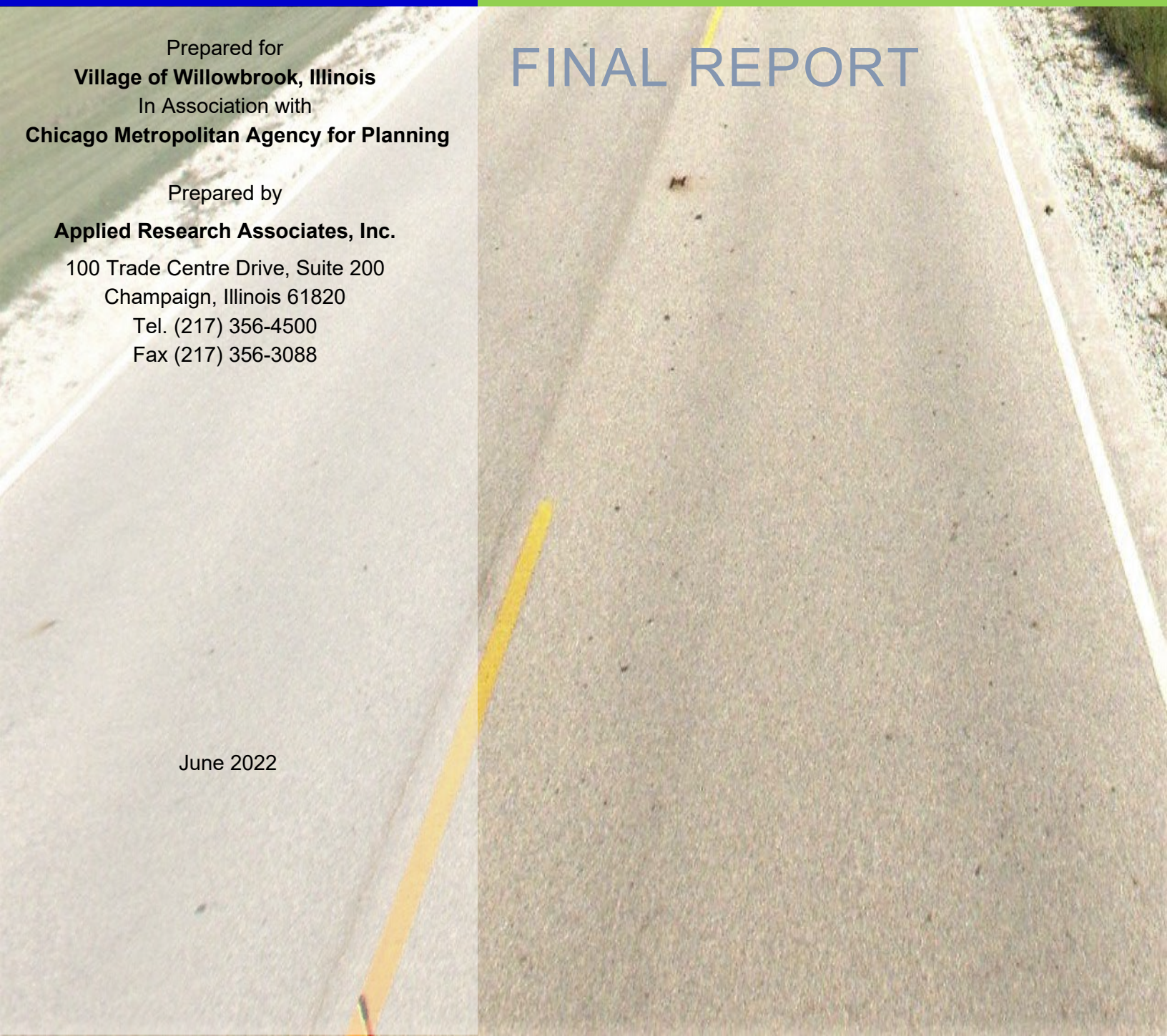
Pavement Data Collection and Pavement Management System Implementation for Village of Willowbrook, IL

FINAL REPORT



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

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Table of Contents

List of Abbreviations

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

INTRODUCTION

1.1 Background

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

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

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

1.3 Network Segmentation

The Village of Willowbrook manages approximately 22.79 miles of roadway pavements, consisting primarily of asphalt pavements. The pavement network was divided into 237 segments based on the feedback provided by the Village. Figure 1 shows the network segmentation that was approved by the Village.

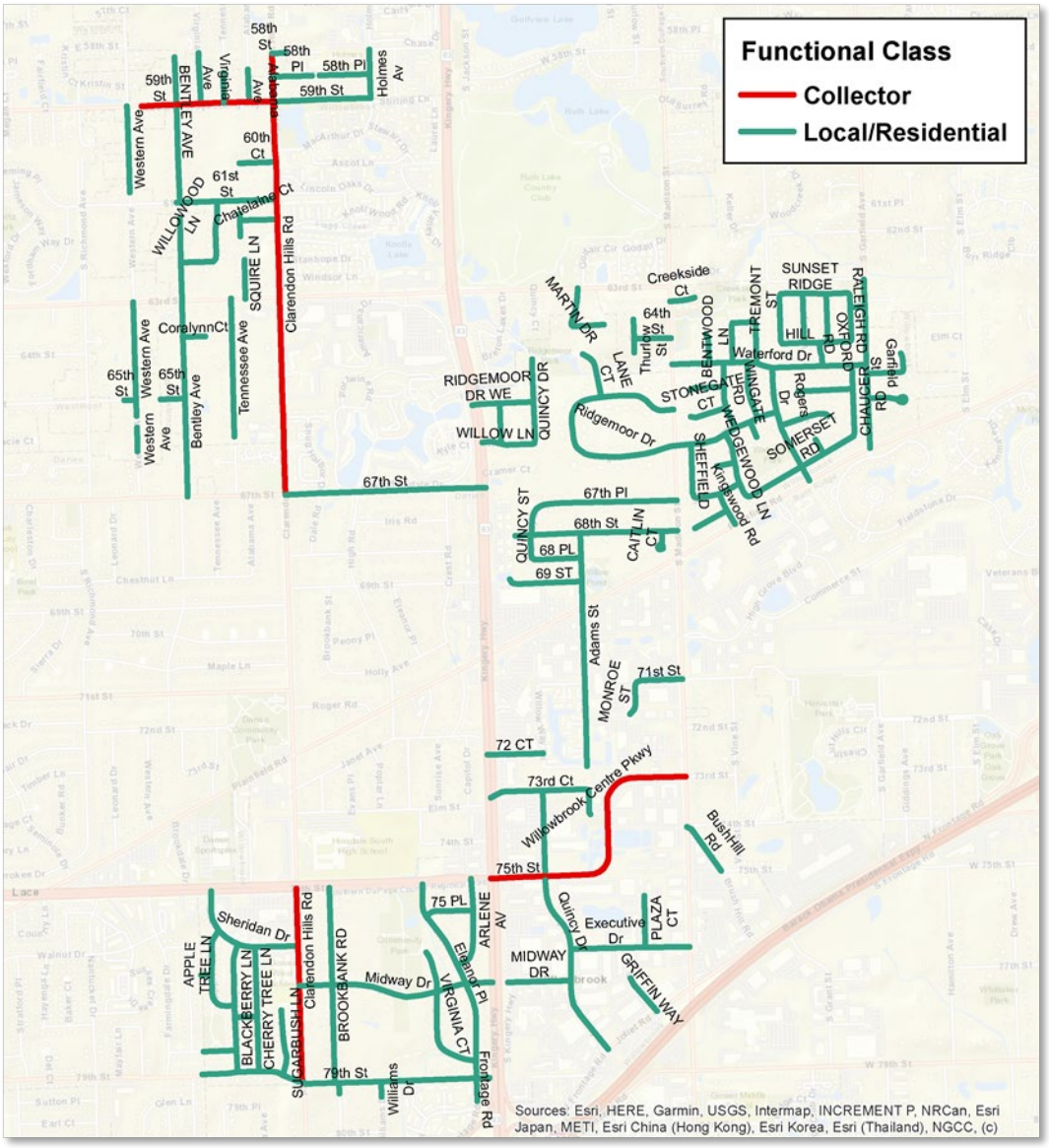


Figure 1. Village of Willowbrook's roadway network segmentation.

1.4 Traffic Data

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

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

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

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

Average daily traffic (ADT) data for the Village of Willowbrook's 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 5,900 vehicles per day. Figure 2 shows the annual average daily traffic (AADT) data for the individual pavement sections.

Table 1. Village of Willowbrook's roadway network distribution.

Network/Functional Class	Length	Unit	Maximum AADT in 2021	Minimum AADT in 2021
Collector	2.67	miles	5,900	1650
Residential	20.12	miles	1,200	100
Total Network	22.79	miles		

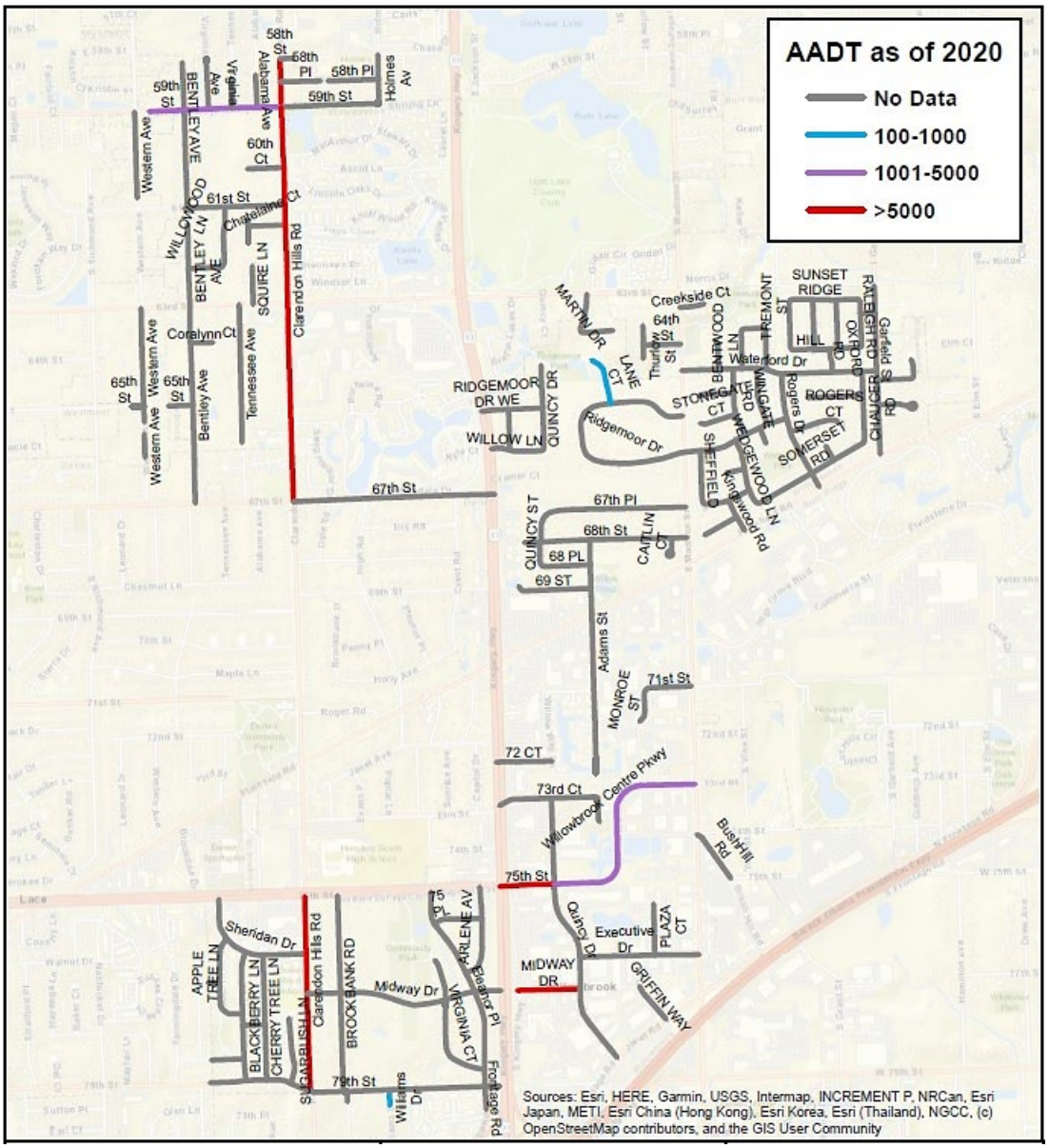


Figure 2. Village of Willowbrook's annual average daily traffic data.

2. FIELD DATA COLLECTION AND ASSESSMENT

2.1 Digital Survey Vehicle (DSV)

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

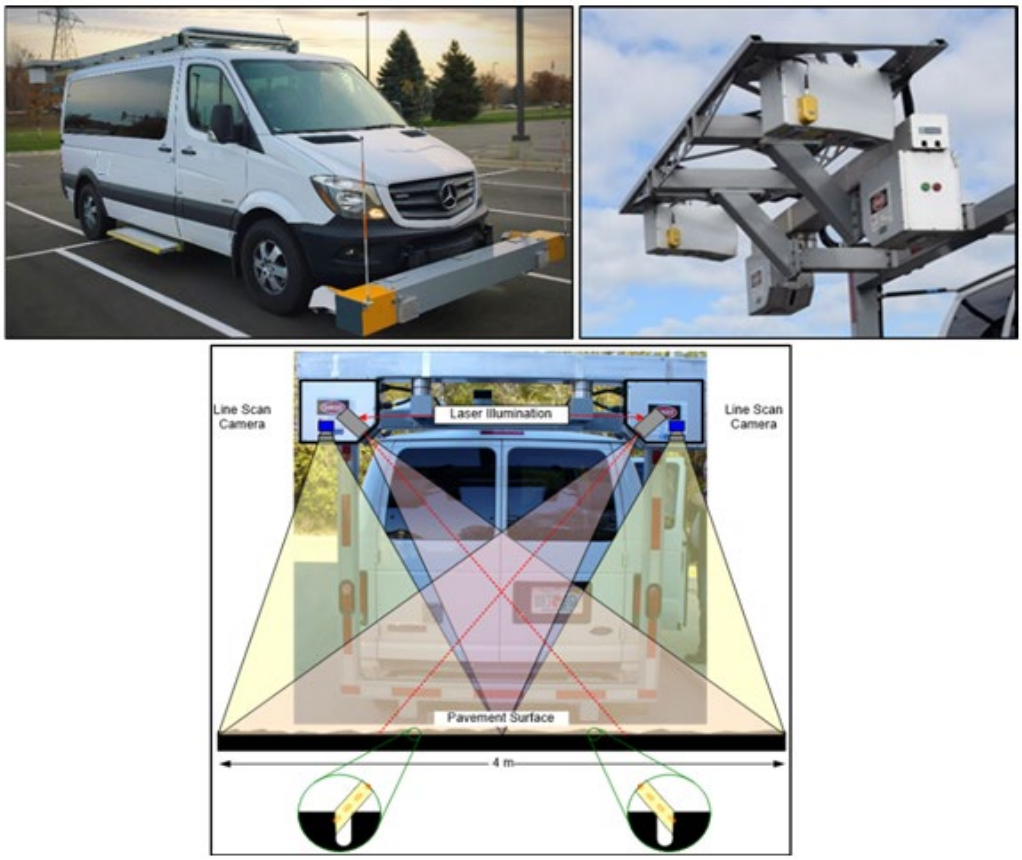


Figure 3. ARA's laser crack measurement system.

The LCMS captures enhanced right-of-way images using a right-of-way camera system. The images were used to assess the surface condition of the pavement using the Pavement Condition Index (PCI) methodology in accordance with ASTM D6433. In addition to the images, sensor collected data were collected including the International Roughness Index (IRI) and rutting for all the segments. The weighted average IRI value of the Village network is 261 inch/mile, which indicates the network is in 'Unacceptable' condition in terms of pavement roughness. 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 involves pavements that are in the National Highway System (NHS).

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

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

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) in 2009 *(1)*. 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.

Therefore, the Village of Willowbrook's network average IRI is not of a concern or requires immediate attention. Because of this wide variability, IRI was not used in generating any of the budget scenarios presented in this report.

2.2 Pavement Condition Index Procedure

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

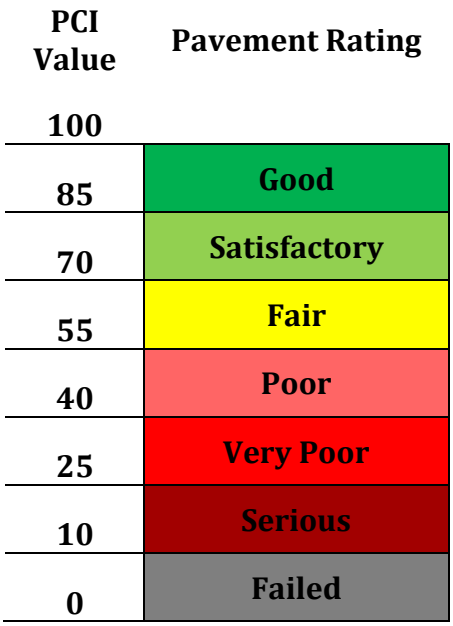


Figure 5. Pavement condition category based on the PCI value.

A PCI survey allows users to compare all pavements on a common scale and provides an index for monitoring pavement deterioration and treatment selection during the PMS analysis. Typically, PCI

surveys are conducted foot-on-ground in the field. The modified version allows the use of digital images to perform the survey in an office environment and still provides the highest detail of distress rating.

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

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

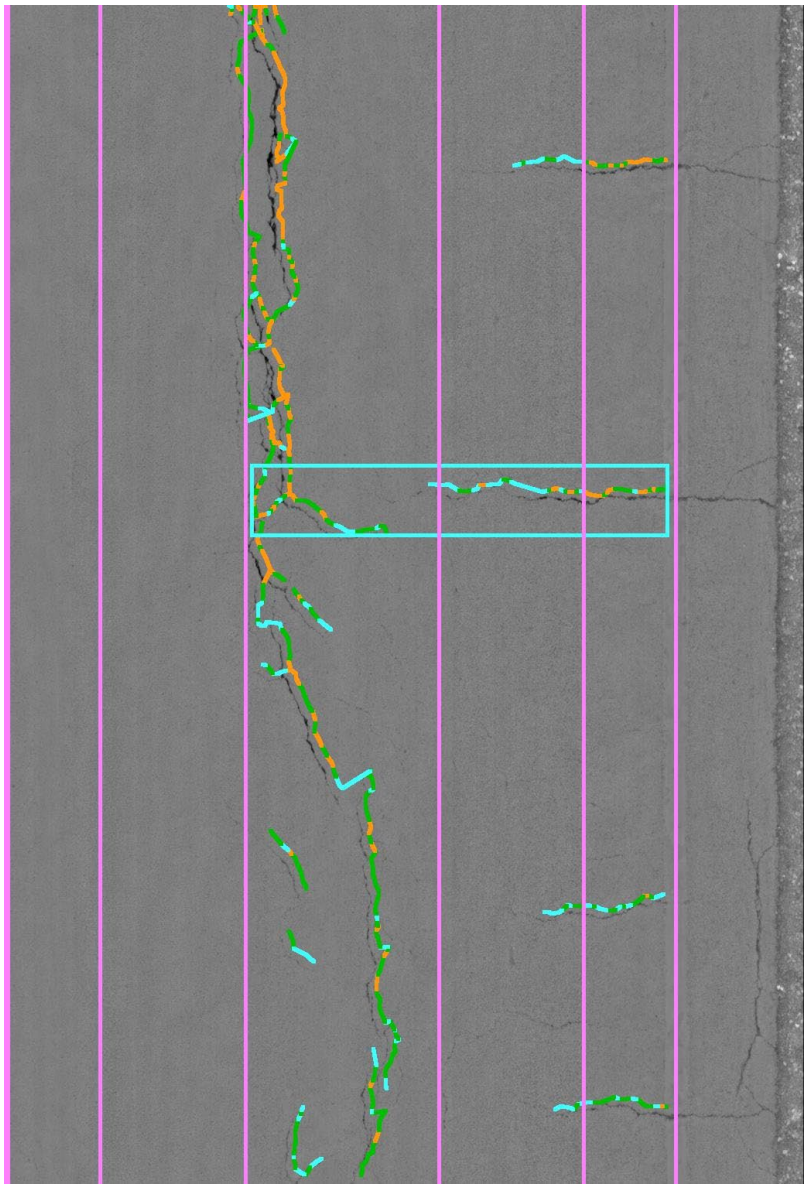


Figure 6. Pavement distress detection using LCMS system.

Figure 7. Sample pavement images with different PCI values.

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. Based on the December, 2021 pavement condition survey, the weighted average PCI of the network is 74.1, which represents a pavement network in "satisfactory" condition. However, the predicted 2022 network average PCI is 77.0 (as noted in Table 2) after the completion of 2022 committed projects. ARA discussed the results of the PCI survey on January 24, 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)	77.0	3,111,856	100	237

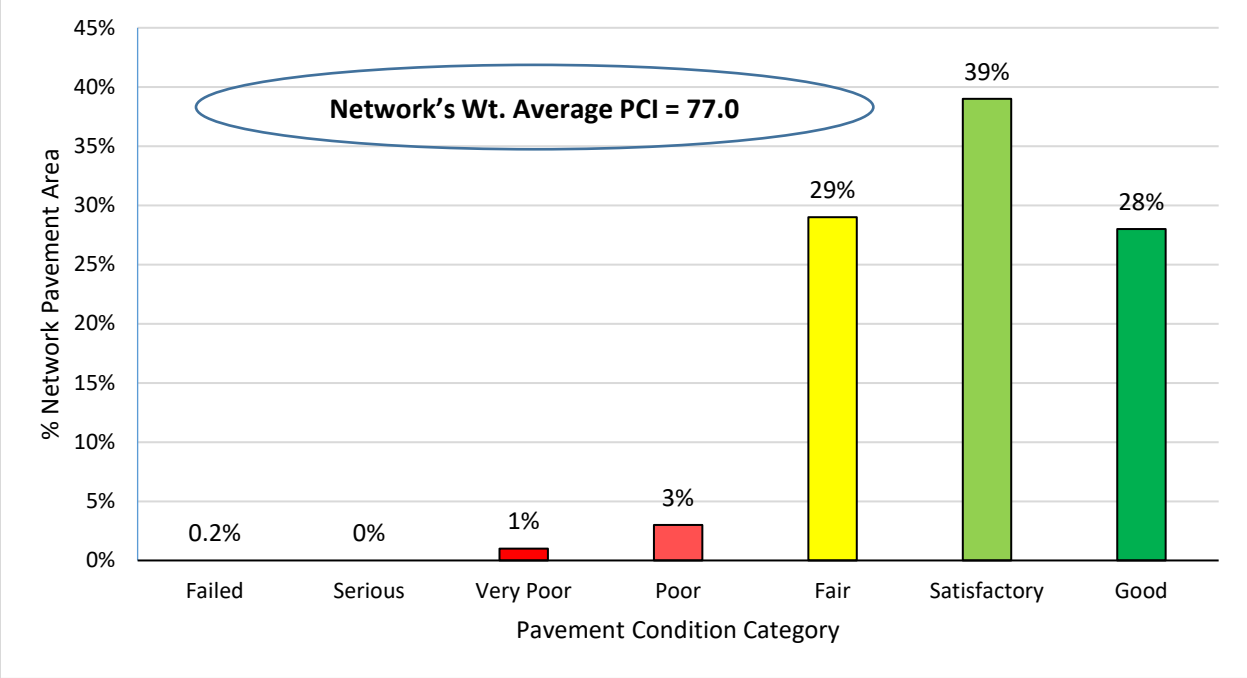


Figure 8. Distribution of network pavement area based on pavement condition.

shows the distribution of network pavement area based on pavement current conditions. In **Error! Reference source not found.**, it can be observed that only 0.2% of the pavement network is in 'failed' condition. It is observed that 4% of the pavement in the network is in 'poor' or 'very poor' condition, whereas about 67% of the network is in 'satisfactory' or 'good' condition. Figure 9 shows the detailed distribution of pavement conditions based on the functional class of the streets. Due to its small size, the Village of Willowbrook does not contain any streets classified as arterials.

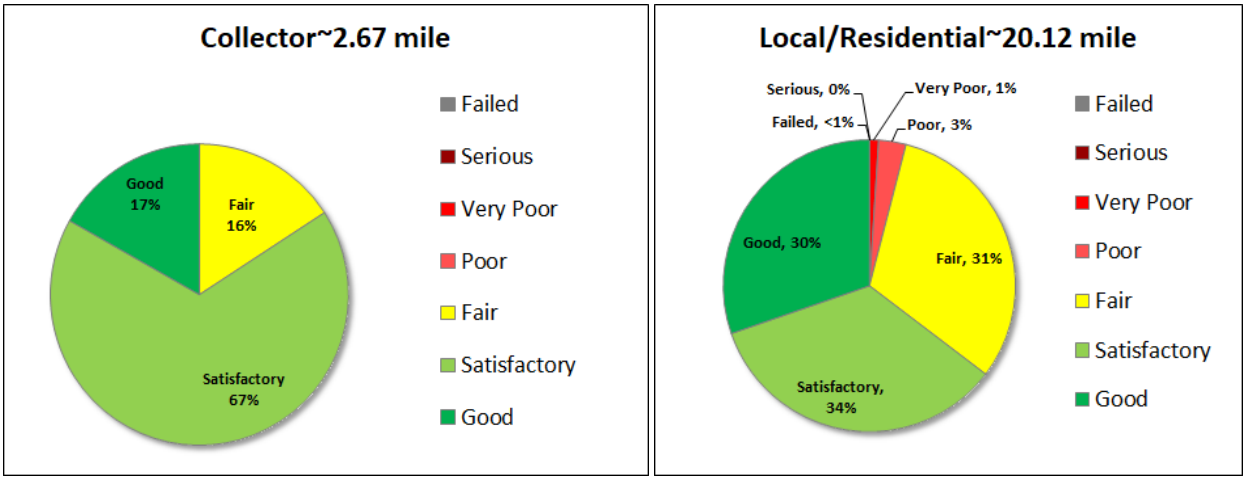


Figure 9. Pavement condition distribution based on functional class.

Figure 10 shows the average pavement condition based on functional class. The collector pavement sections comprise about 14% of the network by mileage and are in "satisfactory" condition with an average PCI value of 79.0. The residential pavement sections comprise about 86% of the network by mileage and are in "satisfactory" condition with an average PCI value of 76.7. A GIS map with PCI scores for all of the segments is shown in Figure 11.

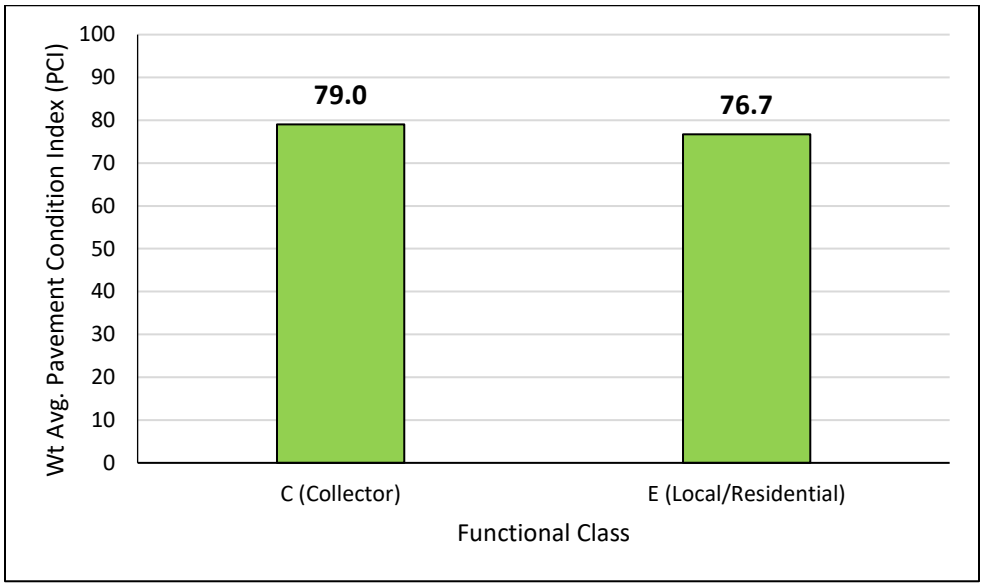


Figure 10. Average pavement condition index (PCI) based on functional class.

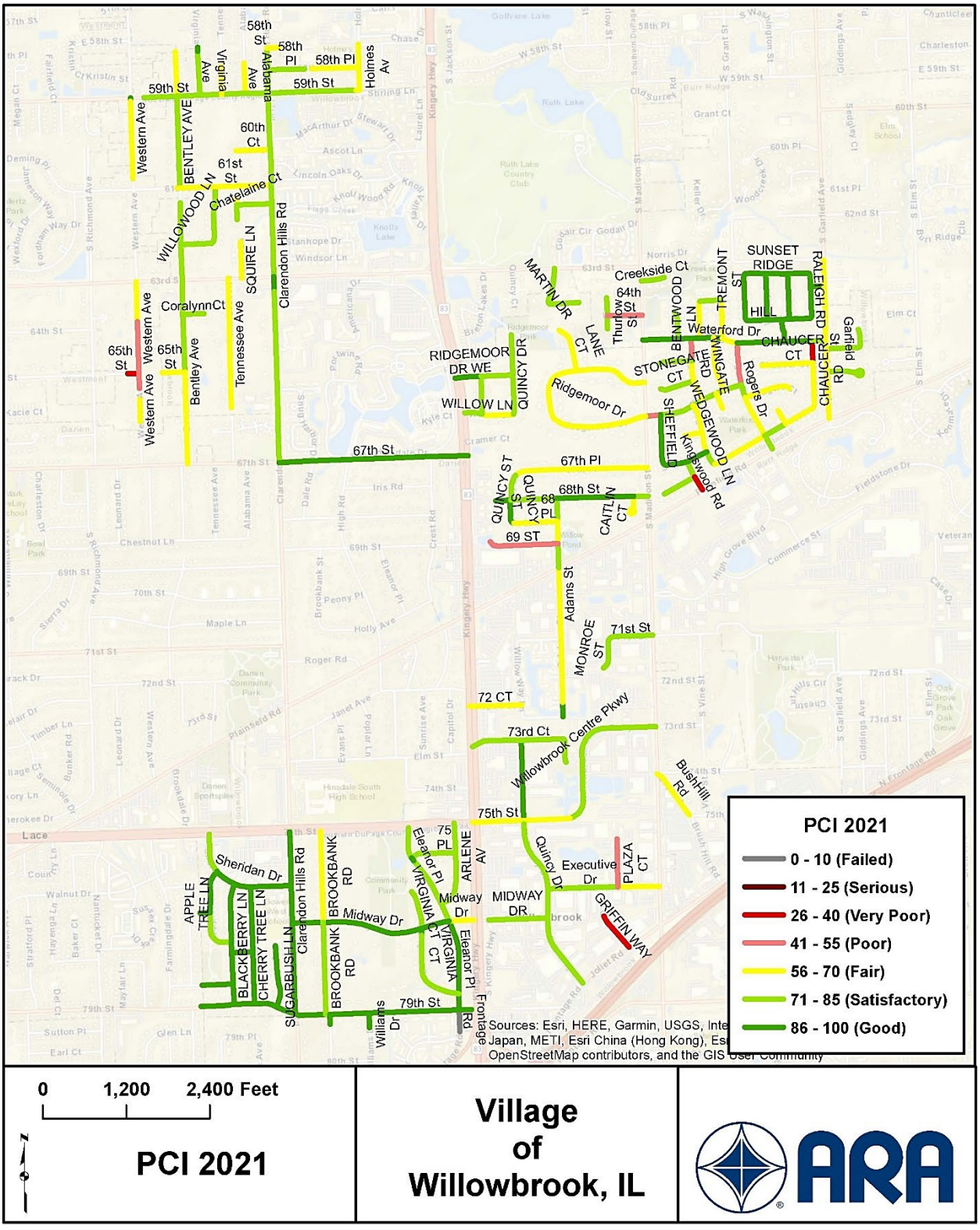


Figure 11. Village of Willowbrook's current pavement condition ratings.

3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

ARA discussed the PMS analysis with the Village, CMAP, and AECOM on March 1, 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 Willowbrook. 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

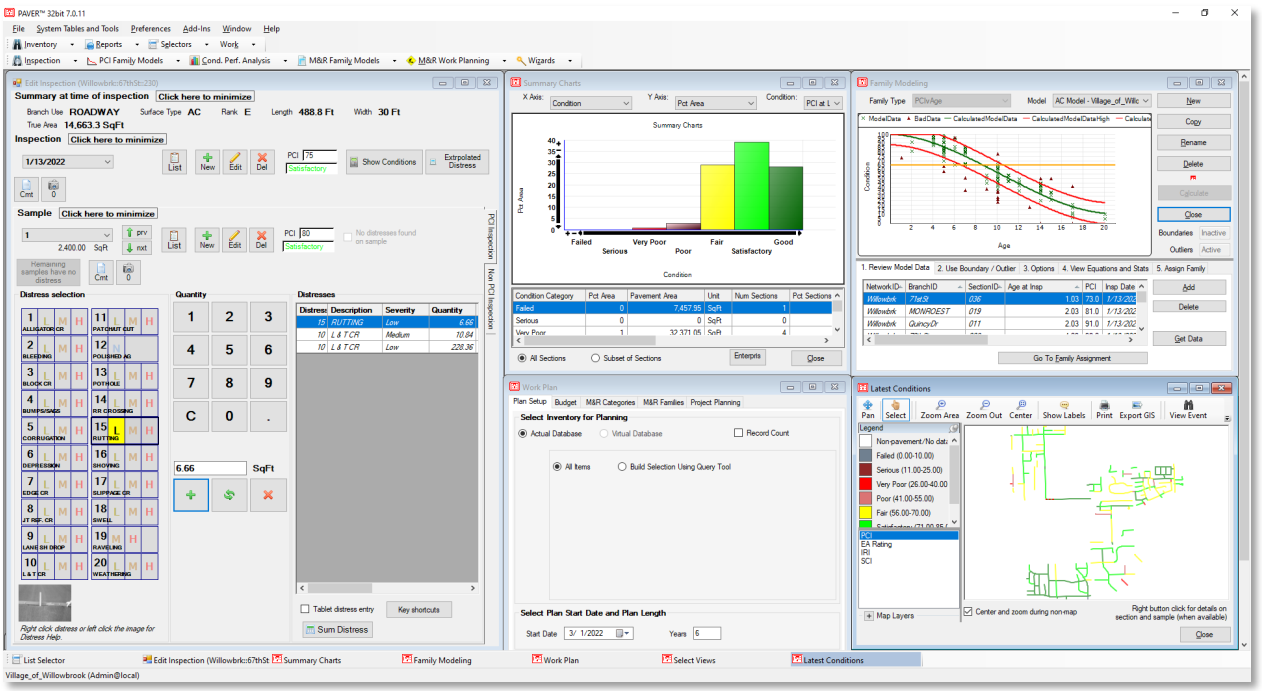


Figure 12. PAVER™ overview.

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 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 Willowbrook, a PCI family model was developed for the asphalt surfaced pavements as shown in Figure 13. The pavement performance model for the Village of Willowbrook was developed based on the surface age data provided by the agency. The reliability of the pavement performance model is expected to increase with future pavement inspection and age data.

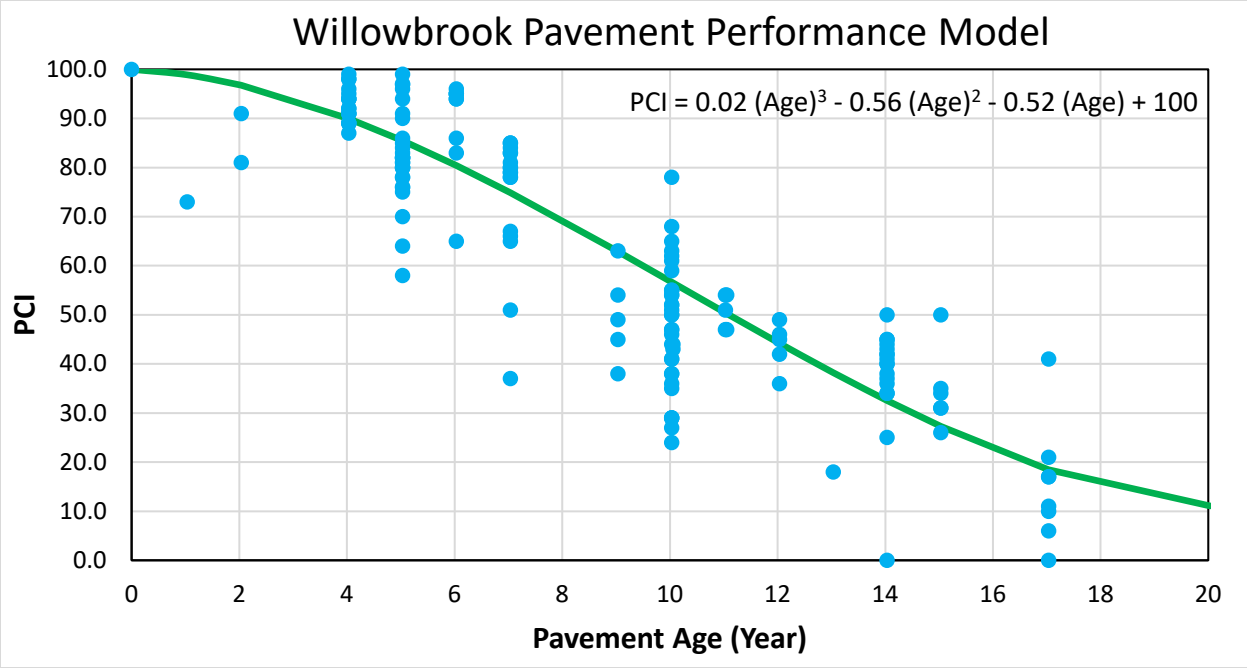


Figure 13. PCI family model for asphalt surfaced streets.

3.3 Treatment Matrix

Based on the pavement preservation and rehabilitation techniques currently used in the Village of Willowbrook, 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 s a PCI of 100.

Table 3. Treatment matrix for the Village of Willowbrook's Residential Roads.

Treatment Matrix for Residential Roads			
PCI	**Localized Preventive**	**Localized Stop Gap**	**Major M&R**
0 25	**No Localize Preventive Treatment Recommended**	**Patching and Repair**	**Reconstruction**
40			**3.0" Mill & Overlay**
60			**2.0" Mill & Overlay**
100	**Crack Seal and Distress Repair**	**No Localized Stop Gap/ Major M&R Recommended**	

Table 4. Treatment matrix for the Village of Willowbrook's Collector Roads.

Treatment Matrix for Collector Roads			
PCI	**Localized Preventive**	**Localized Stop Gap**	**Major M&R**
0 25	**No Localize Preventive Treatment Recommended**	**Patching and Repair**	**Reconstruction**
40			**4.0" Mill & Overlay**
65			**3.0" Mill & Overlay**
100	**Crack Seal and Distress Repair**	**No Localized Stop Gap/ Major M&R Recommended**	

As observed in Table 3 and Table 4, Residential pavement sections with PCI greater than the critical PCI of 60, and Collector pavement sections with PCI greater than the critical PCI of 65 are selected for localized preventive treatment such as crack sealing. Sections with PCI values less than critical PCI are assigned to stopgap policies related M&R work such as patching and repair. Under major M&R category, 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 the 3-inch Mill and overlay a little earlier (below PCI of 65) and 4-inch Mill and Overlay below 40.

3.4 Unit Costs

ARA determined the unit costs for each M&R treatments listed in Table 5, based on our experience with agencies in the Chicagoland area. These costs were discussed with the Village during the PMS analysis results meeting on March 1, 2022 and 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 for 2022, 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 Willowbrook.

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

3.5 Annual Budget

The Village of Willowbrook provided their annual M&R budget from 2023-2027, which is $700,000/year. ARA allocated $665,000/year to major M&R activities, and $35,000/yr for localized maintenance activities. The assumed budget allocation from 2023 to 2027 is shown below in Figure 14.

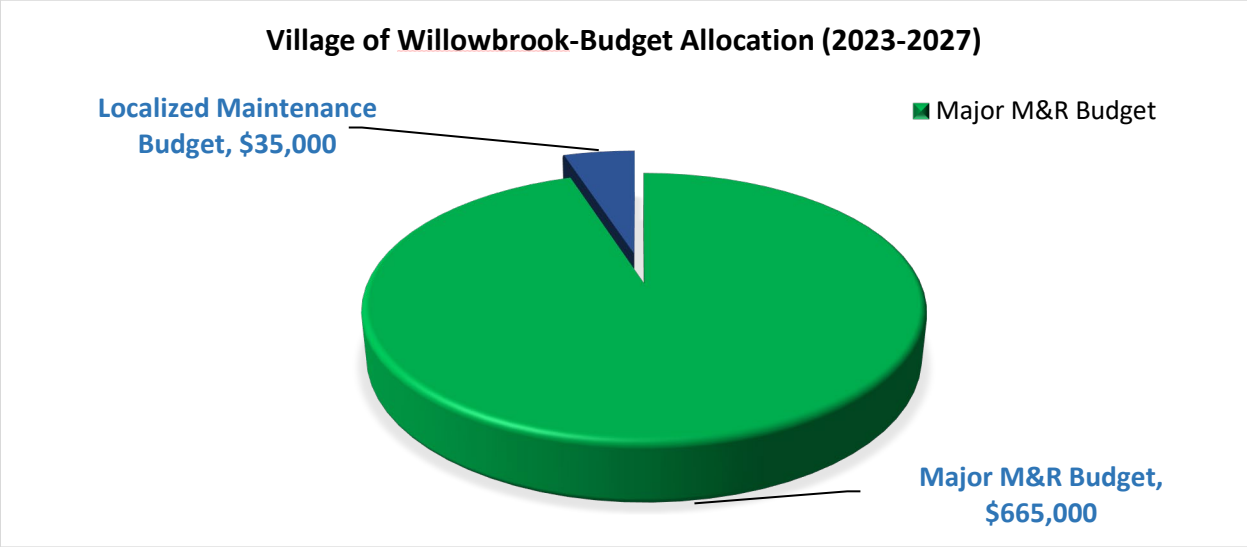


Figure 14. Assumed budget allocation for 10 years (2023-2027).

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 Willowbrook, the M&R funding analyses were based on the roadway inventory approved by the Village, unit costs discussed with the Village, and the Village's existing Major M&R policies were used in the analyses. An inflation rate of 3% was used for all analyses. PCI family curves were developed based on existing pavement age and collected condition data. The critical PCI value was set to 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 five-year M&R funding scenarios were evaluated:

- Eliminate backlogs ($1.3M/yr)
- Target PCI=80 ($1.0M/year)
- Maintain current condition ($830k/year)
- Increased funding ($750k/year)
- Current funding ($665k/year)
- Reduced funding ($400k/year)
- Do nothing ($0/year)

4.1 Funding Scenario Results

Using the M&R Working Plans module, the funding level scenarios were generated. Based on the current funding level, $35,000 per year is allocated for localized maintenance activities and $665,000/year is allocated for major M&R 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 major M&R funding level ($665k/year) is slightly insufficient to maintain the current condition over years. Increasing the major M&R funding to $750k/year will result in the average network PCI dropping 2 points, whereas increasing the budget to $830k/year will improve the PCI by almost 1 point after five years. Providing a budget to eliminate backlogs results in an average PCI of 90.2 after five years, while not spending any funds on the M&R program will deteriorate the network to an average PCI of 48.6 after five years. Additional budget scenarios with increased ($1.0M/year) and reduced ($400k/year) funding levels are provided in the table for reference.

Table 6. Predicted PCI based on funding scenarios.

Year	Eliminate Backlogs ($1.3M/year)	Target PCI 80 ($1.0M/year)	Maintain Current Condition ($830k/year)	Increased Funding ($750k/year)	Maintain Current Funding ($665k/year)	Reduced Funding ($400k/year)	Do Nothing
2021	74.1	74.1	74.1	74.1	74.1	74.1	74.1
2022	77.0	77.0	77.0	77.0	77.0	77.0	77.0
2023	79.1	77.0	75.7	75.2	74.8	73.4	71.3
2024	81.8	77.5	74.8	73.9	72.9	69.9	65.8
2025	85.4	78.6	74.5	72.9	71.5	66.7	60.1
2026	89.8	80.0	74.2	72.1	70.1	63.6	54.3
2027	90.2	82.8	75.0	72.1	69.3	60.7	48.6

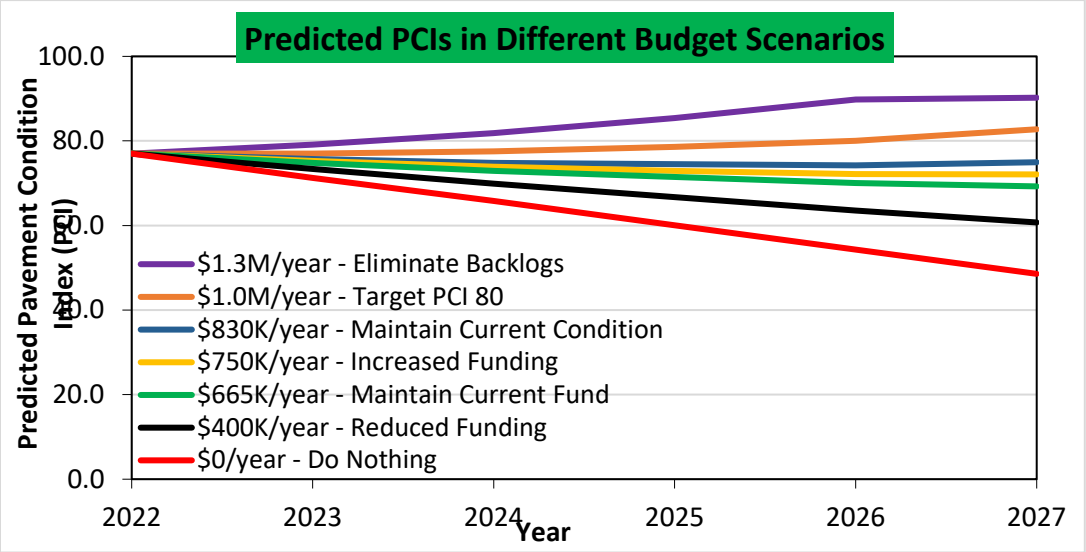


Figure 15. Effect of funding level on Village's pavement condition.

Table 7 and Figure 16 show the amount of funding required to achieve target PCI values for the various funding scenarios. To eliminate backlogs, it is required to invest about $1.3M/year for the major M&R over the next five years. Maintaining the current funding of $665k/year will result in a PCI of 69.3 by 2027.

Table 7. Total funded budget requirements based on funding scenarios.

Year	Eliminate Backlogs ($1.3M/year)	Target PCI 80 ($1.0M/year)	Maintain Current Condition ($830k/year)	Increased Funding ($750k/year)	Maintain Current Funding ($665k/year)	Reduced Funding ($400k/year)	Do Nothing
2023	$1,389,110	$1,049,553	$830,627	$746,947	$664,477	$397,703	$0.00
2024	$1,389,275	$1,050,808	$828,834	$747,944	$662,315	$399,372	$0.00
2025	$1,388,101	$1,050,874	$830,177	$747,973	$663,694	$398,082	$0.00
2026	$1,353,334	$1,049,142	$830,799	$749,377	$664,168	$398,274	$0.00
2027	$1,139,701	$1,040,609	$830,824	$746,260	$663,163	$399,997	$0.00

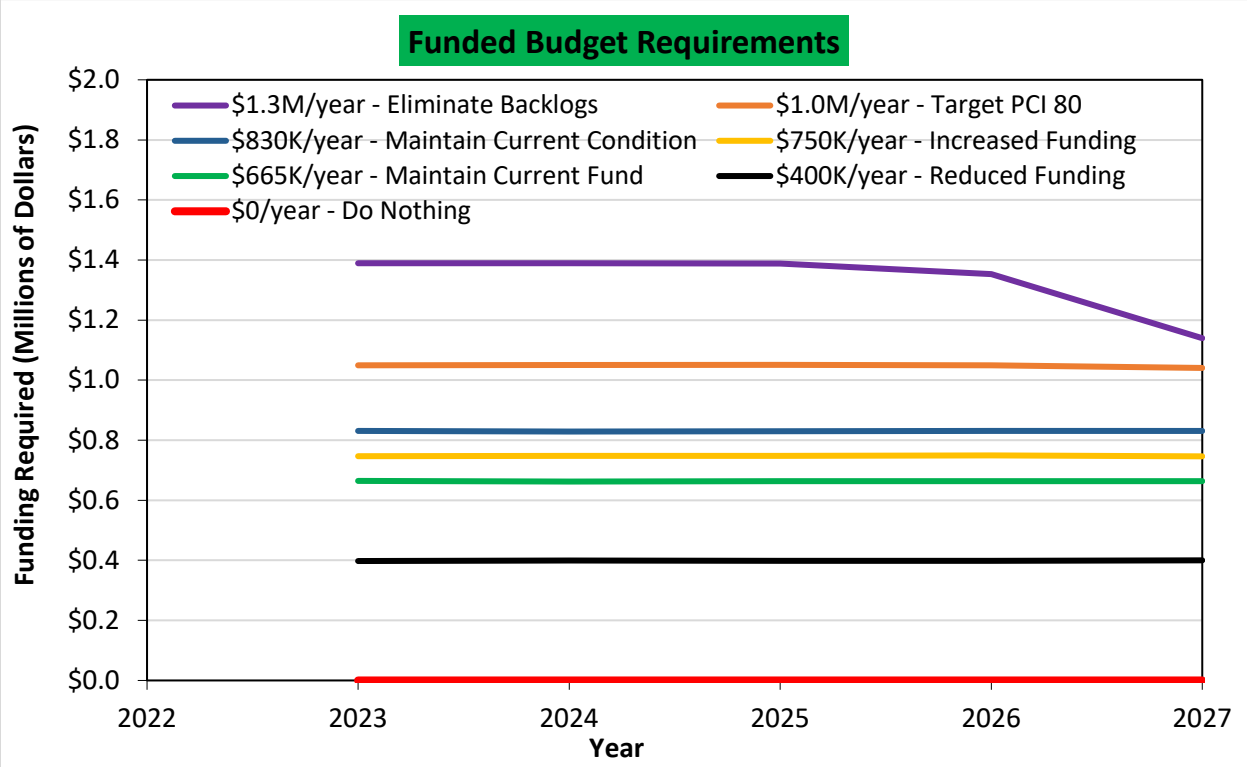


Figure 16. Total funded budget requirements per year based on funding scenarios.

Table 8 and Figure 17 shows the total unfunded budget per year based on the funding scenarios. It can be seen that about $778k is required in 2023 to eliminate the backlogs, while doing nothing will generate a backlog of $8.1M by 2027. Current major M&R funding will sustain a backlog of $4.3M by 2027.

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

Year	Eliminate Backlogs ($1.3M/year)	Target PCI 80 ($1.0M/year)	Maintain Current Condition ($830k/year)	Increased Funding ($750k/year)	Maintain Current Funding ($665k/year)	Reduced Funding ($400k/year)	Do Nothing
2023	$778,371	$1,117,928	$1,420,534	$1,336,854	$1,503,004	$1,769,778	$2,167,481
2024	$963,960	$1,653,031	$2,267,579	$2,100,499	$2,438,151	$2,976,207	$3,795,662
2025	$980,276	$2,040,216	$2,976,475	$2,721,806	$3,236,443	$4,059,296	$5,301,417
2026	$706,318	$2,155,429	$3,449,932	$3,097,501	$3,850,094	$4,985,891	$6,707,997
2027	$0	$2,227,315	$3,885,914	$3,430,593	$4,389,548	$5,845,314	$8,140,002

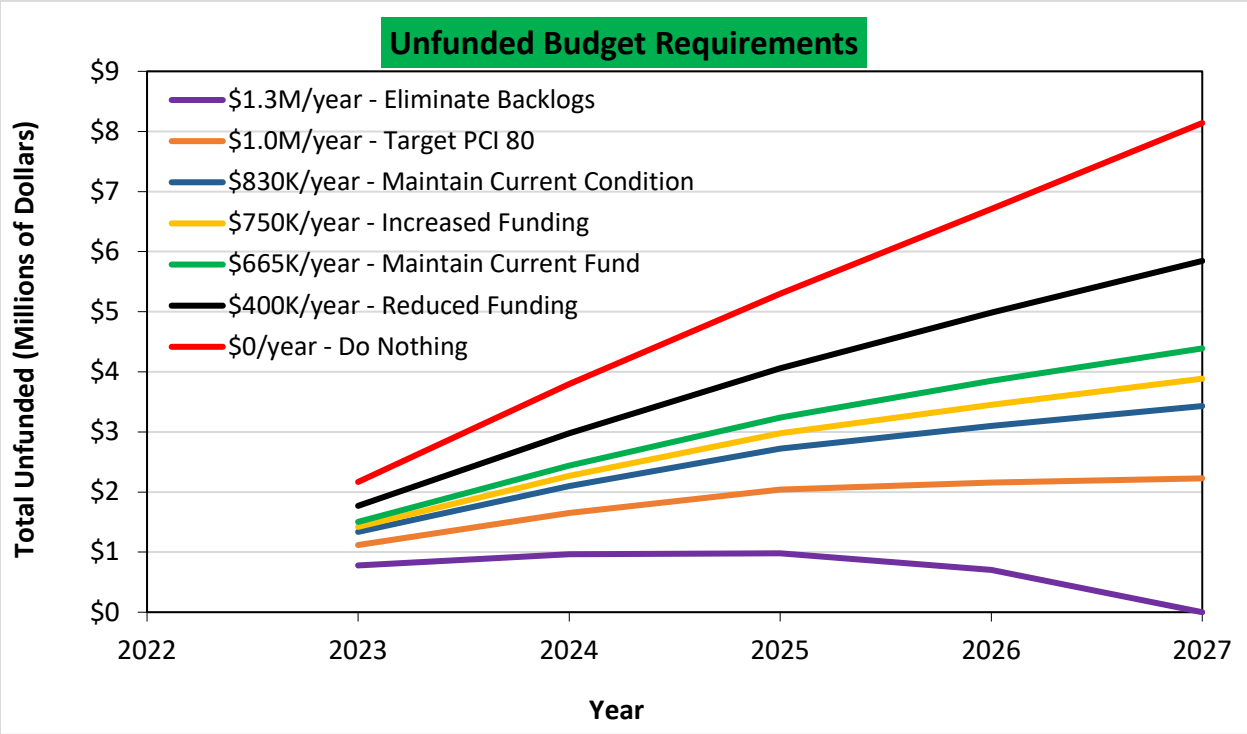


Figure 17. Total unfunded budget requirements per year based on funding scenarios.

The 5-Year major M&R plan based on the current funding and 2022 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 1% of the pavement network is in 'very poor' or 'serious' condition and about 96% in "Fair" or better condition. With current funding, the average PCI of the network is expected to be 69.3 in 2027. Although the network PCI is predicted to decline slightly, 66% of the network will still be in "Fair" or better condition by 2027 with the Village's current major M&R and pavement preservation funding. PAVER™ recommends projects by adhering to the principles of achieving the best possible outcomes within budgetary limitations.

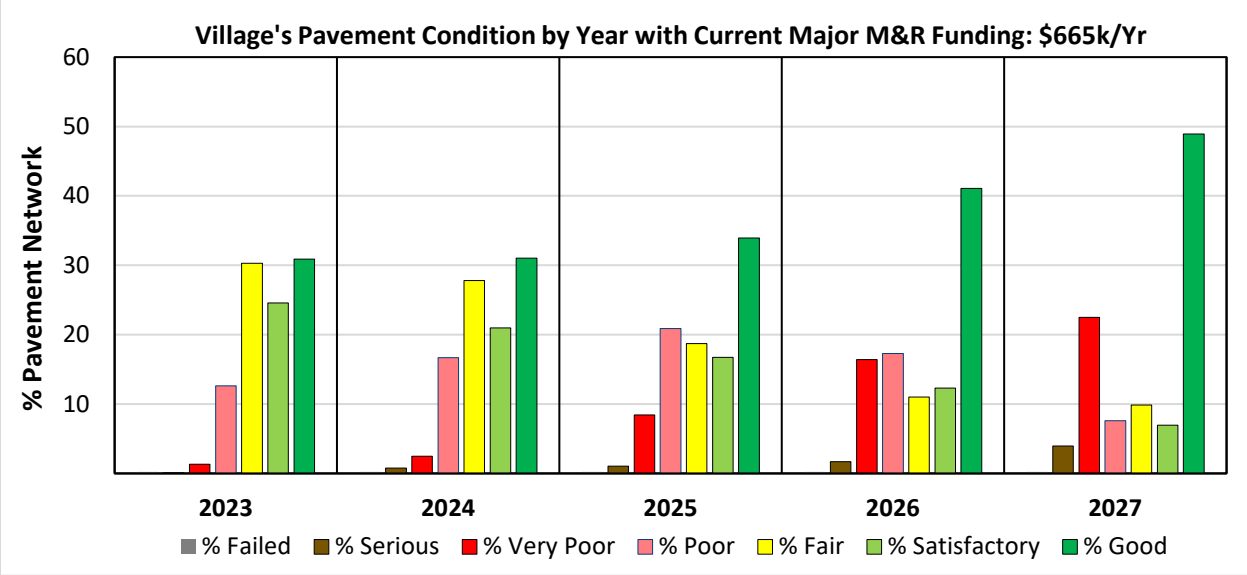


Figure 18. Pavement condition by year with current major M&R funding.

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

Table 9. Total 5-Year Costs for Various Funding Scenarios

Funding Scenario	Total 5-Year M&R Costs (2023-2027)	Remaining M&R Backlogs in 2027	Total 5-Year Costs	Predicted PCI 2027
$1.3M/year - Eliminate Backlogs	$6.7M	$0.0M	$6.7M	90
$1.0M/year – Target PCI 80	$5.2M	$2.2M	$7.5M	83
$830K/year – Maintain Current Condition	$4.2M	$3.4M	$7.6M	75
$750K/year - Increase Current Fund	$3.7M	$3.9M	$7.6M	72
$665K/year - Maintain Current Fund	$3.3M	$4.4M	$7.7M	69
$400K/year - Reduced Funding	$2.0M	$5.8M	$7.8M	61
$0/year - Do Nothing	$0.0M	$8.1M	$8.1M	49

1. 'M&R Backlogs' refers to the amount required to resurface/reconstruct all pavements at or below their critical PCI value.
2. 'Total 5-Year Costs' refers to the sum of 5-year major M&R expenses and remaining backlogs at the end of 5-year period.

4.2 Consequence of Local Distress Maintenance

The consequence of a localized distress maintenance plan calculates the cost and resulting condition of immediate implementation of local M&R, for the year of the most recent inspection. Based on the 2021 pavement condition survey, the localized preventive plan estimated that PCI of 116 sections would increase by 4.2 points with an investment of $76,440. Similarly, the localized stopgap plan estimated that PCI of 20 sections would increase by 1.8 points with an investment of $1,698. The details of the localized distress maintenance plan based on the 2021 condition survey can be found in Appendix A. Table 10 shows the cost and pavement condition data of the consequence of the local distress maintenance plan.

Table 11 shows the details of the local distress maintenance plan 2022.

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
116 (Localized Preventive)	$76,438.73	77.90	82.10
20 (Localized Stopgap)	$1,698.32	56.10	57.90

Table 11. Details of the local distress maintenance plan 2022

Local Distress Maintenance 2022			
Work Description	**Work Quantity**	**Work Units**	**Work Cost**
Crack Sealing	17,052	Ft	$25,578
Patching - Shallow	14,578	SqFt	$48,543
Patching - Deep	602	SqFt	$4,016
		Total =	$78,137

5. SUMMARY AND RECOMMENDATION

5.1 Summary

Pavement management can be defined as the systematic process of maintaining pavements cost-effectively. The investment in a pavement management system is rational considering pavement management not only provides a consistent and logical 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 Willowbrook, pavement data was collected with a state-of-the-art digital survey vehicle equipped with a laser crack measurement system. Pavement images were used in an automated condition survey process to assess the type, severity, and extent of the distresses. The pavement inspection data was imported to the PAVER™ software to determine the pavement condition index (PCI) and analyze the pavement network. This PAVER database provides a comprehensive inventory of pavement sections with all attributes that are required for pavement management.

Based on the December 2021 survey, the average pavement condition index (PCI) value for the Village is about 77.0, which indicates the pavement network is in overall ‘Satisfactory’ condition.

5.2 Recommendations

5.2.1 Better utilization of available funds by performing timely repairs

The Village is already on track toward a better performing pavement network. Currently about 28% of the network is in ‘Good’ condition, 39% is in ‘Satisfactory’, and 29% is in ‘Fair’ condition. Overall, about

96% of the network is in 'Fair' or better condition. Currently, no part of the network is in 'serious' condition, and 4% of the pavement area is in 'very poor' or 'poor' condition. The analysis suggested that the current funding is slightly inadequate to maintain the current overall 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., 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 Willowbrook, it is an excellent initiative to establish a pavement management system with the cooperation of the Chicago Metropolitan Agency for Planning (CMAP). To realize the greatest benefit from this holistic effort, it is recommended that the Village of Willowbrook 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 to determine the effectiveness of completed M&R activities performed in the last few years,
(b) Pavement performance models would be more accurate to predict the future condition, and
(c) Appropriate treatment and optimal funding allocation are possible to repair localized distresses based on the survey.

6. PAVEMENT PRESERVATION

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

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

The main component of pavement preservation is preventive maintenance. As defined by FHWA, preventive maintenance is a planned strategy of applying 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

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

- Bituminous-Surfaced Pavements
    - Asphalt Rejuvenator i.e. reclamite
        - This treatment can be applied globally 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.

AC - Crack Filling and Crack Sealing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
These treatments are intended primarily to prevent the intrusion of moisture through existing cracks. Crack sealing refers to a sealant operation that addresses "working" cracks, i.e., those that open and close with changes in temperature. It typically implies high-quality materials and good preparation. Crack filling is for cracks that undergo little movement. Sealants used are typically thermo-plastic (bituminous) materials that soften upon heating and harden upon cooling.	Treatment can perform well in all climatic conditions. However, sealants perform best in the dryer and warmer environments that do not undergo large daily temperature changes.	Performance is not significantly affected by varying ADT or truck levels.	**Functional/Other:** • Longitudinal cracking • Minor block cracking • Transverse cracking **Structural:** Adds no structural benefit, but does reduce moisture infiltration through cracks. Only practical if the extent of cracking is minimal and if there is little to no structural cracking.	• Structural failure (i.e., extensive fatigue cracking or high severity rutting) • Extensive pavement deterioration, little remaining life
Construction Considerations	Placement should be done during cool, dry weather conditions. Proper crack cleaning is essential to a good bond and maximum performance. Some agencies also use hot compressed air lance prior to sealing.			
Expected Life	2 to 6 years.			
Typical Costs	$0.30 to $1.50 per linear ft for crack sealing, including routing; $0.30 per linear ft for crack filling. Costs are slightly higher for small jobs.			

<table>
<tr><th rowspan="2">Asphalt Patching</th><th colspan="4">Evaluation Factors</th></tr>
<tr><th>Climate</th><th>Traffic</th><th>Pavement Condition</th><th>Not Applicable To</th></tr>
<tr><td>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</td><td>Preferably during dryer and warmer months. Cold patches can be used for temporary pothole fixes.</td><td>Traffic control is needed. Reduced roadway capacity should be evaluated. Traffic can return to a patched pavement once it cools off to 140^0F</td><td>Partial Depth Repairs
Shallow potholes
Weathering and Ravelling
Block Cracking
Full Depth Repairs
Depressions
Pumping
Bottom-up fatigue cracking (thin pavement structure)
Underlying stripping</td><td>Thermal cracking
Extensive pavement deterioration, little or no remaining life</td></tr>
<tr><td>Site Restrictions</td><td colspan="4">Appropriate traffic control</td></tr>
<tr><td>Construction Considerations</td><td colspan="4">Patch boundary should be clearly defined
Remove distressed materials and repair saturated subgrade soil or correct the main cause of distress
Repair should extend 12 inches into the non-distressed pavement
Apply tack coat on all the vertical and horizontal surfaces before placing the patch and compact the patch.
Compact quickly after placing the patch to ensure maximum compaction
Avoiding vibratory compaction under 175^0F
Maximum lift thickness is 3 inch.
Avoid leaving a thin strip of asphalt pavement (less than 18 inches wide) along the pavement edge. It is better to extend the repair to the pavement edge.
For small patches, use a jackhammer with a spade bit or a masonry saw. Make vertical cuts through the full depth of the asphalt pavement surface. If a jackhammer is used, work from the center of the patch area outward to avoid damaging good pavement.
For medium to large patches, use a diamond-bladed saw to cut the edges. If the distress is only at the surface and the pavement is thick enough, consider a partial-depth cut for thick asphalt pavement surfaces to retain some interlock with the remaining structure.</td></tr>
<tr><td>Expected Life</td><td colspan="4">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.</td></tr>
<tr><td>Typical Costs</td><td colspan="4">AC Patch –Partial Depth - $20.00-25.00/SY
AC Patch –Full depth - $40.00-50.00/SY</td></tr>
</table>

Asphalt Rejuvenator/Reclamite	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
According to the National Center for Pavement Preservation, "a true asphalt rejuvenator is a maltene-based petroleum product which has the ability to absorb or penetrate into an asphaltic concrete pavement and restore those reactive components (maltenes) that have been lost from the asphalt cement binder due to the natural process of oxidation. Reclamite is an asphalt pavement rejuvenator which is a maltene-based petroleum product.	• shall not be applied to a wet surface or when rain is occurring • shall not be applied when the temperature is less than 40° in the shade	Traffic control shall continue until the area has been sanded and the resultant surface is not slippery or dangerous to vehicular travel	Newly constructed pavements (0-3 years)	On older pavements, it will reverse the effects of aging due to reverse the effects of aging due to environmental damage from sunlight and environmental damage from sunlight and water intrusion.
Construction Considerations	All manufactured sand used during the treatment must be removed no later than 24 hours after the treatment of a roadway.			
Expected Life	Add 5 to 10 years of extra service life to the treated pavement			
Typical Costs	$0.79-0.84/Sq. Yd.			

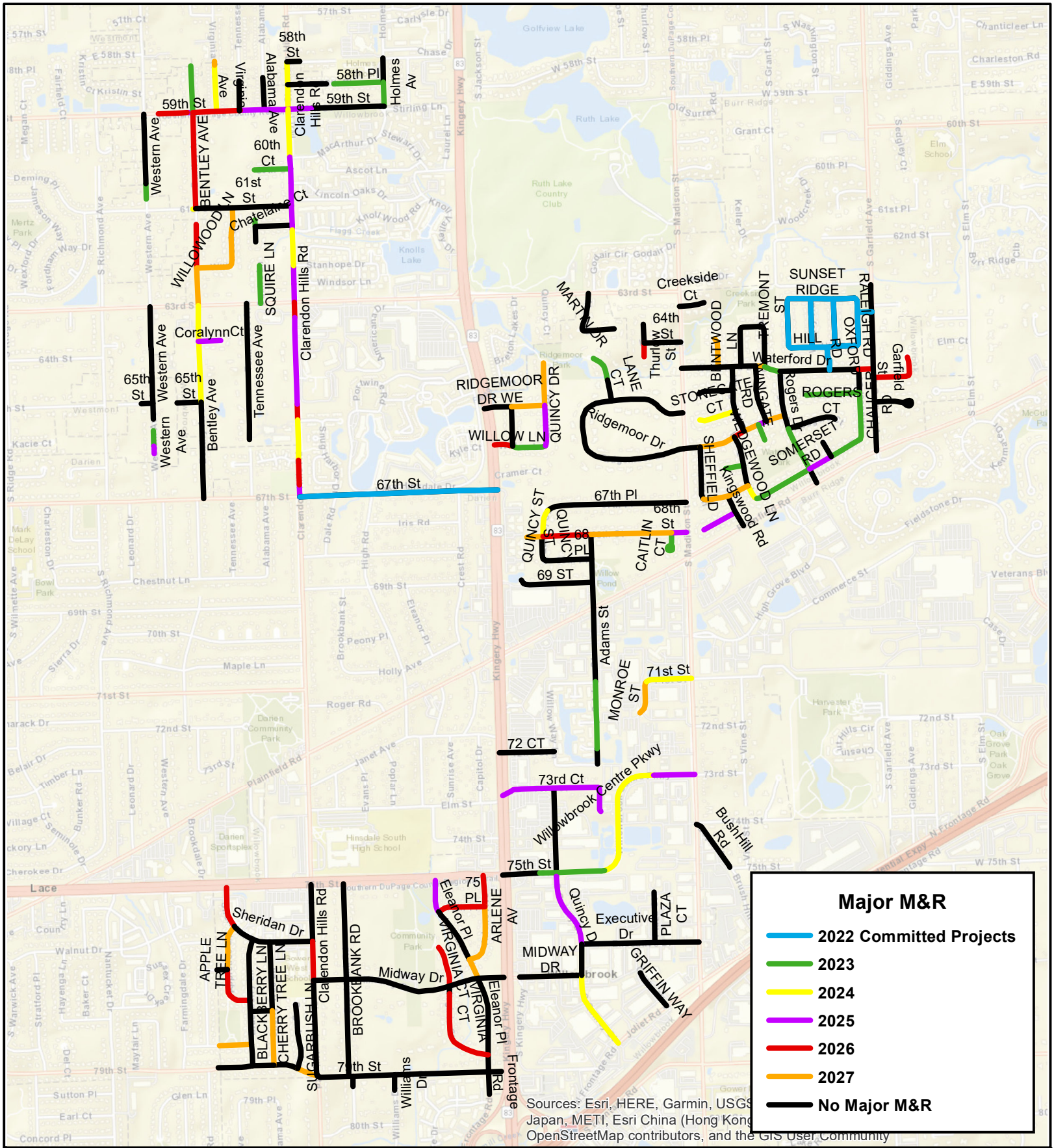
Microsurfacing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Microsurfacing is basically a slurry seal with an accelerated setting capability. It consists of the application of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and chemical additives 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.	• Not applicable during a rain event. • Not applicable in excessively cold temperature. • Atmospheric temperature is at least. 10^0C (50^0F) and rising. • Pavement that have a lot of shade.	• Applicable to high traffic situations. • Traffic can be allowed to roll when a person's full weight can be placed on the pavement without the aggregates sticking to the shoe.	• Low to Moderate level of distress. • Structurally sound pavement.	• Highly distressed pavement. • High longitudinal roughness. • Structurally deficient pavement. • Subgrade rut. • Ruts above 2-in deep.
Site Restrictions	Lane closure is needed.			
Construction Considerations	• Spread microsurfacing materials only when the atmospheric temperature is at least 10^0C (50^0F) and rising. • Throughly cleaned surface and slightly dampened prior placing the mixture. • Ruts deeper than ½-in shall be filled separately.			
Expected Life	6-8 years			
Typical Costs	$2.75/ yd^2			

Reference

1. Arhin, Stephen, and Errol C. Noel. *Establishing IRI Thresholds for the District of Columbia*. No. DDOT-IPMA-IRI-001. 2009. Link to the report

Appendix — A

1. 2023-2027 Major M&R Plan Based on Current Funding
2. 2022 Localized Distress Maintenance Plan
3. 2022-2028 Major M&R Plan Based on "Eliminate Backlog" Funding
4. Pavement Surface Type
5. 2021 International Roughness Index (IRI)
6. Pavement Condition Index (PCI) 2021
7. Major M&R Plan (2023-2027) Based on Current Funding
8. List of Pavement Sections with 2021 PCI and IRI values
9. Details of the 2022 Localized Distress Maintenance Plan


Major M&R
2022 Committed Projects
2023
2024
2025
2026
2027
No Major M&R
Sources: Esri, HERE, Garmin, USGS
Japan, METI, Esri China (Hong Kong
OpenStreetMap contributors, and the GIS User Community
0
1,200
2,400 Feet
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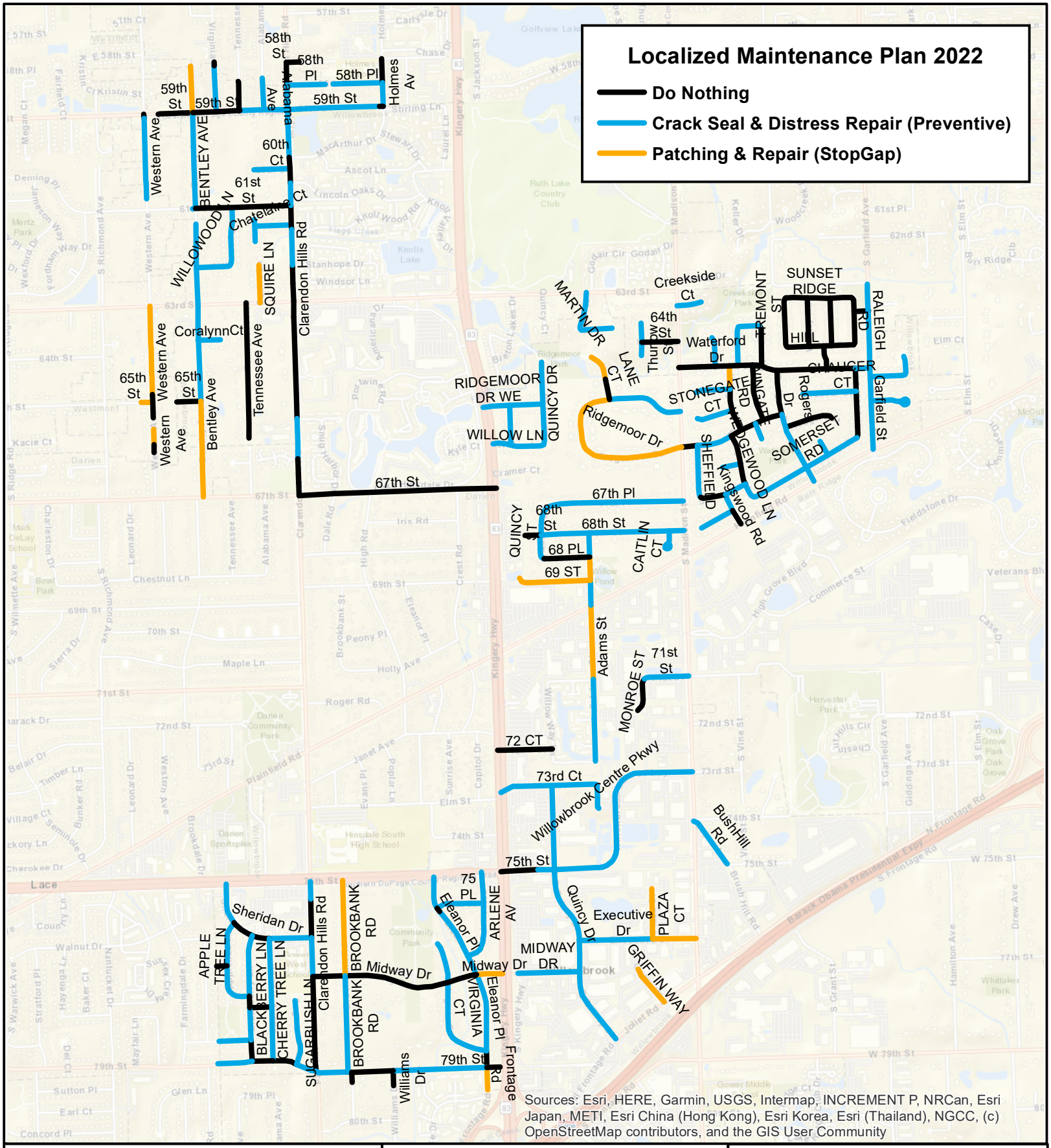
Major M&R based on
Current Funding 2023-2027
Village
of
Willowbrook, IL
ARA



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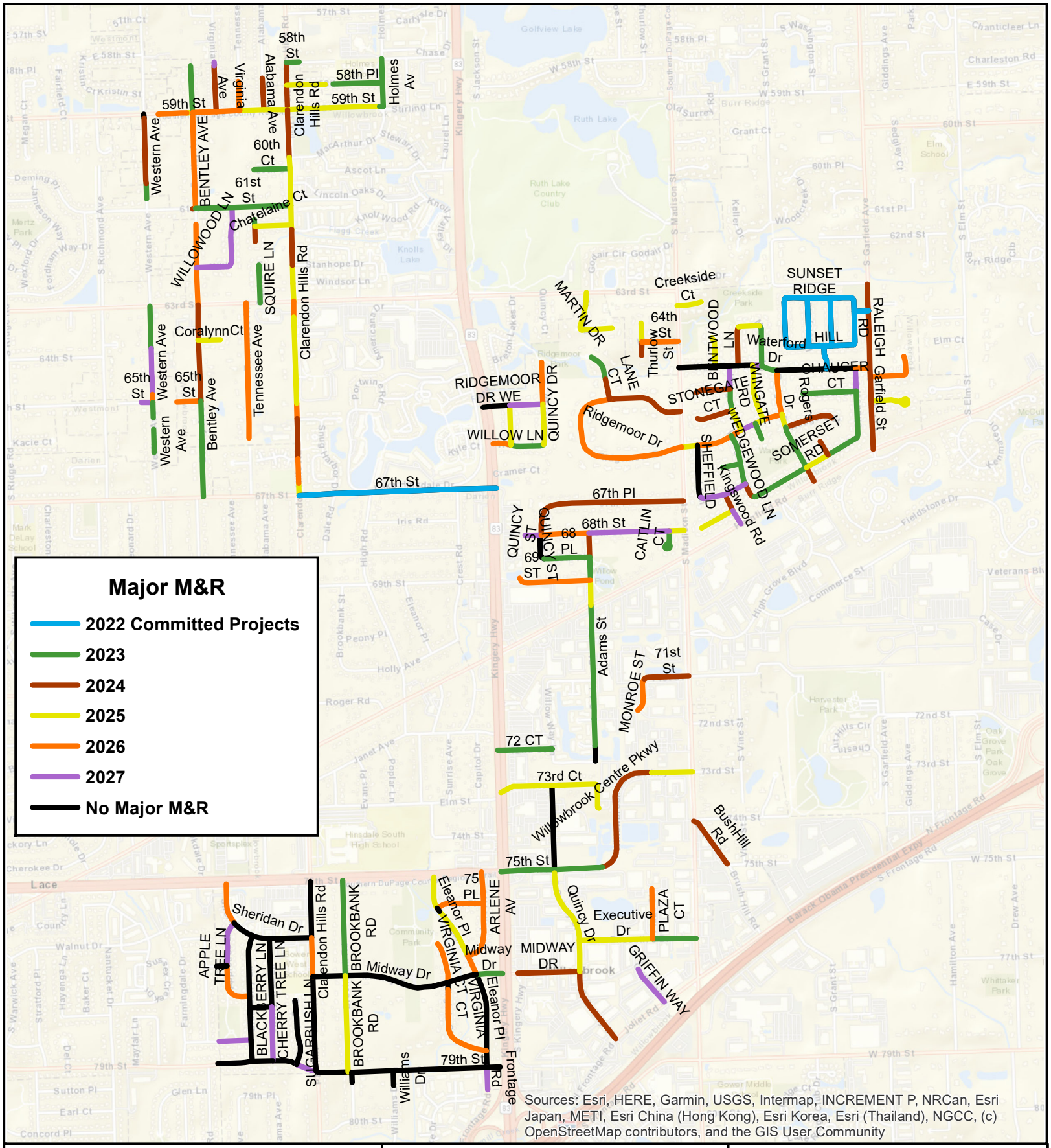
Localized Maintenance Plan 2022

Village of Willowbrook, IL

ARA



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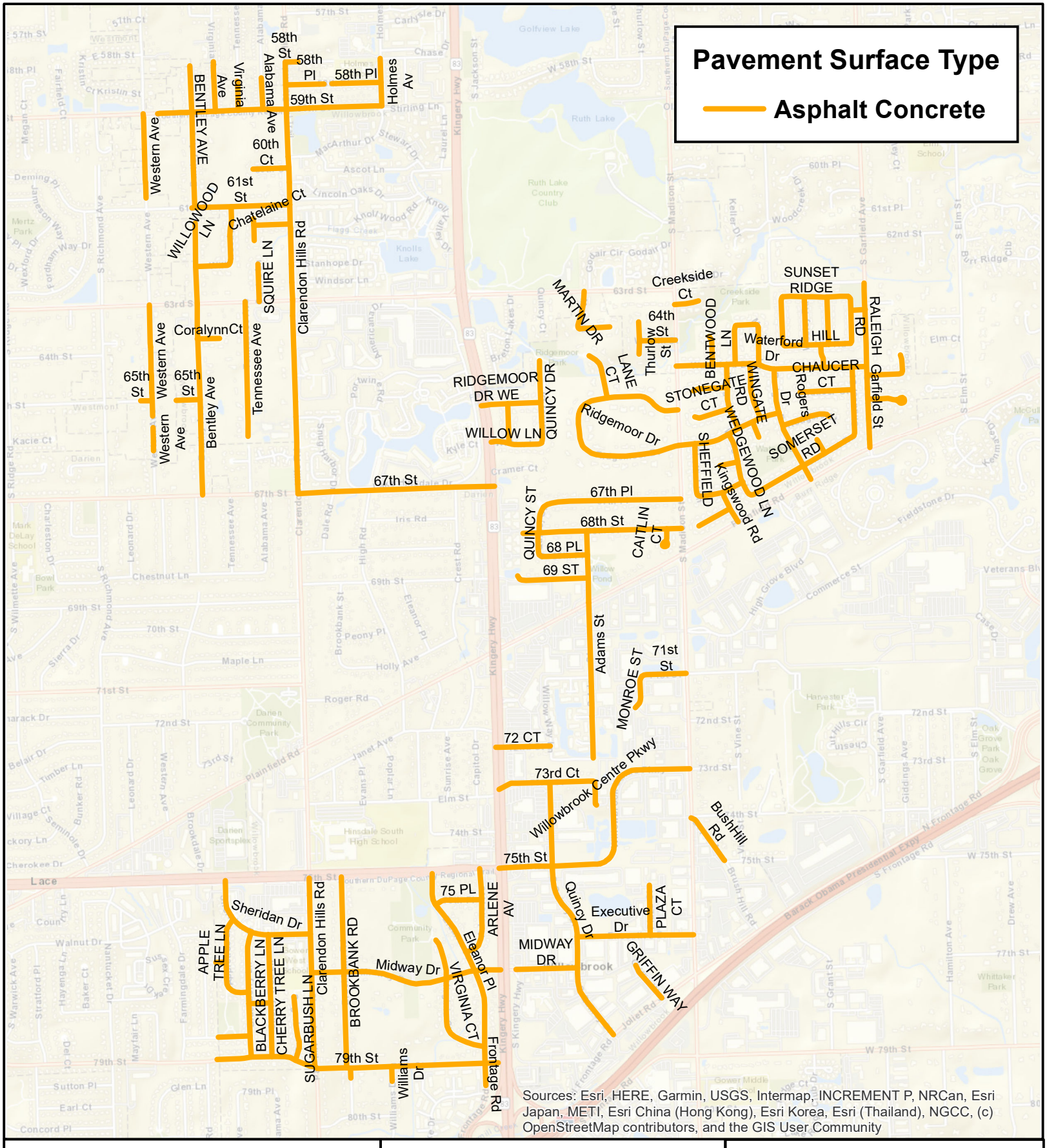
Major M&R based on Eliminate Backlog Funding 2023-2027

Village of Willowbrook, IL



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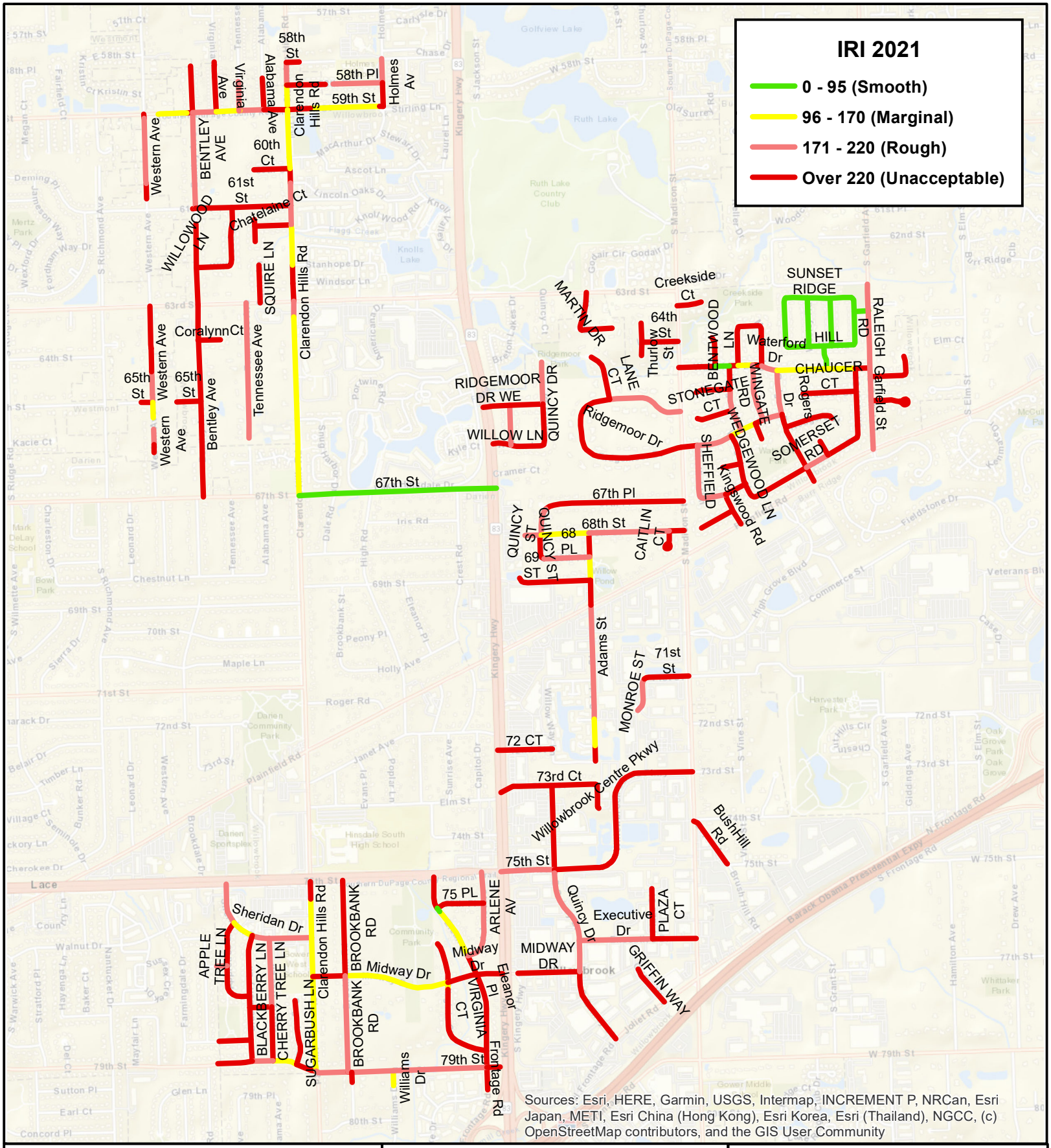
Pavement Surface Type

Village of Willowbrook, IL

ARA



0 1,200 2,400 Feet

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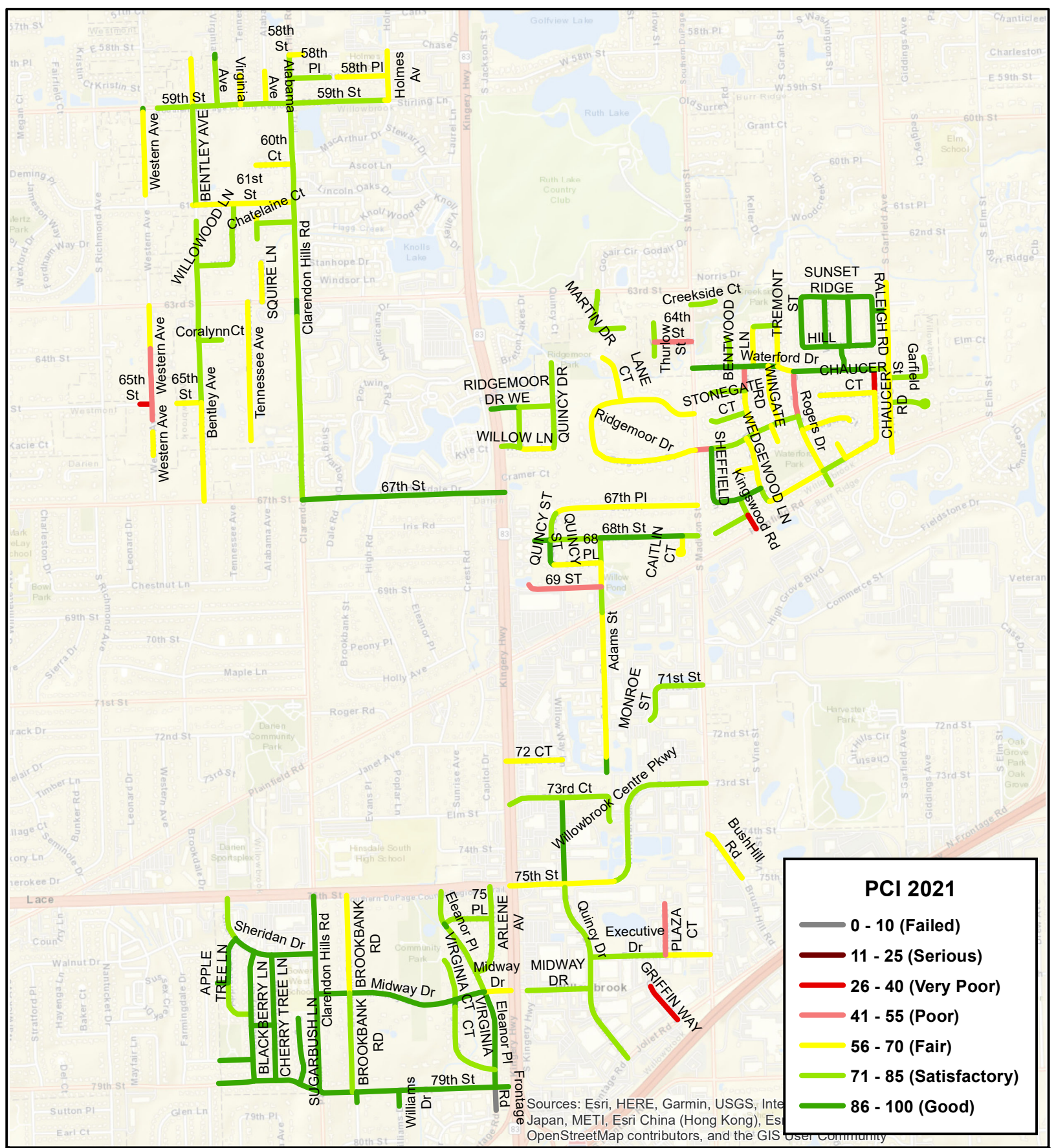
IRI 2021

Village of Willowbrook, IL

ARA



0 1,200 2,400 Feet

N

PCI 2021

Village of Willowbrook, IL

ARA

Year	Branch ID	Section ID	PCI Before	Cost	Functional Class	Surface Type	Length (ft.)	Width (ft.)	Work Type
2023	58thPl	129	60.03	$36,986	Residential	AC	680	23	2.0" Mill & Overlay
2023	60thCt	142	59.00	$30,297	Residential	AC	497	25	2.0" Mill & Overlay
2023	75thSt	027	61.06	$23,992	Collector	AC	225	40	3.0" Mill & Overlay
2023	AdamsSt	029	60.03	$39,167	Residential	AC	552	30	2.0" Mill & Overlay
2023	AdamsSt	031	60.03	$25,926	Residential	AC	365	30	2.0" Mill & Overlay
2023	BENTLEYAVE	194	56.97	$32,730	Residential	AC	639	21	2.0" Mill & Overlay
2023	CAITLINCT	122	60.03	$26,700	Residential	AC	403	28	2.0" Mill & Overlay
2023	CHATELAINE	151	60.15	$4,254	Residential	AC	89	23	2.0" Mill & Overlay
2023	CHAUCERCT	121	59.00	$44,798	Residential	AC	735	25	2.0" Mill & Overlay
2023	CHAUCERRD	087	57.98	$39,205	Residential	AC	643	25	2.0" Mill & Overlay
2023	HolmesAv	208	60.03	$21,747	Residential	AC	328	28	2.0" Mill & Overlay
2023	LANECT	113	57.98	$18,714	Residential	AC	384	20	2.0" Mill & Overlay
2023	RIDGEMOORC	156	60.03	$15,040	Residential	AC	227	28	2.0" Mill & Overlay
2023	RogersDr	110	60.03	$51,645	Residential	AC	624	35	2.0" Mill & Overlay
2023	SOMERSETRD	130	60.03	$49,043	Residential	AC	829	25	2.0" Mill & Overlay
2023	SOMERSETRD	131	59.00	$29,531	Residential	AC	466	26	2.0" Mill & Overlay
2023	SQUIRELN	114	56.97	$34,327	Residential	AC	521	27	2.0" Mill & Overlay
2023	WaterfordD	176	57.98	$18,920	Residential	AC	222	35	2.0" Mill & Overlay
2023	WEDGEWOODC	082	60.03	$14,725	Residential	AC	249	25	2.0" Mill & Overlay
2023	WesternAve	081	55.95	$7,743	Residential	AC	212	15	2.0" Mill & Overlay
2023	WesternAve	106	60.03	$10,510	Residential	AC	211	21	2.0" Mill & Overlay
2023	Willowbroo	052	61.06	$65,725	Collector	AC	665	37	3.0" Mill & Overlay
2023	WILLOWLN	100	60.03	$22,753	Residential	AC	458	21	2.0" Mill & Overlay
2024	61stSt	183	54.78	$2,446	Residential	AC	42	23	2.0" Mill & Overlay
2024	71stSt	036	60.05	$56,153	Residential	AC	619	38	2.0" Mill & Overlay
2024	BentleyAve	222	58.98	$76,686	Residential	AC	1327	23	2.0" Mill & Overlay
2024	ClarendonH	103	64.41	$19,556	Collector	AC	309	23	3.0" Mill & Overlay
2024	ClarendonH	104	63.31	$22,344	Collector	AC	339	24	3.0" Mill & Overlay
2024	ClarendonH	167	63.31	$35,113	Collector	AC	555	23	3.0" Mill & Overlay
2024	ClarendonH	209	61.13	$50,512	Collector	AC	656	28	3.0" Mill & Overlay
2024	ClarendonH	213	63.31	$36,677	Collector	AC	494	27	3.0" Mill & Overlay
2024	QuincyDr	057	57.92	$71,284	Residential	AC	1091	26	2.0" Mill & Overlay
2024	QUINCYST	139	57.92	$19,517	Residential	AC	370	21	2.0" Mill & Overlay
2024	STONEGATEC	098	58.98	$32,847	Residential	AC	503	26	2.0" Mill & Overlay
2024	VirginiaAv	096	58.98	$33,483	Residential	AC	635	21	2.0" Mill & Overlay
2024	WEDGEWOODL	117	58.98	$14,290	Residential	AC	219	26	2.0" Mill & Overlay
2024	Willowbroo	039	64.41	$191,408	Collector	AC	1740	40	3.0" Mill & Overlay
2025	59thSt	127	60.46	$6,035	Collector	AC	79	27	3.0" Mill & Overlay
2025	59thSt	197	60.46	$13,396	Residential	AC	320	30	2.0" Mill & Overlay
2025	59thSt	200	61.62	$24,507	Collector	AC	333	26	3.0" Mill & Overlay
2025	59thSt	202	59.32	$22,950	Collector	AC	324	25	3.0" Mill & Overlay
2025	68thSt	187	59.32	$14,961	Residential	AC	206	28	2.0" Mill & Overlay
2025	73rd Ct	243	55.96	$103,776	Residential	AC	1671	24	2.0" Mill & Overlay
2025	ClarendonH	146	59.32	$25,504	Collector	AC	250	36	3.0" Mill & Overlay
2025	ClarendonH	164	62.79	$12,841	Collector	AC	168	27	3.0" Mill & Overlay
2025	ClarendonH	189	62.79	$73,883	Collector	AC	1186	22	3.0" Mill & Overlay
2025	ClarendonH	210	63.98	$4,209	Collector	AC	59	25	3.0" Mill & Overlay
2025	ClarendonH	211	60.46	$20,505	Collector	AC	268	27	3.0" Mill & Overlay
2025	ClarendonH	212	62.79	$24,796	Collector	AC	250	35	3.0" Mill & Overlay
2025	ClarendonH	214	59.32	$15,898	Collector	AC	200	28	3.0" Mill & Overlay
2025	ClarendonH	215	63.98	$13,587	Collector	AC	160	30	3.0" Mill & Overlay
2025	ClarendonH	216	59.32	$20,905	Collector	AC	308	24	3.0" Mill & Overlay
2025	CoralynnCt	239	59.32	$23,187	Residential	AC	309	29	2.0" Mill & Overlay
2025	EleanorPl	070	57.07	$27,396	Residential	AC	441	24	2.0" Mill & Overlay
2025	KINGSWOODC	101	60.46	$15,941	Residential	AC	496	23	2.0" Mill & Overlay
2025	QuincyDr	068	59.32	$79,406	Residential	AC	1023	30	2.0" Mill & Overlay
2025	QUINCYDR	229	60.46	$17,196	Residential	AC	559	22	2.0" Mill & Overlay
2025	RidgemoorD	092	60.46	$4,125	Residential	AC	118	25	2.0" Mill & Overlay
2025	SOMERSETRD	132	59.32	$22,278	Residential	AC	344	25	2.0" Mill & Overlay
2025	WesternAve	198	41.57	$4,655	Residential	AC	106	17	2.0" Mill & Overlay
2025	Willowbroo	065	59.32	$71,757	Collector	AC	563	45	3.0" Mill & Overlay
2026	59thSt	137	58.98	$32,234	Collector	AC	395	28	3.0" Mill & Overlay
2026	59thSt	199	58.98	$26,064	Collector	AC	331	27	3.0" Mill & Overlay
2026	59thSt	201	61.50	$25,381	Collector	AC	322	27	3.0" Mill & Overlay
2026	68thSt	186	58.98	$40,557	Residential	AC	661	23	2.0" Mill & Overlay

Year	Branch ID	Section ID	PCI Before	Cost	Functional Class	Surface Type	Length (ft.)	Width (ft.)	Work Type
2026	75PL	051	57.75	$36,595	Residential	AC	654	21	2.0" Mill & Overlay
2026	APPLETREEL	002	60.23	$32,049	Residential	AC	651	24	2.0" Mill & Overlay
2026	ARLENEAV	026	58.98	$26,330	Residential	AC	429	23	2.0" Mill & Overlay
2026	BENTLEYAVE	119	58.98	$31,941	Residential	AC	599	20	2.0" Mill & Overlay
2026	BENTLEYAVE	190	57.75	$77,600	Residential	AC	1323	22	2.0" Mill & Overlay
2026	ClarendonH	015	62.80	$39,354	Collector	AC	540	25	3.0" Mill & Overlay
2026	ClarendonH	141	61.50	$23,899	Collector	AC	216	38	3.0" Mill & Overlay
2026	ClarendonH	159	62.80	$23,270	Collector	AC	216	37	3.0" Mill & Overlay
2026	ClarendonH	168	60.23	$22,534	Collector	AC	336	23	3.0" Mill & Overlay
2026	GARFIELDRI	144	58.98	$51,206	Residential	AC	739	26	2.0" Mill & Overlay
2026	RidgemoorD	094	60.23	$7,894	Residential	AC	154	25	2.0" Mill & Overlay
2026	SheridanDr	003	60.23	$37,702	Residential	AC	557	33	2.0" Mill & Overlay
2026	ThurlowSt	166	45.46	$10,905	Residential	AC	186	22	2.0" Mill & Overlay
2026	VIRGINIACT	017	60.23	$23,009	Residential	AC	560	20	2.0" Mill & Overlay
2026	VIRGINIACT	058	57.75	$66,264	Residential	AC	1184	21	2.0" Mill & Overlay
2026	WaterfordD	181	58.98	$16,526	Residential	AC	194	32	2.0" Mill & Overlay
2026	WILLOWLN	099	60.23	$12,854	Residential	AC	250	25	2.0" Mill & Overlay
2027	68thSt	185	59.28	$15,614	Residential	AC	219	26	2.0" Mill & Overlay
2027	68thSt	188	57.90	$78,894	Residential	AC	1105	26	2.0" Mill & Overlay
2027	79thSt	009	60.71	$7,537	Residential	AC	287	33	2.0" Mill & Overlay
2027	APPLETREEL	001	57.90	$41,193	Residential	AC	625	24	2.0" Mill & Overlay
2027	ARLENEAV	035	49.11	$46,033	Residential	AC	838	20	2.0" Mill & Overlay
2027	BENTLEYAVE	120	50.28	$26,732	Residential	AC	512	19	2.0" Mill & Overlay
2027	CHERRYTREE	056	59.28	$49,065	Residential	AC	745	24	2.0" Mill & Overlay
2027	EleanorPl	025	49.11	$17,878	Residential	AC	283	23	2.0" Mill & Overlay
2027	HONEYLOCUS	034	56.55	$32,826	Residential	AC	443	27	2.0" Mill & Overlay
2027	MONROEST	019	50.28	$45,677	Residential	AC	462	36	2.0" Mill & Overlay
2027	QUINCYDR	228	51.48	$34,975	Residential	AC	579	22	2.0" Mill & Overlay
2027	RidgemoorD	090	49.11	$18,346	Residential	AC	267	25	2.0" Mill & Overlay
2027	RidgemoorD	091	55.24	$15,121	Residential	AC	220	25	2.0" Mill & Overlay
2027	RidgemoorD	093	50.28	$33,850	Residential	AC	493	25	2.0" Mill & Overlay
2027	RIDGEMOORD	155	55.24	$27,628	Residential	AC	457	22	2.0" Mill & Overlay
2027	STRATFORDL	171	60.71	$7,165	Residential	AC	346	26	2.0" Mill & Overlay
2027	STRATFORDL	172	57.90	$20,290	Residential	AC	308	24	2.0" Mill & Overlay
2027	VirginiaAv	221	59.28	$3,339	Residential	AC	53	23	2.0" Mill & Overlay
2027	WATERFORDC	102	43.55	$27,479	Residential	AC	400	25	2.0" Mill & Overlay
2027	WaterfordD	174	56.55	$12,177	Residential	AC	127	35	2.0" Mill & Overlay
2027	WILLOWOODL	133	55.24	$101,343	Residential	AC	1273	29	2.0" Mill & Overlay

Branch ID	Section ID	Surface Type	Length (ft)	Width (ft)	Functional Class	Date	IRI (in/mi)	PCI	PCI Category
58thPl	0129	AC	680	23	Residential	01-13-2022	219	67.0	Fair
58thPl	0227	AC	531	23	Residential	01-13-2022	265	74.0	Satisfactory
58thSt	0238	AC	179	20	Residential	01-13-2022	802	63.0	Fair
59thSt	0127	AC	79	27	Collector	01-13-2022	305	79.0	Satisfactory
59thSt	0137	AC	395	28	Collector	01-13-2022	114	83.0	Satisfactory
59thSt	0150	AC	949	28	Residential	01-13-2022	168	75.0	Satisfactory
59thSt	0197	AC	320	30	Residential	01-13-2022	425	79.0	Satisfactory
59thSt	0199	AC	331	27	Collector	01-13-2022	189	83.0	Satisfactory
59thSt	0200	AC	333	26	Collector	01-13-2022	200	80.0	Satisfactory
59thSt	0201	AC	322	27	Collector	01-13-2022	156	85.0	Satisfactory
59thSt	0202	AC	324	25	Collector	01-13-2022	275	78.0	Satisfactory
59thSt	0219	AC	52	29	Residential	01-13-2022	500	58.0	Fair
60thCt	0142	AC	497	25	Residential	01-13-2022	267	66.0	Fair
61stSt	0183	AC	42	23	Residential	01-13-2022	237	68.0	Fair
61stSt	0195	AC	503	21	Residential	01-20-2022	232	64.0	Fair
61stSt	0196	AC	810	21	Residential	01-20-2022	242	63.0	Fair
64thSt	0204	AC	499	21	Residential	01-13-2022	309	55.0	Poor
65thSt	0097	AC	161	19	Residential	01-13-2022	450	27.0	Very Poor
65thSt	0153	AC	330	20	Residential	01-13-2022	323	56.0	Fair
67thPl	0083	AC	1,914	20	Residential	01-13-2022	276	68.0	Fair
67thSt	0230	AC	489	30	Residential	04-01-2022	306	100.0	Good
67thSt	0231	AC	496	32	Residential	04-01-2022	233	100.0	Good
67thSt	0232	AC	471	32	Residential	04-01-2022	151	100.0	Good
67thSt	0233	AC	720	37	Residential	04-01-2022	161	100.0	Good
67thSt	0234	AC	544	37	Residential	04-01-2022	571	100.0	Good
68PL	0184	AC	626	24	Residential	01-13-2022	195	63.0	Fair
68thSt	0185	AC	219	26	Residential	01-13-2022	197	88.0	Good
68thSt	0186	AC	661	23	Residential	01-13-2022	165	83.0	Satisfactory
68thSt	0187	AC	206	28	Residential	01-13-2022	379	78.0	Satisfactory
68thSt	0188	AC	1,105	26	Residential	01-13-2022	196	87.0	Good
69ST	0143	AC	1,000	12	Residential	01-13-2022	427	54.0	Poor
71stSt	0036	AC	619	38	Residential	01-13-2022	248	73.0	Satisfactory
72CT	0032	AC	755	38	Residential	01-13-2022	449	63.0	Fair
73rd Ct	0243	AC	1,671	24	Residential	01-13-2022	416	75.0	Satisfactory
75PL	0051	AC	654	21	Residential	01-13-2022	265	82.0	Satisfactory
75thSt	0020	AC	512	66	Collector	01-13-2022	187	64.0	Fair
75thSt	0027	AC	225	40	Collector	01-13-2022	204	68.0	Fair
79thSt	0008	AC	335	33	Residential	01-13-2022	155	98.0	Good
79thSt	0009	AC	287	33	Residential	01-13-2022	382	89.0	Good
79thSt	0060	AC	442	23	Residential	01-13-2022	182	94.0	Good
79thSt	0061	AC	54	22	Residential	01-13-2022	291	96.0	Good
79thSt	0062	AC	1,292	33	Residential	01-13-2022	210	94.0	Good
79thSt	0063	AC	571	21	Residential	01-13-2022	173	95.0	Good
79thSt	0064	AC	181	21	Residential	01-13-2022	783	92.0	Good
79thSt	0235	AC	287	34	Residential	01-13-2022	188	99.0	Good

Branch ID	Section ID	Surface Type	Length (ft)	Width (ft)	Functional Class	Date	IRI (in/mi)	PCI	PCI Category
79thSt	0237	AC	477	33	Residential	01-13-2022	240	94.0	Good
AdamsSt	0028	AC	1,023	30	Residential	01-13-2022	210	61.0	Fair
AdamsSt	0029	AC	552	30	Residential	01-13-2022	173	67.0	Fair
AdamsSt	0030	AC	210	30	Residential	01-13-2022	259	91.0	Good
AdamsSt	0031	AC	365	30	Residential	01-13-2022	147	67.0	Fair
AdamsSt	0078	AC	335	22	Residential	01-13-2022	237	71.0	Satisfactory
AdamsSt	0079	AC	320	22	Residential	01-13-2022	157	61.0	Fair
AdamsSt	0080	AC	343	38	Residential	01-13-2022	439	75.0	Satisfactory
AlabamaAve	0095	AC	438	24	Residential	01-13-2022	391	70.0	Fair
APPLETREEL	0001	AC	625	24	Residential	01-13-2022	234	87.0	Good
APPLETREEL	0002	AC	651	24	Residential	01-13-2022	337	84.0	Satisfactory
ARLENEAV	0026	AC	429	23	Residential	01-13-2022	209	83.0	Satisfactory
ARLENEAV	0035	AC	838	20	Residential	01-13-2022	197	80.0	Satisfactory
BENTLEYAVE	0119	AC	599	20	Residential	01-13-2022	235	83.0	Satisfactory
BENTLEYAVE	0120	AC	512	19	Residential	01-13-2022	265	81.0	Satisfactory
BENTLEYAVE	0190	AC	1,323	22	Residential	01-13-2022	209	82.0	Satisfactory
BENTLEYAVE	0194	AC	639	21	Residential	01-13-2022	458	64.0	Fair
BentleyAve	0222	AC	1,327	23	Residential	01-13-2022	354	72.0	Satisfactory
BentleyAve	0223	AC	1,323	18	Residential	01-13-2022	269	61.0	Fair
BENTWOODLN	0145	AC	536	24	Residential	01-13-2022	275	68.0	Fair
BLACKBERRY	0042	AC	843	24	Residential	01-13-2022	230	91.0	Good
BLACKBERRY	0043	AC	292	24	Residential	01-13-2022	281	90.0	Good
BLACKBERRY	0044	AC	449	24	Residential	01-13-2022	323	92.0	Good
BLACKBERRY	0045	AC	157	24	Residential	01-13-2022	310	100.0	Good
BRIARRD	0134	AC	653	26	Residential	04-01-2022	377	100.0	Good
BROOKBANKR	0066	AC	1,314	22	Residential	01-13-2022	264	62.0	Fair
BROOKBANKR	0067	AC	1,326	22	Residential	01-13-2022	196	74.0	Satisfactory
BROOKBANKR	0236	AC	139	22	Residential	01-13-2022	305	98.0	Good
BushHillRd	0241	AC	756	24	Residential	01-13-2022	289	70.0	Fair
CAITLINCT	0122	AC	403	28	Residential	01-13-2022	679	67.0	Fair
CAMBRIGERD	0193	AC	781	24	Residential	01-13-2022	216	57.0	Fair
CHATELAINE	0151	AC	89	23	Residential	01-20-2022	567	67.0	Fair
Chatelaine	0205	AC	214	23	Residential	01-13-2022	397	71.0	Satisfactory
Chatelaine	0206	AC	504	25	Residential	01-20-2022	293	74.0	Satisfactory
CHAUCERCT	0121	AC	735	25	Residential	01-13-2022	279	66.0	Fair
CHAUCERRD	0086	AC	319	25	Residential	01-13-2022	222	37.0	Very Poor
CHAUCERRD	0087	AC	643	25	Residential	01-13-2022	243	65.0	Fair
CHERRYTREE	0055	AC	941	24	Residential	01-13-2022	184	95.0	Good
CHERRYTREE	0056	AC	745	24	Residential	01-13-2022	281	88.0	Good
ClarendonH	0013	AC	532	23	Collector	01-13-2022	126	95.0	Good
ClarendonH	0014	AC	1,195	22	Collector	01-13-2022	103	96.0	Good
ClarendonH	0015	AC	540	25	Collector	01-13-2022	133	86.0	Good
ClarendonH	0041	AC	242	39	Collector	01-13-2022	1,077	92.0	Good
ClarendonH	0059	AC	109	24	Collector	01-13-2022	160	99.0	Good
ClarendonH	0103	AC	309	23	Collector	01-13-2022	181	77.0	Satisfactory

List of 2021 PCI and IRI Values by Section

Branch ID	Section ID	Surface Type	Length (ft)	Width (ft)	Functional Class	Date	IRI (in/mi)	PCI	PCI Category
ClarendonH	0104	AC	339	24	Collector	01-13-2022	139	76.0	Satisfactory
ClarendonH	0141	AC	216	38	Collector	01-13-2022	138	85.0	Satisfactory
ClarendonH	0146	AC	250	36	Collector	01-13-2022	237	78.0	Satisfactory
ClarendonH	0159	AC	216	37	Collector	01-13-2022	195	86.0	Good
ClarendonH	0164	AC	168	27	Collector	01-13-2022	110	81.0	Satisfactory
ClarendonH	0167	AC	555	23	Collector	01-13-2022	134	76.0	Satisfactory
ClarendonH	0168	AC	336	23	Collector	01-13-2022	144	84.0	Satisfactory
ClarendonH	0189	AC	1,186	22	Collector	01-13-2022	160	81.0	Satisfactory
ClarendonH	0209	AC	656	28	Collector	01-13-2022	155	74.0	Satisfactory
ClarendonH	0210	AC	59	25	Collector	01-13-2022	170	82.0	Satisfactory
ClarendonH	0211	AC	268	27	Collector	01-13-2022	199	79.0	Satisfactory
ClarendonH	0212	AC	250	35	Collector	01-13-2022	244	81.0	Satisfactory
ClarendonH	0213	AC	494	27	Collector	01-13-2022	127	76.0	Satisfactory
ClarendonH	0214	AC	200	28	Collector	01-13-2022	238	78.0	Satisfactory
ClarendonH	0215	AC	160	30	Collector	01-13-2022	102	82.0	Satisfactory
ClarendonH	0216	AC	308	24	Collector	01-13-2022	172	78.0	Satisfactory
CoralynnCt	0239	AC	309	29	Residential	01-13-2022	356	78.0	Satisfactory
CreeksideC	0220	AC	338	25	Residential	01-13-2022	379	74.0	Satisfactory
EleanorPl	0022	AC	731	23	Residential	01-13-2022	164	75.0	Satisfactory
EleanorPl	0023	AC	232	23	Residential	01-13-2022	485	99.0	Good
EleanorPl	0024	AC	1,072	23	Residential	01-13-2022	263	94.0	Good
EleanorPl	0025	AC	283	23	Residential	01-13-2022	401	80.0	Satisfactory
EleanorPl	0070	AC	441	24	Residential	01-13-2022	282	76.0	Satisfactory
EleanorPl	0071	AC	52	24	Residential	01-13-2022	82	90.0	Good
ExecutiveD	0010	AC	1,009	30	Residential	01-13-2022	211	75.0	Satisfactory
ExecutiveD	0021	AC	600	36	Residential	01-13-2022	320	60.0	Fair
FrontageRd	0046	AC	311	24	Residential	01-13-2022	236	8.0	Failed
GARFIELDRI	0144	AC	739	26	Residential	01-13-2022	282	83.0	Satisfactory
GarfieldSt	0240	AC	2,277	23	Residential	01-13-2022	183	69.0	Fair
GRIFFINWAY	0007	AC	579	28	Residential	01-13-2022	504	33.0	Very Poor
HAWTHORNEL	0033	AC	302	27	Residential	01-13-2022	510	100.0	Good
HIDDENBROO	0203	AC	295	27	Residential	01-13-2022	260	74.0	Satisfactory
HILL	0123	AC	285	24	Residential	04-01-2022	240	100.0	Good
HILL	0124	AC	299	24	Residential	04-01-2022	244	100.0	Good
HILL	0125	AC	112	24	Residential	04-01-2022	272	100.0	Good
HILL	0126	AC	205	24	Residential	04-01-2022	285	100.0	Good
HolmesAv	0207	AC	332	26	Residential	01-13-2022	201	58.0	Fair
HolmesAv	0208	AC	328	28	Residential	01-13-2022	246	67.0	Fair
HONEYLOCUS	0034	AC	443	27	Residential	01-13-2022	341	86.0	Good
KINGSWOODC	0101	AC	496	23	Residential	01-13-2022	343	79.0	Satisfactory
KingswoodR	0135	AC	245	24	Residential	01-13-2022	371	71.0	Satisfactory
KingswoodR	0136	AC	215	24	Residential	01-13-2022	460	36.0	Very Poor
LANECT	0113	AC	384	20	Residential	01-13-2022	434	65.0	Fair
LANECT	0182	AC	288	23	Residential	01-13-2022	296	58.0	Fair
MARTINDR	0105	AC	956	22	Residential	01-13-2022	301	74.0	Satisfactory

Branch ID	Section ID	Surface Type	Length (ft)	Width (ft)	Functional Class	Date	IRI (in/mi)	PCI	PCI Category
MEADOWLN	0149	AC	552	25	Residential	01-13-2022	247	61.0	Fair
MIDWAYDR	0038	AC	852	47	Residential	01-13-2022	266	71.0	Satisfactory
MidwayDr	0047	AC	447	20	Residential	01-13-2022	244	96.0	Good
MidwayDr	0048	AC	1,447	20	Residential	01-13-2022	170	97.0	Good
MidwayDr	0049	AC	359	20	Residential	01-13-2022	381	64.0	Fair
MidwayDr	0050	AC	409	20	Residential	01-13-2022	261	97.0	Good
MONROEST	0019	AC	462	36	Residential	01-13-2022	207	81.0	Satisfactory
OXFORDRD	0115	AC	319	25	Residential	04-01-2022	284	100.0	Good
PINETREELN	0016	AC	143	20	Residential	01-13-2022	188	94.0	Good
PLAZACT	0072	AC	692	30	Residential	01-13-2022	437	53.0	Poor
QuincyDr	0011	AC	1,153	26	Residential	01-13-2022	230	91.0	Good
QuincyDr	0012	AC	50	26	Residential	01-13-2022	571	44.0	Poor
QuincyDr	0057	AC	1,091	26	Residential	01-13-2022	264	71.0	Satisfactory
QuincyDr	0068	AC	1,023	30	Residential	01-13-2022	200	78.0	Satisfactory
QuincyDr	0069	AC	426	30	Residential	01-13-2022	202	75.0	Satisfactory
QUINCYDR	0228	AC	579	22	Residential	01-13-2022	213	82.0	Satisfactory
QUINCYDR	0229	AC	559	22	Residential	01-13-2022	255	79.0	Satisfactory
QUINCYST	0139	AC	370	21	Residential	01-13-2022	215	71.0	Satisfactory
QUINCYST	0140	AC	358	19	Residential	01-13-2022	337	91.0	Good
RALEIGHRD	0076	AC	211	26	Residential	04-01-2022	333	100.0	Good
RALEIGHRD	0077	AC	466	26	Residential	04-01-2022	306	100.0	Good
RIDGEFIELD	0169	AC	689	28	Residential	01-13-2022	315	74.0	Satisfactory
RIDGEMOORC	0156	AC	227	28	Residential	01-13-2022	442	67.0	Fair
RidgemoorD	0089	AC	220	24	Residential	01-13-2022	676	51.0	Poor
RidgemoorD	0090	AC	267	25	Residential	01-13-2022	182	80.0	Satisfactory
RidgemoorD	0091	AC	220	25	Residential	01-13-2022	154	85.0	Satisfactory
RidgemoorD	0092	AC	118	25	Residential	01-13-2022	383	79.0	Satisfactory
RidgemoorD	0093	AC	493	25	Residential	01-13-2022	183	81.0	Satisfactory
RidgemoorD	0094	AC	154	25	Residential	01-13-2022	168	84.0	Satisfactory
RIDGEMOORD	0154	AC	372	22	Residential	01-13-2022	263	90.0	Good
RIDGEMOORD	0155	AC	457	22	Residential	01-13-2022	308	85.0	Satisfactory
RidgemoorD	0157	AC	1,041	27	Residential	01-13-2022	199	70.0	Fair
RidgemoorD	0158	AC	2,331	21	Residential	01-13-2022	286	58.0	Fair
ROGERSCT	0084	AC	673	24	Residential	01-13-2022	257	58.0	Fair
RogersDr	0107	AC	608	28	Residential	01-13-2022	217	52.0	Poor
RogersDr	0108	AC	214	33	Residential	01-13-2022	351	71.0	Satisfactory
RogersDr	0109	AC	189	32	Residential	01-13-2022	350	74.0	Satisfactory
RogersDr	0110	AC	624	35	Residential	01-13-2022	274	67.0	Fair
ROGERSFARM	0217	AC	200	44	Residential	04-01-2022	505	100.0	Good
SHEFFIELD	0138	AC	720	26	Residential	01-13-2022	201	90.0	Good
SheridanDr	0003	AC	557	33	Residential	01-13-2022	203	84.0	Satisfactory
SheridanDr	0004	AC	583	33	Residential	01-13-2022	215	95.0	Good
SheridanDr	0005	AC	241	33	Residential	01-13-2022	215	93.0	Good
SheridanDr	0006	AC	313	33	Residential	01-13-2022	163	92.0	Good
SOMERSETCT	0224	AC	219	22	Residential	01-13-2022	593	68.0	Fair

Branch ID	Section ID	Surface Type	Length (ft)	Width (ft)	Functional Class	Date	IRI (in/mi)	PCI	PCI Category
SOMERSETRD	0130	AC	829	25	Residential	01-13-2022	263	67.0	Fair
SOMERSETRD	0131	AC	466	26	Residential	01-13-2022	266	66.0	Fair
SOMERSETRD	0132	AC	344	25	Residential	01-13-2022	186	78.0	Satisfactory
SQUIRELN	0114	AC	521	27	Residential	01-13-2022	257	64.0	Fair
STONEGATEC	0098	AC	503	26	Residential	01-13-2022	275	72.0	Satisfactory
STOUGHST	0111	AC	547	26	Residential	01-13-2022	212	75.0	Satisfactory
STRATFORDL	0171	AC	346	26	Residential	01-13-2022	198	89.0	Good
STRATFORDL	0172	AC	308	24	Residential	01-13-2022	308	87.0	Good
SUGARBUSHL	0040	AC	892	26	Residential	01-13-2022	226	90.0	Good
SUNSETRIDG	0073	AC	294	26	Residential	04-01-2022	345	100.0	Good
SUNSETRIDG	0074	AC	289	26	Residential	04-01-2022	171	100.0	Good
SUNSETRIDG	0075	AC	316	26	Residential	04-01-2022	205	100.0	Good
TennessAve	0242	AC	2,271	20	Residential	01-13-2022	205	59.0	Fair
ThurlowSt	0165	AC	259	22	Residential	01-13-2022	408	75.0	Satisfactory
ThurlowSt	0166	AC	186	22	Residential	01-13-2022	323	71.0	Satisfactory
TREMONTST	0148	AC	701	26	Residential	04-01-2022	265	100.0	Good
VirginiaAv	0096	AC	635	21	Residential	01-13-2022	320	72.0	Satisfactory
VirginiaAv	0221	AC	53	23	Residential	01-13-2022	316	88.0	Good
VIRGINIACT	0017	AC	560	20	Residential	01-13-2022	416	84.0	Satisfactory
VIRGINIACT	0018	AC	99	20	Residential	01-13-2022	158	91.0	Good
VIRGINIACT	0058	AC	1,184	21	Residential	01-13-2022	375	82.0	Satisfactory
WATERFORDC	0102	AC	400	25	Residential	01-13-2022	486	75.0	Satisfactory
WaterfordD	0173	AC	503	35	Residential	01-13-2022	244	94.0	Good
WaterfordD	0174	AC	127	35	Residential	01-13-2022	324	86.0	Good
WaterfordD	0175	AC	122	35	Residential	01-13-2022	381	96.0	Good
WaterfordD	0176	AC	222	35	Residential	01-13-2022	205	65.0	Fair
WaterfordD	0177	AC	200	35	Residential	01-13-2022	141	95.0	Good
WaterfordD	0178	AC	398	35	Residential	01-13-2022	147	95.0	Good
WaterfordD	0179	AC	681	32	Residential	01-13-2022	161	94.0	Good
WaterfordD	0180	AC	193	35	Residential	01-13-2022	94	95.0	Good
WaterfordD	0181	AC	194	32	Residential	01-13-2022	310	83.0	Satisfactory
WEDGEWOODC	0082	AC	249	25	Residential	01-13-2022	376	67.0	Fair
WEDGEWOODL	0116	AC	409	26	Residential	01-13-2022	261	59.0	Fair
WEDGEWOODL	0117	AC	219	26	Residential	01-13-2022	300	72.0	Satisfactory
WEDGEWOODL	0118	AC	291	26	Residential	01-13-2022	273	61.0	Fair
WESLEYST	0088	AC	668	25	Residential	04-01-2022	259	100.0	Good
WesternAve	0081	AC	212	15	Residential	01-13-2022	207	63.0	Fair
WesternAve	0085	AC	53	21	Residential	01-13-2022	635	98.0	Good
WesternAve	0106	AC	211	21	Residential	01-13-2022	222	67.0	Fair
WesternAve	0112	AC	318	16	Residential	01-13-2022	198	47.0	Poor
WesternAve	0128	AC	583	20	Residential	01-13-2022	258	63.0	Fair
WesternAve	0152	AC	318	18	Residential	01-13-2022	251	44.0	Poor
WesternAve	0160	AC	899	21	Residential	01-13-2022	172	69.0	Fair
WesternAve	0191	AC	106	17	Residential	01-13-2022	179	49.0	Poor
WesternAve	0192	AC	213	17	Residential	01-13-2022	153	49.0	Poor

List of 2021 PCI and IRI Values by Section

Branch ID	Section ID	Surface Type	Length (ft)	Width (ft)	Functional Class	Date	IRI (in/mi)	PCI	PCI Category
WesternAve	0198	AC	106	17	Residential	01-13-2022	285	61.0	Fair
WilliamsDr	0037	AC	209	23	Residential	01-13-2022	169	91.0	Good
Willowbroo	0039	AC	1,740	40	Collector	01-13-2022	241	77.0	Satisfactory
Willowbroo	0052	AC	665	37	Collector	01-13-2022	286	68.0	Fair
Willowbroo	0065	AC	563	45	Collector	01-13-2022	239	78.0	Satisfactory
WILLOWLN	0099	AC	250	25	Residential	01-13-2022	328	84.0	Satisfactory
WILLOWLN	0100	AC	458	21	Residential	01-13-2022	362	67.0	Fair
WILLOWOODL	0133	AC	1,273	29	Residential	01-13-2022	291	85.0	Satisfactory
WINGATERD	0161	AC	325	25	Residential	01-13-2022	226	48.0	Poor
WINGATERD	0162	AC	290	23	Residential	01-13-2022	192	60.0	Fair
WINGATERD	0163	AC	301	28	Residential	01-13-2022	217	56.0	Fair
WOODGATECT	0225	AC	472	25	Residential	01-13-2022	253	71.0	Satisfactory

Details of the 2022 Localized Distress Maintenance Plan

BranchID	Section ID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Section Length (Ft)	Section Width (Ft)	Last Insp Date	Work Qty	Work Unit	Unit Cost	Work Cost
58thPl	0227	L & T CR	Medium	61	Ft	0.5	Crack Sealing - AC	AC	531	23	01-13-2022	61	Ft	$1.50	$92
58thPl	0227	RUTTING	Medium	6	SqFt	0.1	Patching - AC Shallow	AC	531	23	01-13-2022	5	SqFt	$3.33	$19
58thPl	0227	L & T CR	High	16	Ft	0.1	Patching - AC Shallow	AC	531	23	01-13-2022	52	SqFt	$3.33	$173
58thPl	0129	L & T CR	Medium	267	Ft	1.7	Crack Sealing - AC	AC	680	23	01-13-2022	267	Ft	$1.50	$401
58thPl	0129	RUTTING	Medium	6	SqFt	0.0	Patching - AC Shallow	AC	680	23	01-13-2022	6	SqFt	$3.33	$21
58thPl	0129	L & T CR	High	70	Ft	0.5	Patching - AC Shallow	AC	680	23	01-13-2022	228	SqFt	$3.33	$760
58thPl	0129	ALLIGATOR CR	Medium	0	SqFt	0.0	Patching - AC Deep	AC	680	23	01-13-2022	5	SqFt	$6.67	$33
59thSt	0200	L & T CR	Medium	20	Ft	0.2	Crack Sealing - AC	AC	333	26	01-13-2022	20	Ft	$1.50	$30
59thSt	0202	L & T CR	Medium	120	Ft	1.5	Crack Sealing - AC	AC	324	25	01-13-2022	120	Ft	$1.50	$180
59thSt	0150	L & T CR	High	0	Ft	0.0	Patching - AC Shallow	AC	949	28	01-13-2022	1	SqFt	$3.33	$3
59thSt	0150	L & T CR	Medium	29	Ft	0.1	Crack Sealing - AC	AC	949	28	01-13-2022	29	Ft	$1.50	$43
59thSt	0197	L & T CR	Medium	3	Ft	0.0	Crack Sealing - AC	AC	320	30	01-13-2022	3	Ft	$1.50	$5
60thCt	0142	L & T CR	Medium	98	Ft	0.8	Crack Sealing - AC	AC	497	25	01-13-2022	98	Ft	$1.50	$147
60thCt	0142	L & T CR	High	1	Ft	0.0	Patching - AC Shallow	AC	497	25	01-13-2022	2	SqFt	$3.33	$9
60thCt	0142	RUTTING	Medium	71	SqFt	0.6	Patching - AC Shallow	AC	497	25	01-13-2022	71	SqFt	$3.33	$235
61stSt	0183	RUTTING	Medium	1	SqFt	0.2	Patching - AC Shallow	AC	42	23	01-13-2022	1	SqFt	$3.33	$5
61stSt	0183	L & T CR	High	6	Ft	0.6	Patching - AC Shallow	AC	42	23	01-13-2022	19	SqFt	$3.33	$63
61stSt	0183	L & T CR	Medium	21	Ft	2.1	Crack Sealing - AC	AC	42	23	01-13-2022	21	Ft	$1.50	$31
65thSt	0097	RUTTING	High	28	SqFt	0.9	Patching - AC Shallow	AC	161	19	01-13-2022	28	SqFt	$3.33	$94
67thPl	0083	RUTTING	Medium	233	SqFt	0.6	Patching - AC Shallow	AC	1914	20	01-13-2022	233	SqFt	$3.33	$775
67thPl	0083	RUTTING	High	38	SqFt	0.1	Patching - AC Deep	AC	1914	20	01-13-2022	38	SqFt	$6.67	$253
67thPl	0083	L & T CR	Medium	463	Ft	1.2	Crack Sealing - AC	AC	1914	20	01-13-2022	463	Ft	$1.50	$695
67thPl	0083	ALLIGATOR CR	Medium	6	SqFt	0.0	Patching - AC Deep	AC	1914	20	01-13-2022	19	SqFt	$6.67	$128
67thPl	0083	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	1914	20	01-13-2022	5	SqFt	$6.67	$34
67thPl	0083	L & T CR	High	151	Ft	0.4	Patching - AC Shallow	AC	1914	20	01-13-2022	496	SqFt	$3.33	$1,654
68thSt	0186	L & T CR	High	8	Ft	0.1	Patching - AC Shallow	AC	661	23	01-13-2022	26	SqFt	$3.33	$85
68thSt	0186	L & T CR	Medium	119	Ft	0.8	Crack Sealing - AC	AC	661	23	01-13-2022	119	Ft	$1.50	$179
68thSt	0186	RUTTING	High	7	SqFt	0.0	Patching - AC Deep	AC	661	23	01-13-2022	6	SqFt	$6.67	$44
68thSt	0186	RUTTING	Medium	12	SqFt	0.1	Patching - AC Shallow	AC	661	23	01-13-2022	12	SqFt	$3.33	$41
68thSt	0186	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	661	23	01-13-2022	6	SqFt	$6.67	$40
68thSt	0188	L & T CR	Medium	73	Ft	0.3	Crack Sealing - AC	AC	1105	26	01-13-2022	73	Ft	$1.50	$109
68thSt	0188	L & T CR	High	15	Ft	0.1	Patching - AC Shallow	AC	1105	26	01-13-2022	51	SqFt	$3.33	$168
68thSt	0187	L & T CR	Medium	85	Ft	1.5	Crack Sealing - AC	AC	206	28	01-13-2022	85	Ft	$1.50	$127
68thSt	0187	RUTTING	Medium	9	SqFt	0.2	Patching - AC Shallow	AC	206	28	01-13-2022	9	SqFt	$3.33	$30
69ST	0143	RUTTING	High	11	SqFt	0.1	Patching - AC Shallow	AC	1000	12	01-13-2022	11	SqFt	$3.33	$36
71stSt	0036	L & T CR	Medium	270	Ft	1.2	Crack Sealing - AC	AC	619	38	01-13-2022	270	Ft	$1.50	$406
71stSt	0036	POTHOLE	Low	10	Count	0.0	Patching - AC Deep	AC	619	38	01-13-2022	30	SqFt	$6.67	$203
71stSt	0036	L & T CR	High	136	Ft	0.6	Patching - AC Shallow	AC	619	38	01-13-2022	448	SqFt	$3.33	$1,491
73rd Ct	0243	RUTTING	Medium	170	SqFt	0.4	Patching - AC Shallow	AC	1671	24	01-13-2022	170	SqFt	$3.33	$566
73rd Ct	0243	RUTTING	High	51	SqFt	0.1	Patching - AC Deep	AC	1671	24	01-13-2022	51	SqFt	$6.67	$337
73rd Ct	0243	L & T CR	Medium	270	Ft	0.7	Crack Sealing - AC	AC	1671	24	01-13-2022	270	Ft	$1.50	$405
73rd Ct	0243	L & T CR	High	48	Ft	0.1	Patching - AC Shallow	AC	1671	24	01-13-2022	157	SqFt	$3.33	$523
75PL	0051	L & T CR	Medium	32	Ft	0.2	Crack Sealing - AC	AC	654	21	01-13-2022	32	Ft	$1.50	$49
75PL	0051	L & T CR	High	17	Ft	0.1	Patching - AC Shallow	AC	654	21	01-13-2022	57	SqFt	$3.33	$190
75PL	0051	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	654	21	01-13-2022	5	SqFt	$6.67	$37
75thSt	0027	L & T CR	High	2	Ft	0.0	Patching - AC Shallow	AC	225	40	01-13-2022	5	SqFt	$3.33	$18
75thSt	0027	L & T CR	Medium	60	Ft	0.7	Crack Sealing - AC	AC	225	40	01-13-2022	60	Ft	$1.50	$90

Details of the 2022 Localized Distress Maintenance Plan

BranchID	Section ID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Section Length (Ft)	Section Width (Ft)	Last Insp Date	Work Qty	Work Unit	Unit Cost	Work Cost
79thSt	0237	L & T CR	High	19	Ft	0.1	Patching - AC Shallow	AC	477	33	01-13-2022	61	SqFt	$3.33	$204
79thSt	0062	L & T CR	Medium	3	Ft	0.0	Crack Sealing - AC	AC	1292	33	01-13-2022	3	Ft	$1.50	$4
79thSt	0009	L & T CR	Medium	107	Ft	1.1	Crack Sealing - AC	AC	287	33	01-13-2022	107	Ft	$1.50	$160
79thSt	0060	L & T CR	Medium	41	Ft	0.4	Crack Sealing - AC	AC	442	23	01-13-2022	41	Ft	$1.50	$62
AdamsSt	0080	L & T CR	High	67	Ft	0.5	Patching - AC Shallow	AC	343	38	01-13-2022	221	SqFt	$3.33	$735
AdamsSt	0080	RUTTING	Medium	21	SqFt	0.2	Patching - AC Shallow	AC	343	38	01-13-2022	20	SqFt	$3.33	$70
AdamsSt	0080	L & T CR	Medium	130	Ft	1.0	Crack Sealing - AC	AC	343	38	01-13-2022	130	Ft	$1.50	$195
AdamsSt	0030	L & T CR	Medium	1	Ft	0.0	Crack Sealing - AC	AC	210	30	01-13-2022	1	Ft	$1.50	$1
AdamsSt	0028	RUTTING	High	17	SqFt	0.1	Patching - AC Shallow	AC	1023	30	01-13-2022	17	SqFt	$3.33	$57
AdamsSt	0029	L & T CR	High	44	Ft	0.3	Patching - AC Shallow	AC	552	30	01-13-2022	143	SqFt	$3.33	$478
AdamsSt	0029	POTHOLE	Low	3	Count	0.0	Patching - AC Deep	AC	552	30	01-13-2022	8	SqFt	$6.67	$51
AdamsSt	0029	L & T CR	Medium	434	Ft	2.6	Crack Sealing - AC	AC	552	30	01-13-2022	434	Ft	$1.50	$651
AdamsSt	0029	RUTTING	Medium	17	SqFt	0.1	Patching - AC Shallow	AC	552	30	01-13-2022	17	SqFt	$3.33	$57
AdamsSt	0078	L & T CR	Medium	163	Ft	2.2	Crack Sealing - AC	AC	335	22	01-13-2022	163	Ft	$1.50	$244
AdamsSt	0078	RUTTING	Medium	7	SqFt	0.1	Patching - AC Shallow	AC	335	22	01-13-2022	6	SqFt	$3.33	$23
AdamsSt	0078	L & T CR	High	2	Ft	0.0	Patching - AC Shallow	AC	335	22	01-13-2022	8	SqFt	$3.33	$24
AdamsSt	0079	RUTTING	High	6	SqFt	0.1	Patching - AC Shallow	AC	320	22	01-13-2022	6	SqFt	$3.33	$22
AdamsSt	0031	L & T CR	Medium	341	Ft	3.1	Crack Sealing - AC	AC	365	30	01-13-2022	341	Ft	$1.50	$511
AdamsSt	0031	L & T CR	High	31	Ft	0.3	Patching - AC Shallow	AC	365	30	01-13-2022	103	SqFt	$3.33	$344
AdamsSt	0031	POTHOLE	Low	8	Count	0.1	Patching - AC Deep	AC	365	30	01-13-2022	24	SqFt	$6.67	$161
AlabamaAve	0095	L & T CR	High	36	Ft	0.4	Patching - AC Shallow	AC	438	24	01-13-2022	119	SqFt	$3.33	$398
AlabamaAve	0095	L & T CR	Medium	226	Ft	2.2	Crack Sealing - AC	AC	438	24	01-13-2022	226	Ft	$1.50	$339
APPLETREEL	0002	RUTTING	Medium	7	SqFt	0.1	Patching - AC Shallow	AC	651	24	01-13-2022	8	SqFt	$3.33	$24
APPLETREEL	0002	L & T CR	Medium	62	Ft	0.4	Crack Sealing - AC	AC	651	24	01-13-2022	62	Ft	$1.50	$93
APPLETREEL	0001	L & T CR	Medium	2	Ft	0.0	Crack Sealing - AC	AC	625	24	01-13-2022	2	Ft	$1.50	$3
ARLENEAV	0035	L & T CR	High	17	Ft	0.1	Patching - AC Shallow	AC	838	20	01-13-2022	55	SqFt	$3.33	$184
ARLENEAV	0035	L & T CR	Medium	115	Ft	0.7	Crack Sealing - AC	AC	838	20	01-13-2022	115	Ft	$1.50	$173
ARLENEAV	0035	POTHOLE	Low	9	Count	0.1	Patching - AC Deep	AC	838	20	01-13-2022	26	SqFt	$6.67	$175
ARLENEAV	0026	L & T CR	Medium	65	Ft	0.7	Crack Sealing - AC	AC	429	23	01-13-2022	65	Ft	$1.50	$98
ARLENEAV	0026	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	429	23	01-13-2022	6	SqFt	$6.67	$43
BENTLEYAVE	0120	L & T CR	Medium	101	Ft	1.0	Crack Sealing - AC	AC	512	19	01-13-2022	101	Ft	$1.50	$152
BENTLEYAVE	0120	RUTTING	High	6	SqFt	0.1	Patching - AC Deep	AC	512	19	01-13-2022	5	SqFt	$6.67	$38
BENTLEYAVE	0120	RUTTING	Medium	23	SqFt	0.2	Patching - AC Shallow	AC	512	19	01-13-2022	23	SqFt	$3.33	$75
BENTLEYAVE	0190	L & T CR	High	23	Ft	0.1	Patching - AC Shallow	AC	1323	22	01-13-2022	75	SqFt	$3.33	$251
BENTLEYAVE	0190	L & T CR	Medium	280	Ft	1.0	Crack Sealing - AC	AC	1323	22	01-13-2022	281	Ft	$1.50	$421
BENTLEYAVE	0194	RUTTING	High	52	SqFt	0.4	Patching - AC Shallow	AC	639	21	01-13-2022	53	SqFt	$3.33	$174
BENTLEYAVE	0119	L & T CR	Medium	45	Ft	0.4	Crack Sealing - AC	AC	599	20	01-13-2022	45	Ft	$1.50	$67
BENTLEYAVE	0119	L & T CR	High	15	Ft	0.1	Patching - AC Shallow	AC	599	20	01-13-2022	51	SqFt	$3.33	$169
BENTLEYAVE	0119	RUTTING	High	6	SqFt	0.1	Patching - AC Deep	AC	599	20	01-13-2022	5	SqFt	$6.67	$38
BentleyAve	0223	RUTTING	High	145	SqFt	0.6	Patching - AC Shallow	AC	1323	18	01-13-2022	144	SqFt	$3.33	$482
BentleyAve	0222	RUTTING	High	32	SqFt	0.1	Patching - AC Deep	AC	1327	23	01-13-2022	32	SqFt	$6.67	$214
BentleyAve	0222	L & T CR	High	83	Ft	0.3	Patching - AC Shallow	AC	1327	23	01-13-2022	270	SqFt	$3.33	$901
BentleyAve	0222	L & T CR	Medium	385	Ft	1.3	Crack Sealing - AC	AC	1327	23	01-13-2022	385	Ft	$1.50	$577
BentleyAve	0222	RUTTING	Medium	83	SqFt	0.3	Patching - AC Shallow	AC	1327	23	01-13-2022	84	SqFt	$3.33	$278
BentleyAve	0222	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	1327	23	01-13-2022	5	SqFt	$6.67	$39
BENTWOODLN	0145	L & T CR	Medium	311	Ft	2.4	Crack Sealing - AC	AC	536	24	01-13-2022	311	Ft	$1.50	$466
BENTWOODLN	0145	L & T CR	High	64	Ft	0.5	Patching - AC Shallow	AC	536	24	01-13-2022	212	SqFt	$3.33	$704

Details of the 2022 Localized Distress Maintenance Plan

BranchID	Section ID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Section Length (Ft)	Section Width (Ft)	Last Insp Date	Work Qty	Work Unit	Unit Cost	Work Cost
BENTWOODLN	0145	RUTTING	Medium	7	SqFt	0.1	Patching - AC Shallow	AC	536	24	01-13-2022	8	SqFt	$3.33	$24
BLACKBERRY	0044	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	449	24	01-13-2022	6	SqFt	$6.67	$43
BLACKBERRY	0042	L & T CR	High	0	Ft	0.0	Patching - AC Shallow	AC	843	24	01-13-2022	1	SqFt	$3.33	$2
BLACKBERRY	0042	L & T CR	Medium	34	Ft	0.2	Crack Sealing - AC	AC	843	24	01-13-2022	34	Ft	$1.50	$51
BROOKBANKR	0066	RUTTING	High	12	SqFt	0.0	Patching - AC Shallow	AC	1314	22	01-13-2022	13	SqFt	$3.33	$42
BROOKBANKR	0067	RUTTING	Medium	31	SqFt	0.1	Patching - AC Shallow	AC	1326	22	01-13-2022	31	SqFt	$3.33	$104
BROOKBANKR	0067	L & T CR	High	82	Ft	0.3	Patching - AC Shallow	AC	1326	22	01-13-2022	270	SqFt	$3.33	$899
BROOKBANKR	0067	POTHOLE	Low	6	Count	0.0	Patching - AC Deep	AC	1326	22	01-13-2022	17	SqFt	$6.67	$112
BROOKBANKR	0067	L & T CR	Medium	436	Ft	1.5	Crack Sealing - AC	AC	1326	22	01-13-2022	436	Ft	$1.50	$654
BushHillRd	0241	RUTTING	Medium	39	SqFt	0.2	Patching - AC Shallow	AC	756	24	01-13-2022	39	SqFt	$3.33	$130
BushHillRd	0241	L & T CR	Medium	320	Ft	1.8	Crack Sealing - AC	AC	756	24	01-13-2022	321	Ft	$1.50	$481
BushHillRd	0241	L & T CR	High	77	Ft	0.4	Patching - AC Shallow	AC	756	24	01-13-2022	252	SqFt	$3.33	$838
CAITLINCT	0122	L & T CR	Medium	188	Ft	1.7	Crack Sealing - AC	AC	403	28	01-13-2022	188	Ft	$1.50	$283
CAITLINCT	0122	L & T CR	High	141	Ft	1.3	Patching - AC Shallow	AC	403	28	01-13-2022	464	SqFt	$3.33	$1,545
CAITLINCT	0122	RUTTING	Medium	38	SqFt	0.3	Patching - AC Shallow	AC	403	28	01-13-2022	38	SqFt	$3.33	$126
CHATELAINE	0151	L & T CR	High	4	Ft	0.2	Patching - AC Shallow	AC	89	23	01-20-2022	13	SqFt	$3.33	$42
CHATELAINE	0151	L & T CR	Medium	72	Ft	3.5	Crack Sealing - AC	AC	89	23	01-20-2022	72	Ft	$1.50	$108
Chatelaine	0206	RUTTING	High	8	SqFt	0.1	Patching - AC Deep	AC	504	25	01-20-2022	8	SqFt	$6.67	$51
Chatelaine	0206	L & T CR	High	31	Ft	0.2	Patching - AC Shallow	AC	504	25	01-20-2022	101	SqFt	$3.33	$336
Chatelaine	0206	L & T CR	Medium	101	Ft	0.8	Crack Sealing - AC	AC	504	25	01-20-2022	101	Ft	$1.50	$151
Chatelaine	0206	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	504	25	01-20-2022	6	SqFt	$6.67	$46
Chatelaine	0205	POTHOLE	Low	1	Count	0.0	Patching - AC Deep	AC	214	23	01-13-2022	1	SqFt	$6.67	$10
Chatelaine	0205	RUTTING	High	2	SqFt	0.0	Patching - AC Deep	AC	214	23	01-13-2022	2	SqFt	$6.67	$11
Chatelaine	0205	L & T CR	Medium	97	Ft	2.0	Crack Sealing - AC	AC	214	23	01-13-2022	97	Ft	$1.50	$145
Chatelaine	0205	L & T CR	High	18	Ft	0.4	Patching - AC Shallow	AC	214	23	01-13-2022	59	SqFt	$3.33	$197
CHAUCERCT	0121	L & T CR	High	152	Ft	0.8	Patching - AC Shallow	AC	735	25	01-13-2022	498	SqFt	$3.33	$1,660
CHAUCERCT	0121	RUTTING	Medium	44	SqFt	0.2	Patching - AC Shallow	AC	735	25	01-13-2022	44	SqFt	$3.33	$146
CHAUCERCT	0121	L & T CR	Medium	482	Ft	2.6	Crack Sealing - AC	AC	735	25	01-13-2022	482	Ft	$1.50	$723
CHERRYTREE	0056	L & T CR	Medium	17	Ft	0.1	Crack Sealing - AC	AC	745	24	01-13-2022	17	Ft	$1.50	$26
CHERRYTREE	0056	RUTTING	Medium	7	SqFt	0.0	Patching - AC Shallow	AC	745	24	01-13-2022	6	SqFt	$3.33	$23
CHERRYTREE	0055	L & T CR	Medium	7	Ft	0.0	Crack Sealing - AC	AC	941	24	01-13-2022	7	Ft	$1.50	$10
CHERRYTREE	0055	RUTTING	High	7	SqFt	0.0	Patching - AC Deep	AC	941	24	01-13-2022	6	SqFt	$6.67	$45
ClarendonH	0104	RUTTING	Medium	23	SqFt	0.3	Patching - AC Shallow	AC	339	24	01-13-2022	23	SqFt	$3.33	$75
ClarendonH	0104	L & T CR	High	1	Ft	0.0	Patching - AC Shallow	AC	339	24	01-13-2022	4	SqFt	$3.33	$16
ClarendonH	0104	L & T CR	Medium	1	Ft	0.0	Crack Sealing - AC	AC	339	24	01-13-2022	1	Ft	$1.50	$1
ClarendonH	0167	L & T CR	Medium	36	Ft	0.3	Crack Sealing - AC	AC	555	23	01-13-2022	36	Ft	$1.50	$54
ClarendonH	0167	L & T CR	High	35	Ft	0.3	Patching - AC Shallow	AC	555	23	01-13-2022	115	SqFt	$3.33	$384
ClarendonH	0209	L & T CR	Medium	312	Ft	1.7	Crack Sealing - AC	AC	656	28	01-13-2022	312	Ft	$1.50	$468
ClarendonH	0041	L & T CR	Medium	21	Ft	0.2	Crack Sealing - AC	AC	242	39	01-13-2022	21	Ft	$1.50	$31
ClarendonH	0015	L & T CR	Medium	184	Ft	1.4	Crack Sealing - AC	AC	540	25	01-13-2022	184	Ft	$1.50	$276
ClarendonH	0213	L & T CR	Medium	1	Ft	0.0	Crack Sealing - AC	AC	494	27	01-13-2022	1	Ft	$1.50	$1
ClarendonH	0216	L & T CR	Medium	1	Ft	0.0	Crack Sealing - AC	AC	308	24	01-13-2022	1	Ft	$1.50	$1
CoralynnCt	0239	L & T CR	Medium	123	Ft	1.4	Crack Sealing - AC	AC	309	29	01-13-2022	123	Ft	$1.50	$185
CoralynnCt	0239	L & T CR	High	21	Ft	0.2	Patching - AC Shallow	AC	309	29	01-13-2022	68	SqFt	$3.33	$226
CreeksideC	0220	L & T CR	High	15	Ft	0.2	Patching - AC Shallow	AC	338	25	01-13-2022	50	SqFt	$3.33	$166
CreeksideC	0220	RUTTING	Medium	7	SqFt	0.1	Patching - AC Shallow	AC	338	25	01-13-2022	6	SqFt	$3.33	$22
CreeksideC	0220	L & T CR	Medium	78	Ft	0.9	Crack Sealing - AC	AC	338	25	01-13-2022	78	Ft	$1.50	$117

Details of the 2022 Localized Distress Maintenance Plan

BranchID	Section ID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Section Length (Ft)	Section Width (Ft)	Last Insp Date	Work Qty	Work Unit	Unit Cost	Work Cost
CreeksideC	0220	RUTTING	High	6	SqFt	0.1	Patching - AC Deep	AC	338	25	01-13-2022	5	SqFt	$6.67	$37
EleanorPl	0024	L & T CR	Medium	15	Ft	0.1	Crack Sealing - AC	AC	1072	23	01-13-2022	15	Ft	$1.50	$22
EleanorPl	0024	L & T CR	High	5	Ft	0.0	Patching - AC Shallow	AC	1072	23	01-13-2022	16	SqFt	$3.33	$55
EleanorPl	0024	RUTTING	Medium	7	SqFt	0.0	Patching - AC Shallow	AC	1072	23	01-13-2022	6	SqFt	$3.33	$22
EleanorPl	0025	L & T CR	High	41	Ft	0.6	Patching - AC Shallow	AC	283	23	01-13-2022	133	SqFt	$3.33	$444
EleanorPl	0025	L & T CR	Medium	81	Ft	1.2	Crack Sealing - AC	AC	283	23	01-13-2022	81	Ft	$1.50	$121
EleanorPl	0070	L & T CR	Medium	245	Ft	2.3	Crack Sealing - AC	AC	441	24	01-13-2022	244	Ft	$1.50	$367
EleanorPl	0070	L & T CR	High	52	Ft	0.5	Patching - AC Shallow	AC	441	24	01-13-2022	169	SqFt	$3.33	$564
EleanorPl	0022	L & T CR	Medium	80	Ft	0.5	Crack Sealing - AC	AC	731	23	01-13-2022	80	Ft	$1.50	$120
EleanorPl	0022	L & T CR	High	219	Ft	1.3	Patching - AC Shallow	AC	731	23	01-13-2022	720	SqFt	$3.33	$2,398
ExecutiveD	0010	POTHOLE	Low	3	Count	0.0	Patching - AC Deep	AC	1009	30	01-13-2022	8	SqFt	$6.67	$52
ExecutiveD	0010	L & T CR	Medium	503	Ft	1.7	Crack Sealing - AC	AC	1009	30	01-13-2022	503	Ft	$1.50	$754
ExecutiveD	0010	L & T CR	High	9	Ft	0.0	Patching - AC Shallow	AC	1009	30	01-13-2022	29	SqFt	$3.33	$98
ExecutiveD	0010	RUTTING	Medium	17	SqFt	0.1	Patching - AC Shallow	AC	1009	30	01-13-2022	17	SqFt	$3.33	$57
ExecutiveD	0021	RUTTING	High	41	SqFt	0.2	Patching - AC Shallow	AC	600	36	01-13-2022	41	SqFt	$3.33	$138
FrontageRd	0046	RUTTING	High	22	SqFt	0.3	Patching - AC Shallow	AC	311	24	01-13-2022	23	SqFt	$3.33	$74
GARFIELDRI	0144	L & T CR	High	3	Ft	0.0	Patching - AC Shallow	AC	739	26	01-13-2022	11	SqFt	$3.33	$36
GARFIELDRI	0144	L & T CR	Medium	147	Ft	0.8	Crack Sealing - AC	AC	739	26	01-13-2022	147	Ft	$1.50	$220
GARFIELDRI	0144	RUTTING	High	7	SqFt	0.0	Patching - AC Deep	AC	739	26	01-13-2022	6	SqFt	$6.67	$44
GARFIELDRI	0144	RUTTING	Medium	27	SqFt	0.1	Patching - AC Shallow	AC	739	26	01-13-2022	27	SqFt	$3.33	$91
GarfieldSt	0240	RUTTING	Medium	129	SqFt	0.3	Patching - AC Shallow	AC	2277	23	01-13-2022	129	SqFt	$3.33	$428
GarfieldSt	0240	L & T CR	High	2	Ft	0.0	Patching - AC Shallow	AC	2277	23	01-13-2022	6	SqFt	$3.33	$20
GarfieldSt	0240	L & T CR	Medium	1,431	Ft	2.7	Crack Sealing - AC	AC	2277	23	01-13-2022	1431	Ft	$1.50	$2,146
GRIFFINWAY	0007	RUTTING	High	24	SqFt	0.2	Patching - AC Shallow	AC	579	28	01-13-2022	24	SqFt	$3.33	$79
HIDDENBROO	0203	L & T CR	High	8	Ft	0.1	Patching - AC Shallow	AC	295	27	01-13-2022	26	SqFt	$3.33	$84
HIDDENBROO	0203	L & T CR	Medium	180	Ft	2.3	Crack Sealing - AC	AC	295	27	01-13-2022	180	Ft	$1.50	$270
HolmesAv	0208	L & T CR	Medium	492	Ft	5.4	Crack Sealing - AC	AC	328	28	01-13-2022	491	Ft	$1.50	$737
HolmesAv	0208	L & T CR	High	0	Ft	0.0	Patching - AC Shallow	AC	328	28	01-13-2022	0	SqFt	$3.33	$1
HONEYLOCUS	0034	RUTTING	Medium	8	SqFt	0.1	Patching - AC Shallow	AC	443	27	01-13-2022	8	SqFt	$3.33	$26
KINGSWOODC	0101	RUTTING	Medium	20	SqFt	0.2	Patching - AC Shallow	AC	496	23	01-13-2022	19	SqFt	$3.33	$66
KINGSWOODC	0101	L & T CR	Medium	129	Ft	1.1	Crack Sealing - AC	AC	496	23	01-13-2022	129	Ft	$1.50	$193
KINGSWOODC	0101	L & T CR	High	32	Ft	0.3	Patching - AC Shallow	AC	496	23	01-13-2022	105	SqFt	$3.33	$350
KingswoodR	0135	L & T CR	High	73	Ft	1.2	Patching - AC Shallow	AC	245	24	01-13-2022	238	SqFt	$3.33	$794
KingswoodR	0135	RUTTING	Medium	7	SqFt	0.1	Patching - AC Shallow	AC	245	24	01-13-2022	8	SqFt	$3.33	$25
KingswoodR	0135	L & T CR	Medium	76	Ft	1.3	Crack Sealing - AC	AC	245	24	01-13-2022	76	Ft	$1.50	$113
LANECT	0113	RUTTING	High	7	SqFt	0.1	Patching - AC Shallow	AC	384	20	01-13-2022	8	SqFt	$3.33	$24
MARTINDR	0105	RUTTING	Medium	19	SqFt	0.1	Patching - AC Shallow	AC	956	22	01-13-2022	19	SqFt	$3.33	$63
MARTINDR	0105	L & T CR	Medium	217	Ft	1.0	Crack Sealing - AC	AC	956	22	01-13-2022	217	Ft	$1.50	$326
MARTINDR	0105	POTHOLE	Low	6	Count	0.0	Patching - AC Deep	AC	956	22	01-13-2022	17	SqFt	$6.67	$114
MARTINDR	0105	RUTTING	High	12	SqFt	0.1	Patching - AC Deep	AC	956	22	01-13-2022	12	SqFt	$6.67	$79
MARTINDR	0105	L & T CR	High	47	Ft	0.2	Patching - AC Shallow	AC	956	22	01-13-2022	154	SqFt	$3.33	$514
MIDWAYDR	0038	POTHOLE	Low	8	Count	0.0	Patching - AC Deep	AC	852	47	01-13-2022	25	SqFt	$6.67	$163
MIDWAYDR	0038	L & T CR	Medium	215	Ft	0.5	Crack Sealing - AC	AC	852	47	01-13-2022	215	Ft	$1.50	$323
MIDWAYDR	0038	RUTTING	Medium	50	SqFt	0.1	Patching - AC Shallow	AC	852	47	01-13-2022	51	SqFt	$3.33	$168
MIDWAYDR	0038	L & T CR	High	84	Ft	0.2	Patching - AC Shallow	AC	852	47	01-13-2022	277	SqFt	$3.33	$921
MidwayDr	0049	RUTTING	High	12	SqFt	0.2	Patching - AC Shallow	AC	359	20	01-13-2022	12	SqFt	$3.33	$39
PLAZACT	0072	RUTTING	High	26	SqFt	0.1	Patching - AC Shallow	AC	692	30	01-13-2022	26	SqFt	$3.33	$86

Details of the 2022 Localized Distress Maintenance Plan

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QuincyDr	0057	RUTTING	Medium	7	SqFt	0.0	Patching - AC Shallow	AC	1091	26	01-13-2022	8	SqFt	$3.33	$25
QuincyDr	0057	L & T CR	High	5	Ft	0.0	Patching - AC Shallow	AC	1091	26	01-13-2022	16	SqFt	$3.33	$53
QuincyDr	0057	L & T CR	Medium	542	Ft	1.9	Crack Sealing - AC	AC	1091	26	01-13-2022	542	Ft	$1.50	$813
QuincyDr	0057	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	1091	26	01-13-2022	6	SqFt	$6.67	$45
QuincyDr	0069	L & T CR	Medium	48	Ft	0.4	Crack Sealing - AC	AC	426	30	01-13-2022	48	Ft	$1.50	$72
QuincyDr	0069	L & T CR	High	7	Ft	0.1	Patching - AC Shallow	AC	426	30	01-13-2022	25	SqFt	$3.33	$81
QuincyDr	0068	L & T CR	High	19	Ft	0.1	Patching - AC Shallow	AC	1023	30	01-13-2022	62	SqFt	$3.33	$206
QuincyDr	0068	L & T CR	Medium	194	Ft	0.6	Crack Sealing - AC	AC	1023	30	01-13-2022	194	Ft	$1.50	$290
QuincyDr	0068	POTHOLE	Low	3	Count	0.0	Patching - AC Deep	AC	1023	30	01-13-2022	8	SqFt	$6.67	$52
QuincyDr	0011	L & T CR	Medium	29	Ft	0.1	Crack Sealing - AC	AC	1153	26	01-13-2022	30	Ft	$1.50	$44
QUINCYDR	0229	L & T CR	Medium	130	Ft	1.1	Crack Sealing - AC	AC	559	22	01-13-2022	130	Ft	$1.50	$195
QUINCYDR	0229	L & T CR	High	54	Ft	0.4	Patching - AC Shallow	AC	559	22	01-13-2022	177	SqFt	$3.33	$589
QUINCYDR	0229	RUTTING	Medium	6	SqFt	0.1	Patching - AC Shallow	AC	559	22	01-13-2022	6	SqFt	$3.33	$21
QUINCYDR	0229	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	559	22	01-13-2022	5	SqFt	$6.67	$38
QUINCYDR	0228	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	579	22	01-13-2022	5	SqFt	$6.67	$35
QUINCYDR	0228	RUTTING	Medium	6	SqFt	0.1	Patching - AC Shallow	AC	579	22	01-13-2022	5	SqFt	$3.33	$20
QUINCYDR	0228	L & T CR	Medium	118	Ft	0.9	Crack Sealing - AC	AC	579	22	01-13-2022	118	Ft	$1.50	$178
QUINCYST	0140	L & T CR	Medium	9	Ft	0.1	Crack Sealing - AC	AC	358	19	01-13-2022	9	Ft	$1.50	$13
QUINCYST	0139	L & T CR	High	17	Ft	0.2	Patching - AC Shallow	AC	370	21	01-13-2022	56	SqFt	$3.33	$187
QUINCYST	0139	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	370	21	01-13-2022	5	SqFt	$6.67	$36
QUINCYST	0139	L & T CR	Medium	153	Ft	2.0	Crack Sealing - AC	AC	370	21	01-13-2022	153	Ft	$1.50	$229
RIDGEFIELD	0169	L & T CR	High	353	Ft	1.8	Patching - AC Shallow	AC	689	28	01-13-2022	1157	SqFt	$3.33	$3,853
RIDGEFIELD	0169	RUTTING	High	29	SqFt	0.2	Patching - AC Deep	AC	689	28	01-13-2022	29	SqFt	$6.67	$191
RIDGEFIELD	0169	L & T CR	Medium	211	Ft	1.1	Crack Sealing - AC	AC	689	28	01-13-2022	211	Ft	$1.50	$317
RIDGEMOORC	0156	POTHOLE	Low	4	Count	0.1	Patching - AC Deep	AC	227	28	01-13-2022	12	SqFt	$6.67	$82
RIDGEMOORC	0156	L & T CR	High	5	Ft	0.1	Patching - AC Shallow	AC	227	28	01-13-2022	17	SqFt	$3.33	$57
RIDGEMOORC	0156	L & T CR	Medium	143	Ft	2.3	Crack Sealing - AC	AC	227	28	01-13-2022	143	Ft	$1.50	$215
RidgemoorD	0093	L & T CR	Medium	8	Ft	0.1	Crack Sealing - AC	AC	493	25	01-13-2022	8	Ft	$1.50	$12
RidgemoorD	0157	RUTTING	Medium	39	SqFt	0.1	Patching - AC Shallow	AC	1041	27	01-13-2022	39	SqFt	$3.33	$130
RidgemoorD	0157	POTHOLE	Low	7	Count	0.0	Patching - AC Deep	AC	1041	27	01-13-2022	22	SqFt	$6.67	$141
RidgemoorD	0157	L & T CR	Medium	330	Ft	1.2	Crack Sealing - AC	AC	1041	27	01-13-2022	330	Ft	$1.50	$495
RidgemoorD	0157	L & T CR	High	40	Ft	0.1	Patching - AC Shallow	AC	1041	27	01-13-2022	132	SqFt	$3.33	$442
RidgemoorD	0158	RUTTING	High	35	SqFt	0.1	Patching - AC Shallow	AC	2331	21	01-13-2022	36	SqFt	$3.33	$117
RIDGEMOORD	0154	L & T CR	Medium	2	Ft	0.0	Crack Sealing - AC	AC	372	22	01-13-2022	2	Ft	$1.50	$2
RIDGEMOORD	0154	L & T CR	High	13	Ft	0.2	Patching - AC Shallow	AC	372	22	01-13-2022	42	SqFt	$3.33	$139
RIDGEMOORD	0155	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	457	22	01-13-2022	6	SqFt	$6.67	$40
RIDGEMOORD	0155	L & T CR	Medium	29	Ft	0.3	Crack Sealing - AC	AC	457	22	01-13-2022	29	Ft	$1.50	$43
RIDGEMOORD	0155	L & T CR	High	2	Ft	0.0	Patching - AC Shallow	AC	457	22	01-13-2022	5	SqFt	$3.33	$17
RogersDr	0108	L & T CR	Medium	42	Ft	0.6	Crack Sealing - AC	AC	214	33	01-13-2022	42	Ft	$1.50	$62
RogersDr	0109	L & T CR	Medium	100	Ft	1.7	Crack Sealing - AC	AC	189	32	01-13-2022	100	Ft	$1.50	$150
RogersDr	0110	L & T CR	High	0	Ft	0.0	Patching - AC Shallow	AC	624	35	01-13-2022	1	SqFt	$3.33	$3
RogersDr	0110	L & T CR	Medium	535	Ft	2.5	Crack Sealing - AC	AC	624	35	01-13-2022	534	Ft	$1.50	$802
RogersDr	0110	RUTTING	Medium	20	SqFt	0.1	Patching - AC Shallow	AC	624	35	01-13-2022	20	SqFt	$3.33	$67
SHEFFIELD	0138	L & T CR	High	29	Ft	0.2	Patching - AC Shallow	AC	720	26	01-13-2022	95	SqFt	$3.33	$317
SHEFFIELD	0138	RUTTING	High	8	SqFt	0.0	Patching - AC Deep	AC	720	26	01-13-2022	8	SqFt	$6.67	$51
SHEFFIELD	0138	L & T CR	Medium	22	Ft	0.1	Crack Sealing - AC	AC	720	26	01-13-2022	22	Ft	$1.50	$32
SHEFFIELD	0138	RUTTING	Medium	8	SqFt	0.0	Patching - AC Shallow	AC	720	26	01-13-2022	8	SqFt	$3.33	$25

Details of the 2022 Localized Distress Maintenance Plan

BranchID	Section ID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Section Length (Ft)	Section Width (Ft)	Last Insp Date	Work Qty	Work Unit	Unit Cost	Work Cost
SheridanDr	0004	L & T CR	Medium	30	Ft	0.2	Crack Sealing - AC	AC	583	33	01-13-2022	30	Ft	$1.50	$45
SheridanDr	0003	RUTTING	Medium	10	SqFt	0.1	Patching - AC Shallow	AC	557	33	01-13-2022	10	SqFt	$3.33	$33
SOMERSETCT	0224	L & T CR	High	61	Ft	1.3	Patching - AC Shallow	AC	219	22	01-13-2022	199	SqFt	$3.33	$664
SOMERSETCT	0224	L & T CR	Medium	48	Ft	1.0	Crack Sealing - AC	AC	219	22	01-13-2022	48	Ft	$1.50	$72
SOMERSETCT	0224	RUTTING	Medium	23	SqFt	0.5	Patching - AC Shallow	AC	219	22	01-13-2022	23	SqFt	$3.33	$76
SOMERSETRD	0132	L & T CR	Medium	36	Ft	0.4	Crack Sealing - AC	AC	344	25	01-13-2022	36	Ft	$1.50	$54
SOMERSETRD	0131	L & T CR	High	234	Ft	1.9	Patching - AC Shallow	AC	466	26	01-13-2022	767	SqFt	$3.33	$2,555
SOMERSETRD	0131	L & T CR	Medium	136	Ft	1.1	Crack Sealing - AC	AC	466	26	01-13-2022	136	Ft	$1.50	$204
SOMERSETRD	0130	RUTTING	High	7	SqFt	0.0	Patching - AC Deep	AC	829	25	01-13-2022	8	SqFt	$6.67	$48
SOMERSETRD	0130	L & T CR	Medium	137	Ft	0.7	Crack Sealing - AC	AC	829	25	01-13-2022	137	Ft	$1.50	$206
SOMERSETRD	0130	L & T CR	High	238	Ft	1.2	Patching - AC Shallow	AC	829	25	01-13-2022	781	SqFt	$3.33	$2,604
SOMERSETRD	0130	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	829	25	01-13-2022	6	SqFt	$6.67	$43
SOMERSETRD	0130	RUTTING	Medium	65	SqFt	0.3	Patching - AC Shallow	AC	829	25	01-13-2022	65	SqFt	$3.33	$216
SQUIRELN	0114	RUTTING	High	15	SqFt	0.1	Patching - AC Shallow	AC	521	27	01-13-2022	15	SqFt	$3.33	$50
STONEGATEC	0098	L & T CR	High	51	Ft	0.4	Patching - AC Shallow	AC	503	26	01-13-2022	166	SqFt	$3.33	$552
STONEGATEC	0098	RUTTING	Medium	21	SqFt	0.2	Patching - AC Shallow	AC	503	26	01-13-2022	20	SqFt	$3.33	$69
STONEGATEC	0098	L & T CR	Medium	233	Ft	1.8	Crack Sealing - AC	AC	503	26	01-13-2022	233	Ft	$1.50	$350
STOUGHST	0111	POTHOLE	Low	5	Count	0.0	Patching - AC Deep	AC	547	26	01-13-2022	14	SqFt	$6.67	$95
STOUGHST	0111	RUTTING	Medium	40	SqFt	0.3	Patching - AC Shallow	AC	547	26	01-13-2022	40	SqFt	$3.33	$131
STOUGHST	0111	L & T CR	Medium	113	Ft	0.8	Crack Sealing - AC	AC	547	26	01-13-2022	113	Ft	$1.50	$169
STOUGHST	0111	L & T CR	High	34	Ft	0.2	Patching - AC Shallow	AC	547	26	01-13-2022	113	SqFt	$3.33	$375
STRATFORDL	0172	RUTTING	Medium	15	SqFt	0.2	Patching - AC Shallow	AC	308	24	01-13-2022	15	SqFt	$3.33	$49
STRATFORDL	0172	L & T CR	Medium	31	Ft	0.4	Crack Sealing - AC	AC	308	24	01-13-2022	32	Ft	$1.50	$47
SUGARBUSHL	0040	RUTTING	Medium	8	SqFt	0.0	Patching - AC Shallow	AC	892	26	01-13-2022	8	SqFt	$3.33	$26
SUGARBUSHL	0040	L & T CR	Medium	1	Ft	0.0	Crack Sealing - AC	AC	892	26	01-13-2022	1	Ft	$1.50	$2
ThurlowSt	0166	L & T CR	Medium	36	Ft	0.9	Crack Sealing - AC	AC	186	22	01-13-2022	36	Ft	$1.50	$54
ThurlowSt	0166	L & T CR	High	0	Ft	0.0	Patching - AC Shallow	AC	186	22	01-13-2022	0	SqFt	$3.33	$0
ThurlowSt	0165	L & T CR	High	16	Ft	0.3	Patching - AC Shallow	AC	259	22	01-13-2022	52	SqFt	$3.33	$171
ThurlowSt	0165	L & T CR	Medium	7	Ft	0.1	Crack Sealing - AC	AC	259	22	01-13-2022	7	Ft	$1.50	$11
VirginiaAv	0096	L & T CR	High	52	Ft	0.4	Patching - AC Shallow	AC	635	21	01-13-2022	172	SqFt	$3.33	$573
VirginiaAv	0096	L & T CR	Medium	52	Ft	0.4	Crack Sealing - AC	AC	635	21	01-13-2022	52	Ft	$1.50	$78
VirginiaAv	0096	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	635	21	01-13-2022	5	SqFt	$6.67	$37
VIRGINIACT	0017	L & T CR	High	7	Ft	0.1	Patching - AC Shallow	AC	560	20	01-13-2022	23	SqFt	$3.33	$76
VIRGINIACT	0017	L & T CR	Medium	73	Ft	0.7	Crack Sealing - AC	AC	560	20	01-13-2022	73	Ft	$1.50	$110
VIRGINIACT	0017	RUTTING	Medium	11	SqFt	0.1	Patching - AC Shallow	AC	560	20	01-13-2022	11	SqFt	$3.33	$36
VIRGINIACT	0018	L & T CR	High	6	Ft	0.3	Patching - AC Shallow	AC	99	20	01-13-2022	19	SqFt	$3.33	$63
VIRGINIACT	0058	L & T CR	High	29	Ft	0.1	Patching - AC Shallow	AC	1184	21	01-13-2022	96	SqFt	$3.33	$321
VIRGINIACT	0058	L & T CR	Medium	103	Ft	0.4	Crack Sealing - AC	AC	1184	21	01-13-2022	103	Ft	$1.50	$154
VIRGINIACT	0058	RUTTING	Medium	70	SqFt	0.3	Patching - AC Shallow	AC	1184	21	01-13-2022	70	SqFt	$3.33	$232
VIRGINIACT	0058	POTHOLE	Low	5	Count	0.0	Patching - AC Deep	AC	1184	21	01-13-2022	16	SqFt	$6.67	$107
VIRGINIACT	0058	RUTTING	High	6	SqFt	0.0	Patching - AC Deep	AC	1184	21	01-13-2022	6	SqFt	$6.67	$40
WATERFORDC	0102	L & T CR	Medium	23	Ft	0.2	Crack Sealing - AC	AC	400	25	01-13-2022	23	Ft	$1.50	$34
WATERFORDC	0102	RUTTING	Medium	27	SqFt	0.3	Patching - AC Shallow	AC	400	25	01-13-2022	27	SqFt	$3.33	$91
WATERFORDC	0102	L & T CR	High	2	Ft	0.0	Patching - AC Shallow	AC	400	25	01-13-2022	5	SqFt	$3.33	$18
WaterfordD	0181	RUTTING	Medium	22	SqFt	0.4	Patching - AC Shallow	AC	194	32	01-13-2022	22	SqFt	$3.33	$72
WEDGEWOODC	0082	L & T CR	High	79	Ft	1.3	Patching - AC Shallow	AC	249	25	01-13-2022	259	SqFt	$3.33	$863
WEDGEWOODC	0082	RUTTING	Medium	16	SqFt	0.3	Patching - AC Shallow	AC	249	25	01-13-2022	16	SqFt	$3.33	$52

Details of the 2022 Localized Distress Maintenance Plan

BranchID	Section ID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Section Length (Ft)	Section Width (Ft)	Last Insp Date	Work Qty	Work Unit	Unit Cost	Work Cost
WEDGEWOODC	0082	L & T CR	Medium	33	Ft	0.5	Crack Sealing - AC	AC	249	25	01-13-2022	33	Ft	$1.50	$49
WEDGEWOODL	0117	L & T CR	Medium	166	Ft	2.9	Crack Sealing - AC	AC	219	26	01-13-2022	166	Ft	$1.50	$250
WEDGEWOODL	0117	L & T CR	High	1	Ft	0.0	Patching - AC Shallow	AC	219	26	01-13-2022	4	SqFt	$3.33	$15
WesternAve	0112	RUTTING	High	5	SqFt	0.1	Patching - AC Shallow	AC	318	16	01-13-2022	4	SqFt	$3.33	$16
WesternAve	0160	POTHOLE	Low	2	Count	0.0	Patching - AC Deep	AC	899	21	01-13-2022	5	SqFt	$6.67	$36
WesternAve	0160	L & T CR	Medium	165	Ft	0.9	Crack Sealing - AC	AC	899	21	01-13-2022	165	Ft	$1.50	$248
WesternAve	0160	L & T CR	High	36	Ft	0.2	Patching - AC Shallow	AC	899	21	01-13-2022	118	SqFt	$3.33	$395
WesternAve	0160	RUTTING	Medium	12	SqFt	0.1	Patching - AC Shallow	AC	899	21	01-13-2022	12	SqFt	$3.33	$40
WesternAve	0128	RUTTING	High	24	SqFt	0.2	Patching - AC Shallow	AC	583	20	01-13-2022	24	SqFt	$3.33	$80
WesternAve	0106	L & T CR	High	1	Ft	0.0	Patching - AC Shallow	AC	211	21	01-13-2022	2	SqFt	$3.33	$8
WesternAve	0106	L & T CR	Medium	21	Ft	0.5	Crack Sealing - AC	AC	211	21	01-13-2022	21	Ft	$1.50	$32
WesternAve	0106	RUTTING	Medium	7	SqFt	0.2	Patching - AC Shallow	AC	211	21	01-13-2022	6	SqFt	$3.33	$23
WesternAve	0081	RUTTING	High	9	SqFt	0.3	Patching - AC Shallow	AC	212	15	01-13-2022	9	SqFt	$3.33	$29
WesternAve	0152	RUTTING	High	11	SqFt	0.2	Patching - AC Shallow	AC	318	18	01-13-2022	12	SqFt	$3.33	$38
Willowbroo	0052	RUTTING	High	11	SqFt	0.0	Patching - AC Deep	AC	665	37	01-13-2022	11	SqFt	$6.67	$71
Willowbroo	0052	L & T CR	High	92	Ft	0.4	Patching - AC Shallow	AC	665	37	01-13-2022	302	SqFt	$3.33	$1,007
Willowbroo	0052	L & T CR	Medium	1,032	Ft	4.2	Crack Sealing - AC	AC	665	37	01-13-2022	1032	Ft	$1.50	$1,548
Willowbroo	0065	RUTTING	Medium	27	SqFt	0.1	Patching - AC Shallow	AC	563	45	01-13-2022	27	SqFt	$3.33	$90
Willowbroo	0065	POTHOLE	Low	4	Count	0.0	Patching - AC Deep	AC	563	45	01-13-2022	12	SqFt	$6.67	$81
Willowbroo	0065	L & T CR	Medium	23	Ft	0.1	Crack Sealing - AC	AC	563	45	01-13-2022	23	Ft	$1.50	$34
Willowbroo	0039	L & T CR	High	7	Ft	0.0	Patching - AC Shallow	AC	1740	40	01-13-2022	23	SqFt	$3.33	$75
Willowbroo	0039	RUTTING	Medium	23	SqFt	0.0	Patching - AC Shallow	AC	1740	40	01-13-2022	23	SqFt	$3.33	$75
Willowbroo	0039	L & T CR	Medium	402	Ft	0.6	Crack Sealing - AC	AC	1740	40	01-13-2022	403	Ft	$1.50	$604
WILLOWLN	0100	L & T CR	High	79	Ft	0.8	Patching - AC Shallow	AC	458	21	01-13-2022	257	SqFt	$3.33	$858
WILLOWLN	0100	RUTTING	Medium	75	SqFt	0.8	Patching - AC Shallow	AC	458	21	01-13-2022	75	SqFt	$3.33	$251
WILLOWLN	0100	POTHOLE	Low	4	Count	0.0	Patching - AC Deep	AC	458	21	01-13-2022	11	SqFt	$6.67	$73
WILLOWLN	0100	L & T CR	Medium	198	Ft	2.1	Crack Sealing - AC	AC	458	21	01-13-2022	198	Ft	$1.50	$297
WILLOWLN	0099	L & T CR	Medium	79	Ft	1.3	Crack Sealing - AC	AC	250	25	01-13-2022	79	Ft	$1.50	$119
WILLOWOODL	0133	L & T CR	High	78	Ft	0.2	Patching - AC Shallow	AC	1273	29	01-13-2022	256	SqFt	$3.33	$853
WILLOWOODL	0133	L & T CR	Medium	18	Ft	0.1	Crack Sealing - AC	AC	1273	29	01-13-2022	18	Ft	$1.50	$27
WINGATERD	0161	RUTTING	High	7	SqFt	0.1	Patching - AC Shallow	AC	325	25	01-13-2022	6	SqFt	$3.33	$23
WOODGATECT	0225	RUTTING	Medium	57	SqFt	0.5	Patching - AC Shallow	AC	472	25	01-13-2022	57	SqFt	$3.33	$190
WOODGATECT	0225	L & T CR	Medium	90	Ft	0.8	Crack Sealing - AC	AC	472	25	01-13-2022	90	Ft	$1.50	$135
WOODGATECT	0225	L & T CR	High	81	Ft	0.7	Patching - AC Shallow	AC	472	25	01-13-2022	266	SqFt	$3.33	$885