



# Pavement Data Collection and Pavement Management System Implementation for Village of Manhattan, IL

Prepared for  
**Village of Manhattan, Illinois**  
In Association with  
**Chicago Metropolitan Agency for Planning**

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## FINAL REPORT

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## List of Abbreviations

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

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## INTRODUCTION

### 1.1 Background

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

As part of this project, ARA has evaluated the current condition of the Village of Manhattan'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 Manhattan, CMAP, and AECOM representatives for a project kick-off meeting on March 29, 2022. Based on the kick-off meeting and documents provided by the Village and CMAP, pavement data was collected in April 2022. The GIS shapefile was provided by CMAP and was used as the base map for the field data collection. The network segmentation provided in the GIS shapefile was the primary source of roadway inventory for the Village's pavement management database. The Village responded with valuable information to a questionnaire, which was used by ARA to better understand the PMS inputs available from the Village and any specific project requirements. ARA worked with the Village to finalize treatment types, unit costs, and their annual budgets from 2023 through 2032 to plan future M&R activities. The following documents were reviewed as part of this effort:

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

### 1.3 Network Segmentation

The Village of Manhattan manages approximately 51.62 miles of roadway pavements, consisting of asphalt pavements. The initial GIS shapefile consisted of 393 segments. However, 7 were not inspected

during data collection because the segments were inaccessible or non-existent. Hence, only 386 segments were inspected.

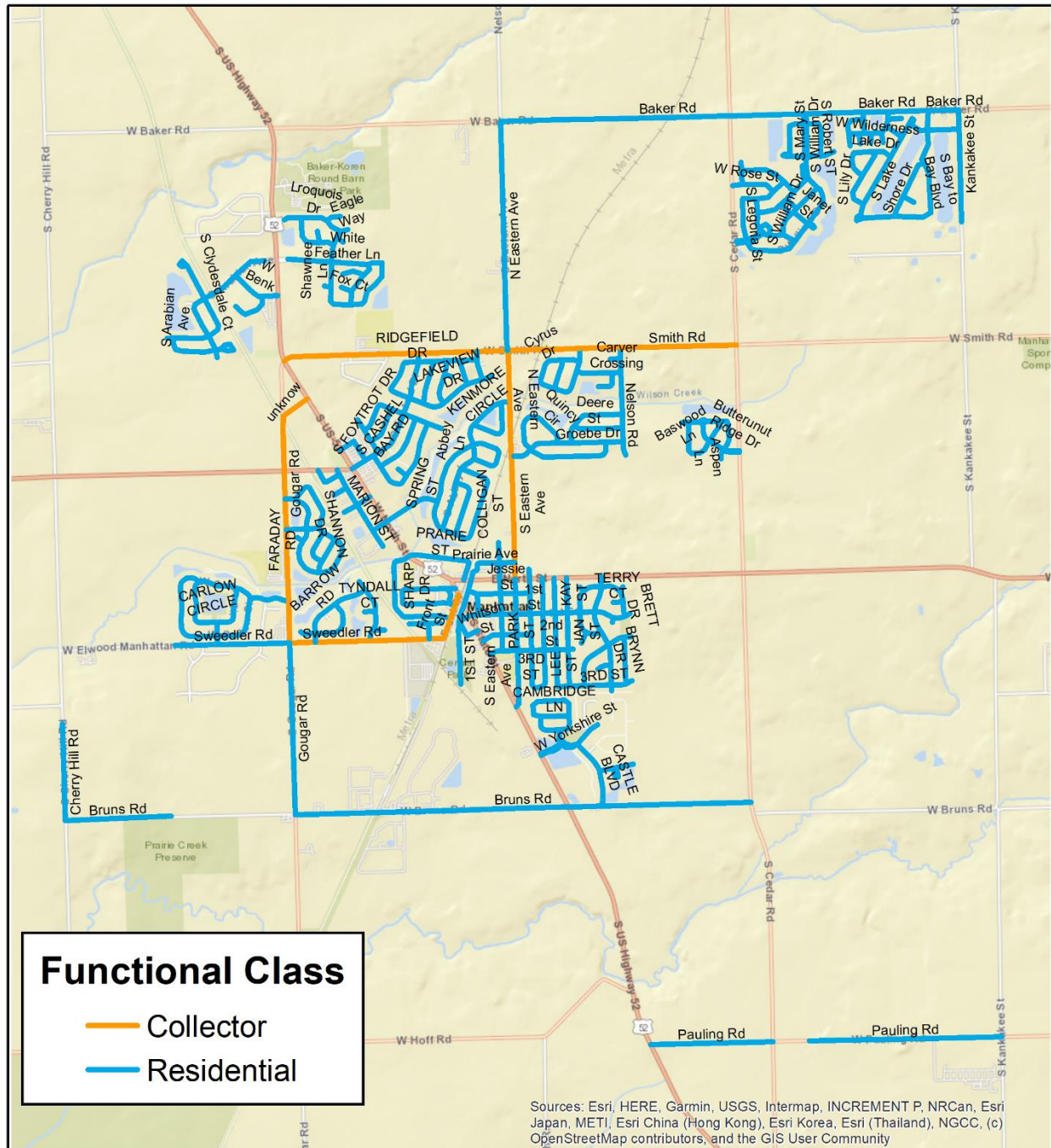


Figure 1. Village of Manhattan’s roadway network segmentation.

### 1.4 Traffic Data

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

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

The minimum spacing between two collector roadways in suburban areas of Illinois is  $\frac{1}{2}$  or 1 mile typically. In a densely populated urban area, two collector roadways might be found at  $\frac{1}{4}$  mile spacing or less, but in most areas within the Chicago metropolitan region  $\frac{1}{4}$  mile is considered an absolute minimum and requires significant justification in terms of the traffic patterns and land uses served. An exception is the case of paired one-way roads serving traffic moving in the opposite direction of each other. Projects on roadways with a minor collector functional classification and located outside of the adjusted urbanized area boundary are not eligible for federal-aid funding.

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

Average daily traffic (ADT) data for the Village of Manhattan 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 12,400 vehicles per day. Figure 2 shows the annual average daily traffic (AADT) data for the individual pavement sections.

**Table 1. Village of Manhattan's roadway network distribution.**

Network/Functional Class	Length	Unit	Maximum AADT in 2022	Minimum AADT in 2022
Collector	4.42	miles	475	3450
Local/ Residential	47.20	miles	75	1450
Total Network	51.62	miles		

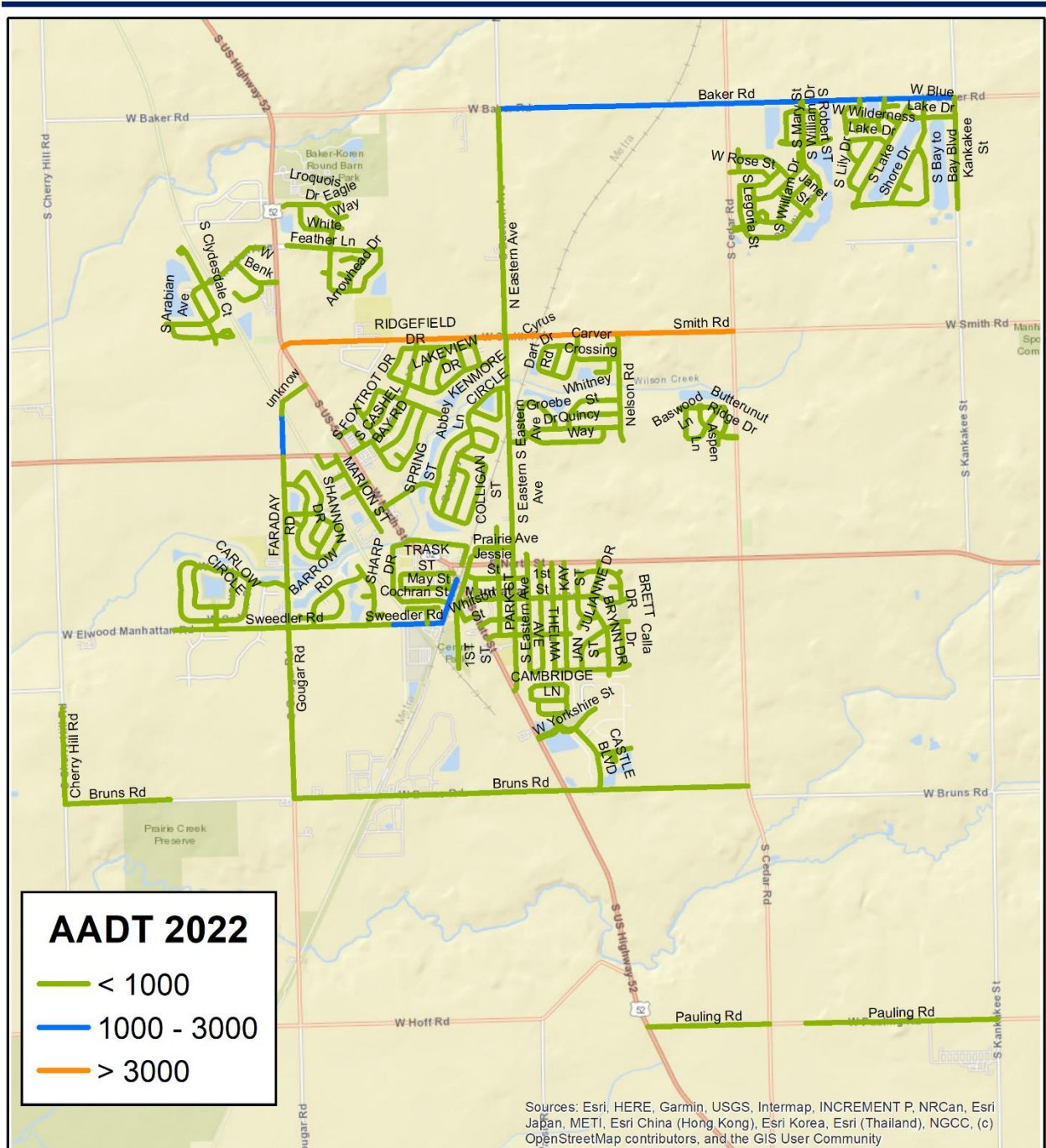


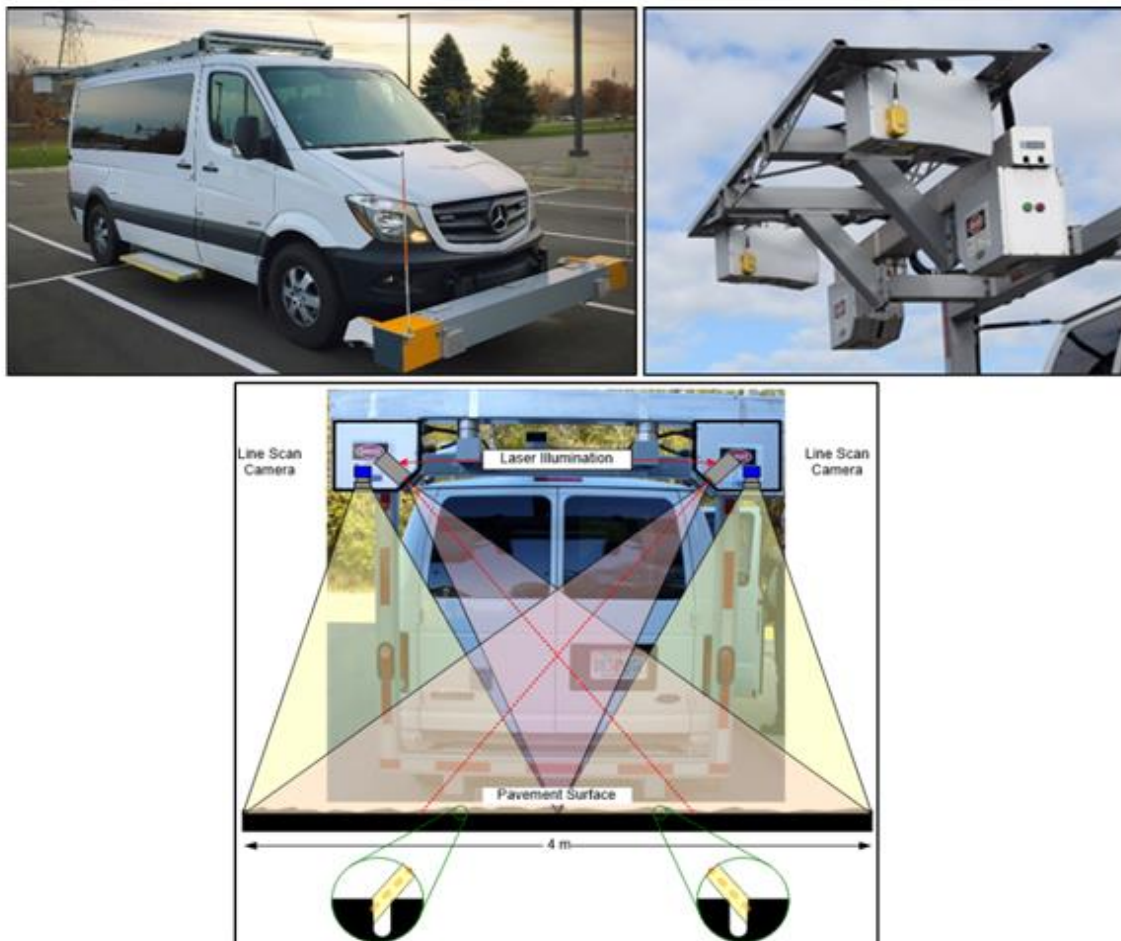
Figure 2. Village of Manhattan’s annual average daily traffic data.

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## 2. FIELD DATA COLLECTION AND ASSESSMENT

### 2.1 Digital Survey Vehicle (DSV)

ARA collected geo-referenced images of the entire Village of Manhattan roadway network using the DSV in April 2022. 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 (LCMS).**

The LCMS captures enhanced right-of-way images using a right-of-way camera system. The images were used to assess the surface condition of pavements using the Pavement Condition Index (PCI) methodology per ASTM D6433. In addition to the images, International Roughness Index (IRI) and rutting information were collected using a high-speed laser profiling sensor for all the segments. The weighted average IRI value of the Village network is 257 inch/mile. Figure 4 illustrates a scale that is recommended by the Federal Highway Administration (FHWA) as part of its Highway Performance



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

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

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

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

## 2.2 Pavement Condition Index Procedure

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

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

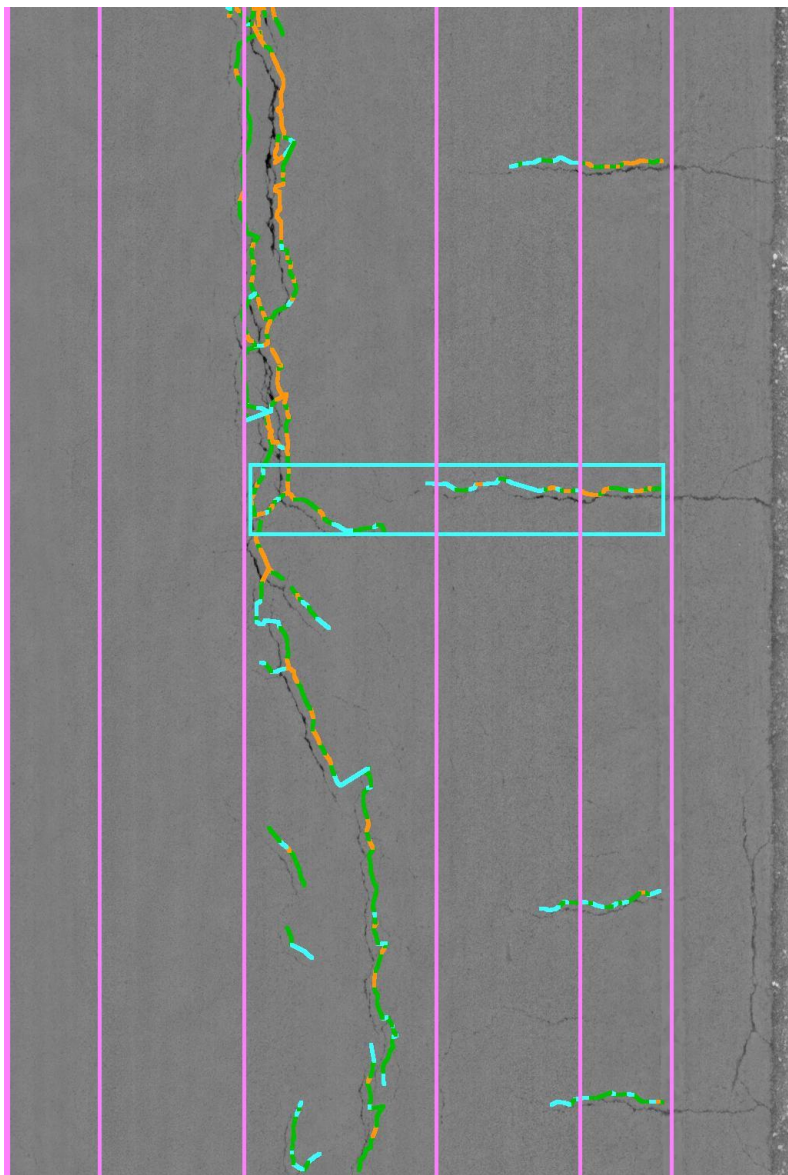
**Figure 5. Pavement condition category based on the PCI value.**

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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.**

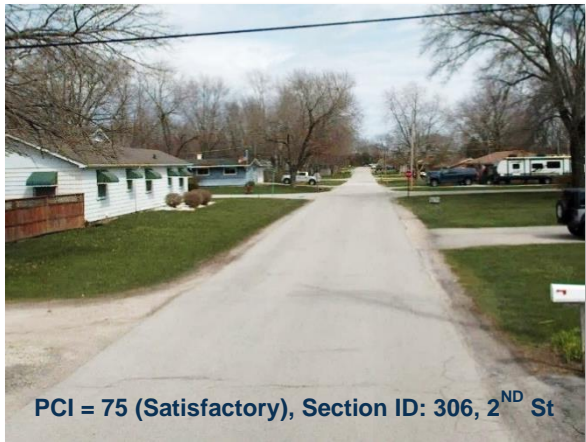


Figure 7. Sample pavement images with different PCI values ('Good' - 'Serious').

## 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. As mentioned earlier, seven (7) sections listed below were not inspected because they were either inaccessible or non-existent.

- 1<sup>st</sup> St – Section ID: 192 – 0.28 mi – Unpaved
- 2<sup>nd</sup> St – Section ID: 310 – 0.02 mi – Blocked
- Madison – Section ID: 195 – 0.07 mi – Unpaved
- Northeastern Ave – Section ID: 211 – 1.00 mi – Inaccessible & Unpaved
- Smith Rd – Section ID: 182 – 0.06 mi – Inaccessible
- Wabash St – Section ID: 295 – 0.08 mi – Unpaved
- (Unknown) – Section ID: 230 – 0.08 mi – Unpaved

Based on the April 2022 pavement condition survey, the weighted average PCI of the network is 73.2, which represents a pavement network in “Satisfactory” condition. ARA discussed the results of the PCI survey on June 29, 2022. 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)	73.2	6,556,417	100	383

Figure 8 shows the distribution of network pavement area based on current pavement conditions. Per the latest survey, 1% of the network is in “Serious” condition, 23% of the network is in “Poor” or “Very Poor” condition, 18% in “fair” condition, and 59% of the network is in “Satisfactory” or “Good” condition. There were no sections in “Failed” condition at the time of survey.

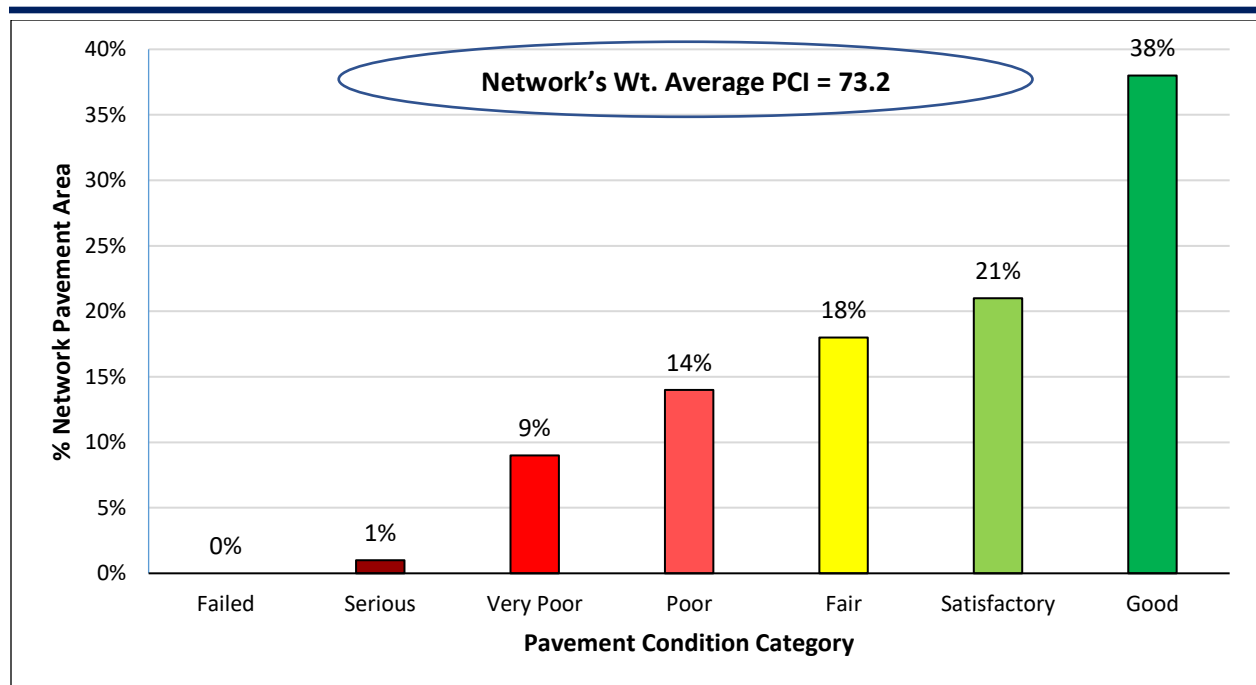


Figure 8. Distribution of network pavement area based on pavement condition.

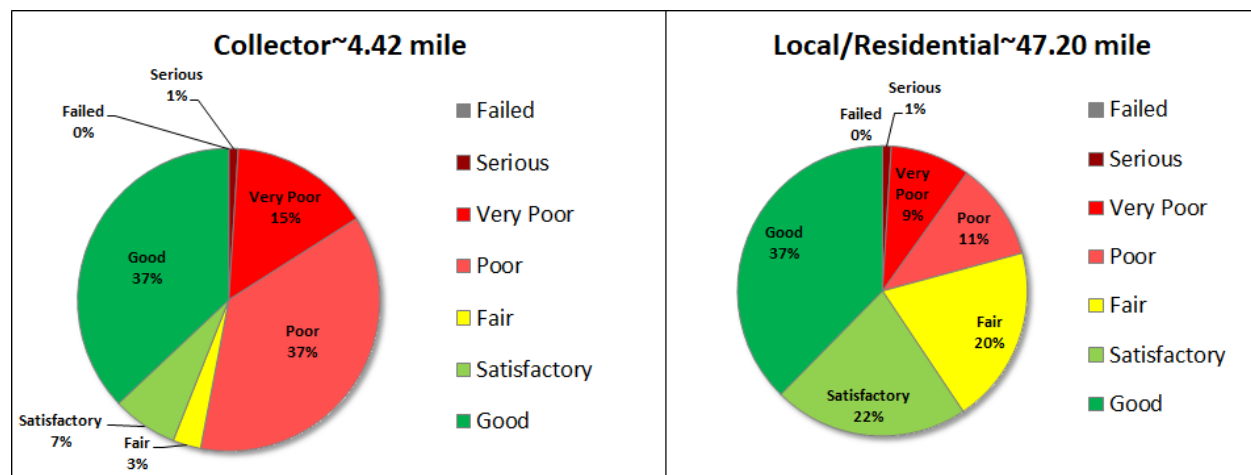


Figure 9. Pavement condition distribution based on functional class.

Figure 9 shows detailed distributions of pavement conditions among various PCI bands based on functional class. The majority of the roads was found to be in “Good” condition in both functional classes. Roads that are in “Satisfactory” or “Fair” category have the potential of profiting the most from a pavement management program. Collector roads have significantly greater “Poor” and “Very Poor” roads and fewer ‘Satisfactory’ roads compared to Residential roads.

Figure 10 shows the average pavement condition based on functional class. The collector pavement sections comprise about 9% of the network by pavement mileage and are in “Fair” condition with an average PCI value of 66.5. The major part (91% by pavement mileage) of the network consists of

residential streets with an average PCI value of 73.9, which falls in the “Satisfactory” band. The overall network PCI is influenced heavily by the residential road PCI scores since it has the largest weightage factor among the two functional classes. For context, of the 50+ agencies that have participated in the CMAP-PMS program, the typical agency had a network PCI in the range of 50-60. A GIS map with pavement conditions for individual segments is shown in Figure 11.

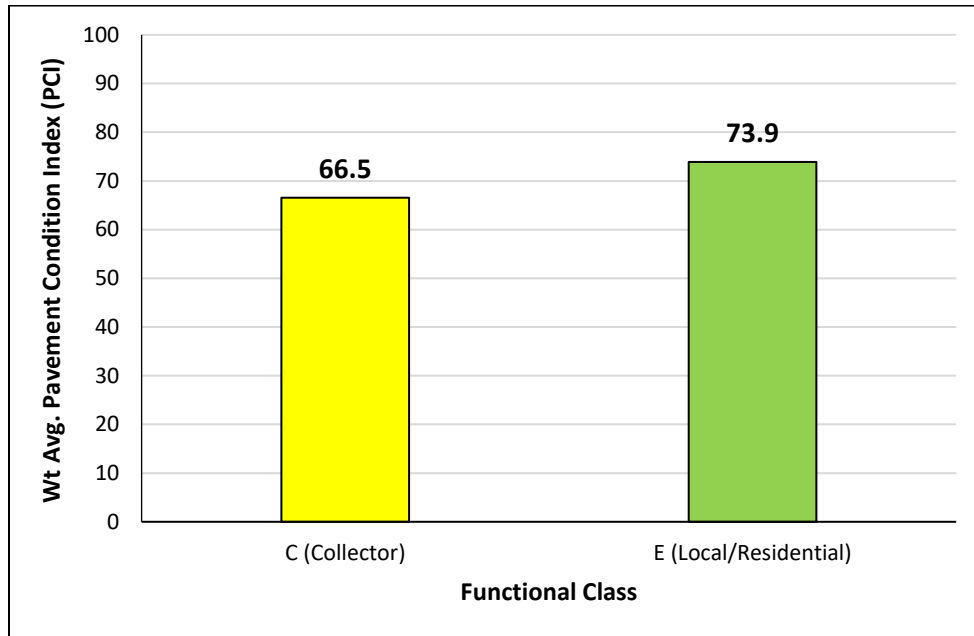


Figure 10. Average pavement condition index (PCI) based on functional class.

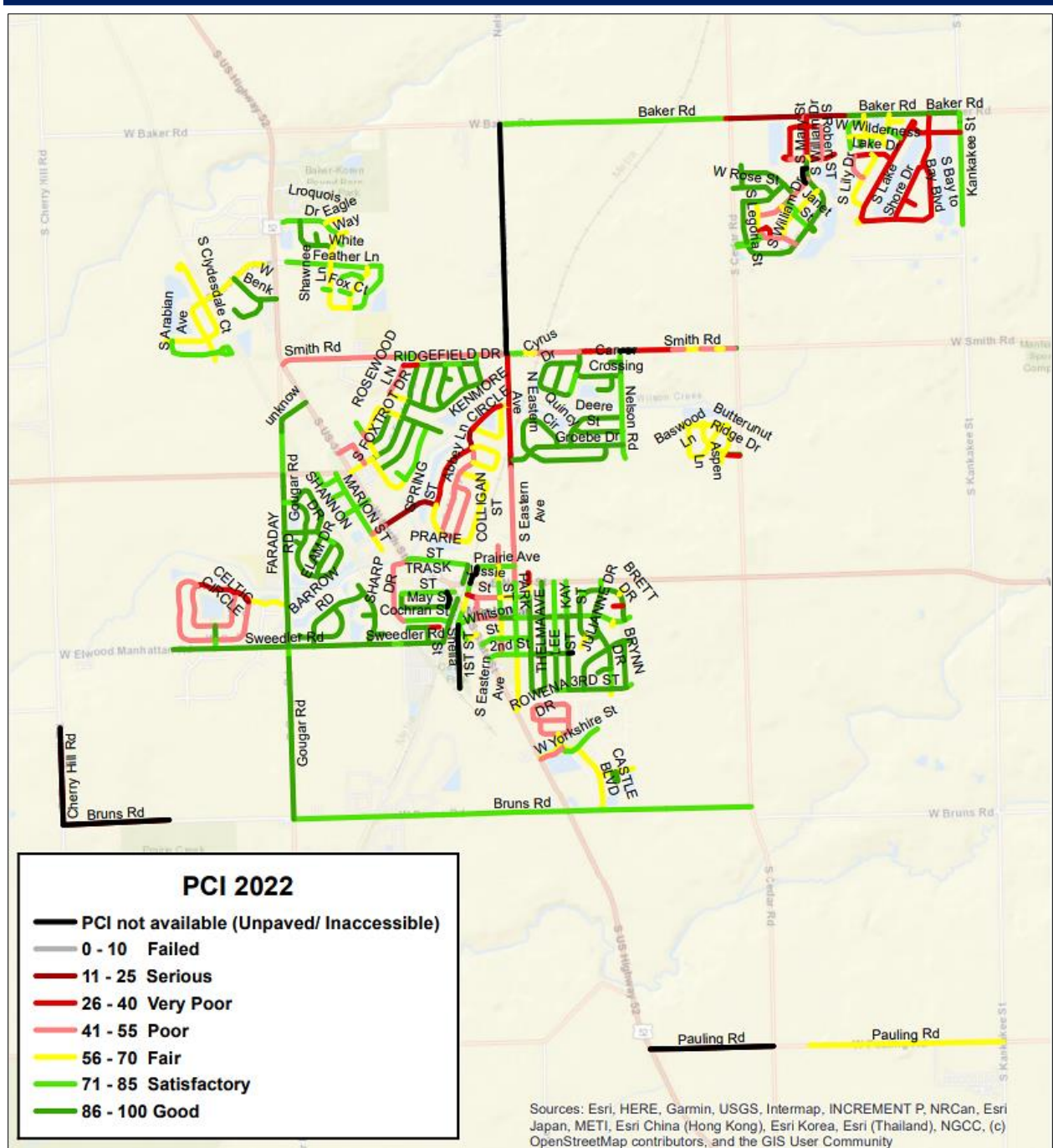


Figure 11. Village of Manhattan’s current pavement condition ratings.

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### 3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

ARA discussed the PMS analysis with the Village, CMAP, and AECOM on August 16, 2022. 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 Manhattan. 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 12 shows the various modules of the PAVER™ software which includes:

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



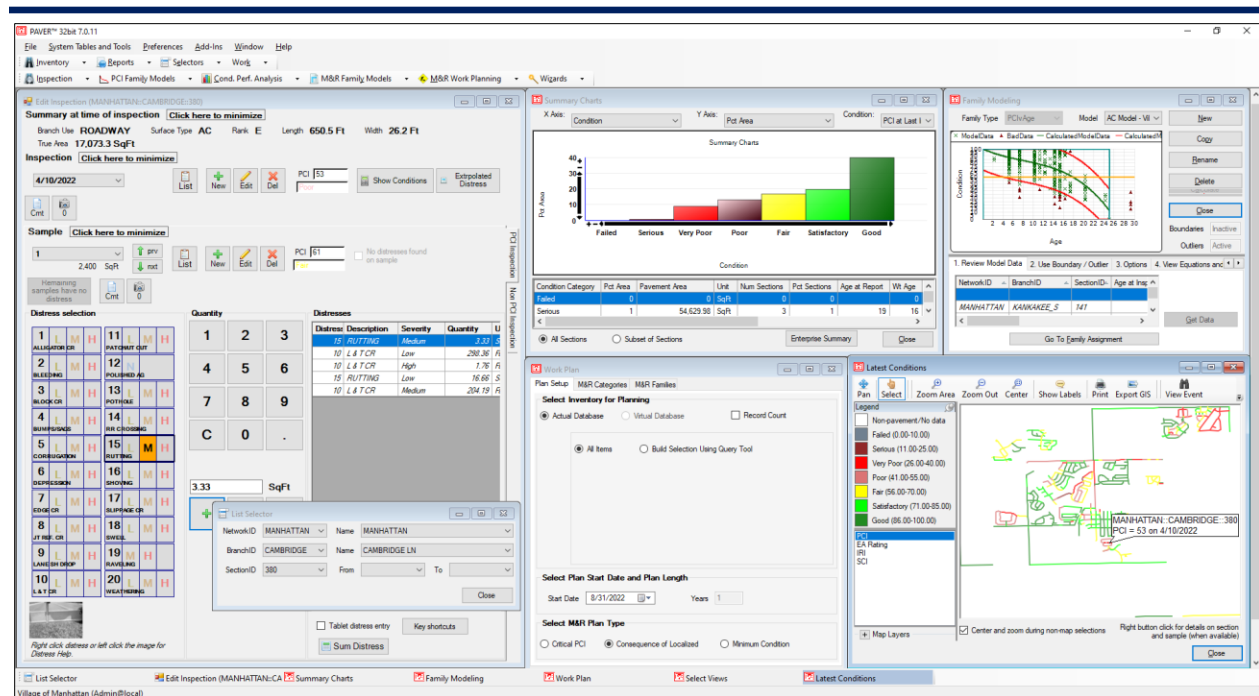


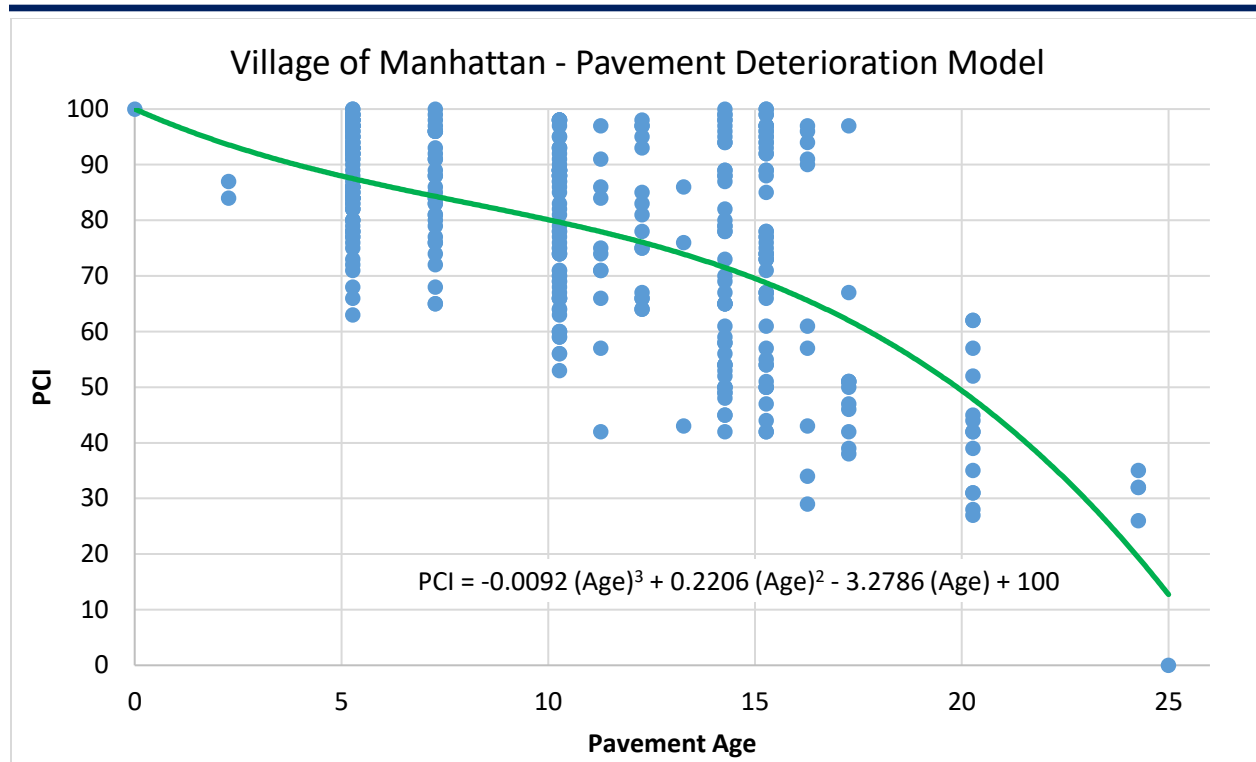
Figure 12. PAVER™ overview.

### 3.2 Pavement Performance Model

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

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

For the Village of Manhattan, a PCI family model was developed for the asphalt (AC) surfaced pavements. The AC pavement performance model was developed based on the age data provided by the Village and the latest PCI conditions. The reliability of the model is expected to increase with future pavement inspection and age data. Figure 13 shows the PCI family model used for the AC pavements.



**Figure 13. 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 Manhattan, 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 Manhattan’s Local/Residential Roads (AC).**

Treatment Matrix for Residential Roads				
PCI	Localized Preventive	Localized Stop Gap	Pavement Preservation	Major M&R
0	No Localized Preventive Treatment Recommended	Patching and Repair	No Preservation Work Recommended	Full Reconstruction
30				3.0" Mill and Overlay
40				2.0" Mill & Overlay
60	Crack Seal and Distress Repair	No Localized Stop Gap/ Major M&R Recommended	Rejuvenator & Microsurfacing	No Major M&R Recommended
65				
80				
100				

**Table 4. Treatment matrix for the Village of Manhattan’s Collector (AC) Roads.**

Treatment Matrix for Collector Roads				
PCI	Localized Preventive	Localized Stop Gap	Pavement Preservation	Major M&R
0	No Localized Preventive Treatment Recommended	Patching and Repair	No Preservation Work Recommended	Full Reconstruction
30				4.0" Mill & Overlay
45				3.0" Mill & Overlay
65	Crack Seal and Distress Repair	No Localized Stop Gap/ Major M&R Recommended	Rejuvenator & Microsurfacing	No Major M&R Recommended
80				
100				

As observed in Table 3 and Table 4, Residential pavement sections with PCI greater than 60 and Collector pavement sections with PCI greater than 65 are selected for localized preventive treatments such as crack sealing or distress repair. These PCI values are the critical values set for pavements based on their levels of importance (Functional Class). Sections with PCI values falling below the critical PCI values are assigned to stopgap works such as patching and repair. The stopgap candidates are already eligible for major M&R work as long as funding is available. PAVER™ assigns major M&R works to a subset of the below-critical sections depending on the availability of funding. The 2-inch and 3-inch Mill and Overlays are considered for the Residential Roads below PCI of 60 and 40 respectively. The Collector roads are set to receive 3-inch Mill and overlay a little early (as soon as the PCI drops below 65) and 4-inch Mill and Overlay below 45.

### 3.4 Unit Costs

ARA used the unit costs presented in Table 5 for developing different budget scenarios and a Capital Improvement Plan (CIP). Some of the costs were directly provided by the Village. Some of these costs were discussed with the Village during the PMS analysis results meeting on August 16, 2022. The Village reviewed and approved the unit costs. Costs were determined based on a square yard or linear foot basis. The unit costs used for PAVER™ analysis are shown in Table 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 Manhattan.**

Treatment Type	Unit Cost
Distress Repair & Crack Seal-AC	\$ 1.50/ft.
2.00" Mill and Overlay-AC	\$ 21.96/SY
3.00" Mill and Overlay-AC	\$ 24.03/SY
4.00" Mill and Overlay-AC	\$ 35.73/SY
Microsurfacing	\$ 2.90/SY
Rejuvenator	\$ 1.20/SY
Partial Depth Patching-AC	\$ 30.00/SY
Full Depth Patching-AC	\$ 60.00/SY
Reconstruction-AC	\$ 99.00/SY

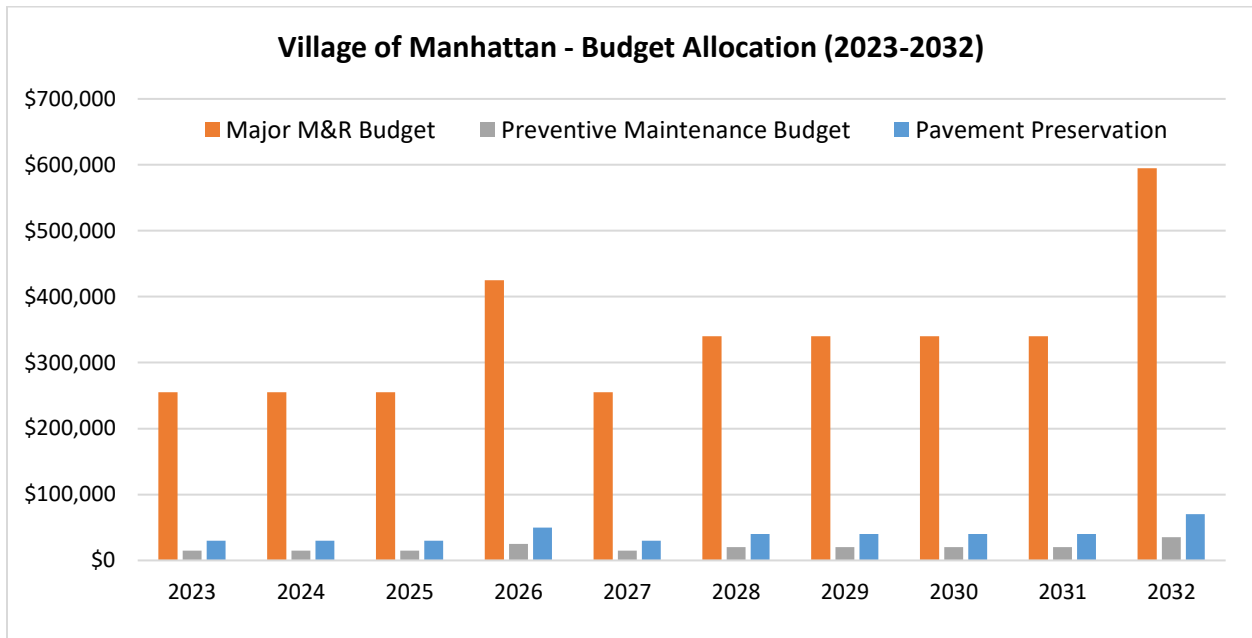
### 3.5 Annual Budget

The Village of Manhattan provided its major M&R budget from 2023-2032 as shown below:

- 2023 - \$300,000
- 2024 - \$300,000
- 2025 - \$300,000
- 2026 - \$500,000
- 2027 - \$300,000
- 2028 - \$400,000
- 2029 - \$400,000

- 2030 - \$400,000
- 2031 - \$400,000
- 2032 - \$700,000

Per discussion with the village, ARA allocated 5% of the budget for preventive maintenance activities each year, 10% to pavement preservation, and 85% for Major M&R activities. The assumed budget allocation from 2023 to 2032 is shown below in Figure 14.



**Figure 14. Assumed budget allocation for 10 years (2023-2032).**

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## 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 Manhattan, 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. 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 60 for Residential and 65 for Collector roads. The critical PCI value represents the condition at or below which Major M&R is recommended. The following 10-year M&R funding scenarios were evaluated:

- Eliminate backlogs
- Target PCI of 80
- Increase current funding
- Maintain current condition (PCI = 73.2)
- Keep funding level current
- Do nothing

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

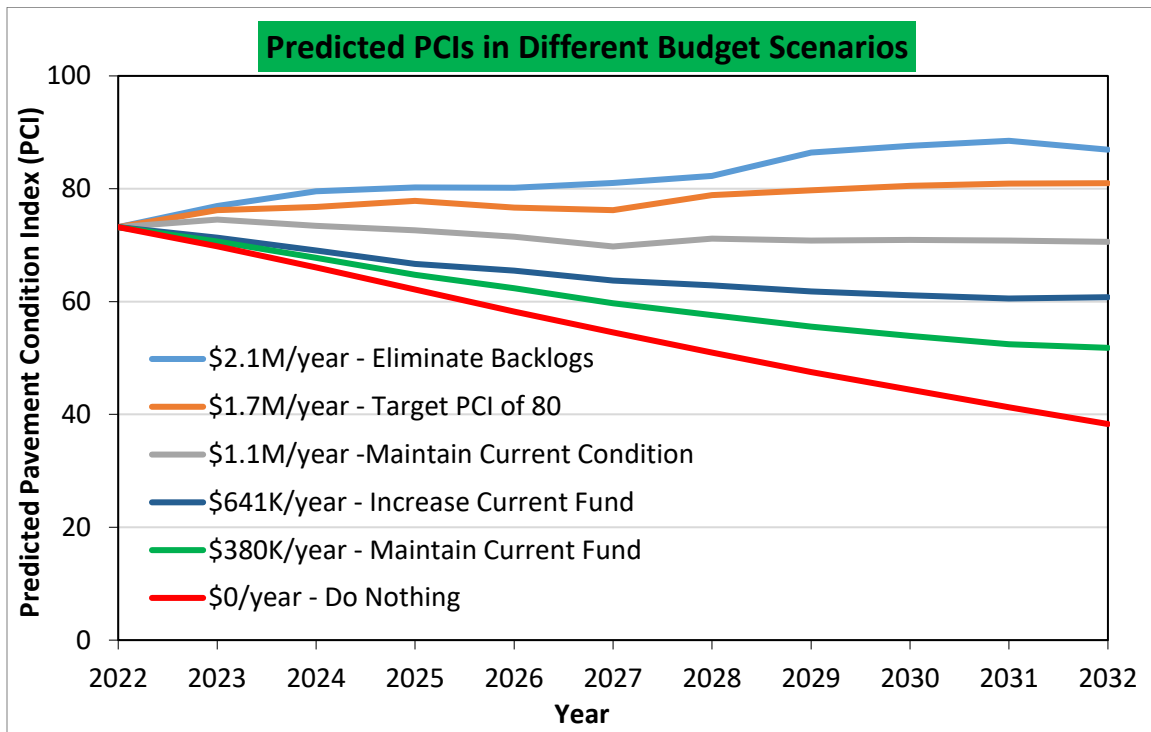
### 4.1 Funding Scenario Results

Using the M&R Working Plans module, different funding scenarios were generated. Based on the information provided by the Village, it was assumed that 95% of the current funding (Avg. \$380K/yr) would be spent on major M&R and pavement preservation activities.

Table 6 and Figure 15 display the effect of different funding levels on the average pavement condition of the Village network. From Table 6 and Figure 15, it can be observed that the current M&R funding level is less than what is required for maintaining the current condition over next ten years. Providing a budget to eliminate backlogs will result in an average PCI of 86.9 after ten years, while not spending any funds on the M&R program will deteriorate the network to an average PCI of 38.3 after ten years.

**Table 6. Predicted PCI based on funding scenarios.**

Year	\$2.1M/year - Eliminate Backlogs	\$1.7M/year - Target PCI of 80	\$1.1M/year - Maintain Current Condition	\$641K/year - Increase Current Fund	\$380K/year - Maintain Current Fund	\$0/yr Do Nothing
2022	73.2	73.2	73.2	73.2	73.2	73.2
2023	76.9	76.2	74.5	71.3	70.7	69.8
2024	79.5	76.8	73.4	69.0	67.8	66.0
2025	80.3	77.8	72.7	66.7	64.8	62.1
2026	80.2	76.6	71.5	65.5	62.3	58.2
2027	81.0	76.2	69.8	63.7	59.7	54.5
2028	82.3	78.9	71.2	62.9	57.6	51.0
2029	86.4	79.7	70.8	61.8	55.6	47.5
2030	87.6	80.5	71.0	61.1	53.9	44.4
2031	88.5	80.9	70.8	60.5	52.4	41.3
2032	86.9	81.0	70.6	60.8	51.8	38.3

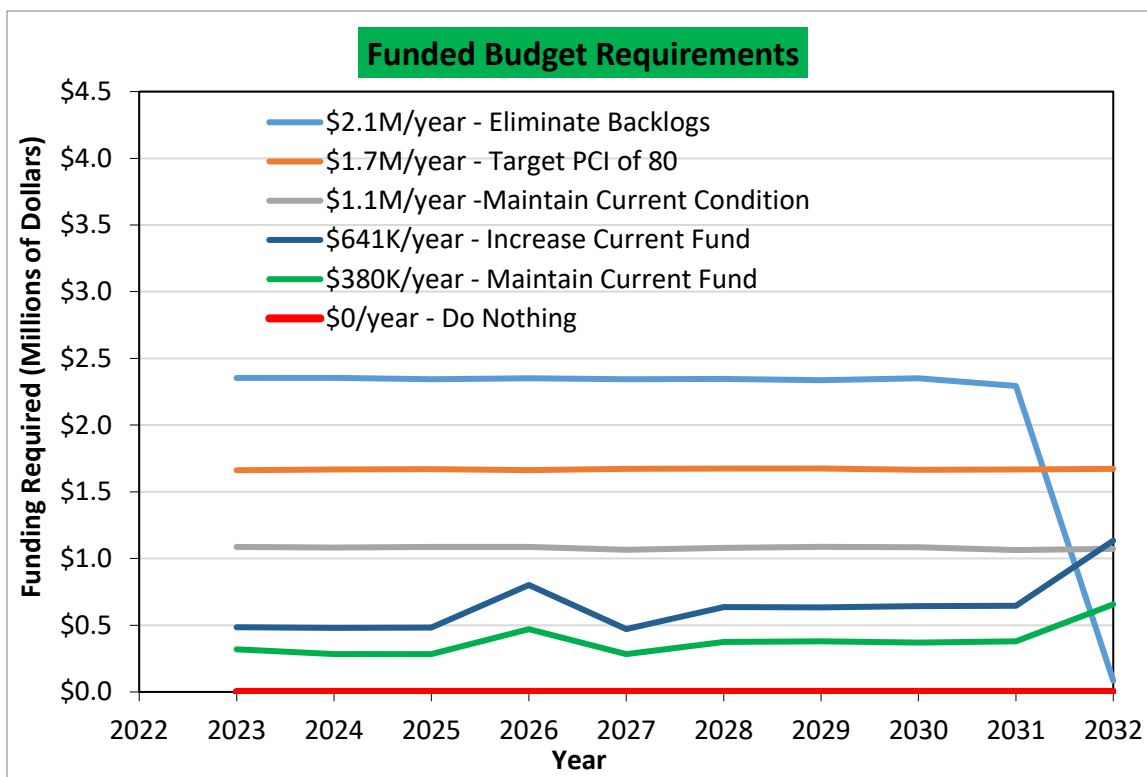


**Figure 15. Effect of funding level on Village’s pavement condition.**

Table 7 and Figure 16 show the amount of funding required to achieve target PCI values for various funding scenarios. To eliminate backlogs, it is required to invest about \$2.1M/year for major M&R for ten years. This cost includes only pavement material costs and no other additional repair costs for sidewalks, curbs etc. or professional services costs related to construction such as planning, design, traffic control, etc. The cost is only limited to the pavement (curb to curb) itself. Maintaining the current M&R funding (Avg. \$380K/Yr) will result in a PCI of 51.8 by 2032.

**Table 7. Total funded budget requirements per year based on funding scenarios.**

Year	\$2.1M/year - Eliminate Backlogs	\$1.7M/year - Target PCI of 80	\$1.1M/year - Maintain Current Condition	\$641K/year - Increase Current Fund	\$380K/year - Maintain Current Fund	\$0/yr Do Nothing
2023	\$2,353,992	\$1,661,679	\$1,087,010	\$485,202	\$320,164	\$0.00
2024	\$2,354,227	\$1,668,132	\$1,082,304	\$480,336	\$283,756	\$0.00
2025	\$2,343,359	\$1,669,748	\$1,086,853	\$482,853	\$283,848	\$0.00
2026	\$2,350,671	\$1,662,574	\$1,086,374	\$800,474	\$469,947	\$0.00
2027	\$2,343,878	\$1,671,710	\$1,065,425	\$470,907	\$284,524	\$0.00
2028	\$2,346,385	\$1,674,231	\$1,078,873	\$637,000	\$374,323	\$0.00
2029	\$2,337,049	\$1,674,024	\$1,087,620	\$632,887	\$379,134	\$0.00
2030	\$2,351,168	\$1,665,204	\$1,084,668	\$642,476	\$369,811	\$0.00
2031	\$2,293,918	\$1,667,928	\$1,063,395	\$646,491	\$379,079	\$0.00
2032	\$83,966	\$1,671,151	\$1,071,574	\$1,133,717	\$656,109	\$0.00



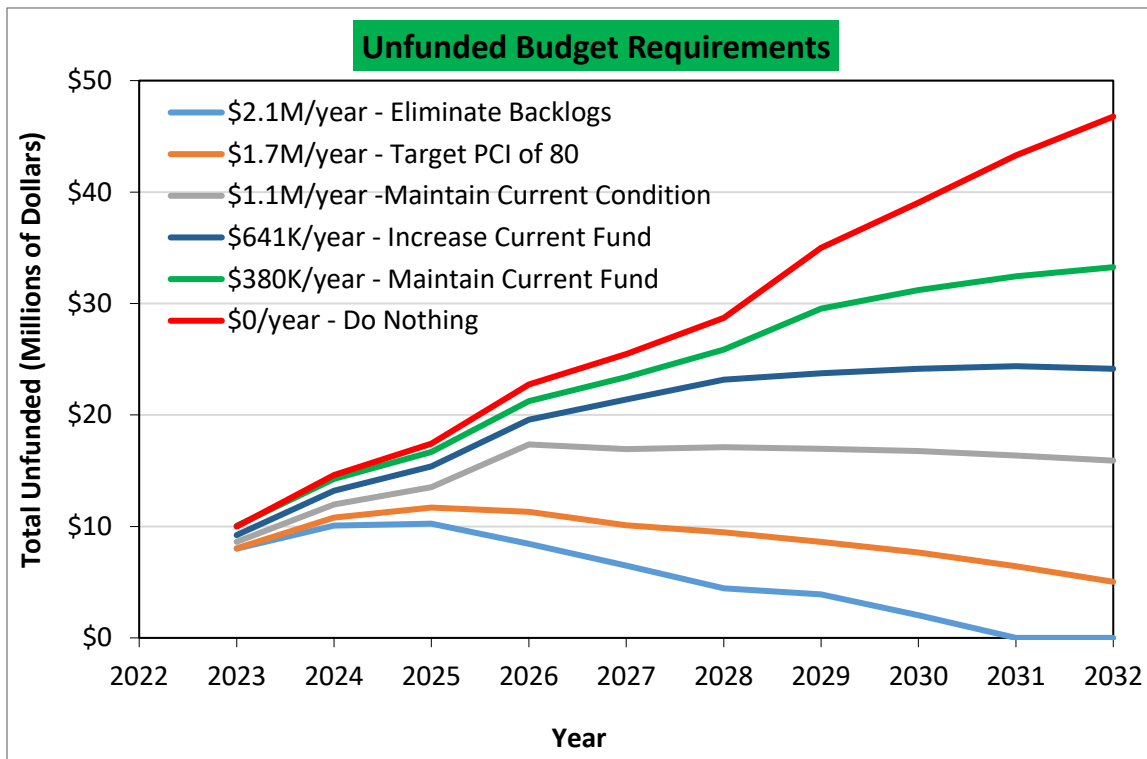
**Figure 16. Total funded budget requirements per year based on funding scenarios.**

Table 8 and Figure 17 show the total unfunded budget per year based on the funding scenarios. It can be seen that about \$8M is required in 2023 to eliminate the backlogs, while doing nothing will generate a backlog of \$46.8M by 2032. Current major M&R funding will sustain a backlog of \$33.3M by 2032.



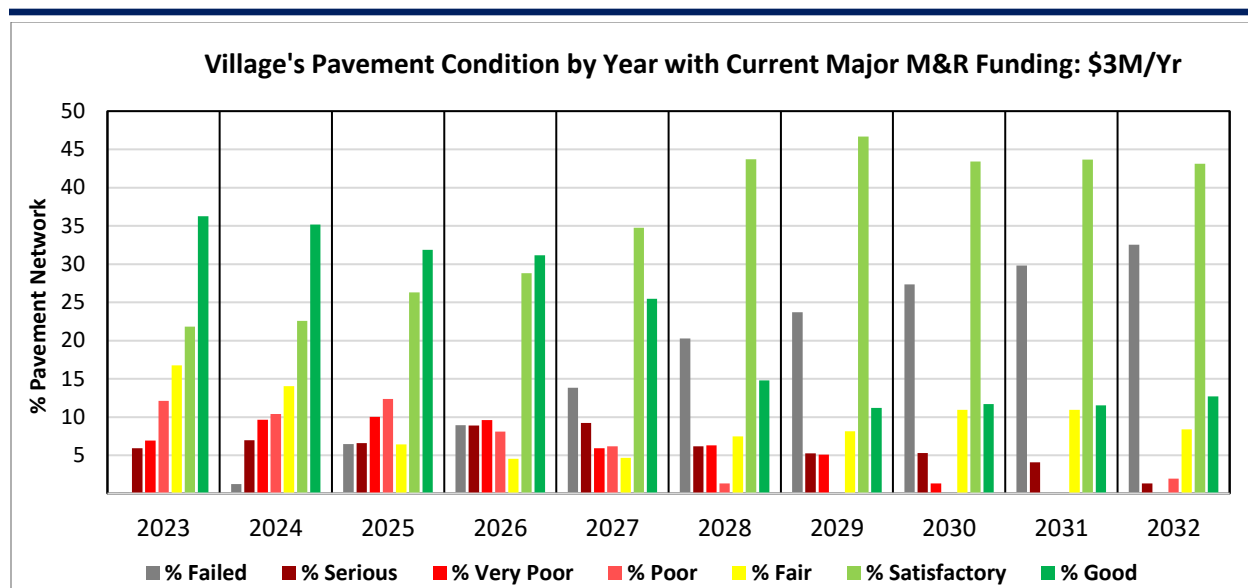
**Table 8. Total unfunded budget requirements per year based on funding scenarios.**

Year	\$2.1M/year - Eliminate Backlogs	\$1.7M/year - Target PCI of 80	\$1.1M/year - Maintain Current Condition	\$641K/year - Increase Current Fund	\$380K/year - Maintain Current Fund	\$0/yr Do Nothing
2023	\$8,017,720	\$8,045,398	\$8,620,067	\$9,221,875	\$10,051,548	\$9,989,563
2024	\$10,087,924	\$10,802,527	\$11,983,330	\$13,202,096	\$14,256,304	\$14,598,357
2025	\$10,247,895	\$11,693,829	\$13,526,547	\$15,385,876	\$16,680,555	\$17,439,276
2026	\$8,430,027	\$11,309,697	\$17,356,236	\$19,589,373	\$21,251,081	\$22,741,058
2027	\$6,485,539	\$10,105,644	\$16,939,864	\$21,396,895	\$23,403,309	\$25,450,921
2028	\$4,434,815	\$9,474,565	\$17,109,171	\$23,156,046	\$25,867,608	\$28,710,443
2029	\$3,888,903	\$8,614,853	\$16,975,276	\$23,755,897	\$29,544,610	\$34,985,206
2030	\$2,025,379	\$7,660,188	\$16,760,481	\$24,133,905	\$31,203,988	\$39,049,230
2031	\$0	\$6,430,106	\$16,368,553	\$24,377,419	\$32,435,973	\$43,282,872
2032	\$0	\$5,034,537	\$15,896,227	\$24,146,177	\$33,258,987	\$46,769,767



**Figure 17. Total unfunded budget requirements per year based on funding scenarios.**

The 10-Year major M&R plan based on the eliminate backlogs, current funding, anticipated funding, and 2023 localized distress maintenance plans are provided in Appendix A. Figure 18 shows the network condition distribution for the next ten years with the current funding level. Currently, about 23% of the pavement network is in 'Very Poor' or worse condition. With current funding, the average PCI of the network is expected to be 51.8 in 2032; a decrease of 21.4 PCI points from the 2022 average PCI.



**Figure 18. Pavement condition by year with current major M&R funding.**

Based on the most recent inspection, about 77% of the network is “Fair” or better. However, the analysis suggests that if the provided M&R recommendations are followed, only about 67% (Figure 18) of the network will be in “Fair” or better condition by 2032 with the current funding (Avg. \$380K/Yr). On the other hand, the “Failed” percentage will continue to increase. This is an approach to keep the better roads in better condition using the money available now and let the worse roads deteriorate until substantial funding is available. The cost of repair increases as the condition falls. Therefore, worse roads will cost more to fix whereas better roads will cost a fraction of that. Thus, more mileage of better quality is assured rather than few roads consuming the entire M&R budget. Table 9 presents the total ten-year costs for the funded projects and the remaining M&R backlogs in 2032.

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

Funding Scenario	Total 10-Year M&R Costs (2023-2032)	Remaining M&R Backlogs in 2032	Total 10-Year Costs	Predicted PCI 2032
\$2.1M/year - Eliminate Backlogs	\$21.2	\$0.0	\$21.2	87
\$1.7M/year - Target PCI of 80	\$16.7	\$5.0	\$21.7	81
\$1.1M/year -Maintain Current Condition	\$10.8	\$15.9	\$26.7	71
\$641K/year - Increase Current Fund	\$6.4	\$24.1	\$30.6	61
\$380K/year - Maintain Current Fund	\$3.8	\$33.3	\$37.1	52
\$0/year - Do Nothing	\$0.0	\$46.8	\$46.8	38

1. 'M&R Backlogs' refers to the amount required to resurface/reconstruct all pavements at or below their critical PCI value.  
 2. 'Total 10-Year Costs' refers to the sum of 10-year major M&R expenses and remaining backlogs at the end of 10-year period.  
 3. Current network weighted average PCI is 73.2

## 4.2 Consequence of Localized Distress Maintenance

The consequence of a localized distress maintenance plan calculates the cost and resulting condition of immediate implementation of local M&R, for the year of the most recent inspection. Based on the 2022 pavement condition survey, the localized preventive plan estimated that PCI of 31 sections would

increase by 4.1 points with an investment of \$190,150. Similarly, the localized stopgap plan estimated that PCI of 31 sections would increase by 0.9 points with an investment of \$3,795. The details of the localized distress maintenance plan based on the 2022 condition survey can be found in Appendix A. Table 10 shows the cost and pavement condition data resulting from the consequence of localized distress maintenance plan. Table 11 shows the details of the local distress maintenance plan for 2023.

**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
220 (Localized Preventive)	\$190,150	81.90	86.00
31 (Localized Stopgap)	\$3,795	41.70	42.60

**Table 11. Details of the local distress maintenance plan 2023**

Work Description	Work Quantity	Work Units	Work Cost
Patching - AC Deep	10,673	SqFt	\$71,188
Patching - AC Shallow	19,127.04	SqFt	\$63,693
Crack Sealing - AC	36,846	Ft	\$55,269
Patching - AC Shallow	1,140	SqFt	\$3,795
Total =			\$193,945

### 4.3 Pavement Preservation Recommendations

Pavement preservation considers all work types that are applied over a larger pavement area. The Global M&R table in PAVER™ allows a user to set the application interval for certain treatments and the age credits received as a result. This change is the time (in years) it would take for the condition of the pavement to return to where it was before the application of the preservation treatment. Pavement preservation can be applied on pavements minimal distresses. The PCI range used in this analysis was 65 to 100. The upper limit, although set to 100 does not necessarily recommend preservation treatments unless any distress is observed in a 100-PCI pavement. Table 12 lists the suggested years and lengths of pavement preservation jobs for five (5) years from 2023 to 2027 based on current funding. A map and a list of selected sections are included in Appendix A.

**Table 12. Details of pavement preservation plan (2022-2031)**

Year	PCI Before	PCI After	Treatment Type	Cost	Length (mi)
2023	69.5	78.7	Microsurfacing	\$ 29,996	0.7
2024	68.8	78.2	Microsurfacing	\$ 29,930	0.7
2025	66.3	76.5	Microsurfacing	\$ 29,837	0.7
2026	67.7	77.5	Microsurfacing	\$ 49,949	1.1
2027	65.8	76.2	Microsurfacing	\$ 29,984	0.6
2028	68.4	77.9	Microsurfacing	\$ 39,838	0.8
2029	68.8	78.0	Microsurfacing	\$ 39,722	0.8
2030	67.3	77.1	Microsurfacing	\$ 39,757	0.8
2031	68.2	77.9	Microsurfacing	\$ 39,663	0.7
2032	67.1	76.9	Microsurfacing	\$ 69,888	1.3

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## 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 Manhattan, 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 April 2022 survey, the average pavement condition index (PCI) value for the Village is about 73.2, which indicates the pavement network is in overall “Satisfactory” 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 (\$380K/Yr), (c) increase the current funding (\$641K/year), (d) maintain current condition, (e) reach a target PCI of 80, and (f) eliminate backlogs.

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

### 5.2 Recommendations

#### 5.2.1 Better utilization of available funds by performing timely repairs

Currently, 10% of the pavement area is in “Very Poor” or “Serious” condition and 14% area is in “Poor” condition. The backlog is expected to increase every year with the current level of funding. It was determined that about Avg. \$1.1M/year of 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.

#### 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.,

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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 Manhattan, 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 continue to perform pavement condition surveys on a three to four-year cycle. The benefits of performing routine PCI surveys are many-folded, including:

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

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

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## 6. PAVEMENT PRESERVATION

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

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

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

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

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

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

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

AC - Crack Filling and Crack Sealing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
These treatments are intended primarily to prevent the intrusion of moisture through existing cracks. Crack sealing refers to a sealant operation that addresses “working” cracks, i.e., those that open and close with changes in temperature. It typically implies high-quality materials and good preparation. Crack filling is for cracks that undergo little movement. Sealants used are typically thermo-plastic (bituminous) materials that soften upon heating and harden upon cooling.	Treatment can perform well in all climatic conditions. However, sealants perform best in the dryer and warmer environments that do not undergo large daily temperature changes.	Performance is not significantly affected by varying ADT or truck levels.	<b>Functional/Other:</b> <ul style="list-style-type: none"> <li>• Longitudinal cracking</li> <li>• Minor block cracking</li> <li>• Transverse cracking</li> </ul> <b>Structural:</b> 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"> <li>• Structural failure (i.e., extensive fatigue cracking or high severity rutting)</li> <li>• Extensive pavement deterioration, little remaining life</li> </ul>
<b>Construction Considerations</b>	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.			
<b>Expected Life</b>	2 to 6 years.			
<b>Typical Costs</b>	\$0.30 to \$1.50 per linear ft for crack sealing, including routing; \$0.30 per linear ft for crack filling. Costs are slightly higher for small jobs.			

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



Asphalt Patching	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Asphalt Patches are common method of treating localized distress. HMA patches can either be Full-depth or partial-depth. Full-depth patches are necessary where the entire depth of pavement is distressed. Partial-depth patches are necessary where the distress is only limited to the pavement surface	Preferably during dryer and warmer months. Cold patches can be used for temporary pothole fixes.	Traffic control is needed. Reduced roadway capacity should be evaluated. Traffic can return to a patched pavement once it cools off to 140°F	<p><b>Partial Depth Repairs</b></p> <ul style="list-style-type: none"> <li>• Shallow potholes</li> <li>• Weathering and Ravelling</li> <li>• Block Cracking</li> </ul> <p><b>Full Depth Repairs</b></p> <ul style="list-style-type: none"> <li>• Depressions</li> <li>• Pumping</li> <li>• Bottom-up fatigue cracking (thin pavement structure)</li> <li>• Underlying stripping</li> </ul>	<ul style="list-style-type: none"> <li>• Thermal cracking</li> <li>• Extensive pavement deterioration, little or no remaining life</li> </ul>
<b>Site Restrictions</b>	Appropriate traffic control			
<b>Construction Considerations</b>	<ul style="list-style-type: none"> <li>• Patch boundary should be clearly defined</li> <li>• Remove distressed materials and repair saturated subgrade soil or correct the main cause of distress</li> <li>• Repair should extend 12 inches into the non-distressed pavement</li> <li>• Apply tack coat on all the vertical and horizontal surfaces before placing the patch and compact the patch.</li> <li>• Compact quickly after placing the patch to ensure maximum compaction</li> <li>• Avoiding vibratory compaction under 175°F</li> <li>• Maximum lift thickness is 3 inch.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>			
<b>Expected Life</b>	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.			
<b>Typical Costs</b>	<ul style="list-style-type: none"> <li>• AC Patch –Partial Depth - \$20.00-25.00/SY</li> <li>• AC Patch –Full depth - \$40.00-50.00/SY</li> </ul>			

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

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

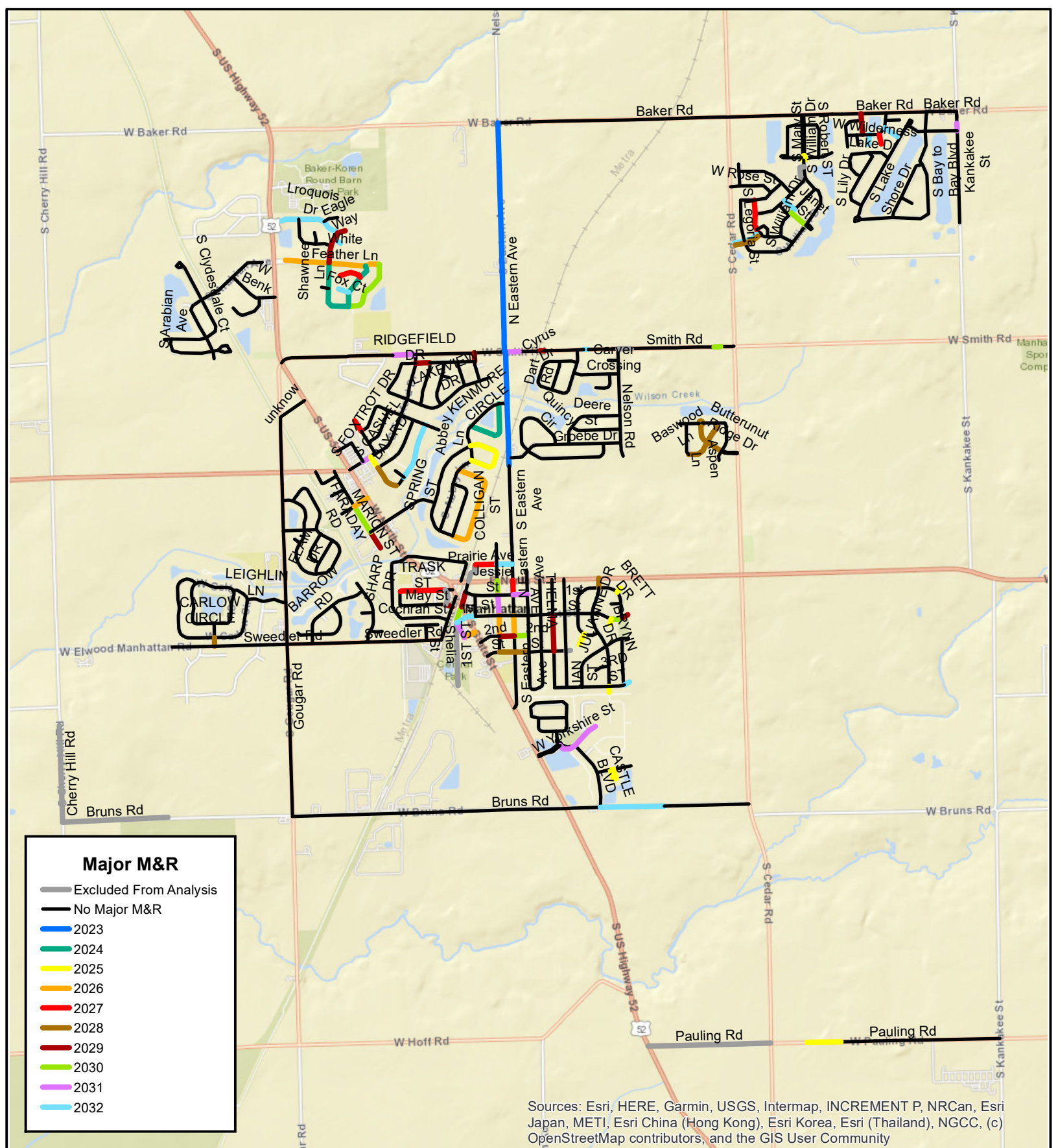
Microsurfacing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
<p>Microsurfacing is basically a slurry seal with an accelerated setting capability. It consists of the application of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and <u>chemical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

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

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## **Appendix — A**

1. 2023-2032 Major M&R Plan Based on Current Funding
2. 2023 Localized Distress Maintenance Plan
3. 2023-2032 Major M&R Plan Based on “Eliminate Backlog” Funding
4. Pavement Surface Type
5. 2022 Pavement Condition Index (PCI)
6. 2022 International Roughness Index (IRI)
7. List of Sections Selected for 2023-2032 Major M&R Plan Based on Current Funding
8. List of Pavement Sections with 2021 PCI and IRI values
9. Details of the 2023 Localized Distress Maintenance Plan

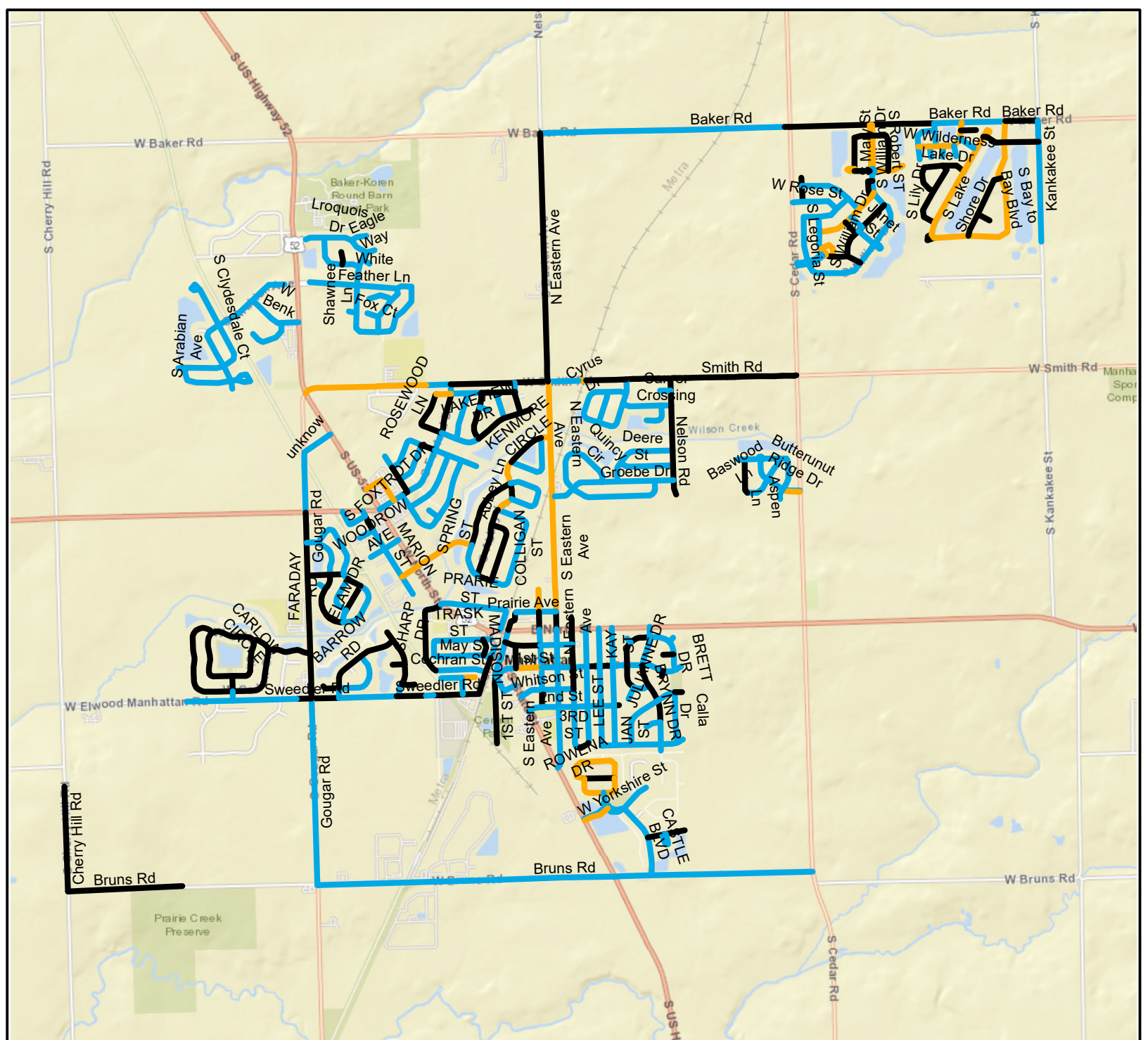


0 2,100 4,200 Feet

**Major M&R Plan  
2023-2032 Based on  
Current Funding**

**Village  
of  
Manhattan, IL**





**Localized Maintenance Plan 2023**

- Do Nothing
- Crack Seal & Distress Repair (Preventive)
- Patching & Repair (StopGap)

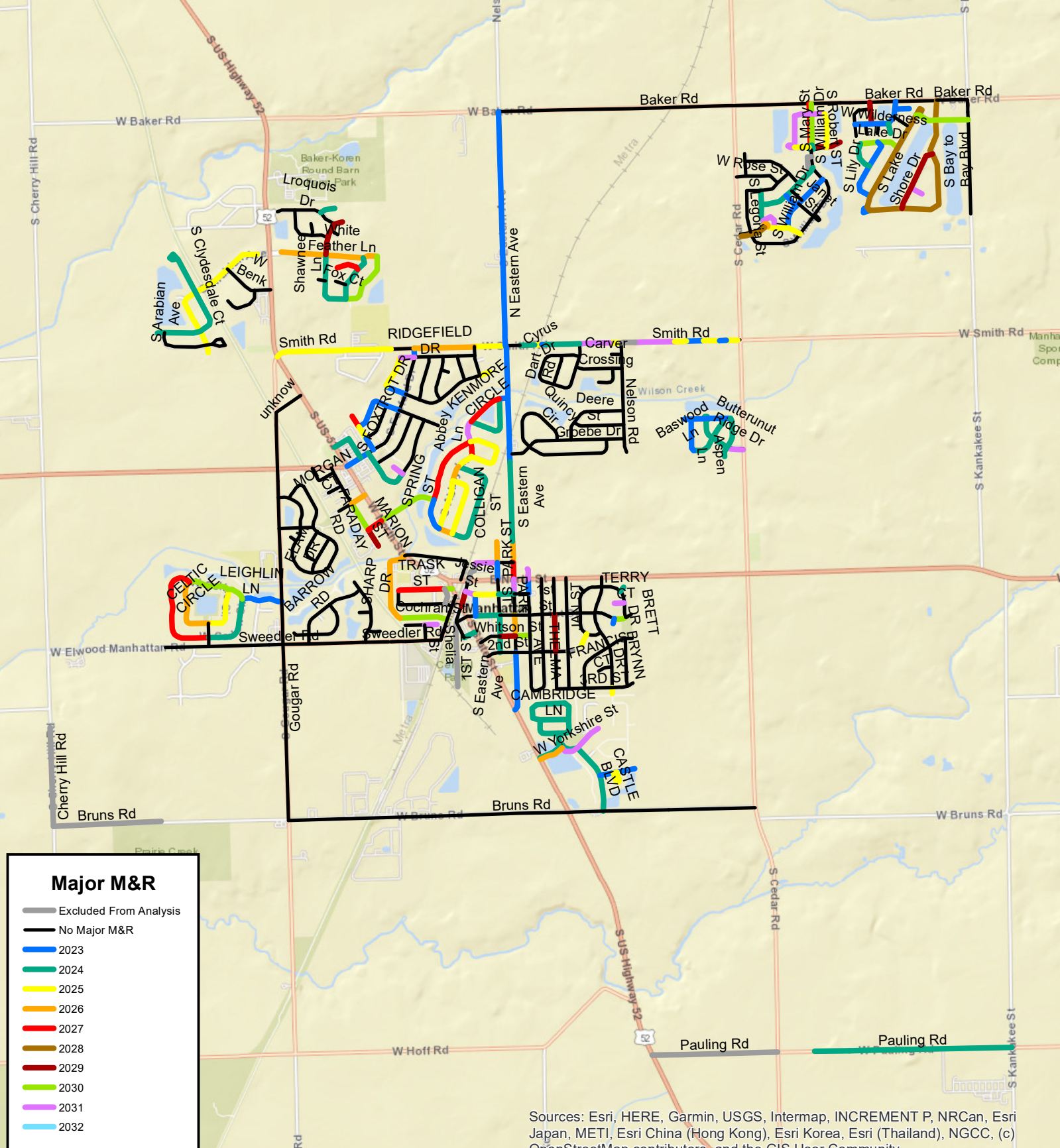
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

0 2,100 4,200 Feet

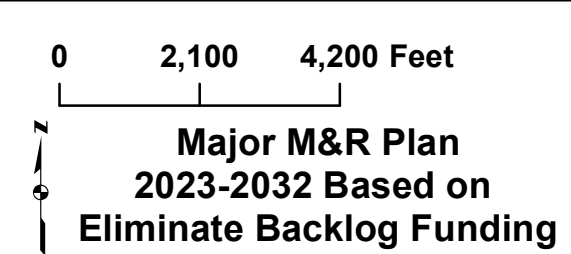
**Localized Maintenance Plan 2023**

**Village of Manhattan, IL**





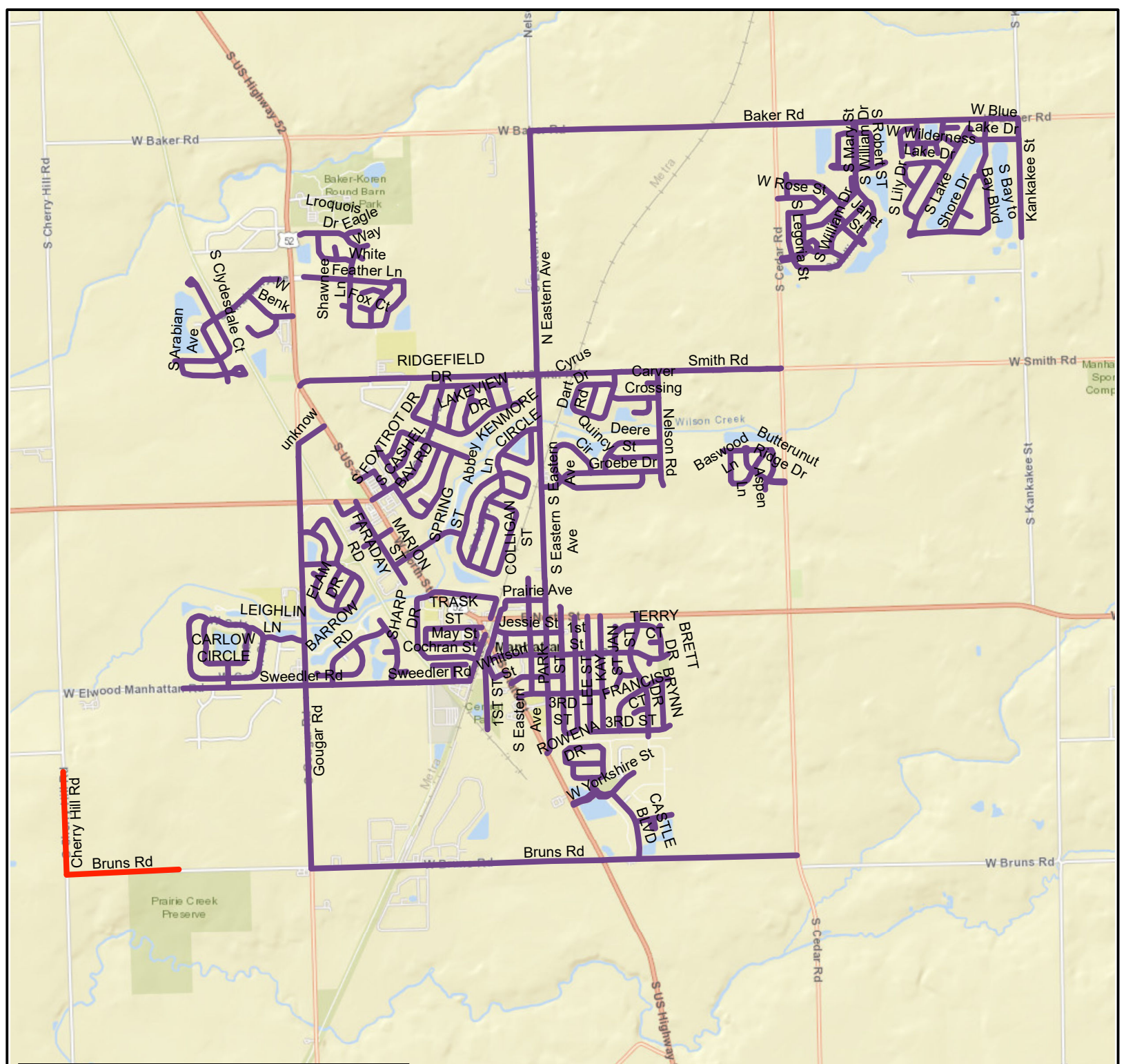
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



# Village of Manhattan, IL







**Pavement Surface Type**

- Asphalt Concrete
- Gravel

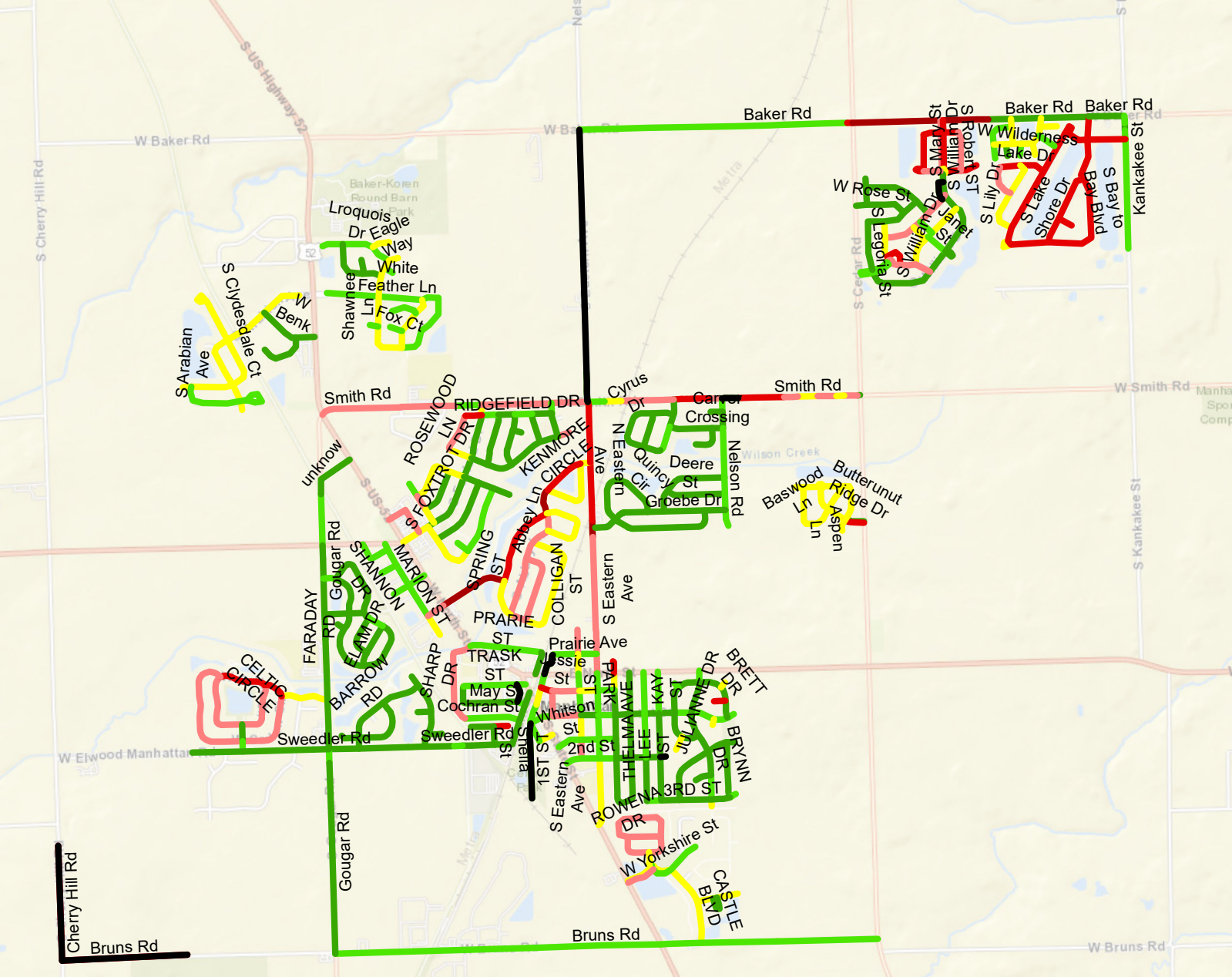
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

0 2,100 4,200 Feet

**Pavement Surface Type**

**Village  
of  
Manhattan, IL**





### PCI 2022

- PCI not available (Unpaved/ Inaccessible)
- 0 - 10 Failed
- 11 - 25 Serious
- 26 - 40 Very Poor
- 41 - 55 Poor
- 56 - 70 Fair
- 71 - 85 Satisfactory
- 86 - 100 Good

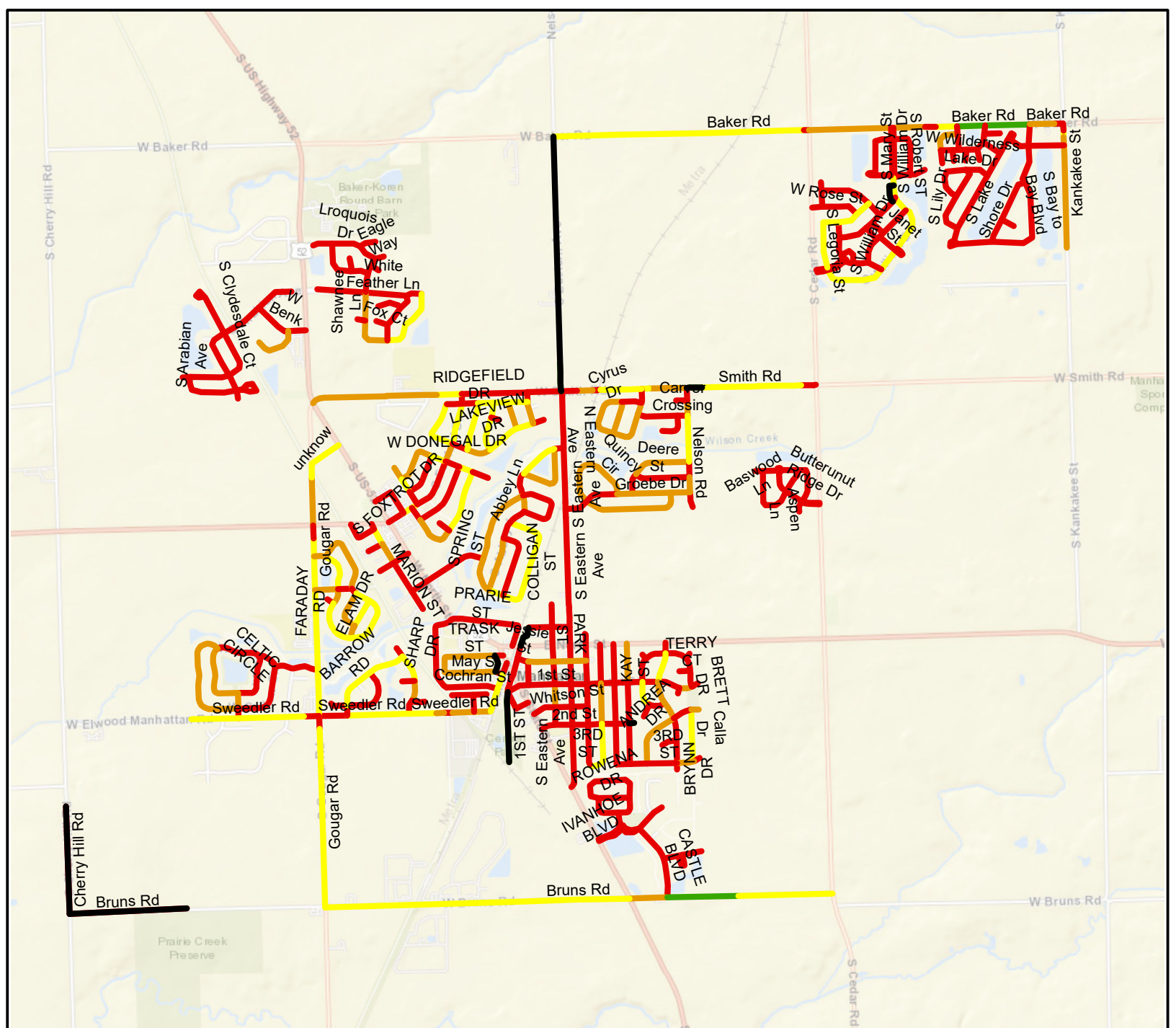
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

0      2,100      4,200 Feet

## PCI 2022

# Village of Manhattan, IL





### IRI 2022

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

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

0 2,100 4,200 Feet

**IRI 2022**

**Village  
of  
Manhattan, IL**



**List of Sections Selected for 2023-2032 Major M&R Plan Based on Current Funding**

Year	Branch ID	Section ID	PCI Before	Cost	Functional Class	Surface Type	Length (ft)	Width (ft)	Work Type
2023	NEASTERN	143	23.3	\$117,135	Collector	AC	1188.4	25	Full Reconstruction
2023	NEASTERN	211	75.3	\$36,932	Residential	AC	5304.5	16	Committed Project
2023	NEASTERN	24	16.6	\$30,212	Collector	AC	317.2	24	Full Reconstruction
2023	NEASTERN	6	32.1	\$74,524	Collector	AC	813.3	23	4.0 Inch Mill & Overlay
2023	SEASTERN	289	24.4	\$31,365	Collector	AC	313.1	25	Full Reconstruction
2024	ECHO_LN	391	59.8	\$72,511	Residential	AC	1088.1	27	2.0 Inch Mill & Overlay
2024	KENMORE_CI	53	59.8	\$86,758	Residential	AC	1377.0	25	2.0 Inch Mill & Overlay
2024	SHAWNEE_LN	283	59.8	\$94,557	Residential	AC	1422.0	26	2.0 Inch Mill & Overlay
2025	BRETT_CT	338	53.9	\$8,275	Residential	AC	124.1	26	2.0 Inch Mill & Overlay
2025	BRIAN_CT	336	56.9	\$15,690	Residential	AC	274.1	22	2.0 Inch Mill & Overlay
2025	BRYNN_DR	347	56.9	\$9,065	Residential	AC	133.5	26	2.0 Inch Mill & Overlay
2025	CLARE_CIRC	145	59.8	\$97,156	Residential	AC	1492.7	25	2.0 Inch Mill & Overlay
2025	FIRST_CT	340	45.1	\$7,457	Residential	AC	115.6	25	2.0 Inch Mill & Overlay
2025	PAULING_RD	191	55.4	\$43,247	Residential	AC	787.4	21	2.0 Inch Mill & Overlay
2025	UNKNOW	387	56.9	\$34,017	Residential	AC	500.8	26	2.0 Inch Mill & Overlay
2025	W_JOHN_ST	225	55.4	\$18,382	Residential	AC	307.4	23	2.0 Inch Mill & Overlay
2025	W_WATERFOR	88	55.4	\$20,722	Residential	AC	302.1	27	2.0 Inch Mill & Overlay
2026	COLLIGAN_S	43	48.7	\$166,428	Residential	AC	2393.2	26	2.0 Inch Mill & Overlay
2026	GUSTAFSON	314	50.4	\$18,511	Residential	AC	278.6	25	2.0 Inch Mill & Overlay
2026	PARK_ST	302	47.0	\$30,563	Residential	AC	478.5	24	2.0 Inch Mill & Overlay
2026	SEASTERN	95	57.1	\$30,730	Residential	AC	477.9	24	2.0 Inch Mill & Overlay
2026	WHITE_FEAT	243	57.1	\$149,043	Residential	AC	2182.9	26	2.0 Inch Mill & Overlay
2026	WOODROW_AV	184	57.1	\$24,723	Residential	AC	351.6	26	2.0 Inch Mill & Overlay
2027	BUTTERUNUT	256	42.8	\$76,695	Residential	AC	1121.1	25	2.0 Inch Mill & Overlay
2027	MENOMINEE	393	56.2	\$36,888	Residential	AC	509.6	26	2.0 Inch Mill & Overlay
2027	TRASK_ST	161	58.1	\$71,521	Residential	AC	1033.9	25	2.0 Inch Mill & Overlay
2027	W_WATERFOR	164	58.1	\$19,956	Residential	AC	286.4	25	2.0 Inch Mill & Overlay
2027	W_WATERFOR	89	42.8	\$44,236	Residential	AC	620.1	26	2.0 Inch Mill & Overlay
2028	BASWOOD_LN	258	36.2	\$85,051	Residential	AC	1098.5	25	3.0 Inch Mill & Overlay
2028	EAGLE_WAY	284	59.8	\$66,403	Residential	AC	912.4	26	2.0 Inch Mill & Overlay
2028	FUGGETT_DR	271	59.8	\$32,916	Residential	AC	476.6	24	2.0 Inch Mill & Overlay
2028	MARION_ST	82	58.3	\$31,479	Residential	AC	429.2	26	2.0 Inch Mill & Overlay
2028	W_MARGARET	242	55.6	\$42,952	Residential	AC	578.6	26	2.0 Inch Mill & Overlay
2028	W_YORKSHIR	254	36.2	\$48,283	Residential	AC	604.1	26	3.0 Inch Mill & Overlay
2028	WABASH_ST	293	58.3	\$23,378	Residential	AC	347.5	24	2.0 Inch Mill & Overlay
2029	ARROWHEAD	282	58.8	\$105,219	Residential	AC	1381.7	26	2.0 Inch Mill & Overlay
2029	COCHRAN_ST	103	57.1	\$79,609	Residential	AC	1075.4	25	2.0 Inch Mill & Overlay
2029	KAY_ST	359	58.1	\$64,402	Residential	AC	849.7	26	2.0 Inch Mill & Overlay
2029	MARION_ST	158	57.1	\$48,970	Residential	AC	699.9	24	2.0 Inch Mill & Overlay
2029	TRASK_ST	162	57.1	\$12,464	Residential	AC	179.6	24	2.0 Inch Mill & Overlay
2029	WHITSON_ST	311	58.8	\$23,341	Residential	AC	333.0	24	2.0 Inch Mill & Overlay
2030	1ST_ST	327	58.8	\$20,368	Residential	AC	266.4	25	2.0 Inch Mill & Overlay
2030	JESSIE_ST	378	58.1	\$24,445	Residential	AC	327.6	25	2.0 Inch Mill & Overlay
2030	KANKAKEE_S	174	58.1	\$12,913	Residential	AC	164.3	26	2.0 Inch Mill & Overlay
2030	MCCLURE	315	58.1	\$29,918	Residential	AC	387.6	26	2.0 Inch Mill & Overlay
2030	PRAIRIE_AV	296	56.2	\$36,917	Residential	AC	495.1	25	2.0 Inch Mill & Overlay
2030	SEASTERN	91	56.2	\$24,879	Residential	AC	333.7	25	2.0 Inch Mill & Overlay
2030	SMITH_RD	54	58.1	\$24,550	Collector	AC	326.0	23	3.0 Inch Mill & Overlay
2030	SMITH_RD	73	0.0	\$32,119	Collector	AC	105.0	23	Full Reconstruction
2030	W_EAMON_CT	181	56.2	\$18,072	Residential	AC	247.0	24	2.0 Inch Mill & Overlay
2030	W_YORKSHIR	383	56.2	\$81,323	Residential	AC	1056.2	26	2.0 Inch Mill & Overlay
2030	WHITSON_ST	312	50.6	\$25,812	Residential	AC	340.7	25	2.0 Inch Mill & Overlay
2031	2ND_ST	306	55.7	\$21,291	Residential	AC	329.0	21	2.0 Inch Mill & Overlay
2031	ASHFORD_CT	197	55.7	\$15,999	Residential	AC	198.2	26	2.0 Inch Mill & Overlay
2031	BRYNN_DR	341	55.7	\$16,025	Residential	AC	220.3	24	2.0 Inch Mill & Overlay
2031	MOHAWK_TRA	247	9.3	\$119,593	Residential	AC	334.4	26	Full Reconstruction
2031	S_GRACE_ST	237	55.7	\$25,718	Residential	AC	317.1	26	2.0 Inch Mill & Overlay
2031	SFOXTROT	9	2.7	\$68,666	Residential	AC	202.9	24	Full Reconstruction
2031	W_CHASE_CT	274	55.7	\$27,471	Residential	AC	357.2	25	2.0 Inch Mill & Overlay
2031	W_MARGARET	241	55.7	\$44,842	Residential	AC	567.5	26	2.0 Inch Mill & Overlay
2032	2ND_ST	305	55.6	\$24,052	Residential	AC	353.0	21	2.0 Inch Mill & Overlay
2032	S_JENNIFER	232	3.6	\$282,600	Residential	AC	775.0	25	Full Reconstruction
2032	SMITH_RD	23	0.0	\$52,020	Collector	AC	159.0	23	Full Reconstruction
2032	SMITH_RD	30	1.2	\$106,333	Collector	AC	326.0	23	Full Reconstruction
2032	W_YORKSHIR	382	1.2	\$120,188	Residential	AC	326.6	26	Full Reconstruction

## List of 2022 PCI & IRI Values

NetworkID	BranchID	SectionID	Section Rank	Surface Type	Length (ft)	Last Inspection Date	IRI (in/mile)	PCI	PCI Category
Manhattan	1ST_ST	291	Residential	AC	55.44	04-10-2022	204	98	Good
Manhattan	1ST_ST	316	Residential	AC	274.65	04-10-2022	278	76	Satisfactory
Manhattan	1ST_ST	317	Residential	AC	195.32	04-10-2022	682	76	Satisfactory
Manhattan	1ST_ST	318	Residential	AC	544.65	04-10-2022	968	52	Poor
Manhattan	1ST_ST	319	Residential	AC	342.01	04-10-2022	267	87	Good
Manhattan	1ST_ST	320	Residential	AC	329.07	04-10-2022	339	78	Satisfactory
Manhattan	1ST_ST	321	Residential	AC	288.91	04-10-2022	323	93	Good
Manhattan	1ST_ST	322	Residential	AC	283.86	04-10-2022	373	97	Good
Manhattan	1ST_ST	323	Residential	AC	279.06	04-10-2022	228	99	Good
Manhattan	1ST_ST	324	Residential	AC	300.92	04-10-2022	303	97	Good
Manhattan	1ST_ST	325	Residential	AC	333.37	04-10-2022	331	83	Satisfactory
Manhattan	1ST_ST	326	Residential	AC	464.18	04-10-2022	304	83	Satisfactory
Manhattan	1ST_ST	327	Residential	AC	266.44	04-10-2022	199	80	Satisfactory
Manhattan	1ST_ST	328	Residential	AC	138.58	04-10-2022	257	78	Satisfactory
Manhattan	2ND_ST	304	Residential	AC	302.02	04-10-2022	310	80	Satisfactory
Manhattan	2ND_ST	305	Residential	AC	353.02	04-10-2022	287	77	Satisfactory
Manhattan	2ND_ST	306	Residential	AC	329.01	04-10-2022	358	75	Satisfactory
Manhattan	2ND_ST	307	Residential	AC	289.74	04-10-2022	316	89	Good
Manhattan	2ND_ST	308	Residential	AC	282.16	04-10-2022	223	96	Good
Manhattan	2ND_ST	309	Residential	AC	277.89	04-10-2022	276	95	Good
Manhattan	3RD_ST	353	Residential	AC	134.97	04-10-2022	565	77	Satisfactory
Manhattan	3RD_ST	354	Residential	AC	361.27	04-10-2022	190	98	Good
Manhattan	3RD_ST	355	Residential	AC	627.59	04-10-2022	271	98	Good
Manhattan	3RD_ST	356	Residential	AC	348.81	04-10-2022	373	93	Good
Manhattan	3RD_ST	357	Residential	AC	276.69	04-10-2022	221	84	Satisfactory
Manhattan	3RD_ST	367	Residential	AC	311.28	04-10-2022	139	100	Good
Manhattan	ABBEY_LN	60	Residential	AC	191.77	04-10-2022	464	57	Fair
Manhattan	ABBEY_LN	61	Residential	AC	338.60	04-10-2022	207	42	Poor
Manhattan	ABBEY_LN	62	Residential	AC	1,136.62	04-10-2022	181	49	Poor
Manhattan	ABBEY_LN	63	Residential	AC	371.39	04-10-2022	280	48	Poor
Manhattan	ABBEY_LN	64	Residential	AC	491.59	04-10-2022	226	16	Serious
Manhattan	ABBEY_LN	65	Residential	AC	832.26	04-10-2022	163	27	Very Poor
Manhattan	ABBEY_LN	66	Residential	AC	342.77	04-10-2022	226	43	Poor
Manhattan	ANDREA_DR	350	Residential	AC	1,221.78	04-10-2022	180	95	Good
Manhattan	ANDREA_DR	351	Residential	AC	410.21	04-10-2022	359	94	Good
Manhattan	ANDREA_DR	352	Residential	AC	158.03	04-10-2022	213	91	Good
Manhattan	ARROWHEAD	282	Residential	AC	1,381.68	04-10-2022	146	72	Satisfactory
Manhattan	ASHFORD_CT	196	Residential	AC	323.37	04-10-2022	193	97	Good
Manhattan	ASHFORD_CT	197	Residential	AC	198.21	04-10-2022	425	75	Satisfactory
Manhattan	ASHLEY_CT	180	Residential	AC	166.32	04-10-2022	543	92	Good
Manhattan	ASPEN_LN	259	Residential	AC	723.28	04-10-2022	335	60	Fair
Manhattan	AUDUBON_TR	261	Residential	AC	958.27	04-10-2022	277	61	Fair
Manhattan	BAKER_RD	7	Residential	AC	60.58	04-10-2022	1,790	84	Satisfactory
Manhattan	BAKER_RD	72	Residential	AC	5,209.87	04-10-2022	156	84	Satisfactory
Manhattan	BAKER_RD	117	Residential	AC	121.16	04-10-2022	323	93	Good
Manhattan	BAKER_RD	126	Residential	AC	103.91	08-10-2022	1,991	100	Good
Manhattan	BAKER_RD	142	Residential	AC	437.65	04-10-2022	133	93	Good
Manhattan	BAKER_RD	150	Residential	AC	1,517.91	04-10-2022	80	98	Good
Manhattan	BAKER_RD	200	Residential	AC	2,422.78	08-10-2022	196	100	Good
Manhattan	BALDWIN_LN	198	Residential	AC	232.26	04-10-2022	460	91	Good
Manhattan	BANN_ST	149	Residential	AC	1,450.06	04-10-2022	279	50	Poor
Manhattan	BARROW_RD	128	Residential	AC	779.35	04-10-2022	168	99	Good

## List of 2022 PCI & IRI Values

NetworkID	BranchID	SectionID	Section Rank	Surface Type	Length (ft)	Last Inspection Date	IRI (in/mile)	PCI	PCI Category
Manhattan	BARROW_RD	129	Residential	AC	204.10	04-10-2022	237	94	Good
Manhattan	BARROW_RD	130	Residential	AC	891.94	04-10-2022	157	99	Good
Manhattan	BASWOOD_LN	258	Residential	AC	1,098.48	04-10-2022	238	66	Fair
Manhattan	BRETT_CT	338	Residential	AC	124.14	04-10-2022	460	66	Fair
Manhattan	BRETT_DR	329	Residential	AC	334.35	04-10-2022	272	86	Good
Manhattan	BRETT_DR	330	Residential	AC	282.12	04-10-2022	249	93	Good
Manhattan	BRETT_DR	331	Residential	AC	445.73	04-10-2022	530	86	Good
Manhattan	BRIAN_CT	336	Residential	AC	274.08	04-10-2022	424	68	Fair
Manhattan	BROOKSTONE	41	Residential	AC	1,355.73	04-10-2022	282	22	Serious
Manhattan	BRUNS_RD	101	Residential	AC	787.94	04-10-2022	176	83	Satisfactory
Manhattan	BRUNS_RD	102	Residential	AC	1,481.89	04-10-2022	88	76	Satisfactory
Manhattan	BRUNS_RD	104	Residential	AC	6,330.44	04-10-2022	107	81	Satisfactory
Manhattan	BRUNS_RD	175	Residential	AC	1,958.20	04-10-2022	103	83	Satisfactory
Manhattan	BRYNN_DR	341	Residential	AC	220.33	04-10-2022	478	75	Satisfactory
Manhattan	BRYNN_DR	342	Residential	AC	612.15	04-10-2022	146	94	Good
Manhattan	BRYNN_DR	343	Residential	AC	472.68	04-10-2022	189	89	Good
Manhattan	BRYNN_DR	344	Residential	AC	370.91	04-10-2022	209	96	Good
Manhattan	BRYNN_DR	345	Residential	AC	470.92	04-10-2022	324	88	Good
Manhattan	BRYNN_DR	346	Residential	AC	463.15	04-10-2022	224	85	Satisfactory
Manhattan	BRYNN_DR	347	Residential	AC	133.45	04-10-2022	706	68	Fair
Manhattan	BUTTERCUP	118	Residential	AC	998.33	04-10-2022	163	90	Good
Manhattan	BUTTERUNUT	256	Residential	AC	1,121.11	04-10-2022	286	66	Fair
Manhattan	BUTTERUNUT	257	Residential	AC	357.48	04-10-2022	336	88	Good
Manhattan	BUTTERUNUT	260	Residential	AC	375.24	04-10-2022	268	27	Very Poor
Manhattan	CALLA_DR	348	Residential	AC	1,075.69	04-10-2022	162	92	Good
Manhattan	CAMBRIDGE	380	Residential	AC	650.51	04-10-2022	298	53	Poor
Manhattan	CARLOW_CIR	67	Residential	AC	2,449.36	04-10-2022	185	42	Poor
Manhattan	CARLOW_CIR	68	Residential	AC	1,434.67	04-10-2022	294	51	Poor
Manhattan	CARLOW_CIR	69	Residential	AC	434.88	04-10-2022	297	39	Very Poor
Manhattan	CARVER_CRO	86	Residential	AC	830.60	04-10-2022	511	89	Good
Manhattan	CARVER_CRO	87	Residential	AC	209.69	04-10-2022	379	88	Good
Manhattan	CASTLE_BLV	52	Residential	AC	1,629.14	04-10-2022	444	65	Fair
Manhattan	CELTIC_CIR	25	Residential	AC	1,106.91	04-10-2022	320	50	Poor
Manhattan	CELTIC_CIR	26	Residential	AC	1,429.40	04-10-2022	216	45	Poor
Manhattan	CELTIC_CIR	27	Residential	AC	905.81	04-10-2022	243	40	Very Poor
Manhattan	CHIPPEWA_L	245	Residential	AC	1,237.67	04-10-2022	270	88	Good
Manhattan	CLARE_CIRC	145	Residential	AC	1,492.69	04-10-2022	229	70	Fair
Manhattan	COCHRAN_ST	103	Residential	AC	1,075.41	04-10-2022	236	71	Satisfactory
Manhattan	COLLIGAN_S	43	Residential	AC	2,393.22	04-10-2022	150	66	Fair
Manhattan	CRABAPPLE	22	Residential	AC	571.78	04-10-2022	184	92	Good
Manhattan	CYRUS_DR	208	Residential	AC	334.77	04-10-2022	177	95	Good
Manhattan	CYRUS_DR	209	Residential	AC	1,196.36	04-10-2022	176	98	Good
Manhattan	CYRUS_DR	210	Residential	AC	412.33	04-10-2022	245	97	Good
Manhattan	DART_RD	19	Residential	AC	682.30	04-10-2022	189	86	Good
Manhattan	DEERE_ST	74	Residential	AC	1,137.81	04-10-2022	367	94	Good
Manhattan	EAGLE_WAY	284	Residential	AC	912.44	04-10-2022	354	70	Fair
Manhattan	EBERHART_S	185	Residential	AC	363.78	04-10-2022	483	42	Poor
Manhattan	ECHO_LN	391	Residential	AC	1,088.10	04-10-2022	228	67	Fair
Manhattan	ELAM_DR	75	Residential	AC	599.79	04-10-2022	159	97	Good
Manhattan	ELAM_DR	76	Residential	AC	270.69	04-10-2022	187	96	Good
Manhattan	ELWOOD_RD	81	Collector	AC	344.19	04-10-2022	182	95	Good
Manhattan	FAIRVIEW_D	168	Residential	AC	690.16	04-10-2022	504	80	Satisfactory

## List of 2022 PCI & IRI Values

NetworkID	BranchID	SectionID	Section Rank	Surface Type	Length (ft)	Last Inspection Date	IRI (in/mile)	PCI	PCI Category
Manhattan	FARADAY_RD	204	Residential	AC	1,494.99	04-10-2022	217	99	Good
Manhattan	FARADAY_RD	205	Residential	AC	132.16	04-10-2022	244	96	Good
Manhattan	FARADAY_RD	206	Residential	AC	1,153.57	04-10-2022	159	88	Good
Manhattan	FARADAY_RD	207	Residential	AC	308.68	04-10-2022	135	81	Satisfactory
Manhattan	FIRST_CT	340	Residential	AC	115.58	04-10-2022	960	60	Fair
Manhattan	FITZGERALD	152	Residential	AC	192.71	04-10-2022	230	78	Satisfactory
Manhattan	FITZGERALD	153	Residential	AC	469.00	04-10-2022	211	98	Good
Manhattan	FOX_CT	392	Residential	AC	245.19	04-10-2022	607	76	Satisfactory
Manhattan	FRANCIS_CT	349	Residential	AC	314.23	04-10-2022	354	92	Good
Manhattan	FRONT_ST	212	Collector	AC	259.16	04-10-2022	1,180	92	Good
Manhattan	FRONT_ST	213	Collector	AC	320.01	04-10-2022	103	97	Good
Manhattan	FRONT_ST	214	Collector	AC	486.05	04-10-2022	145	97	Good
Manhattan	FUGGETT_DR	271	Residential	AC	476.60	04-10-2022	312	70	Fair
Manhattan	GLIDDEN_CI	146	Residential	AC	597.50	04-10-2022	291	93	Good
Manhattan	GOUGAR_RD	51	Residential	AC	261.88	04-10-2022	280	82	Satisfactory
Manhattan	GOUGAR_RD	57	Collector	AC	374.96	04-10-2022	143	99	Good
Manhattan	GOUGAR_RD	58	Collector	AC	481.97	04-10-2022	142	97	Good
Manhattan	GOUGAR_RD	59	Collector	AC	705.86	04-10-2022	131	94	Good
Manhattan	GOUGAR_RD	71	Collector	AC	993.01	04-10-2022	205	83	Satisfactory
Manhattan	GOUGAR_RD	144	Collector	AC	267.83	04-10-2022	436	98	Good
Manhattan	GOUGAR_RD	148	Residential	AC	3,718.63	04-10-2022	150	89	Good
Manhattan	GOUGAR_RD	154	Collector	AC	1,173.00	04-10-2022	122	97	Good
Manhattan	GOUGAR_RD	155	Collector	AC	969.62	04-10-2022	143	97	Good
Manhattan	GROEBE_DR	136	Residential	AC	454.23	04-10-2022	619	86	Good
Manhattan	GROEBE_DR	137	Residential	AC	665.38	04-10-2022	279	95	Good
Manhattan	GROEBE_DR	138	Residential	AC	795.91	04-10-2022	183	92	Good
Manhattan	GROEBE_DR	139	Residential	AC	403.42	04-10-2022	204	87	Good
Manhattan	GROEBE_DR	140	Residential	AC	322.75	04-10-2022	174	89	Good
Manhattan	GUSTAFSON	314	Residential	AC	278.58	04-10-2022	337	67	Fair
Manhattan	HENRY_ST	2	Residential	AC	441.56	04-10-2022	505	91	Good
Manhattan	HENRY_ST	3	Residential	AC	272.56	04-10-2022	266	31	Very Poor
Manhattan	IVANHOE_BL	386	Residential	AC	564.99	04-10-2022	458	45	Poor
Manhattan	JAN_ST	361	Residential	AC	805.80	04-10-2022	198	85	Satisfactory
Manhattan	JAN_ST	362	Residential	AC	854.52	04-10-2022	227	100	Good
Manhattan	JAN_ST	363	Residential	AC	846.67	04-10-2022	422	88	Good
Manhattan	JANET_ST	238	Residential	AC	437.87	04-10-2022	380	79	Satisfactory
Manhattan	JESSIE_ST	375	Residential	AC	230.65	04-10-2022	314	26	Very Poor
Manhattan	JESSIE_ST	376	Residential	AC	531.57	04-10-2022	182	46	Poor
Manhattan	JESSIE_ST	377	Residential	AC	351.74	04-10-2022	195	64	Fair
Manhattan	JESSIE_ST	378	Residential	AC	327.61	04-10-2022	209	74	Satisfactory
Manhattan	JULIANNE_C	337	Residential	AC	117.25	04-10-2022	506	82	Satisfactory
Manhattan	JULIANNE_D	332	Residential	AC	434.58	04-10-2022	384	93	Good
Manhattan	JULIANNE_D	333	Residential	AC	516.07	04-10-2022	229	89	Good
Manhattan	JULIANNE_D	334	Residential	AC	518.64	04-10-2022	170	95	Good
Manhattan	JULIANNE_D	335	Residential	AC	343.31	04-10-2022	247	97	Good
Manhattan	KANKAKEE_S	141	Residential	AC	2,135.64	04-10-2022	201	84	Satisfactory
Manhattan	KANKAKEE_S	169	Residential	AC	205.37	04-10-2022	152	87	Good
Manhattan	KANKAKEE_S	174	Residential	AC	164.30	04-10-2022	179	74	Satisfactory
Manhattan	KAY_ST	358	Residential	AC	850.54	04-10-2022	281	92	Good
Manhattan	KAY_ST	359	Residential	AC	849.66	04-10-2022	296	78	Satisfactory
Manhattan	KAY_ST	360	Residential	AC	807.86	04-10-2022	333	84	Satisfactory
Manhattan	KENMORE_CI	53	Residential	AC	1,376.97	04-10-2022	212	67	Fair

### List of 2022 PCI & IRI Values

NetworkID	BranchID	SectionID	Section Rank	Surface Type	Length (ft)	Last Inspection Date	IRI (in/mile)	PCI	PCI Category
Manhattan	KENNEDY_CT	42	Residential	AC	271.05	04-10-2022	309	94	Good
Manhattan	LAKEVIEW_D	45	Residential	AC	469.03	04-10-2022	163	58	Fair
Manhattan	LAKEVIEW_D	46	Residential	AC	232.51	04-10-2022	298	51	Poor
Manhattan	LAKEVIEW_D	47	Residential	AC	512.19	04-10-2022	175	93	Good
Manhattan	LAKEVIEW_D	48	Residential	AC	707.35	04-10-2022	151	96	Good
Manhattan	LAKEVIEW_D	49	Residential	AC	366.42	04-10-2022	168	99	Good
Manhattan	LAKEVIEW_D	50	Residential	AC	330.89	04-10-2022	255	86	Good
Manhattan	LEE_ST	364	Residential	AC	806.75	04-10-2022	241	92	Good
Manhattan	LEE_ST	365	Residential	AC	849.37	04-10-2022	200	97	Good
Manhattan	LEE_ST	366	Residential	AC	783.67	04-10-2022	157	96	Good
Manhattan	LEIGHLIN_L	1	Residential	AC	914.53	04-10-2022	243	57	Fair
Manhattan	LEIGHLINBR	193	Residential	AC	477.97	04-10-2022	189	97	Good
Manhattan	LEIGHLINBR	194	Residential	AC	290.68	04-10-2022	236	99	Good
Manhattan	LINCOLN	374	Residential	AC	487.29	04-10-2022	334	54	Poor
Manhattan	LLINI_CT	246	Residential	AC	274.75	04-10-2022	569	98	Good
Manhattan	LROQUOIS_D	244	Residential	AC	1,424.76	04-10-2022	252	77	Satisfactory
Manhattan	MANHOE_BLV	384	Residential	AC	505.97	04-10-2022	490	64	Fair
Manhattan	MARION_ST	82	Residential	AC	429.22	04-10-2022	435	69	Fair
Manhattan	MARION_ST	157	Residential	AC	113.76	04-10-2022	401	84	Satisfactory
Manhattan	MARION_ST	158	Residential	AC	699.92	04-10-2022	310	71	Satisfactory
Manhattan	MARION_ST	159	Residential	AC	349.08	04-10-2022	142	82	Satisfactory
Manhattan	MARION_ST	160	Residential	AC	468.70	04-10-2022	182	78	Satisfactory
Manhattan	MARKET_PLA	215	Residential	AC	882.12	04-10-2022	391	52	Poor
Manhattan	MAXWELL_ST	8	Residential	AC	842.63	04-10-2022	186	98	Good
Manhattan	MAY_ST	171	Residential	AC	1,029.23	04-10-2022	219	97	Good
Manhattan	MAY_ST	172	Residential	AC	164.21	04-10-2022	530	78	Satisfactory
Manhattan	MCCLURE	315	Residential	AC	387.60	04-10-2022	260	74	Satisfactory
Manhattan	MCCORMICK	114	Residential	AC	291.23	04-10-2022	244	91	Good
Manhattan	MCCORMICK	115	Residential	AC	250.65	04-10-2022	200	89	Good
Manhattan	MCCORMICK	116	Residential	AC	506.92	04-10-2022	182	85	Satisfactory
Manhattan	MENOMINEE	393	Residential	AC	509.65	04-10-2022	249	73	Satisfactory
Manhattan	MOHAWK_TRA	247	Residential	AC	334.43	04-10-2022	303	65	Fair
Manhattan	MORGAN_CT	55	Residential	AC	326.42	04-10-2022	303	80	Satisfactory
Manhattan	NEASTERN	6	Collector	AC	813.26	04-10-2022	333	39	Very Poor
Manhattan	NEASTERN	24	Collector	AC	317.22	04-10-2022	430	25	Serious
Manhattan	NEASTERN	28	Collector	AC	475.79	04-10-2022	243	44	Poor
Manhattan	NEASTERN	29	Collector	AC	383.27	04-10-2022	237	42	Poor
Manhattan	NEASTERN	143	Collector	AC	1,188.37	04-10-2022	233	31	Very Poor
Manhattan	NELSON_RD	119	Residential	AC	262.29	08-10-2022	240	100	Good
Manhattan	NELSON_RD	120	Residential	AC	316.44	08-10-2022	185	100	Good
Manhattan	NELSON_RD	121	Residential	AC	317.90	08-10-2022	251	100	Good
Manhattan	NELSON_RD	122	Residential	AC	316.92	08-10-2022	224	100	Good
Manhattan	NELSON_RD	123	Residential	AC	965.48	08-10-2022	153	100	Good
Manhattan	NELSON_RD	124	Residential	AC	314.03	08-10-2022	181	100	Good
Manhattan	NO_NAME_ST	151	Residential	AC	334.44	04-10-2022	215	91	Good
Manhattan	OCONNEL_LN	31	Residential	AC	217.33	04-10-2022	223	96	Good
Manhattan	OCONNEL_LN	32	Residential	AC	428.60	04-10-2022	178	100	Good
Manhattan	OCONNEL_LN	33	Residential	AC	578.95	04-10-2022	153	100	Good
Manhattan	OCONNEL_LN	34	Residential	AC	284.96	04-10-2022	350	97	Good
Manhattan	PARK_RD	292	Residential	AC	332.63	04-10-2022	280	79	Satisfactory
Manhattan	PARK_ST	298	Residential	AC	472.79	04-10-2022	308	43	Poor
Manhattan	PARK_ST	299	Residential	AC	381.37	04-10-2022	312	58	Fair



## List of 2022 PCI & IRI Values

NetworkID	BranchID	SectionID	Section Rank	Surface Type	Length (ft)	Last Inspection Date	IRI (in/mile)	PCI	PCI Category
Manhattan	PARK_ST	300	Residential	AC	332.92	04-10-2022	342	79	Satisfactory
Manhattan	PARK_ST	301	Residential	AC	474.31	04-10-2022	268	74	Satisfactory
Manhattan	PARK_ST	302	Residential	AC	478.53	04-10-2022	217	65	Fair
Manhattan	PARK_ST	303	Residential	AC	368.89	04-10-2022	927	54	Poor
Manhattan	PAULING_RD	35	Residential	AC	3,674.35	04-10-2022	164	66	Fair
Manhattan	PAULING_RD	191	Residential	AC	787.36	04-10-2022	163	67	Fair
Manhattan	PRAIRIE_AV	296	Residential	AC	495.12	04-10-2022	249	73	Satisfactory
Manhattan	PRAIRIE_AV	297	Residential	AC	362.37	04-10-2022	299	77	Satisfactory
Manhattan	PRARIE_ST	163	Residential	AC	1,389.69	04-10-2022	254	82	Satisfactory
Manhattan	QUINCY_CIR	20	Residential	AC	1,840.76	04-10-2022	203	89	Good
Manhattan	QUINCY_WAY	96	Residential	AC	2,051.27	04-10-2022	185	96	Good
Manhattan	RAILROAD_S	203	Residential	AC	447.06	04-10-2022	479	91	Good
Manhattan	RIDGEFIELD	186	Residential	AC	377.45	04-10-2022	109	92	Good
Manhattan	RIDGEFIELD	187	Residential	AC	328.53	04-10-2022	381	78	Satisfactory
Manhattan	RIDGEFIELD	188	Residential	AC	315.24	04-10-2022	127	86	Good
Manhattan	RIDGEFIELD	189	Residential	AC	337.23	04-10-2022	144	78	Satisfactory
Manhattan	RIDGEFIELD	190	Residential	AC	313.91	04-10-2022	255	38	Very Poor
Manhattan	ROLLAND_CT	105	Residential	AC	352.49	04-10-2022	338	98	Good
Manhattan	ROLLAND_DR	125	Residential	AC	1,263.87	04-10-2022	225	98	Good
Manhattan	ROSEWOOD_L	100	Residential	AC	724.85	04-10-2022	157	50	Poor
Manhattan	ROWENA_DR	381	Residential	AC	1,194.09	04-10-2022	299	54	Poor
Manhattan	S_ANN_CT	268	Residential	AC	278.01	04-10-2022	236	83	Satisfactory
Manhattan	S_ANN_LN	267	Residential	AC	628.92	04-10-2022	203	81	Satisfactory
Manhattan	S_BAY_TO_B	219	Residential	AC	331.50	04-10-2022	363	59	Fair
Manhattan	S_BAY_TO_B	263	Residential	AC	6,843.82	04-10-2022	253	33	Very Poor
Manhattan	S_BLACKTHO	78	Residential	AC	271.21	04-10-2022	207	64	Fair
Manhattan	S_BLACKTHO	79	Residential	AC	1,326.61	04-10-2022	138	77	Satisfactory
Manhattan	S_BLUE_WAT	276	Residential	AC	629.78	04-10-2022	295	51	Poor
Manhattan	S_CASHEL_B	80	Residential	AC	1,426.66	04-10-2022	228	86	Good
Manhattan	S_CLYDESDA	250	Residential	AC	3,336.04	04-10-2022	265	66	Fair
Manhattan	S_DAVID_ST	236	Residential	AC	327.96	04-10-2022	335	56	Fair
Manhattan	S_GRACE_ST	237	Residential	AC	317.07	04-10-2022	306	75	Satisfactory
Manhattan	S_IAN_CT	273	Residential	AC	225.40	04-10-2022	293	65	Fair
Manhattan	S_INDUSTRI	253	Residential	AC	932.47	04-10-2022	200	97	Good
Manhattan	S_JANET_ST	239	Residential	AC	350.29	04-10-2022	670	93	Good
Manhattan	S_JENNIFER	232	Residential	AC	774.97	04-10-2022	268	66	Fair
Manhattan	S_JENNIFER	233	Residential	AC	475.61	04-10-2022	397	37	Very Poor
Manhattan	S_JENNIFER	235	Residential	AC	780.99	04-10-2022	321	49	Poor
Manhattan	S_JENNIFER	240	Residential	AC	290.72	04-10-2022	858	42	Poor
Manhattan	S_LAKE_SHO	265	Residential	AC	1,461.23	04-10-2022	223	32	Very Poor
Manhattan	S_LAWRENCE	269	Residential	AC	242.62	04-10-2022	374	88	Good
Manhattan	S_LILY_DR	218	Residential	AC	1,534.57	04-10-2022	435	59	Fair
Manhattan	S_MARY_ST	220	Residential	AC	687.70	04-10-2022	433	40	Very Poor
Manhattan	S_ROBERT_S	278	Residential	AC	766.63	04-10-2022	254	50	Poor
Manhattan	SARABIAN	249	Residential	AC	3,327.33	04-10-2022	259	69	Fair
Manhattan	SBARBARA	270	Residential	AC	222.98	04-10-2022	331	76	Satisfactory
Manhattan	SDONEGAL	56	Residential	AC	910.55	04-10-2022	313	91	Good
Manhattan	SEASTERN	91	Residential	AC	333.73	04-10-2022	456	73	Satisfactory
Manhattan	SEASTERN	92	Residential	AC	368.79	04-10-2022	281	84	Satisfactory
Manhattan	SEASTERN	93	Residential	AC	1,318.23	04-10-2022	226	63	Fair
Manhattan	SEASTERN	94	Residential	AC	474.70	04-10-2022	337	85	Satisfactory
Manhattan	SEASTERN	95	Residential	AC	477.95	04-10-2022	350	71	Satisfactory

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NetworkID	BranchID	SectionID	Section Rank	Surface Type	Length (ft)	Last Inspection Date	IRI (in/mile)	PCI	PCI Category
Manhattan	SEASTERN	289	Collector	AC	313.14	04-10-2022	425	32	Very Poor
Manhattan	SEASTERN	290	Collector	AC	1,797.50	04-10-2022	304	54	Poor
Manhattan	SFOXTROT	9	Residential	AC	202.90	04-10-2022	506	62	Fair
Manhattan	SFOXTROT	10	Residential	AC	360.96	04-10-2022	477	62	Fair
Manhattan	SFOXTROT	11	Residential	AC	863.78	04-10-2022	147	99	Good
Manhattan	SFOXTROT	12	Residential	AC	133.66	04-10-2022	150	87	Good
Manhattan	SFOXTROT	13	Residential	AC	1,107.18	04-10-2022	229	97	Good
Manhattan	SFOXTROT	14	Residential	AC	211.15	04-10-2022	126	63	Fair
Manhattan	SFOXTROT	15	Residential	AC	391.68	04-10-2022	185	97	Good
Manhattan	SGREGORY	226	Residential	AC	511.08	04-10-2022	327	98	Good
Manhattan	SHANNON_CT	77	Residential	AC	154.88	04-10-2022	559	90	Good
Manhattan	SHANNON_DR	176	Residential	AC	247.71	04-10-2022	205	84	Satisfactory
Manhattan	SHANNON_DR	177	Residential	AC	823.30	04-10-2022	152	89	Good
Manhattan	SHANNON_DR	178	Residential	AC	315.82	04-10-2022	204	98	Good
Manhattan	SHANNON_DR	179	Residential	AC	1,013.86	04-10-2022	116	89	Good
Manhattan	SHARP_DR	112	Residential	AC	1,716.24	04-10-2022	251	47	Poor
Manhattan	SHAWNEE_LN	283	Residential	AC	1,422.03	04-10-2022	203	67	Fair
Manhattan	SHELIA_ST	167	Residential	AC	358.20	04-10-2022	258	86	Good
Manhattan	SLEGORIA	281	Residential	AC	957.04	04-10-2022	129	97	Good
Manhattan	SMITH_RD	16	Collector	AC	527.01	04-10-2022	146	74	Satisfactory
Manhattan	SMITH_RD	17	Collector	AC	711.10	04-10-2022	322	50	Poor
Manhattan	SMITH_RD	18	Collector	AC	1,360.09	04-10-2022	229	42	Poor
Manhattan	SMITH_RD	21	Collector	AC	890.25	04-10-2022	160	38	Very Poor
Manhattan	SMITH_RD	23	Collector	AC	158.97	04-10-2022	536	43	Poor
Manhattan	SMITH_RD	30	Collector	AC	325.98	04-10-2022	181	65	Fair
Manhattan	SMITH_RD	38	Collector	AC	381.13	04-10-2022	141	57	Fair
Manhattan	SMITH_RD	44	Collector	AC	262.61	04-10-2022	180	51	Poor
Manhattan	SMITH_RD	54	Collector	AC	325.98	04-10-2022	261	74	Satisfactory
Manhattan	SMITH_RD	70	Collector	AC	100.62	04-10-2022	152	55	Poor
Manhattan	SMITH_RD	73	Collector	AC	105.05	04-10-2022	190	32	Very Poor
Manhattan	SMITH_RD	83	Collector	AC	52.04	04-10-2022	1,009	88	Good
Manhattan	SMITH_RD	90	Collector	AC	157.57	04-10-2022	139	36	Very Poor
Manhattan	SMITH_RD	106	Collector	AC	272.24	04-10-2022	167	45	Poor
Manhattan	SMITH_RD	108	Collector	AC	260.20	04-10-2022	252	50	Poor
Manhattan	SMITH_RD	127	Collector	AC	420.18	04-10-2022	180	35	Very Poor
Manhattan	SMITH_RD	147	Collector	AC	2,604.56	04-10-2022	171	52	Poor
Manhattan	SMITH_RD	156	Collector	AC	754.67	04-10-2022	154	54	Poor
Manhattan	SMITH_RD	199	Collector	AC	364.29	04-10-2022	143	50	Poor
Manhattan	SMITH_RD	216	Collector	AC	156.12	04-10-2022	116	59	Fair
Manhattan	SPRING_ST	109	Residential	AC	1,650.32	04-10-2022	200	29	Very Poor
Manhattan	SPRING_ST	110	Residential	AC	320.30	04-10-2022	144	44	Poor
Manhattan	SPRING_ST	111	Residential	AC	725.45	04-10-2022	180	61	Fair
Manhattan	SWEEDLER_R	5	Collector	AC	266.98	04-10-2022	127	89	Good
Manhattan	SWEEDLER_R	36	Collector	AC	589.04	04-10-2022	286	96	Good
Manhattan	SWEEDLER_R	37	Collector	AC	961.15	04-10-2022	139	93	Good
Manhattan	SWEEDLER_R	84	Collector	AC	53.40	04-10-2022	154	100	Good
Manhattan	SWEEDLER_R	85	Collector	AC	519.71	04-10-2022	156	98	Good
Manhattan	SWEEDLER_R	97	Collector	AC	166.89	04-10-2022	246	88	Good
Manhattan	SWEEDLER_R	107	Collector	AC	166.89	04-10-2022	192	85	Satisfactory
Manhattan	SWEEDLER_R	113	Collector	AC	455.25	04-10-2022	181	96	Good
Manhattan	SWEEDLER_R	170	Residential	AC	314.78	04-10-2022	297	99	Good
Manhattan	SWEEDLER_R	201	Residential	AC	978.08	04-10-2022	146	94	Good

## List of 2022 PCI & IRI Values

NetworkID	BranchID	SectionID	Section Rank	Surface Type	Length (ft)	Last Inspection Date	IRI (in/mile)	PCI	PCI Category
Manhattan	SWEEDLER_R	202	Residential	AC	1,364.05	04-10-2022	130	94	Good
Manhattan	SWILLIAM	223	Residential	AC	951.58	04-10-2022	268	42	Poor
Manhattan	SWILLIAM	224	Residential	AC	939.70	04-10-2022	261	35	Very Poor
Manhattan	SWILLIAM	229	Residential	AC	3,613.62	04-10-2022	167	96	Good
Manhattan	SYCAMORE_D	262	Residential	AC	924.03	04-10-2022	269	64	Fair
Manhattan	TERRY_CT	339	Residential	AC	225.22	04-10-2022	400	40	Very Poor
Manhattan	THELMA_AVE	368	Residential	AC	832.21	04-10-2022	246	97	Good
Manhattan	THELMA_AVE	369	Residential	AC	381.30	04-10-2022	327	99	Good
Manhattan	THELMA_AVE	370	Residential	AC	468.05	04-10-2022	281	100	Good
Manhattan	THELMA_AVE	371	Residential	AC	481.65	04-10-2022	437	95	Good
Manhattan	THELMA_AVE	372	Residential	AC	334.06	04-10-2022	555	56	Fair
Manhattan	THELMA_AVE	373	Residential	AC	228.15	04-10-2022	555	35	Very Poor
Manhattan	TRASK_ST	161	Residential	AC	1,033.95	04-10-2022	209	74	Satisfactory
Manhattan	TRASK_ST	162	Residential	AC	179.65	04-10-2022	821	71	Satisfactory
Manhattan	TYNDALL_CT	173	Residential	AC	256.68	04-10-2022	321	97	Good
Manhattan	UNKNOW	285	Collector	AC	964.34	04-10-2022	127	90	Good
Manhattan	UNKNOW	286	Residential	AC	151.68	04-10-2022	479	84	Satisfactory
Manhattan	UNKNOW	287	Residential	AC	513.54	04-10-2022	176	97	Good
Manhattan	UNKNOW	288	Residential	AC	221.04	08-10-2022	359	100	Good
Manhattan	UNKNOW	387	Residential	AC	500.76	04-10-2022	395	68	Fair
Manhattan	W_ARTHUR_S	231	Residential	AC	1,491.00	04-10-2022	290	53	Poor
Manhattan	W_BENK	252	Residential	AC	1,166.00	04-10-2022	565	93	Good
Manhattan	W_BLUE_LAK	266	Residential	AC	1,210.45	04-10-2022	957	28	Very Poor
Manhattan	W_CAMBRIDG	379	Residential	AC	1,569.54	04-10-2022	382	54	Poor
Manhattan	W_CHASE_CT	274	Residential	AC	357.19	04-10-2022	243	75	Satisfactory
Manhattan	W_CRESCENZ	272	Residential	AC	1,304.32	04-10-2022	224	60	Fair
Manhattan	W_EAMON_CT	181	Residential	AC	246.99	04-10-2022	335	73	Satisfactory
Manhattan	W_ETHEL_ST	234	Residential	AC	1,397.71	04-10-2022	235	60	Fair
Manhattan	W_FLANNERY	277	Residential	AC	679.85	04-10-2022	330	31	Very Poor
Manhattan	W_JOHN_CT	222	Residential	AC	327.00	04-10-2022	459	35	Very Poor
Manhattan	W_JOHN_ST	221	Residential	AC	635.77	04-10-2022	390	38	Very Poor
Manhattan	W_JOHN_ST	225	Residential	AC	307.39	04-10-2022	448	67	Fair
Manhattan	W_JOHN_ST	279	Residential	AC	322.22	04-10-2022	302	47	Poor
Manhattan	W_KNIGHT_W	385	Residential	AC	799.63	04-10-2022	329	58	Fair
Manhattan	W_LAKE_SHO	264	Residential	AC	281.44	04-10-2022	407	32	Very Poor
Manhattan	W_MARGARET	241	Residential	AC	567.46	04-10-2022	328	75	Satisfactory
Manhattan	W_MARGARET	242	Residential	AC	578.65	04-10-2022	419	75	Satisfactory
Manhattan	W_MARSHALL	228	Residential	AC	1,399.30	04-10-2022	616	93	Good
Manhattan	W_PINTO_LN	251	Residential	AC	2,068.69	04-10-2022	272	78	Satisfactory
Manhattan	W_ROSE_ST	227	Residential	AC	997.32	04-10-2022	307	88	Good
Manhattan	W_THOMAS_S	280	Residential	AC	1,104.06	04-10-2022	155	95	Good
Manhattan	W_WATERFOR	88	Residential	AC	302.10	04-10-2022	343	67	Fair
Manhattan	W_WATERFOR	89	Residential	AC	620.10	04-10-2022	186	66	Fair
Manhattan	W_WATERFOR	164	Residential	AC	286.36	04-10-2022	193	74	Satisfactory
Manhattan	W_WATERFOR	165	Residential	AC	300.52	04-10-2022	153	50	Poor
Manhattan	W_WATERFOR	166	Residential	AC	311.93	04-10-2022	255	57	Fair
Manhattan	W_WILDERNE	217	Residential	AC	894.33	04-10-2022	392	34	Very Poor
Manhattan	W_YORKSHIR	254	Residential	AC	604.09	04-10-2022	365	66	Fair
Manhattan	W_YORKSHIR	255	Residential	AC	99.43	04-10-2022	418	85	Satisfactory
Manhattan	W_YORKSHIR	382	Residential	AC	326.61	04-10-2022	369	65	Fair
Manhattan	W_YORKSHIR	383	Residential	AC	1,056.18	04-10-2022	345	73	Satisfactory
Manhattan	WABASH_ST	293	Residential	AC	347.49	04-10-2022	265	69	Fair

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Manhattan	WABASH_ST	294	Residential	AC	263.74	04-10-2022	656	81	Satisfactory
Manhattan	WBURNING	248	Residential	AC	180.34	04-10-2022	658	76	Satisfactory
Manhattan	WDONEGAL	131	Residential	AC	986.66	04-10-2022	205	61	Fair
Manhattan	WDONEGAL	132	Residential	AC	300.69	04-10-2022	160	95	Good
Manhattan	WDONEGAL	133	Residential	AC	337.85	04-10-2022	491	98	Good
Manhattan	WDONEGAL	134	Residential	AC	308.75	04-10-2022	169	56	Fair
Manhattan	WDONEGAL	135	Residential	AC	304.56	04-10-2022	226	86	Good
Manhattan	WHITE_FEAT	243	Residential	AC	2,182.90	04-10-2022	320	71	Satisfactory
Manhattan	WHITNEY_ST	98	Residential	AC	427.67	04-10-2022	296	87	Good
Manhattan	WHITNEY_ST	99	Residential	AC	1,203.67	04-10-2022	197	88	Good
Manhattan	WHITSON_ST	311	Residential	AC	333.00	04-10-2022	305	72	Satisfactory
Manhattan	WHITSON_ST	312	Residential	AC	340.65	04-10-2022	322	77	Satisfactory
Manhattan	WHITSON_ST	313	Residential	AC	479.74	04-10-2022	581	85	Satisfactory
Manhattan	WILDFLOWER	39	Residential	AC	315.05	04-10-2022	145	89	Good
Manhattan	WILDFLOWER	40	Residential	AC	711.84	04-10-2022	139	95	Good
Manhattan	WMCKENNA	275	Residential	AC	327.69	04-10-2022	221	56	Fair
Manhattan	WOODROW_AV	183	Residential	AC	337.20	04-10-2022	309	84	Satisfactory
Manhattan	WOODROW_AV	184	Residential	AC	351.58	04-10-2022	231	71	Satisfactory
Manhattan	WTHUNDER	390	Residential	AC	158.29	04-10-2022	401	84	Satisfactory

## Details of the 2023 Localized Distress Maintenance Plan

Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Class	Surface Type	Section Width (Ft)	True Area (SqFt)	Length (Ft)	Last Insp Date	Work Qty	Work Unit	Critical Condition	Work Cost
W_MARGARET	242	1	ALLIGATOR CR	Medium	55	SqFt	0.36	Patching - AC Deep	Residential	AC	26	15187	579	4/10/2022	89	SqFt	60	\$594
W_MARGARET	242	15	RUTTING	Medium	8	SqFt	0.05	Patching - AC Shallow	Residential	AC	26	15187	579	4/10/2022	8	SqFt	60	\$25
W_MARGARET	242	10	L & T CR	Medium	103	Ft	0.68	Crack Sealing - AC	Residential	AC	26	15187	579	4/10/2022	103	Ft	60	\$154
W_MARGARET	242	10	L & T CR	High	4	Ft	0.03	Patching - AC Shallow	Residential	AC	26	15187	579	4/10/2022	13	SqFt	60	\$45
SEASTERN	93	1	ALLIGATOR CR	Medium	157	SqFt	0.51	Patching - AC Deep	Residential	AC	23	30749	1318	4/10/2022	211	SqFt	60	\$1,408
SEASTERN	93	15	RUTTING	High	33	SqFt	0.11	Patching - AC Deep	Residential	AC	23	30749	1318	4/10/2022	33	SqFt	60	\$222
SEASTERN	93	15	RUTTING	Medium	91	SqFt	0.30	Patching - AC Shallow	Residential	AC	23	30749	1318	4/10/2022	91	SqFt	60	\$305
SEASTERN	93	10	L & T CR	High	121	Ft	0.39	Patching - AC Shallow	Residential	AC	23	30749	1318	4/10/2022	396	SqFt	60	\$1,320
SEASTERN	93	10	L & T CR	Medium	814	Ft	2.65	Crack Sealing - AC	Residential	AC	23	30749	1318	4/10/2022	814	Ft	60	\$1,221
SEASTERN	93	13	POTHOLE	Low	8	Count	0.03	Patching - AC Deep	Residential	AC	23	30749	1318	4/10/2022	24	SqFt	60	\$160
UNKNOW	387	10	L & T CR	Medium	38	Ft	0.29	Crack Sealing - AC	Residential	AC	26	13143	501	4/10/2022	38	Ft	60	\$57
UNKNOW	387	1	ALLIGATOR CR	Medium	19	SqFt	0.14	Patching - AC Deep	Residential	AC	26	13143	501	4/10/2022	40	SqFt	60	\$267
UNKNOW	387	15	RUTTING	Medium	19	SqFt	0.15	Patching - AC Shallow	Residential	AC	26	13143	501	4/10/2022	19	SqFt	60	\$64
ABBEY_LN	63	15	RUTTING	High	42	SqFt	0.46	Patching - AC Shallow	Residential	AC	25	9174	371	4/10/2022	42	SqFt	60	\$141
W_YORKSHIR	383	1	ALLIGATOR CR	Medium	33	SqFt	0.12	Patching - AC Deep	Residential	AC	26	27104	1056	4/10/2022	59	SqFt	60	\$397
W_YORKSHIR	383	10	L & T CR	High	102	Ft	0.38	Patching - AC Shallow	Residential	AC	26	27104	1056	4/10/2022	335	SqFt	60	\$1,116
W_YORKSHIR	383	1	ALLIGATOR CR	High	17	SqFt	0.06	Patching - AC Deep	Residential	AC	26	27104	1056	4/10/2022	38	SqFt	60	\$249
W_YORKSHIR	383	15	RUTTING	Medium	19	SqFt	0.07	Patching - AC Shallow	Residential	AC	26	27104	1056	4/10/2022	19	SqFt	60	\$64
W_YORKSHIR	383	10	L & T CR	Medium	302	Ft	1.12	Crack Sealing - AC	Residential	AC	26	27104	1056	4/10/2022	302	Ft	60	\$454
W_YORKSHIR	383	15	RUTTING	High	6	SqFt	0.02	Patching - AC Deep	Residential	AC	26	27104	1056	4/10/2022	6	SqFt	60	\$41
ROWENA_DR	381	15	RUTTING	High	7	SqFt	0.02	Patching - AC Shallow	Residential	AC	25	30392	1194	4/10/2022	8	SqFt	60	\$24
NEASTERN	28	15	RUTTING	High	14	SqFt	0.13	Patching - AC Shallow	Collector	AC	24	11229	476	4/10/2022	14	SqFt	60	\$47
PARK_ST	301	10	L & T CR	Medium	325	Ft	2.63	Crack Sealing - AC	Residential	AC	26	12339	474	4/10/2022	325	Ft	60	\$488
KANKAKEE_S	141	10	L & T CR	Medium	464	Ft	0.85	Crack Sealing - AC	Residential	AC	25	54237	2136	4/10/2022	464	Ft	60	\$696
KANKAKEE_S	141	1	ALLIGATOR CR	Medium	8	SqFt	0.02	Patching - AC Deep	Residential	AC	25	54237	2136	4/10/2022	24	SqFt	60	\$161
KANKAKEE_S	141	10	L & T CR	High	11	Ft	0.02	Patching - AC Shallow	Residential	AC	25	54237	2136	4/10/2022	34	SqFt	60	\$116
PRAIRIE_AV	296	1	ALLIGATOR CR	High	4	SqFt	0.03	Patching - AC Deep	Residential	AC	25	12304	495	4/10/2022	16	SqFt	60	\$109
PRAIRIE_AV	296	10	L & T CR	Medium	362	Ft	2.94	Crack Sealing - AC	Residential	AC	25	12304	495	4/10/2022	362	Ft	60	\$543
PRAIRIE_AV	296	10	L & T CR	High	3	Ft	0.02	Patching - AC Shallow	Residential	AC	25	12304	495	4/10/2022	10	SqFt	60	\$32
PRAIRIE_AV	296	1	ALLIGATOR CR	Medium	21	SqFt	0.17	Patching - AC Deep	Residential	AC	25	12304	495	4/10/2022	44	SqFt	60	\$292
SARABIAN	249	10	L & T CR	High	159	Ft	0.18	Patching - AC Shallow	Residential	AC	26	86963	3327	4/10/2022	520	SqFt	60	\$1,732
SARABIAN	249	10	L & T CR	Medium	2872	Ft	3.30	Crack Sealing - AC	Residential	AC	26	86963	3327	4/10/2022	2872	Ft	60	\$4,308
SARABIAN	249	1	ALLIGATOR CR	High	266	SqFt	0.31	Patching - AC Deep	Residential	AC	26	86963	3327	4/10/2022	336	SqFt	60	\$2,241
SARABIAN	249	15	RUTTING	Medium	14	SqFt	0.02	Patching - AC Shallow	Residential	AC	26	86963	3327	4/10/2022	14	SqFt	60	\$48
SARABIAN	249	1	ALLIGATOR CR	Medium	571	SqFt	0.66	Patching - AC Deep	Residential	AC	26	86963	3327	4/10/2022	672	SqFt	60	\$4,477
WHITNEY_ST	99	10	L & T CR	Medium	89	Ft	0.31	Crack Sealing - AC	Residential	AC	24	29006	1204	4/10/2022	89	Ft	60	\$133
WHITNEY_ST	99	10	L & T CR	High	16	Ft	0.06	Patching - AC Shallow	Residential	AC	24	29006	1204	4/10/2022	54	SqFt	60	\$178
W_WATERFOR	164	10	L & T CR	Medium	9	Ft	0.13	Crack Sealing - AC	Residential	AC	25	7268	286	4/10/2022	9	Ft	60	\$14
W_WATERFOR	164	1	ALLIGATOR CR	Medium	17	SqFt	0.23	Patching - AC Deep	Residential	AC	25	7268	286	4/10/2022	38	SqFt	60	\$249
OCONNEL_LN	34	10	L & T CR	Medium	7	Ft	0.10	Crack Sealing - AC	Residential	AC	26	7323	285	4/10/2022	7	Ft	60	\$11
KAY_ST	360	10	L & T CR	High	37	Ft	0.18	Patching - AC Shallow	Residential	AC	25	20290	808	4/10/2022	123	SqFt	60	\$409
KAY_ST	360	10	L & T CR	Medium	57	Ft	0.28	Crack Sealing - AC	Residential	AC	25	20290	808	4/10/2022	57	Ft	60	\$86
SEASTERN	91	15	RUTTING	Medium	8	SqFt	0.09	Patching - AC Shallow	Residential	AC	25	8292	334	4/10/2022	8	SqFt	60	\$26
SEASTERN	91	10	L & T CR	Medium	46	Ft	0.56	Crack Sealing - AC	Residential	AC	25	8292	334	4/10/2022	46	Ft	60	\$69

## Details of the 2023 Localized Distress Maintenance Plan

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WHITSON_ST	313	1	ALLIGATOR CR	Medium	16	SqFt	0.13	Patching - AC Deep	Residential	AC	26	12392	480	4/10/2022	37	SqFt	60	\$244
WHITSON_ST	313	10	L & T CR	High	3	Ft	0.02	Patching - AC Shallow	Residential	AC	26	12392	480	4/10/2022	10	SqFt	60	\$32
WHITSON_ST	313	10	L & T CR	Medium	192	Ft	1.55	Crack Sealing - AC	Residential	AC	26	12392	480	4/10/2022	192	Ft	60	\$288
SHAWNEE_LN	283	10	L & T CR	High	136	Ft	0.36	Patching - AC Shallow	Residential	AC	26	37630	1422	4/10/2022	445	SqFt	60	\$1,482
SHAWNEE_LN	283	1	ALLIGATOR CR	High	6	SqFt	0.02	Patching - AC Deep	Residential	AC	26	37630	1422	4/10/2022	19	SqFt	60	\$132
SHAWNEE_LN	283	1	ALLIGATOR CR	Medium	144	SqFt	0.38	Patching - AC Deep	Residential	AC	26	37630	1422	4/10/2022	197	SqFt	60	\$1,311
SHAWNEE_LN	283	15	RUTTING	Medium	8	SqFt	0.02	Patching - AC Shallow	Residential	AC	26	37630	1422	4/10/2022	8	SqFt	60	\$25
SHAWNEE_LN	283	10	L & T CR	Medium	833	Ft	2.21	Crack Sealing - AC	Residential	AC	26	37630	1422	4/10/2022	833	Ft	60	\$1,249
SHANNON_CT	77	10	L & T CR	Medium	26	Ft	0.70	Crack Sealing - AC	Residential	AC	24	3694	155	4/10/2022	26	Ft	60	\$39
1ST_ST	319	10	L & T CR	Medium	44	Ft	0.52	Crack Sealing - AC	Residential	AC	25	8469	342	4/10/2022	44	Ft	60	\$66
1ST_ST	319	10	L & T CR	High	5	Ft	0.06	Patching - AC Shallow	Residential	AC	25	8469	342	4/10/2022	17	SqFt	60	\$57
SEASTERN	290	15	RUTTING	High	256	SqFt	0.62	Patching - AC Shallow	Collector	AC	23	40961	1797	4/10/2022	255	SqFt	60	\$851
BRYNN_DR	346	10	L & T CR	Medium	69	Ft	0.57	Crack Sealing - AC	Residential	AC	26	12156	463	4/10/2022	69	Ft	60	\$104
BALDWIN_LN	198	10	L & T CR	Medium	29	Ft	0.48	Crack Sealing - AC	Residential	AC	26	6060	232	4/10/2022	29	Ft	60	\$43
PAULING_RD	35	1	ALLIGATOR CR	Medium	200	SqFt	0.26	Patching - AC Deep	Residential	AC	21	77955	3674	4/10/2022	262	SqFt	60	\$1,743
PAULING_RD	35	1	ALLIGATOR CR	High	463	SqFt	0.59	Patching - AC Deep	Residential	AC	21	77955	3674	4/10/2022	553	SqFt	60	\$3,689
PAULING_RD	35	10	L & T CR	High	50	Ft	0.06	Patching - AC Shallow	Residential	AC	21	77955	3674	4/10/2022	163	SqFt	60	\$542
PAULING_RD	35	10	L & T CR	Medium	1685	Ft	2.16	Crack Sealing - AC	Residential	AC	21	77955	3674	4/10/2022	1685	Ft	60	\$2,528
PAULING_RD	35	13	POTHOLE	Low	2	Count	0.00	Patching - AC Deep	Residential	AC	21	77955	3674	4/10/2022	5	SqFt	60	\$36
PAULING_RD	35	15	RUTTING	Medium	123	SqFt	0.16	Patching - AC Shallow	Residential	AC	21	77955	3674	4/10/2022	123	SqFt	60	\$410
ABBEY_LN	64	15	RUTTING	High	7	SqFt	0.06	Patching - AC Shallow	Residential	AC	26	12693	492	4/10/2022	8	SqFt	60	\$24
S_GRACE_ST	237	1	ALLIGATOR CR	Medium	4	SqFt	0.05	Patching - AC Deep	Residential	AC	26	8322	317	4/10/2022	16	SqFt	60	\$110
S_GRACE_ST	237	10	L & T CR	Medium	113	Ft	1.36	Crack Sealing - AC	Residential	AC	26	8322	317	4/10/2022	113	Ft	60	\$169
S_GRACE_ST	237	15	RUTTING	Medium	22	SqFt	0.26	Patching - AC Shallow	Residential	AC	26	8322	317	4/10/2022	22	SqFt	60	\$72
SFOXTROT	9	1	ALLIGATOR CR	High	55	SqFt	1.11	Patching - AC Deep	Residential	AC	24	4928	203	4/10/2022	88	SqFt	60	\$592
SFOXTROT	9	10	L & T CR	Medium	54	Ft	1.09	Crack Sealing - AC	Residential	AC	24	4928	203	4/10/2022	54	Ft	60	\$81
CARVER_CRO	87	10	L & T CR	Medium	2	Ft	0.04	Crack Sealing - AC	Residential	AC	23	4864	210	4/10/2022	2	Ft	60	\$3
JULIANNE_C	337	10	L & T CR	High	0	Ft	0.01	Patching - AC Shallow	Residential	AC	24	2760	117	4/10/2022	1	SqFt	60	\$4
JULIANNE_C	337	10	L & T CR	Medium	42	Ft	1.53	Crack Sealing - AC	Residential	AC	24	2760	117	4/10/2022	42	Ft	60	\$63
RIDGEFIELD	190	15	RUTTING	High	39	SqFt	0.50	Patching - AC Shallow	Residential	AC	25	7905	314	4/10/2022	39	SqFt	60	\$131
SHANNON_DR	176	10	L & T CR	Medium	117	Ft	1.85	Crack Sealing - AC	Residential	AC	26	6365	248	4/10/2022	117	Ft	60	\$176
ROLLAND_DR	125	10	L & T CR	Medium	5	Ft	0.02	Crack Sealing - AC	Residential	AC	26	32701	1264	4/10/2022	5	Ft	60	\$8
QUINCY_CIR	20	10	L & T CR	High	41	Ft	0.09	Patching - AC Shallow	Residential	AC	26	47411	1841	4/10/2022	133	SqFt	60	\$445
QUINCY_CIR	20	10	L & T CR	Medium	491	Ft	1.04	Crack Sealing - AC	Residential	AC	26	47411	1841	4/10/2022	491	Ft	60	\$737
SFOXTROT	14	10	L & T CR	Medium	22	Ft	0.40	Crack Sealing - AC	Residential	AC	26	5442	211	4/10/2022	22	Ft	60	\$33
SFOXTROT	14	1	ALLIGATOR CR	Medium	20	SqFt	0.37	Patching - AC Deep	Residential	AC	26	5442	211	4/10/2022	42	SqFt	60	\$279
SFOXTROT	14	1	ALLIGATOR CR	High	17	SqFt	0.31	Patching - AC Deep	Residential	AC	26	5442	211	4/10/2022	37	SqFt	60	\$247
NEASTERN	6	15	RUTTING	High	39	SqFt	0.21	Patching - AC Shallow	Collector	AC	23	18772	813	4/10/2022	39	SqFt	60	\$130
W_CHASE_CT	274	10	L & T CR	Medium	310	Ft	3.49	Crack Sealing - AC	Residential	AC	25	8889	357	4/10/2022	310	Ft	60	\$465
W_CHASE_CT	274	10	L & T CR	High	1	Ft	0.01	Patching - AC Shallow	Residential	AC	25	8889	357	4/10/2022	2	SqFt	60	\$6
CALLA_DR	348	15	RUTTING	Medium	7	SqFt	0.03	Patching - AC Shallow	Residential	AC	26	28144	1076	4/10/2022	8	SqFt	60	\$24
CALLA_DR	348	10	L & T CR	High	37	Ft	0.13	Patching - AC Shallow	Residential	AC	26	28144	1076	4/10/2022	121	SqFt	60	\$401
CALLA_DR	348	10	L & T CR	Medium	166	Ft	0.59	Crack Sealing - AC	Residential	AC	26	28144	1076	4/10/2022	166	Ft	60	\$249
UNKNOW	285	1	ALLIGATOR CR	High	15	SqFt	0.07	Patching - AC Deep	Collector	AC	22	21379	964	4/10/2022	36	SqFt	60	\$234

## Details of the 2023 Localized Distress Maintenance Plan

Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Class	Surface Type	Section Width (Ft)	True Area (SqFt)	Length (Ft)	Last Insp Date	Work Qty	Work Unit	Critical Condition	Work Cost
UNKNOW	285	10	L & T CR	Medium	21	Ft	0.10	Crack Sealing - AC	Collector	AC	22	21379	964	4/10/2022	21	Ft	60	\$31
COLLIGAN_S	43	10	L & T CR	High	33	Ft	0.05	Patching - AC Shallow	Residential	AC	26	62429	2393	4/10/2022	108	SqFt	60	\$358
COLLIGAN_S	43	10	L & T CR	Medium	1170	Ft	1.87	Crack Sealing - AC	Residential	AC	26	62429	2393	4/10/2022	1170	Ft	60	\$1,755
COLLIGAN_S	43	1	ALLIGATOR CR	High	20	SqFt	0.03	Patching - AC Deep	Residential	AC	26	62429	2393	4/10/2022	42	SqFt	60	\$281
COLLIGAN_S	43	1	ALLIGATOR CR	Medium	190	SqFt	0.30	Patching - AC Deep	Residential	AC	26	62429	2393	4/10/2022	250	SqFt	60	\$1,665
COLLIGAN_S	43	15	RUTTING	Medium	49	SqFt	0.08	Patching - AC Shallow	Residential	AC	26	62429	2393	4/10/2022	48	SqFt	60	\$163
3RD_ST	353	10	L & T CR	Medium	54	Ft	1.82	Crack Sealing - AC	Residential	AC	22	2974	135	4/10/2022	54	Ft	60	\$81
1ST_ST	324	10	L & T CR	Medium	2	Ft	0.03	Crack Sealing - AC	Residential	AC	23	6963	301	4/10/2022	2	Ft	60	\$3
SDONEGAL	56	1	ALLIGATOR CR	High	40	SqFt	0.17	Patching - AC Deep	Residential	AC	26	23612	911	4/10/2022	70	SqFt	60	\$465
SDONEGAL	56	10	L & T CR	Medium	17	Ft	0.07	Crack Sealing - AC	Residential	AC	26	23612	911	4/10/2022	17	Ft	60	\$26
BRUNS_RD	101	10	L & T CR	High	2	Ft	0.01	Patching - AC Shallow	Residential	AC	20	16076	788	4/10/2022	8	SqFt	60	\$24
BRUNS_RD	101	15	RUTTING	Medium	6	SqFt	0.04	Patching - AC Shallow	Residential	AC	20	16076	788	4/10/2022	5	SqFt	60	\$20
BRUNS_RD	101	10	L & T CR	Medium	231	Ft	1.43	Crack Sealing - AC	Residential	AC	20	16076	788	4/10/2022	231	Ft	60	\$346
WTHUNDER	390	10	L & T CR	Medium	49	Ft	1.68	Crack Sealing - AC	Residential	AC	18	2917	158	4/10/2022	49	Ft	60	\$74
SWEDLER_R	37	10	L & T CR	Medium	5	Ft	0.02	Crack Sealing - AC	Collector	AC	25	24096	961	4/10/2022	5	Ft	60	\$8
MCCLURE	315	10	L & T CR	High	22	Ft	0.22	Patching - AC Shallow	Residential	AC	26	9971	388	4/10/2022	71	SqFt	60	\$237
MCCLURE	315	10	L & T CR	Medium	204	Ft	2.05	Crack Sealing - AC	Residential	AC	26	9971	388	4/10/2022	204	Ft	60	\$306
EAGLE_WAY	284	1	ALLIGATOR CR	High	26	SqFt	0.11	Patching - AC Deep	Residential	AC	26	23479	912	4/10/2022	51	SqFt	60	\$337
EAGLE_WAY	284	10	L & T CR	Medium	556	Ft	2.37	Crack Sealing - AC	Residential	AC	26	23479	912	4/10/2022	556	Ft	60	\$834
EAGLE_WAY	284	15	RUTTING	High	22	SqFt	0.09	Patching - AC Deep	Residential	AC	26	23479	912	4/10/2022	22	SqFt	60	\$145
EAGLE_WAY	284	1	ALLIGATOR CR	Medium	23	SqFt	0.10	Patching - AC Deep	Residential	AC	26	23479	912	4/10/2022	46	SqFt	60	\$307
EAGLE_WAY	284	10	L & T CR	High	110	Ft	0.47	Patching - AC Shallow	Residential	AC	26	23479	912	4/10/2022	362	SqFt	60	\$1,206
BRYNN_DR	342	10	L & T CR	High	6	Ft	0.04	Patching - AC Shallow	Residential	AC	26	16066	612	4/10/2022	18	SqFt	60	\$61
S_JANET_ST	239	15	RUTTING	Medium	6	SqFt	0.07	Patching - AC Shallow	Residential	AC	26	9183	350	4/10/2022	6	SqFt	60	\$21
S_JANET_ST	239	10	L & T CR	Medium	11	Ft	0.12	Crack Sealing - AC	Residential	AC	26	9183	350	4/10/2022	11	Ft	60	\$16
S_JANET_ST	239	10	L & T CR	High	8	Ft	0.09	Patching - AC Shallow	Residential	AC	26	9183	350	4/10/2022	28	SqFt	60	\$93
W_EAMON_CT	181	15	RUTTING	High	15	SqFt	0.25	Patching - AC Deep	Residential	AC	24	6023	247	4/10/2022	15	SqFt	60	\$102
W_EAMON_CT	181	10	L & T CR	Medium	230	Ft	3.82	Crack Sealing - AC	Residential	AC	24	6023	247	4/10/2022	230	Ft	60	\$345
GOUGAR_RD	148	15	RUTTING	Medium	72	SqFt	0.08	Patching - AC Shallow	Residential	AC	23	85640	3719	4/10/2022	72	SqFt	60	\$240
GOUGAR_RD	148	1	ALLIGATOR CR	Medium	50	SqFt	0.06	Patching - AC Deep	Residential	AC	23	85640	3719	4/10/2022	83	SqFt	60	\$550
GOUGAR_RD	148	10	L & T CR	Medium	58	Ft	0.07	Crack Sealing - AC	Residential	AC	23	85640	3719	4/10/2022	58	Ft	60	\$87
GOUGAR_RD	148	15	RUTTING	High	6	SqFt	0.01	Patching - AC Deep	Residential	AC	23	85640	3719	4/10/2022	5	SqFt	60	\$37
GOUGAR_RD	148	10	L & T CR	High	65	Ft	0.08	Patching - AC Shallow	Residential	AC	23	85640	3719	4/10/2022	212	SqFt	60	\$707
PARK_ST	302	10	L & T CR	High	2	Ft	0.02	Patching - AC Shallow	Residential	AC	24	11465	479	4/10/2022	8	SqFt	60	\$25
PARK_ST	302	10	L & T CR	Medium	590	Ft	5.15	Crack Sealing - AC	Residential	AC	24	11465	479	4/10/2022	590	Ft	60	\$885
PARK_ST	302	1	ALLIGATOR CR	Medium	14	SqFt	0.12	Patching - AC Deep	Residential	AC	24	11465	479	4/10/2022	32	SqFt	60	\$219
SMITH_RD	23	15	RUTTING	High	14	SqFt	0.40	Patching - AC Shallow	Collector	AC	23	3625	159	4/10/2022	14	SqFt	60	\$48
SWEDLER_R	5	10	L & T CR	Medium	6	Ft	0.08	Crack Sealing - AC	Collector	AC	26	6946	267	4/10/2022	6	Ft	60	\$8
RIDGEFIELD	187	10	L & T CR	Medium	90	Ft	1.06	Crack Sealing - AC	Residential	AC	26	8463	329	4/10/2022	90	Ft	60	\$135
S_ANN_LN	267	10	L & T CR	Medium	271	Ft	1.70	Crack Sealing - AC	Residential	AC	25	15904	629	4/10/2022	271	Ft	60	\$406
2ND_ST	305	10	L & T CR	Medium	165	Ft	2.18	Crack Sealing - AC	Residential	AC	21	7556	353	4/10/2022	165	Ft	60	\$247
2ND_ST	305	10	L & T CR	High	74	Ft	0.98	Patching - AC Shallow	Residential	AC	21	7556	353	4/10/2022	243	SqFt	60	\$809
S_JENNIFER	240	15	RUTTING	High	13	SqFt	0.20	Patching - AC Shallow	Residential	AC	22	6392	291	4/10/2022	13	SqFt	60	\$42
WABASH_ST	293	10	L & T CR	Medium	418	Ft	5.05	Crack Sealing - AC	Residential	AC	24	8266	347	4/10/2022	418	Ft	60	\$627

## Details of the 2023 Localized Distress Maintenance Plan

Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Class	Surface Type	Section Width (Ft)	True Area (SqFt)	Length (Ft)	Last Insp Date	Work Qty	Work Unit	Critical Condition	Work Cost
WABASH_ST	293	10	L & T CR	High	23	Ft	0.27	Patching - AC Shallow	Residential	AC	24	8266	347	4/10/2022	74	SqFt	60	\$248
WABASH_ST	293	1	ALLIGATOR CR	Medium	17	SqFt	0.21	Patching - AC Deep	Residential	AC	24	8266	347	4/10/2022	38	SqFt	60	\$251
S_IAN_CT	273	1	ALLIGATOR CR	High	10	SqFt	0.18	Patching - AC Deep	Residential	AC	25	5639	225	4/10/2022	27	SqFt	60	\$182
S_IAN_CT	273	15	RUTTING	Medium	7	SqFt	0.12	Patching - AC Shallow	Residential	AC	25	5639	225	4/10/2022	6	SqFt	60	\$22
S_IAN_CT	273	10	L & T CR	Medium	241	Ft	4.28	Crack Sealing - AC	Residential	AC	25	5639	225	4/10/2022	241	Ft	60	\$362
S_IAN_CT	273	10	L & T CR	High	18	Ft	0.32	Patching - AC Shallow	Residential	AC	25	5639	225	4/10/2022	58	SqFt	60	\$195
S_IAN_CT	273	1	ALLIGATOR CR	Medium	8	SqFt	0.14	Patching - AC Deep	Residential	AC	25	5639	225	4/10/2022	23	SqFt	60	\$154
PARK_ST	300	10	L & T CR	High	1	Ft	0.02	Patching - AC Shallow	Residential	AC	21	7100	333	4/10/2022	4	SqFt	60	\$13
PARK_ST	300	10	L & T CR	Medium	148	Ft	2.08	Crack Sealing - AC	Residential	AC	21	7100	333	4/10/2022	148	Ft	60	\$222
SFOXTROT	15	15	RUTTING	Medium	8	SqFt	0.07	Patching - AC Shallow	Residential	AC	26	10280	392	4/10/2022	8	SqFt	60	\$25
WOODROW_AV	183	10	L & T CR	Medium	17	Ft	0.21	Crack Sealing - AC	Residential	AC	24	8236	337	4/10/2022	17	Ft	60	\$26
BRETT_CT	338	10	L & T CR	High	79	Ft	2.48	Patching - AC Shallow	Residential	AC	26	3197	124	4/10/2022	260	SqFt	60	\$867
BRETT_CT	338	15	RUTTING	High	5	SqFt	0.15	Patching - AC Deep	Residential	AC	26	3197	124	4/10/2022	5	SqFt	60	\$33
BRETT_CT	338	10	L & T CR	Medium	2	Ft	0.06	Crack Sealing - AC	Residential	AC	26	3197	124	4/10/2022	2	Ft	60	\$3
W_YORKSHIR	382	10	L & T CR	High	151	Ft	1.81	Patching - AC Shallow	Residential	AC	26	8374	327	4/10/2022	496	SqFt	60	\$1,654
W_YORKSHIR	382	1	ALLIGATOR CR	High	12	SqFt	0.14	Patching - AC Deep	Residential	AC	26	8374	327	4/10/2022	29	SqFt	60	\$194
W_YORKSHIR	382	10	L & T CR	Medium	122	Ft	1.46	Crack Sealing - AC	Residential	AC	26	8374	327	4/10/2022	122	Ft	60	\$183
RAILROAD_S	203	10	L & T CR	Medium	5	Ft	0.04	Crack Sealing - AC	Residential	AC	25	11207	447	4/10/2022	5	Ft	60	\$7
SYCAMORE_D	262	1	ALLIGATOR CR	Medium	244	SqFt	1.05	Patching - AC Deep	Residential	AC	25	23321	924	4/10/2022	311	SqFt	60	\$2,074
SYCAMORE_D	262	10	L & T CR	High	5	Ft	0.02	Patching - AC Shallow	Residential	AC	25	23321	924	4/10/2022	15	SqFt	60	\$52
SYCAMORE_D	262	10	L & T CR	Medium	256	Ft	1.10	Crack Sealing - AC	Residential	AC	25	23321	924	4/10/2022	256	Ft	60	\$384
WOODROW_AV	184	10	L & T CR	High	2	Ft	0.02	Patching - AC Shallow	Residential	AC	26	9274	352	4/10/2022	5	SqFt	60	\$16
WOODROW_AV	184	10	L & T CR	Medium	24	Ft	0.26	Crack Sealing - AC	Residential	AC	26	9274	352	4/10/2022	24	Ft	60	\$36
WOODROW_AV	184	15	RUTTING	Medium	7	SqFt	0.07	Patching - AC Shallow	Residential	AC	26	9274	352	4/10/2022	6	SqFt	60	\$22
WOODROW_AV	184	1	ALLIGATOR CR	Medium	28	SqFt	0.31	Patching - AC Deep	Residential	AC	26	9274	352	4/10/2022	54	SqFt	60	\$358
2ND_ST	308	10	L & T CR	Medium	0	Ft	0.01	Crack Sealing - AC	Residential	AC	25	7089	282	4/10/2022	0	Ft	60	\$1
SMITH_RD	147	15	RUTTING	High	14	SqFt	0.02	Patching - AC Shallow	Collector	AC	26	67125	2605	4/10/2022	14	SqFt	60	\$48
WHITE_FEAT	243	10	L & T CR	Medium	743	Ft	1.33	Crack Sealing - AC	Residential	AC	26	55908	2183	4/10/2022	743	Ft	60	\$1,115
WHITE_FEAT	243	15	RUTTING	Medium	6	SqFt	0.01	Patching - AC Shallow	Residential	AC	26	55908	2183	4/10/2022	6	SqFt	60	\$21
WHITE_FEAT	243	1	ALLIGATOR CR	High	17	SqFt	0.03	Patching - AC Deep	Residential	AC	26	55908	2183	4/10/2022	38	SqFt	60	\$253
WHITE_FEAT	243	10	L & T CR	High	4	Ft	0.01	Patching - AC Shallow	Residential	AC	26	55908	2183	4/10/2022	14	SqFt	60	\$47
WHITE_FEAT	243	1	ALLIGATOR CR	Medium	207	SqFt	0.37	Patching - AC Deep	Residential	AC	26	55908	2183	4/10/2022	268	SqFt	60	\$1,790
2ND_ST	306	15	RUTTING	Medium	11	SqFt	0.16	Patching - AC Shallow	Residential	AC	21	6889	329	4/10/2022	11	SqFt	60	\$36
2ND_ST	306	10	L & T CR	High	54	Ft	0.78	Patching - AC Shallow	Residential	AC	21	6889	329	4/10/2022	177	SqFt	60	\$587
2ND_ST	306	1	ALLIGATOR CR	Medium	10	SqFt	0.15	Patching - AC Deep	Residential	AC	21	6889	329	4/10/2022	27	SqFt	60	\$179
2ND_ST	306	10	L & T CR	Medium	14	Ft	0.20	Crack Sealing - AC	Residential	AC	21	6889	329	4/10/2022	14	Ft	60	\$21
1ST_ST	316	10	L & T CR	Medium	116	Ft	1.69	Crack Sealing - AC	Residential	AC	25	6877	275	4/10/2022	116	Ft	60	\$174
1ST_ST	316	10	L & T CR	High	23	Ft	0.34	Patching - AC Shallow	Residential	AC	25	6877	275	4/10/2022	75	SqFt	60	\$253
LEE_ST	364	10	L & T CR	High	57	Ft	0.30	Patching - AC Shallow	Residential	AC	24	19136	807	4/10/2022	187	SqFt	60	\$624
LEE_ST	364	10	L & T CR	Medium	191	Ft	1.00	Crack Sealing - AC	Residential	AC	24	19136	807	4/10/2022	191	Ft	60	\$286
FARADAY_RD	206	15	RUTTING	Medium	13	SqFt	0.04	Patching - AC Shallow	Residential	AC	26	30277	1154	4/10/2022	13	SqFt	60	\$42
HENRY_ST	3	15	RUTTING	High	37	SqFt	0.53	Patching - AC Shallow	Residential	AC	25	6874	273	4/10/2022	37	SqFt	60	\$122
DEERE_ST	74	10	L & T CR	Medium	22	Ft	0.08	Crack Sealing - AC	Residential	AC	26	29619	1138	4/10/2022	22	Ft	60	\$34
S_BLACKTHO	79	10	L & T CR	Medium	196	Ft	0.58	Crack Sealing - AC	Residential	AC	26	33847	1327	4/10/2022	196	Ft	60	\$293



## Details of the 2023 Localized Distress Maintenance Plan

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S_BLACKTHO	79	1	ALLIGATOR CR	Medium	87	SqFt	0.26	Patching - AC Deep	Residential	AC	26	33847	1327	4/10/2022	129	SqFt	60	\$861
S_BLACKTHO	79	10	L & T CR	High	7	Ft	0.02	Patching - AC Shallow	Residential	AC	26	33847	1327	4/10/2022	23	SqFt	60	\$75
MOHAWK_TRA	247	10	L & T CR	High	264	Ft	3.07	Patching - AC Shallow	Residential	AC	26	8583	334	4/10/2022	864	SqFt	60	\$2,879
MOHAWK_TRA	247	10	L & T CR	Medium	183	Ft	2.13	Crack Sealing - AC	Residential	AC	26	8583	334	4/10/2022	183	Ft	60	\$274
MOHAWK_TRA	247	15	RUTTING	Medium	7	SqFt	0.09	Patching - AC Shallow	Residential	AC	26	8583	334	4/10/2022	8	SqFt	60	\$24
JESSIE_ST	377	15	RUTTING	Medium	14	SqFt	0.16	Patching - AC Shallow	Residential	AC	25	8649	352	4/10/2022	14	SqFt	60	\$47
JESSIE_ST	377	10	L & T CR	High	65	Ft	0.75	Patching - AC Shallow	Residential	AC	25	8649	352	4/10/2022	213	SqFt	60	\$711
JESSIE_ST	377	10	L & T CR	Medium	305	Ft	3.52	Crack Sealing - AC	Residential	AC	25	8649	352	4/10/2022	304	Ft	60	\$457
JESSIE_ST	377	1	ALLIGATOR CR	Medium	5	SqFt	0.06	Patching - AC Deep	Residential	AC	25	8649	352	4/10/2022	18	SqFt	60	\$124
W_WATERFOR	88	1	ALLIGATOR CR	Medium	41	SqFt	0.51	Patching - AC Deep	Residential	AC	27	8006	302	4/10/2022	70	SqFt	60	\$470
W_WATERFOR	88	10	L & T CR	Medium	20	Ft	0.25	Crack Sealing - AC	Residential	AC	27	8006	302	4/10/2022	20	Ft	60	\$30
SPRING_ST	111	10	L & T CR	High	4	Ft	0.02	Patching - AC Shallow	Residential	AC	25	18457	725	4/10/2022	14	SqFt	60	\$45
SPRING_ST	111	1	ALLIGATOR CR	High	117	SqFt	0.64	Patching - AC Deep	Residential	AC	25	18457	725	4/10/2022	165	SqFt	60	\$1,100
SPRING_ST	111	10	L & T CR	Medium	417	Ft	2.26	Crack Sealing - AC	Residential	AC	25	18457	725	4/10/2022	417	Ft	60	\$626
SPRING_ST	111	1	ALLIGATOR CR	Medium	115	SqFt	0.62	Patching - AC Deep	Residential	AC	25	18457	725	4/10/2022	161	SqFt	60	\$1,079
S_BAY_TO_B	263	15	RUTTING	High	44	SqFt	0.02	Patching - AC Shallow	Residential	AC	26	176078	6844	4/10/2022	44	SqFt	60	\$146
BUTTERUNUT	256	1	ALLIGATOR CR	Medium	91	SqFt	0.33	Patching - AC Deep	Residential	AC	25	27931	1121	4/10/2022	133	SqFt	60	\$889
BUTTERUNUT	256	10	L & T CR	Medium	416	Ft	1.49	Crack Sealing - AC	Residential	AC	25	27931	1121	4/10/2022	416	Ft	60	\$624
BUTTERUNUT	256	10	L & T CR	High	314	Ft	1.12	Patching - AC Shallow	Residential	AC	25	27931	1121	4/10/2022	1030	SqFt	60	\$3,430
BUTTERUNUT	256	15	RUTTING	Medium	17	SqFt	0.06	Patching - AC Shallow	Residential	AC	25	27931	1121	4/10/2022	17	SqFt	60	\$57
MCCORMICK	114	10	L & T CR	High	20	Ft	0.26	Patching - AC Shallow	Residential	AC	26	7509	291	4/10/2022	65	SqFt	60	\$216
MCCORMICK	114	10	L & T CR	Medium	9	Ft	0.11	Crack Sealing - AC	Residential	AC	26	7509	291	4/10/2022	9	Ft	60	\$13
NO_NAME_ST	151	10	L & T CR	Medium	0	Ft	0.01	Crack Sealing - AC	Residential	AC	25	8376	334	4/10/2022	0	Ft	60	\$1
FARADAY_RD	205	10	L & T CR	Medium	11	Ft	0.32	Crack Sealing - AC	Residential	AC	26	3378	132	4/10/2022	11	Ft	60	\$16
BASWOOD_LN	258	10	L & T CR	Medium	95	Ft	0.35	Crack Sealing - AC	Residential	AC	25	27477	1098	4/10/2022	95	Ft	60	\$143
BASWOOD_LN	258	1	ALLIGATOR CR	High	9	SqFt	0.03	Patching - AC Deep	Residential	AC	25	27477	1098	4/10/2022	25	SqFt	60	\$164
BASWOOD_LN	258	10	L & T CR	High	10	Ft	0.04	Patching - AC Shallow	Residential	AC	25	27477	1098	4/10/2022	32	SqFt	60	\$109
BASWOOD_LN	258	1	ALLIGATOR CR	Medium	246	SqFt	0.90	Patching - AC Deep	Residential	AC	25	27477	1098	4/10/2022	313	SqFt	60	\$2,092
MANHOE_BLV	384	10	L & T CR	High	103	Ft	0.82	Patching - AC Shallow	Residential	AC	25	12551	506	4/10/2022	338	SqFt	60	\$1,124
MANHOE_BLV	384	13	POTHOLE	Low	2	Count	0.02	Patching - AC Deep	Residential	AC	25	12551	506	4/10/2022	6	SqFt	60	\$40
MANHOE_BLV	384	10	L & T CR	Medium	443	Ft	3.53	Crack Sealing - AC	Residential	AC	25	12551	506	4/10/2022	443	Ft	60	\$664
CYRUS_DR	209	10	L & T CR	Medium	21	Ft	0.07	Crack Sealing - AC	Residential	AC	25	30493	1196	4/10/2022	22	Ft	60	\$32
ELAM_DR	76	10	L & T CR	High	14	Ft	0.20	Patching - AC Shallow	Residential	AC	26	7078	271	4/10/2022	46	SqFt	60	\$153
DART_RD	19	10	L & T CR	High	75	Ft	0.44	Patching - AC Shallow	Residential	AC	25	17108	682	4/10/2022	244	SqFt	60	\$814
DART_RD	19	10	L & T CR	Medium	57	Ft	0.33	Crack Sealing - AC	Residential	AC	25	17108	682	4/10/2022	56	Ft	60	\$85
GROEBE_DR	137	10	L & T CR	High	4	Ft	0.02	Patching - AC Shallow	Residential	AC	26	17335	665	4/10/2022	14	SqFt	60	\$45
GROEBE_DR	137	10	L & T CR	Medium	27	Ft	0.16	Crack Sealing - AC	Residential	AC	26	17335	665	4/10/2022	27	Ft	60	\$41
FRANCIS_CT	349	15	RUTTING	Medium	7	SqFt	0.08	Patching - AC Shallow	Residential	AC	25	7990	314	4/10/2022	6	SqFt	60	\$22
FRANCIS_CT	349	10	L & T CR	Medium	21	Ft	0.27	Crack Sealing - AC	Residential	AC	25	7990	314	4/10/2022	21	Ft	60	\$32
SWILLIAM	223	15	RUTTING	High	48	SqFt	0.20	Patching - AC Shallow	Residential	AC	26	24360	952	4/10/2022	48	SqFt	60	\$161
QUINCY_WAY	96	10	L & T CR	Medium	108	Ft	0.20	Crack Sealing - AC	Residential	AC	26	53058	2051	4/10/2022	108	Ft	60	\$161
QUINCY_WAY	96	10	L & T CR	High	10	Ft	0.02	Patching - AC Shallow	Residential	AC	26	53058	2051	4/10/2022	32	SqFt	60	\$108
SEASTERN	95	10	L & T CR	High	1	Ft	0.01	Patching - AC Shallow	Residential	AC	24	11527	478	4/10/2022	4	SqFt	60	\$13
SEASTERN	95	1	ALLIGATOR CR	High	16	SqFt	0.14	Patching - AC Deep	Residential	AC	24	11527	478	4/10/2022	37	SqFt	60	\$246

## Details of the 2023 Localized Distress Maintenance Plan

Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Class	Surface Type	Section Width (Ft)	True Area (SqFt)	Length (Ft)	Last Insp Date	Work Qty	Work Unit	Critical Condition	Work Cost
SEASTERN	95	1	ALLIGATOR CR	Medium	124	SqFt	1.08	Patching - AC Deep	Residential	AC	24	11527	478	4/10/2022	173	SqFt	60	\$1,156
SEASTERN	95	10	L & T CR	Medium	118	Ft	1.03	Crack Sealing - AC	Residential	AC	24	11527	478	4/10/2022	118	Ft	60	\$177
KANKAKEE_S	174	10	L & T CR	Medium	148	Ft	3.44	Crack Sealing - AC	Residential	AC	26	4304	164	4/10/2022	148	Ft	60	\$222
HENRY_ST	2	10	L & T CR	Medium	2	Ft	0.02	Crack Sealing - AC	Residential	AC	24	10694	442	4/10/2022	2	Ft	60	\$3
CYRUS_DR	210	10	L & T CR	Medium	3	Ft	0.03	Crack Sealing - AC	Residential	AC	26	10822	412	4/10/2022	3	Ft	60	\$5
SHELIA_ST	167	1	ALLIGATOR CR	Medium	17	SqFt	0.21	Patching - AC Deep	Residential	AC	23	8352	358	4/10/2022	38	SqFt	60	\$254
CARVER_CRO	86	10	L & T CR	Medium	9	Ft	0.04	Crack Sealing - AC	Residential	AC	25	20551	831	4/10/2022	9	Ft	60	\$14
1ST_ST	321	10	L & T CR	Medium	55	Ft	0.93	Crack Sealing - AC	Residential	AC	20	5846	289	4/10/2022	54	Ft	60	\$82
BRYNN_DR	347	15	RUTTING	Medium	13	SqFt	0.37	Patching - AC Shallow	Residential	AC	26	3503	133	4/10/2022	13	SqFt	60	\$43
BRYNN_DR	347	10	L & T CR	Medium	39	Ft	1.12	Crack Sealing - AC	Residential	AC	26	3503	133	4/10/2022	39	Ft	60	\$59
S_BLACKTHO	78	10	L & T CR	Medium	19	Ft	0.27	Crack Sealing - AC	Residential	AC	26	7009	271	4/10/2022	19	Ft	60	\$28
S_BLACKTHO	78	1	ALLIGATOR CR	High	39	SqFt	0.55	Patching - AC Deep	Residential	AC	26	7009	271	4/10/2022	68	SqFt	60	\$454
S_CASHEL_B	80	10	L & T CR	Medium	69	Ft	0.18	Crack Sealing - AC	Residential	AC	26	37253	1427	4/10/2022	69	Ft	60	\$103
S_CASHEL_B	80	10	L & T CR	High	11	Ft	0.03	Patching - AC Shallow	Residential	AC	26	37253	1427	4/10/2022	36	SqFt	60	\$119
S_CASHEL_B	80	15	RUTTING	High	7	SqFt	0.02	Patching - AC Deep	Residential	AC	26	37253	1427	4/10/2022	6	SqFt	60	\$46
JAN_ST	363	1	ALLIGATOR CR	Medium	42	SqFt	0.19	Patching - AC Deep	Residential	AC	26	21902	847	4/10/2022	72	SqFt	60	\$484
JAN_ST	363	10	L & T CR	Medium	37	Ft	0.17	Crack Sealing - AC	Residential	AC	26	21902	847	4/10/2022	37	Ft	60	\$55
WHITSON_ST	312	1	ALLIGATOR CR	Medium	146	SqFt	1.69	Patching - AC Deep	Residential	AC	25	8603	341	4/10/2022	198	SqFt	60	\$1,322
WHITSON_ST	312	10	L & T CR	Medium	70	Ft	0.81	Crack Sealing - AC	Residential	AC	25	8603	341	4/10/2022	70	Ft	60	\$105
W_WATERFOR	89	1	ALLIGATOR CR	Medium	105	SqFt	0.65	Patching - AC Deep	Residential	AC	26	16110	620	4/10/2022	151	SqFt	60	\$1,005
W_WATERFOR	89	15	RUTTING	Medium	7	SqFt	0.05	Patching - AC Shallow	Residential	AC	26	16110	620	4/10/2022	8	SqFt	60	\$25
W_WATERFOR	89	10	L & T CR	Medium	46	Ft	0.28	Crack Sealing - AC	Residential	AC	26	16110	620	4/10/2022	46	Ft	60	\$68
W_WATERFOR	89	10	L & T CR	High	2	Ft	0.01	Patching - AC Shallow	Residential	AC	26	16110	620	4/10/2022	8	SqFt	60	\$24
S_INDUSTRI	253	10	L & T CR	Medium	1	Ft	0.00	Crack Sealing - AC	Residential	AC	25	23752	932	4/10/2022	1	Ft	60	\$1
S_INDUSTRI	253	10	L & T CR	High	23	Ft	0.09	Patching - AC Shallow	Residential	AC	25	23752	932	4/10/2022	74	SqFt	60	\$246
IVANHOE_BL	386	15	RUTTING	High	6	SqFt	0.05	Patching - AC Shallow	Residential	AC	25	13971	565	4/10/2022	6	SqFt	60	\$22
W_CRESCENZ	272	15	RUTTING	High	28	SqFt	0.09	Patching - AC Shallow	Residential	AC	24	31927	1304	4/10/2022	28	SqFt	60	\$94
EBERHART_S	185	15	RUTTING	High	7	SqFt	0.08	Patching - AC Shallow	Residential	AC	25	9052	364	4/10/2022	6	SqFt	60	\$23
JANET_ST	238	10	L & T CR	High	3	Ft	0.03	Patching - AC Shallow	Residential	AC	26	11492	438	4/10/2022	11	SqFt	60	\$34
JANET_ST	238	10	L & T CR	Medium	128	Ft	1.12	Crack Sealing - AC	Residential	AC	26	11492	438	4/10/2022	128	Ft	60	\$192
GROEBE_DR	140	10	L & T CR	Medium	1	Ft	0.02	Crack Sealing - AC	Residential	AC	26	8471	323	4/10/2022	1	Ft	60	\$2
SWEEDLER_R	107	13	POTHOLE	Low	2	Count	0.05	Patching - AC Deep	Collector	AC	24	4075	167	4/10/2022	5	SqFt	60	\$38
BAKER_RD	72	10	L & T CR	High	72	Ft	0.07	Patching - AC Shallow	Residential	AC	21	108584	5210	4/10/2022	236	SqFt	60	\$785
BAKER_RD	72	1	ALLIGATOR CR	High	211	SqFt	0.19	Patching - AC Deep	Residential	AC	21	108584	5210	4/10/2022	273	SqFt	60	\$1,824
BAKER_RD	72	15	RUTTING	Medium	51	SqFt	0.05	Patching - AC Shallow	Residential	AC	21	108584	5210	4/10/2022	52	SqFt	60	\$171
BAKER_RD	72	1	ALLIGATOR CR	Medium	56	SqFt	0.05	Patching - AC Deep	Residential	AC	21	108584	5210	4/10/2022	89	SqFt	60	\$597
BAKER_RD	72	15	RUTTING	High	33	SqFt	0.03	Patching - AC Deep	Residential	AC	21	108584	5210	4/10/2022	33	SqFt	60	\$221
BAKER_RD	72	10	L & T CR	Medium	580	Ft	0.53	Crack Sealing - AC	Residential	AC	21	108584	5210	4/10/2022	580	Ft	60	\$870
THELMA_AVE	369	10	L & T CR	Medium	1	Ft	0.01	Crack Sealing - AC	Residential	AC	25	9616	381	4/10/2022	1	Ft	60	\$2
UNKNOW	286	10	L & T CR	Medium	17	Ft	0.45	Crack Sealing - AC	Residential	AC	26	3872	152	4/10/2022	17	Ft	60	\$26
WHITNEY_ST	98	10	L & T CR	Medium	8	Ft	0.07	Crack Sealing - AC	Residential	AC	26	10969	428	4/10/2022	8	Ft	60	\$12
FITZGERALD	152	10	L & T CR	Medium	37	Ft	0.73	Crack Sealing - AC	Residential	AC	26	4977	193	4/10/2022	36	Ft	60	\$55
FITZGERALD	152	10	L & T CR	High	52	Ft	1.04	Patching - AC Shallow	Residential	AC	26	4977	193	4/10/2022	169	SqFt	60	\$564
S_JENNIFER	232	10	L & T CR	High	77	Ft	0.39	Patching - AC Shallow	Residential	AC	25	19690	775	4/10/2022	253	SqFt	60	\$842

## Details of the 2023 Localized Distress Maintenance Plan

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S_JENNIFER	232	10	L & T CR	Medium	823	Ft	4.18	Crack Sealing - AC	Residential	AC	25	19690	775	4/10/2022	823	Ft	60	\$1,235
S_JENNIFER	232	15	RUTTING	Medium	38	SqFt	0.19	Patching - AC Shallow	Residential	AC	25	19690	775	4/10/2022	38	SqFt	60	\$125
KAY_ST	358	10	L & T CR	Medium	103	Ft	0.46	Crack Sealing - AC	Residential	AC	26	22323	851	4/10/2022	103	Ft	60	\$155
KAY_ST	358	15	RUTTING	Medium	19	SqFt	0.09	Patching - AC Shallow	Residential	AC	26	22323	851	4/10/2022	19	SqFt	60	\$65
CYRUS_DR	208	10	L & T CR	High	0	Ft	0.01	Patching - AC Shallow	Residential	AC	25	8513	335	4/10/2022	1	SqFt	60	\$5
CYRUS_DR	208	10	L & T CR	Medium	9	Ft	0.11	Crack Sealing - AC	Residential	AC	25	8513	335	4/10/2022	9	Ft	60	\$14
CLARE_CIRC	145	1	ALLIGATOR CR	High	128	SqFt	0.34	Patching - AC Deep	Residential	AC	25	37538	1493	4/10/2022	178	SqFt	60	\$1,185
CLARE_CIRC	145	1	ALLIGATOR CR	Medium	64	SqFt	0.17	Patching - AC Deep	Residential	AC	25	37538	1493	4/10/2022	100	SqFt	60	\$668
CLARE_CIRC	145	15	RUTTING	Medium	14	SqFt	0.04	Patching - AC Shallow	Residential	AC	25	37538	1493	4/10/2022	14	SqFt	60	\$48
CLARE_CIRC	145	10	L & T CR	Medium	373	Ft	0.99	Crack Sealing - AC	Residential	AC	25	37538	1493	4/10/2022	373	Ft	60	\$560
MARION_ST	158	1	ALLIGATOR CR	Medium	41	SqFt	0.24	Patching - AC Deep	Residential	AC	24	16811	700	4/10/2022	71	SqFt	60	\$471
MARION_ST	158	10	L & T CR	Medium	432	Ft	2.57	Crack Sealing - AC	Residential	AC	24	16811	700	4/10/2022	432	Ft	60	\$649
MARION_ST	158	1	ALLIGATOR CR	High	25	SqFt	0.15	Patching - AC Deep	Residential	AC	24	16811	700	4/10/2022	48	SqFt	60	\$324
MARION_ST	158	10	L & T CR	High	1	Ft	0.01	Patching - AC Shallow	Residential	AC	24	16811	700	4/10/2022	4	SqFt	60	\$15
ASHLEY_CT	180	10	L & T CR	Medium	17	Ft	0.41	Crack Sealing - AC	Residential	AC	25	4080	166	4/10/2022	17	Ft	60	\$25
S_LAWRENCE	269	10	L & T CR	Medium	29	Ft	0.48	Crack Sealing - AC	Residential	AC	25	6120	243	4/10/2022	30	Ft	60	\$44
S_LAWRENCE	269	15	RUTTING	Medium	7	SqFt	0.11	Patching - AC Shallow	Residential	AC	25	6120	243	4/10/2022	6	SqFt	60	\$22
ABBEY_LN	60	15	RUTTING	High	8	SqFt	0.16	Patching - AC Shallow	Residential	AC	26	4921	192	4/10/2022	8	SqFt	60	\$26
ARROWHEAD	282	10	L & T CR	High	71	Ft	0.20	Patching - AC Shallow	Residential	AC	26	36120	1382	4/10/2022	233	SqFt	60	\$773
ARROWHEAD	282	10	L & T CR	Medium	509	Ft	1.41	Crack Sealing - AC	Residential	AC	26	36120	1382	4/10/2022	509	Ft	60	\$763
ARROWHEAD	282	1	ALLIGATOR CR	Medium	43	SqFt	0.12	Patching - AC Deep	Residential	AC	26	36120	1382	4/10/2022	74	SqFt	60	\$494
ARROWHEAD	282	1	ALLIGATOR CR	High	15	SqFt	0.04	Patching - AC Deep	Residential	AC	26	36120	1382	4/10/2022	34	SqFt	60	\$231
BUTTERCUP	118	10	L & T CR	High	24	Ft	0.09	Patching - AC Shallow	Residential	AC	26	25809	998	4/10/2022	80	SqFt	60	\$266
BUTTERCUP	118	10	L & T CR	Medium	114	Ft	0.44	Crack Sealing - AC	Residential	AC	26	25809	998	4/10/2022	114	Ft	60	\$171
S_JENNIFER	233	15	RUTTING	High	206	SqFt	1.77	Patching - AC Shallow	Residential	AC	24	11635	476	4/10/2022	206	SqFt	60	\$685
S_ANN_CT	268	10	L & T CR	Medium	157	Ft	2.15	Crack Sealing - AC	Residential	AC	26	7297	278	4/10/2022	157	Ft	60	\$236
AUDUBON_TR	261	1	ALLIGATOR CR	High	43	SqFt	0.18	Patching - AC Deep	Residential	AC	25	23871	958	4/10/2022	73	SqFt	60	\$489
AUDUBON_TR	261	10	L & T CR	High	43	Ft	0.18	Patching - AC Shallow	Residential	AC	25	23871	958	4/10/2022	141	SqFt	60	\$468
AUDUBON_TR	261	10	L & T CR	Medium	68	Ft	0.28	Crack Sealing - AC	Residential	AC	25	23871	958	4/10/2022	68	Ft	60	\$102
AUDUBON_TR	261	1	ALLIGATOR CR	Medium	163	SqFt	0.68	Patching - AC Deep	Residential	AC	25	23871	958	4/10/2022	219	SqFt	60	\$1,460
GROEBE_DR	138	10	L & T CR	Medium	2	Ft	0.01	Crack Sealing - AC	Residential	AC	24	19267	796	4/10/2022	2	Ft	60	\$3
ANDREA_DR	351	10	L & T CR	Medium	42	Ft	0.39	Crack Sealing - AC	Residential	AC	26	10718	410	4/10/2022	42	Ft	60	\$62
1ST_ST	328	10	L & T CR	High	3	Ft	0.09	Patching - AC Shallow	Residential	AC	26	3637	139	4/10/2022	11	SqFt	60	\$37
SMITH_RD	54	1	ALLIGATOR CR	Medium	16	SqFt	0.22	Patching - AC Deep	Collector	AC	23	7476	326	4/10/2022	37	SqFt	60	\$245
SMITH_RD	54	10	L & T CR	High	2	Ft	0.03	Patching - AC Shallow	Collector	AC	23	7476	326	4/10/2022	6	SqFt	60	\$20
SMITH_RD	54	10	L & T CR	Medium	89	Ft	1.19	Crack Sealing - AC	Collector	AC	23	7476	326	4/10/2022	89	Ft	60	\$133
W_THOMAS_S	280	10	L & T CR	Medium	44	Ft	0.15	Crack Sealing - AC	Residential	AC	26	28748	1104	4/10/2022	44	Ft	60	\$65
BRYNN_DR	341	10	L & T CR	Medium	248	Ft	4.79	Crack Sealing - AC	Residential	AC	24	5185	220	4/10/2022	248	Ft	60	\$373
SMITH_RD	16	10	L & T CR	High	0	Ft	0.00	Patching - AC Shallow	Collector	AC	26	13930	527	4/10/2022	1	SqFt	60	\$5
SMITH_RD	16	10	L & T CR	Medium	55	Ft	0.39	Crack Sealing - AC	Collector	AC	26	13930	527	4/10/2022	55	Ft	60	\$82
SMITH_RD	16	1	ALLIGATOR CR	Medium	46	SqFt	0.33	Patching - AC Deep	Collector	AC	26	13930	527	4/10/2022	78	SqFt	60	\$517
BRETT_DR	329	10	L & T CR	Medium	21	Ft	0.24	Crack Sealing - AC	Residential	AC	26	8775	334	4/10/2022	21	Ft	60	\$32
BRETT_DR	329	1	ALLIGATOR CR	Medium	12	SqFt	0.14	Patching - AC Deep	Residential	AC	26	8775	334	4/10/2022	30	SqFt	60	\$200
SEASTERN	289	15	RUTTING	High	110	SqFt	1.39	Patching - AC Shallow	Collector	AC	25	7900	313	4/10/2022	110	SqFt	60	\$365

## Details of the 2023 Localized Distress Maintenance Plan

Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Class	Surface Type	Section Width (Ft)	True Area (SqFt)	Length (Ft)	Last Insp Date	Work Qty	Work Unit	Critical Condition	Work Cost
SEASTERN	94	10	L & T CR	Medium	5	Ft	0.04	Crack Sealing - AC	Residential	AC	26	12282	475	4/10/2022	5	Ft	60	\$8
W_CAMBRIDG	379	15	RUTTING	High	21	SqFt	0.05	Patching - AC Shallow	Residential	AC	26	40758	1570	4/10/2022	22	SqFt	60	\$71
PARK_RD	292	1	ALLIGATOR CR	Medium	16	SqFt	0.21	Patching - AC Deep	Residential	AC	24	7979	333	4/10/2022	37	SqFt	60	\$245
PARK_RD	292	10	L & T CR	Medium	117	Ft	1.47	Crack Sealing - AC	Residential	AC	24	7979	333	4/10/2022	117	Ft	60	\$176
PARK_RD	292	10	L & T CR	High	54	Ft	0.68	Patching - AC Shallow	Residential	AC	24	7979	333	4/10/2022	179	SqFt	60	\$595
PARK_ST	298	15	RUTTING	High	44	SqFt	0.36	Patching - AC Shallow	Residential	AC	26	12075	473	4/10/2022	44	SqFt	60	\$146
BRUNS_RD	104	10	L & T CR	Medium	679	Ft	0.53	Crack Sealing - AC	Residential	AC	20	129065	6330	4/10/2022	679	Ft	60	\$1,019
BRUNS_RD	104	10	L & T CR	High	282	Ft	0.22	Patching - AC Shallow	Residential	AC	20	129065	6330	4/10/2022	925	SqFt	60	\$3,080
BRUNS_RD	104	15	RUTTING	Medium	6	SqFt	0.00	Patching - AC Shallow	Residential	AC	20	129065	6330	4/10/2022	5	SqFt	60	\$19
BRUNS_RD	104	1	ALLIGATOR CR	Medium	4	SqFt	0.00	Patching - AC Deep	Residential	AC	20	129065	6330	4/10/2022	17	SqFt	60	\$112
BRUNS_RD	104	1	ALLIGATOR CR	High	35	SqFt	0.03	Patching - AC Deep	Residential	AC	20	129065	6330	4/10/2022	64	SqFt	60	\$422
BRUNS_RD	104	15	RUTTING	High	6	SqFt	0.00	Patching - AC Deep	Residential	AC	20	129065	6330	4/10/2022	5	SqFt	60	\$38
1ST_ST	326	10	L & T CR	High	0	Ft	0.00	Patching - AC Shallow	Residential	AC	26	12078	464	4/10/2022	2	SqFt	60	\$6
1ST_ST	326	10	L & T CR	Medium	175	Ft	1.45	Crack Sealing - AC	Residential	AC	26	12078	464	4/10/2022	175	Ft	60	\$263
TRASK_ST	161	1	ALLIGATOR CR	High	25	SqFt	0.10	Patching - AC Deep	Residential	AC	25	26047	1034	4/10/2022	50	SqFt	60	\$332
TRASK_ST	161	15	RUTTING	Medium	6	SqFt	0.02	Patching - AC Shallow	Residential	AC	25	26047	1034	4/10/2022	6	SqFt	60	\$20
TRASK_ST	161	1	ALLIGATOR CR	Medium	13	SqFt	0.05	Patching - AC Deep	Residential	AC	25	26047	1034	4/10/2022	31	SqFt	60	\$207
TRASK_ST	161	10	L & T CR	Medium	215	Ft	0.82	Crack Sealing - AC	Residential	AC	25	26047	1034	4/10/2022	215	Ft	60	\$322
FOX_CT	392	10	L & T CR	High	5	Ft	0.10	Patching - AC Shallow	Residential	AC	20	4828	245	4/10/2022	15	SqFt	60	\$51
FOX_CT	392	10	L & T CR	Medium	65	Ft	1.34	Crack Sealing - AC	Residential	AC	20	4828	245	4/10/2022	65	Ft	60	\$97
RIDGEFIELD	188	10	L & T CR	Medium	7	Ft	0.09	Crack Sealing - AC	Residential	AC	26	8242	315	4/10/2022	8	Ft	60	\$11
BRUNS_RD	102	10	L & T CR	High	288	Ft	0.91	Patching - AC Shallow	Residential	AC	21	31647	1482	4/10/2022	945	SqFt	60	\$3,147
BRUNS_RD	102	10	L & T CR	Medium	222	Ft	0.70	Crack Sealing - AC	Residential	AC	21	31647	1482	4/10/2022	222	Ft	60	\$333
LEE_ST	365	10	L & T CR	Medium	9	Ft	0.04	Crack Sealing - AC	Residential	AC	25	21119	849	4/10/2022	9	Ft	60	\$13
W_MARGARET	241	10	L & T CR	High	52	Ft	0.36	Patching - AC Shallow	Residential	AC	26	14510	567	4/10/2022	171	SqFt	60	\$569
W_MARGARET	241	15	RUTTING	Medium	14	SqFt	0.10	Patching - AC Shallow	Residential	AC	26	14510	567	4/10/2022	14	SqFt	60	\$46
W_MARGARET	241	10	L & T CR	Medium	60	Ft	0.42	Crack Sealing - AC	Residential	AC	26	14510	567	4/10/2022	60	Ft	60	\$90
PRARIE_ST	163	10	L & T CR	Medium	74	Ft	0.20	Crack Sealing - AC	Residential	AC	26	36268	1390	4/10/2022	74	Ft	60	\$111
PRARIE_ST	163	10	L & T CR	High	18	Ft	0.05	Patching - AC Shallow	Residential	AC	26	36268	1390	4/10/2022	59	SqFt	60	\$197
PRARIE_ST	163	1	ALLIGATOR CR	Medium	62	SqFt	0.17	Patching - AC Deep	Residential	AC	26	36268	1390	4/10/2022	98	SqFt	60	\$652
SEASTERN	92	10	L & T CR	Medium	50	Ft	0.55	Crack Sealing - AC	Residential	AC	25	9125	369	4/10/2022	51	Ft	60	\$76
SEASTERN	92	10	L & T CR	High	0	Ft	0.00	Patching - AC Shallow	Residential	AC	25	9125	369	4/10/2022	1	SqFt	60	\$4
SWEEDLER_R	202	10	L & T CR	High	1	Ft	0.00	Patching - AC Shallow	Residential	AC	23	30847	1364	4/10/2022	4	SqFt	60	\$13
SWEEDLER_R	202	10	L & T CR	Medium	10	Ft	0.03	Crack Sealing - AC	Residential	AC	23	30847	1364	4/10/2022	10	Ft	60	\$15
FARADAY_RD	204	10	L & T CR	Medium	14	Ft	0.04	Crack Sealing - AC	Residential	AC	26	38744	1495	4/10/2022	14	Ft	60	\$21
FUGGETT_DR	271	10	L & T CR	Medium	436	Ft	3.74	Crack Sealing - AC	Residential	AC	24	11638	477	4/10/2022	436	Ft	60	\$654
FUGGETT_DR	271	10	L & T CR	High	39	Ft	0.34	Patching - AC Shallow	Residential	AC	24	11638	477	4/10/2022	129	SqFt	60	\$431
FUGGETT_DR	271	15	RUTTING	Medium	6	SqFt	0.05	Patching - AC Shallow	Residential	AC	24	11638	477	4/10/2022	6	SqFt	60	\$21
W_YORKSHIR	254	10	L & T CR	Medium	334	Ft	2.14	Crack Sealing - AC	Residential	AC	26	15599	604	4/10/2022	334	Ft	60	\$501
W_YORKSHIR	254	15	RUTTING	Medium	26	SqFt	0.16	Patching - AC Shallow	Residential	AC	26	15599	604	4/10/2022	26	SqFt	60	\$85
W_YORKSHIR	254	10	L & T CR	High	164	Ft	1.05	Patching - AC Shallow	Residential	AC	26	15599	604	4/10/2022	539	SqFt	60	\$1,797
W_YORKSHIR	254	1	ALLIGATOR CR	Medium	46	SqFt	0.29	Patching - AC Deep	Residential	AC	26	15599	604	4/10/2022	76	SqFt	60	\$513
GOUGAR_RD	51	15	RUTTING	Medium	6	SqFt	0.11	Patching - AC Shallow	Residential	AC	22	5684	262	4/10/2022	6	SqFt	60	\$20
GOUGAR_RD	51	10	L & T CR	Medium	5	Ft	0.09	Crack Sealing - AC	Residential	AC	22	5684	262	4/10/2022	5	Ft	60	\$8

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BUTTERUNUT	257	10	L & T CR	Medium	13	Ft	0.14	Crack Sealing - AC	Residential	AC	26	9123	357	4/10/2022	13	Ft	60	\$20
BUTTERUNUT	257	10	L & T CR	High	1	Ft	0.01	Patching - AC Shallow	Residential	AC	26	9123	357	4/10/2022	4	SqFt	60	\$14
MAY_ST	171	15	RUTTING	Medium	7	SqFt	0.03	Patching - AC Shallow	Residential	AC	24	24609	1029	4/10/2022	6	SqFt	60	\$22
MAY_ST	171	10	L & T CR	High	0	Ft	0.00	Patching - AC Shallow	Residential	AC	24	24609	1029	4/10/2022	1	SqFt	60	\$3
MAY_ST	171	10	L & T CR	Medium	2	Ft	0.01	Crack Sealing - AC	Residential	AC	24	24609	1029	4/10/2022	2	Ft	60	\$3
TRASK_ST	162	1	ALLIGATOR CR	High	14	SqFt	0.33	Patching - AC Deep	Residential	AC	24	4279	180	4/10/2022	33	SqFt	60	\$222
TRASK_ST	162	10	L & T CR	Medium	56	Ft	1.31	Crack Sealing - AC	Residential	AC	24	4279	180	4/10/2022	56	Ft	60	\$84
BUTTERUNUT	260	15	RUTTING	High	7	SqFt	0.08	Patching - AC Shallow	Residential	AC	24	9124	375	4/10/2022	8	SqFt	60	\$23
1ST_ST	327	10	L & T CR	Medium	14	Ft	0.20	Crack Sealing - AC	Residential	AC	25	6788	266	4/10/2022	14	Ft	60	\$21
JAN_ST	362	10	L & T CR	Medium	4	Ft	0.02	Crack Sealing - AC	Residential	AC	26	22283	855	4/10/2022	4	Ft	60	\$6
WDONEGAL	135	10	L & T CR	Medium	0	Ft	0.01	Crack Sealing - AC	Residential	AC	19	5863	305	4/10/2022	0	Ft	60	\$1
PAULING_RD	191	1	ALLIGATOR CR	Medium	21	SqFt	0.13	Patching - AC Deep	Residential	AC	21	16709	787	4/10/2022	44	SqFt	60	\$291
PAULING_RD	191	1	ALLIGATOR CR	High	48	SqFt	0.29	Patching - AC Deep	Residential	AC	21	16709	787	4/10/2022	81	SqFt	60	\$536
PAULING_RD	191	10	L & T CR	Medium	161	Ft	0.96	Crack Sealing - AC	Residential	AC	21	16709	787	4/10/2022	161	Ft	60	\$241
PAULING_RD	191	15	RUTTING	Medium	23	SqFt	0.14	Patching - AC Shallow	Residential	AC	21	16709	787	4/10/2022	23	SqFt	60	\$76
SMITH_RD	30	10	L & T CR	Medium	17	Ft	0.23	Crack Sealing - AC	Collector	AC	23	7409	326	4/10/2022	17	Ft	60	\$26
SMITH_RD	30	1	ALLIGATOR CR	Medium	77	SqFt	1.03	Patching - AC Deep	Collector	AC	23	7409	326	4/10/2022	116	SqFt	60	\$773
SMITH_RD	30	1	ALLIGATOR CR	High	22	SqFt	0.30	Patching - AC Deep	Collector	AC	23	7409	326	4/10/2022	45	SqFt	60	\$299
2ND_ST	309	15	RUTTING	Medium	7	SqFt	0.10	Patching - AC Shallow	Residential	AC	24	6743	278	4/10/2022	6	SqFt	60	\$22
2ND_ST	309	10	L & T CR	Medium	15	Ft	0.22	Crack Sealing - AC	Residential	AC	24	6743	278	4/10/2022	15	Ft	60	\$22
JESSIE_ST	378	1	ALLIGATOR CR	High	14	SqFt	0.17	Patching - AC Deep	Residential	AC	25	8147	328	4/10/2022	32	SqFt	60	\$215
JESSIE_ST	378	10	L & T CR	High	0	Ft	0.01	Patching - AC Shallow	Residential	AC	25	8147	328	4/10/2022	1	SqFt	60	\$5
JESSIE_ST	378	10	L & T CR	Medium	149	Ft	1.83	Crack Sealing - AC	Residential	AC	25	8147	328	4/10/2022	149	Ft	60	\$223
PRAIRIE_AV	297	15	RUTTING	High	8	SqFt	0.08	Patching - AC Deep	Residential	AC	25	9225	362	4/10/2022	8	SqFt	60	\$50
PRAIRIE_AV	297	10	L & T CR	High	3	Ft	0.03	Patching - AC Shallow	Residential	AC	25	9225	362	4/10/2022	11	SqFt	60	\$34
PRAIRIE_AV	297	10	L & T CR	Medium	159	Ft	1.72	Crack Sealing - AC	Residential	AC	25	9225	362	4/10/2022	158	Ft	60	\$238
KENMORE_CI	53	10	L & T CR	Medium	874	Ft	2.53	Crack Sealing - AC	Residential	AC	25	34526	1377	4/10/2022	874	Ft	60	\$1,311
KENMORE_CI	53	15	RUTTING	Medium	13	SqFt	0.04	Patching - AC Shallow	Residential	AC	25	34526	1377	4/10/2022	13	SqFt	60	\$44
KENMORE_CI	53	10	L & T CR	High	12	Ft	0.04	Patching - AC Shallow	Residential	AC	25	34526	1377	4/10/2022	41	SqFt	60	\$136
KENMORE_CI	53	1	ALLIGATOR CR	High	93	SqFt	0.27	Patching - AC Deep	Residential	AC	25	34526	1377	4/10/2022	136	SqFt	60	\$907
KENMORE_CI	53	1	ALLIGATOR CR	Medium	151	SqFt	0.44	Patching - AC Deep	Residential	AC	25	34526	1377	4/10/2022	205	SqFt	60	\$1,367
MENOMINEE	393	1	ALLIGATOR CR	High	18	SqFt	0.14	Patching - AC Deep	Residential	AC	26	13434	510	4/10/2022	40	SqFt	60	\$265
MENOMINEE	393	10	L & T CR	Medium	25	Ft	0.19	Crack Sealing - AC	Residential	AC	26	13434	510	4/10/2022	25	Ft	60	\$38
MENOMINEE	393	10	L & T CR	High	3	Ft	0.02	Patching - AC Shallow	Residential	AC	26	13434	510	4/10/2022	9	SqFt	60	\$28
LAKEVIEW_D	50	10	L & T CR	Medium	45	Ft	0.55	Crack Sealing - AC	Residential	AC	25	8315	331	4/10/2022	45	Ft	60	\$68
COCHRAN_ST	103	1	ALLIGATOR CR	Medium	66	SqFt	0.24	Patching - AC Deep	Residential	AC	25	27328	1075	4/10/2022	102	SqFt	60	\$682
COCHRAN_ST	103	10	L & T CR	High	1	Ft	0.00	Patching - AC Shallow	Residential	AC	25	27328	1075	4/10/2022	2	SqFt	60	\$7
COCHRAN_ST	103	1	ALLIGATOR CR	High	16	SqFt	0.06	Patching - AC Deep	Residential	AC	25	27328	1075	4/10/2022	37	SqFt	60	\$243
COCHRAN_ST	103	10	L & T CR	Medium	713	Ft	2.61	Crack Sealing - AC	Residential	AC	25	27328	1075	4/10/2022	713	Ft	60	\$1,069
GLIDDEN_CI	146	10	L & T CR	High	0	Ft	0.00	Patching - AC Shallow	Residential	AC	25	14822	598	4/10/2022	1	SqFt	60	\$5
GLIDDEN_CI	146	10	L & T CR	Medium	51	Ft	0.34	Crack Sealing - AC	Residential	AC	25	14822	598	4/10/2022	51	Ft	60	\$76
SWILLIAM	224	15	RUTTING	High	7	SqFt	0.03	Patching - AC Shallow	Residential	AC	26	23985	940	4/10/2022	8	SqFt	60	\$24
WABASH_ST	294	10	L & T CR	Medium	30	Ft	0.58	Crack Sealing - AC	Residential	AC	19	5134	264	4/10/2022	30	Ft	60	\$45
WABASH_ST	294	1	ALLIGATOR CR	High	6	SqFt	0.11	Patching - AC Deep	Residential	AC	19	5134	264	4/10/2022	19	SqFt	60	\$129

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WBURNING	248	10	L & T CR	Medium	2	Ft	0.04	Crack Sealing - AC	Residential	AC	26	4733	180	4/10/2022	2	Ft	60	\$3
WBURNING	248	10	L & T CR	High	37	Ft	0.78	Patching - AC Shallow	Residential	AC	26	4733	180	4/10/2022	121	SqFt	60	\$403
WBURNING	248	15	RUTTING	High	11	SqFt	0.23	Patching - AC Deep	Residential	AC	26	4733	180	4/10/2022	11	SqFt	60	\$73
LROQUOIS_D	244	15	RUTTING	Medium	38	SqFt	0.10	Patching - AC Shallow	Residential	AC	26	36953	1425	4/10/2022	38	SqFt	60	\$127
LROQUOIS_D	244	13	POTHOLE	Low	2	Count	0.01	Patching - AC Deep	Residential	AC	26	36953	1425	4/10/2022	6	SqFt	60	\$42
LROQUOIS_D	244	10	L & T CR	Medium	199	Ft	0.54	Crack Sealing - AC	Residential	AC	26	36953	1425	4/10/2022	199	Ft	60	\$299
LROQUOIS_D	244	10	L & T CR	High	219	Ft	0.59	Patching - AC Shallow	Residential	AC	26	36953	1425	4/10/2022	719	SqFt	60	\$2,394
LROQUOIS_D	244	15	RUTTING	High	35	SqFt	0.10	Patching - AC Deep	Residential	AC	26	36953	1425	4/10/2022	36	SqFt	60	\$235
LROQUOIS_D	244	1	ALLIGATOR CR	Medium	22	SqFt	0.06	Patching - AC Deep	Residential	AC	26	36953	1425	4/10/2022	45	SqFt	60	\$302
MARION_ST	157	10	L & T CR	Medium	20	Ft	0.80	Crack Sealing - AC	Residential	AC	22	2551	114	4/10/2022	20	Ft	60	\$31
BRETT_DR	330	10	L & T CR	Medium	7	Ft	0.09	Crack Sealing - AC	Residential	AC	26	7405	282	4/10/2022	7	Ft	60	\$10
KANKAKEE_S	169	10	L & T CR	Medium	42	Ft	0.77	Crack Sealing - AC	Residential	AC	27	5446	205	4/10/2022	42	Ft	60	\$63
3RD_ST	354	10	L & T CR	Medium	2	Ft	0.02	Crack Sealing - AC	Residential	AC	25	9173	361	4/10/2022	2	Ft	60	\$2
W_JOHN_CT	222	15	RUTTING	High	9	SqFt	0.10	Patching - AC Shallow	Residential	AC	26	8516	327	4/10/2022	9	SqFt	60	\$28
NEASTERN	143	15	RUTTING	High	7	SqFt	0.02	Patching - AC Shallow	Collector	AC	25	29505	1188	4/10/2022	6	SqFt	60	\$23
W_JOHN_ST	225	10	L & T CR	High	131	Ft	1.84	Patching - AC Shallow	Residential	AC	23	7102	307	4/10/2022	429	SqFt	60	\$1,430
W_JOHN_ST	225	10	L & T CR	Medium	216	Ft	3.05	Crack Sealing - AC	Residential	AC	23	7102	307	4/10/2022	217	Ft	60	\$325
SBARBARA	270	10	L & T CR	High	9	Ft	0.16	Patching - AC Shallow	Residential	AC	25	5524	223	4/10/2022	29	SqFt	60	\$96
SBARBARA	270	10	L & T CR	Medium	173	Ft	3.14	Crack Sealing - AC	Residential	AC	25	5524	223	4/10/2022	173	Ft	60	\$260
3RD_ST	356	10	L & T CR	Medium	2	Ft	0.02	Crack Sealing - AC	Residential	AC	26	9092	349	4/10/2022	2	Ft	60	\$3
3RD_ST	357	10	L & T CR	High	22	Ft	0.30	Patching - AC Shallow	Residential	AC	26	7170	277	4/10/2022	71	SqFt	60	\$235
3RD_ST	357	10	L & T CR	Medium	8	Ft	0.11	Crack Sealing - AC	Residential	AC	26	7170	277	4/10/2022	8	Ft	60	\$12
LAKEVIEW_D	47	10	L & T CR	Medium	24	Ft	0.19	Crack Sealing - AC	Residential	AC	25	12876	512	4/10/2022	24	Ft	60	\$36
FRONT_ST	212	10	L & T CR	Medium	130	Ft	2.02	Crack Sealing - AC	Collector	AC	25	6424	259	4/10/2022	130	Ft	60	\$195
CRABAPPLE	22	10	L & T CR	Medium	132	Ft	0.93	Crack Sealing - AC	Residential	AC	25	14218	572	4/10/2022	132	Ft	60	\$198
W_YORKSHIR	255	10	L & T CR	Medium	14	Ft	0.59	Crack Sealing - AC	Residential	AC	23	2318	99	4/10/2022	14	Ft	60	\$21
GUSTAFSON	314	10	L & T CR	Medium	258	Ft	3.71	Crack Sealing - AC	Residential	AC	25	6944	279	4/10/2022	258	Ft	60	\$387
GUSTAFSON	314	1	ALLIGATOR CR	Medium	14	SqFt	0.20	Patching - AC Deep	Residential	AC	25	6944	279	4/10/2022	32	SqFt	60	\$217
GUSTAFSON	314	10	L & T CR	High	2	Ft	0.02	Patching - AC Shallow	Residential	AC	25	6944	279	4/10/2022	5	SqFt	60	\$18
BROOKSTONE	41	15	RUTTING	High	14	SqFt	0.04	Patching - AC Shallow	Residential	AC	25	34327	1356	4/10/2022	14	SqFt	60	\$46
ANDREA_DR	350	10	L & T CR	Medium	48	Ft	0.15	Crack Sealing - AC	Residential	AC	26	31798	1222	4/10/2022	48	Ft	60	\$72
W_ARTHUR_S	231	15	RUTTING	High	7	SqFt	0.02	Patching - AC Shallow	Residential	AC	25	37338	1491	4/10/2022	6	SqFt	60	\$23
SWILLIAM	229	10	L & T CR	Medium	3	Ft	0.00	Crack Sealing - AC	Residential	AC	25	91764	3614	4/10/2022	3	Ft	60	\$5
SWILLIAM	229	10	L & T CR	High	8	Ft	0.01	Patching - AC Shallow	Residential	AC	25	91764	3614	4/10/2022	27	SqFt	60	\$88
2ND_ST	304	15	RUTTING	Medium	6	SqFt	0.09	Patching - AC Shallow	Residential	AC	24	7302	302	4/10/2022	6	SqFt	60	\$21
2ND_ST	304	10	L & T CR	High	8	Ft	0.11	Patching - AC Shallow	Residential	AC	24	7302	302	4/10/2022	26	SqFt	60	\$86
2ND_ST	304	10	L & T CR	Medium	154	Ft	2.11	Crack Sealing - AC	Residential	AC	24	7302	302	4/10/2022	154	Ft	60	\$231
SFOXTROT	13	10	L & T CR	Medium	1	Ft	0.00	Crack Sealing - AC	Residential	AC	24	26065	1107	4/10/2022	1	Ft	60	\$1
BARROW_RD	129	10	L & T CR	High	11	Ft	0.21	Patching - AC Shallow	Residential	AC	26	5308	204	4/10/2022	37	SqFt	60	\$123
3RD_ST	355	10	L & T CR	Medium	5	Ft	0.03	Crack Sealing - AC	Residential	AC	26	16472	628	4/10/2022	5	Ft	60	\$8
NEASTERN	24	15	RUTTING	High	49	SqFt	0.65	Patching - AC Shallow	Collector	AC	24	7610	317	4/10/2022	50	SqFt	60	\$164
GROEBE_DR	136	10	L & T CR	Medium	147	Ft	1.29	Crack Sealing - AC	Residential	AC	25	11391	454	4/10/2022	147	Ft	60	\$220
MORGAN_CT	55	10	L & T CR	High	49	Ft	0.59	Patching - AC Shallow	Residential	AC	25	8285	326	4/10/2022	159	SqFt	60	\$530
MORGAN_CT	55	10	L & T CR	Medium	5	Ft	0.06	Crack Sealing - AC	Residential	AC	25	8285	326	4/10/2022	5	Ft	60	\$8

## Details of the 2023 Localized Distress Maintenance Plan

Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Functional Class	Surface Type	Section Width (Ft)	True Area (SqFt)	Length (Ft)	Last Insp Date	Work Qty	Work Unit	Critical Condition	Work Cost
MARION_ST	160	1	ALLIGATOR CR	Medium	18	SqFt	0.15	Patching - AC Deep	Residential	AC	26	12301	469	4/10/2022	40	SqFt	60	\$265
MARION_ST	160	10	L & T CR	Medium	8	Ft	0.06	Crack Sealing - AC	Residential	AC	26	12301	469	4/10/2022	8	Ft	60	\$12
SLEGORIA	281	10	L & T CR	Medium	31	Ft	0.12	Crack Sealing - AC	Residential	AC	26	24912	957	4/10/2022	31	Ft	60	\$46
1ST_ST	318	15	RUTTING	High	7	SqFt	0.05	Patching - AC Shallow	Residential	AC	26	14280	545	4/10/2022	8	SqFt	60	\$24
MCCORMICK	116	10	L & T CR	High	4	Ft	0.03	Patching - AC Shallow	Residential	AC	24	12034	507	4/10/2022	13	SqFt	60	\$42
MCCORMICK	116	10	L & T CR	Medium	6	Ft	0.05	Crack Sealing - AC	Residential	AC	24	12034	507	4/10/2022	6	Ft	60	\$9
MCCORMICK	115	10	L & T CR	Medium	6	Ft	0.10	Crack Sealing - AC	Residential	AC	24	5959	251	4/10/2022	6	Ft	60	\$9
W_BENK	252	10	L & T CR	High	10	Ft	0.03	Patching - AC Shallow	Residential	AC	26	30603	1166	4/10/2022	33	SqFt	60	\$110
WDONEGAL	133	10	L & T CR	Medium	12	Ft	0.14	Crack Sealing - AC	Residential	AC	24	8008	338	4/10/2022	11	Ft	60	\$17
FAIRVIEW_D	168	10	L & T CR	Medium	100	Ft	0.56	Crack Sealing - AC	Residential	AC	26	17754	690	4/10/2022	100	Ft	60	\$150
FAIRVIEW_D	168	10	L & T CR	High	81	Ft	0.46	Patching - AC Shallow	Residential	AC	26	17754	690	4/10/2022	266	SqFt	60	\$886
FAIRVIEW_D	168	15	RUTTING	Medium	7	SqFt	0.04	Patching - AC Shallow	Residential	AC	26	17754	690	4/10/2022	6	SqFt	60	\$23
FAIRVIEW_D	168	1	ALLIGATOR CR	Medium	18	SqFt	0.10	Patching - AC Deep	Residential	AC	26	17754	690	4/10/2022	39	SqFt	60	\$256
BRUNS_RD	175	10	L & T CR	Medium	230	Ft	0.53	Crack Sealing - AC	Residential	AC	22	43531	1958	4/10/2022	230	Ft	60	\$346
LEE_ST	366	10	L & T CR	Medium	2	Ft	0.01	Crack Sealing - AC	Residential	AC	25	19714	784	4/10/2022	2	Ft	60	\$4
1ST_ST	317	10	L & T CR	Medium	123	Ft	2.40	Crack Sealing - AC	Residential	AC	26	5130	195	4/10/2022	123	Ft	60	\$184
GROEBE_DR	139	1	ALLIGATOR CR	Medium	22	SqFt	0.21	Patching - AC Deep	Residential	AC	26	10460	403	4/10/2022	45	SqFt	60	\$301
GROEBE_DR	139	10	L & T CR	Medium	9	Ft	0.08	Crack Sealing - AC	Residential	AC	26	10460	403	4/10/2022	9	Ft	60	\$13
GROEBE_DR	139	10	L & T CR	High	1	Ft	0.01	Patching - AC Shallow	Residential	AC	26	10460	403	4/10/2022	4	SqFt	60	\$15
CASTLE_BLV	52	15	RUTTING	Medium	28	SqFt	0.07	Patching - AC Shallow	Residential	AC	26	41572	1629	4/10/2022	28	SqFt	60	\$93
CASTLE_BLV	52	1	ALLIGATOR CR	Medium	25	SqFt	0.06	Patching - AC Deep	Residential	AC	26	41572	1629	4/10/2022	48	SqFt	60	\$326
CASTLE_BLV	52	10	L & T CR	High	112	Ft	0.27	Patching - AC Shallow	Residential	AC	26	41572	1629	4/10/2022	367	SqFt	60	\$1,223
CASTLE_BLV	52	1	ALLIGATOR CR	High	74	SqFt	0.18	Patching - AC Deep	Residential	AC	26	41572	1629	4/10/2022	113	SqFt	60	\$756
CASTLE_BLV	52	10	L & T CR	Medium	1478	Ft	3.56	Crack Sealing - AC	Residential	AC	26	41572	1629	4/10/2022	1478	Ft	60	\$2,218
JULIANNE_D	335	10	L & T CR	Medium	5	Ft	0.06	Crack Sealing - AC	Residential	AC	25	8677	343	4/10/2022	5	Ft	60	\$8
JULIANNE_D	335	10	L & T CR	High	5	Ft	0.06	Patching - AC Shallow	Residential	AC	25	8677	343	4/10/2022	16	SqFt	60	\$53
MAXWELL_ST	8	10	L & T CR	High	9	Ft	0.04	Patching - AC Shallow	Residential	AC	26	22116	843	4/10/2022	29	SqFt	60	\$97
JAN_ST	361	10	L & T CR	Medium	114	Ft	0.57	Crack Sealing - AC	Residential	AC	25	19873	806	4/10/2022	114	Ft	60	\$171
JAN_ST	361	15	RUTTING	Medium	7	SqFt	0.04	Patching - AC Shallow	Residential	AC	25	19873	806	4/10/2022	8	SqFt	60	\$24
JAN_ST	361	1	ALLIGATOR CR	Medium	6	SqFt	0.03	Patching - AC Deep	Residential	AC	25	19873	806	4/10/2022	19	SqFt	60	\$128
JAN_ST	361	10	L & T CR	High	86	Ft	0.43	Patching - AC Shallow	Residential	AC	25	19873	806	4/10/2022	283	SqFt	60	\$942
W_PINTO_LN	251	10	L & T CR	Medium	622	Ft	1.16	Crack Sealing - AC	Residential	AC	26	53757	2069	4/10/2022	622	Ft	60	\$933
W_PINTO_LN	251	10	L & T CR	High	27	Ft	0.05	Patching - AC Shallow	Residential	AC	26	53757	2069	4/10/2022	87	SqFt	60	\$291
W_PINTO_LN	251	15	RUTTING	Medium	22	SqFt	0.04	Patching - AC Shallow	Residential	AC	26	53757	2069	4/10/2022	22	SqFt	60	\$73
SFOXTROT	10	15	RUTTING	Medium	13	SqFt	0.15	Patching - AC Shallow	Residential	AC	24	8731	361	4/10/2022	13	SqFt	60	\$42
SFOXTROT	10	13	POTHOLE	Low	2	Count	0.02	Patching - AC Deep	Residential	AC	24	8731	361	4/10/2022	5	SqFt	60	\$38
SFOXTROT	10	1	ALLIGATOR CR	Medium	8	SqFt	0.09	Patching - AC Deep	Residential	AC	24	8731	361	4/10/2022	23	SqFt	60	\$152
SFOXTROT	10	10	L & T CR	Medium	83	Ft	0.95	Crack Sealing - AC	Residential	AC	24	8731	361	4/10/2022	83	Ft	60	\$124
SFOXTROT	10	1	ALLIGATOR CR	High	23	SqFt	0.26	Patching - AC Deep	Residential	AC	24	8731	361	4/10/2022	46	SqFt	60	\$306
SFOXTROT	10	10	L & T CR	High	32	Ft	0.36	Patching - AC Shallow	Residential	AC	24	8731	361	4/10/2022	104	SqFt	60	\$348
1ST_ST	320	10	L & T CR	Medium	167	Ft	2.00	Crack Sealing - AC	Residential	AC	25	8341	329	4/10/2022	167	Ft	60	\$250
1ST_ST	320	10	L & T CR	High	2	Ft	0.02	Patching - AC Shallow	Residential	AC	25	8341	329	4/10/2022	5	SqFt	60	\$17
WHITSON_ST	311	10	L & T CR	Medium	118	Ft	1.47	Crack Sealing - AC	Residential	AC	24	8013	333	4/10/2022	118	Ft	60	\$177
WHITSON_ST	311	10	L & T CR	High	158	Ft	1.97	Patching - AC Shallow	Residential	AC	24	8013	333	4/10/2022	519	SqFt	60	\$1,728

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BRIAN_CT	336	10	L & T CR	Medium	55	Ft	0.91	Crack Sealing - AC	Residential	AC	22	6062	274	4/10/2022	55	Ft	60	\$83
BRIAN_CT	336	1	ALLIGATOR CR	Medium	56	SqFt	0.92	Patching - AC Deep	Residential	AC	22	6062	274	4/10/2022	89	SqFt	60	\$597
BRIAN_CT	336	10	L & T CR	High	25	Ft	0.42	Patching - AC Shallow	Residential	AC	22	6062	274	4/10/2022	83	SqFt	60	\$276
THELMA_AVE	368	10	L & T CR	Medium	18	Ft	0.09	Crack Sealing - AC	Residential	AC	24	20336	832	4/10/2022	18	Ft	60	\$27
CHIPPEWA_L	245	10	L & T CR	High	110	Ft	0.35	Patching - AC Shallow	Residential	AC	25	31375	1238	4/10/2022	360	SqFt	60	\$1,198
CHIPPEWA_L	245	15	RUTTING	High	34	SqFt	0.11	Patching - AC Deep	Residential	AC	25	31375	1238	4/10/2022	34	SqFt	60	\$227
CHIPPEWA_L	245	10	L & T CR	Medium	36	Ft	0.11	Crack Sealing - AC	Residential	AC	25	31375	1238	4/10/2022	36	Ft	60	\$54
W_MARSHALL	228	1	ALLIGATOR CR	Medium	37	SqFt	0.10	Patching - AC Deep	Residential	AC	26	36684	1399	4/10/2022	66	SqFt	60	\$436
W_MARSHALL	228	10	L & T CR	High	60	Ft	0.16	Patching - AC Shallow	Residential	AC	26	36684	1399	4/10/2022	196	SqFt	60	\$652
W_MARSHALL	228	10	L & T CR	Medium	212	Ft	0.58	Crack Sealing - AC	Residential	AC	26	36684	1399	4/10/2022	212	Ft	60	\$317
W_MARSHALL	228	1	ALLIGATOR CR	High	105	SqFt	0.29	Patching - AC Deep	Residential	AC	26	36684	1399	4/10/2022	151	SqFt	60	\$1,002
W_MARSHALL	228	15	RUTTING	Medium	7	SqFt	0.02	Patching - AC Shallow	Residential	AC	26	36684	1399	4/10/2022	8	SqFt	60	\$24
ASHFORD_CT	197	10	L & T CR	Medium	28	Ft	0.53	Crack Sealing - AC	Residential	AC	26	5177	198	4/10/2022	28	Ft	60	\$41
ASHFORD_CT	197	10	L & T CR	High	3	Ft	0.05	Patching - AC Shallow	Residential	AC	26	5177	198	4/10/2022	9	SqFt	60	\$29
ASHFORD_CT	197	15	RUTTING	Medium	14	SqFt	0.28	Patching - AC Shallow	Residential	AC	26	5177	198	4/10/2022	14	SqFt	60	\$48
WDONEGAL	131	1	ALLIGATOR CR	Medium	271	SqFt	1.12	Patching - AC Deep	Residential	AC	24	24128	987	4/10/2022	341	SqFt	60	\$2,274
WDONEGAL	131	1	ALLIGATOR CR	High	119	SqFt	0.49	Patching - AC Deep	Residential	AC	24	24128	987	4/10/2022	167	SqFt	60	\$1,112
WDONEGAL	131	10	L & T CR	Medium	74	Ft	0.31	Crack Sealing - AC	Residential	AC	24	24128	987	4/10/2022	74	Ft	60	\$111
WDONEGAL	131	10	L & T CR	High	6	Ft	0.02	Patching - AC Shallow	Residential	AC	24	24128	987	4/10/2022	18	SqFt	60	\$61
MAY_ST	172	10	L & T CR	Medium	73	Ft	1.88	Crack Sealing - AC	Residential	AC	24	3887	164	4/10/2022	73	Ft	60	\$110
MAY_ST	172	1	ALLIGATOR CR	Medium	12	SqFt	0.31	Patching - AC Deep	Residential	AC	24	3887	164	4/10/2022	30	SqFt	60	\$202
BAKER_RD	150	10	L & T CR	Medium	0	Ft	0.00	Crack Sealing - AC	Residential	AC	26	39839	1518	4/10/2022	0	Ft	60	\$0
SHANNON_DR	177	10	L & T CR	Medium	109	Ft	0.51	Crack Sealing - AC	Residential	AC	26	21234	823	4/10/2022	109	Ft	60	\$163