

2020 “State of the Streets”

Final Report

Prepared for:

**City of Crest Hill, Illinois &
Chicago Metropolitan Agency for Planning**

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TABLE OF CONTENTS

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

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

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

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

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

Appendix D – Pavement Maintenance Policies and Unit Costs

Appendix E – Tabulated Preventive Maintenance Recommendations

Appendix F – Pavement Inventory and Condition Tabular Data

ACRONYMS

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

1 EXECUTIVE SUMMARY

1.1 History

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

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

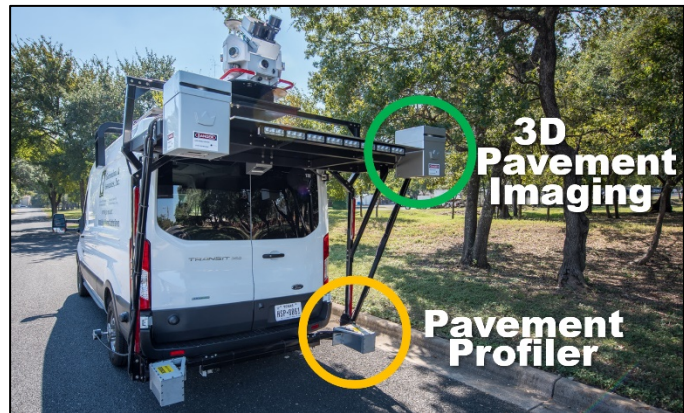


Figure 1. PathRunner pavement condition data collection system.

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

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

1.2 PAVER Pavement Management System

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

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

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

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

1.3 Purpose and scope

The purpose of this project is to implement a comprehensive pavement management system for the City’s roadways. The scope of this project includes all roadways managed by the City, which total approximately 50.2 centerline miles. This pavement management system will serve as a primary tool to assist the City in more efficiently allocating its pavement M&R funding.

To this end, G&AI:

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

1.4 Results

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

Table 1. City’s pavement condition categories.

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

At the time of G&AI’s inspection, the City’s pavements were found to have an average PCI of 51, indicating that the City’s roadways are in overall “poor” condition.

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

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

The City’s roadways were found to have an average IRI value of 251 inches/mile, which indicates overall “marginally rough” pavement.

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

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

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

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

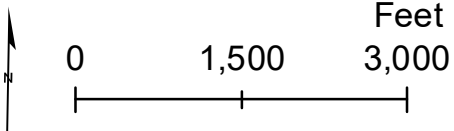
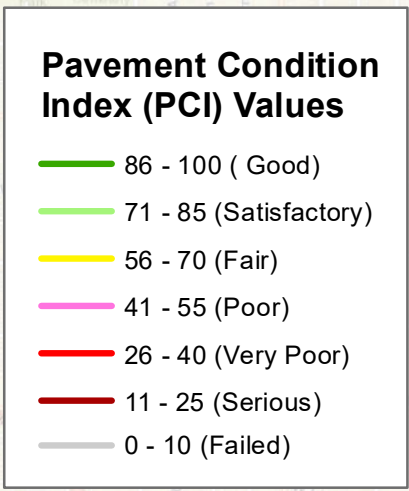
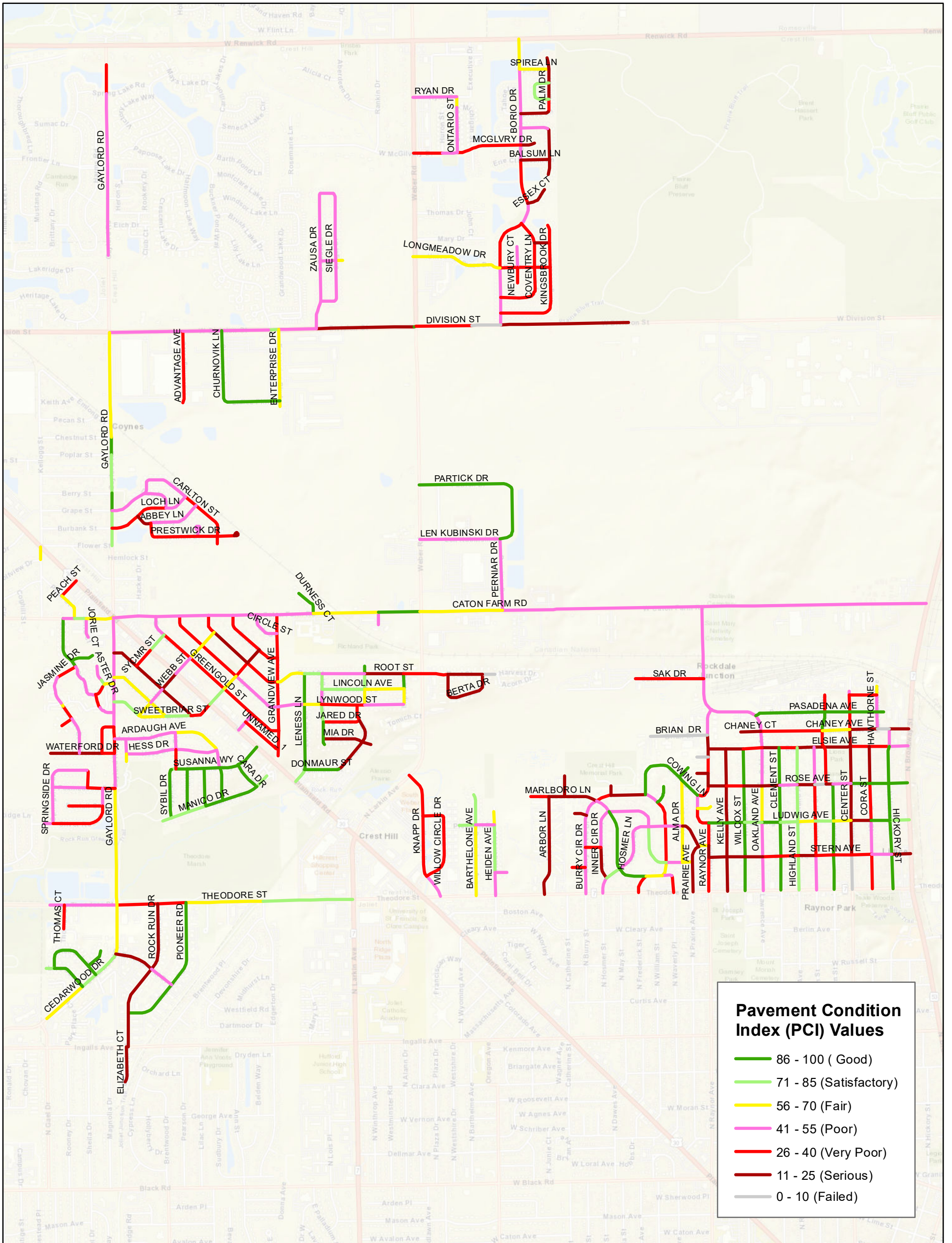
The deterioration observed on the City’s pavements at the time of inspection was caused by a mixture of vehicle load- and climate-related distresses. Vehicle load-related distresses, including alligator cracking and rutting, were pronounced on many of the City’s roadways and contributed most to lower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

1.5 Recommendations

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

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

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

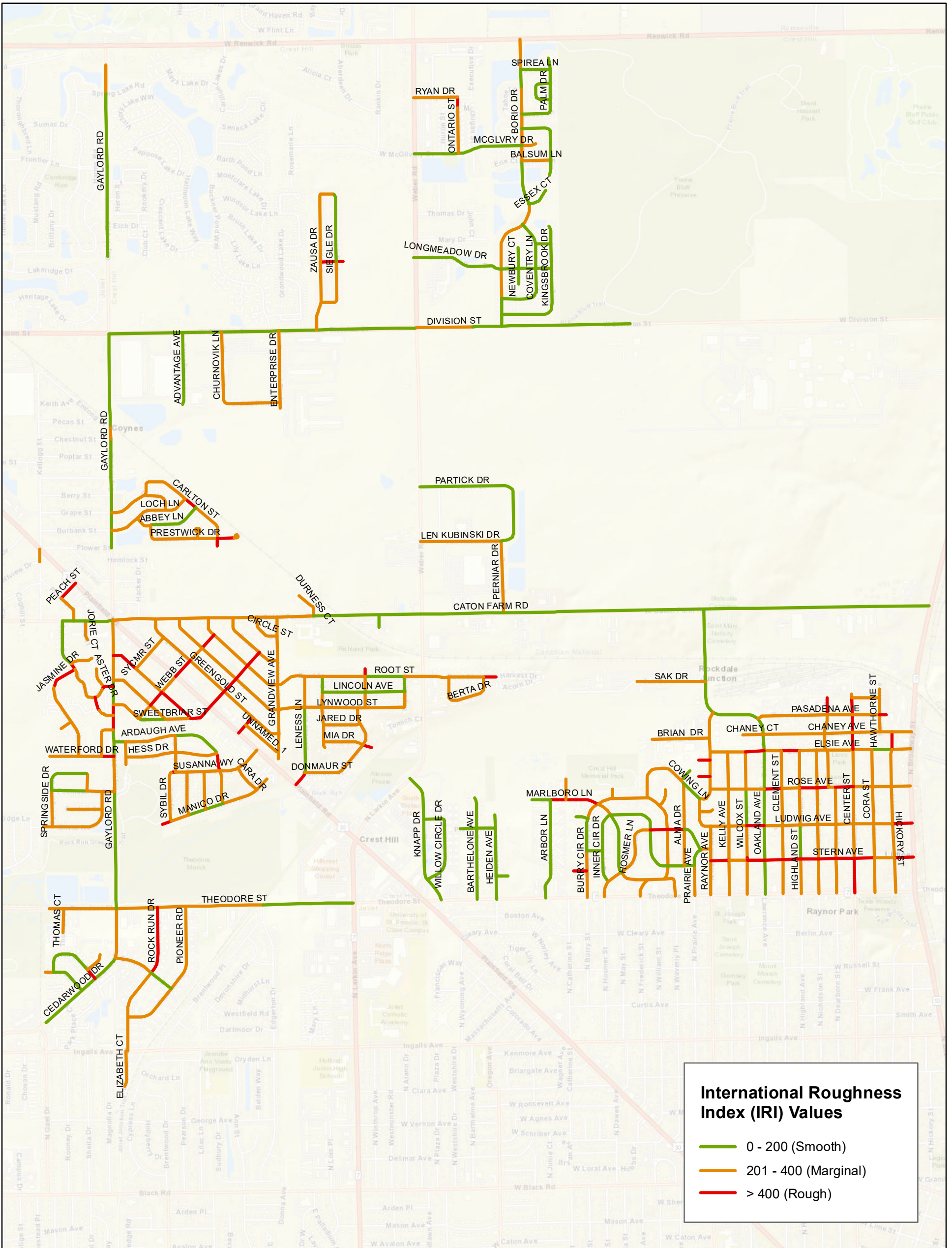


Map 1:
Pavement Condition Index
(PCI) Values

Crest Hill, Illinois

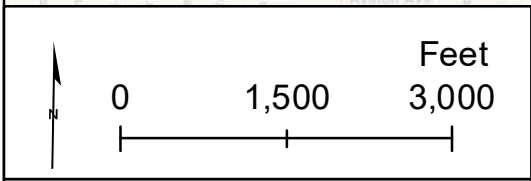
Pavement Management Program





International Roughness Index (IRI) Values

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



Map 2:
International Roughness Index (IRI) Values

Crest Hill, Illinois

Pavement Management Program



2 INTRODUCTION

2.1 Foreword

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

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

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

2.2 Background, scope, and objectives

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

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

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

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

2.3 Project tasks

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

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

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

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

2.4 Conceptual overview of pavement management

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

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

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

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

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

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

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

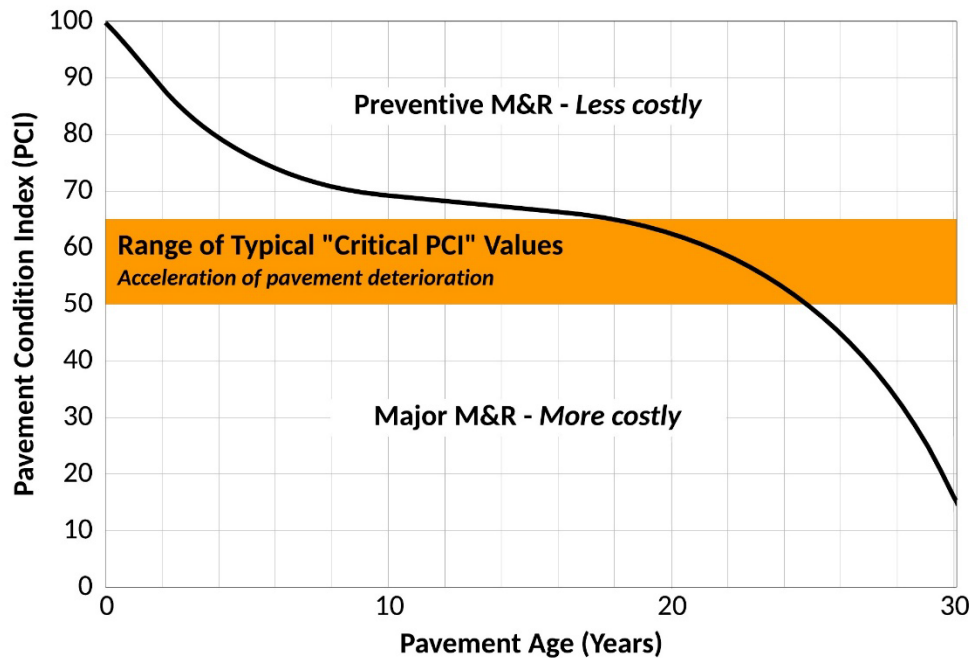


Figure 2. Example of the correct timing of preventive and major M&R relative to the Critical PCI.

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

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

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

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

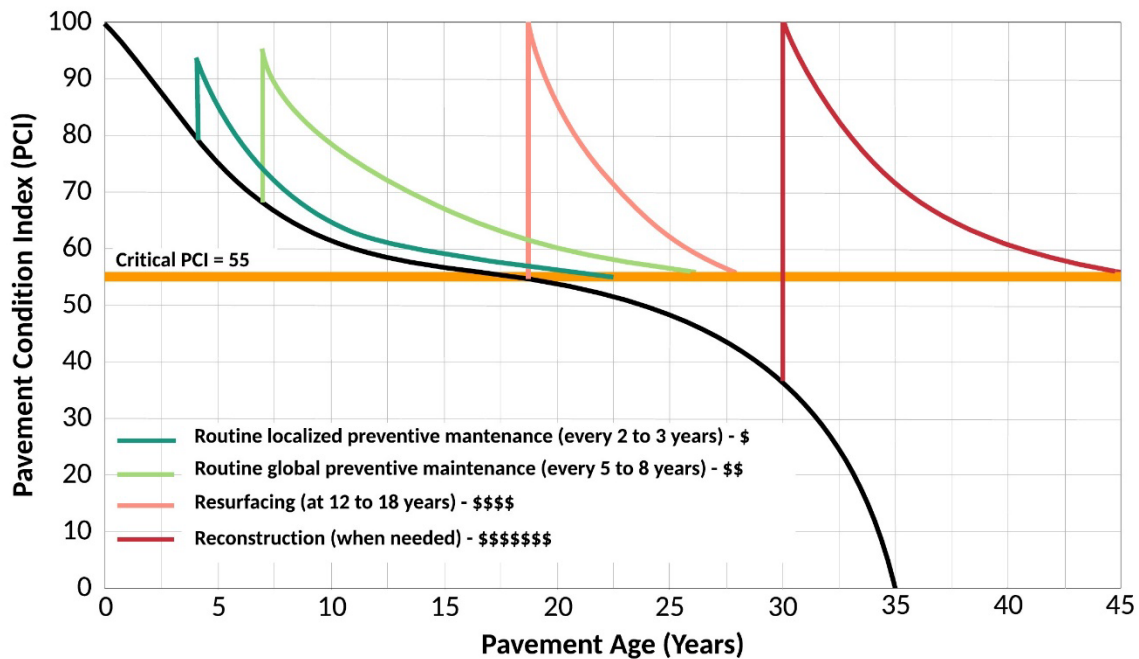


Figure 3. Example of the increasing prices and decreasing benefits of M&R.

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

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

2.5 Benefits and costs of implementing a pavement management system

Pavement management systems provide:

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

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

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

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

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

2.6 Incorporating pavement preservation strategies

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

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

“...the planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system (without significantly increasing the structural capacity).”

The FHWA adds that preventive maintenance:

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

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

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

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

2.7 Summary

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

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

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

3 PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

3.1 Foreword

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



3.2 Objective

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

3.3 PAVER Pavement Management System overview

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

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

PAVER modules include:

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

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

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

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

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

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

3.3.2 Inspection module

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

3.3.3 Prediction modeling module

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

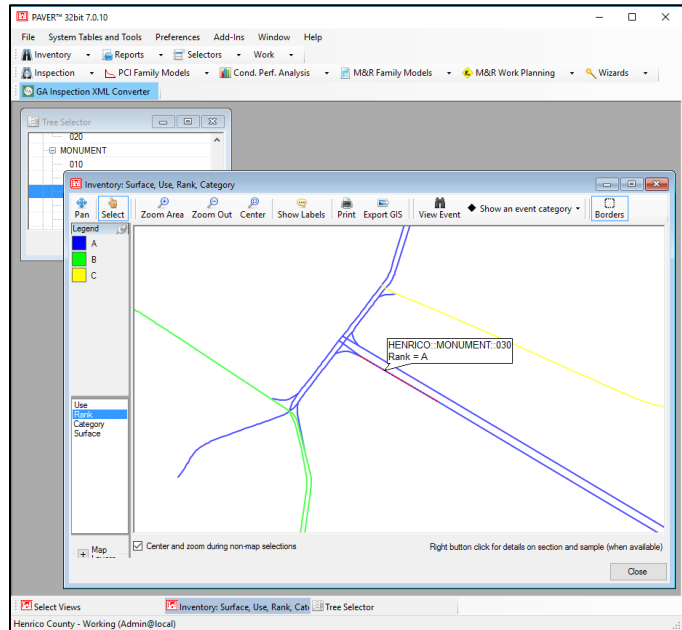


Figure 4. Example roadway functional classifications (ranks) stored in the Inventory module.

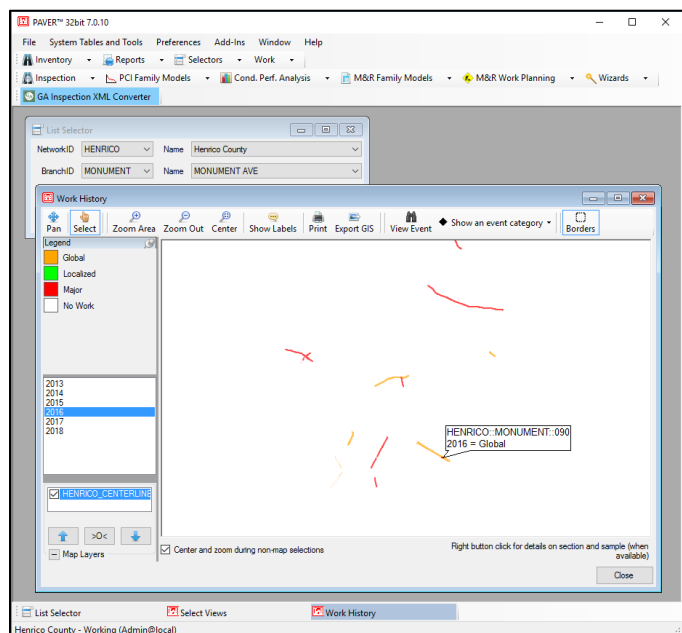


Figure 5. Example historical M&R records stored in the M&R History module.

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

3.3.4 Condition analysis module

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

3.3.5 M&R planning module

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

3.3.6 Reporting module

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

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

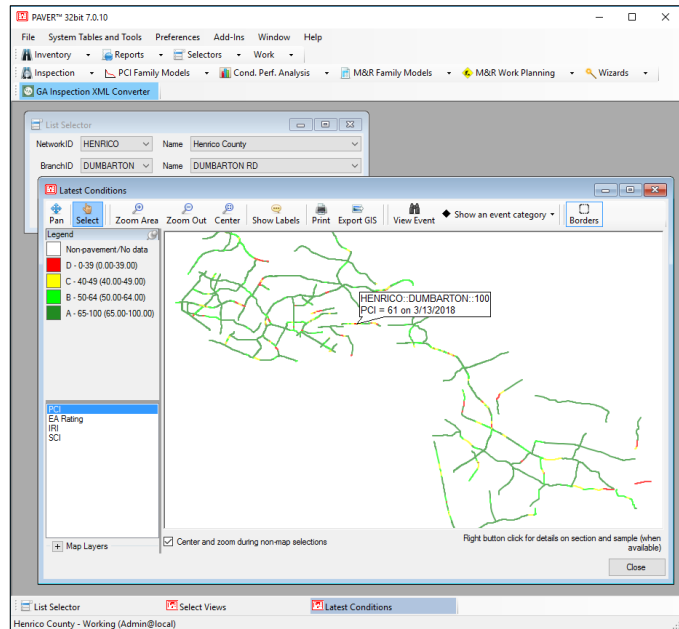


Figure 6. Example PCI values in the Inspection module.

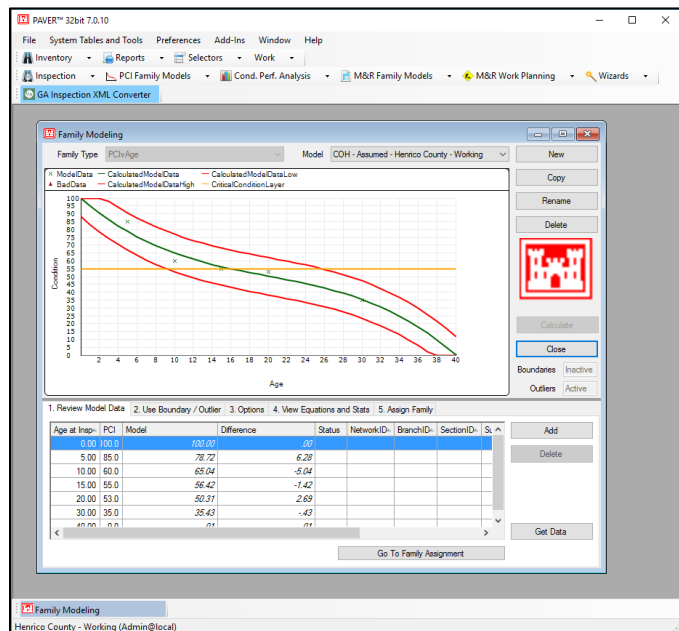


Figure 7. Example deterioration trend developed using the Prediction Modeling module.

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

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

3.4 Summary

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

4 PAVEMENT INVENTORY

4.1 Foreword

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

4.2 Objective

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

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

4.3 PAVER inventory development

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

Roadways were also assigned “ranks” (i.e., priorities) of primary (P), secondary (S), and tertiary (T). Federal aid eligible roads were assigned the rank of primary, since these tend to be the more heavily trafficked roadways. Residential roads were assigned the rank of secondary, and unpaved roadways and roadways in industrial zones were assigned the rank of tertiary. Based on these definitions, the City does not have any tertiary roadways.

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

4.4 Inventory summary

The City’s roadway network consists of approximately 50.2 centerline miles of predominantly asphalt surfaced, two-lane roadways. Table 2 shows the distribution of the City’s roadway network in mileage and area by pavement rank, and Table 3 shows the distribution by pavement surface type.

Table 2. Roadway summary data by pavement rank.

Rank	Centerline Miles	Lane Miles	Area (SY)
Primary, P	11.5	28.3	209,077
Secondary, S	38.6	77.3	603,600
Total	50.2	105.6	812,677

Table 3. Roadway summary data by pavement surface type.

Surface Type	Centerline Miles	Lane Miles	Area (SY)
Asphalt, AC	49.7	104.7	803,737
Concrete, PCC	0.4	0.9	8,939
Total	50.2	105.6	812,677

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

5 PAVEMENT CONDITION INSPECTION

5.1 Foreword

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

5.2 Objective

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

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

5.3 Pavement condition data acquisition

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

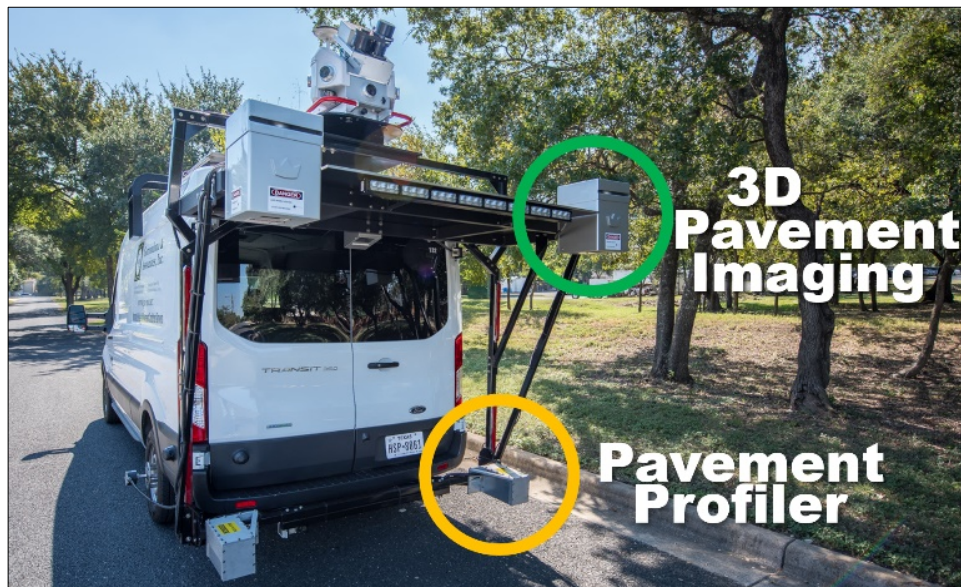


Figure 8. PathRunner pavement condition data collection system.

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

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

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

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

5.4 Pavement Condition Index (PCI) method

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

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

Table 4. Asphalt and concrete pavement distress types.

Asphalt Pavement Distresses		Concrete Pavement Distresses	
Distress	Cause	Distress	Cause
Alligator Cracking	Load	Blowup/Buckling	Climate/Durability
Bleeding	Other	Corner Break	Load
Block Cracking	Climate/Durability	Divided Slab	Load
Bumps and Sags	Other	Durability ("D") Cracking	Climate/Durability
Corrugation	Other	Faulting	Other
Depression	Other	Joint Seal Damage	Climate/Durability
Edge Cracking	Load	Lane/Shoulder Drop-Off	Other
Joint Reflection Cracking	Climate/Durability	Linear Cracking	Load
Lane/Shoulder Drop-Off	Other	Patching, Large and Utility Cuts	Other
Longitudinal and Transverse Cracking	Climate/Durability	Patching, Small	Other
Patching and Utility Cut Patching	Other	Polished Aggregate	Other
Polished Aggregate	Other	Popouts	Other
Pothole	Load	Pumping	Other
Railroad Crossing	Other	Punchout	Load
Rutting	Load	Railroad Crossing	Other
Shoving	Other	Scaling, Map Cracking, and Cracking	Other
Slippage Cracking	Other	Shrinkage Cracks	Climate/Durability
Swell	Other	Spalling, Corner	Climate/Durability
Raveling	Climate/Durability	Spalling, Joint	Climate/Durability
Weathering	Climate/Durability		

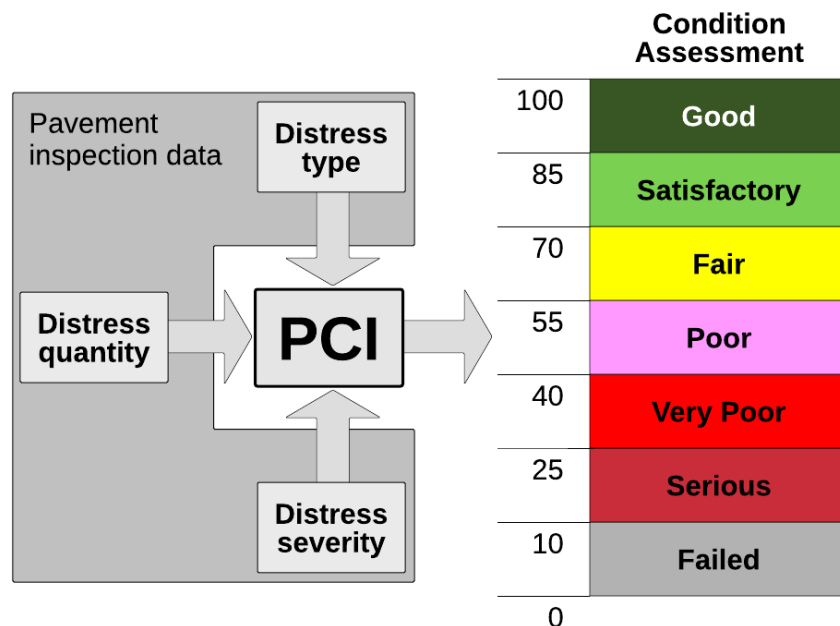


Figure 9. PCI inputs and the City’s assessment scale.

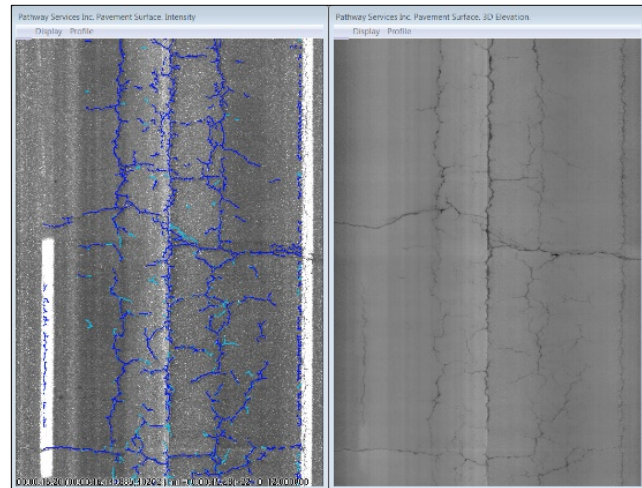
If properly designed and constructed, a new pavement begins its service life with a PCI of 100. Because of distress caused by vehicle loads, environmental factors, and aging, a pavement deteriorates over time. For each combination of distress type, severity level, and quantity observed during the inspection,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

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

5.5 Pavement Condition Index (PCI) data interpretation

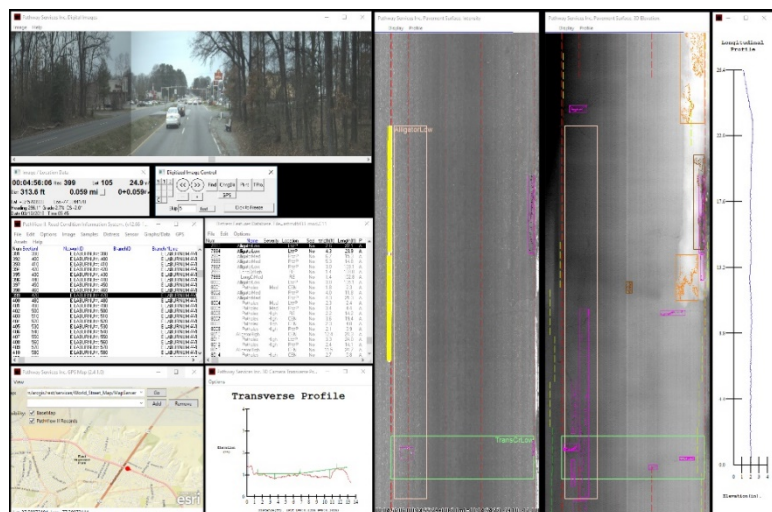
The PathRunner system captures 2D and 3D images of the roadway surface from which pavement surface distresses are evaluated. During the data collection effort, G&AI extracted pavement distress data from georeferenced digital images and rutting measurements from transverse profile measurement to determine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

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



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

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



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

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

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

5.6 Existing pavement conditions and field observations

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

Table 5. City’s pavement condition categories.

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

At the time of G&AI’s inspection, the City’s pavements were found to be in overall “poor” condition and have an average PCI of 51. The condition distribution of the City’s pavements at the time of inspection is shown in Figure 10, and detailed condition maps can be found in Appendix A.

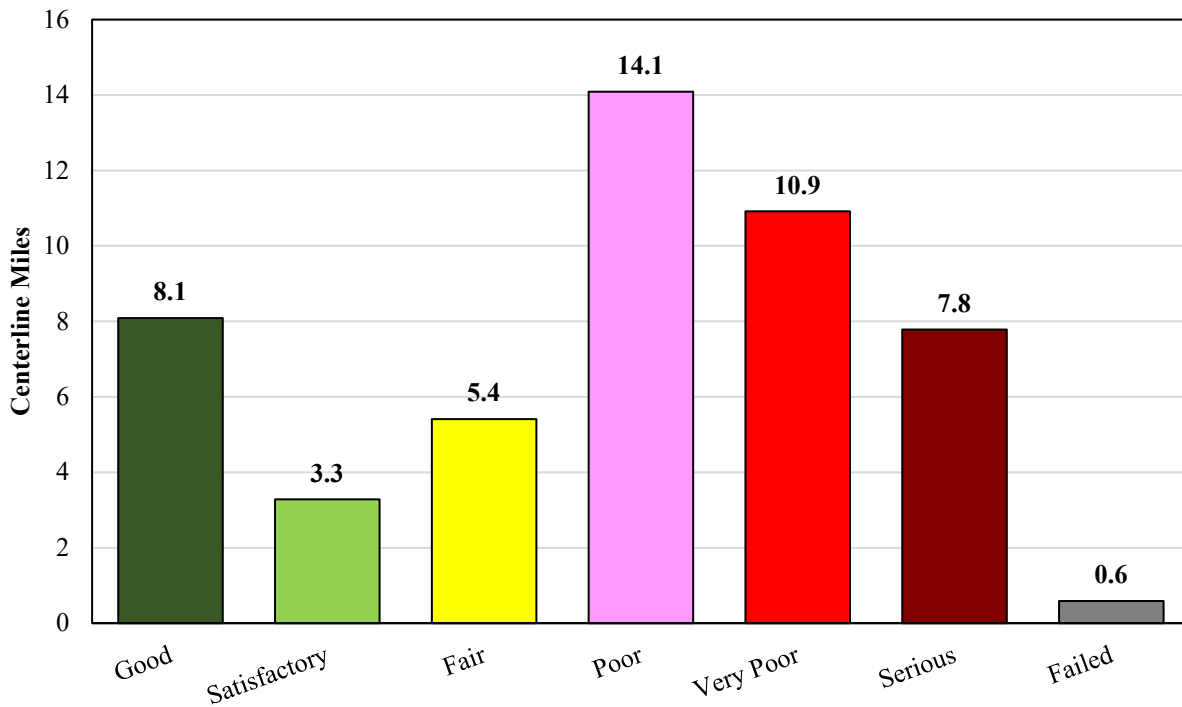


Figure 10. City's roadway pavement condition distribution by PCI category.

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

Table 6. Roadway summary condition data by pavement rank.

Rank	Centerline Miles	Lane Miles	Area (SY)	PCI	IRI
Primary, P	11.5	28.3	209,077	51	180
Secondary, S	38.6	77.3	603,600	51	275
Total	50.2	105.6	812,677	51	251

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

Surface Type	Centerline Miles	Lane Miles	Area (SY)	PCI	IRI
Asphalt, AC	49.7	104.7	803,737	51	250
Concrete, PCC	0.4	0.9	8,939	95	283
Total	50.2	105.6	812,677	51	251

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

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

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

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

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

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

Table 8: City’s IRI assessment criteria.

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

At the time of G&AI’s inspection, the City’s pavements were found to be in overall “marginally rough” condition, with an average IRI of 251. Detailed condition maps can be found in Appendix A.

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

5.7 Example pavement conditions through the City

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

	Location + History	PCI (IRI)	Recommended M&R Activity (Typical)
	Clement St. (Section 20) Last resurfacing date 2014	95 (251)	Preventive maintenance <i>Seal joints between pavement and curb and gutter.</i>
	Highland St. (Section 20) Last resurfacing date unknown	80 (198)	Preventive maintenance <i>Seal cracks as well as paving lane joint and joints between pavement and curb and gutter + surface treatment.</i>
	Alma Dr. (Section 20) Last resurfacing date 2014	58 (267)	Preventive maintenance <i>Seal cracks as well as paving lane joint and joints between pavement and curb and gutter + edge patching + surface treatment.</i>
	Inner Cir. (Section 30) Last resurfacing date unknown	47 (105)	Major M&R <i>Localized structural patching + cold mill and overlay <u>or</u> reconstruction</i>
	Sak Dr. (Section 10) Last resurfacing date unknown	26 (340)	Major M&R Reconstruction

	<p>Marlboro Ln. <i>(Section 20)</i> <i>Last resurfacing date unknown</i></p>	<p>16 <i>(443)</i></p>	<p>Major M&R <i>Reconstruction</i></p>
	<p>Brian Dr. <i>(Section 10)</i> <i>Last resurfacing date 2007</i></p>	<p>9 <i>(273)</i></p>	<p>Major M&R <i>Reconstruction</i></p>

Figure 11. Pavement conditions observed during PCI inspection.

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

5.8 Summary

This section presented an overview of the methodology used to perform the 2019/2020 pavement condition survey and the results of the survey. A state-of-the-art PathRunner pavement condition survey system was deployed to collect pavement imagery and profile data on the City’s roadways. The collected data were analyzed, and PCI values and IRI values were determined for each of the roadways surveyed. The City’s roadways were found to be in overall “poor” condition with an average PCI of 51. Furthermore, the City’s roadways were found to be in overall “marginally rough” condition, with an average IRI of 251 inches/mile.

6 MAINTENANCE AND REHABILITATION FUNDING ANALYSES

6.1 Foreword

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

6.2 Objective

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

For the City’s roadways, two preliminary M&R analyses were performed:

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

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

6.3 Assumptions

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

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

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

- A pavement deterioration rate of roughly five points per year was used based on the performance of the City’s resurfaced roads, which equates to a pavement life between resurfacings of approximately nine years. This deterioration rate will be refined as more historical work records are entered in PAVER and more PCI inspection data become available over time.
- A Critical PCI value (the PCI value below which a pavement is considered a candidate for major M&R) of 55 was assumed for all pavement sections. Pavements at or below the Critical PCI during the five-year analysis period triggered major M&R recommendations. *(Note: A PCI value of 55 has been initially chosen for all the City’s roadways as this numerical value straddles the “Fair” to “Poor” condition categories in the City’s PCI scale. Performing major M&R on pavements that are closer to a PCI of 55, rather than waiting for these pavements to deteriorate further is generally more cost effective.)*
- Unit costs used in these analyses were based on bid tabs provided by the City and by costs reported by nearby municipalities.
 - ✓ Asphalt resurfacing ranged from approximately \$1.50 to more than \$5.00 a square foot depending roadway condition (i.e., lower PCI values may result in more patching and thicker resurfacing). Reconstruction was set at \$6.50 a square foot.
 - ✓ Concrete slab replacement costs ranged from \$5.00 to \$15.00 a square foot depending on roadway condition (i.e., lower PCI values result in more slab replacement). Reconstruction was set at \$20.00 a square foot.
- All analyses began in the fall of 2020 (November 1 start date), and an inflation rate of 3% was assumed.

6.4 Results

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

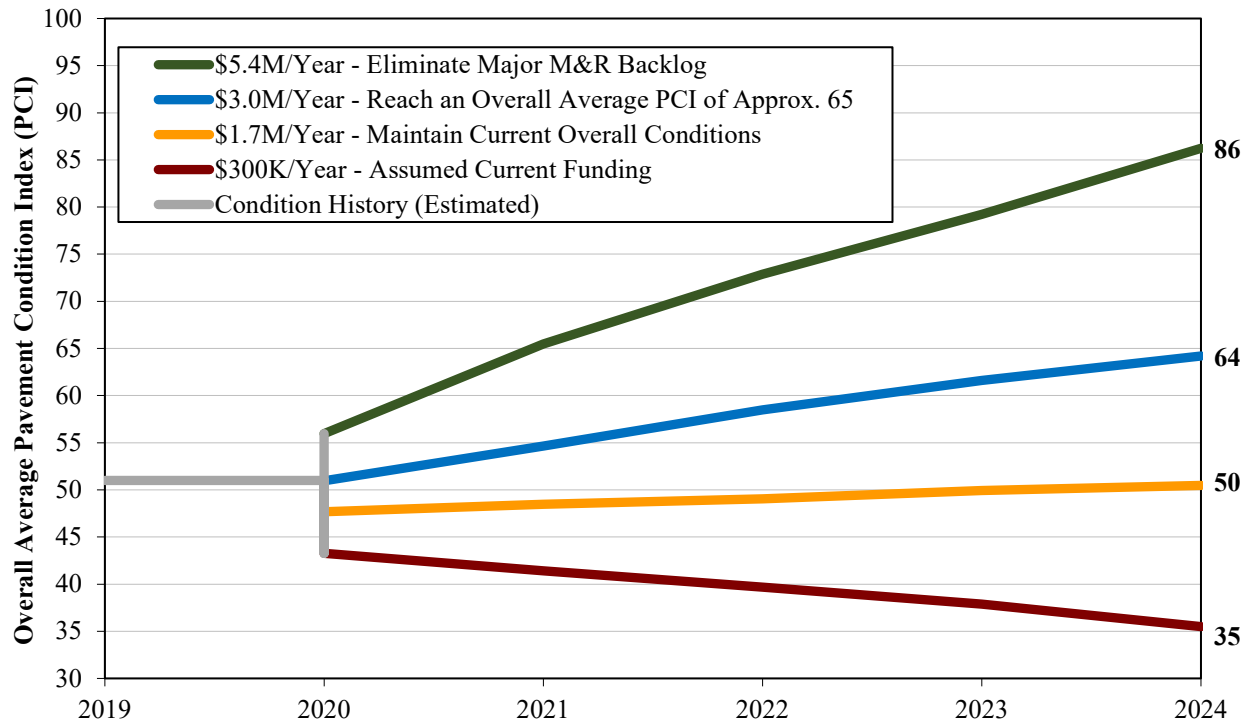


Figure 12: Impact of funding levels on overall pavement conditions by year.

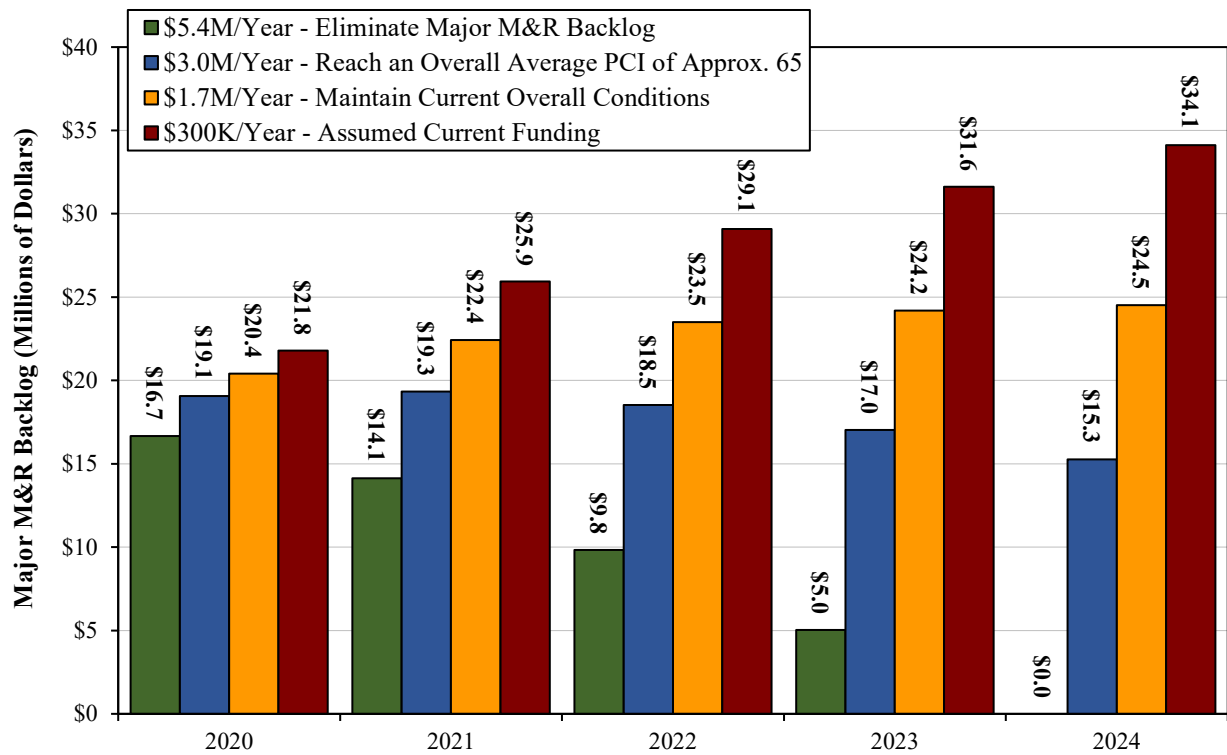


Figure 13: Impact of funding levels on major M&R backlog by year.

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

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

Funding Scenario	Total Five-Year M&R Costs (2020-2024)	Remaining M&R Backlog ¹⁾ (2024)	Total Five-Year Cost ²⁾	Projected PCI (2024)
\$300K/YR (Assumed Current Funding)	\$1.5M	\$34.1M	\$35.6M	35
Maintain Existing Overall Average Conditions (\$1.7M/YR)	\$8.5M	\$24.5M	\$33.0M	50
Increase Overall Average PCI to Approximately 65 (\$3.0M/YR)	\$15.1M	\$15.3M	\$30.4M	64
Backlog Elimination (\$5.4M/YR)	\$27.1M	\$0	\$27.1M	86

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

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

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

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

Appendix E presents tabular data showing one-year estimated costs to apply preventive maintenance to each of the candidate roadways (i.e., roadways with PCI values of 65 or better). The total one-year preventive maintenance cost is estimated to be approximately \$144,000, as shown in Table 10. *The estimated costs presented in Appendix E should be considered rough estimates based on the assumed unit costs only and should not be considered engineering estimates.*

Table 10. Preventive Maintenance Summary

Maintenance Type	Quantity	Units	Est. Cost
Crack Sealing - AC	53,915	FT	\$53,914
Patching - AC Shallow	2,894	SF	\$15,915
Patching - AC Deep	5,761	SF	\$63,371
Crack Sealing - PCC	352	FT	\$528
Joint Seal (Localized)	6,620	FT	\$9,931
		Total:	\$143,659

7 SUMMARY AND RECOMMENDATIONS

7.1 Summary

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

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

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

It was determined that the City’s existing funding level for major M&R is likely inadequate to maintain the current condition of the City’s roadway pavements. To maintain existing conditions, an increase in funding will likely be needed.

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

7.2 Recommendations

7.2.1 Implement pavement preservation techniques

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

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

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

7.2.2 Determine when pavements should be reconstructed rather than resurfaced

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

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

7.2.3 Perform regular pavement condition inspections – every three years

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

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

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

7.2.4 Routinely update PAVER

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

7.2.5 Increase funding for pavement M&R

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

7.2.6 Prioritize existing M&R funding to maximize shared benefit

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

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

Map A-1: Pavement Ranks

Map A-2: Pavement Surface Types

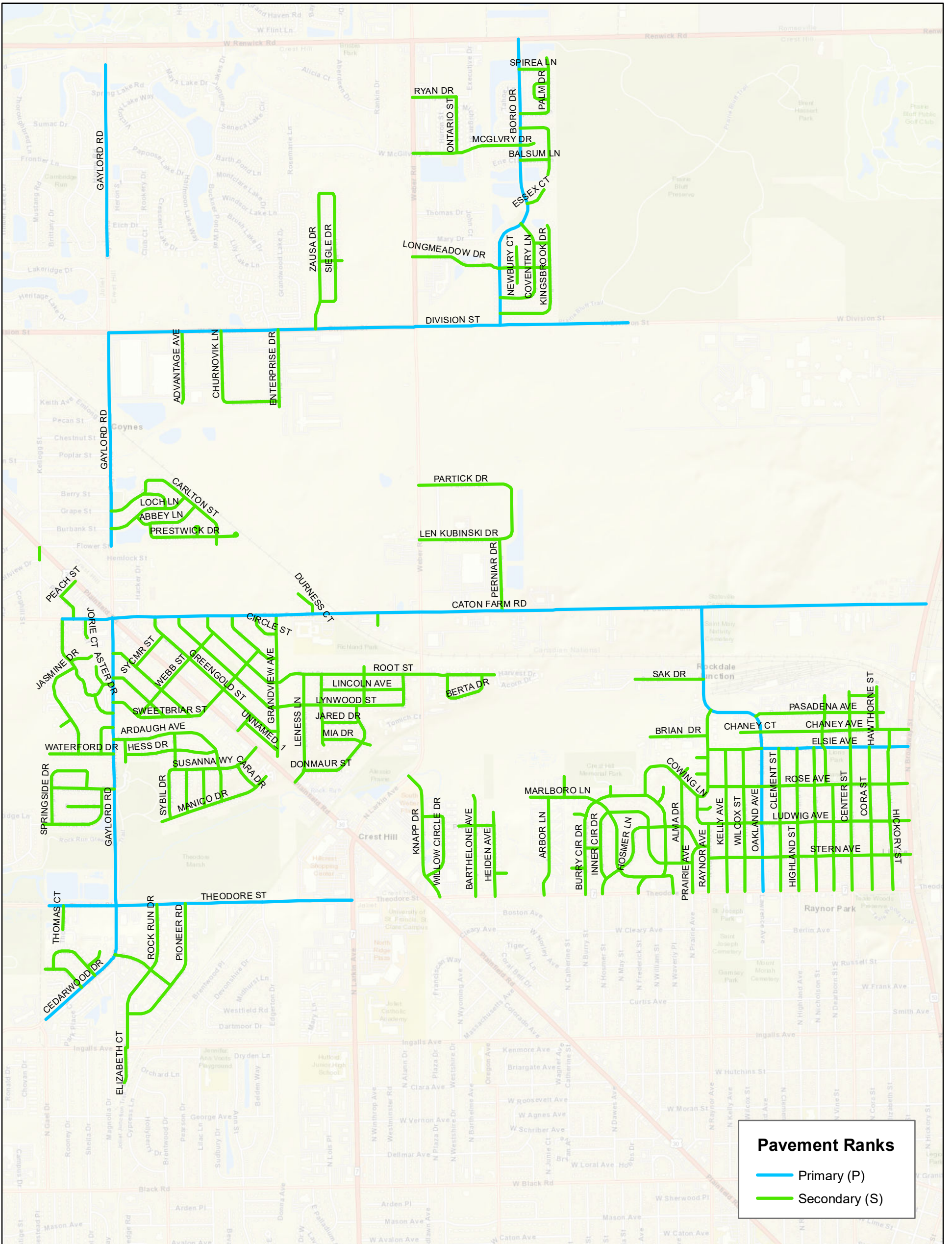
Map A-3: Pavement Condition Index (PCI) values

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

Map A-5: Five-year major M&R recommendations – *Recommendations assuming current funding*

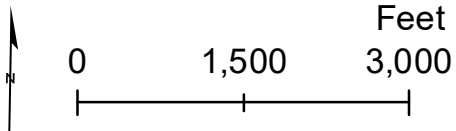
Map A-6: Five-year major M&R recommendations – *Recommendations assuming unlimited funding*

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



Pavement Ranks

- Primary (P)
- Secondary (S)



Map A-1:
Pavement Ranks

Crest Hill, Illinois

Pavement Management Program



Gorrondona & Associates, Inc.

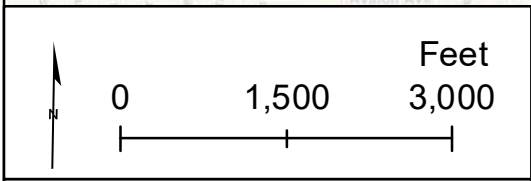


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Pavement Surface Type

- Asphalt
- Concrete

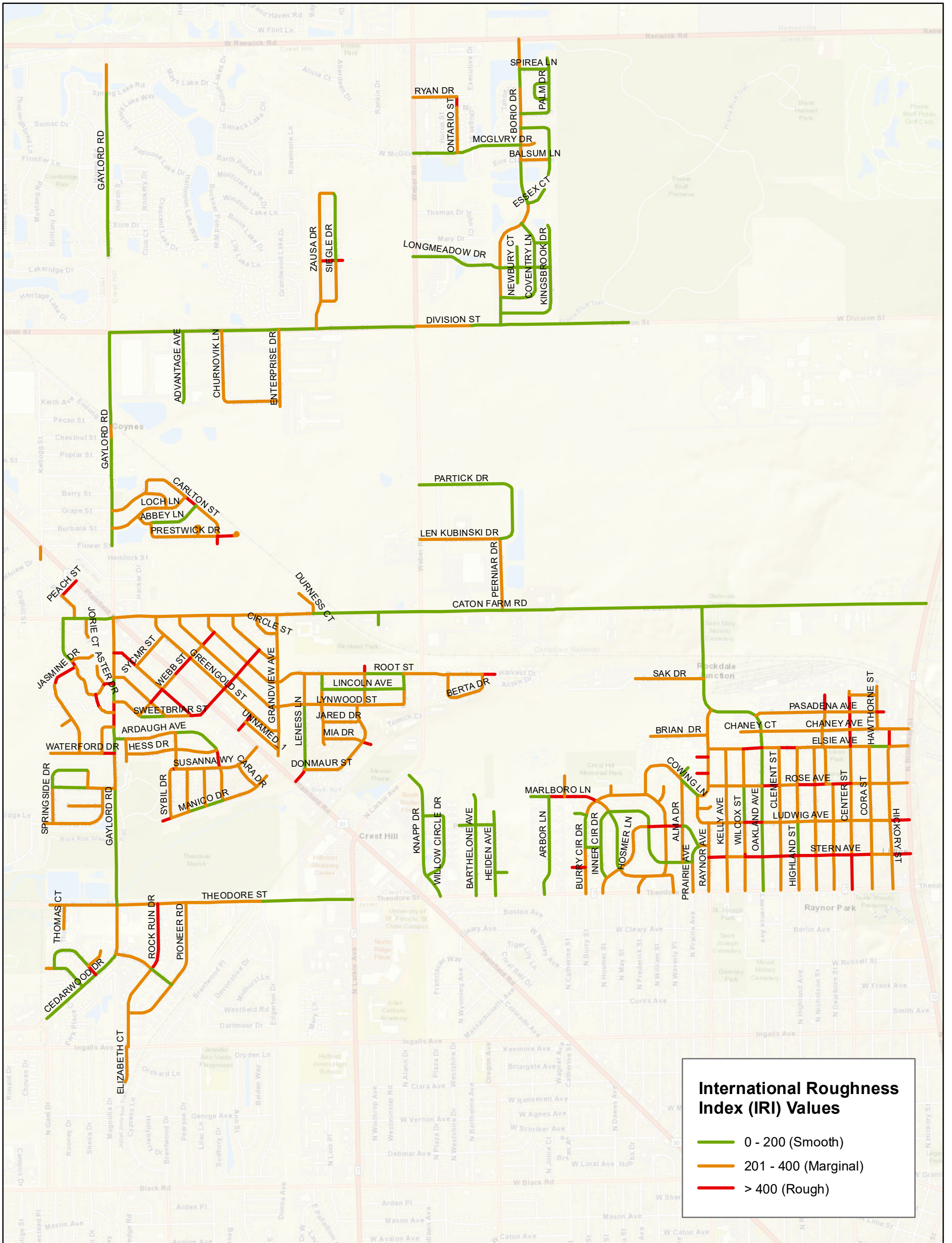


Map A-2:
Pavement Surface Types

Crest Hill, Illinois

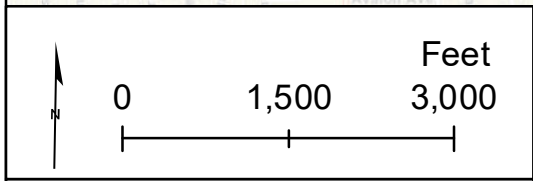
Pavement Management Program





International Roughness Index (IRI) Values

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

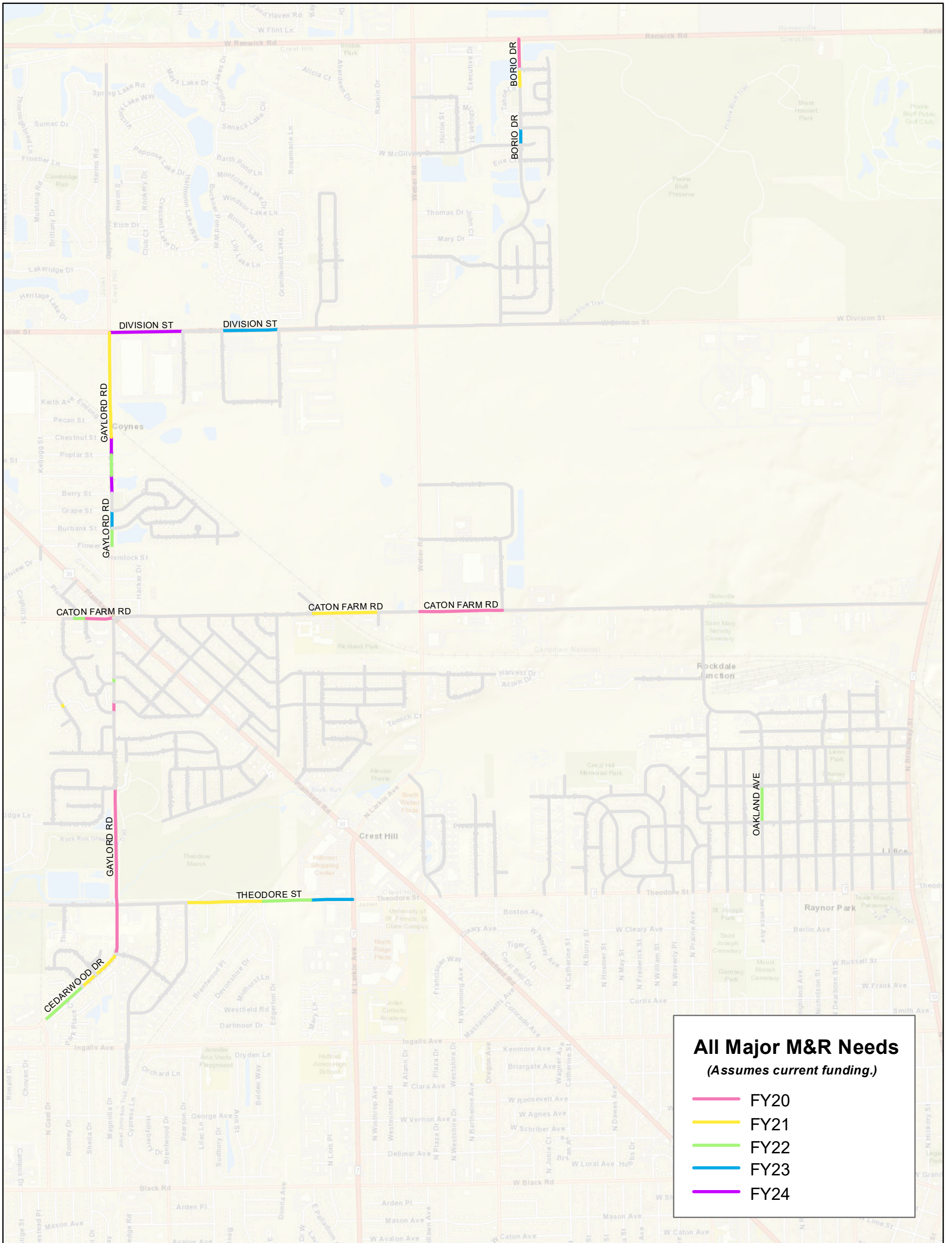


Map A-4:
International Roughness Index (IRI) Values

Crest Hill, Illinois

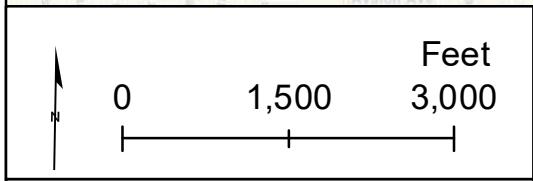
Pavement Management Program





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

- FY20
- FY21
- FY22
- FY23
- FY24



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

Crest Hill, Illinois

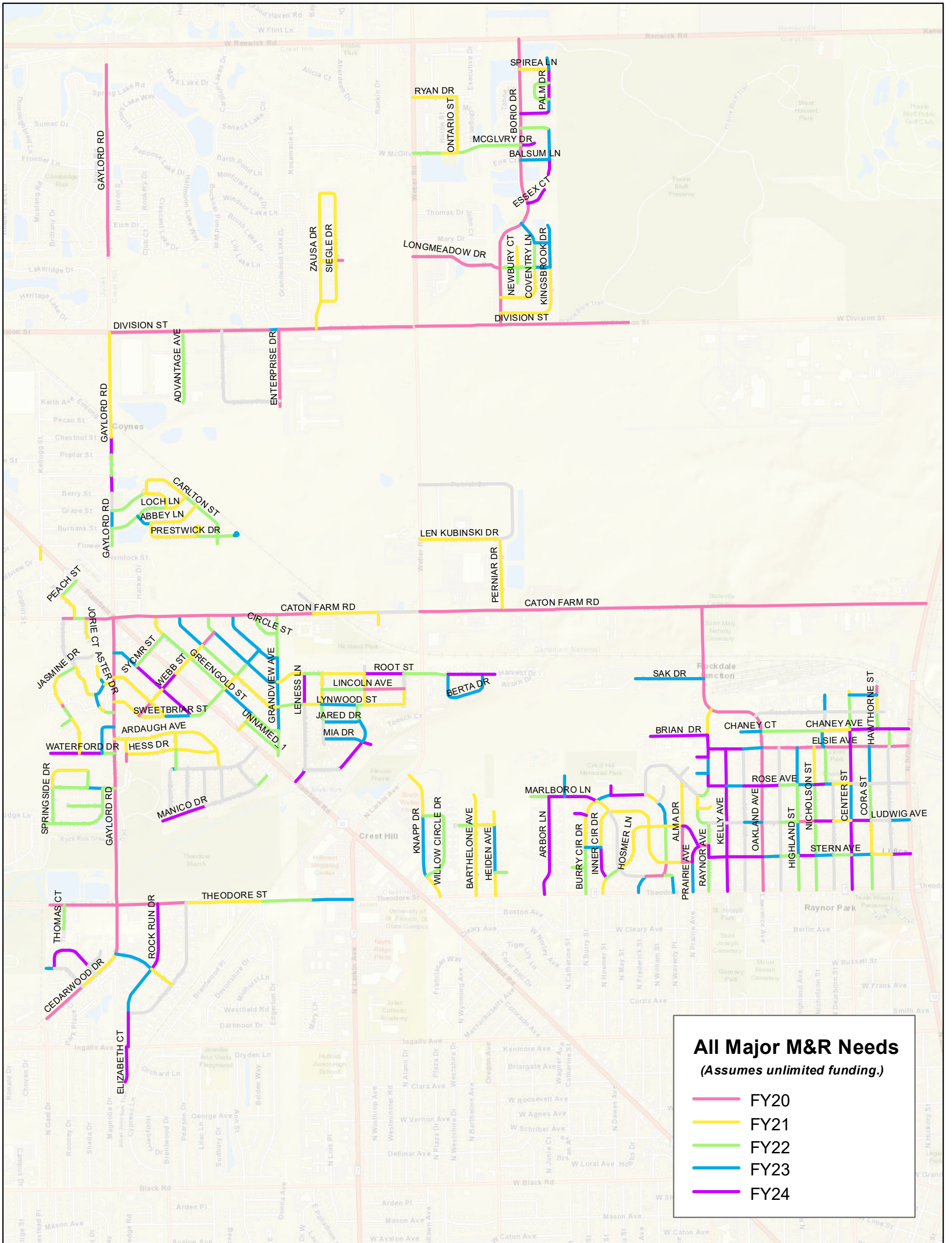
Pavement Management Program



Gorrondona & Associates, Inc.

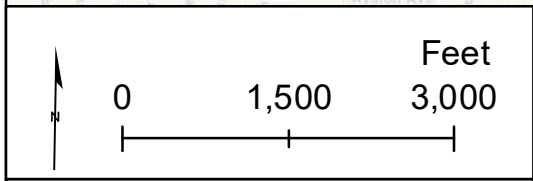


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All Major M&R Needs
(Assumes unlimited funding.)

- FY20
- FY21
- FY22
- FY23
- FY24

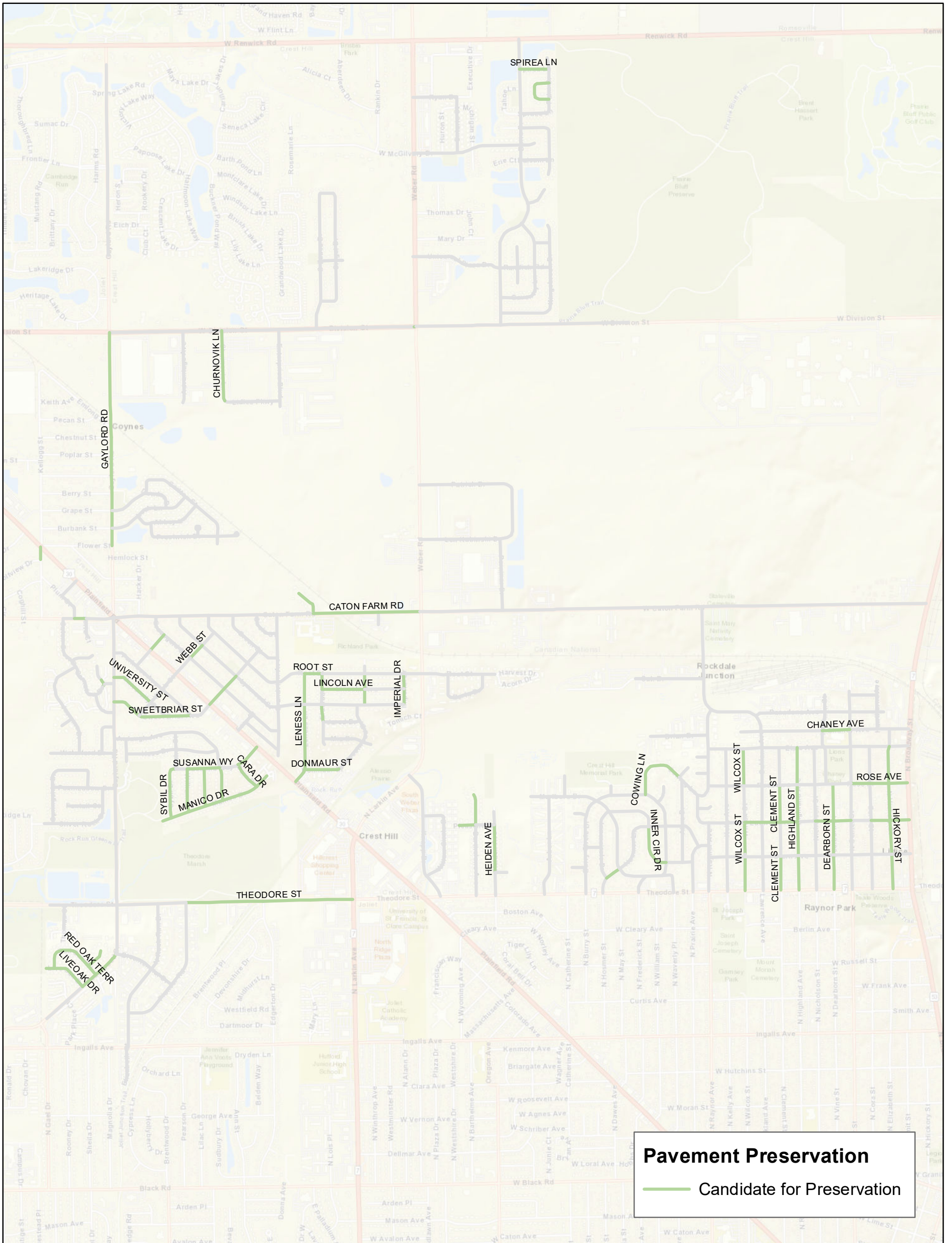


Map A-6:
All Major M&R Needs
(Assumes unlimited funding.)

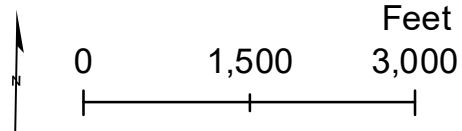
Crest Hill, Illinois

Pavement Management Program





Pavement Preservation
 — Candidate for Preservation



Map A-7:
 Pavement Preservation
 Candidates

Crest Hill, Illinois

Pavement Management Program



Gorrondona & Associates, Inc.



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

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
CTHL::BR DR::120	BORIO DRIVE	SPIREA LANE	RENWICK ROAD	14,604	48	2020	\$25,853
CTHL::CDRWD DR::50	CEDARWOOD DRIVE	BICENTENNIAL AVENUE	THEODORE STREET	23,488	50	2020	\$35,046
CTHL::CTN FRM RD::03	CATON FARM ROAD	JORIE COURT	PLAINFIELD ROAD	17,158	54	2020	\$20,489
CTHL::CTN FRM RD::10	CATON FARM ROAD	WEBER ROAD	PERNIAR DRIVE	83,628	53	2020	\$106,202
CTHL::GYLRD RD::10	GAYLORD ROAD	THEODORE STREET	FOX MEADOW DRIVE	56,157	48	2020	\$99,413
CTHL::GYLRD RD::60	GAYLORD ROAD	DAFFODIL STREET	SWEETBRIAR STREET	5,197	45	2020	\$11,335
CTHL::BR DR::110	BORIO DRIVE	TAHOE LANE	SPIREA LANE	9,353	39	2021	\$31,635
CTHL::CDRWD DR::30	CEDARWOOD DRIVE	LIVEOAK DRIVE	RED OAK TERRACE	8,577	53	2021	\$11,213
CTHL::CDRWD DR::40	CEDARWOOD DRIVE	RED OAK TERRACE	BICENTENNIAL AVENUE	14,017	53	2021	\$18,324
CTHL::CTN FRM RD::09_3	CATON FARM ROAD	DURNESS COURT	COOPER COURT	36,199	51	2021	\$53,647
CTHL::GYLRD RD::110	GAYLORD ROAD	CATON FARM ROAD	END	148	50	2021	\$235
CTHL::GYLRD RD::190	GAYLORD ROAD	CHESTNUT STREET	EMLONG STREET	5,354	51	2021	\$7,934
CTHL::GYLRD RD::200	GAYLORD ROAD	EMLONG STREET	DIVISION STREET	45,179	52	2021	\$63,078
CTHL::JSMN DR::30	JASMINE DRIVE	MORNING GLORY LANE	TULIP LANE	1,878	43	2021	\$4,900
CTHL::THDR ST::50	THEODORE STREET	PIONEER ROAD	EDGERTON DRIVE	57,207	48	2021	\$108,817
CTHL::CDRWD DR::20	CEDARWOOD DRIVE	START	LIVEOAK DRIVE	23,007	34	2022	\$102,755
CTHL::CTN FRM RD::02	CATON FARM ROAD	PLUM STREET	JORIE COURT	8,355	50	2022	\$13,511
CTHL::GYLRD RD::130	GAYLORD ROAD	FLOWER STREET	LOCH LANE	8,519	50	2022	\$13,777
CTHL::GYLRD RD::170	GAYLORD ROAD	GARDEN STREET	POPLAR STREET	9,916	54	2022	\$12,333
CTHL::GYLRD RD::80	GAYLORD ROAD	CARNATION DRIVE	UNIVERSITY STREET	2,999	33	2022	\$13,845
CTHL::KLND AVE::30	OAKLAND AVENUE	LUDWIG AVENUE	ROSE AVENUE	20,249	34	2022	\$90,438
CTHL::THDR ST::60	THEODORE STREET	EDGERTON DRIVE	END	35,166	53	2022	\$48,246
CTHL::BR DR::80	BORIO DRIVE	CATALPA COURT	GLEN VISTA LANE	8,305	31	2023	\$42,706
CTHL::DVSN ST::30	DIVISION STREET	CHURNOVIK LANE	BUCKNER POND WAY	32,096	32	2023	\$164,347
CTHL::DVSN ST::40	DIVISION STREET	BUCKNER POND WAY	ENTERPRISE DRIVE	6,632	47	2023	\$14,481
CTHL::GYLRD RD::140	GAYLORD ROAD	LOCH LANE	CARLTON STREET	8,287	50	2023	\$13,275
CTHL::THDR ST::70	THEODORE STREET	THEODORE STREET	LARKIN AVENUE	39,381	50	2023	\$63,080
CTHL::DVSN ST::10	DIVISION STREET	GAYLORD ROAD	ADVANTAGE AVENUE	50,391	31	2024	\$272,801
CTHL::GYLRD RD::160	GAYLORD ROAD	BERRY STREET	GARDEN STREET	8,547	49	2024	\$15,428
CTHL::GYLRD RD::180	GAYLORD ROAD	POPLAR STREET	CHESTNUT STREET	8,406	54	2024	\$11,475

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

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
CTHL::BR DR::10	BORIO DRIVE	DIVISION STREET	KINGSBROOK DRIVE	5,449	40	2020	\$16,782
CTHL::BR DR::100	BORIO DRIVE	SPRUCE LANE	TAHOE LANE	12,035	45	2020	\$27,857
CTHL::BR DR::110	BORIO DRIVE	TAHOE LANE	SPIREA LANE	9,353	46	2020	\$19,137
CTHL::BR DR::120	BORIO DRIVE	SPIREA LANE	RENWICK ROAD	14,604	48	2020	\$25,853
CTHL::BR DR::20	BORIO DRIVE	KINGSBROOK DRIVE	COVENTRY LANE	7,595	40	2020	\$22,339
CTHL::BR DR::30	BORIO DRIVE	COVENTRY LANE	LONGMEADOW DRIVE	14,336	43	2020	\$36,879
CTHL::BR DR::40	BORIO DRIVE	LONGMEADOW DRIVE	COVENTRY LANE	26,669	32	2020	\$124,973
CTHL::BR DR::50	BORIO DRIVE	COVENTRY LANE	ESSEX COURT	10,654	37	2020	\$39,099
CTHL::BR DR::60	BORIO DRIVE	ESSEX COURT	BALSUM LANE	21,349	33	2020	\$95,859
CTHL::BR DR::70	BORIO DRIVE	BALSUM LANE	CATALPA COURT	6,965	40	2020	\$20,486
CTHL::BR DR::80	BORIO DRIVE	CATALPA COURT	GLEN VISTA LANE	8,305	40	2020	\$25,577
CTHL::BR DR::90	BORIO DRIVE	GLEN VISTA LANE	SPRUCE LANE	6,882	37	2020	\$24,279
CTHL::BRRY CL DR::90	BURRY CIR DRIVE	INNER CIR DRIVE	MARLBORO LANE	6,604	54	2020	\$7,886
CTHL::CDRWD DR::20	CEDARWOOD DRIVE	START	LIVEOAK DRIVE	23,007	47	2020	\$43,902
CTHL::CDRWD DR::50	CEDARWOOD DRIVE	BICENTENNIAL AVENUE	THEODORE STREET	23,488	50	2020	\$35,046
CTHL::CTN FRM RD::01	CATON FARM ROAD	CATON CREST DRIVE	PLUM STREET	9,165	46	2020	\$18,753
CTHL::CTN FRM RD::03	CATON FARM ROAD	JORIE COURT	PLAINFIELD ROAD	17,158	54	2020	\$20,489
CTHL::CTN FRM RD::04	CATON FARM ROAD	PLAINFIELD ROAD	HACKER DRIVE	16,377	40	2020	\$50,437
CTHL::CTN FRM RD::05	CATON FARM ROAD	HACKER DRIVE	GREENGOLD STREET	9,463	41	2020	\$26,698
CTHL::CTN FRM RD::06	CATON FARM ROAD	GREENGOLD STREET	LYNWOOD STREET	13,534	41	2020	\$38,186
CTHL::CTN FRM RD::07	CATON FARM ROAD	LYNWOOD STREET	ROOT STREET	15,813	37	2020	\$55,785
CTHL::CTN FRM RD::08	CATON FARM ROAD	ROOT STREET	GREEN STREET	13,643	39	2020	\$44,119
CTHL::CTN FRM RD::09	CATON FARM ROAD	GREEN STREET	CIRCLE STREET	13,320	46	2020	\$27,255
CTHL::CTN FRM RD::09_1	CATON FARM ROAD	CIRCLE STREET	GRANDVIEW AVENUE	10,902	37	2020	\$38,462
CTHL::CTN FRM RD::09_2	CATON FARM ROAD	GRANDVIEW AVENUE	DURNESS COURT	20,439	42	2020	\$55,153
CTHL::CTN FRM RD::10	CATON FARM ROAD	WEBER ROAD	PERNIAR DRIVE	83,628	53	2020	\$106,202
CTHL::CTN FRM RD::15	CATON FARM ROAD	PERNIAR DRIVE	OAKLAND AVENUE	84,990	37	2020	\$299,837
CTHL::CTN FRM RD::20	CATON FARM ROAD	OAKLAND AVENUE	BROADWAY STREET	95,587	41	2020	\$269,688
CTHL::DVSN ST::10	DIVISION STREET	GAYLORD ROAD	ADVANTAGE AVENUE	50,391	42	2020	\$135,977
CTHL::DVSN ST::100	DIVISION STREET	BORIO DRIVE	END	82,732	21	2020	\$523,518
CTHL::DVSN ST::20	DIVISION STREET	ADVANTAGE AVENUE	CHURNOVIK LANE	26,696	41	2020	\$75,319
CTHL::DVSN ST::30	DIVISION STREET	CHURNOVIK LANE	BUCKNER POND WAY	32,096	45	2020	\$70,005
CTHL::DVSN ST::50	DIVISION STREET	ENTERPRISE DRIVE	ZAUSA DRIVE	25,943	45	2020	\$60,048
CTHL::DVSN ST::60	DIVISION STREET	ZAUSA DRIVE	DIVISION STREET	67,111	23	2020	\$404,529
CTHL::DVSN ST::80	DIVISION STREET	WEBER ROAD	DIVISION STREET	36,138	26	2020	\$204,061
CTHL::DVSN ST::90	DIVISION STREET	DIVISION STREET	BORIO DRIVE	18,850	8	2020	\$122,533
CTHL::ELS AVE::100	ELSIE AVENUE	CORA STREET	HICKORY STREET	9,678	31	2020	\$45,525
CTHL::ELS AVE::110	ELSIE AVENUE	HICKORY STREET	BROADWAY STREET	8,926	37	2020	\$32,756
CTHL::ELS AVE::40	ELSIE AVENUE	OAKLAND AVENUE	CLEMENT STREET	8,255	13	2020	\$53,663
CTHL::ELS AVE::50	ELSIE AVENUE	CLEMENT STREET	HIGHLAND STREET	8,595	32	2020	\$39,881
CTHL::ELS AVE::60	ELSIE AVENUE	HIGHLAND STREET	NICHOLSON STREET	8,329	21	2020	\$52,706
CTHL::ELS AVE::70	ELSIE AVENUE	NICHOLSON STREET	HOFFMAN STREET	4,583	10	2020	\$29,793
CTHL::ELS AVE::80	ELSIE AVENUE	HOFFMAN STREET	CENTER STREET	12,707	9	2020	\$82,600
CTHL::ELS AVE::90	ELSIE AVENUE	CENTER STREET	CORA STREET	9,152	26	2020	\$50,647
CTHL::GYLRD RD::10	GAYLORD ROAD	THEODORE STREET	FOX MEADOW DRIVE	56,157	48	2020	\$99,413
CTHL::GYLRD RD::100	GAYLORD ROAD	PARKROSE STREET	CATON FARM ROAD	17,137	41	2020	\$48,350
CTHL::GYLRD RD::20	GAYLORD ROAD	FOX MEADOW DRIVE	WATERFORD DRIVE	16,873	41	2020	\$47,605
CTHL::GYLRD RD::210	GAYLORD ROAD	START	EICH DRIVE	14,591	39	2020	\$47,186
CTHL::GYLRD RD::220	GAYLORD ROAD	EICH DRIVE	ESSEX DRIVE	12,968	42	2020	\$34,993
CTHL::GYLRD RD::230	GAYLORD ROAD	ESSEX DRIVE	FRONTIER LANE	15,207	37	2020	\$55,807
CTHL::GYLRD RD::240	GAYLORD ROAD	FRONTIER LANE	SPRING LAKE ROAD	35,026	35	2020	\$137,861
CTHL::GYLRD RD::250	GAYLORD ROAD	SPRING LAKE ROAD	END	13,828	24	2020	\$81,276
CTHL::GYLRD RD::30	GAYLORD ROAD	WATERFORD DRIVE	ARDAUGH AVENUE	6,738	32	2020	\$31,265
CTHL::GYLRD RD::40	GAYLORD ROAD	ARDAUGH AVENUE	WATERTOWER PLACE	5,775	25	2020	\$33,466
CTHL::GYLRD RD::50	GAYLORD ROAD	WATERTOWER PLACE	DAFFODIL STREET	6,910	41	2020	\$19,495
CTHL::GYLRD RD::60	GAYLORD ROAD	DAFFODIL STREET	SWEETBRIAR STREET	5,197	45	2020	\$11,335
CTHL::GYLRD RD::70	GAYLORD ROAD	SWEETBRIAR STREET	CARNATION DRIVE	8,815	46	2020	\$18,038
CTHL::GYLRD RD::80	GAYLORD ROAD	CARNATION DRIVE	UNIVERSITY STREET	2,999	45	2020	\$6,541
CTHL::GYLRD RD::90	GAYLORD ROAD	UNIVERSITY STREET	PARKROSE STREET	11,642	46	2020	\$23,822
CTHL::HWTHRN ST::30	HAWTHORNE STREET	BIRKEY AVENUE	END	4,353	51	2020	\$6,178
CTHL::JSMN DR::30	JASMINE DRIVE	MORNING GLORY LANE	TULIP LANE	1,878	52	2020	\$2,525

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
CTHL::KLND AVE::10	OAKLAND AVENUE	THEODORE STREET	STERN AVENUE	18,814	45	2020	\$41,037
CTHL::KLND AVE::20	OAKLAND AVENUE	STERN AVENUE	LUDWIG AVENUE	19,149	45	2020	\$41,766
CTHL::KLND AVE::30	OAKLAND AVENUE	LUDWIG AVENUE	ROSE AVENUE	20,249	47	2020	\$38,639
CTHL::KLND AVE::40	OAKLAND AVENUE	ROSE AVENUE	ELSIE AVENUE	20,955	45	2020	\$45,706
CTHL::KLND AVE::50	OAKLAND AVENUE	ELSIE AVENUE	CHANEY AVENUE	9,148	45	2020	\$19,953
CTHL::KLND AVE::60	OAKLAND AVENUE	CHANEY AVENUE	PASADENA AVENUE	9,300	35	2020	\$36,603
CTHL::KLND AVE::70	OAKLAND AVENUE	PASADENA AVENUE	RAYNOR AVENUE	25,859	45	2020	\$56,402
CTHL::KLND AVE::80	OAKLAND AVENUE	RAYNOR AVENUE	SAK DRIVE	18,209	42	2020	\$49,135
CTHL::KLND AVE::90	OAKLAND AVENUE	SAK DRIVE	CATON FARM ROAD	46,991	40	2020	\$138,217
CTHL::LDWG AVE::60	LUDWIG AVENUE	HIGHLAND STREET	NICHOLSON STREET	8,392	54	2020	\$10,021
CTHL::LM DR::10	ALMA DRIVE	INNER CIR DRIVE	HOSMER LANE	17,287	51	2020	\$24,536
CTHL::LNCLN AVE::20	LINCOLN AVENUE	CRESTWOOD DRIVE	IMPERIAL DRIVE	18,787	52	2020	\$25,269
CTHL::LNGMDW DR::20	LONGMEADOW DRIVE	SIEGLE DRIVE	END	3,350	53	2020	\$4,255
CTHL::LNGMDW DR::30	LONGMEADOW DRIVE	WEBER ROAD	END	30,195	51	2020	\$42,856
CTHL::LNGMDW DR::40	LONGMEADOW DRIVE	LONGMEADOW DRIVE	BORIO DRIVE	13,191	53	2020	\$16,752
CTHL::MRLBR LN::60	MARLBORO LANE	FREDERICK STREET	BURRY CIR DRIVE	7,925	50	2020	\$11,825
CTHL::NNN ST::10	NOONAN STREET	HESS DRIVE	END	3,575	52	2020	\$4,808
CTHL::NNR CRC DR::60	INNER CIR DRIVE	ALMA DRIVE	PRAIRIE AVENUE	4,826	53	2020	\$6,129
CTHL::NTRPRS DR::10	ENTERPRISE DRIVE	LIDICE PARKWAY	DIVISION STREET	56,695	49	2020	\$92,290
CTHL::PRR AVE::30	PRAIRIE AVENUE	HOSMER LANE	RAYNOR AVENUE	5,035	52	2020	\$6,772
CTHL::THDR ST::10	THEODORE STREET	START	THOMAS COURT	10,618	37	2020	\$37,461
CTHL::THDR ST::20	THEODORE STREET	THOMAS COURT	GAYLORD ROAD	38,949	40	2020	\$114,564
CTHL::THDR ST::30	THEODORE STREET	GAYLORD ROAD	ROCK RUN DRIVE	30,417	31	2020	\$143,082
CTHL::THDR ST::40	THEODORE STREET	ROCK RUN DRIVE	PIONEER ROAD	20,756	32	2020	\$96,306
CTHL::WBB STR::10	WEBB STREET	SWEETBRIAR STREET	UNIVERSITY STREET	8,453	51	2020	\$11,997
CTHL::WBB STR::60	WEBB STREET	LYNWOOD STREET	ROOT STREET	8,385	54	2020	\$10,013
CTHL::BBY LN::20	ABBEY LANE	PRESTWICK DRIVE	CARLTON STREET	25,036	36	2021	\$100,157
CTHL::BCNTNL AVE::20	BICENTENNIAL AVENUE	ROCK RUN DRIVE	PIONEER ROAD	12,161	35	2021	\$49,951
CTHL::BRRY CL DR::20	BURRY CIR DRIVE	RAHILL COURT	BURRY COURT	15,549	33	2021	\$71,589
CTHL::BRRY CL DR::30	BURRY CIR DRIVE	BURRY COURT	MARLBORO LANE	8,763	33	2021	\$39,138
CTHL::BRRY CL DR::60	BURRY CIR DRIVE	COWING LANE	WAVERLY COURT	6,917	38	2021	\$24,337
CTHL::BRTHLN AVE::10	BARTHELONE AVENUE	THEODORE STREET	PLEASANT STREET	34,016	46	2021	\$74,791
CTHL::BRTHLN AVE::20	BARTHELONE AVENUE	PLEASANT STREET	END	14,712	53	2021	\$19,232
CTHL::CDRWD DR::30	CEDARWOOD DRIVE	LIVEOAK DRIVE	RED OAK TERRACE	8,577	53	2021	\$11,213
CTHL::CDRWD DR::40	CEDARWOOD DRIVE	RED OAK TERRACE	BICENTENNIAL AVENUE	14,017	53	2021	\$18,324
CTHL::CHNY AVE::20	CHANEY AVENUE	HOFFMAN STREET	CENTER STREET	13,372	51	2021	\$19,817
CTHL::CNTR ST::80	CENTER STREET	BIRKEY AVENUE	END	1,800	35	2021	\$7,574
CTHL::CPR CT::10	COOPER COURT	CATON FARM ROAD	END	6,077	39	2021	\$20,555
CTHL::CR STR::20	CORA STREET	STERN AVENUE	LUDWIG AVENUE	16,336	35	2021	\$68,715
CTHL::CRLTN ST::20	CARLTON STREET	DUNDEE DRIVE	LOCH LANE	27,919	35	2021	\$114,680
CTHL::CRNTN DR::10	CARNATION DRIVE	DAFFODIL STREET	JASMINE DRIVE	18,645	34	2021	\$80,157
CTHL::CRNTN DR::40	CARNATION DRIVE	GAYLORD ROAD	ASTER DRIVE	4,449	40	2021	\$13,764
CTHL::CRSTWD DR::40	CRESTWOOD DRIVE	LYNWOOD STREET	LINCOLN AVENUE	7,493	47	2021	\$15,388
CTHL::CRSTWD DR::50	CRESTWOOD DRIVE	LINCOLN AVENUE	ROOT STREET	7,382	53	2021	\$9,650
CTHL::CTN FRM RD::09_3	CATON FARM ROAD	DURNESS COURT	COOPER COURT	36,199	51	2021	\$53,647
CTHL::CVNTRY LN::10	COVENTRY LANE	BORIO DRIVE	LONGMEADOW DRIVE	29,421	32	2021	\$141,700
CTHL::DFFDL ST::20	DAFFODIL STREET	GLADIOLA LANE	MORNING GLORY LANE	2,415	33	2021	\$10,961
CTHL::DND DR::10	DUNDEE DRIVE	CARLTON STREET	LOCH LANE	15,593	33	2021	\$71,790
CTHL::FRN STR::10	FERN STREET	PLAINFIELD ROAD	GREENGOLD STREET	10,096	37	2021	\$38,079
CTHL::GRNGLD ST::10	GREENGOLD STREET	CATON FARM ROAD	SYCAMORE STREET	10,263	36	2021	\$39,917
CTHL::GYLRD RD::110	GAYLORD ROAD	CATON FARM ROAD	END	148	50	2021	\$235
CTHL::GYLRD RD::190	GAYLORD ROAD	CHESTNUT STREET	EMLONG STREET	5,354	51	2021	\$7,934
CTHL::GYLRD RD::200	GAYLORD ROAD	EMLONG STREET	DIVISION STREET	45,179	52	2021	\$63,078
CTHL::HDN AVE::10	HEIDEN AVENUE	THEODORE STREET	AUGUST STREET	10,965	37	2021	\$40,000
CTHL::HDN AVE::30	HEIDEN AVENUE	PLEASANT STREET	END	6,468	39	2021	\$20,970
CTHL::HSMR LN::10	HOSMER LANE	THEODORE STREET	INNER CIR DRIVE	7,892	33	2021	\$35,815
CTHL::HSMR LN::30	HOSMER LANE	MARLBORO LANE	INNER CIR DRIVE	28,892	33	2021	\$129,035
CTHL::HSMR LN::40	HOSMER LANE	INNER CIR DRIVE	BURRY CIR DRIVE	7,959	33	2021	\$36,120
CTHL::HSMR LN::50	HOSMER LANE	BURRY CIR DRIVE	ALMA DRIVE	8,124	37	2021	\$30,640
CTHL::HSS DR::10	HESS DRIVE	NOONAN STREET	MACHER STREET	24,001	36	2021	\$93,345
CTHL::HSS DR::20	HESS DRIVE	MACHER STREET	ARDAUGH AVENUE	19,835	34	2021	\$86,990

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
CTHL::HWTHRN ST::20	HAWTHORNE STREET	PASADENA AVENUE	BIRKEY AVENUE	8,013	34	2021	\$35,144
CTHL::JR CT::10	JORIE COURT	CATON FARM ROAD	END	9,014	35	2021	\$37,024
CTHL::JSMN DR::10	JASMINE DRIVE	WATERFORD DRIVE	JURICIC DRIVE	17,412	33	2021	\$77,765
CTHL::JSMN DR::40	JASMINE DRIVE	TULIP LANE	IRIS LANE	5,566	33	2021	\$25,257
CTHL::JSMN DR::50	JASMINE DRIVE	IRIS LANE	LOTUS LANE	5,309	35	2021	\$21,808
CTHL::JSMN DR::60	JASMINE DRIVE	LOTUS LANE	DAISY LANE	2,366	38	2021	\$8,326
CTHL::KLLG ST::10	KELLOG STREET	GOLFVIEW DRIVE	LINCOLN HIGHWAY	6,200	52	2021	\$8,657
CTHL::KNGSBRK DR::10	KINGSBROOK DRIVE	BORIO DRIVE	LONGMEADOW DRIVE	44,463	32	2021	\$214,881
CTHL::KNPP DR::10	KNAPP DRIVE	THEODORE STREET	WILLOW CIRCLE DRIVE	11,967	35	2021	\$49,154
CTHL::KNPP DR::30	KNAPP DRIVE	WILLOW CIRCLE DRIVE	LARKIN AVENUE	21,735	32	2021	\$105,038
CTHL::LCH LN::30	LOCH LANE	DUNDEE DRIVE	CARLTON STREET	11,467	35	2021	\$48,237
CTHL::LDRD DR::30	ELDORADO DRIVE	LYNWOOD STREET	LINCOLN AVENUE	7,392	39	2021	\$25,003
CTHL::LDRD DR::40	ELDORADO DRIVE	LINCOLN AVENUE	ROOT STREET	7,496	53	2021	\$9,799
CTHL::LDWG AVE::80	LUDWIG AVENUE	DEARBORN STREET	CENTER STREET	8,639	47	2021	\$17,741
CTHL::LM DR::20	ALMA DRIVE	HOSMER LANE	COWING LANE	22,202	41	2021	\$66,132
CTHL::LN KBNK DR::10	LEN KUBINSKI DRIVE	WEBER ROAD	PERNIAR DRIVE	52,135	37	2021	\$190,198
CTHL::LNGMDW DR::10	LONGMEADOW DRIVE	ZAUSA DRIVE	SIEGLE DRIVE	7,510	37	2021	\$27,398
CTHL::LYNWD ST::30	LYNWOOD STREET	SWEETBRIAR STREET	GRANDVIEW AVENUE	25,875	34	2021	\$111,243
CTHL::LYNWD ST::50	LYNWOOD STREET	LENESSE LANE	ELDORADO DRIVE	8,327	46	2021	\$18,309
CTHL::LYNWD ST::80	LYNWOOD STREET	CRESTWOOD DRIVE	IMPERIAL DRIVE	18,713	35	2021	\$76,864
CTHL::MCGLVRY DR::20	MC GILVRAY DRIVE	HURON STREET	ONTARIO STREET	7,246	38	2021	\$25,495
CTHL::MCHR ST::20	MACHER STREET	HESS DRIVE	ARDAUGH AVENUE	8,225	36	2021	\$31,990
CTHL::MPRL DR::10	IMPERIAL DRIVE	LYNWOOD STREET	LINCOLN AVENUE	7,353	47	2021	\$15,099
CTHL::MRLBR LN::30	MARLBORO LANE	BURRY CIR DRIVE	INNER CIR DRIVE	8,210	39	2021	\$27,771
CTHL::NCHLSN ST::40	NICHOLSON STREET	ROSE AVENUE	ELSIE AVENUE	17,977	33	2021	\$82,768
CTHL::NNN ST::20	NOONAN STREET	ARDAUGH AVENUE	HESS DRIVE	7,219	35	2021	\$29,653
CTHL::NNR CRC DR::20	INNER CIR DRIVE	RAHILL COURT	MARLBORO LANE	18,860	32	2021	\$88,894
CTHL::NNR CRC DR::30	INNER CIR DRIVE	MARLBORO LANE	HOSMER LANE	24,353	34	2021	\$104,699
CTHL::NNR CRC DR::40	INNER CIR DRIVE	HOSMER LANE	BURRY CIR DRIVE	22,443	54	2021	\$27,274
CTHL::NNR CRC DR::50	INNER CIR DRIVE	BURRY CIR DRIVE	ALMA DRIVE	7,924	36	2021	\$30,817
CTHL::NTR ST::10	ONTARIO STREET	MC GILVRAY DRIVE	HURON STREET	21,713	37	2021	\$79,211
CTHL::NTR ST::20	ONTARIO STREET	HURON STREET	RYAN DRIVE	5,251	41	2021	\$15,641
CTHL::NVRSTY ST::10	UNIVERSITY STREET	GAYLORD ROAD	WEBB STREET	22,394	51	2021	\$33,188
CTHL::NVRSTY ST::20	UNIVERSITY STREET	WEBB STREET	SWEETBRIAR STREET	9,906	46	2021	\$21,781
CTHL::NWBRY CT::20	NEWBURY COURT	LONGMEADOW DRIVE	END	10,104	38	2021	\$35,549
CTHL::PLM ST::10	PLUM STREET	CATON FARM ROAD	PEACH STREET	13,364	46	2021	\$29,383
CTHL::PLSNT AT::20	PLEASANT STREET	BARTHELONE AVENUE	HEIDEN AVENUE	8,864	34	2021	\$38,873
CTHL::PRNR DR::10	PERNIAR DRIVE	CATON FARM ROAD	LEN KUBINSKI DRIVE	46,395	35	2021	\$190,572
CTHL::PRSTWCK DR::10	PRESTWICK DRIVE	ABBAY LANE	SCOTT COURT	28,344	32	2021	\$135,752
CTHL::RDGH AVE::10	ARDAUGH AVENUE	GAYLORD ROAD	NOONAN STREET	5,536	38	2021	\$19,477
CTHL::RDGH AVE::20	ARDAUGH AVENUE	NOONAN STREET	MACHER STREET	24,213	36	2021	\$94,169
CTHL::RDGH AVE::30	ARDAUGH AVENUE	MACHER STREET	HESS DRIVE	23,349	39	2021	\$75,705
CTHL::RDGH AVE::40	ARDAUGH AVENUE	SUSANNA WAY	HESS DRIVE	8,790	33	2021	\$39,255
CTHL::RS AVE::90	ROSE AVENUE	DEARBORN STREET	CENTER STREET	8,650	35	2021	\$36,386
CTHL::RT ST::40	ROOT STREET	GRANDVIEW AVENUE	LENESSE LANE	14,126	39	2021	\$45,801
CTHL::RT ST::60	ROOT STREET	ELDORADO DRIVE	CRESTWOOD DRIVE	20,664	36	2021	\$80,365
CTHL::RYN DR::10	RYAN DRIVE	WEBER ROAD	ONTARIO STREET	21,046	35	2021	\$88,529
CTHL::RYNR AVE::110	RAYNOR AVENUE	BRIAN DRIVE	OAKLAND AVENUE	12,733	33	2021	\$57,785
CTHL::RYNR AVE::50	RAYNOR AVENUE	SULLIVAN COURT	COWING LANE	6,563	33	2021	\$29,311
CTHL::SCTT CT::10	SCOTT COURT	PRESTWICK DRIVE	SCOTT COURT	2,939	34	2021	\$12,892
CTHL::SCTT CT::20	SCOTT COURT	SCOTT COURT	SCOTT COURT	5,994	34	2021	\$25,769
CTHL::SGL DR::10	SIEGLE DRIVE	ZAUSA DRIVE	LONGMEADOW DRIVE	26,344	37	2021	\$99,363
CTHL::SGL DR::20	SIEGLE DRIVE	ZAUSA DRIVE	LONGMEADOW DRIVE	32,195	37	2021	\$121,432
CTHL::SLLVN CT::10	SULLIVAN COURT	RAYNOR AVENUE	END	6,339	46	2021	\$13,938
CTHL::SPR LN::10	SPIREA LANE	BORIO DRIVE	PALM DRIVE	13,954	52	2021	\$19,482
CTHL::SPRNGSD DR::20	SPRINGSIDE DRIVE	FOX MEADOW DRIVE	WILDROSE DRIVE	23,295	32	2021	\$109,797
CTHL::STR DR::20	ASTER DRIVE	BUTTERCUP LANE	END	7,188	33	2021	\$32,100
CTHL::STRN AVE::100	STERN AVENUE	CORA STREET	HICKORY STREET	9,504	38	2021	\$33,437
CTHL::SWTBRR ST::10	SWEETBRIAR STREET	GAYLORD ROAD	WEBB STREET	14,386	53	2021	\$18,806
CTHL::SWTBRR ST::20	SWEETBRIAR STREET	WEBB STREET	UNIVERSITY STREET	13,177	48	2021	\$25,065
CTHL::SWTBRR ST::60	SWEETBRIAR STREET	GREENGOLD STREET	LYNWOOD STREET	8,284	49	2021	\$14,466

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
CTHL::THDR ST::50	THEODORE STREET	PIONEER ROAD	EDGERTON DRIVE	57,207	48	2021	\$108,817
CTHL::WBB STR::20	WEBB STREET	UNIVERSITY STREET	PARKROSE STREET	8,498	34	2021	\$36,532
CTHL::WBB STR::40	WEBB STREET	PLAINFIELD ROAD	GREENGOLD STREET	10,101	39	2021	\$34,165
CTHL::WBB STR::50	WEBB STREET	GREENGOLD STREET	LYNWOOD STREET	8,395	47	2021	\$17,239
CTHL::ZS DR::10	ZAUSA DRIVE	DIVISION STREET	SIEGLE DRIVE	13,460	38	2021	\$47,356
CTHL::ZS DR::20	ZAUSA DRIVE	SIEGLE DRIVE	LONGMEADOW DRIVE	19,539	36	2021	\$75,990
CTHL::ZS DR::30	ZAUSA DRIVE	LONGMEADOW DRIVE	SIEGLE DRIVE	39,256	37	2021	\$143,213
CTHL::BRRY CL DR::10	BURRY CIR DRIVE	THEODORE STREET	RAHILL COURT	22,267	31	2022	\$111,125
CTHL::BRRY CL DR::80	BURRY CIR DRIVE	HOSMER LANE	INNER CIR DRIVE	17,489	31	2022	\$87,316
CTHL::CHNY AVE::10	CHANEY AVENUE	OAKLAND AVENUE	HOFFMAN STREET	29,396	31	2022	\$148,507
CTHL::CNTR ST::60	CENTER STREET	CHANEY AVENUE	PASADENA AVENUE	8,528	29	2022	\$46,855
CTHL::CNTR ST::70	CENTER STREET	PASADENA AVENUE	BIRKEY AVENUE	8,085	31	2022	\$40,553
CTHL::CR STR::10	CORA STREET	THEODORE STREET	STERN AVENUE	16,572	31	2022	\$82,738
CTHL::CR STR::30	CORA STREET	LUDWIG AVENUE	ROSE AVENUE	17,589	30	2022	\$92,631
CTHL::CRCL ST::10	CIRCLE STREET	CATON FARM ROAD	GRANDVIEW AVENUE	15,877	31	2022	\$79,234
CTHL::CRLTN ST::10	CARLTON STREET	GAYLORD ROAD	DUNDEE DRIVE	18,049	31	2022	\$90,074
CTHL::CRLTN ST::30	CARLTON STREET	LOCH LANE	ABBAY LANE	6,754	31	2022	\$34,583
CTHL::CRLTN ST::40	CARLTON STREET	ABBAY LANE	PRESTWICK DRIVE	19,164	29	2022	\$105,287
CTHL::CRLTN ST::50	CARLTON STREET	PRESTWICK DRIVE	END	3,611	31	2022	\$18,051
CTHL::CRSTWD DR::30	CRESTWOOD DRIVE	JARED DRIVE	LYNWOOD STREET	7,954	31	2022	\$39,693
CTHL::CTN FRM RD::02	CATON FARM ROAD	PLUM STREET	JORIE COURT	8,355	50	2022	\$13,511
CTHL::CVNTRY LN::20	COVENTRY LANE	LONGMEADOW DRIVE	WELLINGTON PLACE	11,765	30	2022	\$61,957
CTHL::DFFDL ST::30	DAFFODIL STREET	GAYLORD ROAD	GLADIOLA LANE	5,289	31	2022	\$26,395
CTHL::DVNTG AVE::10	ADVANTAGE AVENUE	DIVISION STREET	END	50,224	31	2022	\$253,733
CTHL::FX MDW DR::10	FOX MEADOW DRIVE	SPRINGSIDE DRIVE	WILDROSE DRIVE	17,090	31	2022	\$85,289
CTHL::FX MDW DR::30	FOX MEADOW DRIVE	SILVER ROCK DRIVE	GAYLORD ROAD	6,142	31	2022	\$30,809
CTHL::FXTL CT::10	FOXTAIL COURT	SILVER ROCK DRIVE	END	16,245	31	2022	\$81,486
CTHL::GLN VST LN::10	GLEN VISTA LANE	BORIO DRIVE	LAUREL OAK DRIVE	13,139	31	2022	\$65,571
CTHL::GRNDVW AVE::10	GRANDVIEW AVENUE	GREENGOLD STREET	UNNAMED_1	11,945	31	2022	\$61,155
CTHL::GRNDVW AVE::50	GRANDVIEW AVENUE	CIRCLE STREET	GREEN STREET	11,754	26	2022	\$69,234
CTHL::GRNDVW AVE::60	GRANDVIEW AVENUE	CATON FARM ROAD	CIRCLE STREET	9,233	31	2022	\$46,645
CTHL::GRNGLD ST::20	GREENGOLD STREET	SYCAMORE STREET	WEBB STREET	16,924	31	2022	\$84,460
CTHL::GRNGLD ST::30	GREENGOLD STREET	WEBB STREET	SWEETBRIAR STREET	21,947	31	2022	\$109,527
CTHL::GRNGLD ST::50	GREENGOLD STREET	FERN STREET	GRANDVIEW AVENUE	15,564	31	2022	\$79,689
CTHL::GST ST::10	AUGUST STREET	HEIDEN AVENUE	END	5,694	31	2022	\$28,414
CTHL::GYLRD RD::130	GAYLORD ROAD	FLOWER STREET	LOCH LANE	8,519	50	2022	\$13,777
CTHL::GYLRD RD::170	GAYLORD ROAD	GARDEN STREET	POPLAR STREET	9,916	54	2022	\$12,333
CTHL::HCKRY ST::50	HICKORY STREET	ELSIE AVENUE	CHANEY AVENUE	8,305	31	2022	\$41,445
CTHL::HFMN ST::10	HOFFMAN STREET	ROSE AVENUE	ELSIE AVENUE	17,951	26	2022	\$105,736
CTHL::HGHLND ST::10	HIGHLAND STREET	THEODORE STREET	STERN AVENUE	16,513	54	2022	\$20,538
CTHL::HGHLND ST::30	HIGHLAND STREET	LUDWIG AVENUE	ROSE AVENUE	17,684	47	2022	\$35,773
CTHL::HSMR LN::20	HOSMER LANE	INNER CIR DRIVE	MARLBORO LANE	7,632	54	2022	\$9,492
CTHL::HWTHRN ST::10	HAWTHORNE STREET	CHANEY AVENUE	PASADENA AVENUE	8,317	31	2022	\$41,508
CTHL::JRCC DR::10	JURIC DRIVE	JASMINE DRIVE	END	5,753	31	2022	\$29,062
CTHL::JSMN DR::20	JASMINE DRIVE	JURIC DRIVE	MORNING GLORY LANE	7,383	31	2022	\$37,301
CTHL::JSMN DR::70	JASMINE DRIVE	DAISY LANE	CARNATION DRIVE	10,181	26	2022	\$59,972
CTHL::LCH LN::10	LOCH LANE	GAYLORD ROAD	ABBAY LANE	14,089	31	2022	\$72,134
CTHL::LCH LN::20	LOCH LANE	ABBAY LANE	DUNDEE DRIVE	15,102	31	2022	\$76,296
CTHL::LDRD DR::20	ELDORADO DRIVE	LYNWOOD STREET	JARED DRIVE	8,273	54	2022	\$10,290
CTHL::LDWG AVE::50	LUDWIG AVENUE	CLEMENT STREET	HIGHLAND STREET	8,560	51	2022	\$12,773
CTHL::LNCLN AVE::10	LINCOLN AVENUE	ELDORADO DRIVE	CRESTWOOD DRIVE	20,706	50	2022	\$33,486
CTHL::LNGMDW DR::50	LONGMEADOW DRIVE	BORIO DRIVE	NEWBURY COURT	8,307	31	2022	\$42,530
CTHL::LNGMDW DR::60	LONGMEADOW DRIVE	NEWBURY COURT	COVENTRY LANE	8,290	31	2022	\$41,584
CTHL::LYNWD ST::20	LYNWOOD STREET	WEBB STREET	SWEETBRIAR STREET	22,056	31	2022	\$112,925
CTHL::LYNWD ST::40	LYNWOOD STREET	GRANDVIEW AVENUE	LENESS LANE	12,840	31	2022	\$64,077
CTHL::LYNWD ST::70	LYNWOOD STREET	CRESTWOOD DRIVE	CRESTWOOD DRIVE	3,662	31	2022	\$18,369
CTHL::MCGLVRY DR::10	MC GILVRY DRIVE	WEBER ROAD	HURON STREET	13,719	31	2022	\$69,309
CTHL::MCGLVRY DR::30	MC GILVRY DRIVE	ONTARIO STREET	MICHIGAN COURT	7,374	31	2022	\$36,863
CTHL::MCGLVRY DR::40	MC GILVRY DRIVE	MICHIGAN COURT	END	6,231	29	2022	\$34,230
CTHL::MCGLVRY DR::50	MC GILVRY DRIVE	MC GILVRY DRIVE	BORIO DRIVE	17,650	30	2022	\$92,953
CTHL::MCHR ST::10	MACHER STREET	SUSANNA WAY	HESS DRIVE	9,317	31	2022	\$46,577

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
CTHL::MNC CT::10	MANICOR COURT	CARA DRIVE	END	7,007	53	2022	\$9,613
CTHL::MNR CT::10	MANOR COURT	BURRY CIR DRIVE	END	6,341	31	2022	\$31,805
CTHL::MRLBR LN::10	MARLBORO LANE	ARBOR LANE	END	8,944	29	2022	\$49,137
CTHL::MRLBR LN::70	MARLBORO LANE	BURRY CIR DRIVE	WAVERLY STREET	4,476	31	2022	\$22,335
CTHL::NCHLSN ST::10	NICHOLSON STREET	THEODORE STREET	STERN AVENUE	16,484	31	2022	\$82,262
CTHL::NCHLSN ST::20	NICHOLSON STREET	STERN AVENUE	LUDWIG AVENUE	16,399	29	2022	\$90,095
CTHL::NCHLSN ST::30	NICHOLSON STREET	LUDWIG AVENUE	ROSE AVENUE	17,688	31	2022	\$88,723
CTHL::NWBRY CT::10	NEWBURY COURT	LONGMEADOW DRIVE	END	7,315	31	2022	\$36,566
CTHL::PCH ST::10	PEACH STREET	PLUM STREET	PLAINFIELD ROAD	10,015	31	2022	\$50,598
CTHL::PLSNT AT::10	PLEASANT STREET	BARTHELONE AVENUE	END	7,786	49	2022	\$14,214
CTHL::PRSTWCK DR::20	PRESTWICK DRIVE	SCOTT COURT	CARLTON STREET	9,425	31	2022	\$47,054
CTHL::PRSTWK CT::10	PRESTWICK COURT	CARLTON STREET	PRESTWICK COURT	8,231	30	2022	\$43,348
CTHL::RBRVT CIR::10	ARBORVITAE CIRCLE	PALM DRIVE	PALM DRIVE	19,430	49	2022	\$35,471
CTHL::RS AVE::50	ROSE AVENUE	CLEMENT STREET	HIGHLAND STREET	8,577	31	2022	\$42,805
CTHL::RT ST::10	ROOT STREET	CATON FARM ROAD	WEBB STREET	9,142	31	2022	\$46,187
CTHL::RT ST::50	ROOT STREET	LENESS LANE	ELDORADO DRIVE	8,451	54	2022	\$10,511
CTHL::RT ST::80	ROOT STREET	IMPERIAL DRIVE	WEBER ROAD	8,428	31	2022	\$42,080
CTHL::RT ST::90	ROOT STREET	WEBER ROAD	BERTA DRIVE	12,957	29	2022	\$71,186
CTHL::RYNR AVE::10	RAYNOR AVENUE	THEODORE STREET	STERN AVENUE	16,559	31	2022	\$84,781
CTHL::RYNR AVE::30	RAYNOR AVENUE	PRAIRIE AVENUE	LUDWIG AVENUE	10,914	31	2022	\$55,139
CTHL::RYNR AVE::40	RAYNOR AVENUE	LUDWIG AVENUE	SULLIVAN COURT	10,739	26	2022	\$63,257
CTHL::RYNR AVE::60	RAYNOR AVENUE	COWING LANE	ROSE AVENUE	8,222	31	2022	\$41,050
CTHL::SLVRCK DR::10	SILVER ROCK DRIVE	START	SPRINGSIDE DRIVE	4,219	31	2022	\$21,057
CTHL::SLVRCK DR::20	SILVER ROCK DRIVE	SPRINGSIDE DRIVE	FOXTAIL COURT	29,626	26	2022	\$174,509
CTHL::SLVRCK DR::30	SILVER ROCK DRIVE	FOXTAIL COURT	FOX MEADOW DRIVE	8,522	31	2022	\$42,529
CTHL::SPRNGSD DR::10	SPRINGSIDE DRIVE	SILVER ROCK DRIVE	FOX MEADOW DRIVE	17,485	31	2022	\$87,260
CTHL::STRN AVE::50	STERN AVENUE	CLEMENT STREET	HIGHLAND STREET	8,543	30	2022	\$44,988
CTHL::STRN AVE::80	STERN AVENUE	DEARBORN STREET	CENTER STREET	8,644	29	2022	\$47,492
CTHL::SWTBRR ST::40	SWEETBRIAR STREET	PARKROSE STREET	PLAINFIELD ROAD	11,554	31	2022	\$57,658
CTHL::SWTBRR ST::50	SWEETBRIAR STREET	PLAINFIELD ROAD	GREENGOLD STREET	10,176	53	2022	\$13,962
CTHL::SWTBRR ST::70	SWEETBRIAR STREET	LYNWOOD STREET	ROOT STREET	8,365	30	2022	\$44,051
CTHL::SYCMR ST::10	SYCAMORE STREET	PARKROSE STREET	PLAINFIELD ROAD	10,051	31	2022	\$50,777
CTHL::SYCMR ST::20	SYCAMORE STREET	PLAINFIELD ROAD	GREENGOLD STREET	10,047	46	2022	\$22,195
CTHL::THDR ST::60	THEODORE STREET	EDGERTON DRIVE	END	35,166	53	2022	\$48,246
CTHL::THMS CT::10	THOMAS COURT	THEODORE STREET	END	11,429	31	2022	\$57,741
CTHL::UNMD 1::10	UNNAMED 1	FERN STREET	GRANDVIEW AVENUE	20,618	31	2022	\$105,564
CTHL::WLDRS DR::10	WILDROSE DRIVE	SPRINGSIDE DRIVE	FOX MEADOW DRIVE	8,623	31	2022	\$43,032
CTHL::WLLW C DR::10	WILLOW CIRCLE DRIVE	KNAPP DRIVE	KNAPP DRIVE	42,840	29	2022	\$235,361
CTHL::WTRFRD DR::30	WATERFORD DRIVE	GAYLORD ROAD	WATERTOWER PLACE	5,852	31	2022	\$29,205
CTHL::BBY LN::10	ABBEY LANE	LOCH LANE	PRESTWICK DRIVE	7,821	15	2023	\$55,552
CTHL::BCNTNL AVE::10	BICENTENNIAL AVENUE	CEDARWOOD DRIVE	ROCK RUN DRIVE	19,007	15	2023	\$135,007
CTHL::BLSM LN::10	BALSUM LANE	BORIO DRIVE	LAUREL OAK DRIVE	13,775	17	2023	\$97,846
CTHL::BRKY AVE::10	BIRKEY AVENUE	CENTER STREET	HAWTHORNE STREET	13,105	19	2023	\$93,087
CTHL::BRRY CL DR::40	BURRY CIR DRIVE	MARLBORO LANE	WILLOW COURT	7,515	19	2023	\$53,380
CTHL::BRRY CL DR::70	BURRY CIR DRIVE	WAVERLY COURT	HOSMER LANE	12,886	19	2023	\$91,535
CTHL::BRT DR::10	BERTA DRIVE	ROOT STREET	ROOT STREET	34,128	14	2023	\$242,417
CTHL::CHNY CT::10	CHANEY COURT	OAKLAND AVENUE	END	9,895	14	2023	\$70,288
CTHL::CNTR ST::30	CENTER STREET	LUDWIG AVENUE	ROSE AVENUE	17,692	15	2023	\$125,669
CTHL::CR STR::40	CORA STREET	ROSE AVENUE	ELSIE AVENUE	17,899	13	2023	\$127,141
CTHL::CRNTN DR::20	CARNATION DRIVE	GLADIOLA LANE	DAFFODIL STREET	5,088	20	2023	\$36,138
CTHL::CRNTN DR::30	CARNATION DRIVE	ASTER DRIVE	GLADIOLA LANE	1,676	53	2023	\$2,364
CTHL::CRSTWD DR::20	CRESTWOOD DRIVE	MIA DRIVE	JARED DRIVE	11,214	15	2023	\$79,654
CTHL::CVNTRY LN::30	COVENTRY LANE	WELLINGTON PLACE	BORIO DRIVE	11,378	20	2023	\$80,074
CTHL::DFFDL ST::10	DAFFODIL STREET	MORNING GLORY LANE	CARNATION DRIVE	6,779	19	2023	\$48,150
CTHL::DVSN ST::40	DIVISION STREET	BUCKNER POND WAY	ENTERPRISE DRIVE	6,632	47	2023	\$14,481
CTHL::ELS AVE::30	ELSIE AVENUE	WILCOX STREET	OAKLAND AVENUE	9,027	20	2023	\$64,123
CTHL::FRDRCK ST::10	FREDERICK STREET	THEODORE STREET	MARLBORO LANE	9,149	19	2023	\$64,987
CTHL::FX MDW DR::20	FOX MEADOW DRIVE	WILDROSE DRIVE	SILVER ROCK DRIVE	6,957	18	2023	\$49,414
CTHL::GRN ST::10	GREEN STREET	CATON FARM ROAD	SWEETBRIAR STREET	22,273	19	2023	\$158,212
CTHL::GRN ST::20	GREEN STREET	SWEETBRIAR STREET	GRANDVIEW AVENUE	10,154	24	2023	\$64,953
CTHL::GRNDVW AVE::20	GRANDVIEW AVENUE	LYNWOOD STREET	GREENGOLD STREET	11,662	20	2023	\$82,074

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
CTHL::GRNDVW AVE::30	GRANDVIEW AVENUE	ROOT STREET	LYNWOOD STREET	11,788	19	2023	\$83,729
CTHL::GRNDVW AVE::40	GRANDVIEW AVENUE	GREEN STREET	ROOT STREET	11,545	19	2023	\$82,007
CTHL::GRNGLD ST::40	GREENGOLD STREET	SWEETBRIAR STREET	FERN STREET	18,361	20	2023	\$129,219
CTHL::GYLRD RD::140	GAYLORD ROAD	LOCH LANE	CARLTON STREET	8,287	50	2023	\$13,275
CTHL::HDN AVE::20	HEIDEN AVENUE	AUGUST STREET	PLEASANT STREET	22,992	47	2023	\$50,203
CTHL::HFFMN ST::20	HOFFMAN STREET	ELSIE AVENUE	CHANEY AVENUE	8,034	24	2023	\$51,389
CTHL::HFFMN ST::40	HOFFMAN STREET	PASADENA AVENUE	END	8,089	19	2023	\$57,456
CTHL::HGHLND ST::20	HIGHLAND STREET	STERN AVENUE	LUDWIG AVENUE	16,403	47	2023	\$35,815
CTHL::HGHLND ST::40	HIGHLAND STREET	ROSE AVENUE	ELSIE AVENUE	17,967	50	2023	\$28,779
CTHL::JRD DR::10	JARED DRIVE	ELDORADO DRIVE	CRESTWOOD DRIVE	17,496	19	2023	\$124,274
CTHL::KNGSBRK DR::20	KINGSBROOK DRIVE	LONGMEADOW DRIVE	WELLINGTON PLACE	11,721	20	2023	\$82,484
CTHL::KNGSBRK DR::30	KINGSBROOK DRIVE	WELLINGTON PLACE	END	8,468	24	2023	\$54,164
CTHL::KNPP DR::20	KNAPP DRIVE	WILLOW CIRCLE DRIVE	WILLOW CIRCLE DRIVE	29,403	20	2023	\$206,925
CTHL::LDWG AVE::110	LUDWIG AVENUE	HICKORY STREET	BROADWAY STREET	9,077	50	2023	\$14,539
CTHL::LDWG AVE::30	LUDWIG AVENUE	WILCOX STREET	OAKLAND AVENUE	8,417	48	2023	\$15,937
CTHL::LNGMDW DR::70	LONGMEADOW DRIVE	COVENTRY LANE	KINGSBROOK DRIVE	7,425	20	2023	\$52,254
CTHL::LRL K DR::10	LAUREL OAK DRIVE	GLEN VISTA LANE	BALSUM LANE	14,893	16	2023	\$105,785
CTHL::LVK DR::20	LIVEOAK DRIVE	RED OAK TERRACE	END	3,760	50	2023	\$6,022
CTHL::LYNWD ST::10	LYNWOOD STREET	CATON FARM ROAD	WEBB STREET	18,669	19	2023	\$132,606
CTHL::LYNWD ST::60	LYNWOOD STREET	ELDORADO DRIVE	CRESTWOOD DRIVE	17,086	19	2023	\$121,364
CTHL::MIA DR::10	MIA DRIVE	ELDORADO DRIVE	CRESTWOOD DRIVE	19,074	15	2023	\$135,486
CTHL::PLM CT::10	PALM COURT	SPIREA LANE	END	5,401	14	2023	\$38,362
CTHL::PLM DR::10	PALM DRIVE	SPRUCE LANE	ARBORVITAE CIRCLE	6,245	20	2023	\$44,361
CTHL::PRKRS ST::10	PARKROSE STREET	GAYLORD ROAD	SYCAMORE STREET	13,188	15	2023	\$93,673
CTHL::PRR AVE::10	PRAIRIE AVENUE	THEODORE STREET	INNER CIR DRIVE	14,528	14	2023	\$103,195
CTHL::PRSTWK CT::20	PRESTWICK COURT	PRESTWICK COURT	PRESTWICK COURT	5,225	17	2023	\$37,113
CTHL::RBOR LN::20	ARBOR LANE	MARLBORO LANE	END	9,943	17	2023	\$70,629
CTHL::RCK RN DR::20	ROCK RUN DRIVE	PIONEER ROAD	BICENTENNIAL AVENUE	24,740	16	2023	\$175,730
CTHL::RHLL CT::10	RAHILL COURT	BURRY CIR DRIVE	INNER CIR DRIVE	7,629	24	2023	\$48,800
CTHL::RS AVE::20	ROSE AVENUE	KELLY AVENUE	WILCOX STREET	8,494	18	2023	\$60,338
CTHL::RS AVE::60	ROSE AVENUE	HIGHLAND STREET	NICHOLSON STREET	8,361	16	2023	\$59,390
CTHL::RS AVE::80	ROSE AVENUE	HOFFMAN STREET	DEARBORN STREET	3,297	4	2023	\$23,416
CTHL::RSL CT::10	ROSEL COURT	RAYNOR AVENUE	END	5,417	15	2023	\$38,480
CTHL::RT ST::20	ROOT STREET	WEBB STREET	SWEETBRIAR STREET	21,890	13	2023	\$155,487
CTHL::RT ST::30	ROOT STREET	SWEETBRIAR STREET	GRANDVIEW AVENUE	17,890	19	2023	\$127,075
CTHL::RYNR AVE::80	RAYNOR AVENUE	ROSEL COURT	ELROSE COURT	7,592	24	2023	\$48,566
CTHL::SAK DR::10	SAK DRIVE	OAKLAND AVENUE	END	44,160	18	2023	\$313,675
CTHL::SSNN WY::10	SUSANNA WAY	SYBIL DRIVE	MACHER STREET	2,369	53	2023	\$3,342
CTHL::STR DR::10	ASTER DRIVE	CARNATION DRIVE	BUTTERCUP LANE	2,492	50	2023	\$3,991
CTHL::STRN AVE::40	STERN AVENUE	OAKLAND AVENUE	CLEMENT STREET	8,652	18	2023	\$61,455
CTHL::STRN AVE::70	STERN AVENUE	NICHOLSON STREET	DEARBORN STREET	8,629	18	2023	\$61,290
CTHL::STRN AVE::90	STERN AVENUE	CENTER STREET	CORA STREET	9,613	19	2023	\$68,282
CTHL::SWTBRR ST::30	SWEETBRIAR STREET	UNIVERSITY STREET	PARKROSE STREET	11,989	53	2023	\$16,913
CTHL::SWTBRR ST::80	SWEETBRIAR STREET	ROOT STREET	GREEN STREET	8,475	15	2023	\$60,198
CTHL::THDR ST::70	THEODORE STREET	THEODORE STREET	LARKIN AVENUE	39,381	50	2023	\$63,080
CTHL::WLLNGTN PL::10	WELLINGTON PLACE	COVENTRY LANE	KINGSBROOK DRIVE	7,463	17	2023	\$53,010
CTHL::WTRTWR PL::10	WATERTOWER PLACE	WATERFORD DRIVE	GAYLORD ROAD	17,646	18	2023	\$125,342
CTHL::WVRLY ST::10	WAVERLY STREET	THEODORE STREET	MARLBORO LANE	8,172	18	2023	\$58,046
CTHL::AML CT::10	AMELIA COURT	CRESTWOOD DRIVE	END	4,357	3	2024	\$31,878
CTHL::BRN DR::10	BRIAN DRIVE	RAYNOR AVENUE	END	37,212	0	2024	\$272,251
CTHL::BRRY CL DR::50	BURRY CIR DRIVE	WILLOW COURT	COWING LANE	16,574	6	2024	\$121,260
CTHL::BRRY CT::10	BURRY COURT	BURRY CIR DRIVE	END	5,714	11	2024	\$41,803
CTHL::CHNY AVE::30	CHANEY AVENUE	CENTER STREET	HAWTHORNE STREET	13,048	2	2024	\$95,460
CTHL::CHNY AVE::40	CHANEY AVENUE	HAWTHORNE STREET	HICKORY STREET	5,879	0	2024	\$43,010
CTHL::CHNY AVE::50	CHANEY AVENUE	HICKORY STREET	BROADWAY STREET	9,421	3	2024	\$68,923
CTHL::CNTR ST::10	CENTER STREET	THEODORE STREET	STERN AVENUE	16,446	0	2024	\$120,325
CTHL::CNTR ST::20	CENTER STREET	STERN AVENUE	LUDWIG AVENUE	16,546	6	2024	\$121,053
CTHL::CNTR ST::40	CENTER STREET	ROSE AVENUE	ELSIE AVENUE	17,809	11	2024	\$130,292
CTHL::CNTR ST::50	CENTER STREET	ELSIE AVENUE	CHANEY AVENUE	8,143	3	2024	\$59,576
CTHL::CRSTWD DR::10	CRESTWOOD DRIVE	DONMAUR STREET	MIA DRIVE	17,331	7	2024	\$126,796
CTHL::CTLP CT::10	CATALPA COURT	BORIO DRIVE	END	6,859	7	2024	\$50,184

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
CTHL::ELS AVE::10	ELSIE AVENUE	RAYNOR AVENUE	KELLY AVENUE	8,468	3	2024	\$61,952
CTHL::ELS AVE::20	ELSIE AVENUE	KELLY AVENUE	WILCOX STREET	8,518	10	2024	\$62,317
CTHL::ESSX CT::10	ESSEX COURT	BORIO DRIVE	END	11,117	11	2024	\$81,338
CTHL::GYLRD RD::160	GAYLORD ROAD	BERRY STREET	GARDEN STREET	8,547	49	2024	\$15,428
CTHL::GYLRD RD::180	GAYLORD ROAD	POPLAR STREET	CHESTNUT STREET	8,406	54	2024	\$11,475
CTHL::HSMR LN::60	HOSMER LANE	ALMA DRIVE	PRAIRIE AVENUE	13,541	3	2024	\$99,073
CTHL::KLLY AVE::10	KELLY AVENUE	THEODORE STREET	STERN AVENUE	16,557	1	2024	\$121,133
CTHL::KLLY AVE::20	KELLY AVENUE	STERN AVENUE	LUDWIG AVENUE	16,367	1	2024	\$119,746
CTHL::KLLY AVE::30	KELLY AVENUE	LUDWIG AVENUE	ROSE AVENUE	17,656	5	2024	\$129,179
CTHL::KLLY AVE::40	KELLY AVENUE	ROSE AVENUE	ELSIE AVENUE	17,760	11	2024	\$129,934
CTHL::LDWG AVE::70	LUDWIG AVENUE	NICHOLSON STREET	DEARBORN STREET	8,630	49	2024	\$15,578
CTHL::LDWG AVE::90	LUDWIG AVENUE	CENTER STREET	CORA STREET	9,476	3	2024	\$69,326
CTHL::LNSS LN::10	LENESS LANE	PLAINFIELD ROAD	DONMAUR STREET	7,149	49	2024	\$12,905
CTHL::LNSS LN::30	LENESS LANE	LYNWOOD STREET	ROOT STREET	14,959	54	2024	\$20,420
CTHL::LRL OK CT::10	LAUREL OAK COURT	BALSUM LANE	END	7,212	6	2024	\$52,765
CTHL::LRS CT::10	ELROSE COURT	RAYNOR AVENUE	END	5,232	0	2024	\$38,280
CTHL::LZBTH CT::10	ELIZABETH COURT	INGALLS AVENUE	END	16,971	3	2024	\$124,166
CTHL::MNC DR::10	MANICO DRIVE	SYBIL DRIVE	END	4,400	46	2024	\$10,304
CTHL::MNC DR::20	MANICO DRIVE	WILLIAM DRIVE	SYBIL DRIVE	8,919	46	2024	\$20,886
CTHL::MNC DR::30	MANICO DRIVE	CONNIE DRIVE	WILLIAM DRIVE	8,688	46	2024	\$20,346
CTHL::MRLBR LN::20	MARLBORO LANE	ARBOR LANE	BURRY CIR DRIVE	23,267	6	2024	\$170,229
CTHL::NNR CRC DR::10	INNER CIR DRIVE	HOSMER LANE	RAHILL COURT	15,437	10	2024	\$112,939
CTHL::PLM DR::20	PALM DRIVE	ARBORVITAE CIRCLE	ARBORVITAE CIRCLE	7,773	2	2024	\$56,867
CTHL::PLM DR::30	PALM DRIVE	ARBORVITAE CIRCLE	SPIREA LANE	6,813	3	2024	\$49,846
CTHL::PRKRS ST::20	PARKROSE STREET	SYCAMORE STREET	WEBB STREET	16,782	11	2024	\$122,784
CTHL::PRKRS ST::30	PARKROSE STREET	WEBB STREET	SWEETBRIAR STREET	18,685	8	2024	\$136,706
CTHL::PRR AVE::20	PRAIRIE AVENUE	INNER CIR DRIVE	HOSMER LANE	8,382	4	2024	\$61,326
CTHL::RBOR LN::10	ARBOR LANE	THEODORE STREET	MARLBORO LANE	47,854	8	2024	\$350,116
CTHL::RCK RN DR::10	ROCK RUN DRIVE	INGALLS AVENUE	PIONEER ROAD	16,284	2	2024	\$119,136
CTHL::RCK RN DR::30	ROCK RUN DRIVE	BICENTENNIAL AVENUE	THEODORE STREET	32,273	4	2024	\$236,118
CTHL::RD OK TR::10	RED OAK TERRACE	LIVEOAK DRIVE	POST OAK COURT	26,478	54	2024	\$36,146
CTHL::RS AVE::10	ROSE AVENUE	RAYNOR AVENUE	KELLY AVENUE	8,539	6	2024	\$62,476
CTHL::RS AVE::30	ROSE AVENUE	WILCOX STREET	OAKLAND AVENUE	8,660	7	2024	\$63,359
CTHL::RS AVE::40	ROSE AVENUE	OAKLAND AVENUE	CLEMENT STREET	8,593	4	2024	\$62,869
CTHL::RS AVE::70	ROSE AVENUE	NICHOLSON STREET	HOFFMAN STREET	5,335	0	2024	\$39,032
CTHL::RT ST::100	ROOT STREET	BERTA DRIVE	BERTA DRIVE	16,557	3	2024	\$121,138
CTHL::RT ST::110	ROOT STREET	BERTA DRIVE	END	6,181	0	2024	\$45,225
CTHL::RT ST::70	ROOT STREET	CRESTWOOD DRIVE	IMPERIAL DRIVE	18,638	6	2024	\$136,360
CTHL::RYNR AVE::100	RAYNOR AVENUE	ELSIE AVENUE	BRIAN DRIVE	6,672	5	2024	\$48,813
CTHL::RYNR AVE::20	RAYNOR AVENUE	STERN AVENUE	PRAIRIE AVENUE	5,439	4	2024	\$39,795
CTHL::RYNR AVE::70	RAYNOR AVENUE	ROSE AVENUE	ROSEL COURT	6,230	11	2024	\$45,583
CTHL::RYNR AVE::90	RAYNOR AVENUE	ELROSE COURT	ELSIE AVENUE	3,999	5	2024	\$29,258
CTHL::SPRC LN::10	SPRUCE LANE	BORIO DRIVE	PALM DRIVE	13,460	11	2024	\$98,476
CTHL::STRN AVE::10	STERN AVENUE	RAYNOR AVENUE	KELLY AVENUE	8,774	2	2024	\$64,195
CTHL::STRN AVE::110	STERN AVENUE	HICKORY STREET	BROADWAY STREET	9,126	10	2024	\$66,768
CTHL::STRN AVE::20	STERN AVENUE	KELLY AVENUE	WILCOX STREET	8,512	6	2024	\$62,275
CTHL::STRN AVE::30	STERN AVENUE	WILCOX STREET	OAKLAND AVENUE	8,566	6	2024	\$62,672
CTHL::STRN AVE::60	STERN AVENUE	HIGHLAND STREET	NICHOLSON STREET	8,421	7	2024	\$61,613
CTHL::WBB STR::30	WEBB STREET	PARKROSE STREET	PLAINFIELD ROAD	9,993	9	2024	\$73,114
CTHL::WLLW CT::10	WILLOW COURT	BURRY CIR DRIVE	END	4,789	4	2024	\$35,036
CTHL::WTRFRD DR::10	WATERFORD DRIVE	JASMINE DRIVE	END	13,816	10	2024	\$101,085
CTHL::WTRFRD DR::20	WATERFORD DRIVE	WATERTOWER PLACE	JASMINE DRIVE	10,989	11	2024	\$80,402

APPENDIX D – PAVEMENT MAINTENANCE POLICIES AND UNIT COSTS

Table D-1. Recommended Asphalt Pavement Maintenance Policy.

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

Table D-2. Recommended Concrete Pavement Maintenance Policy.

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

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

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

APPENDIX E – TABULATED PREVENTIVE MAINTENANCE RECOMMENDATIONS

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
CTHL::RBRVT CIR::10	ARBORVITAE CIRCLE	PALM DRIVE	PALM DRIVE	19,430	L & T CR	2.9%	Crack Sealing - AC	\$571
CTHL::RBRVT CIR::10	ARBORVITAE CIRCLE	PALM DRIVE	PALM DRIVE	19,430	L & T CR	2.3%	Crack Sealing - AC	\$450
CTHL::RBRVT CIR::10	ARBORVITAE CIRCLE	PALM DRIVE	PALM DRIVE	19,430	BLOCK CR	8.4%	Crack Sealing - AC	\$495
CTHL::RBRVT CIR::10	ARBORVITAE CIRCLE	PALM DRIVE	PALM DRIVE	19,430	ALLIGATOR CR	0.4%	Patching - AC Deep	\$1,188
CTHL::RDGH AVE::50	ARDAUGH AVENUE	MANICO DRIVE	SUSANNA WAY	15,740	L & T CR	0.4%	Crack Sealing - AC	\$54
CTHL::RDGH AVE::50	ARDAUGH AVENUE	MANICO DRIVE	SUSANNA WAY	15,740	L & T CR	0.7%	Crack Sealing - AC	\$106
CTHL::STR DR::10	ASTER DRIVE	CARNATION DRIVE	BUTTERCUP LANE	2,492	BLOCK CR	30.7%	Crack Sealing - AC	\$233
CTHL::BRTHLN AVE::20	BARTHELONE AVENUE	PLEASANT STREET	END	14,712	L & T CR	1.6%	Crack Sealing - AC	\$233
CTHL::BRTHLN AVE::20	BARTHELONE AVENUE	PLEASANT STREET	END	14,712	BLOCK CR	15.7%	Crack Sealing - AC	\$705
CTHL::BRTHLN AVE::20	BARTHELONE AVENUE	PLEASANT STREET	END	14,712	L & T CR	4.4%	Crack Sealing - AC	\$647
CTHL::BRTHLN AVE::20	BARTHELONE AVENUE	PLEASANT STREET	END	14,712	ALLIGATOR CR	0.2%	Patching - AC Deep	\$490
CTHL::CR DR::10	CARA DRIVE	MANICO DRIVE	SUSANNA WAY	13,817	L & T CR	0.1%	Crack Sealing - AC	\$20
CTHL::CRNTN DR::30	CARNATION DRIVE	ASTER DRIVE	GLADIOLA LANE	1,676	BLOCK CR	28.2%	Crack Sealing - AC	\$144
CTHL::CTN FRM RD::02	CATON FARM ROAD	PLUM STREET	JORIE COURT	8,355	EDGE CR	0.4%	Crack Sealing - AC	\$37
CTHL::CTN FRM RD::02	CATON FARM ROAD	PLUM STREET	JORIE COURT	8,355	L & T CR	1.4%	Crack Sealing - AC	\$118
CTHL::CTN FRM RD::02	CATON FARM ROAD	PLUM STREET	JORIE COURT	8,355	L & T CR	2.6%	Crack Sealing - AC	\$218
CTHL::CTN FRM RD::02	CATON FARM ROAD	PLUM STREET	JORIE COURT	8,355	ALLIGATOR CR	0.4%	Crack Sealing - AC	\$19
CTHL::CTN FRM RD::02	CATON FARM ROAD	PLUM STREET	JORIE COURT	8,355	ALLIGATOR CR	0.6%	Patching - AC Deep	\$867
CTHL::CTN FRM RD::09_3	CATON FARM ROAD	DURNESS COURT	COOPER COURT	36,199	EDGE CR	0.4%	Crack Sealing - AC	\$156
CTHL::CTN FRM RD::09_3	CATON FARM ROAD	DURNESS COURT	COOPER COURT	36,199	BLOCK CR	5.2%	Crack Sealing - AC	\$579
CTHL::CTN FRM RD::09_3	CATON FARM ROAD	DURNESS COURT	COOPER COURT	36,199	L & T CR	0.6%	Crack Sealing - AC	\$208
CTHL::CTN FRM RD::09_3	CATON FARM ROAD	DURNESS COURT	COOPER COURT	36,199	BLOCK CR	12.5%	Crack Sealing - AC	\$1,376
CTHL::CTN FRM RD::09_3	CATON FARM ROAD	DURNESS COURT	COOPER COURT	36,199	L & T CR	1.6%	Crack Sealing - AC	\$595
CTHL::CTN FRM RD::09_3	CATON FARM ROAD	DURNESS COURT	COOPER COURT	36,199	ALLIGATOR CR	1.3%	Crack Sealing - AC	\$172
CTHL::CTN FRM RD::09_3	CATON FARM ROAD	DURNESS COURT	COOPER COURT	36,199	ALLIGATOR CR	0.6%	Patching - AC Deep	\$2,995
CTHL::CTN FRM RD::09_3	CATON FARM ROAD	DURNESS COURT	COOPER COURT	36,199	POTHOLE	0.0%	Patching - AC Deep	\$152
CTHL::CTN FRM RD::09_3	CATON FARM ROAD	DURNESS COURT	COOPER COURT	36,199	RUTTING	0.0%	Patching - AC Shallow	\$69
CTHL::CTN FRM RD::09_4	CATON FARM ROAD	COOPER COURT	WEBER ROAD	48,221	L & T CR	0.4%	Crack Sealing - AC	\$175
CTHL::CDRWD DR::30	CEDARWOOD DRIVE	LIVEOAK DRIVE	RED OAK TERRACE	8,577	L & T CR	1.3%	Crack Sealing - AC	\$108
CTHL::CDRWD DR::30	CEDARWOOD DRIVE	LIVEOAK DRIVE	RED OAK TERRACE	8,577	RUTTING	0.0%	Patching - AC Shallow	\$15
CTHL::CDRWD DR::40	CEDARWOOD DRIVE	RED OAK TERRACE	BICENTENNIAL AVENUE	14,017	L & T CR	0.3%	Crack Sealing - AC	\$35
CTHL::CDRWD DR::40	CEDARWOOD DRIVE	RED OAK TERRACE	BICENTENNIAL AVENUE	14,017	L & T CR	0.8%	Crack Sealing - AC	\$108
CTHL::CDRWD DR::40	CEDARWOOD DRIVE	RED OAK TERRACE	BICENTENNIAL AVENUE	14,017	RUTTING	0.2%	Patching - AC Shallow	\$154
CTHL::CHNY AVE::20	CHANAY AVENUE	HOFFMAN STREET	CENTER STREET	13,372	L & T CR	3.4%	Crack Sealing - AC	\$454
CTHL::CHNY AVE::20	CHANAY AVENUE	HOFFMAN STREET	CENTER STREET	13,372	L & T CR	1.1%	Crack Sealing - AC	\$143
CTHL::CHNY AVE::20	CHANAY AVENUE	HOFFMAN STREET	CENTER STREET	13,372	BLOCK CR	4.9%	Crack Sealing - AC	\$200
CTHL::CHNY AVE::20	CHANAY AVENUE	HOFFMAN STREET	CENTER STREET	13,372	ALLIGATOR CR	0.9%	Crack Sealing - AC	\$52
CTHL::CHNY AVE::20	CHANAY AVENUE	HOFFMAN STREET	CENTER STREET	13,372	ALLIGATOR CR	2.5%	Patching - AC Deep	\$4,553
CTHL::CHRNVK LN::10	CHURNOVIK LANE	DIVISION STREET	LIDICE PARKWAY	49,807	LINEAR CR	7.4%	Crack Sealing - PCC	\$440

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
CTHL::CHRNK LN::10	CHURNOVIK LANE	DIVISION STREET	LIDICE PARKWAY	49,807	LINEAR CR	1.5%	Crack Sealing - PCC	\$88
CTHL::CHRNK LN::10	CHURNOVIK LANE	DIVISION STREET	LIDICE PARKWAY	49,807	JT SEAL DMG	100.0%	Joint Seal (Localized)	\$9,931
CTHL::CLMNT ST::10	CLEMENT STREET	THEODORE STREET	STERN AVENUE	16,521	RUTTING	0.0%	Patching - AC Shallow	\$16
CTHL::CLMNT ST::30	CLEMENT STREET	LUDWIG AVENUE	ROSE AVENUE	17,692	L & T CR	0.2%	Crack Sealing - AC	\$35
CTHL::CLMNT ST::30	CLEMENT STREET	LUDWIG AVENUE	ROSE AVENUE	17,692	RUTTING	0.0%	Patching - AC Shallow	\$15
CTHL::CONNIE DR::10	CONNIE DRIVE	MANICO DRIVE	SUSANNA WAY	18,229	L & T CR	1.8%	Crack Sealing - AC	\$327
CTHL::CONNIE DR::10	CONNIE DRIVE	MANICO DRIVE	SUSANNA WAY	18,229	L & T CR	0.3%	Crack Sealing - AC	\$62
CTHL::CWNG LN::10	COWING LANE	BURRY CIR DRIVE	COWING LANE	19,469	L & T CR	0.7%	Crack Sealing - AC	\$140
CTHL::CWNG LN::20	COWING LANE	COWING LANE	ALMA DRIVE	11,125	L & T CR	0.3%	Crack Sealing - AC	\$37
CTHL::CRSTWD DR::40	CRESTWOOD DRIVE	LYNWOOD STREET	LINCOLN AVENUE	7,493	BLOCK CR	22.3%	Crack Sealing - AC	\$508
CTHL::CRSTWD DR::40	CRESTWOOD DRIVE	LYNWOOD STREET	LINCOLN AVENUE	7,493	ALLIGATOR CR	0.8%	Crack Sealing - AC	\$29
CTHL::CRSTWD DR::40	CRESTWOOD DRIVE	LYNWOOD STREET	LINCOLN AVENUE	7,493	L & T CR	3.4%	Crack Sealing - AC	\$258
CTHL::CRSTWD DR::50	CRESTWOOD DRIVE	LINCOLN AVENUE	ROOT STREET	7,382	L & T CR	0.7%	Crack Sealing - AC	\$54
CTHL::CRSTWD DR::50	CRESTWOOD DRIVE	LINCOLN AVENUE	ROOT STREET	7,382	BLOCK CR	24.5%	Crack Sealing - AC	\$552
CTHL::DRBRN ST::10	DEARBORN STREET	THEODORE STREET	STERN AVENUE	16,556	L & T CR	1.8%	Crack Sealing - AC	\$305
CTHL::DRBRN ST::10	DEARBORN STREET	THEODORE STREET	STERN AVENUE	16,556	L & T CR	0.7%	Crack Sealing - AC	\$117
CTHL::DRBRN ST::20	DEARBORN STREET	STERN AVENUE	LUDWIG AVENUE	16,467	L & T CR	0.4%	Crack Sealing - AC	\$57
CTHL::DRBRN ST::20	DEARBORN STREET	STERN AVENUE	LUDWIG AVENUE	16,467	BLOCK CR	3.9%	Crack Sealing - AC	\$197
CTHL::DRBRN ST::20	DEARBORN STREET	STERN AVENUE	LUDWIG AVENUE	16,467	L & T CR	2.5%	Crack Sealing - AC	\$406
CTHL::DRBRN ST::30	DEARBORN STREET	LUDWIG AVENUE	ROSE AVENUE	17,724	L & T CR	1.4%	Crack Sealing - AC	\$245
CTHL::DRBRN ST::30	DEARBORN STREET	LUDWIG AVENUE	ROSE AVENUE	17,724	L & T CR	0.8%	Crack Sealing - AC	\$144
CTHL::DVSN ST::70	DIVISION STREET	DIVISION STREET	WEBER ROAD	967	L & T CR	0.4%	Crack Sealing - AC	\$3
CTHL::DNMR ST::10	DONMAUR STREET	LENESSE LANE	CRESTWOOD DRIVE	16,451	L & T CR	0.5%	Crack Sealing - AC	\$85
CTHL::DRNSS CT::10	DURNESS COURT	CATON FARM ROAD	END	12,686	L & T CR	0.3%	Crack Sealing - AC	\$35
CTHL::DRNSS CT::10	DURNESS COURT	CATON FARM ROAD	END	12,686	L & T CR	1.7%	Crack Sealing - AC	\$210
CTHL::LDRD DR::20	ELDORADO DRIVE	LYNWOOD STREET	JARED DRIVE	8,273	L & T CR	0.2%	Crack Sealing - AC	\$18
CTHL::LDRD DR::20	ELDORADO DRIVE	LYNWOOD STREET	JARED DRIVE	8,273	BLOCK CR	13.7%	Crack Sealing - AC	\$345
CTHL::LDRD DR::20	ELDORADO DRIVE	LYNWOOD STREET	JARED DRIVE	8,273	L & T CR	0.4%	Crack Sealing - AC	\$35
CTHL::LDRD DR::40	ELDORADO DRIVE	LINCOLN AVENUE	ROOT STREET	7,496	BLOCK CR	94.5%	Crack Sealing - AC	\$2,158
CTHL::GYLRD RD::130	GAYLORD ROAD	FLOWER STREET	LOCH LANE	8,519	EDGE CR	0.3%	Crack Sealing - AC	\$24
CTHL::GYLRD RD::130	GAYLORD ROAD	FLOWER STREET	LOCH LANE	8,519	L & T CR	0.2%	Crack Sealing - AC	\$14
CTHL::GYLRD RD::130	GAYLORD ROAD	FLOWER STREET	LOCH LANE	8,519	L & T CR	0.8%	Crack Sealing - AC	\$65
CTHL::GYLRD RD::130	GAYLORD ROAD	FLOWER STREET	LOCH LANE	8,519	ALLIGATOR CR	0.5%	Crack Sealing - AC	\$21
CTHL::GYLRD RD::130	GAYLORD ROAD	FLOWER STREET	LOCH LANE	8,519	ALLIGATOR CR	0.8%	Patching - AC Deep	\$1,177
CTHL::GYLRD RD::140	GAYLORD ROAD	LOCH LANE	CARLTON STREET	8,287	L & T CR	0.1%	Crack Sealing - AC	\$7
CTHL::GYLRD RD::140	GAYLORD ROAD	LOCH LANE	CARLTON STREET	8,287	L & T CR	0.2%	Crack Sealing - AC	\$14
CTHL::GYLRD RD::140	GAYLORD ROAD	LOCH LANE	CARLTON STREET	8,287	ALLIGATOR CR	1.0%	Crack Sealing - AC	\$37
CTHL::GYLRD RD::140	GAYLORD ROAD	LOCH LANE	CARLTON STREET	8,287	ALLIGATOR CR	0.7%	Patching - AC Deep	\$966
CTHL::GYLRD RD::150	GAYLORD ROAD	CARLTON STREET	BERRY STREET	8,446	L & T CR	0.1%	Crack Sealing - AC	\$7

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
CTHL::GYLRD RD::150	GAYLORD ROAD	CARLTON STREET	BERRY STREET	8,446	L & T CR	0.1%	Crack Sealing - AC	\$7
CTHL::GYLRD RD::150	GAYLORD ROAD	CARLTON STREET	BERRY STREET	8,446	ALLIGATOR CR	0.3%	Crack Sealing - AC	\$16
CTHL::GYLRD RD::160	GAYLORD ROAD	BERRY STREET	GARDEN STREET	8,547	L & T CR	0.2%	Crack Sealing - AC	\$14
CTHL::GYLRD RD::160	GAYLORD ROAD	BERRY STREET	GARDEN STREET	8,547	L & T CR	0.2%	Crack Sealing - AC	\$14
CTHL::GYLRD RD::160	GAYLORD ROAD	BERRY STREET	GARDEN STREET	8,547	ALLIGATOR CR	1.2%	Crack Sealing - AC	\$44
CTHL::GYLRD RD::170	GAYLORD ROAD	GARDEN STREET	POPLAR STREET	9,916	L & T CR	0.4%	Crack Sealing - AC	\$42
CTHL::GYLRD RD::170	GAYLORD ROAD	GARDEN STREET	POPLAR STREET	9,916	ALLIGATOR CR	1.4%	Crack Sealing - AC	\$57
CTHL::GYLRD RD::170	GAYLORD ROAD	GARDEN STREET	POPLAR STREET	9,916	L & T CR	0.7%	Crack Sealing - AC	\$67
CTHL::GYLRD RD::170	GAYLORD ROAD	GARDEN STREET	POPLAR STREET	9,916	ALLIGATOR CR	0.6%	Patching - AC Deep	\$1,007
CTHL::GYLRD RD::180	GAYLORD ROAD	POPLAR STREET	CHESTNUT STREET	8,406	L & T CR	0.4%	Crack Sealing - AC	\$29
CTHL::GYLRD RD::180	GAYLORD ROAD	POPLAR STREET	CHESTNUT STREET	8,406	L & T CR	0.3%	Crack Sealing - AC	\$28
CTHL::GYLRD RD::180	GAYLORD ROAD	POPLAR STREET	CHESTNUT STREET	8,406	ALLIGATOR CR	1.2%	Crack Sealing - AC	\$44
CTHL::GYLRD RD::190	GAYLORD ROAD	CHESTNUT STREET	EMLONG STREET	5,354	L & T CR	0.3%	Crack Sealing - AC	\$18
CTHL::GYLRD RD::190	GAYLORD ROAD	CHESTNUT STREET	EMLONG STREET	5,354	ALLIGATOR CR	0.9%	Crack Sealing - AC	\$24
CTHL::GYLRD RD::190	GAYLORD ROAD	CHESTNUT STREET	EMLONG STREET	5,354	L & T CR	0.5%	Crack Sealing - AC	\$27
CTHL::GYLRD RD::190	GAYLORD ROAD	CHESTNUT STREET	EMLONG STREET	5,354	ALLIGATOR CR	0.9%	Patching - AC Deep	\$900
CTHL::GYLRD RD::190	GAYLORD ROAD	CHESTNUT STREET	EMLONG STREET	5,354	RUTTING	0.3%	Patching - AC Shallow	\$83
CTHL::GYLRD RD::200	GAYLORD ROAD	EMLONG STREET	DIVISION STREET	45,179	L & T CR	2.3%	Crack Sealing - AC	\$1,054
CTHL::GYLRD RD::200	GAYLORD ROAD	EMLONG STREET	DIVISION STREET	45,179	BLOCK CR	0.8%	Crack Sealing - AC	\$107
CTHL::GYLRD RD::200	GAYLORD ROAD	EMLONG STREET	DIVISION STREET	45,179	EDGE CR	0.3%	Crack Sealing - AC	\$139
CTHL::GYLRD RD::200	GAYLORD ROAD	EMLONG STREET	DIVISION STREET	45,179	ALLIGATOR CR	3.6%	Crack Sealing - AC	\$552
CTHL::GYLRD RD::200	GAYLORD ROAD	EMLONG STREET	DIVISION STREET	45,179	L & T CR	0.2%	Crack Sealing - AC	\$109
CTHL::GYLRD RD::200	GAYLORD ROAD	EMLONG STREET	DIVISION STREET	45,179	RUTTING	0.0%	Patching - AC Deep	\$85
CTHL::GYLRD RD::200	GAYLORD ROAD	EMLONG STREET	DIVISION STREET	45,179	ALLIGATOR CR	1.4%	Patching - AC Deep	\$8,204
CTHL::GYLRD RD::200	GAYLORD ROAD	EMLONG STREET	DIVISION STREET	45,179	RUTTING	0.1%	Patching - AC Shallow	\$312
CTHL::HDN AVE::20	HEIDEN AVENUE	AUGUST STREET	PLEASANT STREET	22,992	L & T CR	1.8%	Crack Sealing - AC	\$413
CTHL::HDN AVE::20	HEIDEN AVENUE	AUGUST STREET	PLEASANT STREET	22,992	L & T CR	2.6%	Crack Sealing - AC	\$594
CTHL::HDN AVE::20	HEIDEN AVENUE	AUGUST STREET	PLEASANT STREET	22,992	ALLIGATOR CR	0.6%	Crack Sealing - AC	\$54
CTHL::HDN AVE::20	HEIDEN AVENUE	AUGUST STREET	PLEASANT STREET	22,992	RUTTING	0.0%	Patching - AC Shallow	\$15
CTHL::HCKRY ST::10	HICKORY STREET	THEODORE STREET	STERN AVENUE	16,621	L & T CR	1.8%	Crack Sealing - AC	\$298
CTHL::HCKRY ST::20	HICKORY STREET	STERN AVENUE	LUDWIG AVENUE	16,234	L & T CR	0.3%	Crack Sealing - AC	\$55
CTHL::HCKRY ST::20	HICKORY STREET	STERN AVENUE	LUDWIG AVENUE	16,234	L & T CR	4.5%	Crack Sealing - AC	\$728
CTHL::HCKRY ST::30	HICKORY STREET	LUDWIG AVENUE	ROSE AVENUE	17,801	L & T CR	4.1%	Crack Sealing - AC	\$734
CTHL::HCKRY ST::40	HICKORY STREET	ROSE AVENUE	ELSIE AVENUE	17,924	L & T CR	0.1%	Crack Sealing - AC	\$18
CTHL::HCKRY ST::40	HICKORY STREET	ROSE AVENUE	ELSIE AVENUE	17,924	L & T CR	3.3%	Crack Sealing - AC	\$594
CTHL::HCKRY ST::40	HICKORY STREET	ROSE AVENUE	ELSIE AVENUE	17,924	RUTTING	0.0%	Patching - AC Shallow	\$15
CTHL::HGHLND ST::10	HIGHLAND STREET	THEODORE STREET	STERN AVENUE	16,513	ALLIGATOR CR	0.2%	Crack Sealing - AC	\$17
CTHL::HGHLND ST::10	HIGHLAND STREET	THEODORE STREET	STERN AVENUE	16,513	L & T CR	2.5%	Crack Sealing - AC	\$408
CTHL::HGHLND ST::10	HIGHLAND STREET	THEODORE STREET	STERN AVENUE	16,513	L & T CR	2.5%	Crack Sealing - AC	\$417

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
CTHL::HGHLND ST::20	HIGHLAND STREET	STERN AVENUE	LUDWIG AVENUE	16,403	L & T CR	3.8%	Crack Sealing - AC	\$626
CTHL::HGHLND ST::20	HIGHLAND STREET	STERN AVENUE	LUDWIG AVENUE	16,403	L & T CR	2.3%	Crack Sealing - AC	\$376
CTHL::HGHLND ST::20	HIGHLAND STREET	STERN AVENUE	LUDWIG AVENUE	16,403	ALLIGATOR CR	0.3%	Crack Sealing - AC	\$26
CTHL::HGHLND ST::30	HIGHLAND STREET	LUDWIG AVENUE	ROSE AVENUE	17,684	ALLIGATOR CR	0.3%	Crack Sealing - AC	\$23
CTHL::HGHLND ST::30	HIGHLAND STREET	LUDWIG AVENUE	ROSE AVENUE	17,684	L & T CR	1.8%	Crack Sealing - AC	\$322
CTHL::HGHLND ST::30	HIGHLAND STREET	LUDWIG AVENUE	ROSE AVENUE	17,684	L & T CR	1.6%	Crack Sealing - AC	\$279
CTHL::HGHLND ST::30	HIGHLAND STREET	LUDWIG AVENUE	ROSE AVENUE	17,684	ALLIGATOR CR	0.7%	Patching - AC Deep	\$1,998
CTHL::HGHLND ST::30	HIGHLAND STREET	LUDWIG AVENUE	ROSE AVENUE	17,684	L & T CR	0.1%	Patching - AC Shallow	\$324
CTHL::HGHLND ST::40	HIGHLAND STREET	ROSE AVENUE	ELSIE AVENUE	17,967	L & T CR	2.1%	Crack Sealing - AC	\$376
CTHL::HGHLND ST::40	HIGHLAND STREET	ROSE AVENUE	ELSIE AVENUE	17,967	L & T CR	3.1%	Crack Sealing - AC	\$558
CTHL::HSMR LN::20	HOSMER LANE	INNER CIR DRIVE	MARLBORO LANE	7,632	L & T CR	0.5%	Crack Sealing - AC	\$35
CTHL::HSMR LN::20	HOSMER LANE	INNER CIR DRIVE	MARLBORO LANE	7,632	L & T CR	1.2%	Crack Sealing - AC	\$90
CTHL::HSMR LN::20	HOSMER LANE	INNER CIR DRIVE	MARLBORO LANE	7,632	ALLIGATOR CR	0.6%	Patching - AC Deep	\$855
CTHL::MPRL DR::10	IMPERIAL DRIVE	LYNWOOD STREET	LINCOLN AVENUE	7,353	L & T CR	0.5%	Crack Sealing - AC	\$36
CTHL::MPRL DR::10	IMPERIAL DRIVE	LYNWOOD STREET	LINCOLN AVENUE	7,353	BLOCK CR	83.7%	Crack Sealing - AC	\$1,875
CTHL::MPRL DR::10	IMPERIAL DRIVE	LYNWOOD STREET	LINCOLN AVENUE	7,353	ALLIGATOR CR	1.0%	Patching - AC Deep	\$1,225
CTHL::MPRL DR::20	IMPERIAL DRIVE	LINCOLN AVENUE	ROOT STREET	7,306	L & T CR	0.7%	Crack Sealing - AC	\$51
CTHL::NNR CRC DR::40	INNER CIR DRIVE	HOSMER LANE	BURRY CIR DRIVE	22,443	BLOCK CR	12.1%	Crack Sealing - AC	\$824
CTHL::NNR CRC DR::40	INNER CIR DRIVE	HOSMER LANE	BURRY CIR DRIVE	22,443	L & T CR	0.8%	Crack Sealing - AC	\$189
CTHL::NNR CRC DR::40	INNER CIR DRIVE	HOSMER LANE	BURRY CIR DRIVE	22,443	L & T CR	2.4%	Crack Sealing - AC	\$537
CTHL::NNR CRC DR::40	INNER CIR DRIVE	HOSMER LANE	BURRY CIR DRIVE	22,443	ALLIGATOR CR	0.4%	Patching - AC Deep	\$1,344
CTHL::NNR CRC DR::40	INNER CIR DRIVE	HOSMER LANE	BURRY CIR DRIVE	22,443	L & T CR	0.1%	Patching - AC Shallow	\$350
CTHL::KLLG ST::10	KELLOG STREET	GOLFVIEW DRIVE	LINCOLN HIGHWAY	6,200	ALLIGATOR CR	0.2%	Crack Sealing - AC	\$8
CTHL::KLLG ST::10	KELLOG STREET	GOLFVIEW DRIVE	LINCOLN HIGHWAY	6,200	L & T CR	0.4%	Crack Sealing - AC	\$21
CTHL::KLLG ST::10	KELLOG STREET	GOLFVIEW DRIVE	LINCOLN HIGHWAY	6,200	L & T CR	0.7%	Crack Sealing - AC	\$42
CTHL::KLLG ST::10	KELLOG STREET	GOLFVIEW DRIVE	LINCOLN HIGHWAY	6,200	ALLIGATOR CR	1.5%	Patching - AC Deep	\$1,472
CTHL::LNSS LN::10	LENESS LANE	PLAINFIELD ROAD	DONMAUR STREET	7,149	L & T CR	1.0%	Crack Sealing - AC	\$74
CTHL::LNSS LN::10	LENESS LANE	PLAINFIELD ROAD	DONMAUR STREET	7,149	L & T CR	1.4%	Crack Sealing - AC	\$96
CTHL::LNSS LN::20	LENESS LANE	DONMAUR STREET	LYNWOOD STREET	31,452	L & T CR	3.6%	Crack Sealing - AC	\$1,129
CTHL::LNSS LN::20	LENESS LANE	DONMAUR STREET	LYNWOOD STREET	31,452	L & T CR	0.1%	Crack Sealing - AC	\$18
CTHL::LNSS LN::30	LENESS LANE	LYNWOOD STREET	ROOT STREET	14,959	L & T CR	4.7%	Crack Sealing - AC	\$709
CTHL::LNSS LN::30	LENESS LANE	LYNWOOD STREET	ROOT STREET	14,959	L & T CR	0.4%	Crack Sealing - AC	\$56
CTHL::LNSS LN::30	LENESS LANE	LYNWOOD STREET	ROOT STREET	14,959	RUTTING	0.0%	Patching - AC Deep	\$16
CTHL::LNSS LN::30	LENESS LANE	LYNWOOD STREET	ROOT STREET	14,959	RUTTING	0.0%	Patching - AC Shallow	\$16
CTHL::LNCLN AVE::10	LINCOLN AVENUE	ELDORADO DRIVE	CRESTWOOD DRIVE	20,706	L & T CR	1.8%	Crack Sealing - AC	\$376
CTHL::LNCLN AVE::10	LINCOLN AVENUE	ELDORADO DRIVE	CRESTWOOD DRIVE	20,706	BLOCK CR	25.1%	Crack Sealing - AC	\$1,586
CTHL::LNCLN AVE::10	LINCOLN AVENUE	ELDORADO DRIVE	CRESTWOOD DRIVE	20,706	ALLIGATOR CR	0.4%	Crack Sealing - AC	\$34
CTHL::LNCLN AVE::10	LINCOLN AVENUE	ELDORADO DRIVE	CRESTWOOD DRIVE	20,706	L & T CR	1.5%	Crack Sealing - AC	\$314
CTHL::LVK DR::10	LIVEOAK DRIVE	CEDARWOOD DRIVE	RED OAK TERRACE	17,396	L & T CR	0.2%	Crack Sealing - AC	\$40

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
CTHL::LVK DR::10	LIVEOAK DRIVE	CEDARWOOD DRIVE	RED OAK TERRACE	17,396	L & T CR	2.0%	Crack Sealing - AC	\$351
CTHL::LVK DR::20	LIVEOAK DRIVE	RED OAK TERRACE	END	3,760	L & T CR	2.7%	Crack Sealing - AC	\$101
CTHL::LDWG AVE::100	LUDWIG AVENUE	CORA STREET	HICKORY STREET	9,257	L & T CR	0.2%	Crack Sealing - AC	\$18
CTHL::LDWG AVE::110	LUDWIG AVENUE	HICKORY STREET	BROADWAY STREET	9,077	L & T CR	0.8%	Crack Sealing - AC	\$70
CTHL::LDWG AVE::110	LUDWIG AVENUE	HICKORY STREET	BROADWAY STREET	9,077	L & T CR	1.0%	Crack Sealing - AC	\$90
CTHL::LDWG AVE::110	LUDWIG AVENUE	HICKORY STREET	BROADWAY STREET	9,077	RUTTING	0.0%	Patching - AC Shallow	\$15
CTHL::LDWG AVE::110	LUDWIG AVENUE	HICKORY STREET	BROADWAY STREET	9,077	L & T CR	0.2%	Patching - AC Shallow	\$324
CTHL::LDWG AVE::30	LUDWIG AVENUE	WILCOX STREET	OAKLAND AVENUE	8,417	BLOCK CR	11.5%	Crack Sealing - AC	\$296
CTHL::LDWG AVE::40	LUDWIG AVENUE	OAKLAND AVENUE	CLEMENT STREET	8,816	L & T CR	0.4%	Crack Sealing - AC	\$36
CTHL::LDWG AVE::50	LUDWIG AVENUE	CLEMENT STREET	HIGHLAND STREET	8,560	L & T CR	0.8%	Crack Sealing - AC	\$72
CTHL::LDWG AVE::50	LUDWIG AVENUE	CLEMENT STREET	HIGHLAND STREET	8,560	ALLIGATOR CR	1.0%	Patching - AC Deep	\$1,411
CTHL::LDWG AVE::50	LUDWIG AVENUE	CLEMENT STREET	HIGHLAND STREET	8,560	RUTTING	0.0%	Patching - AC Shallow	\$17
CTHL::LDWG AVE::70	LUDWIG AVENUE	NICHOLSON STREET	DEARBORN STREET	8,630	L & T CR	0.6%	Crack Sealing - AC	\$54
CTHL::LDWG AVE::80	LUDWIG AVENUE	DEARBORN STREET	CENTER STREET	8,639	ALLIGATOR CR	0.7%	Patching - AC Deep	\$1,012
CTHL::LDWG AVE::80	LUDWIG AVENUE	DEARBORN STREET	CENTER STREET	8,639	BLOCK CR	10.1%	Patching - AC Shallow	\$4,809
CTHL::MNC CT::10	MANICO COURT	CARA DRIVE	END	7,007	L & T CR	2.1%	Crack Sealing - AC	\$144
CTHL::MNC CT::10	MANICO COURT	CARA DRIVE	END	7,007	ALLIGATOR CR	1.8%	Crack Sealing - AC	\$54
CTHL::MNC CT::10	MANICO COURT	CARA DRIVE	END	7,007	L & T CR	1.4%	Crack Sealing - AC	\$94
CTHL::MNC DR::10	MANICO DRIVE	SYBIL DRIVE	END	4,400	L & T CR	1.0%	Crack Sealing - AC	\$46
CTHL::MNC DR::10	MANICO DRIVE	SYBIL DRIVE	END	4,400	L & T CR	0.7%	Crack Sealing - AC	\$30
CTHL::MNC DR::20	MANICO DRIVE	WILLIAM DRIVE	SYBIL DRIVE	8,919	L & T CR	1.6%	Crack Sealing - AC	\$140
CTHL::MNC DR::20	MANICO DRIVE	WILLIAM DRIVE	SYBIL DRIVE	8,919	L & T CR	1.4%	Crack Sealing - AC	\$126
CTHL::MNC DR::30	MANICO DRIVE	CONNIE DRIVE	WILLIAM DRIVE	8,688	L & T CR	0.2%	Crack Sealing - AC	\$18
CTHL::MNC DR::30	MANICO DRIVE	CONNIE DRIVE	WILLIAM DRIVE	8,688	L & T CR	2.8%	Crack Sealing - AC	\$244
CTHL::MNC DR::40	MANICO DRIVE	ARDAUGH AVENUE	CONNIE DRIVE	8,695	L & T CR	0.8%	Crack Sealing - AC	\$70
CTHL::MNC DR::50	MANICO DRIVE	CARA DRIVE	ARDAUGH AVENUE	17,632	L & T CR	0.2%	Crack Sealing - AC	\$40
CTHL::PLSNT AT::10	PLEASANT STREET	BARTHELONE AVENUE	END	7,786	L & T CR	0.5%	Crack Sealing - AC	\$38
CTHL::PLSNT AT::10	PLEASANT STREET	BARTHELONE AVENUE	END	7,786	L & T CR	2.5%	Crack Sealing - AC	\$192
CTHL::PLSNT AT::10	PLEASANT STREET	BARTHELONE AVENUE	END	7,786	L & T CR	0.5%	Patching - AC Shallow	\$697
CTHL::PST OK CT::10	POST OAK COURT	RED OAK TERRACE	END	9,706	L & T CR	1.8%	Crack Sealing - AC	\$175
CTHL::PST OK CT::10	POST OAK COURT	RED OAK TERRACE	END	9,706	L & T CR	1.3%	Crack Sealing - AC	\$125
CTHL::RD OK TR::10	RED OAK TERRACE	LIVEOAK DRIVE	POST OAK COURT	26,478	L & T CR	4.7%	Crack Sealing - AC	\$1,248
CTHL::RD OK TR::10	RED OAK TERRACE	LIVEOAK DRIVE	POST OAK COURT	26,478	L & T CR	0.4%	Crack Sealing - AC	\$108
CTHL::RD OK TR::20	RED OAK TERRACE	POST OAK COURT	CEDARWOOD DRIVE	32,804	L & T CR	1.4%	Crack Sealing - AC	\$442
CTHL::RT ST::50	ROOT STREET	LENESS LANE	ELDORADO DRIVE	8,451	BLOCK CR	18.1%	Crack Sealing - AC	\$467
CTHL::RT ST::50	ROOT STREET	LENESS LANE	ELDORADO DRIVE	8,451	BLOCK CR	12.2%	Crack Sealing - AC	\$314
CTHL::RT ST::50	ROOT STREET	LENESS LANE	ELDORADO DRIVE	8,451	L & T CR	0.4%	Crack Sealing - AC	\$35
CTHL::RS AVE::100	ROSE AVENUE	CENTER STREET	CORA STREET	9,315	L & T CR	0.8%	Crack Sealing - AC	\$70
CTHL::RS AVE::100	ROSE AVENUE	CENTER STREET	CORA STREET	9,315	L & T CR	0.4%	Crack Sealing - AC	\$36

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
CTHL::RS AVE::100	ROSE AVENUE	CENTER STREET	CORA STREET	9,315	RUTTING	0.0%	Patching - AC Shallow	\$16
CTHL::RS AVE::110	ROSE AVENUE	CORA STREET	HICKORY STREET	8,992	L & T CR	0.6%	Crack Sealing - AC	\$54
CTHL::RS AVE::120	ROSE AVENUE	HICKORY STREET	BROADWAY STREET	8,996	L & T CR	0.8%	Crack Sealing - AC	\$70
CTHL::SPR LN::10	SPIREA LANE	BORIO DRIVE	PALM DRIVE	13,954	L & T CR	0.7%	Crack Sealing - AC	\$97
CTHL::SPR LN::10	SPIREA LANE	BORIO DRIVE	PALM DRIVE	13,954	L & T CR	6.4%	Crack Sealing - AC	\$892
CTHL::SPR LN::10	SPIREA LANE	BORIO DRIVE	PALM DRIVE	13,954	BLOCK CR	7.3%	Patching - AC Shallow	\$5,583
CTHL::SSNN WY::10	SUSANNA WAY	SYBIL DRIVE	MACHER STREET	2,369	L & T CR	0.7%	Crack Sealing - AC	\$16
CTHL::SSNN WY::10	SUSANNA WAY	SYBIL DRIVE	MACHER STREET	2,369	L & T CR	0.7%	Crack Sealing - AC	\$16
CTHL::SSNN WY::10	SUSANNA WAY	SYBIL DRIVE	MACHER STREET	2,369	L & T CR	0.4%	Patching - AC Shallow	\$148
CTHL::SSNN WY::30	SUSANNA WAY	CONNIE DRIVE	WILLIAM DRIVE	8,179	L & T CR	0.7%	Crack Sealing - AC	\$54
CTHL::SSNN WY::40	SUSANNA WAY	ARDAUGH AVENUE	CONNIE DRIVE	7,720	L & T CR	0.5%	Crack Sealing - AC	\$36
CTHL::SSNN WY::60	SUSANNA WAY	PLAINFIELD ROAD	CARA DRIVE	12,448	L & T CR	0.6%	Crack Sealing - AC	\$70
CTHL::SSNN WY::60	SUSANNA WAY	PLAINFIELD ROAD	CARA DRIVE	12,448	L & T CR	0.6%	Crack Sealing - AC	\$72
CTHL::SWTBRR ST::10	SWEETBRIAR STREET	GAYLORD ROAD	WEBB STREET	14,386	L & T CR	1.4%	Crack Sealing - AC	\$197
CTHL::SWTBRR ST::10	SWEETBRIAR STREET	GAYLORD ROAD	WEBB STREET	14,386	L & T CR	2.7%	Crack Sealing - AC	\$384
CTHL::SWTBRR ST::10	SWEETBRIAR STREET	GAYLORD ROAD	WEBB STREET	14,386	ALLIGATOR CR	1.0%	Patching - AC Deep	\$2,108
CTHL::SWTBRR ST::10	SWEETBRIAR STREET	GAYLORD ROAD	WEBB STREET	14,386	RUTTING	0.0%	Patching - AC Deep	\$20
CTHL::SWTBRR ST::10	SWEETBRIAR STREET	GAYLORD ROAD	WEBB STREET	14,386	RUTTING	0.1%	Patching - AC Shallow	\$110
CTHL::SWTBRR ST::20	SWEETBRIAR STREET	WEBB STREET	UNIVERSITY STREET	13,177	L & T CR	5.0%	Crack Sealing - AC	\$663
CTHL::SWTBRR ST::20	SWEETBRIAR STREET	WEBB STREET	UNIVERSITY STREET	13,177	L & T CR	3.8%	Crack Sealing - AC	\$497
CTHL::SWTBRR ST::20	SWEETBRIAR STREET	WEBB STREET	UNIVERSITY STREET	13,177	RUTTING	0.1%	Patching - AC Deep	\$112
CTHL::SWTBRR ST::20	SWEETBRIAR STREET	WEBB STREET	UNIVERSITY STREET	13,177	ALLIGATOR CR	0.4%	Patching - AC Deep	\$981
CTHL::SWTBRR ST::20	SWEETBRIAR STREET	WEBB STREET	UNIVERSITY STREET	13,177	RUTTING	0.2%	Patching - AC Shallow	\$156
CTHL::SWTBRR ST::30	SWEETBRIAR STREET	UNIVERSITY STREET	PARKROSE STREET	11,989	L & T CR	1.4%	Crack Sealing - AC	\$166
CTHL::SWTBRR ST::30	SWEETBRIAR STREET	UNIVERSITY STREET	PARKROSE STREET	11,989	L & T CR	2.4%	Crack Sealing - AC	\$282
CTHL::SWTBRR ST::30	SWEETBRIAR STREET	UNIVERSITY STREET	PARKROSE STREET	11,989	RUTTING	0.1%	Patching - AC Shallow	\$36
CTHL::SWTBRR ST::50	SWEETBRIAR STREET	PLAINFIELD ROAD	GREENGOLD STREET	10,176	BLOCK CR	11.4%	Crack Sealing - AC	\$353
CTHL::SWTBRR ST::50	SWEETBRIAR STREET	PLAINFIELD ROAD	GREENGOLD STREET	10,176	L & T CR	1.7%	Crack Sealing - AC	\$175
CTHL::SWTBRR ST::50	SWEETBRIAR STREET	PLAINFIELD ROAD	GREENGOLD STREET	10,176	L & T CR	1.8%	Crack Sealing - AC	\$180
CTHL::SWTBRR ST::50	SWEETBRIAR STREET	PLAINFIELD ROAD	GREENGOLD STREET	10,176	L & T CR	0.2%	Patching - AC Shallow	\$324
CTHL::SWTBRR ST::60	SWEETBRIAR STREET	GREENGOLD STREET	LYNWOOD STREET	8,284	L & T CR	0.4%	Crack Sealing - AC	\$35
CTHL::SWTBRR ST::60	SWEETBRIAR STREET	GREENGOLD STREET	LYNWOOD STREET	8,284	BLOCK CR	86.5%	Crack Sealing - AC	\$2,183
CTHL::SWTBRR ST::60	SWEETBRIAR STREET	GREENGOLD STREET	LYNWOOD STREET	8,284	RUTTING	0.0%	Patching - AC Shallow	\$16
CTHL::SYBIL DR::10	SYBIL DRIVE	MANICO DRIVE	SUSANNA WAY	23,268	L & T CR	0.8%	Crack Sealing - AC	\$181
CTHL::SYBIL DR::10	SYBIL DRIVE	MANICO DRIVE	SUSANNA WAY	23,268	L & T CR	1.4%	Crack Sealing - AC	\$313
CTHL::SYCMR ST::20	SYCAMORE STREET	PLAINFIELD ROAD	GREENGOLD STREET	10,047	BLOCK CR	13.2%	Crack Sealing - AC	\$404
CTHL::SYCMR ST::20	SYCAMORE STREET	PLAINFIELD ROAD	GREENGOLD STREET	10,047	L & T CR	3.1%	Crack Sealing - AC	\$315
CTHL::SYCMR ST::20	SYCAMORE STREET	PLAINFIELD ROAD	GREENGOLD STREET	10,047	L & T CR	1.6%	Crack Sealing - AC	\$161
CTHL::SYCMR ST::20	SYCAMORE STREET	PLAINFIELD ROAD	GREENGOLD STREET	10,047	RUTTING	0.2%	Patching - AC Shallow	\$83

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
CTHL::THDR ST::50	THEODORE STREET	PIONEER ROAD	EDGERTON DRIVE	57,207	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$26
CTHL::THDR ST::50	THEODORE STREET	PIONEER ROAD	EDGERTON DRIVE	57,207	EDGE CR	0.0%	Crack Sealing - AC	\$9
CTHL::THDR ST::50	THEODORE STREET	PIONEER ROAD	EDGERTON DRIVE	57,207	BLOCK CR	5.7%	Crack Sealing - AC	\$992
CTHL::THDR ST::50	THEODORE STREET	PIONEER ROAD	EDGERTON DRIVE	57,207	L & T CR	1.8%	Crack Sealing - AC	\$1,031
CTHL::THDR ST::50	THEODORE STREET	PIONEER ROAD	EDGERTON DRIVE	57,207	L & T CR	2.5%	Crack Sealing - AC	\$1,408
CTHL::THDR ST::50	THEODORE STREET	PIONEER ROAD	EDGERTON DRIVE	57,207	RUTTING	0.0%	Patching - AC Deep	\$14
CTHL::THDR ST::50	THEODORE STREET	PIONEER ROAD	EDGERTON DRIVE	57,207	ALLIGATOR CR	3.2%	Patching - AC Deep	\$22,338
CTHL::THDR ST::50	THEODORE STREET	PIONEER ROAD	EDGERTON DRIVE	57,207	RUTTING	0.3%	Patching - AC Shallow	\$823
CTHL::THDR ST::60	THEODORE STREET	EDGERTON DRIVE	END	35,166	L & T CR	3.2%	Crack Sealing - AC	\$1,124
CTHL::THDR ST::60	THEODORE STREET	EDGERTON DRIVE	END	35,166	L & T CR	0.8%	Crack Sealing - AC	\$282
CTHL::THDR ST::60	THEODORE STREET	EDGERTON DRIVE	END	35,166	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$18
CTHL::THDR ST::70	THEODORE STREET	THEODORE STREET	LARKIN AVENUE	39,381	L & T CR	0.8%	Crack Sealing - AC	\$332
CTHL::THDR ST::70	THEODORE STREET	THEODORE STREET	LARKIN AVENUE	39,381	L & T CR	2.0%	Crack Sealing - AC	\$776
CTHL::THDR ST::70	THEODORE STREET	THEODORE STREET	LARKIN AVENUE	39,381	ALLIGATOR CR	0.2%	Crack Sealing - AC	\$38
CTHL::THDR ST::70	THEODORE STREET	THEODORE STREET	LARKIN AVENUE	39,381	EDGE CR	0.0%	Crack Sealing - AC	\$17
CTHL::THDR ST::70	THEODORE STREET	THEODORE STREET	LARKIN AVENUE	39,381	ALLIGATOR CR	0.7%	Patching - AC Deep	\$3,700
CTHL::NVRSTY ST::10	UNIVERSITY STREET	GAYLORD ROAD	WEBB STREET	22,394	L & T CR	2.0%	Crack Sealing - AC	\$441
CTHL::NVRSTY ST::10	UNIVERSITY STREET	GAYLORD ROAD	WEBB STREET	22,394	L & T CR	2.2%	Crack Sealing - AC	\$490
CTHL::NVRSTY ST::10	UNIVERSITY STREET	GAYLORD ROAD	WEBB STREET	22,394	BLOCK CR	6.3%	Crack Sealing - AC	\$432
CTHL::NVRSTY ST::10	UNIVERSITY STREET	GAYLORD ROAD	WEBB STREET	22,394	ALLIGATOR CR	0.5%	Patching - AC Deep	\$1,755
CTHL::NVRSTY ST::10	UNIVERSITY STREET	GAYLORD ROAD	WEBB STREET	22,394	RUTTING	0.3%	Patching - AC Shallow	\$384
CTHL::WBB STR::50	WEBB STREET	GREENGOLD STREET	LYNWOOD STREET	8,395	L & T CR	4.0%	Crack Sealing - AC	\$338
CTHL::WBB STR::50	WEBB STREET	GREENGOLD STREET	LYNWOOD STREET	8,395	L & T CR	1.7%	Crack Sealing - AC	\$140
CTHL::WBB STR::50	WEBB STREET	GREENGOLD STREET	LYNWOOD STREET	8,395	ALLIGATOR CR	0.2%	Patching - AC Deep	\$426
CTHL::WBB STR::50	WEBB STREET	GREENGOLD STREET	LYNWOOD STREET	8,395	L & T CR	0.6%	Patching - AC Shallow	\$974
CTHL::WBB STR::50	WEBB STREET	GREENGOLD STREET	LYNWOOD STREET	8,395	RUTTING	0.0%	Patching - AC Shallow	\$15
CTHL::WLCX STR::10	WILCOX STREET	THEODORE STREET	STERN AVENUE	16,489	L & T CR	0.1%	Crack Sealing - AC	\$19
CTHL::WLCX STR::30	WILCOX STREET	WILCOX STREET	LUDWIG AVENUE	15,289	L & T CR	0.7%	Crack Sealing - AC	\$105
CTHL::WLCX STR::50	WILCOX STREET	ROSE AVENUE	ELSIE AVENUE	17,688	L & T CR	0.2%	Crack Sealing - AC	\$36
CTHL::WLLM DR::10	WILLIAM DRIVE	MANICO DRIVE	SUSANNA WAY	20,751	L & T CR	1.1%	Crack Sealing - AC	\$221
CTHL::WLLM DR::10	WILLIAM DRIVE	MANICO DRIVE	SUSANNA WAY	20,751	L & T CR	0.1%	Crack Sealing - AC	\$19

APPENDIX F – PAVEMENT INVENTORY AND CONDITION TABULAR DATA

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
CTHL::AML CT::10	AMELIA COURT	CRESTWOOD DRIVE	END	Asphalt	S	168	26	4,357	13	548
CTHL::BBY LN::10	ABBEY LANE	LOCH LANE	PRESTWICK DRIVE	Asphalt	S	301	26	7,821	23	288
CTHL::BBY LN::20	ABBEY LANE	PRESTWICK DRIVE	CARLTON STREET	Asphalt	S	963	26	25,036	50	188
CTHL::BCNTNL AVE::10	BICENTENNIAL AVENUE	CEDARWOOD DRIVE	ROCK RUN DRIVE	Asphalt	S	731	26	19,007	23	204
CTHL::BCNTNL AVE::20	BICENTENNIAL AVENUE	ROCK RUN DRIVE	PIONEER ROAD	Asphalt	S	468	26	12,161	49	181
CTHL::BLSM LN::10	BALSUM LANE	BORIO DRIVE	LAUREL OAK DRIVE	Asphalt	S	530	26	13,775	25	319
CTHL::BR DR::10	BORIO DRIVE	DIVISION STREET	KINGSBROOK DRIVE	Asphalt	P	210	26	5,449	47	194
CTHL::BR DR::100	BORIO DRIVE	SPRUCE LANE	TAHOE LANE	Asphalt	P	463	26	12,035	53	201
CTHL::BR DR::110	BORIO DRIVE	TAHOE LANE	SPIREA LANE	Asphalt	P	360	26	9,353	55	187
CTHL::BR DR::120	BORIO DRIVE	SPIREA LANE	RENWICK ROAD	Asphalt	P	562	26	14,604	57	297
CTHL::BR DR::20	BORIO DRIVE	KINGSBROOK DRIVE	COVENTRY LANE	Asphalt	P	292	26	7,595	48	198
CTHL::BR DR::30	BORIO DRIVE	COVENTRY LANE	LONGMEADOW DRIVE	Asphalt	P	551	26	14,336	51	259
CTHL::BR DR::40	BORIO DRIVE	LONGMEADOW DRIVE	COVENTRY LANE	Asphalt	P	1,026	26	26,669	33	245
CTHL::BR DR::50	BORIO DRIVE	COVENTRY LANE	ESSEX COURT	Asphalt	P	410	26	10,654	43	248
CTHL::BR DR::60	BORIO DRIVE	ESSEX COURT	BALSUM LANE	Asphalt	P	821	26	21,349	36	193
CTHL::BR DR::70	BORIO DRIVE	BALSUM LANE	CATALPA COURT	Asphalt	P	268	26	6,965	48	255
CTHL::BR DR::80	BORIO DRIVE	CATALPA COURT	GLEN VISTA LANE	Asphalt	P	319	26	8,305	47	302
CTHL::BR DR::90	BORIO DRIVE	GLEN VISTA LANE	SPRUCE LANE	Asphalt	P	265	26	6,882	44	319
CTHL::BRKY AVE::10	BIRKEY AVENUE	CENTER STREET	HAWTHORNE STREET	Asphalt	S	504	26	13,105	27	319
CTHL::BRN DR::10	BRIAN DRIVE	RAYNOR AVENUE	END	Asphalt	S	1,063	35	37,212	9	273
CTHL::BRRY CL DR::10	BURRY CIR DRIVE	THEODORE STREET	RAHILL COURT	Asphalt	S	856	26	22,267	41	206
CTHL::BRRY CL DR::20	BURRY CIR DRIVE	RAHILL COURT	BURRY COURT	Asphalt	S	598	26	15,549	43	178
CTHL::BRRY CL DR::30	BURRY CIR DRIVE	BURRY COURT	MARLBORO LANE	Asphalt	S	337	26	8,763	45	386
CTHL::BRRY CL DR::40	BURRY CIR DRIVE	MARLBORO LANE	WILLOW COURT	Asphalt	S	289	26	7,515	29	372
CTHL::BRRY CL DR::50	BURRY CIR DRIVE	WILLOW COURT	COWING LANE	Asphalt	S	637	26	16,574	16	376
CTHL::BRRY CL DR::60	BURRY CIR DRIVE	COWING LANE	WAVERLY COURT	Asphalt	S	266	26	6,917	54	219
CTHL::BRRY CL DR::70	BURRY CIR DRIVE	WAVERLY COURT	HOSMER LANE	Asphalt	S	496	26	12,886	27	287
CTHL::BRRY CL DR::80	BURRY CIR DRIVE	HOSMER LANE	INNER CIR DRIVE	Asphalt	S	673	26	17,489	39	241
CTHL::BRRY CL DR::90	BURRY CIR DRIVE	INNER CIR DRIVE	MARLBORO LANE	Asphalt	S	254	26	6,604	63	259
CTHL::BRRY CT::10	BURRY COURT	BURRY CIR DRIVE	END	Asphalt	S	220	26	5,714	21	194
CTHL::BRT DR::10	BERTA DRIVE	ROOT STREET	ROOT STREET	Asphalt	S	1,313	26	34,128	22	276
CTHL::BRTHLN AVE::10	BARTHELONE AVENUE	THEODORE STREET	PLEASANT STREET	Asphalt	S	1,308	26	34,016	64	83
CTHL::BRTHLN AVE::20	BARTHELONE AVENUE	PLEASANT STREET	END	Asphalt	S	566	26	14,712	71	110
CTHL::CDRWD DR::20	CEDARWOOD DRIVE	START	LIVEOAK DRIVE	Asphalt	P	885	26	23,007	56	179
CTHL::CDRWD DR::30	CEDARWOOD DRIVE	LIVEOAK DRIVE	RED OAK TERRACE	Asphalt	P	330	26	8,577	71	105
CTHL::CDRWD DR::40	CEDARWOOD DRIVE	RED OAK TERRACE	BICENTENNIAL AVENUE	Asphalt	P	539	26	14,017	71	113
CTHL::CDRWD DR::50	CEDARWOOD DRIVE	BICENTENNIAL AVENUE	THEODORE STREET	Asphalt	P	903	26	23,488	59	210
CTHL::CHNY AVE::10	CHANEY AVENUE	OAKLAND AVENUE	HOFFMAN STREET	Asphalt	S	1,131	26	29,396	36	284
CTHL::CHNY AVE::20	CHANEY AVENUE	HOFFMAN STREET	CENTER STREET	Asphalt	S	514	26	13,372	69	353
CTHL::CHNY AVE::30	CHANEY AVENUE	CENTER STREET	HAWTHORNE STREET	Asphalt	S	502	26	13,048	12	304
CTHL::CHNY AVE::40	CHANEY AVENUE	HAWTHORNE STREET	HICKORY STREET	Asphalt	S	226	26	5,879	9	344
CTHL::CHNY AVE::50	CHANEY AVENUE	HICKORY STREET	BROADWAY STREET	Asphalt	S	362	26	9,421	13	351
CTHL::CHNY CT::10	CHANEY COURT	OAKLAND AVENUE	END	Asphalt	S	381	26	9,895	22	394

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
CTHL::CHRNK LN::10	CHURNOVIK LANE	DIVISION STREET	LIDICE PARKWAY	Concrete	S	1,311	38	49,807	92	258
CTHL::CLMNT ST::10	CLEMENT STREET	THEODORE STREET	STERN AVENUE	Asphalt	S	635	26	16,521	93	217
CTHL::CLMNT ST::20	CLEMENT STREET	STERN AVENUE	LUDWIG AVENUE	Asphalt	S	628	26	16,320	95	251
CTHL::CLMNT ST::30	CLEMENT STREET	LUDWIG AVENUE	ROSE AVENUE	Asphalt	S	680	26	17,692	91	246
CTHL::CLMNT ST::40	CLEMENT STREET	ROSE AVENUE	ELSIE AVENUE	Asphalt	S	694	26	18,053	92	222
CTHL::CNCRS CT::10	CANTON CREST COURT	CATON CREST DRIVE	END	Asphalt	S	411	26	10,677	94	246
CTHL::CNTR ST::10	CENTER STREET	THEODORE STREET	STERN AVENUE	Asphalt	S	633	26	16,446	10	416
CTHL::CNTR ST::20	CENTER STREET	STERN AVENUE	LUDWIG AVENUE	Asphalt	S	636	26	16,546	16	304
CTHL::CNTR ST::30	CENTER STREET	LUDWIG AVENUE	ROSE AVENUE	Asphalt	S	680	26	17,692	23	381
CTHL::CNTR ST::40	CENTER STREET	ROSE AVENUE	ELSIE AVENUE	Asphalt	S	685	26	17,809	21	371
CTHL::CNTR ST::50	CENTER STREET	ELSIE AVENUE	CHANEY AVENUE	Asphalt	S	313	26	8,143	13	593
CTHL::CNTR ST::60	CENTER STREET	CHANEY AVENUE	PASADENA AVENUE	Asphalt	S	328	26	8,528	33	544
CTHL::CNTR ST::70	CENTER STREET	PASADENA AVENUE	BIRKEY AVENUE	Asphalt	S	311	26	8,085	37	447
CTHL::CNTR ST::80	CENTER STREET	BIRKEY AVENUE	END	Asphalt	S	69	26	1,800	48	274
CTHL::CONNIE DR::10	CONNIE DRIVE	MANICO DRIVE	SUSANNA WAY	Asphalt	S	701	26	18,229	89	351
CTHL::CPR CT::10	COOPER COURT	CATON FARM ROAD	END	Asphalt	S	234	26	6,077	55	129
CTHL::CR DR::10	CARA DRIVE	MANICO DRIVE	SUSANNA WAY	Asphalt	S	531	26	13,817	94	299
CTHL::CR STR::10	CORA STREET	THEODORE STREET	STERN AVENUE	Asphalt	S	637	26	16,572	39	295
CTHL::CR STR::20	CORA STREET	STERN AVENUE	LUDWIG AVENUE	Asphalt	S	628	26	16,336	48	343
CTHL::CR STR::30	CORA STREET	LUDWIG AVENUE	ROSE AVENUE	Asphalt	S	677	26	17,589	34	308
CTHL::CR STR::40	CORA STREET	ROSE AVENUE	ELSIE AVENUE	Asphalt	S	688	26	17,899	21	263
CTHL::CRCL ST::10	CIRCLE STREET	CATON FARM ROAD	GRANDVIEW AVENUE	Asphalt	S	611	26	15,877	41	298
CTHL::CRLTN ST::10	CARLTON STREET	GAYLORD ROAD	DUNDEE DRIVE	Asphalt	S	694	26	18,049	41	316
CTHL::CRLTN ST::20	CARLTON STREET	DUNDEE DRIVE	LOCH LANE	Asphalt	S	1,074	26	27,919	49	253
CTHL::CRLTN ST::30	CARLTON STREET	LOCH LANE	ABBAY LANE	Asphalt	S	260	26	6,754	35	415
CTHL::CRLTN ST::40	CARLTON STREET	ABBAY LANE	PRESTWICK DRIVE	Asphalt	S	737	26	19,164	33	220
CTHL::CRLTN ST::50	CARLTON STREET	PRESTWICK DRIVE	END	Asphalt	S	139	26	3,611	38	580
CTHL::CRNTN DR::10	CARNATION DRIVE	DAFFODIL STREET	JASMINE DRIVE	Asphalt	S	717	26	18,645	47	276
CTHL::CRNTN DR::20	CARNATION DRIVE	GLADIOLA LANE	DAFFODIL STREET	Asphalt	S	196	26	5,088	30	271
CTHL::CRNTN DR::30	CARNATION DRIVE	ASTER DRIVE	GLADIOLA LANE	Asphalt	S	64	26	1,676	83	468
CTHL::CRNTN DR::40	CARNATION DRIVE	GAYLORD ROAD	ASTER DRIVE	Asphalt	S	171	26	4,449	57	421
CTHL::CRSTWD DR::10	CRESTWOOD DRIVE	DONMAUR STREET	MIA DRIVE	Asphalt	S	667	26	17,331	17	278
CTHL::CRSTWD DR::20	CRESTWOOD DRIVE	MIA DRIVE	JARED DRIVE	Asphalt	S	431	26	11,214	23	325
CTHL::CRSTWD DR::30	CRESTWOOD DRIVE	JARED DRIVE	LYNWOOD STREET	Asphalt	S	306	26	7,954	40	298
CTHL::CRSTWD DR::40	CRESTWOOD DRIVE	LYNWOOD STREET	LINCOLN AVENUE	Asphalt	S	288	26	7,493	65	324
CTHL::CRSTWD DR::50	CRESTWOOD DRIVE	LINCOLN AVENUE	ROOT STREET	Asphalt	S	284	26	7,382	71	376
CTHL::CRSTWD DR::60	CRESTWOOD DRIVE	ROOT STREET	END	Asphalt	S	141	26	3,662	92	630
CTHL::CTLP CT::10	CATALPA COURT	BORIO DRIVE	END	Asphalt	S	264	26	6,859	17	240
CTHL::CTN CRS DR::10	CATON CREST DRIVE	JASMINE DRIVE	CANTON CREST COURT	Asphalt	S	136	26	3,524	100	452
CTHL::CTN CRS DR::20	CATON CREST DRIVE	CANTON CREST COURT	CATON FARM ROAD	Asphalt	S	843	26	21,906	100	176
CTHL::CTN FRM RD::01	CATON FARM ROAD	CATON CREST DRIVE	PLUM STREET	Asphalt	P	213	43	9,165	55	134
CTHL::CTN FRM RD::02	CATON FARM ROAD	PLUM STREET	JORIE COURT	Asphalt	P	220	38	8,355	76	146
CTHL::CTN FRM RD::03	CATON FARM ROAD	JORIE COURT	PLAINFIELD ROAD	Asphalt	P	505	34	17,158	63	188

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
CTHL::CTN FRM RD::04	CATON FARM ROAD	PLAINFIELD ROAD	HACKER DRIVE	Asphalt	P	468	35	16,377	47	343
CTHL::CTN FRM RD::05	CATON FARM ROAD	HACKER DRIVE	GREENGOLD STREET	Asphalt	P	315	30	9,463	49	288
CTHL::CTN FRM RD::06	CATON FARM ROAD	GREENGOLD STREET	LYNWOOD STREET	Asphalt	P	451	30	13,534	49	287
CTHL::CTN FRM RD::07	CATON FARM ROAD	LYNWOOD STREET	ROOT STREET	Asphalt	P	527	30	15,813	44	311
CTHL::CTN FRM RD::08	CATON FARM ROAD	ROOT STREET	GREEN STREET	Asphalt	P	455	30	13,643	46	311
CTHL::CTN FRM RD::09	CATON FARM ROAD	GREEN STREET	CIRCLE STREET	Asphalt	P	444	30	13,320	55	290
CTHL::CTN FRM RD::09_1	CATON FARM ROAD	CIRCLE STREET	GRANDVIEW AVENUE	Asphalt	P	363	30	10,902	44	295
CTHL::CTN FRM RD::09_2	CATON FARM ROAD	GRANDVIEW AVENUE	DURNESSE COURT	Asphalt	P	681	30	20,439	50	272
CTHL::CTN FRM RD::09_3	CATON FARM ROAD	DURNESSE COURT	COOPER COURT	Asphalt	P	1,207	30	36,199	69	197
CTHL::CTN FRM RD::09_4	CATON FARM ROAD	COOPER COURT	WEBER ROAD	Asphalt	P	765	63	48,221	94	155
CTHL::CTN FRM RD::10	CATON FARM ROAD	WEBER ROAD	PERNIAR DRIVE	Asphalt	P	1,521	55	83,628	62	84
CTHL::CTN FRM RD::15	CATON FARM ROAD	PERNIAR DRIVE	OAKLAND AVENUE	Asphalt	P	3,695	23	84,990	44	176
CTHL::CTN FRM RD::20	CATON FARM ROAD	OAKLAND AVENUE	BROADWAY STREET	Asphalt	P	4,156	23	95,587	49	84
CTHL::CVNTRY LN::10	COVENTRY LANE	BORIO DRIVE	LONGMEADOW DRIVE	Asphalt	S	1,132	26	29,421	38	97
CTHL::CVNTRY LN::20	COVENTRY LANE	LONGMEADOW DRIVE	WELLINGTON PLACE	Asphalt	S	452	26	11,765	34	91
CTHL::CVNTRY LN::30	COVENTRY LANE	WELLINGTON PLACE	BORIO DRIVE	Asphalt	S	438	26	11,378	31	91
CTHL::CWNG LN::10	COWING LANE	BURRY CIR DRIVE	COWING LANE	Asphalt	S	749	26	19,469	91	211
CTHL::CWNG LN::20	COWING LANE	COWING LANE	ALMA DRIVE	Asphalt	S	428	26	11,125	87	215
CTHL::CWNG LN::30	COWING LANE	ALMA DRIVE	ALMA DRIVE	Asphalt	S	70	26	1,820	95	281
CTHL::CWNG LN::40	COWING LANE	ALMA DRIVE	RAYNOR AVENUE	Asphalt	S	407	26	10,578	93	196
CTHL::DFFDL ST::10	DAFFODIL STREET	MORNING GLORY LANE	CARNATION DRIVE	Asphalt	S	261	26	6,779	27	441
CTHL::DFFDL ST::20	DAFFODIL STREET	GLADIOLA LANE	MORNING GLORY LANE	Asphalt	S	93	26	2,415	44	296
CTHL::DFFDL ST::30	DAFFODIL STREET	GAYLORD ROAD	GLADIOLA LANE	Asphalt	S	203	26	5,289	41	252
CTHL::DND DR::10	DUNDEE DRIVE	CARLTON STREET	LOCH LANE	Asphalt	S	600	26	15,593	43	264
CTHL::DNMR ST::10	DONMAUR STREET	LENESSE LANE	CRESTWOOD DRIVE	Asphalt	S	633	26	16,451	91	225
CTHL::DRBRN ST::10	DEARBORN STREET	THEODORE STREET	STERN AVENUE	Asphalt	S	637	26	16,556	87	238
CTHL::DRBRN ST::20	DEARBORN STREET	STERN AVENUE	LUDWIG AVENUE	Asphalt	S	633	26	16,467	88	239
CTHL::DRBRN ST::30	DEARBORN STREET	LUDWIG AVENUE	ROSE AVENUE	Asphalt	S	682	26	17,724	88	219
CTHL::DRNSS CT::10	DURNESSE COURT	CATON FARM ROAD	END	Asphalt	S	488	26	12,686	87	244
CTHL::DVNTG AVE::10	ADVANTAGE AVENUE	DIVISION STREET	END	Asphalt	S	1,322	38	50,224	36	185
CTHL::DVSND ST::10	DIVISION STREET	GAYLORD ROAD	ADVANTAGE AVENUE	Asphalt	P	1,362	37	50,391	50	163
CTHL::DVSND ST::100	DIVISION STREET	BORIO DRIVE	END	Asphalt	P	2,364	35	82,732	23	81
CTHL::DVSND ST::20	DIVISION STREET	ADVANTAGE AVENUE	CHURNOVIK LANE	Asphalt	P	722	37	26,696	49	177
CTHL::DVSND ST::30	DIVISION STREET	CHURNOVIK LANE	BUCKNER POND WAY	Asphalt	P	867	37	32,096	54	194
CTHL::DVSND ST::40	DIVISION STREET	BUCKNER POND WAY	ENTERPRISE DRIVE	Asphalt	P	179	37	6,632	80	107
CTHL::DVSND ST::50	DIVISION STREET	ENTERPRISE DRIVE	ZAUSA DRIVE	Asphalt	P	701	37	25,943	53	110
CTHL::DVSND ST::60	DIVISION STREET	ZAUSA DRIVE	DIVISION STREET	Asphalt	P	1,814	37	67,111	25	153
CTHL::DVSND ST::70	DIVISION STREET	DIVISION STREET	WEBER ROAD	Asphalt	P	26	37	967	91	108
CTHL::DVSND ST::80	DIVISION STREET	WEBER ROAD	DIVISION STREET	Asphalt	P	1,033	35	36,138	30	320
CTHL::DVSND ST::90	DIVISION STREET	DIVISION STREET	BORIO DRIVE	Asphalt	P	539	35	18,850	10	101
CTHL::ELS AVE::10	ELSIE AVENUE	RAYNOR AVENUE	KELLY AVENUE	Asphalt	S	326	26	8,468	13	340
CTHL::ELS AVE::100	ELSIE AVENUE	CORA STREET	HICKORY STREET	Asphalt	P	372	26	9,678	32	178
CTHL::ELS AVE::110	ELSIE AVENUE	HICKORY STREET	BROADWAY STREET	Asphalt	P	343	26	8,926	43	318

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
CTHL::ELS AVE::20	ELSIE AVENUE	KELLY AVENUE	WILCOX STREET	Asphalt	S	328	26	8,518	20	321
CTHL::ELS AVE::30	ELSIE AVENUE	WILCOX STREET	OAKLAND AVENUE	Asphalt	S	347	26	9,027	30	506
CTHL::ELS AVE::40	ELSIE AVENUE	OAKLAND AVENUE	CLEMENT STREET	Asphalt	P	318	26	8,255	15	273
CTHL::ELS AVE::50	ELSIE AVENUE	CLEMENT STREET	HIGHLAND STREET	Asphalt	P	331	26	8,595	34	408
CTHL::ELS AVE::60	ELSIE AVENUE	HIGHLAND STREET	NICHOLSON STREET	Asphalt	P	320	26	8,329	23	247
CTHL::ELS AVE::70	ELSIE AVENUE	NICHOLSON STREET	HOFFMAN STREET	Asphalt	P	176	26	4,583	12	315
CTHL::ELS AVE::80	ELSIE AVENUE	HOFFMAN STREET	CENTER STREET	Asphalt	P	489	26	12,707	11	313
CTHL::ELS AVE::90	ELSIE AVENUE	CENTER STREET	CORA STREET	Asphalt	P	352	26	9,152	31	218
CTHL::ESSX CT::10	ESSEX COURT	BORIO DRIVE	END	Asphalt	S	428	26	11,117	21	155
CTHL::FRDRCK ST::10	FREDERICK STREET	THEODORE STREET	MARLBORO LANE	Asphalt	S	352	26	9,149	29	226
CTHL::FRN STR::10	FERN STREET	PLAINFIELD ROAD	GREENGOLD STREET	Asphalt	S	388	26	10,096	52	499
CTHL::FX MDW DR::10	FOX MEADOW DRIVE	SPRINGSIDE DRIVE	WILDROSE DRIVE	Asphalt	S	657	26	17,090	42	166
CTHL::FX MDW DR::20	FOX MEADOW DRIVE	WILDROSE DRIVE	SILVER ROCK DRIVE	Asphalt	S	268	26	6,957	26	278
CTHL::FX MDW DR::30	FOX MEADOW DRIVE	SILVER ROCK DRIVE	GAYLORD ROAD	Asphalt	S	236	26	6,142	37	332
CTHL::FXTL CT::10	FOXTAIL COURT	SILVER ROCK DRIVE	END	Asphalt	S	625	26	16,245	37	342
CTHL::GLN VST LN::10	GLEN VISTA LANE	BORIO DRIVE	LAUREL OAK DRIVE	Asphalt	S	505	26	13,139	41	98
CTHL::GRN ST::10	GREEN STREET	CATON FARM ROAD	SWEETBRIAR STREET	Asphalt	S	857	26	22,273	29	297
CTHL::GRN ST::20	GREEN STREET	SWEETBRIAR STREET	GRANDVIEW AVENUE	Asphalt	S	391	26	10,154	32	311
CTHL::GRNDVW AVE::10	GRANDVIEW AVENUE	GREENGOLD STREET	UNNAMED_1	Asphalt	S	459	26	11,945	35	272
CTHL::GRNDVW AVE::20	GRANDVIEW AVENUE	LYNWOOD STREET	GREENGOLD STREET	Asphalt	S	449	26	11,662	31	228
CTHL::GRNDVW AVE::30	GRANDVIEW AVENUE	ROOT STREET	LYNWOOD STREET	Asphalt	S	453	26	11,788	28	240
CTHL::GRNDVW AVE::40	GRANDVIEW AVENUE	GREEN STREET	ROOT STREET	Asphalt	S	444	26	11,545	28	236
CTHL::GRNDVW AVE::50	GRANDVIEW AVENUE	CIRCLE STREET	GREEN STREET	Asphalt	S	452	26	11,754	32	242
CTHL::GRNDVW AVE::60	GRANDVIEW AVENUE	CATON FARM ROAD	CIRCLE STREET	Asphalt	S	355	26	9,233	36	270
CTHL::GRNGLD ST::10	GREENGOLD STREET	CATON FARM ROAD	SYCAMORE STREET	Asphalt	S	395	26	10,263	51	205
CTHL::GRNGLD ST::20	GREENGOLD STREET	SYCAMORE STREET	WEBB STREET	Asphalt	S	651	26	16,924	40	272
CTHL::GRNGLD ST::30	GREENGOLD STREET	WEBB STREET	SWEETBRIAR STREET	Asphalt	S	844	26	21,947	40	287
CTHL::GRNGLD ST::40	GREENGOLD STREET	SWEETBRIAR STREET	FERN STREET	Asphalt	S	706	26	18,361	31	318
CTHL::GRNGLD ST::50	GREENGOLD STREET	FERN STREET	GRANDVIEW AVENUE	Asphalt	S	599	26	15,564	35	320
CTHL::GST ST::10	AUGUST STREET	HEIDEN AVENUE	END	Asphalt	S	219	26	5,694	42	162
CTHL::GYLRD RD::10	GAYLORD ROAD	THEODORE STREET	FOX MEADOW DRIVE	Asphalt	P	2,160	26	56,157	57	171
CTHL::GYLRD RD::100	GAYLORD ROAD	PARKROSE STREET	CATON FARM ROAD	Asphalt	P	659	26	17,137	49	333
CTHL::GYLRD RD::110	GAYLORD ROAD	CATON FARM ROAD	END	Asphalt	P	6	26	148	68	193
CTHL::GYLRD RD::130	GAYLORD ROAD	FLOWER STREET	LOCH LANE	Asphalt	P	328	26	8,519	76	170
CTHL::GYLRD RD::140	GAYLORD ROAD	LOCH LANE	CARLTON STREET	Asphalt	P	319	26	8,287	82	171
CTHL::GYLRD RD::150	GAYLORD ROAD	CARLTON STREET	BERRY STREET	Asphalt	P	325	26	8,446	91	171
CTHL::GYLRD RD::160	GAYLORD ROAD	BERRY STREET	GARDEN STREET	Asphalt	P	329	26	8,547	85	171
CTHL::GYLRD RD::170	GAYLORD ROAD	GARDEN STREET	POPLAR STREET	Asphalt	P	381	26	9,916	79	171
CTHL::GYLRD RD::180	GAYLORD ROAD	POPLAR STREET	CHESTNUT STREET	Asphalt	P	323	26	8,406	86	171
CTHL::GYLRD RD::190	GAYLORD ROAD	CHESTNUT STREET	EMLONG STREET	Asphalt	P	206	26	5,354	69	279
CTHL::GYLRD RD::20	GAYLORD ROAD	FOX MEADOW DRIVE	WATERFORD DRIVE	Asphalt	P	649	26	16,873	49	215
CTHL::GYLRD RD::200	GAYLORD ROAD	EMLONG STREET	DIVISION STREET	Asphalt	P	1,738	26	45,179	70	165
CTHL::GYLRD RD::210	GAYLORD ROAD	START	EICH DRIVE	Asphalt	P	561	26	14,591	46	174

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
CTHL::GYLRD RD::220	GAYLORD ROAD	EICH DRIVE	ESSEX DRIVE	Asphalt	P	499	26	12,968	50	164
CTHL::GYLRD RD::230	GAYLORD ROAD	ESSEX DRIVE	FRONTIER LANE	Asphalt	P	585	26	15,207	43	171
CTHL::GYLRD RD::240	GAYLORD ROAD	FRONTIER LANE	SPRING LAKE ROAD	Asphalt	P	1,347	26	35,026	41	171
CTHL::GYLRD RD::250	GAYLORD ROAD	SPRING LAKE ROAD	END	Asphalt	P	532	26	13,828	26	265
CTHL::GYLRD RD::30	GAYLORD ROAD	WATERFORD DRIVE	ARDAUGH AVENUE	Asphalt	P	259	26	6,738	34	171
CTHL::GYLRD RD::40	GAYLORD ROAD	ARDAUGH AVENUE	WATERTOWER PLACE	Asphalt	P	222	26	5,775	27	171
CTHL::GYLRD RD::50	GAYLORD ROAD	WATERTOWER PLACE	DAFFODIL STREET	Asphalt	P	266	26	6,910	49	433
CTHL::GYLRD RD::60	GAYLORD ROAD	DAFFODIL STREET	SWEETBRIAR STREET	Asphalt	P	200	26	5,197	54	422
CTHL::GYLRD RD::70	GAYLORD ROAD	SWEETBRIAR STREET	CARNATION DRIVE	Asphalt	P	339	26	8,815	55	171
CTHL::GYLRD RD::80	GAYLORD ROAD	CARNATION DRIVE	UNIVERSITY STREET	Asphalt	P	115	26	2,999	54	171
CTHL::GYLRD RD::90	GAYLORD ROAD	UNIVERSITY STREET	PARKROSE STREET	Asphalt	P	448	26	11,642	55	299
CTHL::HCKRY ST::10	HICKORY STREET	THEODORE STREET	STERN AVENUE	Asphalt	S	639	26	16,621	92	292
CTHL::HCKRY ST::20	HICKORY STREET	STERN AVENUE	LUDWIG AVENUE	Asphalt	S	624	26	16,234	87	237
CTHL::HCKRY ST::30	HICKORY STREET	LUDWIG AVENUE	ROSE AVENUE	Asphalt	S	685	26	17,801	87	201
CTHL::HCKRY ST::40	HICKORY STREET	ROSE AVENUE	ELSIE AVENUE	Asphalt	S	689	26	17,924	88	277
CTHL::HCKRY ST::50	HICKORY STREET	ELSIE AVENUE	CHANEY AVENUE	Asphalt	S	319	26	8,305	42	485
CTHL::HDN AVE::10	HEIDEN AVENUE	THEODORE STREET	AUGUST STREET	Asphalt	S	422	26	10,965	53	89
CTHL::HDN AVE::20	HEIDEN AVENUE	AUGUST STREET	PLEASANT STREET	Asphalt	S	884	26	22,992	80	92
CTHL::HDN AVE::30	HEIDEN AVENUE	PLEASANT STREET	END	Asphalt	S	249	26	6,468	56	153
CTHL::HFFMN ST::10	HOFFMAN STREET	ROSE AVENUE	ELSIE AVENUE	Asphalt	S	690	26	17,951	32	240
CTHL::HFFMN ST::20	HOFFMAN STREET	ELSIE AVENUE	CHANEY AVENUE	Asphalt	S	309	26	8,034	32	279
CTHL::HFFMN ST::30	HOFFMAN STREET	CHANEY AVENUE	PASADENA AVENUE	Asphalt	S	350	26	9,112	95	283
CTHL::HFFMN ST::40	HOFFMAN STREET	PASADENA AVENUE	END	Asphalt	S	311	26	8,089	28	515
CTHL::HGHLND ST::10	HIGHLAND STREET	THEODORE STREET	STERN AVENUE	Asphalt	S	635	26	16,513	79	202
CTHL::HGHLND ST::20	HIGHLAND STREET	STERN AVENUE	LUDWIG AVENUE	Asphalt	S	631	26	16,403	80	198
CTHL::HGHLND ST::30	HIGHLAND STREET	LUDWIG AVENUE	ROSE AVENUE	Asphalt	S	680	26	17,684	74	202
CTHL::HGHLND ST::40	HIGHLAND STREET	ROSE AVENUE	ELSIE AVENUE	Asphalt	S	691	26	17,967	82	220
CTHL::HSMR LN::10	HOSMER LANE	THEODORE STREET	INNER CIR DRIVE	Asphalt	S	304	26	7,892	44	322
CTHL::HSMR LN::20	HOSMER LANE	INNER CIR DRIVE	MARLBORO LANE	Asphalt	S	294	26	7,632	79	373
CTHL::HSMR LN::30	HOSMER LANE	MARLBORO LANE	INNER CIR DRIVE	Asphalt	S	1,111	26	28,892	45	220
CTHL::HSMR LN::40	HOSMER LANE	INNER CIR DRIVE	BURRY CIR DRIVE	Asphalt	S	306	26	7,959	44	5,122
CTHL::HSMR LN::50	HOSMER LANE	BURRY CIR DRIVE	ALMA DRIVE	Asphalt	S	312	26	8,124	52	1,440
CTHL::HSMR LN::60	HOSMER LANE	ALMA DRIVE	PRAIRIE AVENUE	Asphalt	S	521	26	13,541	13	144
CTHL::HSS DR::10	HESS DRIVE	NOONAN STREET	MACHER STREET	Asphalt	S	923	26	24,001	51	207
CTHL::HSS DR::20	HESS DRIVE	MACHER STREET	ARDAUGH AVENUE	Asphalt	S	763	26	19,835	46	292
CTHL::HWTHRN ST::10	HAWTHORNE STREET	CHANEY AVENUE	PASADENA AVENUE	Asphalt	S	320	26	8,317	42	394
CTHL::HWTHRN ST::20	HAWTHORNE STREET	PASADENA AVENUE	BIRKEY AVENUE	Asphalt	S	308	26	8,013	46	350
CTHL::HWTHRN ST::30	HAWTHORNE STREET	BIRKEY AVENUE	END	Asphalt	S	167	26	4,353	60	231
CTHL::JR CT::10	JORIE COURT	CATON FARM ROAD	END	Asphalt	S	347	26	9,014	49	378
CTHL::JRCC DR::10	JURICIC DRIVE	JASMINE DRIVE	END	Asphalt	S	221	26	5,753	36	266
CTHL::JRD DR::10	JARED DRIVE	ELDORADO DRIVE	CRESTWOOD DRIVE	Asphalt	S	673	26	17,496	29	220
CTHL::JSMN DR::10	JASMINE DRIVE	WATERFORD DRIVE	JURICIC DRIVE	Asphalt	S	670	26	17,412	45	224
CTHL::JSMN DR::20	JASMINE DRIVE	JURICIC DRIVE	MORNING GLORY LANE	Asphalt	S	284	26	7,383	36	254

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
CTHL::JSMN DR::30	JASMINE DRIVE	MORNING GLORY LANE	TULIP LANE	Asphalt	S	72	26	1,878	61	292
CTHL::JSMN DR::40	JASMINE DRIVE	TULIP LANE	IRIS LANE	Asphalt	S	214	26	5,566	44	372
CTHL::JSMN DR::50	JASMINE DRIVE	IRIS LANE	LOTUS LANE	Asphalt	S	204	26	5,309	49	328
CTHL::JSMN DR::60	JASMINE DRIVE	LOTUS LANE	DAISY LANE	Asphalt	S	91	26	2,366	54	471
CTHL::JSMN DR::70	JASMINE DRIVE	DAISY LANE	CARNATION DRIVE	Asphalt	S	392	26	10,181	32	404
CTHL::JYC CT::10	JAYCE COURT	MIA DRIVE	END	Asphalt	S	111	26	2,899	95	270
CTHL::KLLG ST::10	KELLOG STREET	GOLFVIEW DRIVE	LINCOLN HIGHWAY	Asphalt	S	230	27	6,200	70	382
CTHL::KLLY AVE::10	KELLY AVENUE	THEODORE STREET	STERN AVENUE	Asphalt	S	637	26	16,557	11	340
CTHL::KLLY AVE::20	KELLY AVENUE	STERN AVENUE	LUDWIG AVENUE	Asphalt	S	630	26	16,367	11	387
CTHL::KLLY AVE::30	KELLY AVENUE	LUDWIG AVENUE	ROSE AVENUE	Asphalt	S	679	26	17,656	15	338
CTHL::KLLY AVE::40	KELLY AVENUE	ROSE AVENUE	ELSIE AVENUE	Asphalt	S	683	26	17,760	21	331
CTHL::KLND AVE::10	OAKLAND AVENUE	THEODORE STREET	STERN AVENUE	Asphalt	P	627	30	18,814	54	93
CTHL::KLND AVE::20	OAKLAND AVENUE	STERN AVENUE	LUDWIG AVENUE	Asphalt	P	638	30	19,149	54	104
CTHL::KLND AVE::30	OAKLAND AVENUE	LUDWIG AVENUE	ROSE AVENUE	Asphalt	P	675	30	20,249	56	96
CTHL::KLND AVE::40	OAKLAND AVENUE	ROSE AVENUE	ELSIE AVENUE	Asphalt	P	698	30	20,955	54	79
CTHL::KLND AVE::50	OAKLAND AVENUE	ELSIE AVENUE	CHANEY AVENUE	Asphalt	P	305	30	9,148	54	107
CTHL::KLND AVE::60	OAKLAND AVENUE	CHANEY AVENUE	PASADENA AVENUE	Asphalt	P	310	30	9,300	41	97
CTHL::KLND AVE::70	OAKLAND AVENUE	PASADENA AVENUE	RAYNOR AVENUE	Asphalt	P	862	30	25,859	54	55
CTHL::KLND AVE::80	OAKLAND AVENUE	RAYNOR AVENUE	SAK DRIVE	Asphalt	P	607	30	18,209	50	52
CTHL::KLND AVE::90	OAKLAND AVENUE	SAK DRIVE	CATON FARM ROAD	Asphalt	P	1,343	35	46,991	48	126
CTHL::KNGSBRK DR::10	KINGSBROOK DRIVE	BORIO DRIVE	LONGMEADOW DRIVE	Asphalt	S	1,710	26	44,463	37	111
CTHL::KNGSBRK DR::20	KINGSBROOK DRIVE	LONGMEADOW DRIVE	WELLINGTON PLACE	Asphalt	S	451	26	11,721	31	116
CTHL::KNGSBRK DR::30	KINGSBROOK DRIVE	WELLINGTON PLACE	END	Asphalt	S	326	26	8,468	32	123
CTHL::KNPP DR::10	KNAPP DRIVE	THEODORE STREET	WILLOW CIRCLE DRIVE	Asphalt	S	460	26	11,967	49	128
CTHL::KNPP DR::20	KNAPP DRIVE	WILLOW CIRCLE DRIVE	WILLOW CIRCLE DRIVE	Asphalt	S	1,131	26	29,403	31	75
CTHL::KNPP DR::30	KNAPP DRIVE	WILLOW CIRCLE DRIVE	LARKIN AVENUE	Asphalt	S	836	26	21,735	37	79
CTHL::LCH LN::10	LOCH LANE	GAYLORD ROAD	ABBAY LANE	Asphalt	S	542	26	14,089	35	291
CTHL::LCH LN::20	LOCH LANE	ABBAY LANE	DUNDEE DRIVE	Asphalt	S	581	26	15,102	36	215
CTHL::LCH LN::30	LOCH LANE	DUNDEE DRIVE	CARLTON STREET	Asphalt	S	441	26	11,467	48	251
CTHL::LDC PKWY::10	LIDICE PARKWAY	CHURNOVIK LANE	ENTERPRISE DRIVE	Concrete	S	1,022	30	30,647	100	325
CTHL::LDRD DR::10	ELDORADO DRIVE	JARED DRIVE	MIA DRIVE	Asphalt	S	316	26	8,215	94	201
CTHL::LDRD DR::20	ELDORADO DRIVE	LYNWOOD STREET	JARED DRIVE	Asphalt	S	318	26	8,273	79	276
CTHL::LDRD DR::30	ELDORADO DRIVE	LYNWOOD STREET	LINCOLN AVENUE	Asphalt	S	284	26	7,392	55	255
CTHL::LDRD DR::40	ELDORADO DRIVE	LINCOLN AVENUE	ROOT STREET	Asphalt	S	288	26	7,496	71	175
CTHL::LDWG AVE::10	LUDWIG AVENUE	RAYNOR AVENUE	KELLY AVENUE	Asphalt	S	331	26	8,597	100	386
CTHL::LDWG AVE::100	LUDWIG AVENUE	CORA STREET	HICKORY STREET	Asphalt	S	356	26	9,257	92	285
CTHL::LDWG AVE::110	LUDWIG AVENUE	HICKORY STREET	BROADWAY STREET	Asphalt	S	349	26	9,077	82	506
CTHL::LDWG AVE::20	LUDWIG AVENUE	KELLY AVENUE	WILCOX STREET	Asphalt	S	327	26	8,490	95	268
CTHL::LDWG AVE::30	LUDWIG AVENUE	WILCOX STREET	OAKLAND AVENUE	Asphalt	S	324	26	8,417	81	475
CTHL::LDWG AVE::40	LUDWIG AVENUE	OAKLAND AVENUE	CLEMENT STREET	Asphalt	S	339	26	8,816	92	243
CTHL::LDWG AVE::50	LUDWIG AVENUE	CLEMENT STREET	HIGHLAND STREET	Asphalt	S	329	26	8,560	77	307
CTHL::LDWG AVE::60	LUDWIG AVENUE	HIGHLAND STREET	NICHOLSON STREET	Asphalt	S	323	26	8,392	63	246
CTHL::LDWG AVE::70	LUDWIG AVENUE	NICHOLSON STREET	DEARBORN STREET	Asphalt	S	332	26	8,630	85	254

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CTHL::LDWG AVE::80	LUDWIG AVENUE	DEARBORN STREET	CENTER STREET	Asphalt	S	332	26	8,639	65	342
CTHL::LDWG AVE::90	LUDWIG AVENUE	CENTER STREET	CORA STREET	Asphalt	S	364	26	9,476	13	370
CTHL::LM DR::10	ALMA DRIVE	INNER CIR DRIVE	HOSMER LANE	Asphalt	S	665	26	17,287	60	246
CTHL::LM DR::20	ALMA DRIVE	HOSMER LANE	COWING LANE	Asphalt	S	854	26	22,202	58	267
CTHL::LM DR::30	ALMA DRIVE	COWING LANE	END	Asphalt	S	238	26	6,182	95	185
CTHL::LN KBNK DR::10	LEN KUBINSKI DRIVE	WEBER ROAD	PERNIAR DRIVE	Asphalt	S	1,490	35	52,135	53	218
CTHL::LNCLN AVE::10	LINCOLN AVENUE	ELDORADO DRIVE	CRESTWOOD DRIVE	Asphalt	S	796	26	20,706	76	155
CTHL::LNCLN AVE::20	LINCOLN AVENUE	CRESTWOOD DRIVE	IMPERIAL DRIVE	Asphalt	S	723	26	18,787	61	197
CTHL::LNGMDW DR::10	LONGMEADOW DRIVE	ZAUSA DRIVE	SIEGLE DRIVE	Asphalt	S	289	26	7,510	53	519
CTHL::LNGMDW DR::20	LONGMEADOW DRIVE	SIEGLE DRIVE	END	Asphalt	S	129	26	3,350	62	541
CTHL::LNGMDW DR::30	LONGMEADOW DRIVE	WEBER ROAD	END	Asphalt	S	1,161	26	30,195	60	85
CTHL::LNGMDW DR::40	LONGMEADOW DRIVE	LONGMEADOW DRIVE	BORIO DRIVE	Asphalt	S	507	26	13,191	62	165
CTHL::LNGMDW DR::50	LONGMEADOW DRIVE	BORIO DRIVE	NEWBURY COURT	Asphalt	S	319	26	8,307	35	122
CTHL::LNGMDW DR::60	LONGMEADOW DRIVE	NEWBURY COURT	COVENTRY LANE	Asphalt	S	319	26	8,290	37	96
CTHL::LNGMDW DR::70	LONGMEADOW DRIVE	COVENTRY LANE	KINGSBROOK DRIVE	Asphalt	S	286	26	7,425	31	130
CTHL::LNSS LN::10	LENESS LANE	PLAINFIELD ROAD	DONMAUR STREET	Asphalt	S	275	26	7,149	85	455
CTHL::LNSS LN::20	LENESS LANE	DONMAUR STREET	LYNWOOD STREET	Asphalt	S	1,210	26	31,452	89	187
CTHL::LNSS LN::30	LENESS LANE	LYNWOOD STREET	ROOT STREET	Asphalt	S	575	26	14,959	86	236
CTHL::LRL K DR::10	LAUREL OAK DRIVE	GLEN VISTA LANE	BALSUM LANE	Asphalt	S	573	26	14,893	24	98
CTHL::LRL OK CT::10	LAUREL OAK COURT	BALSUM LANE	END	Asphalt	S	277	26	7,212	16	139
CTHL::LRS CT::10	ELROSE COURT	RAYNOR AVENUE	END	Asphalt	S	201	26	5,232	10	498
CTHL::LVK DR::10	LIVEOAK DRIVE	CEDARWOOD DRIVE	RED OAK TERRACE	Asphalt	S	669	26	17,396	91	168
CTHL::LVK DR::20	LIVEOAK DRIVE	RED OAK TERRACE	END	Asphalt	S	145	26	3,760	82	281
CTHL::LYNWD ST::10	LYNWOOD STREET	CATON FARM ROAD	WEBB STREET	Asphalt	S	718	26	18,669	28	379
CTHL::LYNWD ST::20	LYNWOOD STREET	WEBB STREET	SWEETBRIAR STREET	Asphalt	S	848	26	22,056	35	291
CTHL::LYNWD ST::30	LYNWOOD STREET	SWEETBRIAR STREET	GRANDVIEW AVENUE	Asphalt	S	995	26	25,875	47	252
CTHL::LYNWD ST::40	LYNWOOD STREET	GRANDVIEW AVENUE	LENESS LANE	Asphalt	S	494	26	12,840	42	316
CTHL::LYNWD ST::50	LYNWOOD STREET	LENESS LANE	ELDORADO DRIVE	Asphalt	S	320	26	8,327	64	287
CTHL::LYNWD ST::60	LYNWOOD STREET	ELDORADO DRIVE	CRESTWOOD DRIVE	Asphalt	S	657	26	17,086	27	301
CTHL::LYNWD ST::70	LYNWOOD STREET	CRESTWOOD DRIVE	CRESTWOOD DRIVE	Asphalt	S	141	26	3,662	37	398
CTHL::LYNWD ST::80	LYNWOOD STREET	CRESTWOOD DRIVE	IMPERIAL DRIVE	Asphalt	S	720	26	18,713	49	228
CTHL::LZBTH CT::10	ELIZABETH COURT	INGALLS AVENUE	END	Asphalt	S	653	26	16,971	13	229
CTHL::MCGLVRY DR::10	MC GILVRAY DRIVE	WEBER ROAD	HURON STREET	Asphalt	S	528	26	13,719	36	144
CTHL::MCGLVRY DR::20	MC GILVRAY DRIVE	HURON STREET	ONTARIO STREET	Asphalt	S	279	26	7,246	54	105
CTHL::MCGLVRY DR::30	MC GILVRAY DRIVE	ONTARIO STREET	MICHIGAN COURT	Asphalt	S	284	26	7,374	38	125
CTHL::MCGLVRY DR::40	MC GILVRAY DRIVE	MICHIGAN COURT	END	Asphalt	S	240	26	6,231	33	132
CTHL::MCGLVRY DR::50	MC GILVRAY DRIVE	MC GILVRAY DRIVE	BORIO DRIVE	Asphalt	S	679	26	17,650	34	127
CTHL::MCHR ST::10	MACHER STREET	SUSANNA WAY	HESS DRIVE	Asphalt	S	358	26	9,317	38	338
CTHL::MCHR ST::20	MACHER STREET	HESS DRIVE	ARDAUGH AVENUE	Asphalt	S	316	26	8,225	51	323
CTHL::MIA DR::10	MIA DRIVE	ELDORADO DRIVE	CRESTWOOD DRIVE	Asphalt	S	734	26	19,074	23	218
CTHL::MNC CT::10	MANICO COURT	CARA DRIVE	END	Asphalt	S	269	26	7,007	78	351
CTHL::MNC DR::10	MANICO DRIVE	SYBIL DRIVE	END	Asphalt	S	169	26	4,400	84	432
CTHL::MNC DR::20	MANICO DRIVE	WILLIAM DRIVE	SYBIL DRIVE	Asphalt	S	343	26	8,919	84	203

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CTHL::MNC DR::30	MANICO DRIVE	CONNIE DRIVE	WILLIAM DRIVE	Asphalt	S	334	26	8,688	84	177
CTHL::MNC DR::40	MANICO DRIVE	ARDAUGH AVENUE	CONNIE DRIVE	Asphalt	S	334	26	8,695	88	179
CTHL::MNC DR::50	MANICO DRIVE	CARA DRIVE	ARDAUGH AVENUE	Asphalt	S	678	26	17,632	89	203
CTHL::MNR CT::10	MANOR COURT	BURRY CIR DRIVE	ENDA	Asphalt	S	244	26	6,341	37	405
CTHL::MPRL DR::10	IMPERIAL DRIVE	LYNWOOD STREET	LINCOLN AVENUE	Asphalt	S	283	26	7,353	65	334
CTHL::MPRL DR::20	IMPERIAL DRIVE	LINCOLN AVENUE	ROOT STREET	Asphalt	S	281	26	7,306	92	187
CTHL::MRLBR LN::10	MARLBORO LANE	ARBOR LANE	END	Asphalt	S	344	26	8,944	33	161
CTHL::MRLBR LN::20	MARLBORO LANE	ARBOR LANE	BURRY CIR DRIVE	Asphalt	S	895	26	23,267	16	443
CTHL::MRLBR LN::30	MARLBORO LANE	BURRY CIR DRIVE	INNER CIR DRIVE	Asphalt	S	316	26	8,210	55	290
CTHL::MRLBR LN::40	MARLBORO LANE	INNER CIR DRIVE	HOSMER LANE	Asphalt	S	1,093	26	28,425	95	197
CTHL::MRLBR LN::50	MARLBORO LANE	HOSMER LANE	FREDERICK STREET	Asphalt	S	541	26	14,068	91	242
CTHL::MRLBR LN::60	MARLBORO LANE	FREDERICK STREET	BURRY CIR DRIVE	Asphalt	S	305	26	7,925	59	233
CTHL::MRLBR LN::70	MARLBORO LANE	BURRY CIR DRIVE	WAVERLY STREET	Asphalt	S	172	26	4,476	41	355
CTHL::NCHLSN ST::10	NICHOLSON STREET	THEODORE STREET	STERN AVENUE	Asphalt	S	634	26	16,484	41	276
CTHL::NCHLSN ST::20	NICHOLSON STREET	STERN AVENUE	LUDWIG AVENUE	Asphalt	S	631	26	16,399	33	287
CTHL::NCHLSN ST::30	NICHOLSON STREET	LUDWIG AVENUE	ROSE AVENUE	Asphalt	S	680	26	17,688	37	274
CTHL::NCHLSN ST::40	NICHOLSON STREET	ROSE AVENUE	ELSIE AVENUE	Asphalt	S	691	26	17,977	43	251
CTHL::NNN ST::10	NOONAN STREET	HESS DRIVE	END	Asphalt	S	138	26	3,575	61	363
CTHL::NNN ST::20	NOONAN STREET	ARDAUGH AVENUE	HESS DRIVE	Asphalt	S	278	26	7,219	49	349
CTHL::NNR CRC DR::10	INNER CIR DRIVE	HOSMER LANE	RAHILL COURT	Asphalt	S	594	26	15,437	20	191
CTHL::NNR CRC DR::20	INNER CIR DRIVE	RAHILL COURT	MARLBORO LANE	Asphalt	S	725	26	18,860	41	153
CTHL::NNR CRC DR::30	INNER CIR DRIVE	MARLBORO LANE	HOSMER LANE	Asphalt	S	937	26	24,353	47	105
CTHL::NNR CRC DR::40	INNER CIR DRIVE	HOSMER LANE	BURRY CIR DRIVE	Asphalt	S	863	26	22,443	72	94
CTHL::NNR CRC DR::50	INNER CIR DRIVE	BURRY CIR DRIVE	ALMA DRIVE	Asphalt	S	305	26	7,924	51	92
CTHL::NNR CRC DR::60	INNER CIR DRIVE	ALMA DRIVE	PRAIRIE AVENUE	Asphalt	S	186	26	4,826	62	164
CTHL::NTR ST::10	ONTARIO STREET	MC GILVRAY DRIVE	HURON STREET	Asphalt	S	835	26	21,713	53	279
CTHL::NTR ST::20	ONTARIO STREET	HURON STREET	RYAN DRIVE	Asphalt	S	202	26	5,251	58	401
CTHL::NTRPRS DR::10	ENTERPRISE DRIVE	LIDICE PARKWAY	DIVISION STREET	Asphalt	S	1,417	40	56,695	58	238
CTHL::NVRSTY ST::10	UNIVERSITY STREET	GAYLORD ROAD	WEBB STREET	Asphalt	S	861	26	22,394	69	289
CTHL::NVRSTY ST::20	UNIVERSITY STREET	WEBB STREET	SWEETBRIAR STREET	Asphalt	S	381	26	9,906	64	354
CTHL::NWBRY CT::10	NEWBURY COURT	LONGMEADOW DRIVE	END	Asphalt	S	281	26	7,315	38	152
CTHL::NWBRY CT::20	NEWBURY COURT	LONGMEADOW DRIVE	END	Asphalt	S	389	26	10,104	54	178
CTHL::PCH ST::10	PEACH STREET	PLUM STREET	PLAINFIELD ROAD	Asphalt	S	385	26	10,015	36	603
CTHL::PLM CT::10	PALM COURT	SPIREA LANE	END	Asphalt	S	208	26	5,401	22	188
CTHL::PLM DR::10	PALM DRIVE	SPRUCE LANE	ARBORVITAE CIRCLE	Asphalt	S	240	26	6,245	30	163
CTHL::PLM DR::20	PALM DRIVE	ARBORVITAE CIRCLE	ARBORVITAE CIRCLE	Asphalt	S	299	26	7,773	12	120
CTHL::PLM DR::30	PALM DRIVE	ARBORVITAE CIRCLE	SPIREA LANE	Asphalt	S	262	26	6,813	13	143
CTHL::PLM ST::10	PLUM STREET	CATON FARM ROAD	PEACH STREET	Asphalt	S	514	26	13,364	64	319
CTHL::PLSNT AT::10	PLEASANT STREET	BARTHELONE AVENUE	END	Asphalt	S	299	26	7,786	75	85
CTHL::PLSNT AT::20	PLEASANT STREET	BARTHELONE AVENUE	HEIDEN AVENUE	Asphalt	S	341	26	8,864	46	116
CTHL::PNR RD::10	PIONEER ROAD	ROCK RUN DRIVE	BICENTENNIAL AVENUE	Asphalt	S	1,031	26	26,803	100	353
CTHL::PNR RD::20	PIONEER ROAD	BICENTENNIAL AVENUE	THEODORE STREET	Asphalt	S	1,602	26	41,643	100	374
CTHL::PRKRS ST::10	PARKROSE STREET	GAYLORD ROAD	SYCAMORE STREET	Asphalt	S	507	26	13,188	23	424

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CTHL::PRKRS ST::20	PARKROSE STREET	SYCAMORE STREET	WEBB STREET	Asphalt	S	645	26	16,782	21	322
CTHL::PRKRS ST::30	PARKROSE STREET	WEBB STREET	SWEETBRIAR STREET	Asphalt	S	719	26	18,685	18	435
CTHL::PRNR DR::10	PERNIAR DRIVE	CATON FARM ROAD	LEN KUBINSKI DRIVE	Asphalt	S	1,326	35	46,395	49	233
CTHL::PRR AVE::10	PRAIRIE AVENUE	THEODORE STREET	INNER CIR DRIVE	Asphalt	S	559	26	14,528	22	283
CTHL::PRR AVE::20	PRAIRIE AVENUE	INNER CIR DRIVE	HOSMER LANE	Asphalt	S	322	26	8,382	14	166
CTHL::PRR AVE::30	PRAIRIE AVENUE	HOSMER LANE	RAYNOR AVENUE	Asphalt	S	194	26	5,035	61	240
CTHL::PRSTWCK DR::10	PRESTWICK DRIVE	ABBEY LANE	SCOTT COURT	Asphalt	S	1,090	26	28,344	39	207
CTHL::PRSTWCK DR::20	PRESTWICK DRIVE	SCOTT COURT	CARLTON STREET	Asphalt	S	362	26	9,425	39	320
CTHL::PRSTWK CT::10	PRESTWICK COURT	CARLTON STREET	PRESTWICK COURT	Asphalt	S	317	26	8,231	34	410
CTHL::PRSTWK CT::20	PRESTWICK COURT	PRESTWICK COURT	PRESTWICK COURT	Asphalt	S	201	26	5,225	25	367
CTHL::PSDN AVE::10	PASADENA AVENUE	OAKLAND AVENUE	HOFFMAN STREET	Asphalt	S	1,289	26	33,514	100	223
CTHL::PSDN AVE::20	PASADENA AVENUE	HOFFMAN STREET	CENTER STREET	Asphalt	S	465	26	12,087	100	232
CTHL::PSDN AVE::30	PASADENA AVENUE	CENTER STREET	HAWTHORNE STREET	Asphalt	S	503	26	13,076	100	232
CTHL::PSDN AVE::40	PASADENA AVENUE	HAWTHORNE STREET	END	Asphalt	S	125	26	3,247	100	562
CTHL::PST OK CT::10	POST OAK COURT	RED OAK TERRACE	END	Asphalt	S	373	26	9,706	87	203
CTHL::PTRCK DR::10	PARTICK DRIVE	PERNIAR DRIVE	WEBER ROAD	Asphalt	S	2,821	35	98,734	100	170
CTHL::RBOR LN::10	ARBOR LANE	THEODORE STREET	MARLBORO LANE	Asphalt	S	1,841	26	47,854	18	181
CTHL::RBOR LN::20	ARBOR LANE	MARLBORO LANE	END	Asphalt	S	382	26	9,943	25	398
CTHL::RBRVT CIR::10	ARBORVITAE CIRCLE	PALM DRIVE	PALM DRIVE	Asphalt	S	747	26	19,430	75	86
CTHL::RCK RN DR::10	ROCK RUN DRIVE	INGALLS AVENUE	PIONEER ROAD	Asphalt	S	626	26	16,284	12	313
CTHL::RCK RN DR::20	ROCK RUN DRIVE	PIONEER ROAD	BICENTENNIAL AVENUE	Asphalt	S	952	26	24,740	24	277
CTHL::RCK RN DR::30	ROCK RUN DRIVE	BICENTENNIAL AVENUE	THEODORE STREET	Asphalt	S	1,241	26	32,273	14	408
CTHL::RD OK TR::10	RED OAK TERRACE	LIVEOAK DRIVE	POST OAK COURT	Asphalt	S	1,018	26	26,478	86	119
CTHL::RD OK TR::20	RED OAK TERRACE	POST OAK COURT	CEDARWOOD DRIVE	Asphalt	S	1,262	26	32,804	92	502
CTHL::RDGH AVE::10	ARDAUGH AVENUE	GAYLORD ROAD	NOONAN STREET	Asphalt	S	213	26	5,536	54	179
CTHL::RDGH AVE::20	ARDAUGH AVENUE	NOONAN STREET	MACHER STREET	Asphalt	S	931	26	24,213	51	230
CTHL::RDGH AVE::30	ARDAUGH AVENUE	MACHER STREET	HESS DRIVE	Asphalt	S	898	26	23,349	56	199
CTHL::RDGH AVE::40	ARDAUGH AVENUE	SUSANNA WAY	HESS DRIVE	Asphalt	S	338	26	8,790	45	518
CTHL::RDGH AVE::50	ARDAUGH AVENUE	MANICO DRIVE	SUSANNA WAY	Asphalt	S	605	26	15,740	92	363
CTHL::RHLL CT::10	RAHILL COURT	BURRY CIR DRIVE	INNER CIR DRIVE	Asphalt	S	293	26	7,629	32	133
CTHL::RS AVE::10	ROSE AVENUE	RAYNOR AVENUE	KELLY AVENUE	Asphalt	S	328	26	8,539	16	391
CTHL::RS AVE::100	ROSE AVENUE	CENTER STREET	CORA STREET	Asphalt	S	358	26	9,315	90	320
CTHL::RS AVE::110	ROSE AVENUE	CORA STREET	HICKORY STREET	Asphalt	S	346	26	8,992	92	234
CTHL::RS AVE::120	ROSE AVENUE	HICKORY STREET	BROADWAY STREET	Asphalt	S	346	26	8,996	91	294
CTHL::RS AVE::20	ROSE AVENUE	KELLY AVENUE	WILCOX STREET	Asphalt	S	327	26	8,494	26	293
CTHL::RS AVE::30	ROSE AVENUE	WILCOX STREET	OAKLAND AVENUE	Asphalt	S	333	26	8,660	17	351
CTHL::RS AVE::40	ROSE AVENUE	OAKLAND AVENUE	CLEMENT STREET	Asphalt	S	331	26	8,593	14	440
CTHL::RS AVE::50	ROSE AVENUE	CLEMENT STREET	HIGHLAND STREET	Asphalt	S	330	26	8,577	41	385
CTHL::RS AVE::60	ROSE AVENUE	HIGHLAND STREET	NICHOLSON STREET	Asphalt	S	322	26	8,361	24	481
CTHL::RS AVE::70	ROSE AVENUE	NICHOLSON STREET	HOFFMAN STREET	Asphalt	S	205	26	5,335	10	774
CTHL::RS AVE::80	ROSE AVENUE	HOFFMAN STREET	DEARBORN STREET	Asphalt	S	127	26	3,297	12	341
CTHL::RS AVE::90	ROSE AVENUE	DEARBORN STREET	CENTER STREET	Asphalt	S	333	26	8,650	48	440
CTHL::RSL CT::10	ROSEL COURT	RAYNOR AVENUE	END	Asphalt	S	208	26	5,417	23	538

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
CTHL::RT ST::10	ROOT STREET	CATON FARM ROAD	WEBB STREET	Asphalt	S	352	26	9,142	36	226
CTHL::RT ST::100	ROOT STREET	BERTA DRIVE	BERTA DRIVE	Asphalt	S	637	26	16,557	13	232
CTHL::RT ST::110	ROOT STREET	BERTA DRIVE	END	Asphalt	S	238	26	6,181	10	786
CTHL::RT ST::20	ROOT STREET	WEBB STREET	SWEETBRIAR STREET	Asphalt	S	842	26	21,890	21	380
CTHL::RT ST::30	ROOT STREET	SWEETBRIAR STREET	GRANDVIEW AVENUE	Asphalt	S	688	26	17,890	28	275
CTHL::RT ST::40	ROOT STREET	GRANDVIEW AVENUE	LENESS LANE	Asphalt	S	543	26	14,126	56	243
CTHL::RT ST::50	ROOT STREET	LENESS LANE	ELDORADO DRIVE	Asphalt	S	325	26	8,451	79	258
CTHL::RT ST::60	ROOT STREET	ELDORADO DRIVE	CRESTWOOD DRIVE	Asphalt	S	795	26	20,664	51	233
CTHL::RT ST::70	ROOT STREET	CRESTWOOD DRIVE	IMPERIAL DRIVE	Asphalt	S	717	26	18,638	16	155
CTHL::RT ST::80	ROOT STREET	IMPERIAL DRIVE	WEBER ROAD	Asphalt	S	324	26	8,428	39	358
CTHL::RT ST::90	ROOT STREET	WEBER ROAD	BERTA DRIVE	Asphalt	S	498	26	12,957	33	284
CTHL::RYN DR::10	RYAN DRIVE	WEBER ROAD	ONTARIO STREET	Asphalt	S	809	26	21,046	48	367
CTHL::RYNR AVE::10	RAYNOR AVENUE	THEODORE STREET	STERN AVENUE	Asphalt	S	637	26	16,559	35	214
CTHL::RYNR AVE::100	RAYNOR AVENUE	ELSIE AVENUE	BRIAN DRIVE	Asphalt	S	257	26	6,672	15	394
CTHL::RYNR AVE::110	RAYNOR AVENUE	BRIAN DRIVE	OAKLAND AVENUE	Asphalt	S	490	26	12,733	44	283
CTHL::RYNR AVE::20	RAYNOR AVENUE	STERN AVENUE	PRAIRIE AVENUE	Asphalt	S	209	26	5,439	14	311
CTHL::RYNR AVE::30	RAYNOR AVENUE	PRAIRIE AVENUE	LUDWIG AVENUE	Asphalt	S	420	26	10,914	36	204
CTHL::RYNR AVE::40	RAYNOR AVENUE	LUDWIG AVENUE	SULLIVAN COURT	Asphalt	S	413	26	10,739	32	365
CTHL::RYNR AVE::50	RAYNOR AVENUE	SULLIVAN COURT	COWING LANE	Asphalt	S	252	26	6,563	45	341
CTHL::RYNR AVE::60	RAYNOR AVENUE	COWING LANE	ROSE AVENUE	Asphalt	S	316	26	8,222	39	312
CTHL::RYNR AVE::70	RAYNOR AVENUE	ROSE AVENUE	ROSEL COURT	Asphalt	S	240	26	6,230	21	385
CTHL::RYNR AVE::80	RAYNOR AVENUE	ROSEL COURT	ELROSE COURT	Asphalt	S	292	26	7,592	32	245
CTHL::RYNR AVE::90	RAYNOR AVENUE	ELROSE COURT	ELSIE AVENUE	Asphalt	S	154	26	3,999	15	312
CTHL::SAK DR::10	SAK DRIVE	OAKLAND AVENUE	END	Asphalt	S	1,262	35	44,160	26	361
CTHL::SCTT CT::10	SCOTT COURT	PRESTWICK DRIVE	SCOTT COURT	Asphalt	S	113	26	2,939	46	372
CTHL::SCTT CT::20	SCOTT COURT	SCOTT COURT	SCOTT COURT	Asphalt	S	231	26	5,994	47	365
CTHL::SGL DR::10	SIEGLE DRIVE	ZAUSA DRIVE	LONGMEADOW DRIVE	Asphalt	S	1,013	26	26,344	52	269
CTHL::SGL DR::20	SIEGLE DRIVE	ZAUSA DRIVE	LONGMEADOW DRIVE	Asphalt	S	1,238	26	32,195	52	194
CTHL::SLLVN CT::10	SULLIVAN COURT	RAYNOR AVENUE	END	Asphalt	S	244	26	6,339	64	338
CTHL::SLVRCK DR::10	SILVER ROCK DRIVE	START	SPRINGSIDE DRIVE	Asphalt	S	162	26	4,219	41	325
CTHL::SLVRCK DR::20	SILVER ROCK DRIVE	SPRINGSIDE DRIVE	FOXTAIL COURT	Asphalt	S	1,139	26	29,626	32	201
CTHL::SLVRCK DR::30	SILVER ROCK DRIVE	FOXTAIL COURT	FOX MEADOW DRIVE	Asphalt	S	328	26	8,522	41	235
CTHL::SPR LN::10	SPIREA LANE	BORIO DRIVE	PALM DRIVE	Asphalt	S	537	26	13,954	70	89
CTHL::SPRC LN::10	SPRUCE LANE	BORIO DRIVE	PALM DRIVE	Asphalt	S	518	26	13,460	21	168
CTHL::SPRNGSD DR::10	SPRINGSIDE DRIVE	SILVER ROCK DRIVE	FOX MEADOW DRIVE	Asphalt	S	673	26	17,485	42	260
CTHL::SPRNGSD DR::20	SPRINGSIDE DRIVE	FOX MEADOW DRIVE	WILDROSE DRIVE	Asphalt	S	896	26	23,295	41	199
CTHL::SSNN WY::10	SUSANNA WAY	SYBIL DRIVE	MACHER STREET	Asphalt	S	91	26	2,369	83	512
CTHL::SSNN WY::20	SUSANNA WAY	WILLIAM DRIVE	MACHER STREET	Asphalt	S	202	26	5,241	88	290
CTHL::SSNN WY::30	SUSANNA WAY	CONNIE DRIVE	WILLIAM DRIVE	Asphalt	S	315	26	8,179	91	386
CTHL::SSNN WY::40	SUSANNA WAY	ARDAUGH AVENUE	CONNIE DRIVE	Asphalt	S	297	26	7,720	89	361
CTHL::SSNN WY::50	SUSANNA WAY	CARA DRIVE	ARDAUGH AVENUE	Asphalt	S	344	26	8,936	91	380
CTHL::SSNN WY::60	SUSANNA WAY	PLAINFIELD ROAD	CARA DRIVE	Asphalt	S	479	26	12,448	87	395
CTHL::STR DR::10	ASTER DRIVE	CARNATION DRIVE	BUTTERCUP LANE	Asphalt	S	96	26	2,492	82	275

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
CTHL::STR DR::20	ASTER DRIVE	BUTTERCUP LANE	END	Asphalt	S	276	26	7,188	45	300
CTHL::STRN AVE::10	STERN AVENUE	RAYNOR AVENUE	KELLY AVENUE	Asphalt	S	337	26	8,774	12	403
CTHL::STRN AVE::100	STERN AVENUE	CORA STREET	HICKORY STREET	Asphalt	S	366	26	9,504	54	313
CTHL::STRN AVE::110	STERN AVENUE	HICKORY STREET	BROADWAY STREET	Asphalt	S	351	26	9,126	20	498
CTHL::STRN AVE::20	STERN AVENUE	KELLY AVENUE	WILCOX STREET	Asphalt	S	327	26	8,512	16	398
CTHL::STRN AVE::30	STERN AVENUE	WILCOX STREET	OAKLAND AVENUE	Asphalt	S	329	26	8,566	16	569
CTHL::STRN AVE::40	STERN AVENUE	OAKLAND AVENUE	CLEMENT STREET	Asphalt	S	333	26	8,652	26	436
CTHL::STRN AVE::50	STERN AVENUE	CLEMENT STREET	HIGHLAND STREET	Asphalt	S	329	26	8,543	34	536
CTHL::STRN AVE::60	STERN AVENUE	HIGHLAND STREET	NICHOLSON STREET	Asphalt	S	324	26	8,421	17	483
CTHL::STRN AVE::70	STERN AVENUE	NICHOLSON STREET	DEARBORN STREET	Asphalt	S	332	26	8,629	26	442
CTHL::STRN AVE::80	STERN AVENUE	DEARBORN STREET	CENTER STREET	Asphalt	S	332	26	8,644	33	428
CTHL::STRN AVE::90	STERN AVENUE	CENTER STREET	CORA STREET	Asphalt	S	370	26	9,613	29	401
CTHL::SWTBRR ST::10	SWEETBRIAR STREET	GAYLORD ROAD	WEBB STREET	Asphalt	S	553	26	14,386	71	315
CTHL::SWTBRR ST::20	SWEETBRIAR STREET	WEBB STREET	UNIVERSITY STREET	Asphalt	S	507	26	13,177	66	197
CTHL::SWTBRR ST::30	SWEETBRIAR STREET	UNIVERSITY STREET	PARKROSE STREET	Asphalt	S	461	26	11,989	83	262
CTHL::SWTBRR ST::40	SWEETBRIAR STREET	PARKROSE STREET	PLAINFIELD ROAD	Asphalt	S	444	26	11,554	40	575
CTHL::SWTBRR ST::50	SWEETBRIAR STREET	PLAINFIELD ROAD	GREENGOLD STREET	Asphalt	S	391	26	10,176	78	527
CTHL::SWTBRR ST::60	SWEETBRIAR STREET	GREENGOLD STREET	LYNWOOD STREET	Asphalt	S	319	26	8,284	67	446
CTHL::SWTBRR ST::70	SWEETBRIAR STREET	LYNWOOD STREET	ROOT STREET	Asphalt	S	322	26	8,365	34	529
CTHL::SWTBRR ST::80	SWEETBRIAR STREET	ROOT STREET	GREEN STREET	Asphalt	S	326	26	8,475	23	533
CTHL::SYBIL DR::10	SYBIL DRIVE	MANICO DRIVE	SUSANNA WAY	Asphalt	S	895	26	23,268	88	227
CTHL::SYCMR ST::10	SYCAMORE STREET	PARKROSE STREET	PLAINFIELD ROAD	Asphalt	S	387	26	10,051	36	317
CTHL::SYCMR ST::20	SYCAMORE STREET	PLAINFIELD ROAD	GREENGOLD STREET	Asphalt	S	386	26	10,047	73	336
CTHL::THDR ST::10	THEODORE STREET	START	THOMAS COURT	Asphalt	P	265	40	10,618	44	236
CTHL::THDR ST::20	THEODORE STREET	THOMAS COURT	GAYLORD ROAD	Asphalt	P	974	40	38,949	48	229
CTHL::THDR ST::30	THEODORE STREET	GAYLORD ROAD	ROCK RUN DRIVE	Asphalt	P	760	40	30,417	32	329
CTHL::THDR ST::40	THEODORE STREET	ROCK RUN DRIVE	PIONEER ROAD	Asphalt	P	519	40	20,756	34	236
CTHL::THDR ST::50	THEODORE STREET	PIONEER ROAD	EDGERTON DRIVE	Asphalt	P	1,430	40	57,207	66	203
CTHL::THDR ST::60	THEODORE STREET	EDGERTON DRIVE	END	Asphalt	P	879	40	35,166	78	179
CTHL::THDR ST::70	THEODORE STREET	THEODORE STREET	LARKIN AVENUE	Asphalt	P	615	64	39,381	82	176
CTHL::THMS CT::10	THOMAS COURT	THEODORE STREET	END	Asphalt	S	440	26	11,429	36	262
CTHL::UNMD 1::10	UNNAMED 1	FERN STREET	GRANDVIEW AVENUE	Asphalt	S	793	26	20,618	35	315
CTHL::WBB STR::10	WEBB STREET	SWEETBRIAR STREET	UNIVERSITY STREET	Asphalt	S	325	26	8,453	60	270
CTHL::WBB STR::20	WEBB STREET	UNIVERSITY STREET	PARKROSE STREET	Asphalt	S	327	26	8,498	47	438
CTHL::WBB STR::30	WEBB STREET	PARKROSE STREET	PLAINFIELD ROAD	Asphalt	S	384	26	9,993	19	365
CTHL::WBB STR::40	WEBB STREET	PLAINFIELD ROAD	GREENGOLD STREET	Asphalt	S	388	26	10,101	55	463
CTHL::WBB STR::50	WEBB STREET	GREENGOLD STREET	LYNWOOD STREET	Asphalt	S	323	26	8,395	65	387
CTHL::WBB STR::60	WEBB STREET	LYNWOOD STREET	ROOT STREET	Asphalt	S	322	26	8,385	63	479
CTHL::WLCX STR::10	WILCOX STREET	THEODORE STREET	STERN AVENUE	Asphalt	S	634	26	16,489	93	304
CTHL::WLCX STR::20	WILCOX STREET	STERN AVENUE	WILCOX STREET	Asphalt	S	42	26	1,092	95	524
CTHL::WLCX STR::30	WILCOX STREET	WILCOX STREET	LUDWIG AVENUE	Asphalt	S	588	26	15,289	94	251
CTHL::WLCX STR::40	WILCOX STREET	LUDWIG AVENUE	ROSE AVENUE	Asphalt	S	679	26	17,656	93	145
CTHL::WLCX STR::50	WILCOX STREET	ROSE AVENUE	ELSIE AVENUE	Asphalt	S	680	26	17,688	92	207

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
CTHL::WLDRS DR::10	WILDROSE DRIVE	SPRINGSIDE DRIVE	FOX MEADOW DRIVE	Asphalt	S	332	26	8,623	40	346
CTHL::WLLM DR::10	WILLIAM DRIVE	MANICO DRIVE	SUSANNA WAY	Asphalt	S	798	26	20,751	93	209
CTHL::WLLNGTN PL::10	WELLINGTON PLACE	COVENTRY LANE	KINGSBROOK DRIVE	Asphalt	S	287	26	7,463	25	130
CTHL::WLLW C DR::10	WILLOW CIRCLE DRIVE	KNAPP DRIVE	KNAPP DRIVE	Asphalt	S	1,648	26	42,840	33	123
CTHL::WLLW CT::10	WILLOW COURT	BURRY CIR DRIVE	END	Asphalt	S	184	26	4,789	14	254
CTHL::WTRFRD DR::10	WATERFORD DRIVE	JASMINE DRIVE	END	Asphalt	S	531	26	13,816	20	326
CTHL::WTRFRD DR::20	WATERFORD DRIVE	WATERTOWER PLACE	JASMINE DRIVE	Asphalt	S	423	26	10,989	21	314
CTHL::WTRFRD DR::30	WATERFORD DRIVE	GAYLORD ROAD	WATERTOWER PLACE	Asphalt	S	225	26	5,852	40	408
CTHL::WTRTWR PL::10	WATERTOWER PLACE	WATERFORD DRIVE	GAYLORD ROAD	Asphalt	S	679	26	17,646	26	323
CTHL::WVRLY CT::10	WAVERLY COURT	BURRY CIR DRIVE	END	Asphalt	S	321	26	8,354	100	308
CTHL::WVRLY ST::10	WAVERLY STREET	THEODORE STREET	MARLBORO LANE	Asphalt	S	314	26	8,172	26	215
CTHL::ZS DR::10	ZAUSA DRIVE	DIVISION STREET	SIEGLE DRIVE	Asphalt	S	518	26	13,460	54	242
CTHL::ZS DR::20	ZAUSA DRIVE	SIEGLE DRIVE	LONGMEADOW DRIVE	Asphalt	S	751	26	19,539	51	287
CTHL::ZS DR::30	ZAUSA DRIVE	LONGMEADOW DRIVE	SIEGLE DRIVE	Asphalt	S	1,510	26	39,256	53	207