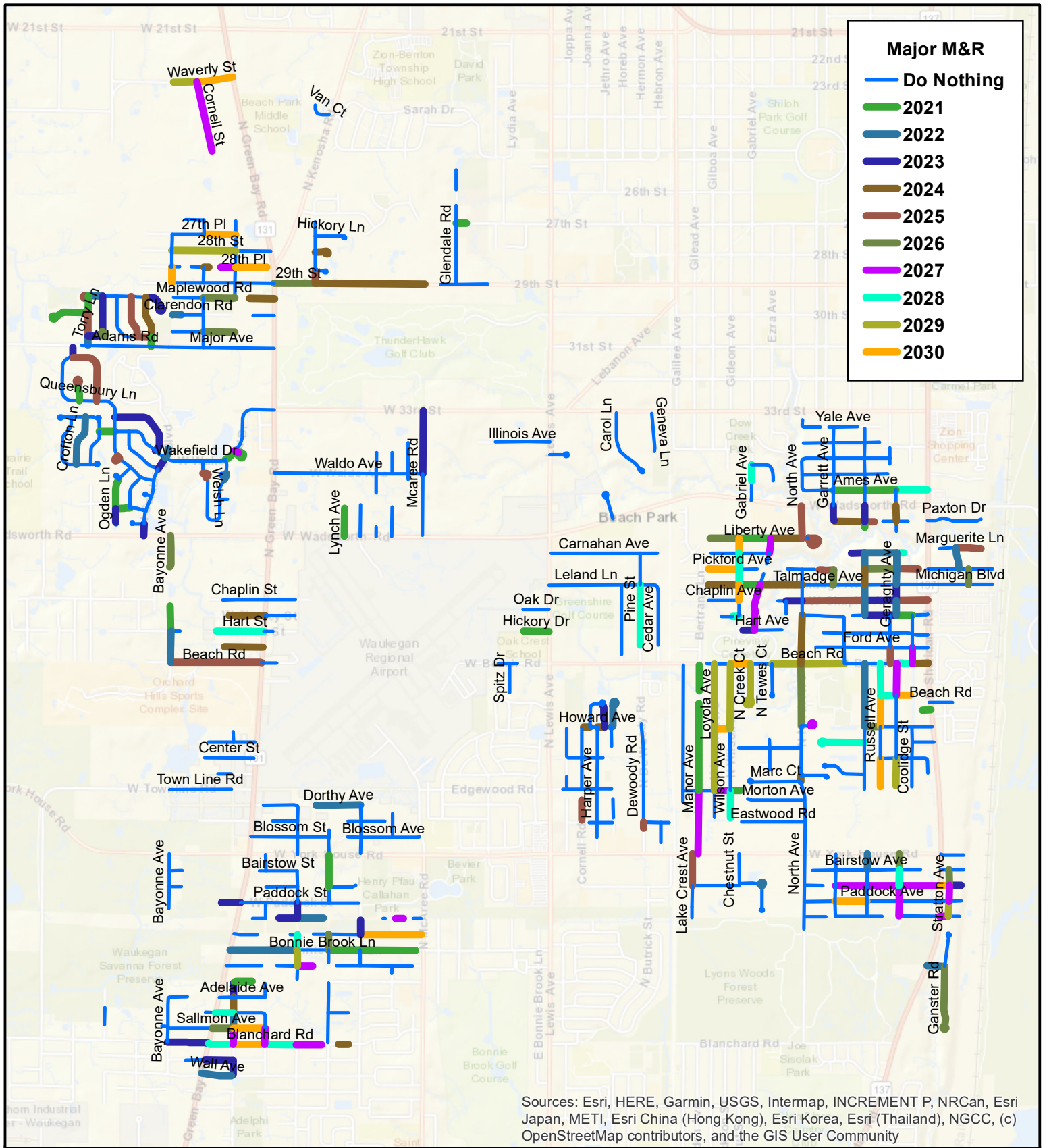
Joint Resealing and Crack Sealing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Resealing of transverse joints and sealing of cracks in PCC pavements is intended to minimize the infiltration of surface water into the underlying pavement structure and to prevent the intrusion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

Load Transfer Restoration	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Load transfer restoration (LTR) is the placement of load transfer devices across joints or cracks in an existing jointed PCC pavement to restore load transfer at these locations. Poor load transfer can lead to pumping, joint faulting, and corner breaks.	LTR has been used in all climatic regions.	The need for LTR increases with an increased ADT and percent trucks. Low volume jointed concrete pavements that are not doweled may not need LTR.	<p>Functional/Other</p> <p>It can prevent the development of a rough ride caused by faulting.</p> <p>Structural</p> <p>Most effective on jointed concrete pavements that have poor load transfer at joints and/or transverse cracks but also have significant remaining structural life. The optimum time to apply this technique is when the pavement is just beginning to show signs of structural distress, such as pumping and the onset of faulting.</p>	Significant faulting, or other signs of structural failure (such as pumping, mid-panel cracking, or corner breaks). Pavements with little remaining life or materials-related distresses.
Construction Considerations	Two to four bars per wheel path is typical. Care must be given to the selection of the patch material and isolation of the joint.			
Expected Life	minimum expected life is 9 to 10 years			
Typical Costs	For production jobs, the typical costs are \$25 to \$35 per dowel.			

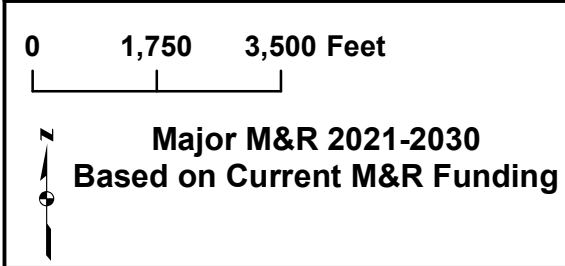
Undersealing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Undersealing is the pressure insertion of a flowable material beneath a PCC slab to fill voids between the slab and base, thereby reducing deflections and, consequently, deflection-related distresses such as pumping or faulting. It is most often performed in areas where pumping and loss of support occur, such as beneath transverse joints and deteriorated cracks. The voids being filled by this technique are generally less than 3 mm (0.12 in.) thick.	No studies are known to differentiate between the performance of undersealing in different environmental conditions.	Performance is not known to be affected by different levels of ADT or percent trucks.	<p>Functional/Other Anticipates the development of roughness from faulting.</p> <p>Structural Fills voids that, if left unfilled, will lead to faulting and other structural deterioration. Performs best before faulting starts to develop.</p>	<p>Significant faulting, or other signs of structural failure (such as pumping, mid-panel cracking, or corner breaks), suggest structural failure requiring more extensive rehabilitation.</p> <p>Additional strategies, such as dowel retrofitting, may be required for pavements without load transfer.</p>
Site Restrictions	Voids must be identifiable and contained for undersealing to work			
Construction Considerations	Overfilling voids can contribute to worse problems than leaving them unfilled.			
Expected Life	Performance has been extremely variable			
Typical Costs	Cost depends on the material used, the extent and size of the voids, and the size of the project. Cement-fly ash grout undersealing ranges from about \$0.90 to \$1.00 per yd ² , while asphalt undersealing ranges from about \$0.45 to \$0.50 per yd ² .			

Appendix — A

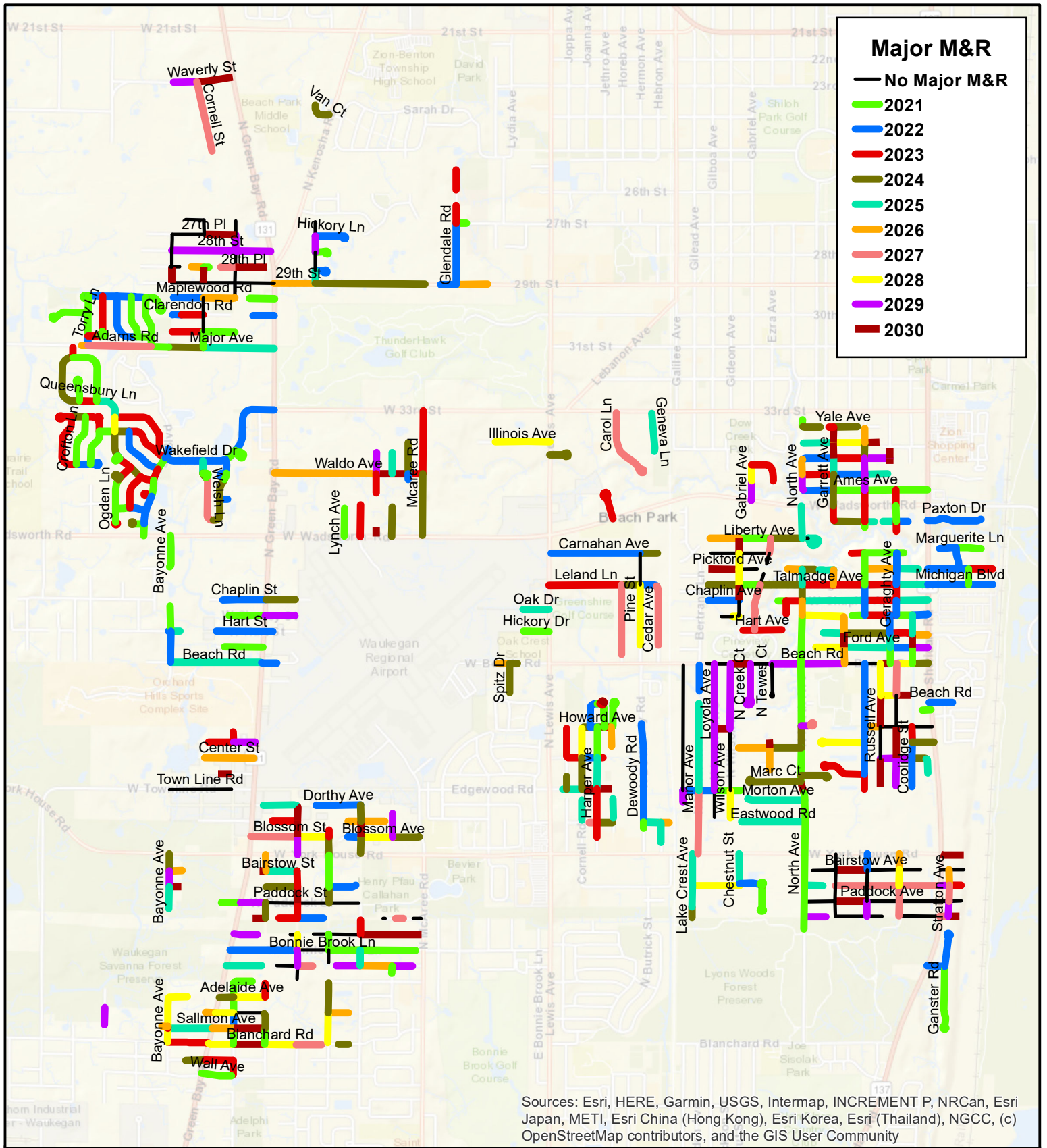
1. 2021-2030 Major M&R Plan Based on Current Funding
2. 2021 Localized Distress Maintenance Plan
3. 2021-2030 Major M&R Plan Based on “Eliminate Backlog” Funding
4. Pavement Surface Type
5. 2021 International Roughness Index (IRI)
6. List of Sections Selected for 2021-2030 Major M&R Plan Based on Current Funding
7. List of Pavement Sections with 2020 PCI and IRI values
8. Details of the 2021 Localized Distress Maintenance Plan



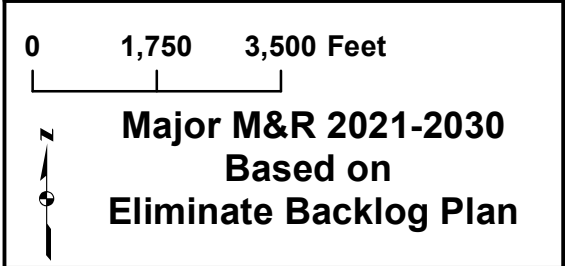
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



Village of Beach Park

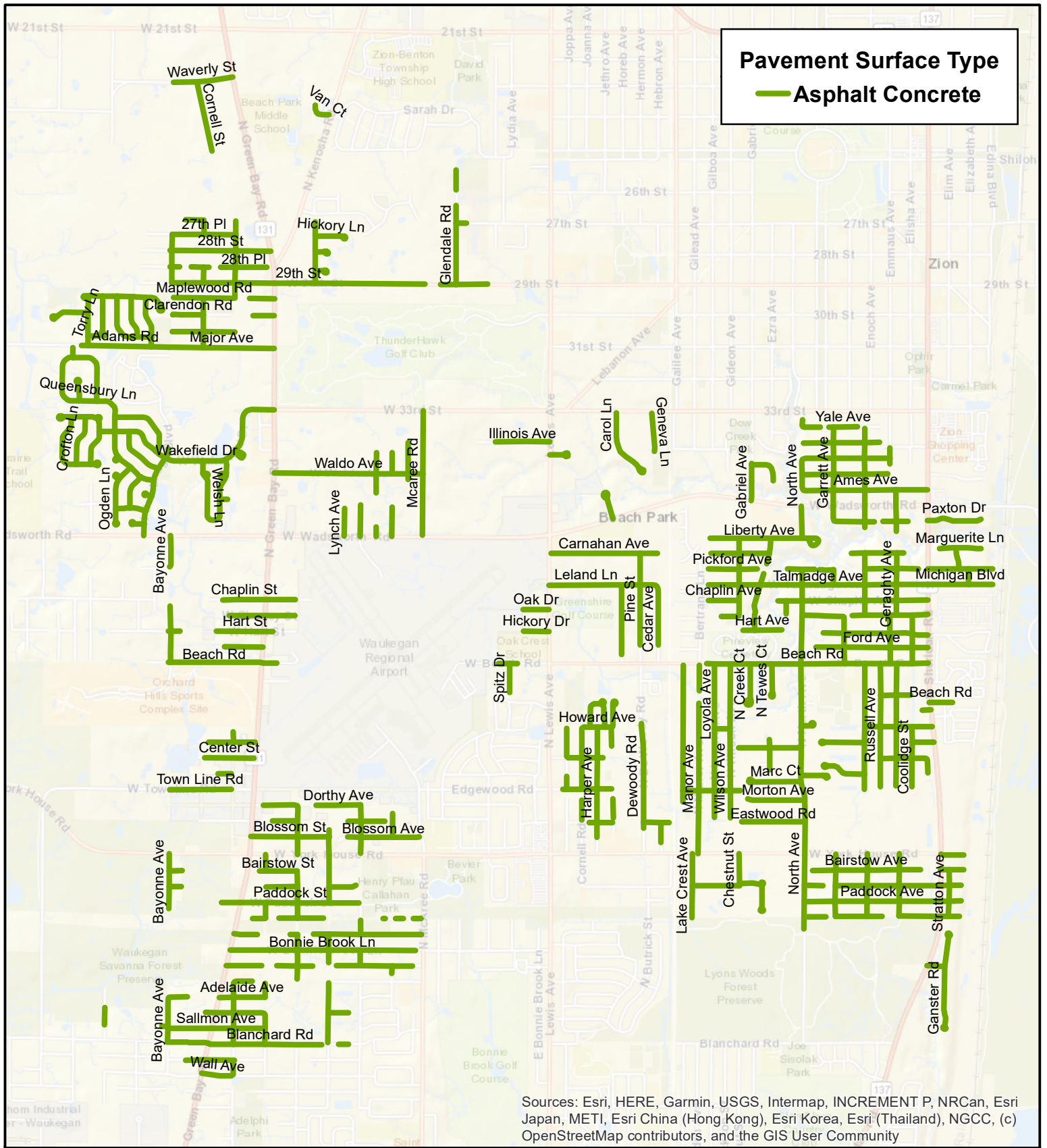


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



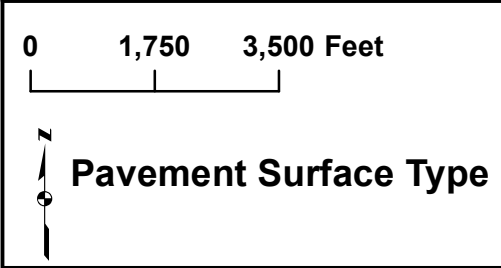
Village of Beach Park





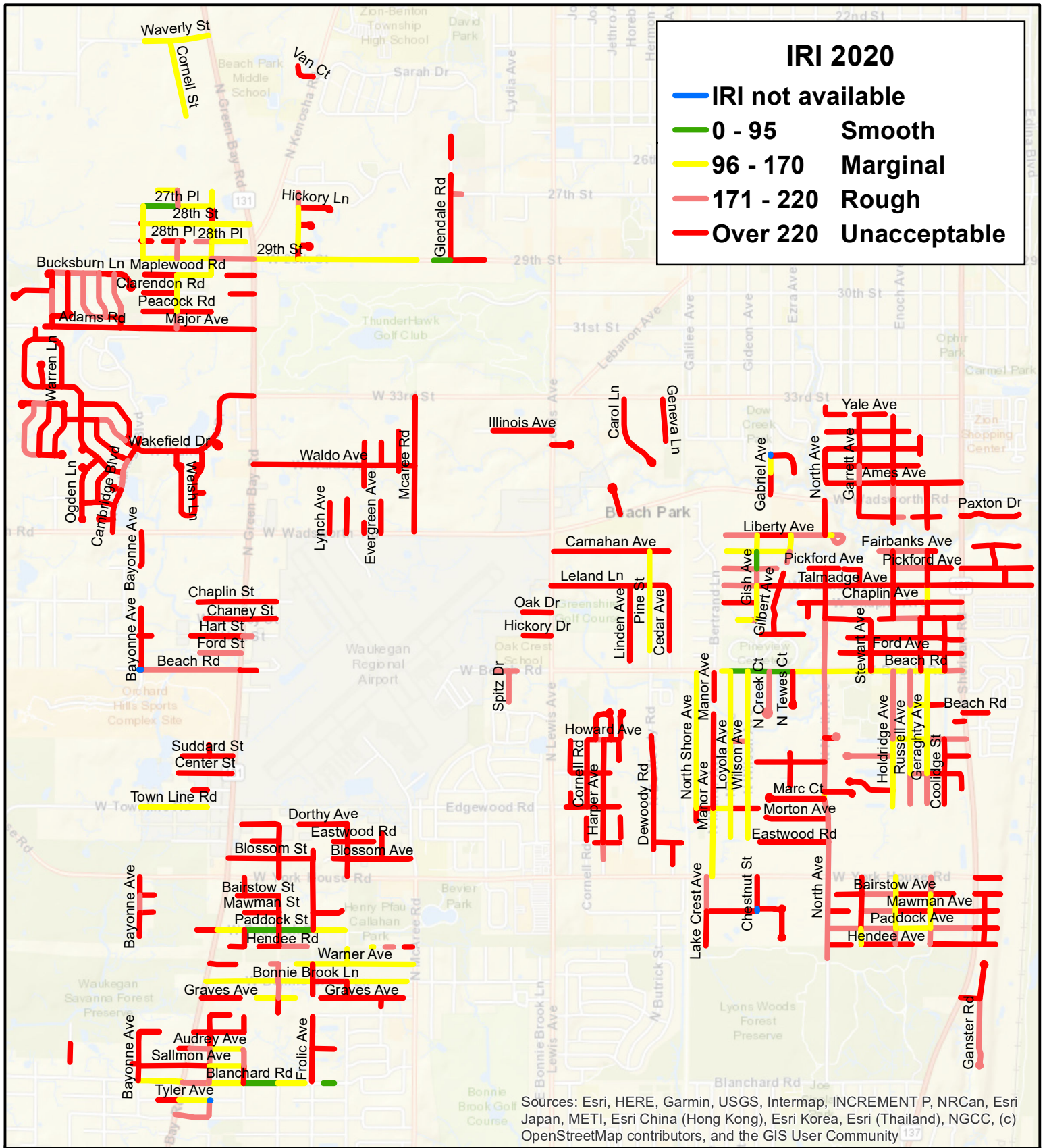
Pavement Surface Type
Asphalt Concrete

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



Village of Beach Park





IRI 2020	
Blue line	IRI not available
Green line	0 - 95 Smooth
Yellow line	96 - 170 Marginal
Red line	171 - 220 Rough
Dark red line	Over 220 Unacceptable

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

0 1,600 3,200 Feet



IRI 2020

Village of Beach Park



List of Sections Selected for 2021-2030 Major M&R Plan Based on Current Funding

Year	Branch ID	Section ID	From	To	Length (ft)	Width (ft)	Functional Class	Surface Type	Street Type	PCI Before	Cost	Work Type
2021	PiccardiCt	172174	Waterloo Dr	End	943	22	Residential	AC	Urban	45.8	\$57,253.23	2.25" Mill & Overlay
2021	WaterlooDr	172301	Bucksburn Ln	Piccardill	354	28	Residential	AC	Urban	46.8	\$27,342.86	2.25" Mill & Overlay
2021	StoneywoDr	172625	Ackworth Ln	Adams Rd	200	28	Residential	AC	Urban	44.9	\$15,425.24	2.25" Mill & Overlay
2021	WakefieldDr	173122	Victoria Ln	Queensbury	324	24	Residential	AC	Urban	43.9	\$21,483.13	2.25" Mill & Overlay
2021	WakefieldDr	173127	Aberdeen Ln	Melbourne	285	24	Residential	AC	Urban	50.7	\$4,902.74	2.25" Mill & Overlay
2021	MelbournCt	173313	Melbourne Ct	Melbourne Ct	364	24	Residential	AC	Urban	49.8	\$24,112.37	2.25" Mill & Overlay
2021	NewcastlLn	173672	Ogden Ln	Calder Ln	302	24	Residential	AC	Urban	46.8	\$19,984.20	2.25" Mill & Overlay
2021	LynseeCt	174048	Lynsee Ct	Queensbury	392	24	Residential	AC	Urban	48.8	\$25,958.35	2.25" Mill & Overlay
2021	OgdenLn	174311	Ogden Ln	Newcastle	620	24	Residential	AC	Urban	47.8	\$41,057.53	2.25" Mill & Overlay
2021	27thSt	178750	Glendale Rd	End	216	20	Residential	AC	Rural	41.0	\$11,787.59	2.25" Mill & Overlay
2021	EdgewoodRd	180655	Wilson Ave	End	207	21	Residential	AC	Rural	50.7	\$3,085.74	2.25" Mill & Overlay
2021	BonnBroLn	180868	Frolic Ave	Metropolit	659	23	Residential	AC	Rural	46.8	\$41,367.82	2.25" Mill & Overlay
2021	BonnBroLn	180869	Metropolitan Av	End	1154	23	Residential	AC	Rural	50.7	\$18,836.60	2.25" Mill & Overlay
2021	HickoryDr	181150	Begin	End	529	16	Residential	AC	Rural	47.8	\$23,115.99	2.25" Mill & Overlay
2021	ChaneyAve	181207	Coolidge Ave	Geraghty A	331	20	Residential	AC	Rural	50.7	\$4,696.17	2.25" Mill & Overlay
2021	TalmdgAve	181220	Gish Ave	Gilbert Av	441	21	Residential	AC	Rural	48.8	\$25,300.60	2.25" Mill & Overlay
2021	LibertyAve	182149	Gilbert Ave	Gish Ave	657	18	Residential	AC	Rural	50.7	\$8,400.68	2.25" Mill & Overlay
2021	AmesAve	182243	Holdridge Ave	Garrett Av	657	22	Residential	AC	Rural	44.9	\$39,453.01	2.25" Mill & Overlay
2021	AmesAve	182245	Geraghty Ave	Holdridge	646	22	Residential	AC	Rural	43.9	\$38,808.49	2.25" Mill & Overlay
2021	HoldridAve	183140	Begin	California	117	21	Residential	AC	Rural	44.9	\$6,700.09	2.25" Mill & Overlay
2021	FrolicAve	183424	Mawman Ave	Yorkhouse Rd	669	21	Residential	AC	Rural	50.7	\$9,972.99	2.25" Mill & Overlay
2021	BayonneAve	183479	Begin	Hart St	529	22	Residential	AC	Rural	48.8	\$31,771.08	2.25" Mill & Overlay
2021	ManorAve	183629	Edgewood Rd	End	1818	20	Residential	AC	Rural	22.7	\$144,317.44	4.00" Mill & Overlay
2021	ManorAve	183633	Begin	End	538	20	Residential	AC	Rural	31.3	\$29,358.42	2.25" Mill & Overlay
2021	LynchAve	183902	Begin	End	580	20	Residential	AC	Rural	44.9	\$31,685.09	2.25" Mill & Overlay
2021	BeachPl	184059	Begin	End	181	21	Residential	AC	Rural	46.8	\$10,406.19	2.25" Mill & Overlay
2021	VercoeAve	192742	Adelphi Ave	End	370	22	Residential	AC	Rural	50.7	\$5,775.63	2.25" Mill & Overlay
2022	BucksburLn	172042	Waterloo Dr	Torry Ln	300	28	Residential	AC	Urban	49.9	\$23,912.77	2.25" Mill & Overlay
2022	WaterlooDr	172303	Torry Ln	Adams Rd	200	28	Residential	AC	Urban	48.9	\$15,945.93	2.25" Mill & Overlay
2022	CroftonLn	174121	Victoria Ln	Castleford	1046	28	Residential	AC	Urban	39.1	\$83,270.72	2.25" Mill & Overlay
2022	CambriBlvd	174483	Sheffield Ln	Wakefield	200	28	Residential	AC	Urban	48.0	\$100,835.57	2.25" Mill & Overlay
2022	AberdeenLn	174589	Aberdeen Ln	Aberdeen Ln	134	24	Residential	AC	Urban	36.5	\$9,158.16	2.25" Mill & Overlay
2022	AdelphiAve	175082	Audrey Ave	Sallmon Av	321	22	Residential	AC	Rural	48.0	\$19,873.05	2.25" Mill & Overlay
2022	BonnBroLn	180866	Begin	Northern A	1398	20	Residential	AC	Rural	48.0	\$78,624.57	2.25" Mill & Overlay
2022	HendeeRd	180916	Begin	Northern A	542	18	Residential	AC	Rural	48.0	\$27,441.29	2.25" Mill & Overlay
2022	DorothyAve	181024	Metropolitan Ave	End	929	18	Residential	AC	Rural	50.8	\$10,341.95	2.25" Mill & Overlay
2022	FairbanAve	181295	Geraghty Ave	Holdridge	667	20	Residential	AC	Rural	40.0	\$37,528.88	2.25" Mill & Overlay
2022	ClarendoRd	181297	Begin	Clarendon Rd	174	21	Residential	AC	Rural	48.0	\$10,289.18	2.25" Mill & Overlay
2022	GansterRd	182679	Begin	Forest Dr	368	18	Residential	AC	Rural	48.0	\$18,637.24	2.25" Mill & Overlay
2022	GeraghtAve	183017	Fairbanks Ave	Pickford A	329	21	Residential	AC	Rural	48.9	\$19,412.11	2.25" Mill & Overlay
2022	GeraghtAve	183019	Chaplin Ave	Chaney Ave	308	21	Residential	AC	Rural	49.9	\$18,216.24	2.25" Mill & Overlay
2022	GeraghtAve	183020	Pickford Ave	Talmdage A	331	21	Residential	AC	Rural	50.8	\$4,306.76	2.25" Mill & Overlay
2022	HoldridAve	183196	Fairbanks Ave	Pickford A	327	21	Residential	AC	Rural	40.0	\$19,310.73	2.25" Mill & Overlay

List of Sections Selected for 2021-2030 Major M&R Plan Based on Current Funding

Year	Branch ID	Section ID	From	To	Length (ft)	Width (ft)	Functional Class	Surface Type	Street Type	PCI Before	Cost	Work Type
2022	HoldridAve	183197	Talmadge Ave	Chaplin Av	328	21	Residential	AC	Rural	48.0	\$19,359.58	2.25" Mill & Overlay
2022	HoldridAve	183198	Chaplin Ave	Chaney Ave	309	21	Residential	AC	Rural	47.1	\$18,275.30	2.25" Mill & Overlay
2022	HoldridAve	183203	Howard St	Beach Rd	1316	21	Residential	AC	Rural	50.8	\$17,097.36	2.25" Mill & Overlay
2022	HoldridAve	183208	Begin	Bairstow A	338	21	Residential	AC	Rural	50.8	\$4,388.62	2.25" Mill & Overlay
2022	BayonneAve	183480	Hart St	Beach Rd	653	22	Residential	AC	Rural	48.0	\$40,385.80	2.25" Mill & Overlay
2022	NewYorAve	183584	Howard Ave	End	720	20	Residential	AC	Rural	39.1	\$40,480.12	2.25" Mill & Overlay
2022	MagueDrive	183974	Marguerite Ln	Oak Forest	451	28	Residential	AC	Urban	48.9	\$35,925.53	2.25" Mill & Overlay
2022	LyonWooCt	184160	Lyons Wood Ct	Lyons Wood Ct	174	27	Residential	AC	Urban	40.0	\$13,377.79	2.25" Mill & Overlay
2022	WallAve	192836	Begin	End	625	20	Residential	AC	Rural	40.0	\$35,126.72	2.25" Mill & Overlay
2023	BlancharRd	026129	Bayonne Ave	Green Bay Rd	864	22	Collector	AC	Rural	50.6	\$21,483.35	2.25" Mill & Overlay
2023	BucksburCt	172038	Stoneywood Dr	End	663	28	Residential	AC	Urban	35.7	\$54,387.97	2.25" Mill & Overlay
2023	TorryLn	172388	Bucksburn Ln	Waterloo D	1081	28	Residential	AC	Urban	47.1	\$88,634.08	2.25" Mill & Overlay
2023	YorkshirLn	172958	Queensbury Ln	Wakefield	1472	24	Residential	AC	Urban	48.8	\$103,433.77	2.25" Mill & Overlay
2023	ParisDr	173954	Adams Rd	Warren Ln	200	24	Residential	AC	Urban	48.0	\$14,068.02	2.25" Mill & Overlay
2023	OgdenLn	174313	Newcastle Ln	Ogden Ln	286	24	Residential	AC	Urban	34.9	\$20,089.28	2.25" Mill & Overlay
2023	CambriBlvd	174474	Wakefield Dr	Stockton L	284	28	Residential	AC	Urban	34.9	\$23,288.18	2.25" Mill & Overlay
2023	CambriBlvd	174481	Scott Ct	End	245	28	Residential	AC	Urban	34.9	\$20,120.23	2.25" Mill & Overlay
2023	AdelphiAve	175081	Vercoe Ave	Adelaide A	328	22	Residential	AC	Rural	35.7	\$20,884.80	2.25" Mill & Overlay
2023	AdelphiAve	175086	Tyler Ave	End	297	22	Residential	AC	Rural	48.0	\$18,920.99	2.25" Mill & Overlay
2023	MawmanAve	180737	Stratton Ave	End	248	20	Residential	AC	Rural	48.0	\$14,380.12	2.25" Mill & Overlay
2023	HendeeRd	180917	Northern Ave	End	386	18	Residential	AC	Rural	50.6	\$7,848.00	2.25" Mill & Overlay
2023	PaddockSt	180925	Begin	Green Bay Rd	396	24	Residential	AC	Rural	34.9	\$27,508.75	2.25" Mill & Overlay
2023	ChaneyAve	181204	Harding St	Holdridge	526	20	Residential	AC	Rural	47.1	\$30,464.32	2.25" Mill & Overlay
2023	ChaneyAve	181208	Geraghty Ave	Harding St	133	20	Residential	AC	Rural	48.8	\$7,696.70	2.25" Mill & Overlay
2023	ChaplinAve	181214	Holdridge Ave	Geraghty A	657	20	Residential	AC	Rural	50.6	\$14,840.79	2.25" Mill & Overlay
2023	ChaplinAve	181216	Joyce Ave	North Ave	335	20	Residential	AC	Rural	48.0	\$19,409.25	2.25" Mill & Overlay
2023	FairbanAve	181294	Holdridge Ave	End	274	20	Residential	AC	Rural	49.7	\$15,868.49	2.25" Mill & Overlay
2023	HartAve	182562	Begin	Gilbert Av	243	19	Residential	AC	Rural	47.1	\$13,390.43	2.25" Mill & Overlay
2023	GeraghtAve	183018	Talmadge Ave	Chaplin Av	329	21	Residential	AC	Rural	49.7	\$20,007.36	2.25" Mill & Overlay
2023	HoldridAve	183146	California Ave	Wadsworth Rd	330	21	Residential	AC	Rural	48.8	\$20,065.69	2.25" Mill & Overlay
2023	GarrettAve	183372	Wadsworth Rd	California	309	20	Residential	AC	Rural	47.1	\$17,910.19	2.25" Mill & Overlay
2023	MetropoAve	183411	Begin	Warner Ave	295	20	Residential	AC	Rural	50.6	\$6,676.54	2.25" Mill & Overlay
2023	NortherAve	183435	Hendee Rd	Paddock St	323	20	Residential	AC	Rural	48.8	\$18,697.73	2.25" Mill & Overlay
2023	MonarchLn	184116	Monarch Ln	Howard Ave	471	22	Residential	AC	Rural	35.7	\$30,013.37	2.25" Mill & Overlay
2023	LyonWooCt	184123	Lyons Wood Ct	Lyons Wood Ct	45	27	Residential	AC	Urban	49.7	\$3,548.23	2.25" Mill & Overlay
2023	McareeRd	185043	Begin	Waldo Ave	1323	22	Residential	AC	Rural	50.6	\$32,879.57	2.25" Mill & Overlay
2023	TylerAve	192834	Green Bay Rd	Adelphi Av	594	20	Residential	AC	Rural	48.0	\$34,430.13	2.25" Mill & Overlay
2024	BeachRd	005618	Coolidge Ave	End	335	24	Arterial	AC	Urban	54.8	\$24,238.13	2.25" Mill & Overlay
2024	NorthAve	019520	Boyce Ln	Marc Ct	128	23	Collector	AC	Rural	29.5	\$8,817.50	2.25" Mill & Overlay
2024	29thSt	026109-01	Lone Oak Rd	End	2288	22	Collector	AC	Rural	48.6	\$150,189.62	2.25" Mill & Overlay
2024	BlancharRd	026128	Begin	End	213	22	Collector	AC	Rural	47.7	\$14,001.50	2.25" Mill & Overlay
2024	StoneywoDr	172624	Bucksburn Ln	Ackworth L	863	28	Residential	AC	Urban	30.8	\$72,857.30	2.25" Mill & Overlay
2024	AdelphiAve	175084	Adelaide Ave	Audrey Ave	325	22	Residential	AC	Rural	31.4	\$21,312.44	2.25" Mill & Overlay

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2024	28thPl	179046	Green Ave	End	113	22	Residential	AC	Rural	30.8	\$7,417.28	2.25" Mill & Overlay
2024	MaplewoorD	179111	Begin	End	520	21	Residential	AC	Rural	30.8	\$32,571.36	2.25" Mill & Overlay
2024	ChaneySt	179677	Begin	Green Bay Rd	746	16	Residential	AC	Rural	29.5	\$35,591.08	2.25" Mill & Overlay
2024	FordSt	180285	Begin	End	795	20	Residential	AC	Rural	30.2	\$47,461.47	2.25" Mill & Overlay
2024	AshCt	181041	Lone Oak Rd	End	408	22	Residential	AC	Rural	29.5	\$26,792.84	2.25" Mill & Overlay
2024	TalmdagAve	181217	Begin	Gish Ave	637	21	Residential	AC	Rural	46.9	\$39,913.66	2.25" Mill & Overlay
2024	TalmdagAve	181221	Gilbert Ave	North Ave	879	21	Residential	AC	Rural	50.3	\$38,536.12	2.25" Mill & Overlay
2024	LibertyAve	182150	North Ave	Gilbert Av	657	18	Residential	AC	Rural	49.4	\$35,272.10	2.25" Mill & Overlay
2024	CaliforAve	182218	Garrett Ave	Holdridge	649	20	Residential	AC	Rural	47.7	\$38,708.58	2.25" Mill & Overlay
2024	HowardAve	182438	Begin	Imperial L	142	20	Residential	AC	Rural	46.9	\$8,475.57	2.25" Mill & Overlay
2024	HowardAve	182439	Harper Ave	Monarch Ln	148	22	Residential	AC	Rural	50.3	\$6,816.81	2.25" Mill & Overlay
2024	GeraghtAve	183024	California Ave	Wadsworth Rd	329	21	Residential	AC	Rural	30.8	\$20,598.38	2.25" Mill & Overlay
2024	HoldridAve	183199	Pickford Ave	Talmdage A	334	21	Residential	AC	Rural	31.4	\$20,922.43	2.25" Mill & Overlay
2024	NorthAve	183958	Beach Rd	Chaney Ave	1017	23	Residential	AC	Rural	29.5	\$69,804.54	2.25" Mill & Overlay
2025	BucksburLn	172039	Waterloo Dr	Waterloo D	231	28	Residential	AC	Urban	28.0	\$20,120.07	2.25" Mill & Overlay
2025	WaterlooDr	172302	Piccaddilly Ct	Torry Ln	489	28	Residential	AC	Urban	27.0	\$42,555.31	2.25" Mill & Overlay
2025	AckworthLn	172465	Walton Ln	Stoneywood	299	28	Residential	AC	Urban	27.0	\$26,045.61	2.25" Mill & Overlay
2025	WaltonLn	172562	Bucksburn Ln	Ackworth L	877	28	Residential	AC	Urban	27.0	\$76,272.74	2.25" Mill & Overlay
2025	QueensbuLn	173884	Queensbury Ln	Queensbury Ln	214	24	Residential	AC	Urban	28.0	\$15,938.25	2.25" Mill & Overlay
2025	LynseeCt	174049	Lynsee Ct	Lynsee Ct	194	24	Residential	AC	Urban	27.0	\$14,471.24	2.25" Mill & Overlay
2025	WarrenLn	174191	Paris Dr	Queensbury	1325	24	Residential	AC	Urban	27.0	\$98,804.02	2.25" Mill & Overlay
2025	WelshLn	174581	Welsh Ln	Welsh Ln	195	26	Residential	AC	Urban	28.0	\$15,782.26	2.25" Mill & Overlay
2025	BeachRd	180447	Bayonne Ave	Green Bay Rd	1905	22	Residential	AC	Rural	48.2	\$128,787.15	2.25" Mill & Overlay
2025	ChaplinAve	181213	North Ave	Holdridge	1308	20	Residential	AC	Rural	50.8	\$15,273.00	2.25" Mill & Overlay
2025	ChaplinAve	181215	Geraghty Ave	End	658	20	Residential	AC	Rural	48.2	\$40,435.31	2.25" Mill & Overlay
2025	PickforAve	181240	Geraghty Ave	End	455	20	Residential	AC	Rural	50.8	\$5,309.13	2.25" Mill & Overlay
2025	PickforAve	181241	Begin	Garnett Av	295	20	Residential	AC	Rural	50.8	\$3,442.68	2.25" Mill & Overlay
2025	LibertyAve	182147	Liberty Ave	Liberty Ave	593	18	Residential	AC	Rural	46.6	\$32,795.92	2.25" Mill & Overlay
2025	CaliforAve	182219	Holdridge Ave	End	193	20	Residential	AC	Rural	46.6	\$11,871.52	2.25" Mill & Overlay
2025	MargueriLn	182368	Begin	Maguerite	523	28	Residential	AC	Urban	27.0	\$45,523.47	2.25" Mill & Overlay
2025	LakCreAve	183029	Begin	Macarthur	664	22	Residential	AC	Rural	50.8	\$8,533.49	2.25" Mill & Overlay
2025	CornellRd	183557	Begin	End	420	20	Residential	AC	Rural	46.6	\$25,827.81	2.25" Mill & Overlay
2025	DewoodyRd	183588	Eastwood Rd	End	127	20	Residential	AC	Rural	28.0	\$7,784.88	2.25" Mill & Overlay
2025	HardingSt	183761	Beach Rd	Ford Ave	337	20	Residential	AC	Rural	28.0	\$20,711.01	2.25" Mill & Overlay
2025	NorthAve	183966	Begin	Liberty Av	663	23	Residential	AC	Rural	46.6	\$46,849.78	2.25" Mill & Overlay
2025	LoneOakRd	184089	29th St	Pine Ct	262	24	Residential	AC	Rural	47.4	\$19,309.05	2.25" Mill & Overlay
2026	TorryLn	000000-04	Begin	End	239	28	Residential	AC	Urban	24.9	\$26,979.44	4.00" Mill & Overlay
2026	NorthAve	019519	Beach Rd	Sonlight C	1286	23	Collector	AC	Rural	24.9	\$136,142.72	4.00" Mill & Overlay
2026	29thSt	026108	Green Bay Rd	Lone Oak R	853	22	Collector	AC	Rural	48.8	\$59,402.32	2.25" Mill & Overlay
2026	MaplewoorD	179128	Green Ave	Adelphi Av	656	21	Residential	AC	Rural	49.6	\$43,597.49	2.25" Mill & Overlay
2026	PeacockRd	179186	Green Ave	End	659	22	Residential	AC	Rural	24.9	\$66,723.36	4.00" Mill & Overlay
2026	SallmonAve	180742	Green Bay Rd	Adelphi Av	449	18	Residential	AC	Rural	48.8	\$25,585.08	2.25" Mill & Overlay
2026	PickforAve	181239	Holdridge Ave	Geraghty A	662	20	Residential	AC	Rural	50.5	\$20,953.38	2.25" Mill & Overlay

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2026	LibertyAve	182151	Gish Ave	End	603	18	Residential	AC	Rural	46.3	\$34,347.39	2.25" Mill & Overlay
2026	HowardSt	182399	Holdridge Ave	Russell Av	329	22	Residential	AC	Rural	50.5	\$11,457.72	2.25" Mill & Overlay
2026	GansterRd	182680	Forest Dr	End	1438	18	Residential	AC	Rural	24.9	\$119,079.78	4.00" Mill & Overlay
2026	GeraghtAve	182930	Begin	Bairstow A	334	21	Residential	AC	Rural	48.8	\$22,169.35	2.25" Mill & Overlay
2026	GarnettAve	183361	Talmadge Ave	Pickford A	311	20	Residential	AC	Rural	49.6	\$19,690.40	2.25" Mill & Overlay
2026	FrolicAve	183420	Warner Ave	Bonnie Bro	330	21	Residential	AC	Rural	25.7	\$24,530.19	2.25" Mill & Overlay
2026	BayonneAve	183477	Begin	End	658	22	Residential	AC	Rural	24.9	\$66,577.29	4.00" Mill & Overlay
2026	ParkAve	184104	Michigan Blvd	Oak Forest	326	20	Residential	AC	Rural	25.7	\$23,064.19	2.25" Mill & Overlay
2026	StrattoAve	184177	Bairstow Ave	Mawman Ave	328	18	Residential	AC	Rural	47.9	\$18,684.94	2.25" Mill & Overlay
2027	BlancharRd	026133	Northern Ave	End	531	22	Collector	AC	Rural	48.5	\$38,102.86	2.25" Mill & Overlay
2027	MelbournCt	173314	Wakefield Dr	Melbourne Ct	84	24	Residential	AC	Urban	23.5	\$8,412.54	4.00" Mill & Overlay
2027	AdelphiAve	175083	Sallmon Ave	Blanchard	338	22	Residential	AC	Rural	23.9	\$35,233.65	4.00" Mill & Overlay
2027	CornellSt	178914	Waverly St	End	1479	22	Residential	AC	Rural	49.4	\$106,109.85	2.25" Mill & Overlay
2027	28thPl	179023	Begin	Adelphi Av	305	22	Residential	AC	Rural	46.8	\$21,908.70	2.25" Mill & Overlay
2027	EdgewoodRd	180656	Loyola Ave	Wilson Ave	329	21	Residential	AC	Rural	23.5	\$32,773.56	4.00" Mill & Overlay
2027	MawmanAve	180736	Garnett Ave	Holdridge	653	20	Residential	AC	Rural	48.5	\$42,575.67	2.25" Mill & Overlay
2027	MawmanAve	180738	Geraghty Ave	N Sheridan Rd	865	20	Residential	AC	Rural	48.5	\$56,371.69	2.25" Mill & Overlay
2027	MawmanAve	180739	Holdridge Ave	Geraghty A	668	20	Residential	AC	Rural	48.5	\$43,571.76	2.25" Mill & Overlay
2027	GravesAve	180862	Northern Ave	End	320	20	Residential	AC	Rural	47.7	\$20,863.22	2.25" Mill & Overlay
2027	HendeeRd	180883	Sheridan Rd	Stratton A	181	18	Residential	AC	Rural	46.8	\$10,634.11	2.25" Mill & Overlay
2027	HendeeRd	180920	Begin	End	159	18	Residential	AC	Rural	48.5	\$9,354.41	2.25" Mill & Overlay
2027	SonlightCt	181327	Sonlight Ct	Sonlight Ct	214	20	Residential	AC	Rural	46.0	\$13,958.69	2.25" Mill & Overlay
2027	GeraghtAve	182931	Paddock Ave	Hendee Rd	309	21	Residential	AC	Rural	48.5	\$21,149.97	2.25" Mill & Overlay
2027	GeraghtAve	182932	Mawman Ave	Paddock Av	325	21	Residential	AC	Rural	48.5	\$22,250.02	2.25" Mill & Overlay
2027	GeraghtAve	182995	Beach Rd	Wyer St	659	21	Residential	AC	Rural	49.4	\$45,115.52	2.25" Mill & Overlay
2027	GarrickAve	183441	Blanchard Rd	Sallmon Av	334	18	Residential	AC	Rural	23.9	\$28,520.15	4.00" Mill & Overlay
2027	ManorAve	183628	Begin	Edgewood R	1322	20	Residential	AC	Rural	50.4	\$55,153.33	2.25" Mill & Overlay
2027	CoolidgeAve	183758	Beach Rd	Ford Ave	332	20	Residential	AC	Rural	23.5	\$31,455.96	4.00" Mill & Overlay
2027	GilbertAve	183796	Talmadge Ave	Hart Ave	968	19	Residential	AC	Rural	50.4	\$38,385.71	2.25" Mill & Overlay
2027	GilbertAve	183802	Liberty Ave	Fairbanks	317	19	Residential	AC	Rural	49.4	\$19,659.99	2.25" Mill & Overlay
2027	StrattoAve	184179	Mawman Ave	Paddock Av	328	18	Residential	AC	Rural	49.4	\$19,251.05	2.25" Mill & Overlay
2028	BeachRd	005620	Geraghty Ave	Coolidge A	327	24	Arterial	AC	Urban	48.6	\$26,615.76	2.25" Mill & Overlay
2028	GabrielAve	019439	Circle Drive	Gabriel Ave	337	20	Collector	AC	Rural	49.5	\$22,631.44	2.25" Mill & Overlay
2028	BlancharRd	026130	Green Bay Rd	Adelphi Av	514	22	Collector	AC	Rural	48.6	\$37,988.31	2.25" Mill & Overlay
2028	BlancharRd	026132	Garrick Ave	Northern Ave	659	22	Collector	AC	Rural	46.7	\$48,654.59	2.25" Mill & Overlay
2028	HartSt	179978	Begin	Green Bay Rd	995	19	Residential	AC	Rural	21.5	\$92,307.61	4.00" Mill & Overlay
2028	AudreyAve	180754	Adelphi Ave	Green Bay Rd	376	18	Residential	AC	Rural	47.6	\$22,738.24	2.25" Mill & Overlay
2028	WChaneAve	181189	Gish Ave	Chaney Ave	121	20	Residential	AC	Rural	48.6	\$8,150.53	2.25" Mill & Overlay
2028	FairbanAve	181293	Begin	Geraghty A	151	20	Residential	AC	Rural	22.6	\$14,744.03	4.00" Mill & Overlay
2028	CountryLn	181331	Holdridge Ave	End	1040	22	Residential	AC	Rural	47.6	\$76,860.59	2.25" Mill & Overlay
2028	AmesAve	182242	Begin	Geraghty A	664	22	Residential	AC	Rural	21.9	\$71,346.95	4.00" Mill & Overlay
2028	WyerSt	182445	Geraghty Ave	Russell Av	327	21	Residential	AC	Rural	45.9	\$23,050.35	2.25" Mill & Overlay
2028	GeraghtAve	182933	Bairstow Ave	Mawman Ave	332	21	Residential	AC	Rural	46.7	\$23,387.21	2.25" Mill & Overlay

List of Sections Selected for 2021-2030 Major M&R Plan Based on Current Funding

Year	Branch ID	Section ID	From	To	Length (ft)	Width (ft)	Functional Class	Surface Type	Street Type	PCI Before	Cost	Work Type
2028	NortherAve	183430	Warner Ave	Bonnie Bro	327	20	Residential	AC	Rural	48.6	\$21,985.33	2.25" Mill & Overlay
2028	WilsonAve	183644	Begin	Edgewood R	573	22	Residential	AC	Rural	45.9	\$42,319.38	2.25" Mill & Overlay
2028	RussellAve	183743	Wyer St	Beach Rd	661	23	Residential	AC	Rural	47.6	\$51,066.91	2.25" Mill & Overlay
2028	GishAve	183809	Talmadge Ave	Pickford A	326	20	Residential	AC	Rural	47.6	\$21,880.95	2.25" Mill & Overlay
2028	GishAve	183810	Pickford Ave	Fairbanks	333	20	Residential	AC	Rural	48.6	\$22,384.31	2.25" Mill & Overlay
2028	PineSt	183823	Begin	Leland Ln	1252	22	Residential	AC	Rural	46.7	\$92,469.29	2.25" Mill & Overlay
2029	BeachRd	005616	North Ave	Stewart Av	905	24	Arterial	AC	Urban	48.0	\$75,921.07	2.25" Mill & Overlay
2029	BeachRd	005624	Tewes Ct	North Ave	607	24	Arterial	AC	Urban	48.0	\$50,969.85	2.25" Mill & Overlay
2029	WaverlySt	178760	Cornell St	End	489	26	Residential	AC	Rural	49.1	\$43,965.41	2.25" Mill & Overlay
2029	28thSt	178993	Adelphi Ave	Bayonne Av	1328	22	Residential	AC	Rural	49.1	\$101,032.62	2.25" Mill & Overlay
2029	GeraghtAve	182996	Center St	End	570	21	Residential	AC	Rural	49.1	\$41,417.97	2.25" Mill & Overlay
2029	NortherAve	183432	Bonnie Brook Ln	Graves Ave	333	20	Residential	AC	Rural	48.0	\$23,041.62	2.25" Mill & Overlay
2029	LoyolaAve	183634	Beach Rd	Howard St	1355	20	Residential	AC	Rural	48.0	\$93,753.54	2.25" Mill & Overlay
2029	LoyolaAve	183636	Howard St	Edgewood R	1292	20	Residential	AC	Rural	48.0	\$89,347.20	2.25" Mill & Overlay
2029	WilsonAve	183646	Howard St	Beach Rd	1353	22	Residential	AC	Rural	49.1	\$102,926.86	2.25" Mill & Overlay
2029	NCreekCt	183730	Beach Rd	End	1116	20	Residential	AC	Rural	49.1	\$77,233.46	2.25" Mill & Overlay
2029	StrattoAve	184178	Paddock Ave	Hendee Rd	319	18	Residential	AC	Rural	49.1	\$19,867.47	2.25" Mill & Overlay
2030	BeachRd	005623	Wilson Ave	N Creek Ct	416	24	Arterial	AC	Urban	46.8	\$35,939.43	2.25" Mill & Overlay
2030	BlancharRd	026131	Adelphi Ave	Garrick Av	661	22	Collector	AC	Rural	49.4	\$51,777.74	2.25" Mill & Overlay
2030	WaverlySt	178759	Begin	Cornell St	752	26	Residential	AC	Rural	49.4	\$69,653.21	2.25" Mill & Overlay
2030	27thPl	178944	Adelphi Ave	Green St	656	20	Residential	AC	Rural	48.0	\$46,764.15	2.25" Mill & Overlay
2030	28thPl	179024	Adelphi Ave	End	657	22	Residential	AC	Rural	45.7	\$51,458.51	2.25" Mill & Overlay
2030	MawmanAve	180740	N Sheridan Rd	Stratton A	190	20	Residential	AC	Rural	42.8	\$13,542.16	2.25" Mill & Overlay
2030	SallmonAve	180743	Adelphi Ave	Garrick Av	662	18	Residential	AC	Rural	46.8	\$42,448.11	2.25" Mill & Overlay
2030	WarnerAve	180878	Begin	Metropolit	1278	21	Residential	AC	Rural	48.0	\$95,613.90	2.25" Mill & Overlay
2030	PaddockAve	180939	Garnett Ave	Holdridge	670	20	Residential	AC	Rural	48.0	\$47,749.97	2.25" Mill & Overlay
2030	PickforAve	181229	Gish Ave	End	636	20	Residential	AC	Rural	49.4	\$45,294.30	2.25" Mill & Overlay
2030	HowardSt	182435	Wilson Ave	Loyola Ave	329	22	Residential	AC	Rural	45.7	\$25,771.96	2.25" Mill & Overlay
2030	WyerSt	182444	Begin	Geraghty A	297	21	Residential	AC	Rural	48.0	\$22,210.87	2.25" Mill & Overlay
2030	BayonneAve	183476	28th Pl	29th St	335	22	Residential	AC	Rural	49.4	\$26,275.18	2.25" Mill & Overlay
2030	RussellAve	183741	Begin	Center St	587	23	Residential	AC	Rural	46.8	\$48,095.90	2.25" Mill & Overlay
2030	RussellAve	183742	Howard St	Wyer St	653	23	Residential	AC	Rural	49.4	\$53,540.61	2.25" Mill & Overlay
2030	GishAve	183808	Fairbanks Ave	Liberty Av	313	20	Residential	AC	Rural	49.4	\$22,327.81	2.25" Mill & Overlay
2030	GishAve	183811	Chaplin Ave	Talmadge A	328	20	Residential	AC	Rural	46.8	\$23,369.38	2.25" Mill & Overlay

List of Pavement Sections with 2020 PCI and IRI values

BranchID	SectionID	Length	Width	Functional Class	Street Type	Surface Type	Inspection Date	IRI (in./mi)	PCI	PCI Category
27thPl	178944	656	20	E	Rural	AC	10-27-2020	111	94	Good
27thPl	178945	667	20	E	Rural	AC	10-27-2020	91	99	Good
27thSt	178743	378	20	E	Rural	AC	10-27-2020	133	100	Good
27thSt	178750	216	20	E	Rural	AC	10-27-2020	196	42	Poor
28thPl	179023	305	22	E	Rural	AC	10-27-2020	187	79	Satisfactory
28thPl	179024	657	22	E	Rural	AC	10-27-2020	157	92	Good
28thPl	179045	263	22	E	Rural	AC	10-27-2020	312	20	Serious
28thPl	179046	113	22	E	Rural	AC	10-27-2020	328	41	Poor
28thPl	179062	169	22	E	Rural	AC	10-27-2020	237	100	Good
28thPl	188542	32	22	E	Rural	AC	10-27-2020	770	100	Good
28thSt	178991	735	22	E	Rural	AC	10-27-2020	136	88	Good
28thSt	178992	36	22	E	Rural	AC	10-27-2020	458	100	Good
28thSt	178993	1,328	22	E	Rural	AC	10-27-2020	118	91	Good
29thSt	026108	853	22	C	Rural	AC	10-27-2020	154	76	Satisfactory
29thSt	026109-01	2,288	22	C	Rural	AC	10-27-2020	108	65	Fair
29thSt	026109-02	323	22	C	Rural	AC	10-27-2020	93	33	Very Poor
29thSt	026110	659	22	C	Rural	AC	10-27-2020	319	19	Serious
29thSt	179064	660	22	E	Rural	AC	10-27-2020	104	100	Good
29thSt	179065	661	22	E	Rural	AC	10-27-2020	114	98	Good
29thSt	179066	822	22	E	Rural	AC	10-27-2020	174	96	Good
AberdeenLn	173416	292	24	E	Urban	AC	10-27-2020	338	35	Very Poor
AberdeenLn	174587	289	24	E	Urban	AC	10-27-2020	379	32	Very Poor
AberdeenLn	174588	442	24	E	Urban	AC	10-27-2020	299	25	Serious
AberdeenLn	174589	134	24	E	Urban	AC	10-27-2020	315	41	Poor
AberdeenLn	174590	529	24	E	Urban	AC	10-27-2020	412	24	Serious
AckworthLn	172464	1,148	28	E	Urban	AC	10-27-2020	193	32	Very Poor
AckworthLn	172465	299	28	E	Urban	AC	10-27-2020	251	38	Very Poor
AdamsRd	179386	136	23	E	Rural	AC	10-27-2020	409	14	Serious
AdamsRd	179387	369	23	E	Rural	AC	10-27-2020	248	36	Very Poor
AdamsRd	179388	1,320	23	E	Rural	AC	10-27-2020	278	15	Serious
AdelaidAve	180828	658	22	E	Rural	AC	10-27-2020	386	10	Failed
AdelaidAve	180829	303	22	E	Rural	AC	10-27-2020	444	24	Serious
AdelphiAve	175017	310	22	E	Rural	AC	10-27-2020	154	99	Good
AdelphiAve	175018	338	22	E	Rural	AC	10-27-2020	370	89	Good
AdelphiAve	175019	330	22	E	Rural	AC	10-27-2020	104	100	Good
AdelphiAve	175020	341	22	E	Rural	AC	10-27-2020	143	99	Good
AdelphiAve	175021	282	22	E	Rural	AC	10-27-2020	146	100	Good
AdelphiAve	175081	328	22	E	Rural	AC	10-27-2020	309	44	Poor
AdelphiAve	175082	321	22	E	Rural	AC	10-27-2020	210	54	Poor
AdelphiAve	175083	338	22	E	Rural	AC	10-27-2020	213	38	Very Poor
AdelphiAve	175084	325	22	E	Rural	AC	10-27-2020	317	42	Poor
AdelphiAve	175086	297	22	E	Rural	AC	10-27-2020	209	59	Fair
AmesAve	182242	664	22	E	Rural	AC	10-27-2020	292	36	Very Poor
AmesAve	182243	657	22	E	Rural	AC	10-27-2020	272	46	Poor
AmesAve	182244	629	22	E	Rural	AC	10-27-2020	252	31	Very Poor
AmesAve	182245	646	22	E	Rural	AC	10-27-2020	285	45	Poor
AshCt	181041	408	22	E	Rural	AC	10-27-2020	359	39	Very Poor
AudreyAve	180752	644	18	E	Rural	AC	10-27-2020	127	97	Good
AudreyAve	180753	215	18	E	Rural	AC	10-27-2020	696	19	Serious
AudreyAve	180754	376	18	E	Rural	AC	10-27-2020	192	85	Satisfactory

List of Pavement Sections with 2020 PCI and IRI values

BranchID	SectionID	Length	Width	Functional Class	Street Type	Surface Type	Inspection Date	IRI (in./mi)	PCI	PCI Category
AudreyAve	180764	423	18	E	Rural	AC	10-27-2020	435	19	Serious
AviationDr	180496	611	18	E	Rural	AC	10-27-2020	281	24	Serious
BairstoAve	180720	275	20	E	Rural	AC	10-27-2020	690	19	Serious
BairstoAve	180721	483	20	E	Rural	AC	10-27-2020	292	100	Good
BairstoAve	180722	669	20	E	Rural	AC	10-27-2020	249	100	Good
BairstoAve	180723	659	20	E	Rural	AC	10-27-2020	200	92	Good
BairstoAve	180724	437	20	E	Rural	AC	10-27-2020	275	100	Good
BairstoAve	180725	181	20	E	Rural	AC	10-27-2020	430	100	Good
BairstoAve	180726	303	20	E	Rural	AC	10-27-2020	362	100	Good
BairstowSt	180714	653	20	E	Rural	AC	10-27-2020	345	21	Serious
BairstowSt	180715	138	20	E	Rural	AC	10-27-2020	1272	10	Failed
BayonneAve	180446	47	22	E	Rural	AC				N/A
Beach Rd	180447	1,905	22	E	Rural	AC	10-27-2020	217	70	Fair
BayonneAve	180448	319	22	E	Rural	AC	10-27-2020	388	33	Very Poor
BayonneAve	183472	339	22	E	Rural	AC	10-27-2020	110	100	Good
BayonneAve	183476	335	22	E	Rural	AC	10-27-2020	114	95	Good
BayonneAve	183477	658	22	E	Rural	AC	10-27-2020	262	37	Very Poor
BayonneAve	183479	529	22	E	Rural	AC	10-27-2020	429	50	Poor
BayonneAve	183480	653	22	E	Rural	AC	10-27-2020	284	54	Poor
BayonneAve	183481	358	22	E	Rural	AC	10-27-2020	289	26	Very Poor
BayonneAve	183482	332	22	E	Rural	AC	10-27-2020	184	16	Serious
BayonneAve	183483	456	22	E	Rural	AC	10-27-2020	305	21	Serious
BayonneAve	187639	998	22	E	Rural	AC	10-27-2020	362	15	Serious
BayonneAve	187640	286	22	E	Rural	AC	10-27-2020	452	10	Failed
BayonneAve	187641	39	22	E	Rural	AC	10-27-2020	280	29	Very Poor
BayonneAve	188543	339	22	E	Rural	AC	10-27-2020	105	100	Good
BeachPl	184059	181	21	E	Rural	AC	10-27-2020	505	48	Poor
BeachRd	000000-01	483	24	E	Rural	AC	10-27-2020	331	33	Very Poor
BeachRd	005615	166	24	B	Urban	AC	10-27-2020	98	100	Good
BeachRd	005616	905	24	B	Urban	AC	10-27-2020	124	90	Good
BeachRd	005617	329	24	B	Urban	AC	10-27-2020	140	100	Good
BeachRd	005618	335	24	B	Urban	AC	10-27-2020	195	72	Satisfactory
BeachRd	005619	132	24	B	Urban	AC	10-27-2020	117	97	Good
BeachRd	005620	327	24	B	Urban	AC	10-27-2020	109	86	Good
BeachRd	005621	426	24	B	Urban	AC	10-27-2020	110	98	Good
BeachRd	005622	448	24	B	Urban	AC	10-27-2020	91	100	Good
BeachRd	005623	416	24	B	Urban	AC	10-27-2020	94	93	Good
BeachRd	005624	607	24	B	Urban	AC	10-27-2020	169	90	Good
BeachRd	005625	335	24	B	Urban	AC	10-27-2020	93	100	Good
BeachRd	005626	203	24	B	Urban	AC	10-27-2020	125	92	Good
BeachRd	181393	240	24	E	Rural	AC	10-27-2020	198	20	Serious
BeachRd	181394	161	24	E	Rural	AC	10-27-2020	209	26	Very Poor
BelPlaAve	192950	363	20	E	Rural	AC	10-27-2020	384	11	Serious
BerniTerra	183907	771	19	E	Rural	AC	10-27-2020	280	27	Very Poor
BirchAve	183469	324	20	E	Rural	AC	10-27-2020	550	24	Serious
BirchAve	183471	344	20	E	Rural	AC	10-27-2020	451	19	Serious
BlancharRd	026128	213	22	C	Rural	AC	10-27-2020	94	64	Fair
BlancharRd	026129	864	22	C	Rural	AC	10-27-2020	152	62	Fair
BlancharRd	026130	514	22	C	Rural	AC	10-27-2020	218	86	Good
BlancharRd	026131	661	22	C	Rural	AC	10-27-2020	109	95	Good

List of Pavement Sections with 2020 PCI and IRI values

BranchID	SectionID	Length	Width	Functional Class	Street Type	Surface Type	Inspection Date	IRI (in./mi)	PCI	PCI Category
BlancharRd	026132	659	22	C	Rural	AC	10-27-2020	90	84	Satisfactory
BlancharRd	026133	531	22	C	Rural	AC	10-27-2020	135	81	Satisfactory
BlossomAve	180959	563	18	E	Rural	AC	10-27-2020	230	25	Serious
BlossomAve	180960	272	18	E	Rural	AC	10-27-2020	368	35	Very Poor
BlossomAve	180961	659	18	E	Rural	AC	10-27-2020	406	16	Serious
BlossomSt	180948	654	18	E	Rural	AC	10-27-2020	556	13	Serious
BlossomSt	180949	977	18	E	Rural	AC	10-27-2020	428	17	Serious
BonnBroLn	180866	1,398	20	E	Rural	AC	10-27-2020	170	54	Poor
BonnBroLn	180867	664	23	E	Rural	AC	10-27-2020	133	100	Good
BonnBroLn	180868	659	23	E	Rural	AC	10-27-2020	248	48	Poor
BonnBroLn	180869	1,154	23	E	Rural	AC	10-27-2020	150	52	Poor
BowlingAve	183882	439	22	E	Rural	AC	10-27-2020	382	18	Serious
BowlingAve	183883	400	22	E	Rural	AC	10-27-2020	381	30	Very Poor
BowlingSt	000000-02	199	22	E	Rural	AC	10-27-2020	415	16	Serious
BoyceLn	181387	700	19	E	Rural	AC	10-27-2020	548	25	Serious
BucksburCt	172038	663	28	E	Urban	AC	10-27-2020	343	44	Poor
BucksburLn	172039	231	28	E	Urban	AC	10-27-2020	421	40	Very Poor
BucksburLn	172040	301	28	E	Urban	AC	10-27-2020	173	31	Very Poor
BucksburLn	172041	300	28	E	Urban	AC	10-27-2020	238	33	Very Poor
BucksburLn	172042	300	28	E	Urban	AC	10-27-2020	217	56	Fair
BucksburLn	172043	299	28	E	Urban	AC	10-27-2020	185	31	Very Poor
CalderLn	174392	727	24	E	Urban	AC	10-27-2020	313	27	Very Poor
CaliforAve	182218	649	20	E	Rural	AC	10-27-2020	347	64	Fair
CaliforAve	182219	193	20	E	Rural	AC	10-27-2020	172	68	Fair
CaliforAve	182239	280	20	E	Rural	AC	10-27-2020	1285	21	Serious
CaliforAve	182240	248	20	E	Rural	AC	10-27-2020	421	31	Very Poor
CambriBlvd	174474	284	28	E	Urban	AC	10-27-2020	241	43	Poor
CambriBlvd	174475	252	28	E	Urban	AC	10-27-2020	178	29	Very Poor
CambriBlvd	174479	343	28	E	Urban	AC	10-27-2020	204	35	Very Poor
CambriBlvd	174480	322	28	E	Urban	AC	10-27-2020	244	29	Very Poor
CambriBlvd	174481	245	28	E	Urban	AC	10-27-2020	266	43	Poor
CambriBlvd	174482	273	28	E	Urban	AC	10-27-2020	275	32	Very Poor
CambriBlvd	174483	200	28	E	Urban	AC	10-27-2020	286	54	Poor
CarnahaAve	181065	362	21	E	Rural	AC	10-27-2020	294	24	Serious
CarnahaAve	181066	1,854	21	E	Rural	AC	10-27-2020	256	34	Very Poor
CarolLn	183912	1,648	21	E	Rural	AC	10-27-2020	356	17	Serious
CastlefoLn	173890	1,284	28	E	Urban	AC	10-27-2020	196	28	Very Poor
CastlefoLn	173891	299	28	E	Urban	AC	10-27-2020	253	33	Very Poor
CastlefoLn	173892	320	28	E	Urban	AC	10-27-2020	399	33	Very Poor
CedarAve	183815	1,231	21	E	Rural	AC	10-27-2020	359	17	Serious
CenterSt	180607	1,029	20	E	Rural	AC	10-27-2020	395	20	Serious
CenterSt	180621	305	20	E	Rural	AC	10-27-2020	480	26	Very Poor
CenterSt	180622	330	20	E	Rural	AC	10-27-2020	180	90	Good
CenterSt	180623	328	20	E	Rural	AC	10-27-2020	239	88	Good
ChaneyAve	181190	243	20	E	Rural	AC	10-27-2020	139	100	Good
ChaneyAve	181203	869	20	E	Rural	AC	10-27-2020	462	15	Serious
ChaneyAve	181204	526	20	E	Rural	AC	10-27-2020	219	58	Fair
ChaneyAve	181205	261	20	E	Rural	AC	10-27-2020	228	37	Very Poor
ChaneyAve	181206	332	20	E	Rural	AC	10-27-2020	301	34	Very Poor
ChaneyAve	181207	331	20	E	Rural	AC	10-27-2020	277	52	Poor

List of Pavement Sections with 2020 PCI and IRI values

BranchID	SectionID	Length	Width	Functional Class	Street Type	Surface Type	Inspection Date	IRI (in./mi)	PCI	PCI Category
ChaneyAve	181208	133	20	E	Rural	AC	10-27-2020	254	60	Fair
ChaneySt	179677	746	16	E	Rural	AC	10-27-2020	267	39	Very Poor
ChaneySt	179678	624	16	E	Rural	AC	10-27-2020	232	17	Serious
ChaplinAve	181209	636	20	E	Rural	AC	10-27-2020	224	34	Very Poor
ChaplinAve	181212	176	20	E	Rural	AC	10-27-2020	526	37	Very Poor
ChaplinAve	181213	1,308	20	E	Rural	AC	10-27-2020	188	73	Satisfactory
ChaplinAve	181214	657	20	E	Rural	AC	10-27-2020	226	62	Fair
ChaplinAve	181215	658	20	E	Rural	AC	10-27-2020	292	70	Fair
ChaplinAve	181216	335	20	E	Rural	AC	10-27-2020	224	59	Fair
ChaplinSt	179243	898	16	E	Rural	AC	10-27-2020	319	35	Very Poor
CharlestRd	183508	269	20	E	Rural	AC	10-27-2020	314	25	Serious
CharlestRd	183509	586	20	E	Rural	AC	10-27-2020	313	27	Very Poor
ChestnutSt	183386	47	18	E	Rural	AC				N/A
ChestnutSt	183387	617	18	E	Rural	AC	10-27-2020	568	21	Serious
ChicagoAve	182278	650	19	E	Rural	AC	10-27-2020	220	32	Very Poor
ChicagoAve	182279	526	19	E	Rural	AC	10-27-2020	577	14	Serious
ChicagoAve	182280	646	19	E	Rural	AC	10-27-2020	312	30	Very Poor
CirclDrive	183953	712	17	E	Rural	AC	10-27-2020	403	29	Very Poor
ClarendoRd	179132	447	21	E	Rural	AC	10-27-2020	459	33	Very Poor
ClarendoRd	181297	174	21	E	Rural	AC	10-27-2020	236	54	Poor
ClarendoRd	181298	465	21	E	Rural	AC	10-27-2020	252	27	Very Poor
CoolidgAve	183758	332	20	E	Rural	AC	10-27-2020	264	37	Very Poor
CoolidgAve	183759	281	20	E	Rural	AC	10-27-2020	444	14	Serious
CoolidgAve	183760	401	20	E	Rural	AC	10-27-2020	368	21	Serious
CoolidgeSt	183750	328	20	E	Rural	AC	10-27-2020	287	30	Very Poor
CoolidgeSt	183751	592	20	E	Rural	AC	10-27-2020	314	32	Very Poor
CoolidgeSt	183752	334	20	E	Rural	AC	10-27-2020	250	32	Very Poor
CornellRd	183554	613	20	E	Rural	AC	10-27-2020	473	14	Serious
CornellRd	183555	657	20	E	Rural	AC	10-27-2020	379	24	Serious
CornellRd	183557	420	20	E	Rural	AC	10-27-2020	303	68	Fair
CornellSt	178914	1,479	22	E	Rural	AC	10-27-2020	125	82	Satisfactory
CountryLn	181331	1,040	22	E	Rural	AC	10-27-2020	190	85	Satisfactory
CrissyAve	182530	328	20	E	Rural	AC	10-27-2020	302	20	Serious
CrissyAve	182531	955	20	E	Rural	AC	10-27-2020	307	26	Very Poor
CrissyAve	182532	441	20	E	Rural	AC	10-27-2020	233	23	Serious
CrissyAve	182533	469	20	E	Rural	AC	10-27-2020	345	28	Very Poor
CroftonLn	174121	1,046	28	E	Urban	AC	10-27-2020	249	44	Poor
DewoodyRd	183587	2,059	20	E	Rural	AC	10-27-2020	229	31	Very Poor
DewoodyRd	183588	127	20	E	Rural	AC	10-27-2020	482	40	Very Poor
DorothySt	181023	711	18	E	Rural	AC	10-27-2020	288	23	Serious
DorothyAve	181024	929	18	E	Rural	AC	10-27-2020	309	57	Fair
DouglasCt	173513	110	24	E	Urban	AC	10-27-2020	460	22	Serious
DouglasCt	173514	171	24	E	Urban	AC	10-27-2020	534	30	Very Poor
EastwoodRd	180671	270	18	E	Rural	AC	10-27-2020	451	19	Serious
EastwoodRd	180672	501	18	E	Rural	AC	10-27-2020	690	20	Serious
EastwoodRd	180700	523	18	E	Rural	AC	10-27-2020	348	27	Very Poor
EastwoodRd	180708	321	18	E	Rural	AC	10-27-2020	324	26	Very Poor
EastwoodRd	180710	161	18	E	Rural	AC	10-27-2020	720	6	Failed
EastwoodRd	180711	365	18	E	Rural	AC	10-27-2020	259	23	Serious
EastwoodRd	180712	175	18	E	Rural	AC	10-27-2020	321	20	Serious

List of Pavement Sections with 2020 PCI and IRI values

BranchID	SectionID	Length	Width	Functional Class	Street Type	Surface Type	Inspection Date	IRI (in./mi)	PCI	PCI Category
EastwoodRd	180713	1,319	18	E	Rural	AC	10-27-2020	409	20	Serious
EdgewoodRd	180654	327	21	E	Rural	AC	10-27-2020	351	32	Very Poor
EdgewoodRd	180655	207	21	E	Rural	AC	10-27-2020	520	52	Poor
EdgewoodRd	180656	329	21	E	Rural	AC	10-27-2020	241	37	Very Poor
EdgewoodRd	180657	332	21	E	Rural	AC	10-27-2020	151	34	Very Poor
EdgewoodRd	180666	85	21	E	Rural	AC	10-27-2020	530	23	Serious
EdgewoodRd	180667	302	21	E	Rural	AC	10-27-2020	422	17	Serious
EdgewoodRd	180668	316	21	E	Rural	AC	10-27-2020	241	18	Serious
EdgewoodRd	180669	315	21	E	Rural	AC	10-27-2020	224	21	Serious
EmmausAve	183041	219	22	E	Rural	AC	10-27-2020	456	15	Serious
EmmausAve	183042	115	22	E	Rural	AC	10-27-2020	392	12	Serious
EverettRd	181156	289	22	E	Rural	AC	10-27-2020	296	27	Very Poor
EverettRd	181157	125	22	E	Rural	AC	10-27-2020	633	30	Very Poor
EverettRd	181158	319	22	E	Rural	AC	10-27-2020	434	31	Very Poor
EvergreAve	183397	159	18	E	Rural	AC	10-27-2020	463	37	Very Poor
EvergreAve	183497	496	18	E	Rural	AC	10-27-2020	444	8	Failed
EvergreAve	183503	611	18	E	Rural	AC	10-27-2020	342	26	Very Poor
EvergreAve	183504	442	18	E	Rural	AC	10-27-2020	303	21	Serious
FairbanAve	181242	585	20	E	Rural	AC	10-27-2020	144	99	Good
FairbanAve	181243	630	20	E	Rural	AC	10-27-2020	118	96	Good
FairbanAve	181293	151	20	E	Rural	AC	10-27-2020	296	38	Very Poor
FairbanAve	181294	274	20	E	Rural	AC	10-27-2020	212	61	Fair
FairbanAve	181295	667	20	E	Rural	AC	10-27-2020	197	45	Poor
FordAve	180369	592	22	E	Rural	AC	10-27-2020	498	16	Serious
FordAve	180370	457	22	E	Rural	AC	10-27-2020	346	32	Very Poor
FordAve	180371	960	22	E	Rural	AC	10-27-2020	303	20	Serious
FordAve	180372	330	22	E	Rural	AC	10-27-2020	446	13	Serious
FordSt	180285	795	20	E	Rural	AC	10-27-2020	209	40	Very Poor
ForestDr	184173	833	20	E	Rural	AC	10-27-2020	393	29	Very Poor
FrolicAve	183412	626	21	E	Rural	AC	10-27-2020	347	14	Serious
FrolicAve	183413	617	21	E	Rural	AC	10-27-2020	394	26	Very Poor
FrolicAve	183420	330	21	E	Rural	AC	10-27-2020	266	39	Very Poor
FrolicAve	183421	258	21	E	Rural	AC	10-27-2020	303	99	Good
FrolicAve	183422	330	21	E	Rural	AC	10-27-2020	443	24	Serious
FrolicAve	183423	375	21	E	Rural	AC	10-27-2020	567	26	Very Poor
FrolicAve	183424	669	21	E	Rural	AC	10-27-2020	370	52	Poor
FrolicAve	183425	150	21	E	Rural	AC	10-27-2020	360	29	Very Poor
GabrielAve	019437	25	22	C	Rural	AC				N/A
GabrielAve	019438	414	22	C	Rural	AC	10-27-2020	228	88	Good
GabrielAve	019439	337	20	C	Rural	AC	10-27-2020	119	87	Good
GansterRd	182679	368	18	E	Rural	AC	10-27-2020	241	54	Poor
GansterRd	182680	1,438	18	E	Rural	AC	10-27-2020	217	37	Very Poor
GarnettAve	183305	335	20	E	Rural	AC	10-27-2020	258	100	Good
GarnettAve	183306	325	20	E	Rural	AC	10-27-2020	241	100	Good
GarnettAve	183307	329	20	E	Rural	AC	10-27-2020	294	100	Good
GarnettAve	183361	311	20	E	Rural	AC	10-27-2020	286	77	Satisfactory
GarnettAve	183384	315	20	E	Rural	AC	10-27-2020	149	100	Good
GarrettAve	183371	330	20	E	Rural	AC	10-27-2020	338	17	Serious
GarrettAve	183372	309	20	E	Rural	AC	10-27-2020	380	58	Fair
GarrettAve	183373	334	20	E	Rural	AC	10-27-2020	254	22	Serious

List of Pavement Sections with 2020 PCI and IRI values

BranchID	SectionID	Length	Width	Functional Class	Street Type	Surface Type	Inspection Date	IRI (in./mi)	PCI	PCI Category
GarrettAve	183374	326	20	E	Rural	AC	10-27-2020	367	26	Very Poor
GarrettAve	183375	327	20	E	Rural	AC	10-27-2020	222	18	Serious
GarrettAve	183376	335	20	E	Rural	AC	10-27-2020	189	24	Serious
GarrickAve	183441	334	18	E	Rural	AC	10-27-2020	315	38	Very Poor
GarrickAve	183442	318	18	E	Rural	AC	10-27-2020	204	25	Serious
GarrickAve	183464	289	18	E	Rural	AC	10-27-2020	492	28	Very Poor
GenevaLn	183924	800	19	E	Rural	AC	10-27-2020	329	21	Serious
GeraghtAve	182930	334	21	E	Rural	AC	10-27-2020	196	76	Satisfactory
GeraghtAve	182931	309	21	E	Rural	AC	10-27-2020	196	81	Satisfactory
GeraghtAve	182932	325	21	E	Rural	AC	10-27-2020	144	81	Satisfactory
GeraghtAve	182933	332	21	E	Rural	AC	10-27-2020	160	84	Satisfactory
GeraghtAve	182995	659	21	E	Rural	AC	10-27-2020	161	82	Satisfactory
GeraghtAve	182996	570	21	E	Rural	AC	10-27-2020	202	91	Good
GeraghtAve	182997	658	21	E	Rural	AC	10-27-2020	154	96	Good
GeraghtAve	182998	663	21	E	Rural	AC	10-27-2020	153	92	Good
GeraghtAve	183017	329	21	E	Rural	AC	10-27-2020	312	55	Poor
GeraghtAve	183018	329	21	E	Rural	AC	10-27-2020	139	61	Fair
GeraghtAve	183019	308	21	E	Rural	AC	10-27-2020	288	56	Fair
GeraghtAve	183020	331	21	E	Rural	AC	10-27-2020	231	57	Fair
GeraghtAve	183022	210	21	E	Rural	AC	10-27-2020	298	30	Very Poor
GeraghtAve	183023	327	21	E	Rural	AC	10-27-2020	498	30	Very Poor
GeraghtAve	183024	329	21	E	Rural	AC	10-27-2020	257	41	Poor
GilbertAve	183795	251	19	E	Rural	AC	10-27-2020	539	100	Good
GilbertAve	183796	968	19	E	Rural	AC	10-27-2020	272	83	Satisfactory
GilbertAve	183802	317	19	E	Rural	AC	10-27-2020	155	82	Satisfactory
GilbertAve	183803	217	19	E	Rural	AC	10-27-2020	184	99	Good
GishAve	183807	319	20	E	Rural	AC	10-27-2020	127	97	Good
GishAve	183808	313	20	E	Rural	AC	10-27-2020	145	95	Good
GishAve	183809	326	20	E	Rural	AC	10-27-2020	183	85	Satisfactory
GishAve	183810	333	20	E	Rural	AC	10-27-2020	83	86	Good
GishAve	183811	328	20	E	Rural	AC	10-27-2020	102	93	Good
GlendaleRd	184098-01	370	18	E	Rural	AC	10-27-2020	267	28	Very Poor
GlendaleRd	184098-02	417	18	E	Rural	AC	10-27-2020	310	29	Very Poor
GlendaleRd	184099	1,277	18	E	Rural	AC	10-27-2020	291	31	Very Poor
GravesAve	180855	735	20	E	Rural	AC	10-27-2020	271	23	Serious
GravesAve	180861	425	20	E	Rural	AC	10-27-2020	102	100	Good
GravesAve	180862	320	20	E	Rural	AC	10-27-2020	159	80	Satisfactory
GravesAve	180863	499	20	E	Rural	AC	10-27-2020	356	11	Serious
GravesAve	180864	429	20	E	Rural	AC	10-27-2020	351	14	Serious
GravesAve	180865	666	20	E	Rural	AC	10-27-2020	286	20	Serious
GreenAve	183492	331	20	E	Rural	AC	10-27-2020	199	10	Failed
GreenAve	183494	355	20	E	Rural	AC	10-27-2020	114	96	Good
GreenAve	183495	330	20	E	Rural	AC	10-27-2020	200	36	Very Poor
GreenAve	183496	352	20	E	Rural	AC	10-27-2020	125	98	Good
GreenSt	183484	303	20	E	Rural	AC	10-27-2020	180	100	Good
HardingSt	183761	337	20	E	Rural	AC	10-27-2020	346	40	Very Poor
HardingSt	183762	300	20	E	Rural	AC	10-27-2020	295	23	Serious
HardingSt	183763	376	20	E	Rural	AC	10-27-2020	277	31	Very Poor
HarperAve	183559	310	20	E	Rural	AC	10-27-2020	172	28	Very Poor
HarperAve	183560	640	20	E	Rural	AC	10-27-2020	403	36	Very Poor

List of Pavement Sections with 2020 PCI and IRI values

BranchID	SectionID	Length	Width	Functional Class	Street Type	Surface Type	Inspection Date	IRI (in./mi)	PCI	PCI Category
HarperAve	183561	652	20	E	Rural	AC	10-27-2020	364	22	Serious
HarperAve	183562	703	20	E	Rural	AC	10-27-2020	277	30	Very Poor
HartAve	182562	243	19	E	Rural	AC	10-27-2020	285	58	Fair
HartAve	182563	569	19	E	Rural	AC	10-27-2020	266	27	Very Poor
HartSt	179978	995	19	E	Rural	AC	10-27-2020	330	35	Very Poor
HartSt	179979	191	19	E	Rural	AC	10-27-2020	176	34	Very Poor
HartSt	180052	47	19	E	Rural	AC	10-27-2020	320	34	Very Poor
HartSt	180053	191	19	E	Rural	AC	10-27-2020	456	21	Serious
HendeeAve	180912	663	18	E	Rural	AC	10-27-2020	291	100	Good
HendeeAve	180913	310	18	E	Rural	AC	10-27-2020	667	100	Good
HendeeAve	180915	456	18	E	Rural	AC	10-27-2020	360	16	Serious
HendeeRd	180882	849	18	E	Rural	AC	10-27-2020	531	100	Good
HendeeRd	180883	181	18	E	Rural	AC	10-27-2020	396	79	Satisfactory
HendeeRd	180884	232	18	E	Rural	AC	10-27-2020	288	18	Serious
HendeeRd	180916	542	18	E	Rural	AC	10-27-2020	175	54	Poor
HendeeRd	180917	386	18	E	Rural	AC	10-27-2020	228	62	Fair
HendeeRd	180918	273	18	E	Rural	AC	10-27-2020	450	10	Failed
HendeeRd	180919	159	18	E	Rural	AC	10-27-2020	226	100	Good
HendeeRd	180920	159	18	E	Rural	AC	10-27-2020	172	81	Satisfactory
HendeeRd	180921	46	18	E	Rural	AC	10-27-2020	142	100	Good
HickoryDr	181150	529	16	E	Rural	AC	10-27-2020	241	49	Poor
HickoryLn	181043	780	21	E	Rural	AC	10-27-2020	266	34	Very Poor
HoldridAve	183140	117	21	E	Rural	AC	10-27-2020	673	46	Poor
HoldridAve	183141	326	21	E	Rural	AC	10-27-2020	204	30	Very Poor
HoldridAve	183142	331	21	E	Rural	AC	10-27-2020	317	25	Serious
HoldridAve	183143	334	21	E	Rural	AC	10-27-2020	326	14	Serious
HoldridAve	183144	295	21	E	Rural	AC	10-27-2020	387	19	Serious
HoldridAve	183145	330	21	E	Rural	AC	10-27-2020	309	12	Serious
HoldridAve	183146	330	21	E	Rural	AC	10-27-2020	317	60	Fair
HoldridAve	183196	327	21	E	Rural	AC	10-27-2020	309	45	Poor
HoldridAve	183197	328	21	E	Rural	AC	10-27-2020	246	54	Poor
HoldridAve	183198	309	21	E	Rural	AC	10-27-2020	348	53	Poor
HoldridAve	183199	334	21	E	Rural	AC	10-27-2020	250	42	Poor
HoldridAve	183201	314	21	E	Rural	AC	10-27-2020	117	30	Very Poor
HoldridAve	183202	330	21	E	Rural	AC	10-27-2020	134	34	Very Poor
HoldridAve	183203	1,316	21	E	Rural	AC	10-27-2020	185	57	Fair
HoldridAve	183204	662	21	E	Rural	AC	10-27-2020	102	31	Very Poor
HoldridAve	183208	338	21	E	Rural	AC	10-27-2020	160	57	Fair
HoldridAve	183209	328	21	E	Rural	AC	10-27-2020	116	100	Good
HoldridAve	183210	315	21	E	Rural	AC	10-27-2020	215	88	Good
HoldridAve	183211	327	21	E	Rural	AC	10-27-2020	133	100	Good
HowardAve	182438	142	20	E	Rural	AC	10-27-2020	240	63	Fair
HowardAve	182439	148	22	E	Rural	AC	10-27-2020	285	67	Fair

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
27thPl	178944	ALLIGATOR CR	Medium	4.2	SqFt	0.03	Patching - AC Deep	AC	16.15	SqFt	\$5.60	\$92.58
27thPl	178944	L & T CR	Medium	112.01	Ft	0.85	Crack Sealing - AC	AC	111.88	Ft	\$1.50	\$168.03
27thPl	178945	L & T CR	Medium	6.66	Ft	0.05	Crack Sealing - AC	AC	6.56	Ft	\$1.50	\$9.97
27thSt	178743	L & T CR	Medium	0.36	Ft	0.00	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.54
28thPl	179023	L & T CR	Medium	37.57	Ft	0.62	Crack Sealing - AC	AC	37.73	Ft	\$1.50	\$56.36
28thPl	179024	L & T CR	Medium	18.01	Ft	0.14	Crack Sealing - AC	AC	18.04	Ft	\$1.50	\$27.02
28thPl	179045	RUTTING	High	97.41	SqFt	1.85	Patching - AC Deep	AC	97.95	SqFt	\$5.60	\$545.66
28thPl	179062	L & T CR	Medium	0.26	Ft	0.01	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.39
28thSt	178991	L & T CR	Medium	31.43	Ft	0.21	Crack Sealing - AC	AC	31.50	Ft	\$1.50	\$47.15
28thSt	178993	L & T CR	Medium	1.18	Ft	0.00	Crack Sealing - AC	AC	1.31	Ft	\$1.50	\$1.79
29thSt	026108	L & T CR	Medium	66.7	Ft	0.39	Crack Sealing - AC	AC	66.60	Ft	\$1.50	\$100.07
29thSt	026108	ALLIGATOR CR	Medium	13.24	SqFt	0.08	Patching - AC Deep	AC	32.29	SqFt	\$5.60	\$178.97
29thSt	026109-01	L & T CR	Medium	346.52	Ft	0.76	Crack Sealing - AC	AC	346.46	Ft	\$1.50	\$519.80
29thSt	026109-01	ALLIGATOR CR	Medium	192.35	SqFt	0.42	Patching - AC Deep	AC	251.88	SqFt	\$5.60	\$1,412.22
29thSt	179064	L & T CR	Medium	1.41	Ft	0.01	Crack Sealing - AC	AC	1.31	Ft	\$1.50	\$2.12
29thSt	179065	L & T CR	Medium	20.9	Ft	0.16	Crack Sealing - AC	AC	21.00	Ft	\$1.50	\$31.36
29thSt	179066	L & T CR	High	0.2	Ft	0.00	Patching - AC Shallow	AC	1.08	SqFt	\$2.78	\$1.78
29thSt	179066	L & T CR	Medium	65.72	Ft	0.40	Crack Sealing - AC	AC	65.62	Ft	\$1.50	\$98.59
AdelaidAve	180828	RUTTING	High	88.59	SqFt	0.67	Patching - AC Deep	AC	88.26	SqFt	\$5.60	\$496.31
AdelphiAve	175017	L & T CR	Medium	3.15	Ft	0.05	Crack Sealing - AC	AC	3.28	Ft	\$1.50	\$4.74
AdelphiAve	175018	L & T CR	Medium	89.07	Ft	1.32	Crack Sealing - AC	AC	89.24	Ft	\$1.50	\$133.62
AdelphiAve	175019	L & T CR	Medium	1.44	Ft	0.02	Crack Sealing - AC	AC	1.31	Ft	\$1.50	\$2.19
AdelphiAve	175020	L & T CR	Medium	2.53	Ft	0.04	Crack Sealing - AC	AC	2.62	Ft	\$1.50	\$3.81
AdelphiAve	175021	L & T CR	Medium	1.97	Ft	0.03	Crack Sealing - AC	AC	1.97	Ft	\$1.50	\$2.95
AdelphiAve	175082	ALLIGATOR CR	Medium	92.46	SqFt	1.44	Patching - AC Deep	AC	135.63	SqFt	\$5.60	\$757.15
AdelphiAve	175082	L & T CR	Medium	202.99	Ft	3.16	Crack Sealing - AC	AC	203.08	Ft	\$1.50	\$304.50
AdelphiAve	175086	ALLIGATOR CR	Medium	89.45	SqFt	1.51	Patching - AC Deep	AC	131.32	SqFt	\$5.60	\$736.45
AdelphiAve	175086	L & T CR	Medium	54.4	Ft	0.92	Crack Sealing - AC	AC	54.46	Ft	\$1.50	\$81.59
AudreyAve	180752	L & T CR	Medium	15.12	Ft	0.12	Crack Sealing - AC	AC	15.09	Ft	\$1.50	\$22.67
AudreyAve	180754	L & T CR	Medium	45.34	Ft	0.60	Crack Sealing - AC	AC	45.28	Ft	\$1.50	\$68.03
AudreyAve	180754	L & T CR	High	0.1	Ft	0.00	Patching - AC Shallow	AC	0.00	SqFt	\$2.78	\$1.02
AudreyAve	180754	ALLIGATOR CR	Medium	56.94	SqFt	0.76	Patching - AC Deep	AC	91.49	SqFt	\$5.60	\$511.47
AudreyAve	180754	ALLIGATOR CR	High	0.11	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$31.72
BairstoAve	180721	L & T CR	Medium	1.05	Ft	0.01	Crack Sealing - AC	AC	0.98	Ft	\$1.50	\$1.58
BairstoAve	180723	ALLIGATOR CR	Medium	0.32	SqFt	0.00	Patching - AC Deep	AC	6.46	SqFt	\$5.60	\$37.47
BairstoAve	180723	L & T CR	Medium	42.91	Ft	0.33	Crack Sealing - AC	AC	42.98	Ft	\$1.50	\$64.39
BayonneAve	180447	L & T CR	Medium	355.48	Ft	0.93	Crack Sealing - AC	AC	355.64	Ft	\$1.50	\$533.24
BayonneAve	180447	L & T CR	High	0.	Ft	0.00	Patching - AC Shallow	AC	0.00	SqFt	\$2.78	\$0.05
BayonneAve	180447	ALLIGATOR CR	Medium	174.05	SqFt	0.46	Patching - AC Deep	AC	231.42	SqFt	\$5.60	\$1,294.65
BayonneAve	180447	ALLIGATOR CR	High	0.	SqFt	0.00	Patching - AC Deep	AC	4.31	SqFt	\$5.60	\$24.28
BayonneAve	183476	L & T CR	Medium	89.5	Ft	1.33	Crack Sealing - AC	AC	89.57	Ft	\$1.50	\$134.24
BayonneAve	183480	ALLIGATOR CR	High	0.43	SqFt	0.00	Patching - AC Deep	AC	7.53	SqFt	\$5.60	\$39.38
BayonneAve	183480	L & T CR	Medium	223.46	Ft	1.71	Crack Sealing - AC	AC	223.43	Ft	\$1.50	\$335.20
BayonneAve	183480	L & T CR	High	0.16	Ft	0.00	Patching - AC Shallow	AC	1.08	SqFt	\$2.78	\$1.58
BayonneAve	183480	ALLIGATOR CR	Medium	186.22	SqFt	1.43	Patching - AC Deep	AC	245.42	SqFt	\$5.60	\$1,372.72
BayonneAve	187639	RUTTING	High	90.52	SqFt	0.45	Patching - AC Deep	AC	90.42	SqFt	\$5.60	\$506.85
BeachRd	000000-01	RUTTING	High	102.15	SqFt	1.06	Patching - AC Deep	AC	102.26	SqFt	\$5.60	\$572.02
BeachRd	005615	L & T CR	Medium	1.67	Ft	0.05	Crack Sealing - AC	AC	1.64	Ft	\$1.50	\$2.49
BeachRd	005616	L & T CR	Medium	10.1	Ft	0.06	Crack Sealing - AC	AC	10.17	Ft	\$1.50	\$15.15
BeachRd	005616	ALLIGATOR CR	Medium	8.72	SqFt	0.05	Patching - AC Deep	AC	24.76	SqFt	\$5.60	\$137.65
BeachRd	005617	L & T CR	Medium	1.61	Ft	0.02	Crack Sealing - AC	AC	1.64	Ft	\$1.50	\$2.43
BeachRd	005618	L & T CR	High	0.43	Ft	0.01	Patching - AC Shallow	AC	1.08	SqFt	\$2.78	\$3.92
BeachRd	005618	ALLIGATOR CR	Medium	4.2	SqFt	0.06	Patching - AC Deep	AC	16.15	SqFt	\$5.60	\$92.18
BeachRd	005618	L & T CR	Medium	131.89	Ft	1.97	Crack Sealing - AC	AC	131.89	Ft	\$1.50	\$197.83
BeachRd	005619	L & T CR	Medium	2.79	Ft	0.11	Crack Sealing - AC	AC	2.95	Ft	\$1.50	\$4.21
BeachRd	005620	L & T CR	Medium	31.2	Ft	0.48	Crack Sealing - AC	AC	31.17	Ft	\$1.50	\$46.79
BeachRd	005620	ALLIGATOR CR	Medium	6.46	SqFt	0.10	Patching - AC Deep	AC	20.45	SqFt	\$5.60	\$115.98
BeachRd	005621	L & T CR	Medium	13.29	Ft	0.16	Crack Sealing - AC	AC	13.12	Ft	\$1.50	\$19.91
BeachRd	005623	L & T CR	Medium	9.81	Ft	0.12	Crack Sealing - AC	AC	9.84	Ft	\$1.50	\$14.74
BeachRd	005623	ALLIGATOR CR	Medium	0.65	SqFt	0.01	Patching - AC Deep	AC	7.53	SqFt	\$5.60	\$43.82
BeachRd	005624	ALLIGATOR CR	Medium	1.94	SqFt	0.02	Patching - AC Deep	AC	11.84	SqFt	\$5.60	\$63.95
BeachRd	005624	L & T CR	Medium	4.66	Ft	0.04	Crack Sealing - AC	AC	4.59	Ft	\$1.50	\$6.98
BeachRd	005625	L & T CR	Medium	0.46	Ft	0.01	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.71
BeachRd	005626	ALLIGATOR CR	Medium	0.43	SqFt	0.01	Patching - AC Deep	AC	7.53	SqFt	\$5.60	\$39.59
BeachRd	005626	L & T CR	Medium	2.2	Ft	0.05	Crack Sealing - AC	AC	2.30	Ft	\$1.50	\$3.30
BirchAve	183471	RUTTING	High	95.48	SqFt	1.39	Patching - AC Deep	AC	95.80	SqFt	\$5.60	\$534.79
BlancharRd	026128	ALLIGATOR CR	Medium	13.99	SqFt	0.33	Patching - AC Deep	AC	33.37	SqFt	\$5.60	\$184.97
BlancharRd	026128	L & T CR	Medium	33.63	Ft	0.79	Crack Sealing - AC	AC	33.79	Ft	\$1.50	\$50.45
BlancharRd	026129	L & T CR	Medium	243.86	Ft	1.41	Crack Sealing - AC	AC	243.77	Ft	\$1.50	\$365.81
BlancharRd	026129	ALLIGATOR CR	Medium	140.79	SqFt	0.81	Patching - AC Deep	AC	192.67	SqFt	\$5.60	\$1,078.61

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
BlancharRd	026130	ALLIGATOR CR	Medium	9.47	SqFt	0.09	Patching - AC Deep	AC	25.83	SqFt	\$5.60	\$145.17
BlancharRd	026130	L & T CR	Medium	45.54	Ft	0.44	Crack Sealing - AC	AC	45.60	Ft	\$1.50	\$68.30
BlancharRd	026131	L & T CR	Medium	6.76	Ft	0.05	Crack Sealing - AC	AC	6.89	Ft	\$1.50	\$10.15
BlancharRd	026132	L & T CR	Medium	7.91	Ft	0.06	Crack Sealing - AC	AC	7.87	Ft	\$1.50	\$11.88
BlancharRd	026132	ALLIGATOR CR	Medium	0.11	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$28.81
BlancharRd	026133	ALLIGATOR CR	Medium	4.2	SqFt	0.04	Patching - AC Deep	AC	16.15	SqFt	\$5.60	\$92.66
BlancharRd	026133	L & T CR	Medium	31.1	Ft	0.29	Crack Sealing - AC	AC	31.17	Ft	\$1.50	\$46.64
BlossomAve	180961	RUTTING	High	91.6	SqFt	0.69	Patching - AC Deep	AC	91.49	SqFt	\$5.60	\$512.70
BlossomSt	180949	RUTTING	High	90.42	SqFt	0.46	Patching - AC Deep	AC	90.42	SqFt	\$5.60	\$506.45
BonnBroLn	180866	L & T CR	Medium	304.56	Ft	1.09	Crack Sealing - AC	AC	304.46	Ft	\$1.50	\$456.83
BonnBroLn	180866	ALLIGATOR CR	Medium	315.92	SqFt	1.13	Patching - AC Deep	AC	391.81	SqFt	\$5.60	\$2,192.31
BonnBroLn	180866	ALLIGATOR CR	High	0.11	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$29.33
BonnBroLn	180866	L & T CR	High	0.03	Ft	0.00	Patching - AC Shallow	AC	0.00	SqFt	\$2.78	\$0.15
BonnBroLn	180869	ALLIGATOR CR	Medium	215.17	SqFt	0.93	Patching - AC Deep	AC	277.71	SqFt	\$5.60	\$1,557.78
BonnBroLn	180869	L & T CR	Medium	348.33	Ft	1.51	Crack Sealing - AC	AC	348.43	Ft	\$1.50	\$522.49
BucksburLn	172042	L & T CR	Medium	56.59	Ft	0.94	Crack Sealing - AC	AC	56.43	Ft	\$1.50	\$84.87
BucksburLn	172042	ALLIGATOR CR	Medium	39.93	SqFt	0.67	Patching - AC Deep	AC	68.89	SqFt	\$5.60	\$388.76
CaliforAve	182218	ALLIGATOR CR	Medium	125.72	SqFt	0.97	Patching - AC Deep	AC	174.38	SqFt	\$5.60	\$979.42
CaliforAve	182218	L & T CR	Medium	176.61	Ft	1.36	Crack Sealing - AC	AC	176.51	Ft	\$1.50	\$264.90
CaliforAve	182219	L & T CR	Medium	39.53	Ft	1.02	Crack Sealing - AC	AC	39.37	Ft	\$1.50	\$59.29
CaliforAve	182219	ALLIGATOR CR	Medium	7.43	SqFt	0.19	Patching - AC Deep	AC	22.60	SqFt	\$5.60	\$125.69
CaliforAve	182239	RUTTING	High	103.87	SqFt	1.85	Patching - AC Deep	AC	103.33	SqFt	\$5.60	\$581.58
CambriBlvd	174483	L & T CR	Medium	500.07	Ft	1.97	Crack Sealing - AC	AC	500.00	Ft	\$1.50	\$750.11
CambriBlvd	174483	ALLIGATOR CR	Medium	144.99	SqFt	0.57	Patching - AC Deep	AC	196.98	SqFt	\$5.60	\$1,105.94
CenterSt	180622	L & T CR	Medium	12.53	Ft	0.19	Crack Sealing - AC	AC	12.47	Ft	\$1.50	\$18.79
CenterSt	180623	ALLIGATOR CR	Medium	1.18	SqFt	0.02	Patching - AC Deep	AC	9.69	SqFt	\$5.60	\$53.04
CenterSt	180623	L & T CR	Medium	5.45	Ft	0.08	Crack Sealing - AC	AC	5.58	Ft	\$1.50	\$8.18
ChaneyAve	181207	L & T CR	Medium	159.12	Ft	2.41	Crack Sealing - AC	AC	159.12	Ft	\$1.50	\$238.66
ChaneyAve	181207	ALLIGATOR CR	Medium	73.19	SqFt	1.11	Patching - AC Deep	AC	111.94	SqFt	\$5.60	\$625.43
ChaneyAve	181208	L & T CR	Medium	42.98	Ft	1.62	Crack Sealing - AC	AC	42.98	Ft	\$1.50	\$64.48
ChaneyAve	181208	ALLIGATOR CR	Medium	16.58	SqFt	0.62	Patching - AC Deep	AC	36.60	SqFt	\$5.60	\$206.67
ChaneyAve	181204	ALLIGATOR CR	Medium	66.95	SqFt	0.64	Patching - AC Deep	AC	104.41	SqFt	\$5.60	\$582.10
ChaneyAve	181204	L & T CR	Medium	134.97	Ft	1.28	Crack Sealing - AC	AC	134.84	Ft	\$1.50	\$202.48
ChaplinAve	181213	L & T CR	Medium	67.06	Ft	0.26	Crack Sealing - AC	AC	66.93	Ft	\$1.50	\$100.60
ChaplinAve	181213	ALLIGATOR CR	Medium	6.78	SqFt	0.03	Patching - AC Deep	AC	21.53	SqFt	\$5.60	\$119.56
ChaplinAve	181214	ALLIGATOR CR	Medium	6.78	SqFt	0.05	Patching - AC Deep	AC	21.53	SqFt	\$5.60	\$119.14
ChaplinAve	181214	L & T CR	Medium	32.22	Ft	0.25	Crack Sealing - AC	AC	32.15	Ft	\$1.50	\$48.33
ChaplinAve	181215	L & T CR	Medium	102.49	Ft	0.78	Crack Sealing - AC	AC	102.36	Ft	\$1.50	\$153.75
ChaplinAve	181215	ALLIGATOR CR	Medium	30.89	SqFt	0.24	Patching - AC Deep	AC	57.05	SqFt	\$5.60	\$321.08
ChaplinAve	181216	ALLIGATOR CR	Medium	54.03	SqFt	0.81	Patching - AC Deep	AC	87.19	SqFt	\$5.60	\$490.67
ChaplinAve	181216	L & T CR	Medium	39.96	Ft	0.60	Crack Sealing - AC	AC	40.03	Ft	\$1.50	\$59.96
ClarendoRd	181297	L & T CR	Medium	59.25	Ft	1.70	Crack Sealing - AC	AC	59.38	Ft	\$1.50	\$88.87
ClarendoRd	181297	ALLIGATOR CR	Medium	67.7	SqFt	1.94	Patching - AC Deep	AC	104.41	SqFt	\$5.60	\$586.85
ClarendoRd	181298	RUTTING	High	93.86	SqFt	1.01	Patching - AC Deep	AC	93.65	SqFt	\$5.60	\$525.58
CoolidgeAve	183759	RUTTING	High	96.01	SqFt	1.71	Patching - AC Deep	AC	95.80	SqFt	\$5.60	\$537.94
CornellRd	183554	RUTTING	High	87.94	SqFt	0.72	Patching - AC Deep	AC	88.26	SqFt	\$5.60	\$492.44
CornellRd	183557	ALLIGATOR CR	Medium	22.17	SqFt	0.26	Patching - AC Deep	AC	45.21	SqFt	\$5.60	\$252.36
CornellRd	183557	L & T CR	Medium	47.15	Ft	0.56	Crack Sealing - AC	AC	47.24	Ft	\$1.50	\$70.71
CornellSt	178914	ALLIGATOR CR	Medium	6.14	SqFt	0.02	Patching - AC Deep	AC	20.45	SqFt	\$5.60	\$112.07
CornellSt	178914	L & T CR	Medium	107.38	Ft	0.36	Crack Sealing - AC	AC	107.28	Ft	\$1.50	\$161.08
CornellSt	178914	L & T CR	High	0.56	Ft	0.00	Patching - AC Shallow	AC	2.15	SqFt	\$2.78	\$5.19
CountryLn	181331	L & T CR	Medium	113.48	Ft	0.55	Crack Sealing - AC	AC	113.52	Ft	\$1.50	\$170.22
CountryLn	181331	ALLIGATOR CR	Medium	23.79	SqFt	0.11	Patching - AC Deep	AC	47.36	SqFt	\$5.60	\$265.57
CrissyAve	182530	RUTTING	High	97.09	SqFt	1.48	Patching - AC Deep	AC	96.88	SqFt	\$5.60	\$543.88
DorthyAve	181024	ALLIGATOR CR	Medium	1,329.67	SqFt	7.16	Patching - AC Deep	AC	1480.04	SqFt	\$5.60	\$8,290.67
DorthyAve	181024	L & T CR	Medium	770.28	Ft	4.15	Crack Sealing - AC	AC	770.34	Ft	\$1.50	\$1,155.42
EastwoodRd	180710	RUTTING	High	101.93	SqFt	3.17	Patching - AC Deep	AC	102.26	SqFt	\$5.60	\$571.08
EastwoodRd	180713	RUTTING	High	270.5	SqFt	1.03	Patching - AC Deep	AC	270.17	SqFt	\$5.60	\$1,514.66
EdgewoodRd	180655	ALLIGATOR CR	Medium	17.22	SqFt	0.41	Patching - AC Deep	AC	37.67	SqFt	\$5.60	\$211.94
EdgewoodRd	180655	L & T CR	Medium	24.34	Ft	0.59	Crack Sealing - AC	AC	24.28	Ft	\$1.50	\$36.51
EdgewoodRd	180667	RUTTING	High	103.33	SqFt	1.71	Patching - AC Deep	AC	103.33	SqFt	\$5.60	\$578.79
EvergreAve	183497	RUTTING	High	287.29	SqFt	2.90	Patching - AC Deep	AC	287.40	SqFt	\$5.60	\$1,608.71
FairbanAve	181242	L & T CR	Medium	2.3	Ft	0.02	Crack Sealing - AC	AC	2.30	Ft	\$1.50	\$3.47
FairbanAve	181243	ALLIGATOR CR	Medium	0.11	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$30.10
FairbanAve	181243	L & T CR	Medium	2.17	Ft	0.02	Crack Sealing - AC	AC	2.30	Ft	\$1.50	\$3.25
FairbanAve	181294	ALLIGATOR CR	Medium	12.81	SqFt	0.23	Patching - AC Deep	AC	31.22	SqFt	\$5.60	\$174.73
FairbanAve	181294	L & T CR	Medium	23.98	Ft	0.44	Crack Sealing - AC	AC	23.95	Ft	\$1.50	\$35.98
FordAve	180369	RUTTING	High	101.18	SqFt	0.85	Patching - AC Deep	AC	101.18	SqFt	\$5.60	\$566.74
FordAve	180371	RUTTING	High	90.85	SqFt	0.47	Patching - AC Deep	AC	90.42	SqFt	\$5.60	\$508.61
FordAve	180372	RUTTING	High	292.99	SqFt	4.44	Patching - AC Deep	AC	292.78	SqFt	\$5.60	\$1,640.57

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
FrolicAve	183421	L & T CR	Medium	0.85	Ft	0.02	Crack Sealing - AC	AC	0.98	Ft	\$1.50	\$1.26
FrolicAve	183422	RUTTING	High	97.84	SqFt	1.48	Patching - AC Deep	AC	97.95	SqFt	\$5.60	\$548.09
FrolicAve	183424	L & T CR	Medium	299.18	Ft	2.24	Crack Sealing - AC	AC	299.21	Ft	\$1.50	\$448.79
FrolicAve	183424	ALLIGATOR CR	Medium	436.48	SqFt	3.26	Patching - AC Deep	AC	524.20	SqFt	\$5.60	\$2,937.25
GabrielAve	019438	ALLIGATOR CR	Medium	15.18	SqFt	0.18	Patching - AC Deep	AC	34.44	SqFt	\$5.60	\$195.04
GabrielAve	019438	L & T CR	Medium	9.84	Ft	0.12	Crack Sealing - AC	AC	9.84	Ft	\$1.50	\$14.76
GabrielAve	019439	ALLIGATOR CR	Medium	0.11	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$30.56
GabrielAve	019439	L & T CR	Medium	11.12	Ft	0.16	Crack Sealing - AC	AC	11.15	Ft	\$1.50	\$16.67
GansterRd	182679	L & T CR	Medium	79.82	Ft	1.08	Crack Sealing - AC	AC	79.72	Ft	\$1.50	\$119.75
GansterRd	182679	ALLIGATOR CR	Medium	58.34	SqFt	0.79	Patching - AC Deep	AC	92.57	SqFt	\$5.60	\$521.09
GarnettAve	183361	ALLIGATOR CR	Medium	6.35	SqFt	0.10	Patching - AC Deep	AC	20.45	SqFt	\$5.60	\$114.75
GarnettAve	183361	L & T CR	High	0.1	Ft	0.00	Patching - AC Shallow	AC	0.00	SqFt	\$2.78	\$1.04
GarnettAve	183361	L & T CR	Medium	22.54	Ft	0.36	Crack Sealing - AC	AC	22.64	Ft	\$1.50	\$33.81
GarnettAve	183361	ALLIGATOR CR	High	0.	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$27.53
GarrettAve	183372	ALLIGATOR CR	High	1.94	SqFt	0.03	Patching - AC Deep	AC	11.84	SqFt	\$5.60	\$64.18
GarrettAve	183372	ALLIGATOR CR	Medium	88.26	SqFt	1.43	Patching - AC Deep	AC	130.24	SqFt	\$5.60	\$728.22
GarrettAve	183372	L & T CR	High	2.03	Ft	0.03	Patching - AC Shallow	AC	6.46	SqFt	\$2.78	\$18.48
GarrettAve	183372	L & T CR	Medium	128.58	Ft	2.08	Crack Sealing - AC	AC	128.61	Ft	\$1.50	\$192.87
GeraghtAve	182930	L & T CR	Medium	49.25	Ft	0.74	Crack Sealing - AC	AC	49.21	Ft	\$1.50	\$73.87
GeraghtAve	182930	ALLIGATOR CR	Medium	9.26	SqFt	0.14	Patching - AC Deep	AC	25.83	SqFt	\$5.60	\$142.47
GeraghtAve	182931	L & T CR	Medium	50.56	Ft	0.82	Crack Sealing - AC	AC	50.52	Ft	\$1.50	\$75.86
GeraghtAve	182931	ALLIGATOR CR	Medium	0.22	SqFt	0.00	Patching - AC Deep	AC	6.46	SqFt	\$5.60	\$35.04
GeraghtAve	182932	ALLIGATOR CR	Medium	0.	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$27.55
GeraghtAve	182932	L & T CR	Medium	37.37	Ft	0.57	Crack Sealing - AC	AC	37.40	Ft	\$1.50	\$56.04
GeraghtAve	182933	L & T CR	Medium	26.74	Ft	0.40	Crack Sealing - AC	AC	26.57	Ft	\$1.50	\$40.09
GeraghtAve	182995	ALLIGATOR CR	High	6.67	SqFt	0.05	Patching - AC Deep	AC	21.53	SqFt	\$5.60	\$118.30
GeraghtAve	182995	L & T CR	High	5.58	Ft	0.04	Patching - AC Shallow	AC	18.30	SqFt	\$2.78	\$51.01
GeraghtAve	182995	ALLIGATOR CR	Medium	68.89	SqFt	0.52	Patching - AC Deep	AC	106.56	SqFt	\$5.60	\$595.50
GeraghtAve	182995	L & T CR	Medium	60.2	Ft	0.46	Crack Sealing - AC	AC	60.37	Ft	\$1.50	\$90.33
GeraghtAve	182996	L & T CR	Medium	16.24	Ft	0.14	Crack Sealing - AC	AC	16.40	Ft	\$1.50	\$24.38
GeraghtAve	182996	ALLIGATOR CR	Medium	0.75	SqFt	0.01	Patching - AC Deep	AC	8.61	SqFt	\$5.60	\$46.68
GeraghtAve	182996	L & T CR	High	0.03	Ft	0.00	Patching - AC Shallow	AC	0.00	SqFt	\$2.78	\$0.41
GeraghtAve	182997	L & T CR	Medium	0.66	Ft	0.01	Crack Sealing - AC	AC	0.66	Ft	\$1.50	\$0.99
GeraghtAve	182998	L & T CR	Medium	2.2	Ft	0.02	Crack Sealing - AC	AC	2.30	Ft	\$1.50	\$3.32
GeraghtAve	183017	ALLIGATOR CR	Medium	75.46	SqFt	1.15	Patching - AC Deep	AC	114.10	SqFt	\$5.60	\$640.99
GeraghtAve	183017	L & T CR	Medium	73.72	Ft	1.12	Crack Sealing - AC	AC	73.82	Ft	\$1.50	\$110.57
GeraghtAve	183018	L & T CR	Medium	45.57	Ft	0.69	Crack Sealing - AC	AC	45.60	Ft	\$1.50	\$68.38
GeraghtAve	183018	ALLIGATOR CR	Medium	14.32	SqFt	0.22	Patching - AC Deep	AC	33.37	SqFt	\$5.60	\$188.11
GeraghtAve	183019	L & T CR	Medium	108.89	Ft	1.77	Crack Sealing - AC	AC	108.92	Ft	\$1.50	\$163.34
GeraghtAve	183019	ALLIGATOR CR	Medium	76.42	SqFt	1.24	Patching - AC Deep	AC	115.17	SqFt	\$5.60	\$647.66
GeraghtAve	183020	ALLIGATOR CR	Medium	27.77	SqFt	0.42	Patching - AC Deep	AC	52.74	SqFt	\$5.60	\$297.03
GeraghtAve	183020	L & T CR	Medium	63.58	Ft	0.96	Crack Sealing - AC	AC	63.65	Ft	\$1.50	\$95.35
GilbertAve	183795	L & T CR	Medium	0.98	Ft	0.02	Crack Sealing - AC	AC	0.98	Ft	\$1.50	\$1.46
GilbertAve	183796	L & T CR	Medium	92.91	Ft	0.48	Crack Sealing - AC	AC	92.85	Ft	\$1.50	\$139.35
GilbertAve	183796	ALLIGATOR CR	Medium	35.41	SqFt	0.18	Patching - AC Deep	AC	63.51	SqFt	\$5.60	\$355.23
GilbertAve	183802	L & T CR	Medium	16.77	Ft	0.26	Crack Sealing - AC	AC	16.73	Ft	\$1.50	\$25.14
GilbertAve	183802	ALLIGATOR CR	Medium	14.42	SqFt	0.23	Patching - AC Deep	AC	33.37	SqFt	\$5.60	\$189.08
GilbertAve	183803	L & T CR	Medium	2.3	Ft	0.05	Crack Sealing - AC	AC	2.30	Ft	\$1.50	\$3.42
GishAve	183807	L & T CR	Medium	3.02	Ft	0.05	Crack Sealing - AC	AC	2.95	Ft	\$1.50	\$4.54
GishAve	183808	L & T CR	Medium	2.13	Ft	0.03	Crack Sealing - AC	AC	1.97	Ft	\$1.50	\$3.19
GishAve	183809	ALLIGATOR CR	Medium	16.04	SqFt	0.25	Patching - AC Deep	AC	36.60	SqFt	\$5.60	\$202.27
GishAve	183809	L & T CR	Medium	41.77	Ft	0.64	Crack Sealing - AC	AC	41.67	Ft	\$1.50	\$62.64
GishAve	183810	L & T CR	Medium	140.98	Ft	2.11	Crack Sealing - AC	AC	141.08	Ft	\$1.50	\$211.47
GishAve	183811	L & T CR	Medium	1.48	Ft	0.02	Crack Sealing - AC	AC	1.31	Ft	\$1.50	\$2.20
GravesAve	180861	L & T CR	Medium	3.9	Ft	0.05	Crack Sealing - AC	AC	3.94	Ft	\$1.50	\$5.84
GravesAve	180862	L & T CR	Medium	1.12	Ft	0.02	Crack Sealing - AC	AC	0.98	Ft	\$1.50	\$1.69
GravesAve	180863	RUTTING	High	317.1	SqFt	3.17	Patching - AC Deep	AC	317.54	SqFt	\$5.60	\$1,775.72
GreenAve	183492	RUTTING	High	183.85	SqFt	2.78	Patching - AC Deep	AC	184.06	SqFt	\$5.60	\$1,029.42
GreenAve	183494	L & T CR	Medium	5.71	Ft	0.08	Crack Sealing - AC	AC	5.58	Ft	\$1.50	\$8.59
GreenAve	183496	L & T CR	Medium	0.33	Ft	0.00	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.48
GreenSt	183484	L & T CR	Medium	1.84	Ft	0.03	Crack Sealing - AC	AC	1.97	Ft	\$1.50	\$2.76
HartAve	182562	L & T CR	Medium	6.17	Ft	0.13	Crack Sealing - AC	AC	6.23	Ft	\$1.50	\$9.27
HendeeAve	180915	RUTTING	High	482.01	SqFt	5.29	Patching - AC Deep	AC	482.22	SqFt	\$5.60	\$2,699.33
HendeeRd	180883	ALLIGATOR CR	Medium	11.73	SqFt	0.32	Patching - AC Deep	AC	29.06	SqFt	\$5.60	\$165.48
HendeeRd	180883	L & T CR	Medium	55.54	Ft	1.53	Crack Sealing - AC	AC	55.45	Ft	\$1.50	\$83.34
HendeeRd	180916	L & T CR	Medium	99.21	Ft	0.92	Crack Sealing - AC	AC	99.08	Ft	\$1.50	\$148.84
HendeeRd	180916	L & T CR	High	0.13	Ft	0.00	Patching - AC Shallow	AC	0.00	SqFt	\$2.78	\$1.21
HendeeRd	180916	ALLIGATOR CR	Medium	198.59	SqFt	1.83	Patching - AC Deep	AC	259.41	SqFt	\$5.60	\$1,452.39
HendeeRd	180916	ALLIGATOR CR	High	0.11	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$30.41
HendeeRd	180917	L & T CR	Medium	129.36	Ft	1.68	Crack Sealing - AC	AC	129.27	Ft	\$1.50	\$194.07

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
HendeeRd	180917	ALLIGATOR CR	Medium	52.2	SqFt	0.68	Patching - AC Deep	AC	85.03	SqFt	\$5.60	\$477.44
HendeeRd	180920	L & T CR	Medium	7.71	Ft	0.24	Crack Sealing - AC	AC	7.87	Ft	\$1.50	\$11.57
HoldridAve	183143	RUTTING	High	92.89	SqFt	1.39	Patching - AC Deep	AC	92.57	SqFt	\$5.60	\$520.14
HoldridAve	183145	RUTTING	High	91.71	SqFt	1.39	Patching - AC Deep	AC	91.49	SqFt	\$5.60	\$513.42
HoldridAve	183146	ALLIGATOR CR	Medium	153.49	SqFt	2.33	Patching - AC Deep	AC	207.74	SqFt	\$5.60	\$1,160.96
HoldridAve	183146	L & T CR	Medium	108.3	Ft	1.64	Crack Sealing - AC	AC	108.27	Ft	\$1.50	\$162.45
HoldridAve	183197	L & T CR	Medium	89.24	Ft	1.36	Crack Sealing - AC	AC	89.24	Ft	\$1.50	\$133.85
HoldridAve	183197	ALLIGATOR CR	Medium	35.31	SqFt	0.54	Patching - AC Deep	AC	63.51	SqFt	\$5.60	\$354.24
HoldridAve	183198	L & T CR	Medium	92.91	Ft	1.50	Crack Sealing - AC	AC	92.85	Ft	\$1.50	\$139.39
HoldridAve	183198	ALLIGATOR CR	Medium	72.01	SqFt	1.16	Patching - AC Deep	AC	109.79	SqFt	\$5.60	\$616.70
HoldridAve	183203	L & T CR	High	0.07	Ft	0.00	Patching - AC Shallow	AC	0.00	SqFt	\$2.78	\$0.55
HoldridAve	183203	ALLIGATOR CR	Medium	1,576.27	SqFt	5.99	Patching - AC Deep	AC	1740.52	SqFt	\$5.60	\$9,744.36
HoldridAve	183203	ALLIGATOR CR	High	0.11	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$30.37
HoldridAve	183203	L & T CR	Medium	1,079.66	Ft	4.10	Crack Sealing - AC	AC	1079.72	Ft	\$1.50	\$1,619.49
HoldridAve	183208	L & T CR	Medium	140.49	Ft	2.08	Crack Sealing - AC	AC	140.42	Ft	\$1.50	\$210.73
HoldridAve	183208	L & T CR	High	0.07	Ft	0.00	Patching - AC Shallow	AC	0.00	SqFt	\$2.78	\$0.53
HoldridAve	183208	ALLIGATOR CR	Medium	292.67	SqFt	4.33	Patching - AC Deep	AC	365.97	SqFt	\$5.60	\$2,047.12
HoldridAve	183208	ALLIGATOR CR	High	0.22	SqFt	0.00	Patching - AC Deep	AC	6.46	SqFt	\$5.60	\$33.68
HoldridAve	183209	L & T CR	Medium	0.16	Ft	0.00	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.25
HoldridAve	183210	L & T CR	Medium	0.36	Ft	0.01	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.52
HoldridAve	183211	L & T CR	Medium	0.33	Ft	0.01	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.51
HowardAve	182438	ALLIGATOR CR	High	0.75	SqFt	0.03	Patching - AC Deep	AC	8.61	SqFt	\$5.60	\$46.79
HowardAve	182438	L & T CR	Medium	22.93	Ft	0.81	Crack Sealing - AC	AC	22.97	Ft	\$1.50	\$34.42
HowardAve	182438	ALLIGATOR CR	Medium	24.	SqFt	0.84	Patching - AC Deep	AC	47.36	SqFt	\$5.60	\$266.89
HowardAve	182438	L & T CR	High	1.48	Ft	0.05	Patching - AC Shallow	AC	4.31	SqFt	\$2.78	\$13.38
HowardAve	182439	ALLIGATOR CR	Medium	7.64	SqFt	0.26	Patching - AC Deep	AC	22.60	SqFt	\$5.60	\$127.50
HowardAve	182439	L & T CR	Medium	26.38	Ft	0.89	Crack Sealing - AC	AC	26.25	Ft	\$1.50	\$39.58
HowardSt	182399	L & T CR	Medium	58.27	Ft	0.89	Crack Sealing - AC	AC	58.40	Ft	\$1.50	\$87.43
HowardSt	182399	ALLIGATOR CR	Medium	36.6	SqFt	0.56	Patching - AC Deep	AC	64.58	SqFt	\$5.60	\$363.74
HowardSt	182400	L & T CR	Medium	5.81	Ft	0.09	Crack Sealing - AC	AC	5.91	Ft	\$1.50	\$8.72
HowardSt	182401	L & T CR	Medium	0.23	Ft	0.00	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.35
HowardSt	182402	L & T CR	Medium	0.33	Ft	0.00	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.48
HowardSt	182435	L & T CR	Medium	38.91	Ft	0.59	Crack Sealing - AC	AC	39.04	Ft	\$1.50	\$58.37
HowardSt	182435	L & T CR	High	2.43	Ft	0.04	Patching - AC Shallow	AC	7.53	SqFt	\$2.78	\$22.05
IllinoisAve	181059	RUTTING	High	183.09	SqFt	0.81	Patching - AC Deep	AC	182.99	SqFt	\$5.60	\$1,025.09
IllinoisAve	182303	RUTTING	High	91.06	SqFt	0.69	Patching - AC Deep	AC	91.49	SqFt	\$5.60	\$509.72
LakCreAve	183029	ALLIGATOR CR	Medium	230.99	SqFt	1.74	Patching - AC Deep	AC	296.01	SqFt	\$5.60	\$1,658.76
LakCreAve	183029	L & T CR	Medium	157.48	Ft	1.19	Crack Sealing - AC	AC	157.48	Ft	\$1.50	\$236.24
LakCreAve	183029	L & T CR	High	2.17	Ft	0.02	Patching - AC Shallow	AC	7.53	SqFt	\$2.78	\$19.73
LakCreAve	183029	ALLIGATOR CR	High	2.26	SqFt	0.02	Patching - AC Deep	AC	11.84	SqFt	\$5.60	\$68.55
LibertyAve	182147	L & T CR	Medium	5.97	Ft	0.05	Crack Sealing - AC	AC	5.91	Ft	\$1.50	\$8.95
LibertyAve	182149	L & T CR	Medium	295.8	Ft	2.25	Crack Sealing - AC	AC	295.93	Ft	\$1.50	\$443.70
LibertyAve	182149	ALLIGATOR CR	Medium	282.98	SqFt	2.15	Patching - AC Deep	AC	355.21	SqFt	\$5.60	\$1,986.22
LibertyAve	182150	ALLIGATOR CR	Medium	44.45	SqFt	0.34	Patching - AC Deep	AC	75.35	SqFt	\$5.60	\$421.99
LibertyAve	182150	L & T CR	Medium	83.1	Ft	0.63	Crack Sealing - AC	AC	83.01	Ft	\$1.50	\$124.66
LibertyAve	182151	L & T CR	Medium	225.2	Ft	1.87	Crack Sealing - AC	AC	225.07	Ft	\$1.50	\$337.80
LibertyAve	182151	ALLIGATOR CR	Medium	29.82	SqFt	0.25	Patching - AC Deep	AC	55.97	SqFt	\$5.60	\$312.49
LindenAve	183829	RUTTING	High	89.66	SqFt	0.31	Patching - AC Deep	AC	89.34	SqFt	\$5.60	\$502.27
LoneOakRd	184089	L & T CR	Medium	38.98	Ft	0.74	Crack Sealing - AC	AC	39.04	Ft	\$1.50	\$58.44
LoneOakRd	184089	ALLIGATOR CR	Medium	51.45	SqFt	0.98	Patching - AC Deep	AC	83.96	SqFt	\$5.60	\$472.11
LoneOakRd	184090	L & T CR	Medium	0.16	Ft	0.00	Crack Sealing - AC	AC	0.00	Ft	\$1.50	\$0.23
LoneOakRd	184091	L & T CR	Medium	4.33	Ft	0.07	Crack Sealing - AC	AC	4.27	Ft	\$1.50	\$6.49
LoneOakRd	184091	ALLIGATOR CR	Medium	0.86	SqFt	0.01	Patching - AC Deep	AC	8.61	SqFt	\$5.60	\$48.50
LoneOakRd	184092	L & T CR	Medium	0.16	Ft	0.00	Crack Sealing - AC	AC	0.00	Ft	\$1.50	\$0.24
LoyolaAve	183634	ALLIGATOR CR	Medium	0.97	SqFt	0.00	Patching - AC Deep	AC	8.61	SqFt	\$5.60	\$50.14
LoyolaAve	183634	L & T CR	Medium	37.24	Ft	0.14	Crack Sealing - AC	AC	37.07	Ft	\$1.50	\$55.84
LoyolaAve	183635	L & T CR	High	0.75	Ft	0.01	Patching - AC Shallow	AC	2.15	SqFt	\$2.78	\$6.78
LoyolaAve	183635	L & T CR	Medium	9.12	Ft	0.08	Crack Sealing - AC	AC	9.19	Ft	\$1.50	\$13.70
LoyolaAve	183636	L & T CR	Medium	20.18	Ft	0.08	Crack Sealing - AC	AC	20.01	Ft	\$1.50	\$30.24
LoyolaAve	183636	ALLIGATOR CR	Medium	2.26	SqFt	0.01	Patching - AC Deep	AC	11.84	SqFt	\$5.60	\$68.30
LyonWooCt	184123	ALLIGATOR CR	Medium	5.7	SqFt	0.64	Patching - AC Deep	AC	19.38	SqFt	\$5.60	\$108.49
LyonWooCt	184123	L & T CR	Medium	14.07	Ft	1.57	Crack Sealing - AC	AC	14.11	Ft	\$1.50	\$21.11
MagueDrive	183974	ALLIGATOR CR	High	0.65	SqFt	0.01	Patching - AC Deep	AC	7.53	SqFt	\$5.60	\$43.24
MagueDrive	183974	L & T CR	Medium	404.3	Ft	4.48	Crack Sealing - AC	AC	404.20	Ft	\$1.50	\$606.45
MagueDrive	183974	L & T CR	High	0.82	Ft	0.01	Patching - AC Shallow	AC	3.23	SqFt	\$2.78	\$7.61
MagueDrive	183974	ALLIGATOR CR	Medium	411.61	SqFt	4.56	Patching - AC Deep	AC	497.29	SqFt	\$5.60	\$2,784.61
ManorAve	183628	ALLIGATOR CR	High	0.	SqFt	0.00	Patching - AC Deep	AC	4.31	SqFt	\$5.60	\$27.08
ManorAve	183628	L & T CR	Medium	173.13	Ft	0.65	Crack Sealing - AC	AC	173.23	Ft	\$1.50	\$259.69
ManorAve	183628	L & T CR	High	0.07	Ft	0.00	Patching - AC Shallow	AC	0.00	SqFt	\$2.78	\$0.64
ManorAve	183628	ALLIGATOR CR	Medium	153.92	SqFt	0.58	Patching - AC Deep	AC	207.74	SqFt	\$5.60	\$1,163.87

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
ManorAve	183629	RUTTING	High	89.77	SqFt	0.25	Patching - AC Deep	AC	89.34	SqFt	\$5.60	\$502.64
MaplewoorD	179128	L & T CR	Medium	461.81	Ft	3.52	Crack Sealing - AC	AC	461.94	Ft	\$1.50	\$692.74
MaplewoorD	179128	L & T CR	High	0.16	Ft	0.00	Patching - AC Shallow	AC	1.08	SqFt	\$2.78	\$1.62
MawmanAve	180736	L & T CR	Medium	110.47	Ft	0.85	Crack Sealing - AC	AC	110.56	Ft	\$1.50	\$165.71
MawmanAve	180737	L & T CR	Medium	41.04	Ft	0.83	Crack Sealing - AC	AC	41.01	Ft	\$1.50	\$61.57
MawmanAve	180737	ALLIGATOR CR	Medium	23.14	SqFt	0.47	Patching - AC Deep	AC	46.28	SqFt	\$5.60	\$260.01
MawmanAve	180738	L & T CR	Medium	94.82	Ft	0.55	Crack Sealing - AC	AC	94.82	Ft	\$1.50	\$142.23
MawmanAve	180738	ALLIGATOR CR	Medium	7.64	SqFt	0.04	Patching - AC Deep	AC	22.60	SqFt	\$5.60	\$127.71
MawmanAve	180739	L & T CR	High	0.69	Ft	0.01	Patching - AC Shallow	AC	2.15	SqFt	\$2.78	\$6.26
MawmanAve	180739	L & T CR	Medium	55.45	Ft	0.41	Crack Sealing - AC	AC	55.45	Ft	\$1.50	\$83.19
MawmanAve	180739	ALLIGATOR CR	High	0.	SqFt	0.00	Patching - AC Deep	AC	4.31	SqFt	\$5.60	\$25.23
MawmanAve	180739	ALLIGATOR CR	Medium	2.48	SqFt	0.02	Patching - AC Deep	AC	12.92	SqFt	\$5.60	\$72.19
MawmanAve	180740	L & T CR	Medium	4.76	Ft	0.13	Crack Sealing - AC	AC	4.92	Ft	\$1.50	\$7.15
McareeRd	185043	ALLIGATOR CR	Medium	747.02	SqFt	2.82	Patching - AC Deep	AC	861.11	SqFt	\$5.60	\$4,821.48
McareeRd	185043	L & T CR	Medium	494.13	Ft	1.87	Crack Sealing - AC	AC	494.09	Ft	\$1.50	\$741.18
McareeRd	185043	ALLIGATOR CR	High	0.11	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$28.17
McareeRd	185043	L & T CR	High	0.03	Ft	0.00	Patching - AC Shallow	AC	0.00	SqFt	\$2.78	\$0.23
MelbournCt	173313	ALLIGATOR CR	Medium	176.42	SqFt	2.42	Patching - AC Deep	AC	233.58	SqFt	\$5.60	\$1,309.82
MelbournCt	173313	L & T CR	Medium	100.26	Ft	1.38	Crack Sealing - AC	AC	100.39	Ft	\$1.50	\$150.39
MetropoAve	183411	ALLIGATOR CR	Medium	11.95	SqFt	0.20	Patching - AC Deep	AC	30.14	SqFt	\$5.60	\$166.76
MetropoAve	183411	L & T CR	Medium	11.45	Ft	0.19	Crack Sealing - AC	AC	11.48	Ft	\$1.50	\$17.18
MortonAve	181173	RUTTING	High	178.04	SqFt	0.74	Patching - AC Deep	AC	177.60	SqFt	\$5.60	\$997.22
NCreekCt	183730	L & T CR	Medium	56.73	Ft	0.25	Crack Sealing - AC	AC	56.76	Ft	\$1.50	\$85.08
NCreekCt	183730	ALLIGATOR CR	Medium	4.74	SqFt	0.02	Patching - AC Deep	AC	17.22	SqFt	\$5.60	\$97.88
NCreekCt	183730	L & T CR	High	1.54	Ft	0.01	Patching - AC Shallow	AC	5.38	SqFt	\$2.78	\$13.94
NewYorAve	183585	RUTTING	High	93.22	SqFt	1.17	Patching - AC Deep	AC	93.65	SqFt	\$5.60	\$522.00
NorShoAve	183625	L & T CR	Medium	0.39	Ft	0.00	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.57
NorthAve	000000-03	RUTTING	High	179.	SqFt	0.32	Patching - AC Deep	AC	178.68	SqFt	\$5.60	\$1,002.17
NorthAve	019521	RUTTING	High	93.54	SqFt	1.01	Patching - AC Deep	AC	93.65	SqFt	\$5.60	\$523.73
NorthAve	183966	L & T CR	Medium	118.93	Ft	0.90	Crack Sealing - AC	AC	119.09	Ft	\$1.50	\$178.41
NorthAve	183966	ALLIGATOR CR	Medium	36.27	SqFt	0.27	Patching - AC Deep	AC	64.58	SqFt	\$5.60	\$361.16
NorthAve	183966	L & T CR	High	0.39	Ft	0.00	Patching - AC Shallow	AC	1.08	SqFt	\$2.78	\$3.58
NorthAve	183966	ALLIGATOR CR	High	0.	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$27.69
NortherAve	183430	L & T CR	Medium	86.48	Ft	1.32	Crack Sealing - AC	AC	86.61	Ft	\$1.50	\$129.74
NortherAve	183430	ALLIGATOR CR	Medium	9.58	SqFt	0.15	Patching - AC Deep	AC	25.83	SqFt	\$5.60	\$145.81
NortherAve	183431	L & T CR	Medium	0.3	Ft	0.01	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.44
NortherAve	183432	L & T CR	Medium	0.43	Ft	0.01	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.62
NortherAve	183435	ALLIGATOR CR	Medium	35.2	SqFt	0.55	Patching - AC Deep	AC	63.51	SqFt	\$5.60	\$353.63
NortherAve	183435	L & T CR	Medium	32.94	Ft	0.51	Crack Sealing - AC	AC	32.81	Ft	\$1.50	\$49.40
PaddockAve	180934	L & T CR	Medium	5.12	Ft	0.04	Crack Sealing - AC	AC	5.25	Ft	\$1.50	\$7.69
PaddockAve	180936	L & T CR	Medium	11.98	Ft	0.09	Crack Sealing - AC	AC	12.14	Ft	\$1.50	\$17.98
PaddockAve	180937	L & T CR	Medium	24.57	Ft	0.14	Crack Sealing - AC	AC	24.61	Ft	\$1.50	\$36.88
PaddockAve	180939	L & T CR	Medium	4.92	Ft	0.04	Crack Sealing - AC	AC	4.92	Ft	\$1.50	\$7.40
PaddockSt	180926	L & T CR	Medium	16.9	Ft	0.16	Crack Sealing - AC	AC	16.73	Ft	\$1.50	\$25.32
PaddockSt	180926	ALLIGATOR CR	Medium	18.41	SqFt	0.18	Patching - AC Deep	AC	39.83	SqFt	\$5.60	\$222.34
PaddockSt	180927	L & T CR	Medium	0.3	Ft	0.00	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.46
PaddockSt	180928	L & T CR	Medium	0.16	Ft	0.00	Crack Sealing - AC	AC	0.00	Ft	\$1.50	\$0.23
PaddockSt	180929	L & T CR	Medium	0.33	Ft	0.00	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.48
ParisDr	173954	L & T CR	Medium	31.43	Ft	0.78	Crack Sealing - AC	AC	31.50	Ft	\$1.50	\$47.13
ParisDr	173954	ALLIGATOR CR	Medium	12.38	SqFt	0.31	Patching - AC Deep	AC	30.14	SqFt	\$5.60	\$171.44
PickforAve	181228	L & T CR	Medium	0.26	Ft	0.00	Crack Sealing - AC	AC	0.33	Ft	\$1.50	\$0.37
PickforAve	181229	ALLIGATOR CR	Medium	15.18	SqFt	0.12	Patching - AC Deep	AC	34.44	SqFt	\$5.60	\$195.51
PickforAve	181229	L & T CR	Medium	41.63	Ft	0.33	Crack Sealing - AC	AC	41.67	Ft	\$1.50	\$62.43
PickforAve	181239	ALLIGATOR CR	Medium	63.51	SqFt	0.48	Patching - AC Deep	AC	100.10	SqFt	\$5.60	\$557.61
PickforAve	181239	L & T CR	Medium	44.	Ft	0.33	Crack Sealing - AC	AC	43.96	Ft	\$1.50	\$66.01
PickforAve	181240	ALLIGATOR CR	Medium	90.2	SqFt	0.99	Patching - AC Deep	AC	132.40	SqFt	\$5.60	\$741.59
PickforAve	181240	L & T CR	Medium	52.07	Ft	0.57	Crack Sealing - AC	AC	52.17	Ft	\$1.50	\$78.09
PickforAve	181241	ALLIGATOR CR	High	0.11	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$28.10
PickforAve	181241	L & T CR	High	0.23	Ft	0.00	Patching - AC Shallow	AC	1.08	SqFt	\$2.78	\$1.96
PickforAve	181241	L & T CR	Medium	62.11	Ft	1.05	Crack Sealing - AC	AC	62.01	Ft	\$1.50	\$93.18
PickforAve	181241	ALLIGATOR CR	Medium	13.56	SqFt	0.23	Patching - AC Deep	AC	32.29	SqFt	\$5.60	\$181.82
PineSt	183823	ALLIGATOR CR	Medium	1.61	SqFt	0.01	Patching - AC Deep	AC	10.76	SqFt	\$5.60	\$59.94
PineSt	183823	L & T CR	Medium	26.25	Ft	0.10	Crack Sealing - AC	AC	26.25	Ft	\$1.50	\$39.35
PineSt	183824	L & T CR	Medium	2.95	Ft	0.02	Crack Sealing - AC	AC	2.95	Ft	\$1.50	\$4.44
QueensbuLn	173815	RUTTING	High	189.77	SqFt	3.17	Patching - AC Deep	AC	189.44	SqFt	\$5.60	\$1,062.54
RussellAve	183741	L & T CR	Medium	7.91	Ft	0.07	Crack Sealing - AC	AC	7.87	Ft	\$1.50	\$11.84
RussellAve	183742	ALLIGATOR CR	Medium	0.	SqFt	0.00	Patching - AC Deep	AC	4.31	SqFt	\$5.60	\$26.43
RussellAve	183742	L & T CR	Medium	6.66	Ft	0.05	Crack Sealing - AC	AC	6.56	Ft	\$1.50	\$10.01
RussellAve	183743	L & T CR	Medium	15.55	Ft	0.12	Crack Sealing - AC	AC	15.42	Ft	\$1.50	\$23.32
RussellAve	183743	ALLIGATOR CR	Medium	0.22	SqFt	0.00	Patching - AC Deep	AC	6.46	SqFt	\$5.60	\$33.91

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
RussellAve	183744	L & T CR	Medium	0.95	Ft	0.01	Crack Sealing - AC	AC	0.98	Ft	\$1.50	\$1.41
SallmonAve	180742	L & T CR	Medium	53.44	Ft	0.59	Crack Sealing - AC	AC	53.48	Ft	\$1.50	\$80.15
SallmonAve	180742	ALLIGATOR CR	Medium	54.68	SqFt	0.61	Patching - AC Deep	AC	88.26	SqFt	\$5.60	\$495.42
SallmonAve	180743	L & T CR	Medium	2.66	Ft	0.02	Crack Sealing - AC	AC	2.62	Ft	\$1.50	\$3.98
SheridiaPl	184067	RUTTING	High	95.37	SqFt	1.59	Patching - AC Deep	AC	95.80	SqFt	\$5.60	\$534.19
SonlightCt	181326	L & T CR	Medium	1.67	Ft	0.04	Crack Sealing - AC	AC	1.64	Ft	\$1.50	\$2.49
SonlightCt	181326	ALLIGATOR CR	Medium	0.11	SqFt	0.00	Patching - AC Deep	AC	5.38	SqFt	\$5.60	\$30.51
SonlightCt	181327	L & T CR	Medium	22.47	Ft	0.53	Crack Sealing - AC	AC	22.64	Ft	\$1.50	\$33.73
StewartAve	183772	RUTTING	High	95.91	SqFt	1.39	Patching - AC Deep	AC	95.80	SqFt	\$5.60	\$537.25
StrattoAve	184177	ALLIGATOR CR	Medium	2.26	SqFt	0.03	Patching - AC Deep	AC	11.84	SqFt	\$5.60	\$68.72
StrattoAve	184177	L & T CR	Medium	95.24	Ft	1.45	Crack Sealing - AC	AC	95.14	Ft	\$1.50	\$142.87
StrattoAve	184178	L & T CR	Medium	7.19	Ft	0.11	Crack Sealing - AC	AC	7.22	Ft	\$1.50	\$10.80
StrattoAve	184178	ALLIGATOR CR	Medium	8.4	SqFt	0.13	Patching - AC Deep	AC	23.68	SqFt	\$5.60	\$134.31
StrattoAve	184179	L & T CR	Medium	52.95	Ft	0.81	Crack Sealing - AC	AC	52.82	Ft	\$1.50	\$79.41
StrattoAve	184179	ALLIGATOR CR	Medium	2.69	SqFt	0.04	Patching - AC Deep	AC	12.92	SqFt	\$5.60	\$74.00
SuddardSt	180594	RUTTING	High	91.17	SqFt	1.01	Patching - AC Deep	AC	91.49	SqFt	\$5.60	\$510.78
TalmadgAve	181217	ALLIGATOR CR	Medium	48.76	SqFt	0.38	Patching - AC Deep	AC	80.73	SqFt	\$5.60	\$452.78
TalmadgAve	181217	L & T CR	Medium	86.84	Ft	0.68	Crack Sealing - AC	AC	86.94	Ft	\$1.50	\$130.29
TalmadgAve	181221	L & T CR	Medium	156.43	Ft	0.89	Crack Sealing - AC	AC	156.50	Ft	\$1.50	\$234.65
TalmadgAve	181221	ALLIGATOR CR	Medium	58.13	SqFt	0.33	Patching - AC Deep	AC	92.57	SqFt	\$5.60	\$519.59
TorryLn	172388	ALLIGATOR CR	Medium	286.54	SqFt	1.33	Patching - AC Deep	AC	358.44	SqFt	\$5.60	\$2,008.76
TorryLn	172388	L & T CR	Medium	408.4	Ft	1.89	Crack Sealing - AC	AC	408.46	Ft	\$1.50	\$612.59
TownLinRd	180670	L & T CR	Medium	78.61	Ft	0.31	Crack Sealing - AC	AC	78.74	Ft	\$1.50	\$117.90
TownLinRd	180670	ALLIGATOR CR	Medium	1.72	SqFt	0.01	Patching - AC Deep	AC	10.76	SqFt	\$5.60	\$61.91
TylerAve	192834	L & T CR	Medium	130.71	Ft	1.10	Crack Sealing - AC	AC	130.58	Ft	\$1.50	\$196.06
TylerAve	192834	ALLIGATOR CR	Medium	106.99	SqFt	0.90	Patching - AC Deep	AC	152.85	SqFt	\$5.60	\$854.96
VanCt	181044	RUTTING	High	80.08	SqFt	0.93	Patching - AC Deep	AC	79.65	SqFt	\$5.60	\$448.76
VercoeAve	192742	L & T CR	Medium	84.84	Ft	1.15	Crack Sealing - AC	AC	84.97	Ft	\$1.50	\$127.28
VercoeAve	192742	ALLIGATOR CR	Medium	87.83	SqFt	1.19	Patching - AC Deep	AC	129.17	SqFt	\$5.60	\$725.68
WakefieldDr	173127	L & T CR	Medium	71.59	Ft	1.26	Crack Sealing - AC	AC	71.52	Ft	\$1.50	\$107.39
WakefieldDr	173127	ALLIGATOR CR	Medium	114.64	SqFt	2.01	Patching - AC Deep	AC	161.46	SqFt	\$5.60	\$905.87
WaldoAve	181026	RUTTING	High	89.56	SqFt	0.21	Patching - AC Deep	AC	89.34	SqFt	\$5.60	\$501.31
WaldoAve	181029	RUTTING	High	93.32	SqFt	1.39	Patching - AC Deep	AC	93.65	SqFt	\$5.60	\$522.54
WarnerAve	180875	RUTTING	High	95.8	SqFt	0.97	Patching - AC Deep	AC	95.80	SqFt	\$5.60	\$536.50
WarnerAve	180878	ALLIGATOR CR	Medium	0.54	SqFt	0.00	Patching - AC Deep	AC	7.53	SqFt	\$5.60	\$40.98
WarnerAve	180878	L & T CR	Medium	86.58	Ft	0.34	Crack Sealing - AC	AC	86.61	Ft	\$1.50	\$129.86
WarnerAve	180879	L & T CR	Medium	2.92	Ft	0.02	Crack Sealing - AC	AC	2.95	Ft	\$1.50	\$4.36
WarnerAve	180880	L & T CR	Medium	2.85	Ft	0.05	Crack Sealing - AC	AC	2.95	Ft	\$1.50	\$4.26
WaterlooDr	172303	ALLIGATOR CR	Medium	48.76	SqFt	1.22	Patching - AC Deep	AC	80.73	SqFt	\$5.60	\$452.65
WaterlooDr	172303	L & T CR	Medium	77.36	Ft	1.93	Crack Sealing - AC	AC	77.43	Ft	\$1.50	\$116.06
WaverlySt	178759	L & T CR	Medium	52.79	Ft	0.35	Crack Sealing - AC	AC	52.82	Ft	\$1.50	\$79.20
WaverlySt	178759	ALLIGATOR CR	Medium	7.97	SqFt	0.05	Patching - AC Deep	AC	23.68	SqFt	\$5.60	\$130.61
WaverlySt	178760	L & T CR	Medium	33.66	Ft	0.34	Crack Sealing - AC	AC	33.79	Ft	\$1.50	\$50.51
WChaneAve	181189	L & T CR	Medium	40.39	Ft	1.66	Crack Sealing - AC	AC	40.35	Ft	\$1.50	\$60.60
WilsonAve	183644	ALLIGATOR CR	High	0.	SqFt	0.00	Patching - AC Deep	AC	4.31	SqFt	\$5.60	\$25.53
WilsonAve	183644	ALLIGATOR CR	Medium	3.55	SqFt	0.03	Patching - AC Deep	AC	15.07	SqFt	\$5.60	\$84.32
WilsonAve	183644	L & T CR	Medium	19.59	Ft	0.17	Crack Sealing - AC	AC	19.69	Ft	\$1.50	\$29.40
WilsonAve	183644	L & T CR	High	0.13	Ft	0.00	Patching - AC Shallow	AC	0.00	SqFt	\$2.78	\$1.11
WilsonAve	183645	L & T CR	Medium	6.23	Ft	0.02	Crack Sealing - AC	AC	6.23	Ft	\$1.50	\$9.35
WilsonAve	183646	L & T CR	Medium	34.94	Ft	0.13	Crack Sealing - AC	AC	35.10	Ft	\$1.50	\$52.43
WWoodlAve	181183	RUTTING	High	91.49	SqFt	0.69	Patching - AC Deep	AC	91.49	SqFt	\$5.60	\$512.43
WyerSt	182444	L & T CR	Medium	1.35	Ft	0.02	Crack Sealing - AC	AC	1.31	Ft	\$1.50	\$2.00
WyerSt	182445	ALLIGATOR CR	Medium	2.48	SqFt	0.04	Patching - AC Deep	AC	12.92	SqFt	\$5.60	\$71.47
WyerSt	182445	L & T CR	High	2.03	Ft	0.03	Patching - AC Shallow	AC	6.46	SqFt	\$2.78	\$18.57
WyerSt	182445	L & T CR	Medium	40.06	Ft	0.61	Crack Sealing - AC	AC	40.03	Ft	\$1.50	\$60.08
WyerSt	182445	ALLIGATOR CR	High	0.	SqFt	0.00	Patching - AC Deep	AC	4.31	SqFt	\$5.60	\$25.18
YorkHouRd	181397	RUTTING	High	187.83	SqFt	1.93	Patching - AC Deep	AC	187.29	SqFt	\$5.60	\$1,051.79
YorkshirLn	172958	L & T CR	Medium	171.59	Ft	0.58	Crack Sealing - AC	AC	171.59	Ft	\$1.50	\$257.40
YorkshirLn	172958	ALLIGATOR CR	Medium	303.22	SqFt	1.03	Patching - AC Deep	AC	377.81	SqFt	\$5.60	\$2,113.13