



VILLAGE OF
DOLTON
"A Community Working Together"

Pavement Data Collection and Pavement Management System Implementation for Village of Dolton

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

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FINAL REPORT

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1. INTRODUCTION

1.1 Background

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

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

1.2 Project Kick-off and Records Review

The ARA team met with the Village of Dolton and CMAP representatives for a project kick-off meeting on June 26, 2019. Based on the kick-off meeting and documents provided by the Village and CMAP, pavement data completed by was collected on July 2-6, 2019. The GIS shapefile was provided by CMAP and was used as the base map for the field data collection. Village of Dolton provided roadway network segmentation, which was the primary source of roadway inventory for the pavement management database. The Village responded with valuable information to the questionnaire that ARA developed for an understanding of the PMS inputs available from the Village and any specific project requirements. The Village also provided other pavement related attributes such as length, width, and functional class. Besides, the Village provided an annual M&R budget from 2020 through 2024 to plan future activities. The following documents were reviewed as part of this effort:

- GIS shapefile for the local agency (CMAP)
- Network Segmentation for collection (CMAP)
- Review of network segmentation for PMS implementation (Village of Dolton)

1.3 Network Segmentation

The Village of Dolton manages approximately 62.2 miles of roadway pavements, consisting primarily of asphalt pavements. The pavement network was divided into 705 sections based on the feedback provided by the Village. Figure 1 shows the network segmentation that was approved by the Village.

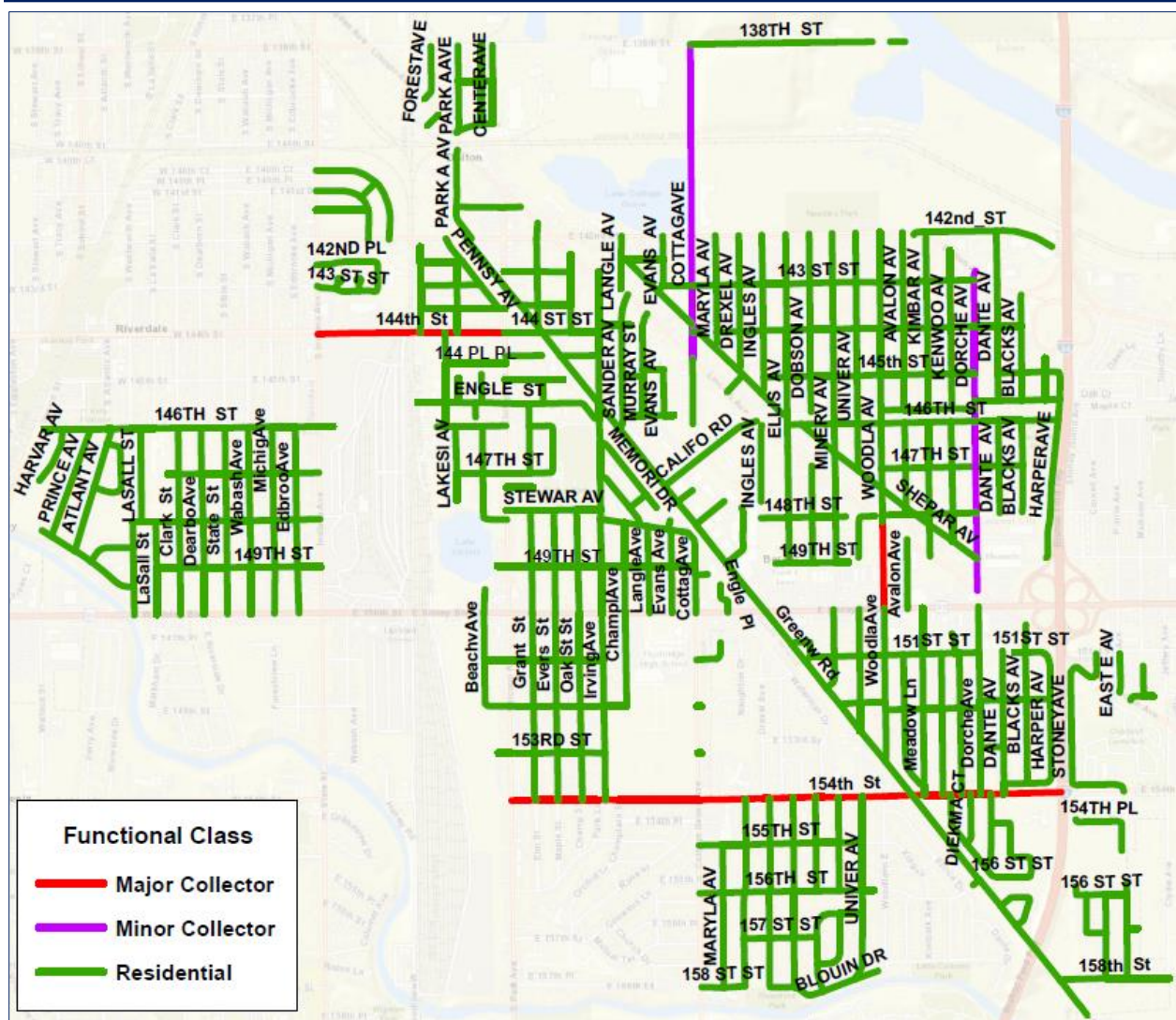


Figure 1. Pavement network segmentation of the Village of Dolton.

1.4 Traffic Data

Average daily traffic (ADT) data for the Village of Dolton network was obtained from the Illinois Department of Transportation (IDOT) transportation management system (<http://www.gettingaroundillinois.com/gai.htm?mt=aadt>). Table 1 shows traffic data based on the functional class of the streets. Figure 2 shows the annual average daily traffic (AADT) data for the individual pavement sections.

Table 1. Summary of the Village of Dolton’s traffic data.

Functional Class	Length (mile)	Maximum AADT	Minimum AADT
Major Collector	2.2	7,200	N/A
Minor Collector	1.7	2,950	2,250
Residential	58.3	5,750	N/A

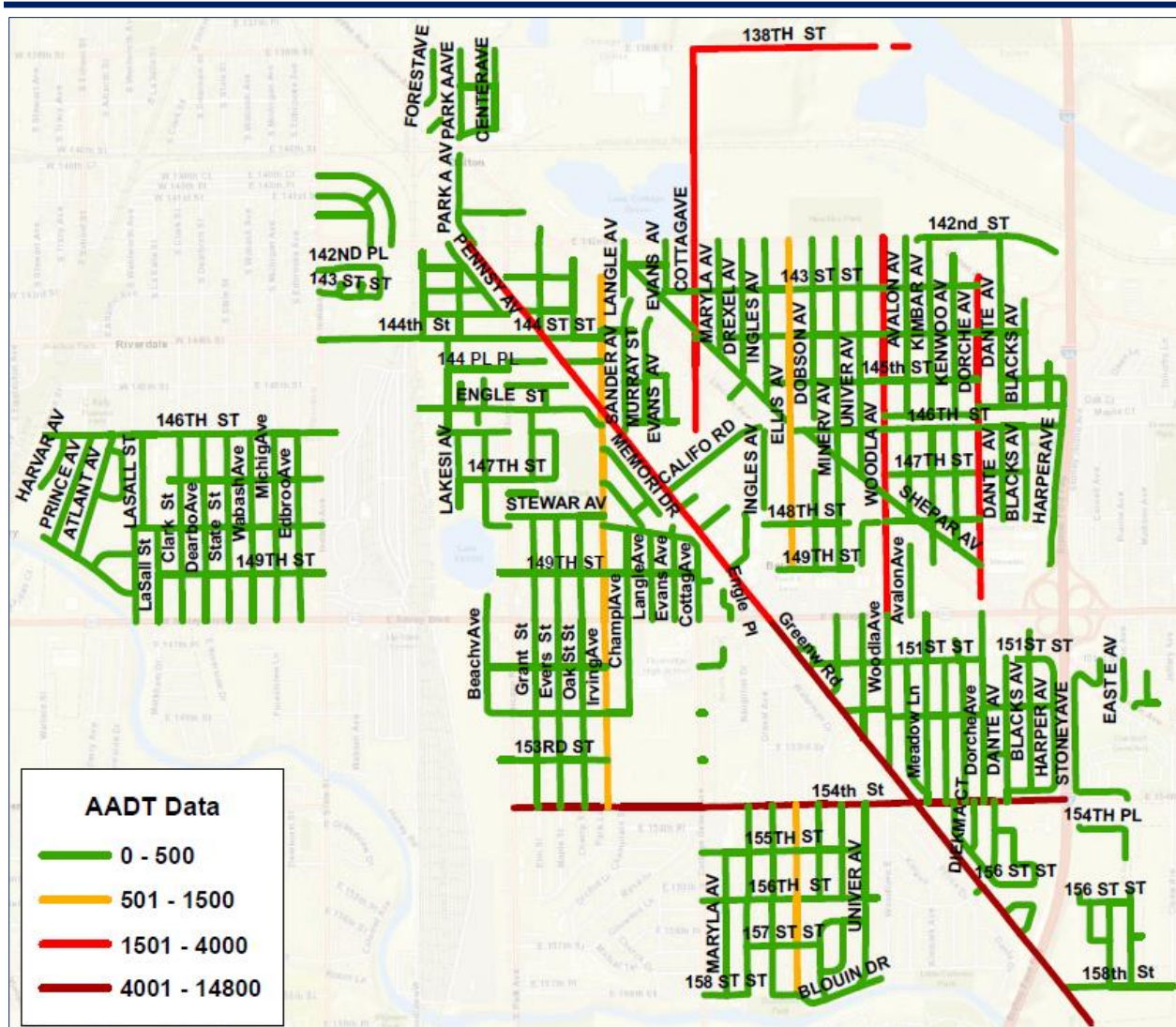


Figure 2. Village of Dolton’s annual average daily traffic (AADT) data.

2. FIELD DATA COLLECTION AND ASSESSMENT

2.1 Digital Survey Vehicle (DSV)

ARA collected geo-referenced images of the entire Village of Dolton roadway network using the DSV on July 2-6, 2019. ARA’s DSV equipped with the Laser Crack Measurement System (LCMS), shown in Figure 3, captures images at 20-ft intervals. Each image is linearly referenced with the DSV’s onboard distance measuring instrument (DMI) and associated global positioning system (GPS) coordinates. For two-lane Village highways, ARA collected images in a single direction. In four-lane pavement sections, data was collected in the outermost lane in both directions.



Figure 3. ARA's laser crack measurement system.

The LCMS captures enhanced right-of-way images using a 360° camera system. The images were used to assess the surface condition of the pavement using the Pavement Condition Index (PCI) methodology in accordance with ASTM D6433. In addition to the images, sensor data was collected including the International Roughness Index (IRI) and rutting for all the segments. The weighted average IRI value of the Village network is 324 inch/mile, which indicates the network is in 'unacceptable' condition in terms of pavement roughness (see Appendix A for full scale of IRI values). IRI is an index to express pavement roughness, which is an expression of the irregularities in a pavement surface that adversely affect the ride quality of a vehicle.

2.2 Pavement Condition Index Procedure

The pavement condition index (PCI) is a measurement of pavement condition, which ranges from 0 to 100. This is an industry-standard defined in ASTM D6433. The PCI value and corresponding pavement condition rating are shown in Figure 4. A newly constructed pavement will have a PCI of 100, whereas a failed pavement will have a PCI of 10 or less. After the construction of pavements, the condition of pavement starts deteriorating with time due to traffic loads and volumes, climate, construction materials, and age. Examples of typical traffic load-related distress are fatigue cracking, corner break, etc. whereas block cracking, longitudinal and transverse cracking, etc. are climate-related distresses.

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

Figure 4. Pavement condition category based on PCI value.

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

ARA’s LCMS system identifies the pavement distresses and reports the type, severity, and extent of key pavement distresses as shown in Figure 5. Some sample pavement surface images with representative PCI values are shown in Figure 6.

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

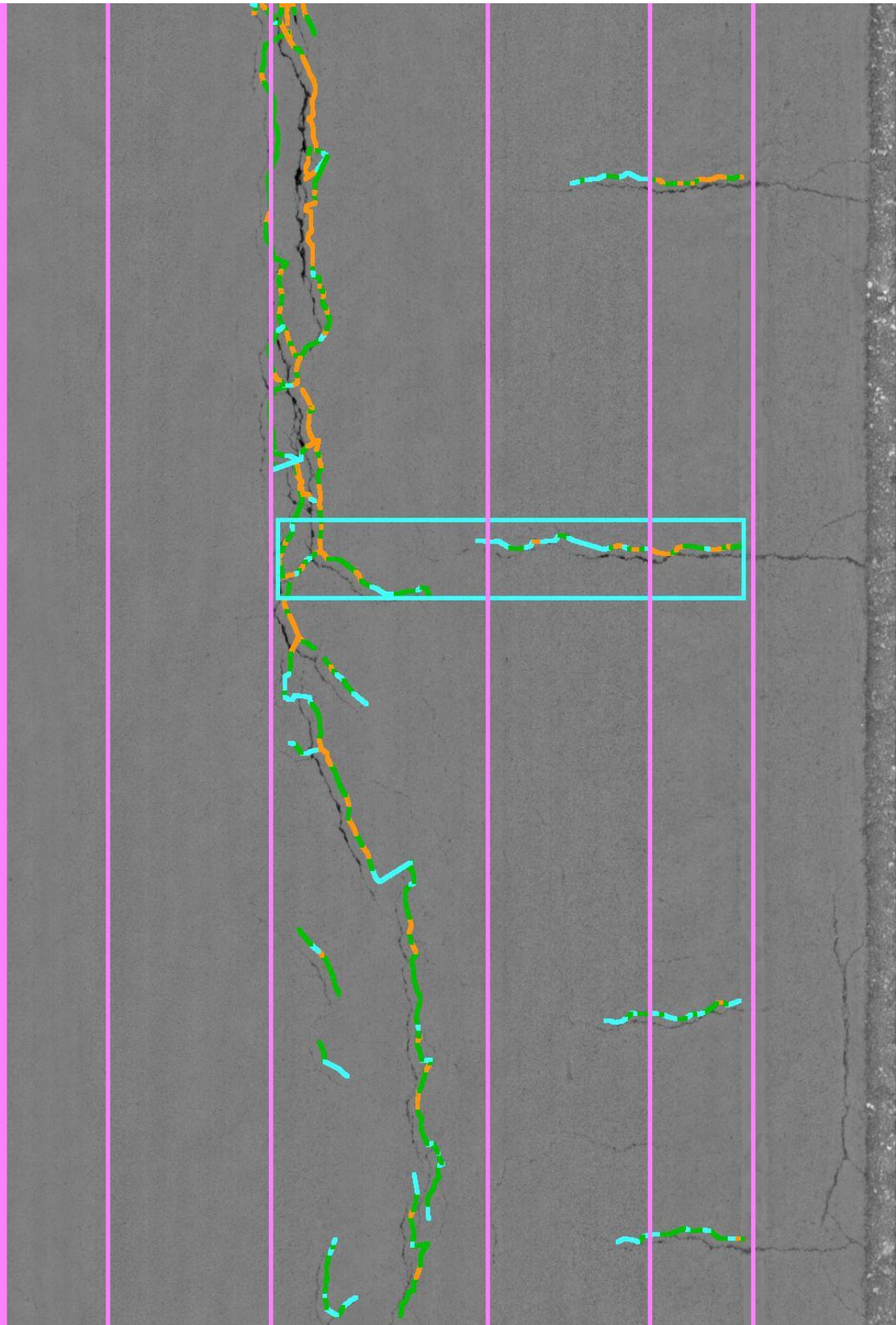


Figure 5. Pavement distress detection using LCMS system.



Figure 6. Sample pavement distress images with different PCI values.

2.3 Pavement Network and Current Condition

After performing an automated condition survey with the collected images, the inspection data was imported into the PAVER™ software. The ARA team presented the pavement condition results to the Village and CMAP on October 22, 2019. ARA was not able to collect data from five sections because they were inaccessible; therefore, these sections were not included in the analysis. Based on the August 2019 pavement condition survey, the weighted average PCI of the network is 53.0, which represents the pavement network is in poor condition.

Table 2 shows the pavement condition, total pavement area, percent area, and the number of sections by pavement surface type. Figure 7 displays average pavement condition by pavement surface type. From Table 2, it can be seen that 99% of the pavement surface of the Village of Dolton network is built with asphalt concrete (AC). However, there are three Portland cement concrete (PCC) sections in the Village’s network.

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

Surface Type	Wt. Avg PCI	Pavement Area (SqFt)	% Area	Number of Sections
Asphalt Concrete (AC)	52.9	7,773,460	99	697
Portland Cement Concrete (PCC)	61.2	67,713	1	3

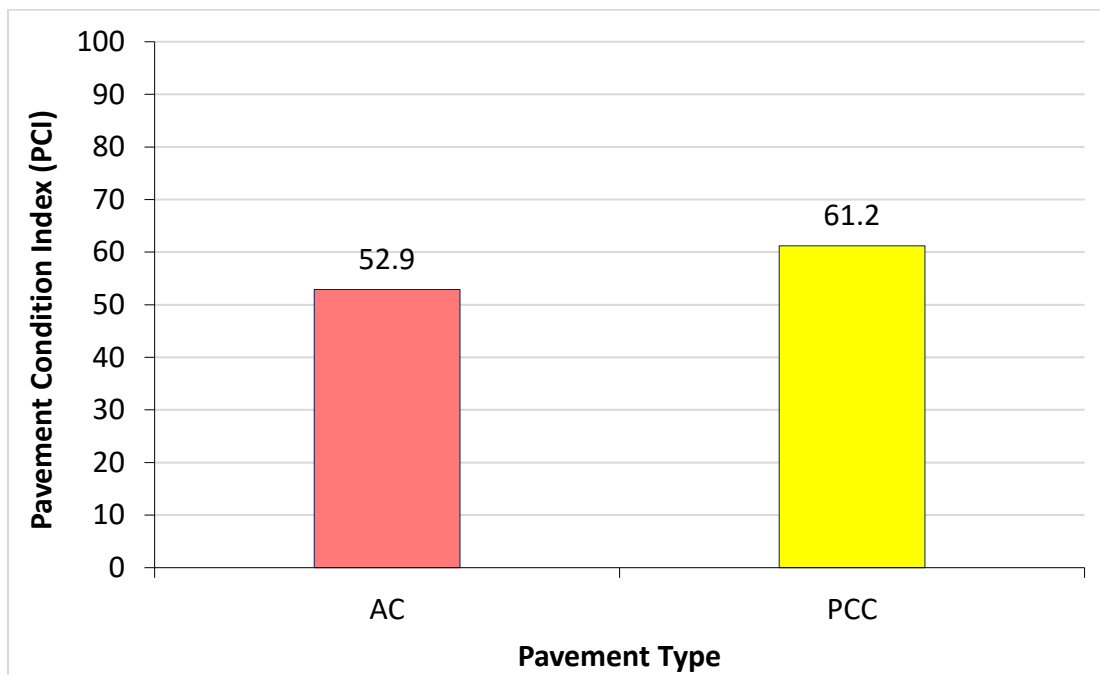


Figure 7. Average pavement condition by pavement surface type.

Figure 8 shows the distribution of network pavement areas based on pavement current conditions. It can be noticed that no pavement section is in serious or failed condition as of August 2019.

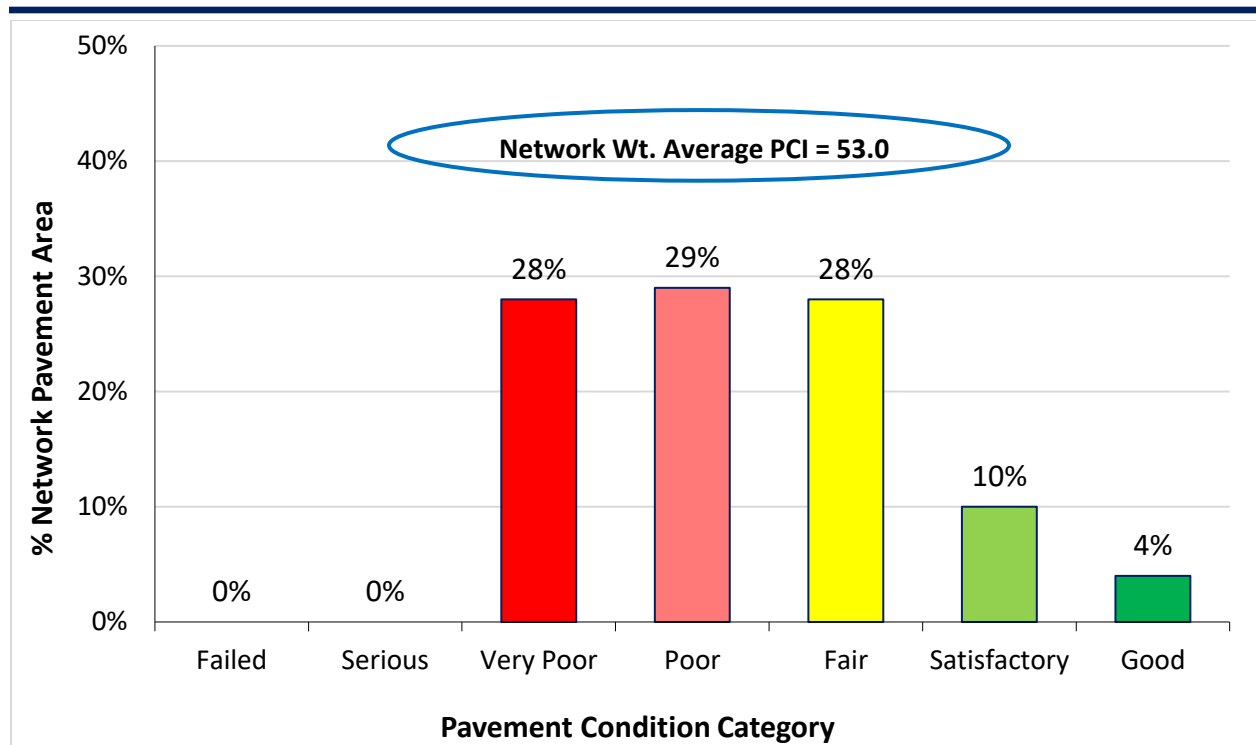


Figure 8. Distribution of network pavement area based on pavement condition.

In Figure 8, it can be observed that about 28% of the network pavement area is in ‘very poor’ condition. About 29% of the pavement area is in ‘poor’ condition. It can also be seen that about 28% of the network is in ‘fair’ condition, whereas about 14% of the network pavement area is in ‘satisfactory’ and ‘good’ condition.

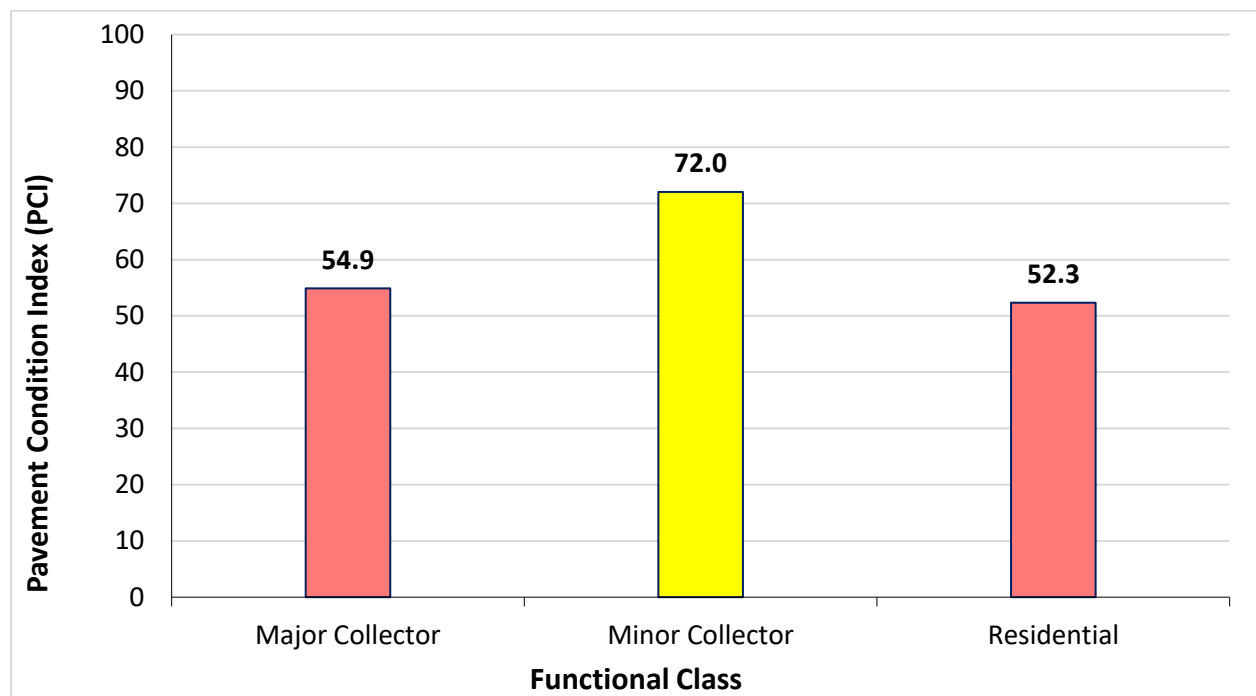


Figure 9. Weighted average pavement condition index (PCI) based on functional class.

Figure 9 displays the current pavement condition distributions based on the functional class. It can be seen that minor collector pavements are in fair condition whereas major collectors are transitioning from fair to poor condition. About 94% of the network consists of residential streets with an average PCI value of 52.3, which indicates poor condition.

Figure 10 shows the detailed distribution of pavement conditions based on the functional class. It can be noticed that 59% of the residential pavements are in poor and very poor conditions.

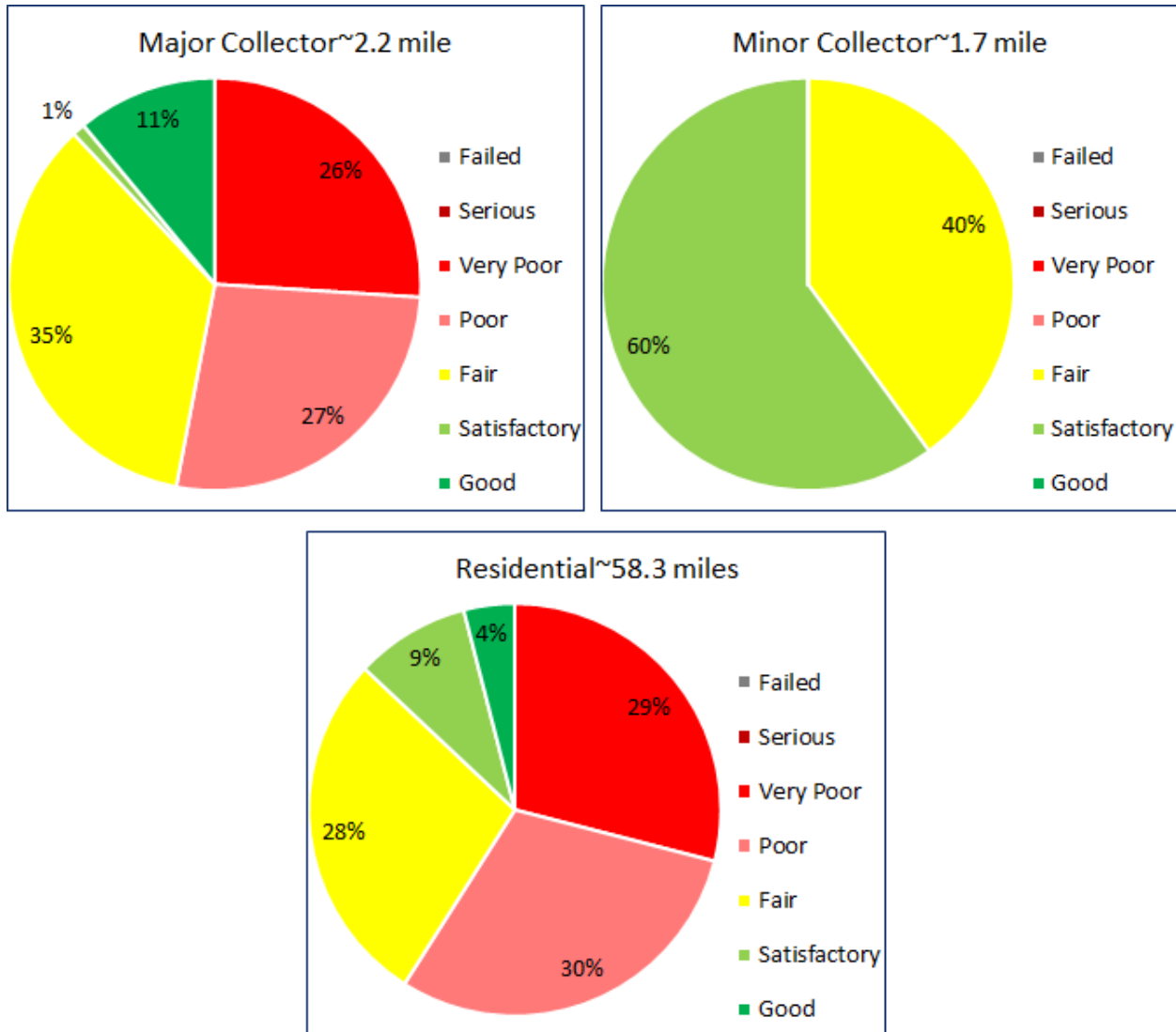


Figure 10. Details of the pavement condition distribution based on the functional class.

Figure 11 shows the pavement condition rating category for the Village of Dolton pavement sections. It can be noticed that major road such as a major part of the 154th St is in poor and very poor condition. It can also be seen that Cottage Grove Ave is in fair condition, whereas part of the 144th St is in very poor condition.

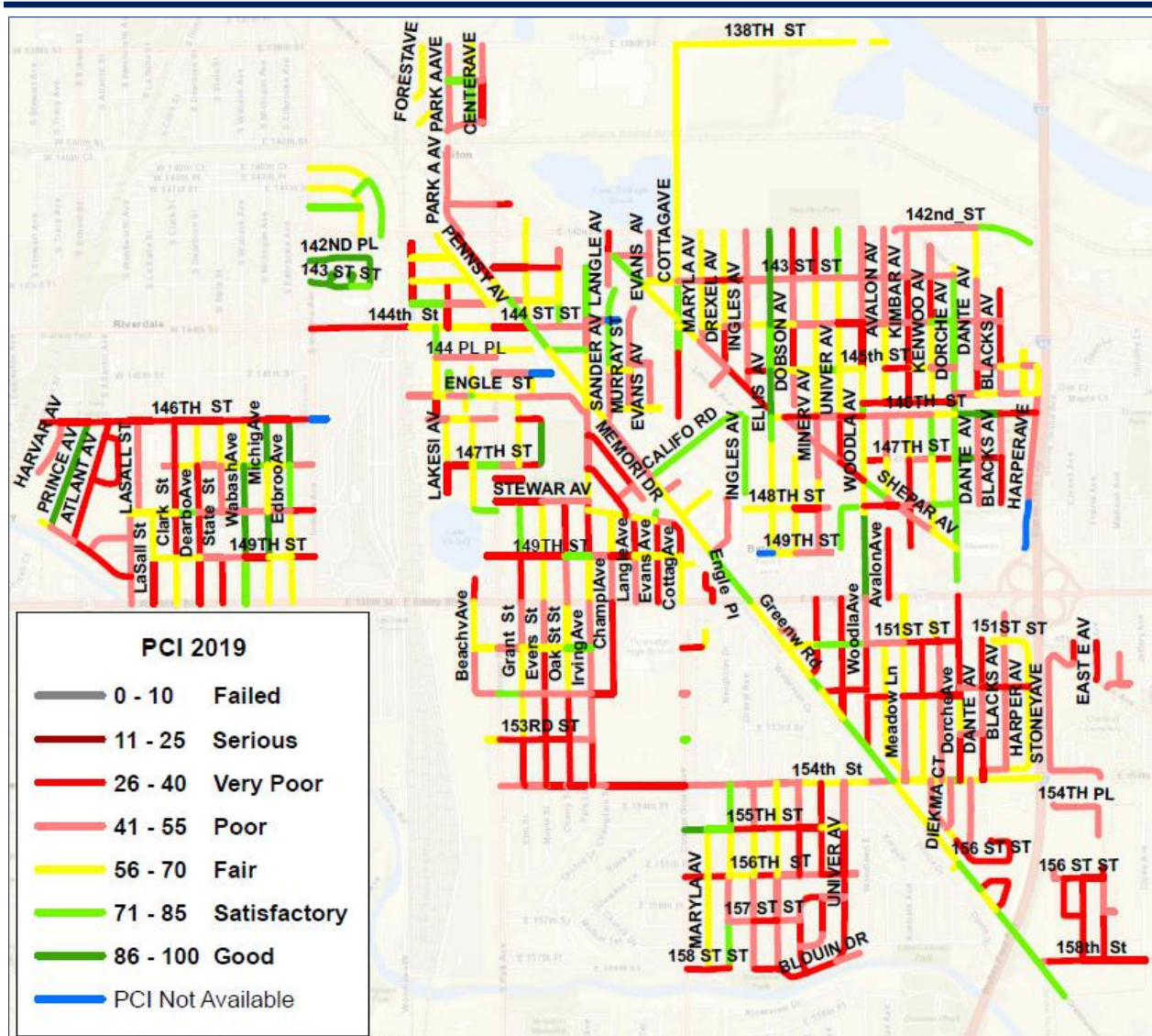


Figure 11. Village of Dolton’s current pavement condition ratings.

3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

While presenting the pavement condition data to the Village of Dolton and CMAP, the ARA team discussed the scope of PMS analysis on October 22, 2019. ARA team discussed pavement performance models, treatment matrix, unit costs, and consequences of several funding scenarios. Based on the Village’s feedback on PMS analysis, the ARA team completed the PMS analysis, and results are presented in this section.

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

3.1 PAVER™ Pavement Management System Overview

Figure 12 shows the various modules of the PAVER™ software which includes:

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

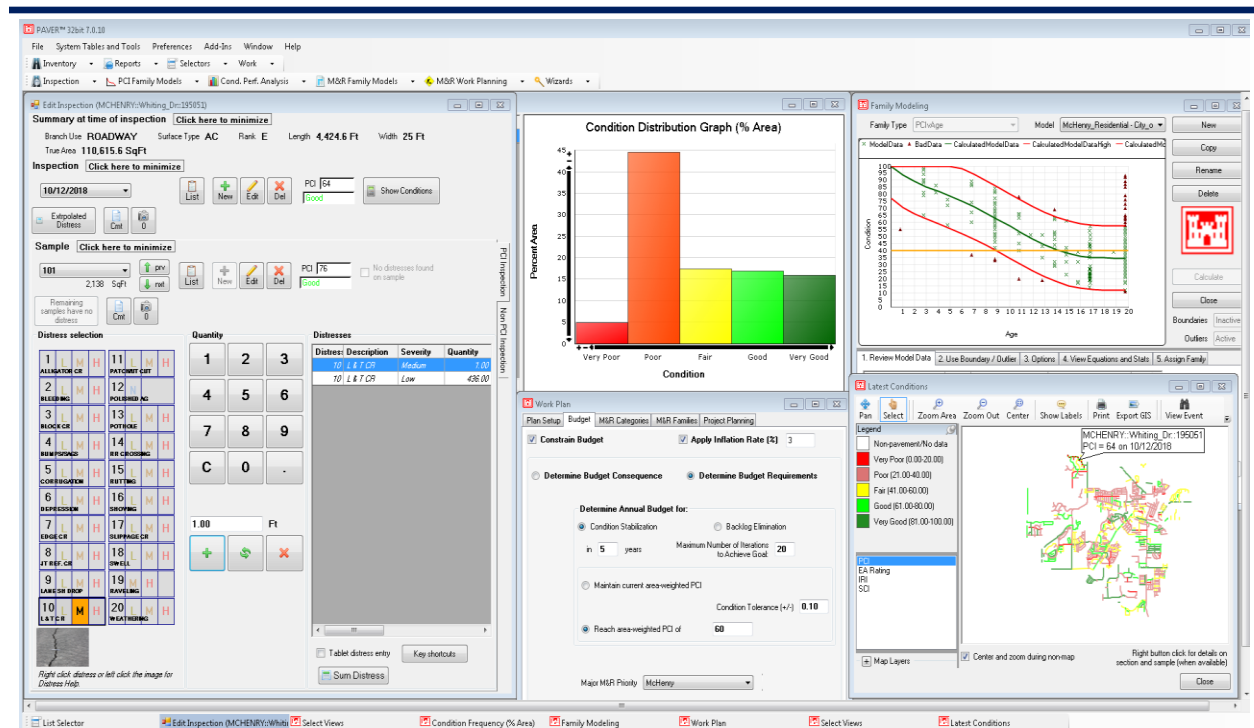


Figure 12. An overview of PAVER™.

3.2 Pavement Performance Model

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

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

Pavement age data was not available; therefore, the pavement performance model from a neighbor city with comparable condition has been used, as shown in Figure 13. All asphalt surfaced pavements were assigned to this model. As the pavement age data was not available for the concrete pavements, a default model from the PAVER™ has been used.

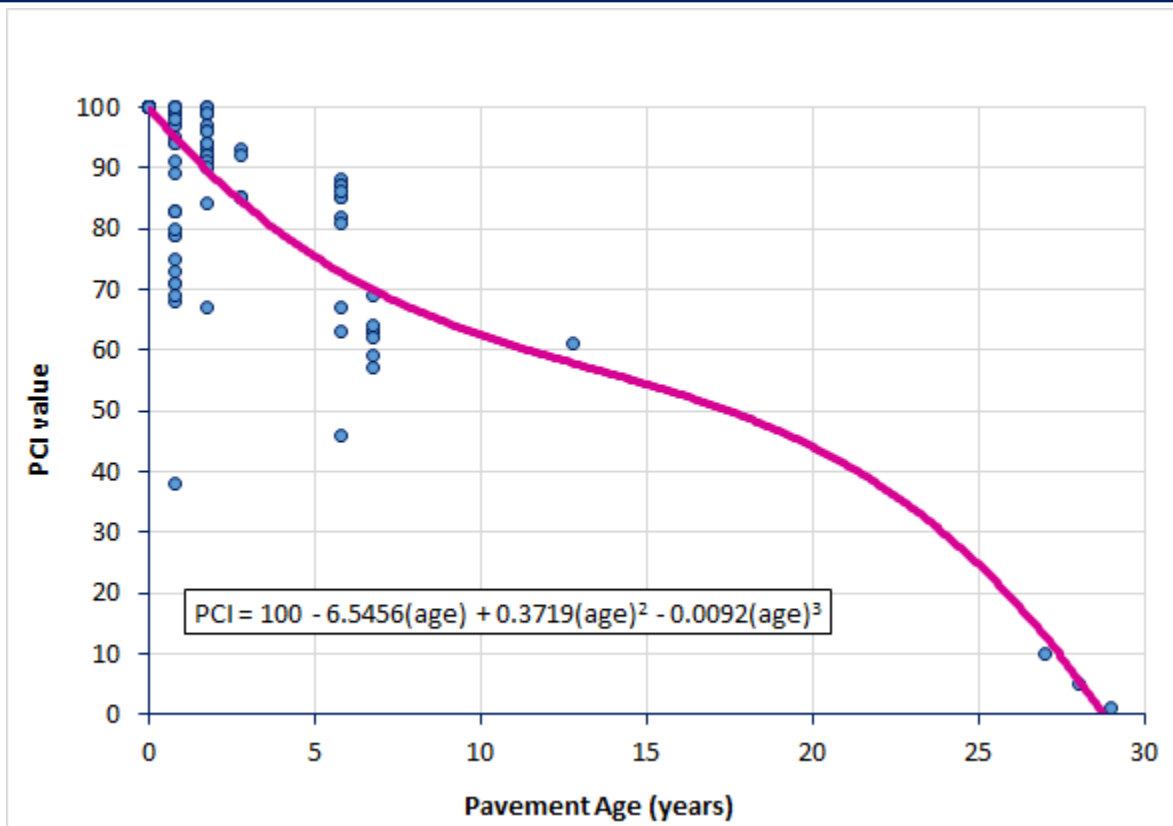


Figure 13. A pavement performance model for the asphalt pavements.

3.3 Treatment Matrix

Based on the pavement preservation and rehabilitation techniques currently used in the Village of Dolton, and discussion with the Village, ARA developed a treatment matrix that defines when a treatment will be performed based on PCI values and traffic volume category. In PAVER™, critical PCI is defined as the PCI value at which the rate of PCI loss increases with time³ and the cost of applying localized preventive maintenance increases significantly. The M&R Family Assignment Tool is used to designate sections to receive specific M&R work, including:

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

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

Table 3. Treatment matrix for the Village’s streets.

PCI Value	PCI Rating	Functional Class	
		Residential	Collectors
85-100	Good	Crack Seal and Distress Repair	
70-85	Satisfactory	Crack Seal and Distress Repair	
55-70	Fair	Crack Seal and Distress Repair	Crack Seal and Distress Repair
40-55	Poor	Crack Seal and Distress Repair	2.0" Mill and Overlay
25-40	Very Poor	2.0" Mill and Overlay	2.0" Mill and Overlay
10-25	Serious	2.0" Mill and Overlay	2.0" Mill and Overlay
0-10	Failed	2.0" Mill and Overlay	4.0" Mill and Overlay

As observed from Table 3 and, pavement sections with PCI greater than the critical PCI (55) are selected for localized preventive treatment such as crack sealing or patching. Sections with PCI values less than critical PCI are assigned to stopgap policies related M&R works such as patching and repair. For major M&R, a 2.0-inch mill and overlay is considered for the residential pavements. However, 2-inch and 4-inch mill and overlay options were planned for the collector pavements.

3.4 Unit Costs

ARA determined the typical unit costs for each M&R item, listed in Table 4, based on ARA’s experience with agencies in the Chicagoland area. These costs were discussed with the Village during the meeting on October 22, 2019. Costs were determined based on a square foot or linear foot basis. The unit costs used for PAVER™ analysis for 2019, are shown in Table 4. To run the PMS analysis in the future, the unit costs can be updated based on the available unit price of materials and construction in the Village of Dolton area.

Table 4. Treatment unit costs for the Village of Dolton.

Code	Treatment Name	Cost	Units
NONE	No Localized M & R	\$0.00	SqFt
CS-AC	Crack Sealing - AC	\$1.50	Ft
CS-PC	Crack Sealing - PCC	\$1.50	Ft
GR-PP	Grinding (Localized)	\$4.00	Ft
PA-AD	Patching - AC Deep	\$9.00	SqFt
PA-AL	Patching - AC Leveling	\$1.50	SqFt
PA-AS	Patching - AC Shallow	\$9.00	SqFt
PA-PF	Patching - PCC Full Depth	\$15.00	SqFt
SL-PC	Slab Replacement - PCC	\$15.00	SqFt
CR-PC	Complete Reconstruction - PCC	\$15.00	SqFt
CM-OL-2.0	2.0 in Cold Mill & Overlay	\$2.31	SqFt
CM-OL-4.0	4.0 in Cold Mill & Overlay	\$4.62	SqFt

4. MAINTENANCE AND REHABILITATION ANALYSIS

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

For the Village of Dolton, the M&R funding analyses were based on the roadway inventory approved by the Village, unit costs discussed with the Village and the Village's existing Major M&R policies. An inflation rate of 3% was used for all analyses. PCI family curves were adopted from a neighbor city. The critical PCI value was assumed to 55 for both asphalt and concrete pavements. The critical PCI value represents the condition at or below which Major M&R is recommended. The following five-year M&R funding scenarios, in order of highest cost option to lowest cost option, were evaluated on the Village's pavements:

- Eliminate backlogs (pavement is in fair (PCI \geq 55) or better condition)
- Funds to meet potential performance targets (PCI = 65)
- Maintain current condition (PCI = 53.0)
- Increase Funding Level (\$450K/year—\$400K for major M&R, \$50K for maintenance)
- Keep funding level current (\$350K/year—\$300K for major M&R, \$50K for maintenance)
- Do nothing (\$0/year)

4.1 Funding Scenario Results

Using the M&R Working Plans module and based on the recommendation, the funding level scenarios were generated for a five-year period for only major M&R activities. For the current funding (\$350K/year), it was assumed that \$50K/year would be allocated for stopgap and localized preventive distress maintenance, whereas \$300K/year would be spent for major M&R activities. Table 5 and Figure 14 displays the effect of different funding levels required for the different funding and network PCI value scenarios. From Figure 14, it can be seen that the current funding level is insufficient to maintain the

current condition over the next five years. Providing budget to eliminate backlogs results in an average PCI value of 81.5 after five years, while not spending any funds on the M&R program will deteriorate the network to an average PCI of 37.8 after five years. Table 6 shows the predicted number of mileage can be improved by the funding scenarios.

Table 5. Predicted PCI values based on the funding scenarios.

Year	Eliminate Backlogs	Target PCI 65	Maintain Current Condition	Increase Funding	Maintain Current Funding	Do Nothing
2020	58.5	55.7	53.5	52.1	51.8	51.2
2021	63.0	57.5	53.0	50.7	49.6	48.0
2022	69.0	60.6	53.8	50.2	47.6	44.7
2023	75.5	63.5	53.8	48.8	45.2	41.3
2024	81.5	65.2	52.8	46.2	42.5	37.8

Table 6. Predicted mileage improvement based on the funding scenarios.

Year	Eliminate Backlogs	Target PCI 65	Maintain Current Condition	Increase Funding	Maintain Current Funding	Do Nothing
2020	9.2	4.7	2.5	1.1	0.7	0
2021	9.4	5.0	2.8	1.8	1.0	0
2022	9.8	6.5	4.4	3.1	1.4	0
2023	8.7	5.5	3.5	2.3	1.2	0
2024	8.4	3.9	2.3	1.1	0.9	0

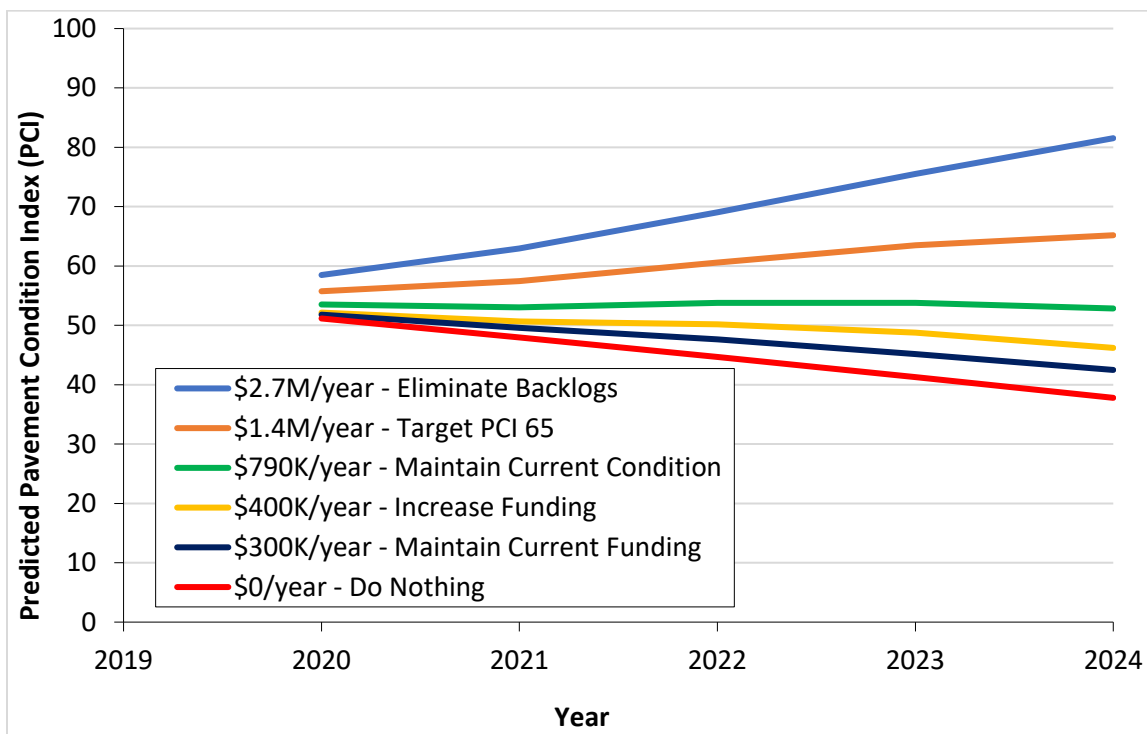


Figure 14. Effect of funding levels on the Village’s pavement condition.

In maintaining the current condition (PCI=52.9) plan, it is required to invest about \$790K/year over the next five years. In the 'Target PCI 65' plan, the network average PCI increases to 65.4 in 2024 and requires \$1.4M/year over the next five years.

Table 7 and Figure 15 show the amount of funding required to achieve target PCI values for the various funding scenarios. To eliminate backlogs, it is required to invest about \$2.7M/year for the major M&R over the next five years. To achieve an average network PCI of 65, the required investment is approximately \$1.4M/year for the major M&R over the next five years, whereas it requires about \$790K/year for the major M&R to maintain current conditions over the next five years.

Table 7. Required funding for the different funding scenarios.

Year	Eliminate Backlogs	Target PCI 65	Maintain Current Condition	Increase Funding	Maintain Current Funding	Do Nothing
2020	2,681,481	1,436,786	790,283	400,000	300,000	0
2021	2,681,602	1,437,824	790,087	400,000	300,000	0
2022	2,680,495	1,437,183	790,367	400,000	300,000	0
2023	2,675,181	1,436,767	790,976	400,000	300,000	0
2024	2,608,722	1,429,950	791,005	400,000	300,000	0

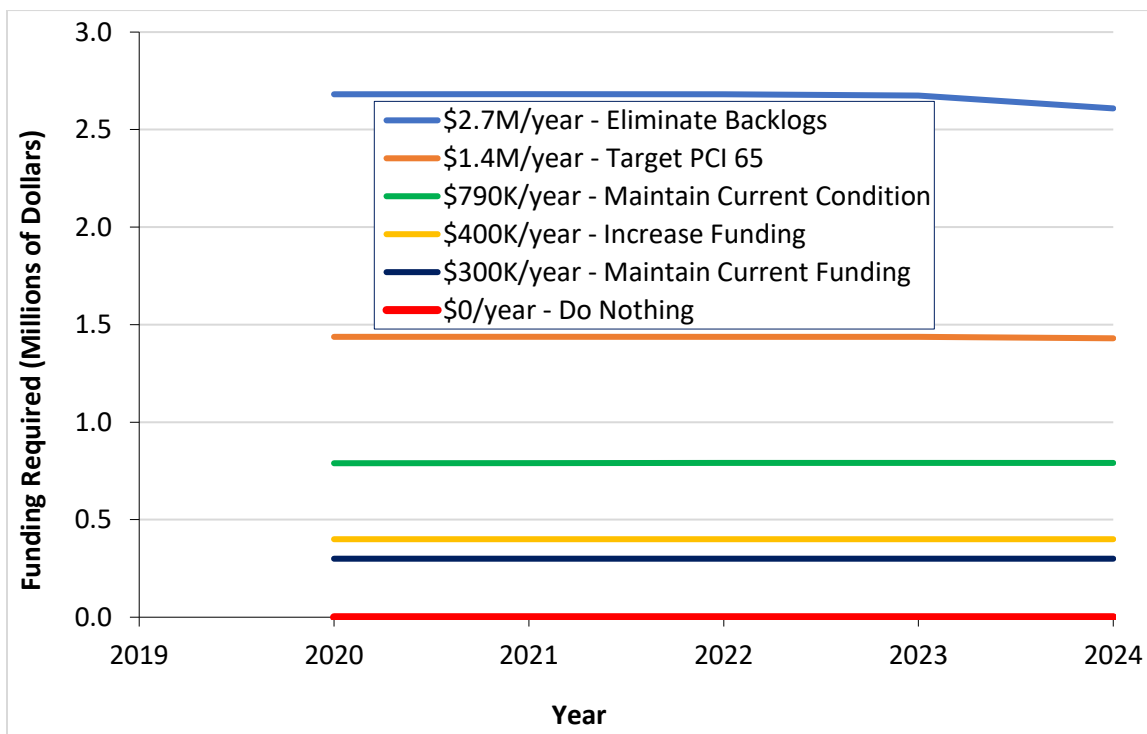


Figure 15. Required funding per year to achieve different condition targets.

Table 8 and Figure 16 show the unfunded budget based on the funding scenarios. It can be seen that it requires about \$8.0M in 2020 to eliminate the backlogs, while doing nothing will generate a backlog of \$10.6M by 2024. Current major M&R funding will sustain a backlog of \$5.5M-\$8.8M.

Table 8. Total unfunded budget based on the funding scenarios.

Year	Eliminate Backlogs	Target PCI 65	Maintain Current Condition	Increase Funding	Maintain Current Funding	Do Nothing
2020	\$8,045,115	\$4,696,416	\$5,342,918	\$5,735,101	\$5,468,249	\$6,133,202
2021	\$6,128,527	\$4,407,009	\$5,720,644	\$6,543,345	\$6,351,936	\$7,370,193
2022	\$3,924,299	\$3,892,403	\$5,892,263	\$7,132,446	\$7,397,793	\$8,468,851
2023	\$1,663,515	\$2,892,968	\$5,598,615	\$7,269,055	\$8,154,299	\$9,653,589
2024	-	\$1,906,556	\$5,332,319	\$7,444,778	\$8,797,525	\$10,663,569

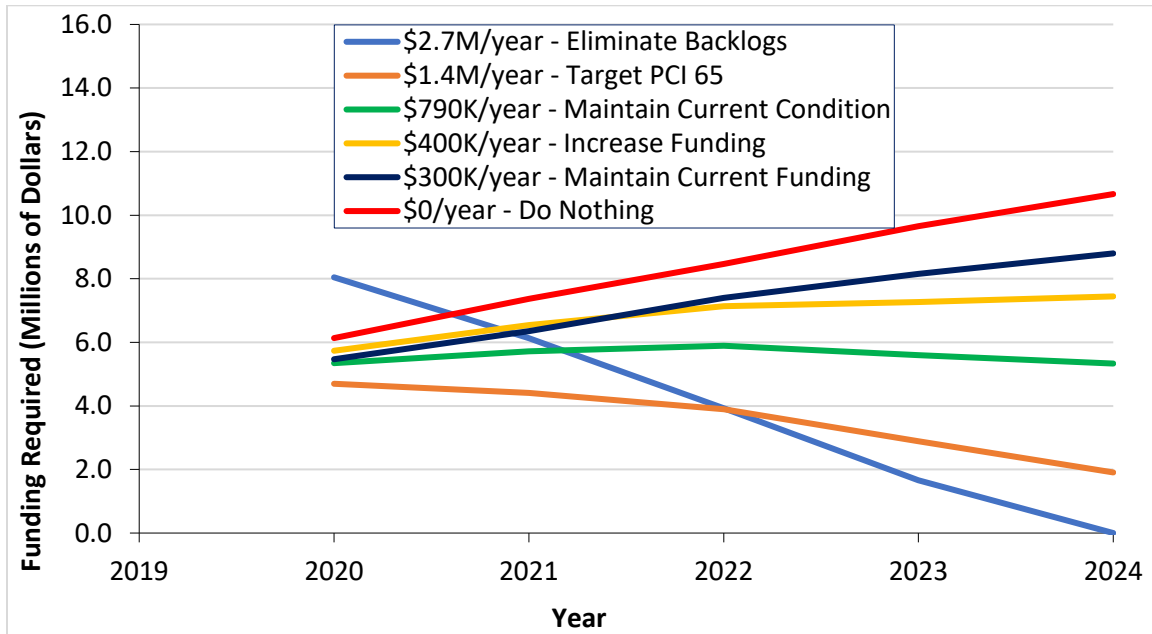


Figure 16. Total unfunded budget based on the funding scenarios.

A 5-Year major M&R plan based on the current funding and 2020 localized distress M&R plan are provided in Appendix A. Figure 17 shows the network condition distribution for the next five years with the current funding. Figure 8 shows that currently about 57% of the pavement network is in ‘poor’ and ‘very poor’ condition, and this would keep increasing over the next five years. By 2024, about 65% network would be in ‘failed’, ‘serious’, ‘very poor’ and ‘poor’ condition. However, the average PCI of the network is expected to be 42.5 in 2024 with the current funding level; a decrease of 10.4 PCI points from the 2019 average PCI.

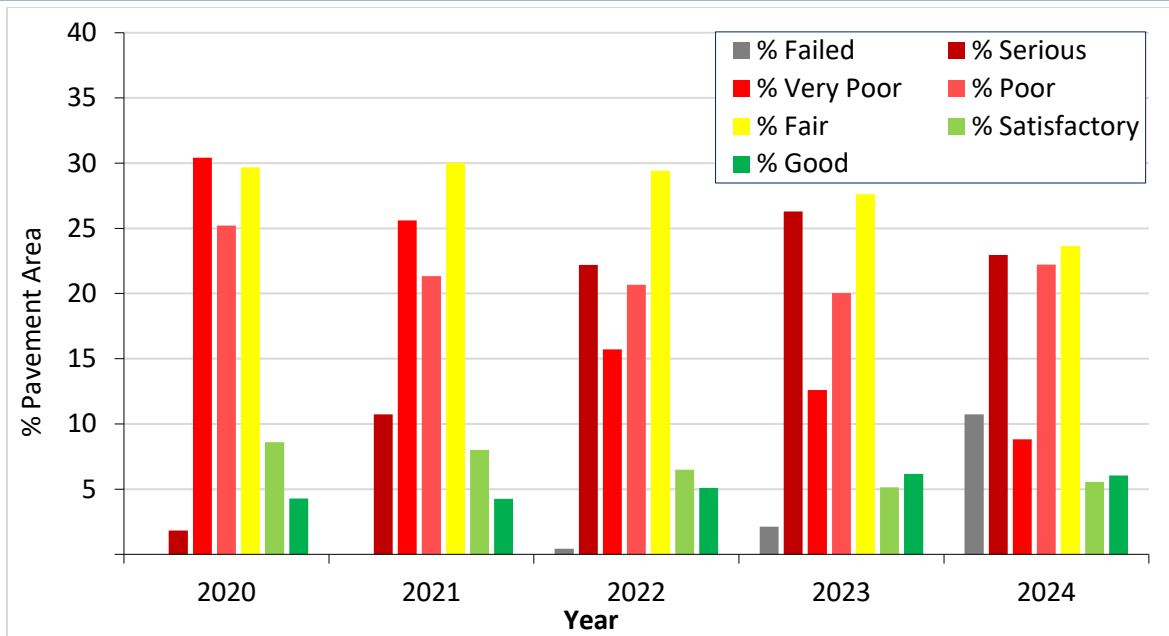


Figure 17. Village’s pavement condition by year with the current major M&R funding (\$300K/Year).

4.2 Consequence of Local Distress Maintenance

The consequence of the Localized Distress Maintenance plan calculates the cost and resulting condition of the immediate implementation of local M&R, for the year of the most recent inspection. Table 9 shows the cost and pavement condition data of the consequence of the local distress maintenance plan. Based on the 2019 pavement condition survey, a preventive policy plan with preventive maintenances (crack seal, AC patching, and PCC patching) estimated that the PCI of 281 sections would increase by 6.1 points with an investment of about \$233K in 2020. Put another way, the local M&R plan adds approximately an additional 2.1 years of life (based on the performance models) to about 45% of the network area. Details of the localized distress maintenance plan based on the 2019 condition survey can be found in Appendix A. Table 10 shows the amount of maintenance work required in 2020 based on the 2019 pavement condition survey.

Table 9. Details of consequence of local distress maintenance plan.

Policy	Number Sections	Policy Cost	Avg of Start PCI	Avg of End PCI
Preventive	280	\$233,872.08	68.70	74.80

Table 10. Amount of maintenance work required in 2020.

Work Description	Work Quantity	Work Units	Work Cost
Crack Sealing - AC	112,253.77	Ft	\$112,252.41
Patching - AC Deep	9,250.38	SqFt	\$64,752.66
Patching - PCC Partial Depth	7,776.00	SqFt	\$54,432.02
Crack Sealing - PCC	158.08	Ft	\$237.12
Patching - AC Shallow	488.41	SqFt	\$2,197.87
Total Cost			\$233,872.08

5. SUMMARY AND RECOMMENDATION

5.1 Summary

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

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

Based on the August 2019 survey, the average pavement condition index (PCI) value for the Village of Dolton is about 53.0, which indicates the pavement network is in overall ‘poor’ condition. Based on the Village’s recommendation several five-year M&R funding analyses were performed using PAVER™ including: (a) do nothing (\$0/year), (b) keep current funding level of major M&R (\$300K/year), (c) maintain current condition (PCI =53.0), (d) increase major M&R funding level to \$400K/year, (e) funds to meet potential performance targets (PCI = 65), and (f) eliminate backlogs. It was found that about 66% of the pavement area will be in ‘failed’, ‘serious’, ‘very poor’ and ‘poor’ condition in 2024 with the Village’s existing major M&R funding level.

5.2 Recommendations

5.2.1 Increase funding level

Currently, about 57% of network area is in ‘poor’ or worse condition which will increase to 65% by 2024. It is recommended to increase the funding level to maintain current condition and improve the condition. It is also recommended that the Village should focus on applying routine preventive maintenance to pavement sections in ‘satisfactory’ and ‘good’ condition so that it would delay the transition to the ‘fair’ condition. Preventive maintenance activities, such as crack sealing and localized patching, can cost-effectively extend the life of a pavement.

5.2.2 Routine update of PAVER™ pavement management system

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

5.2.3 Routine pavement condition survey

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

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

6. PAVEMENT PRESERVATION

Pavement preservation is a proactive method to keep pavements in good condition with lower costs. This approach includes work that is planned and performed to improve or retain the condition of the pavement in a state of good repair. Preservation activities generally do not increase the structural strength but do restore pavements' overall condition. The intended purpose of a pavement preservation program is to maintain or restore the surface characteristics of pavements and to extend service life of the pavements being managed. However, the improvements are such that there is no increase in capacity or strength but they can have a positive impact on the structural capacity by slowing deterioration. The Federal Highway Administration (FHWA) Office of Asset Management provided the following guidance regarding pavement preservation definitions in a memorandum dated September 12, 2005:

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

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

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

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

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

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

Asphalt Rejuvenator/Reclamite	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
According to the National Center for Pavement Preservation, “a true asphalt rejuvenator is a maltene-based petroleum product which has the ability to absorb or penetrate into an asphaltic concrete pavement and restore those reactive components (maltenes) that have been lost from the asphalt cement binder due to the natural process of oxidation. Reclamite is an asphalt pavement rejuvenator which is a maltene-based petroleum product.	<ul style="list-style-type: none"> • shall not be applied to a wet surface or when rain is occurring • shall not be applied when the temperature is less than 40° in the shade 	Traffic control shall continue until the area has been sanded and the resultant surface is not slippery or dangerous to vehicular travel	Newly constructed pavements (0-3 years)	On older pavements, it will reverse the effects of aging due to reverse the effects of aging due to environmental damage from sunlight and environmental damage from sunlight and water intrusion.
Construction Considerations	All manufactured sand used during the treatment must be removed no later than 24 hours after the treatment of a roadway.			
Expected Life	Add 3 to 6 years of extra service life to the treated pavement			
Typical Costs	\$0.79-0.84/Sq. Yd.			

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

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

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

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

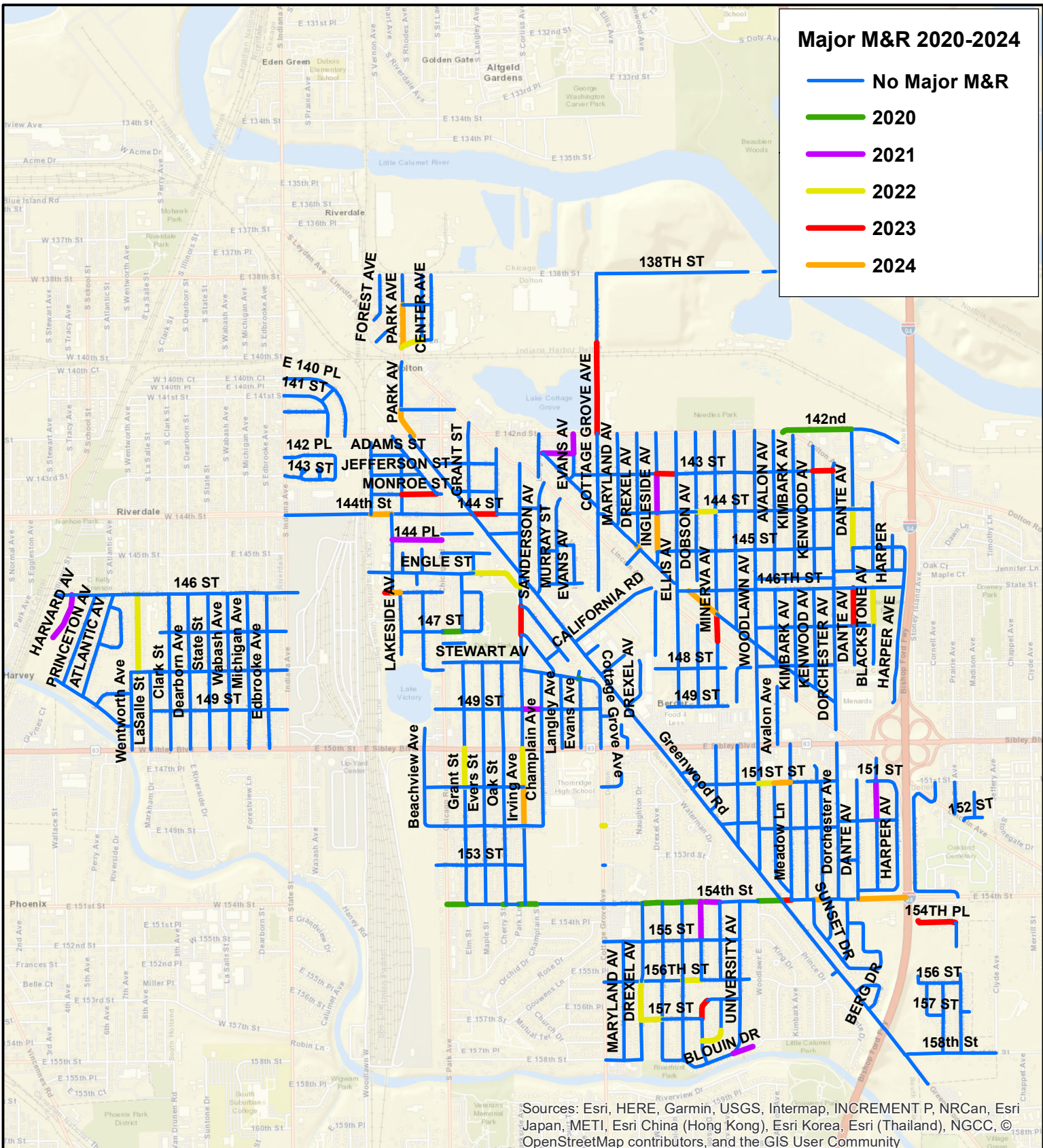
Undersealing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Undersealing is the pressure insertion of a flowable material beneath a PCC slab to fill voids between the slab and base, thereby reducing deflections and, consequently, deflection-related distresses such as pumping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

Appendix — A

1. 2020-2024 Major M&R Plan Based on Current Funding
2. 2020 Local Distress Maintenance Plan Based on 2019 Condition Survey
3. Pavement Surface Type
4. 2019 International Roughness Index (IRI)
5. List of Sections Selected for 2020-2024 Major M&R Based on Current Funding
6. List of Pavement Sections with PCI and IRI values Based on 2019 Survey
7. Details of 2020 Local Distress Maintenance Plan

Major M&R 2020-2024

- No Major M&R
- 2020
- 2021
- 2022
- 2023
- 2024



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

0 1,300 2,600 Feet



Major M&R 2020-2024

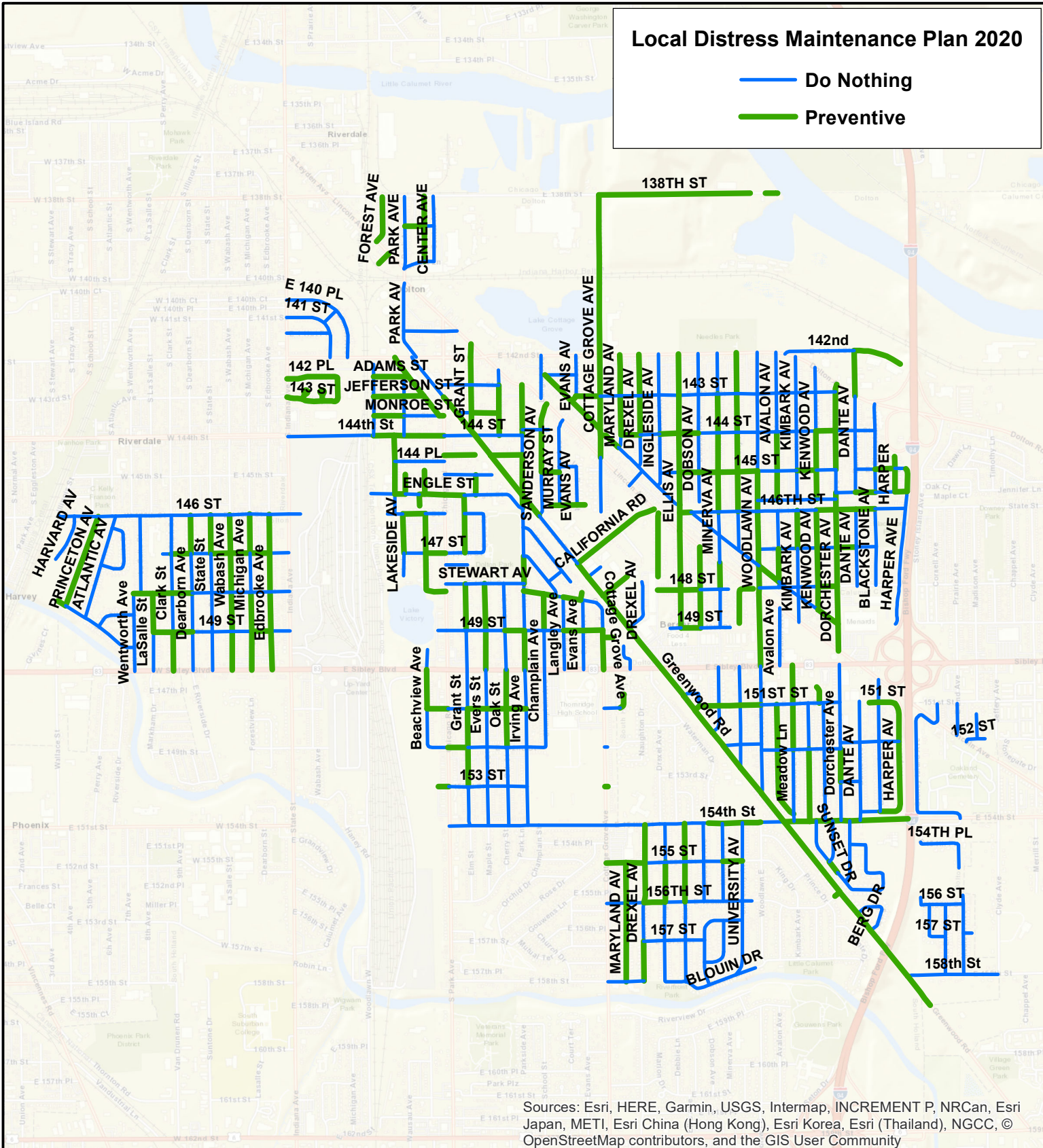
Village of Dolton, Illinois



Map # 1

Local Distress Maintenance Plan 2020

- Do Nothing
- Preventive



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

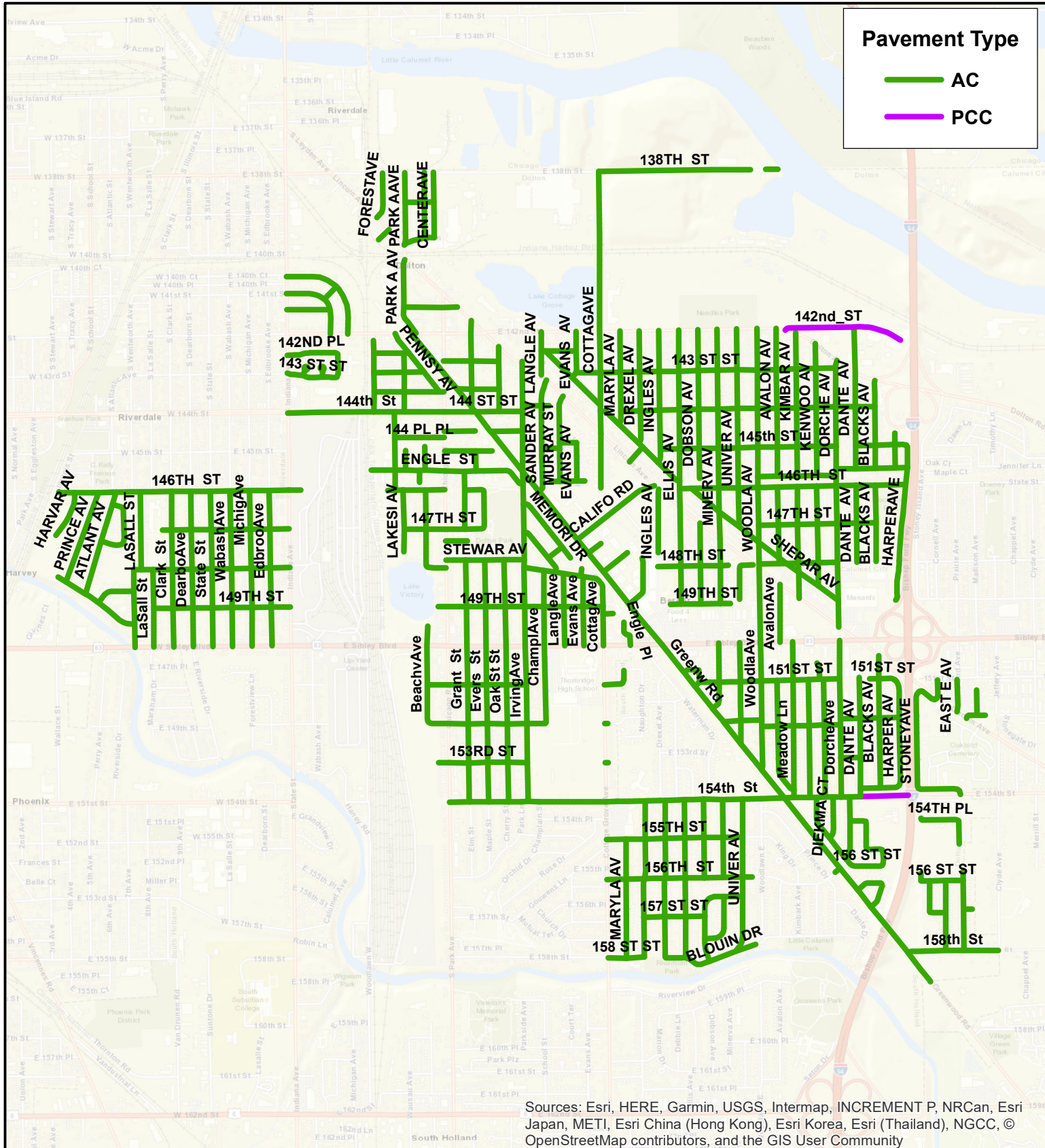
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Village of Dolton, Illinois



Local Distress Maintenance
Plan 2020

Map # 2



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

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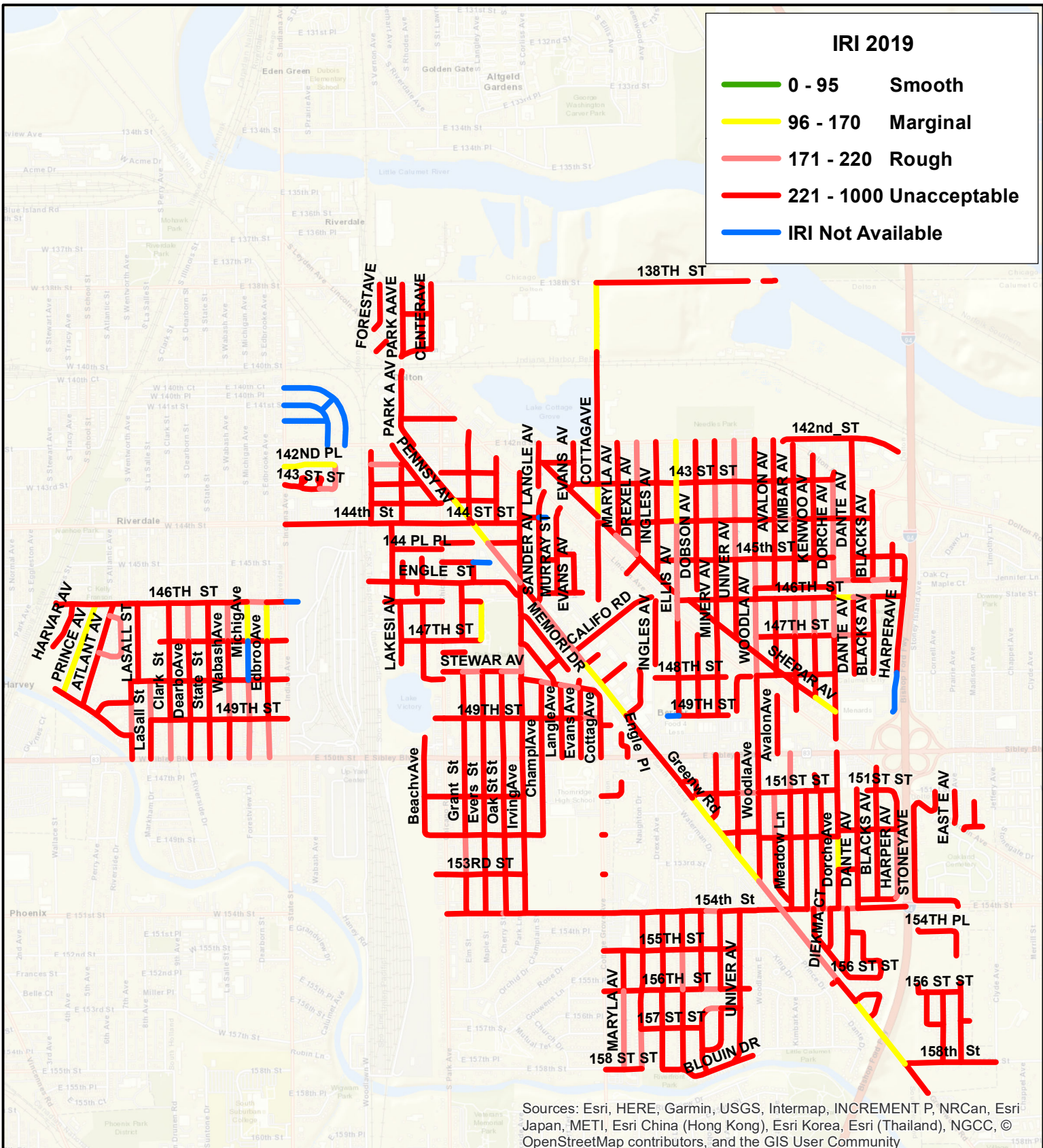
Pavement Type

Village of Dolton, Illinois

Map # 3

IRI 2019

- 0 - 95 Smooth
- 96 - 170 Marginal
- 171 - 220 Rough
- 221 - 1000 Unacceptable
- IRI Not Available



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

0 1,300 2,600 Feet

Village of Dolton, Illinois



IRI 2019

Map # 4

Table A-1: List of Sections Selected for 2020-2024 Major M&R Plan

Year	Branch ID	SectionID	Functional Class	Surface Type	Length (ft)	Width (ft)	Area (SqFt)	PCI Before	Condition Category	Cost	M&R Type
2020	142nd_ST	1396	Residential	PCC	1,177	24	28,250	44.3	Poor	\$158,252	Patching & Repair
2020	154th St	1015	Major Collector	AC	347	24	8,327	41.2	Poor	\$19,231	2" Mill & Overlay
2020	154th St	1027	Major Collector	AC	117	24	2,804	49.9	Poor	\$6,475	2" Mill & Overlay
2020	154th St	1028	Major Collector	AC	187	24	4,496	42.3	Poor	\$10,384	2" Mill & Overlay
2020	154th St	1029	Major Collector	AC	184	24	4,414	44.5	Poor	\$10,194	2" Mill & Overlay
2020	154th St	1030	Major Collector	AC	135	24	3,252	42.3	Poor	\$7,511	2" Mill & Overlay
2020	154th St	1032	Major Collector	AC	91	24	2,196	48.9	Poor	\$5,071	2" Mill & Overlay
2020	154th St	1034	Major Collector	AC	399	24	9,567	52.1	Poor	\$22,096	2" Mill & Overlay
2020	154th St	1035	Major Collector	AC	86	24	2,071	45.6	Poor	\$4,783	2" Mill & Overlay
2020	154th St	1036	Major Collector	AC	189	24	4,529	45.6	Poor	\$10,460	2" Mill & Overlay
2020	154th St	1037	Major Collector	AC	141	24	3,379	43.4	Poor	\$7,805	2" Mill & Overlay
2020	154th St	1038	Major Collector	AC	54	24	1,299	46.7	Poor	\$3,001	2" Mill & Overlay
2020	154th St	1039	Major Collector	AC	254	24	6,088	42.3	Poor	\$14,061	2" Mill & Overlay
2020	147TH ST	1536	Residential	AC	329	24	7,884	39.0	Very Poor	\$18,210	2" Mill & Overlay
2020	148TH ST	1561	Residential	AC	36	24	858	39.0	Very Poor	\$1,983	2" Mill & Overlay
2021	144 PL PL	1457	Residential	AC	839	24	20,143	38.9	Very Poor	\$47,916	2" Mill & Overlay
2021	154th St	1033	Major Collector	AC	233	24	5,586	54.7	Poor	\$4,518	2" Mill & Overlay
2021	BLACKS AV	1274	Residential	AC	663	24	15,906	38.9	Very Poor	\$37,838	2" Mill & Overlay
2021	BLOUIN DR	1682	Residential	AC	355	24	8,508	38.9	Very Poor	\$20,239	2" Mill & Overlay
2021	DOBSON AV	1176	Residential	AC	647	24	15,526	38.9	Very Poor	\$36,934	2" Mill & Overlay
2021	EVANS AV	1134	Residential	AC	331	24	7,945	38.9	Very Poor	\$18,900	2" Mill & Overlay
2021	HARVAR AV	1297	Residential	AC	810	24	19,440	38.9	Very Poor	\$46,245	2" Mill & Overlay
2021	INGLES AV	1155	Residential	AC	661	24	15,856	38.9	Very Poor	\$37,720	2" Mill & Overlay
2021	MARTH CT	1394	Residential	AC	526	24	12,615	38.9	Very Poor	\$30,010	2" Mill & Overlay
2021	149TH ST	1588	Residential	AC	325	24	7,811	38.9	Very Poor	\$18,582	2" Mill & Overlay
2022	144 ST ST	1453	Residential	AC	326	24	7,818	39.4	Very Poor	\$10,919	2" Mill & Overlay
2022	156TH ST	1081	Residential	AC	322	24	7,730	39.4	Very Poor	\$10,795	2" Mill & Overlay
2022	157 PL PL	1672	Residential	AC	420	24	10,088	37.9	Very Poor	\$24,718	2" Mill & Overlay
2022	157 ST ST	1668	Residential	AC	356	24	8,548	39.4	Very Poor	\$11,938	2" Mill & Overlay
2022	BLACKS AV	1270	Residential	AC	639	24	15,327	39.4	Very Poor	\$21,406	2" Mill & Overlay

Year	Branch ID	SectionID	Functional Class	Surface Type	Length (ft)	Width (ft)	Area (SqFt)	PCI Before	Condition Category	Cost	M&R Type
2022	CATALP LN	1383	Residential	AC	370	24	8,884	39.4	Very Poor	\$12,408	2" Mill & Overlay
2022	DANTE AV	1258	Residential	AC	660	24	15,833	39.4	Very Poor	\$22,112	2" Mill & Overlay
2022	DREXEL AV	1150	Residential	AC	659	24	15,818	39.4	Very Poor	\$22,092	2" Mill & Overlay
2022	ENGLE ST	1482	Residential	AC	891	24	21,390	39.4	Very Poor	\$29,874	2" Mill & Overlay
2022	Grant St	1378	Residential	AC	657	24	15,779	39.4	Very Poor	\$22,037	2" Mill & Overlay
2022	IrvingAve	1109	Residential	AC	654	24	15,701	39.4	Very Poor	\$21,929	2" Mill & Overlay
2022	LASALL ST	1303	Residential	AC	1,314	24	31,540	37.9	Very Poor	\$77,280	2" Mill & Overlay
2022	151ST ST	1618	Residential	AC	266	24	6,377	39.4	Very Poor	\$8,907	2" Mill & Overlay
2022	152ND ST	1087	Residential	AC	55	24	1,319	33.5	Very Poor	\$3,231	2" Mill & Overlay
2023	143 RD ST	1406	Residential	AC	333	24	7,998	39.1	Very Poor	\$18,167	2" Mill & Overlay
2023	143 RD ST	1410	Residential	AC	337	24	8,087	39.1	Very Poor	\$18,367	2" Mill & Overlay
2023	144 TH ST	1441	Residential	AC	403	24	9,662	39.1	Very Poor	\$21,947	2" Mill & Overlay
2023	154th St	1016	Major Collector	AC	166	24	3,983	53.6	Poor	\$10,051	2" Mill & Overlay
2023	COTTAGAVE	1055	Minor Collector	AC	1,543	24	37,029	54.5	Poor	\$51,398	2" Mill & Overlay
2023	DANTE AV	1260	Residential	AC	639	24	15,339	39.1	Very Poor	\$34,841	2" Mill & Overlay
2023	DOBSON AV	1178	Residential	AC	344	24	8,256	39.1	Very Poor	\$18,753	2" Mill & Overlay
2023	IrvingAve	1116	Residential	AC	481	24	11,537	39.1	Very Poor	\$26,204	2" Mill & Overlay
2023	MINERV AV	1186	Residential	AC	460	24	11,038	39.1	Very Poor	\$25,072	2" Mill & Overlay
2023	MONROE ST	1433	Residential	AC	594	24	14,250	39.1	Very Poor	\$32,367	2" Mill & Overlay
2023	146TH ST	1509	Residential	AC	124	24	2,982	39.1	Very Poor	\$6,772	2" Mill & Overlay
2023	154TH PL	1074	Residential	AC	653	24	15,671	39.1	Very Poor	\$35,594	2" Mill & Overlay
2024	144th St	1014	Major Collector	AC	348	24	8,350	54.6	Poor	\$8,900	2" Mill & Overlay
2024	154th St	1020	Major Collector	AC	153	24	3,665	53.8	Poor	\$9,527	2" Mill & Overlay
2024	154th St	1043	Major Collector	PCC	811	24	19,456	52.8	Poor	\$93,475	Patching & Repair
2024	INGLES AV	1154	Residential	AC	660	24	15,845	39.3	Very Poor	\$29,244	2" Mill & Overlay
2024	IrvingAve	1110	Residential	AC	654	24	15,700	39.3	Very Poor	\$28,975	2" Mill & Overlay
2024	PARK A AV	1352	Residential	AC	511	24	12,269	37.3	Very Poor	\$31,892	2" Mill & Overlay
2024	PARK AAVE	1347	Residential	AC	725	24	17,396	37.3	Very Poor	\$45,220	2" Mill & Overlay
2024	SHEPAR AV	1421	Residential	AC	95	24	2,291	37.3	Very Poor	\$5,955	2" Mill & Overlay
2024	SHEPAR AV	1424	Residential	AC	616	24	14,776	39.3	Very Poor	\$27,271	2" Mill & Overlay
2024	146TH ST	1512	Residential	AC	133	24	3,199	39.3	Very Poor	\$5,903	2" Mill & Overlay
2024	151ST ST	1623	Residential	AC	270	24	6,482	39.3	Very Poor	\$11,964	2" Mill & Overlay

Table A-2: List of Pavement Sections with PCI and IRI values

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
138 TH PL	1380	162	24	Residential	3,897	AC	400	52	Poor
138 TH PL	1381	327	24	Residential	7,842	AC	309	71	Satisfactory
138TH ST	1060	2,743	24	Residential	65,825	AC	327	63	Fair
141 ST ST	1385	656	24	Residential	15,742	AC	N/A	62	Fair
142ND PL	1390	851	24	Residential	20,421	AC	158	87	Good
142nd_ST	1395	834	24	Residential	20,008	PCC	302	78	Satisfactory
142nd_ST	1396	1,177	24	Residential	28,250	PCC	400	46	Poor
143 RD ST	1399	414	24	Residential	9,936	AC	400	68	Fair
143 RD ST	1400	325	24	Residential	7,800	AC	302	45	Poor
143 RD ST	1401	326	24	Residential	7,813	AC	400	38	Very Poor
143 RD ST	1402	321	24	Residential	7,700	AC	289	42	Poor
143 RD ST	1403	329	24	Residential	7,893	AC	295	39	Very Poor
143 RD ST	1404	331	24	Residential	7,955	AC	362	53	Poor
143 RD ST	1405	335	24	Residential	8,042	AC	400	45	Poor
143 RD ST	1406	333	24	Residential	7,998	AC	387	49	Poor
143 RD ST	1407	330	24	Residential	7,914	AC	261	46	Poor
143 RD ST	1408	344	24	Residential	8,244	AC	400	54	Poor
143 RD ST	1409	342	24	Residential	8,196	AC	400	48	Poor
143 RD ST	1410	337	24	Residential	8,087	AC	377	49	Poor
143 RD ST	1411	331	24	Residential	7,940	AC	357	43	Poor
143 RD ST	1412	268	24	Residential	6,433	AC	256	91	Good
143 RD ST	1413	333	24	Residential	7,983	AC	228	86	Good
143 RD ST	1414	247	24	Residential	5,931	AC	194	84	Satisfactory
143RD ST	1061	288	24	Residential	6,901	AC	381	91	Good
143RD ST	1062	309	24	Residential	7,412	AC	235	89	Good
144 TH PL	1456	537	24	Residential	12,892	AC	400	72	Satisfactory
144 TH PL	1457	839	24	Residential	20,143	AC	400	44	Poor
144 TH PL	1458	520	24	Residential	12,472	AC	400	63	Fair
144 TH ST	1437	104	24	Residential	2,495	AC	400	66	Fair
144 TH ST	1438	322	24	Residential	7,732	AC	400	53	Poor
144 TH ST	1439	128	24	Residential	3,070	AC	N/A	N/A	N/A
144 TH ST	1440	529	24	Residential	12,690	AC	400	38	Very Poor
144 TH ST	1441	403	24	Residential	9,662	AC	400	49	Poor
144 TH ST	1442	392	24	Residential	9,420	AC	270	54	Poor
144 TH ST	1443	326	24	Residential	7,827	AC	279	60	Fair
144 TH ST	1444	331	24	Residential	7,945	AC	220	54	Poor
144 TH ST	1445	330	24	Residential	7,911	AC	400	54	Poor
144 TH ST	1446	334	24	Residential	8,021	AC	400	46	Poor
144 TH ST	1447	330	24	Residential	7,912	AC	239	68	Fair
144 TH ST	1448	330	24	Residential	7,922	AC	288	54	Poor
144 TH ST	1449	328	24	Residential	7,882	AC	349	54	Poor
144 TH ST	1450	329	24	Residential	7,908	AC	400	43	Poor
144 TH ST	1451	340	24	Residential	8,154	AC	400	33	Very Poor

PCI - 'N/A' - Pavement data was not collected

IRI - 'N/A' - IRI data was not collected

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
144 TH ST	1452	332	24	Residential	7,962	AC	400	45	Poor
144 TH ST	1453	326	24	Residential	7,818	AC	359	47	Poor
144 TH ST	1454	332	24	Residential	7,978	AC	334	73	Satisfactory
144 TH ST	1455	332	24	Residential	7,956	AC	400	64	Fair
144th St	1011	1,451	24	Major Collector	34,829	AC	400	33	Very Poor
144th St	1012	172	24	Major Collector	4,132	AC	400	66	Fair
144th St	1013	675	24	Major Collector	16,196	AC	400	68	Fair
144th St	1014	348	24	Major Collector	8,350	AC	383	62	Fair
145th ST	1459	286	24	Residential	6,871	AC	400	48	Poor
145th ST	1460	301	24	Residential	7,229	AC	395	56	Fair
145th ST	1463	336	24	Residential	8,064	AC	301	42	Poor
145th ST	1464	333	24	Residential	7,996	AC	400	55	Poor
145th ST	1465	334	24	Residential	8,013	AC	356	62	Fair
145th ST	1466	193	24	Residential	4,640	AC	392	50	Poor
145th ST	1468	326	24	Residential	7,821	AC	400	39	Very Poor
145th ST	1469	332	24	Residential	7,980	AC	400	24	Serious
145th ST	1470	332	24	Residential	7,970	AC	396	58	Fair
145th ST	1471	333	24	Residential	7,989	AC	364	38	Very Poor
145th ST	1472	330	24	Residential	7,928	AC	266	80	Satisfactory
145th ST	1473	336	24	Residential	8,069	AC	295	65	Fair
145th ST	1474	327	24	Residential	7,837	AC	323	57	Fair
145th ST	1475	328	24	Residential	7,868	AC	400	43	Poor
145th ST	1476	332	24	Residential	7,979	AC	253	63	Fair
146 TH ST	1497	196	24	Residential	4,701	AC	N/A	N/A	N/A
146TH ST	1493	270	24	Residential	6,486	AC	400	28	Very Poor
146TH ST	1494	332	24	Residential	7,974	AC	214	29	Very Poor
146TH ST	1495	336	24	Residential	8,053	AC	400	32	Very Poor
146TH ST	1496	330	24	Residential	7,923	AC	277	33	Very Poor
146TH ST	1498	333	24	Residential	7,985	AC	310	32	Very Poor
146TH ST	1499	323	24	Residential	7,758	AC	276	32	Very Poor
146TH ST	1500	335	24	Residential	8,032	AC	294	29	Very Poor
146TH ST	1501	269	24	Residential	6,446	AC	324	27	Very Poor
146TH ST	1502	191	24	Residential	4,586	AC	261	32	Very Poor
146TH ST	1503	342	24	Residential	8,201	AC	277	34	Very Poor
146TH ST	1504	96	24	Residential	2,304	AC	398	35	Very Poor
146TH ST	1505	309	24	Residential	7,425	AC	382	27	Very Poor
146TH ST	1506	139	24	Residential	3,336	AC	322	32	Very Poor
146TH ST	1507	59	24	Residential	1,420	AC	400	31	Very Poor
146TH ST	1508	239	24	Residential	5,745	AC	254	30	Very Poor
146TH ST	1509	124	24	Residential	2,982	AC	400	49	Poor
146TH ST	1510	380	24	Residential	9,123	AC	400	58	Fair
146TH ST	1511	330	24	Residential	7,913	AC	400	45	Poor
146TH ST	1512	133	24	Residential	3,199	AC	375	51	Poor
146TH ST	1513	319	24	Residential	7,653	AC	400	36	Very Poor
146TH ST	1514	145	24	Residential	3,490	AC	400	68	Fair

PCI - 'N/A' - Pavement data was not collected

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
146TH ST	1515	132	24	Residential	3,173	AC	400	58	Fair
146TH ST	1516	291	24	Residential	6,979	AC	400	63	Fair
146TH ST	1517	196	24	Residential	4,710	AC	363	61	Fair
146TH ST	1518	334	24	Residential	8,015	AC	138	95	Good
146TH ST	1519	332	24	Residential	7,977	AC	338	55	Poor
146TH ST	1520	331	24	Residential	7,935	AC	318	42	Poor
146TH ST	1521	332	24	Residential	7,973	AC	400	31	Very Poor
146TH ST	1522	329	24	Residential	7,886	AC	192	100	Good
146TH ST	1523	336	24	Residential	8,069	AC	400	45	Poor
146TH ST	1524	334	24	Residential	8,024	AC	400	66	Fair
146TH ST	1525	323	24	Residential	7,752	AC	400	45	Poor
146TH ST	1526	464	24	Residential	11,148	AC	400	37	Very Poor
146TH ST	1527	516	24	Residential	12,375	AC	400	39	Very Poor
147TH PL	1546	367	24	Residential	8,813	AC	400	35	Very Poor
147TH ST	1529	336	24	Residential	8,071	AC	400	30	Very Poor
147TH ST	1530	332	24	Residential	7,962	AC	216	93	Good
147TH ST	1531	332	24	Residential	7,964	AC	400	46	Poor
147TH ST	1532	325	24	Residential	7,807	AC	400	26	Very Poor
147TH ST	1533	337	24	Residential	8,080	AC	400	36	Very Poor
147TH ST	1534	332	24	Residential	7,973	AC	400	36	Very Poor
147TH ST	1535	367	24	Residential	8,797	AC	400	40	Very Poor
147TH ST	1536	329	24	Residential	7,884	AC	400	41	Poor
147TH ST	1537	334	24	Residential	8,011	AC	352	78	Satisfactory
147TH ST	1538	318	24	Residential	7,620	AC	307	40	Very Poor
147TH ST	1539	153	24	Residential	3,664	AC	400	44	Poor
147TH ST	1540	334	24	Residential	8,019	AC	251	58	Fair
147TH ST	1541	336	24	Residential	8,069	AC	304	48	Poor
147TH ST	1542	330	24	Residential	7,912	AC	400	58	Fair
147TH ST	1543	332	24	Residential	7,963	AC	239	71	Satisfactory
147TH ST	1544	327	24	Residential	7,852	AC	332	43	Poor
147TH ST	1545	328	24	Residential	7,863	AC	232	63	Fair
148TH PL	1579	681	24	Residential	16,351	AC	373	43	Poor
148TH ST	1551	333	24	Residential	8,002	AC	400	30	Very Poor
148TH ST	1552	336	24	Residential	8,059	AC	311	52	Poor
148TH ST	1553	326	24	Residential	7,830	AC	400	75	Satisfactory
148TH ST	1554	200	24	Residential	4,794	AC	345	42	Poor
148TH ST	1555	127	24	Residential	3,055	AC	289	39	Very Poor
148TH ST	1556	391	24	Residential	9,373	AC	400	59	Fair
148TH ST	1557	137	24	Residential	3,291	AC	356	41	Poor
148TH ST	1558	331	24	Residential	7,954	AC	351	70	Fair
148TH ST	1559	335	24	Residential	8,051	AC	400	34	Very Poor
148TH ST	1560	345	24	Residential	8,272	AC	264	60	Fair
148TH ST	1561	36	24	Residential	858	AC	281	41	Poor
148TH ST	1562	125	24	Residential	2,990	AC	348	46	Poor
148TH ST	1563	210	24	Residential	5,046	AC	206	62	Fair

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
148TH ST	1564	244	24	Residential	5,865	AC	228	52	Poor
148TH ST	1565	297	24	Residential	7,135	AC	182	59	Fair
148TH ST	1566	329	24	Residential	7,888	AC	275	83	Satisfactory
148TH ST	1567	123	24	Residential	2,957	AC	400	62	Fair
148TH ST	1568	338	24	Residential	8,111	AC	292	85	Satisfactory
148TH ST	1569	336	24	Residential	8,059	AC	383	54	Poor
148TH ST	1570	329	24	Residential	7,895	AC	238	52	Poor
148TH ST	1571	331	24	Residential	7,950	AC	226	55	Poor
148TH ST	1572	332	24	Residential	7,973	AC	325	40	Very Poor
148TH ST	1573	324	24	Residential	7,778	AC	275	45	Poor
148TH ST	1574	199	24	Residential	4,767	AC	276	60	Fair
148TH ST	1575	331	24	Residential	7,945	AC	288	59	Fair
149 TH ST	1596	189	24	Residential	4,526	AC	N/A	N/A	N/A
149TH ST	1580	328	24	Residential	7,879	AC	301	63	Fair
149TH ST	1581	331	24	Residential	7,944	AC	324	46	Poor
149TH ST	1582	337	24	Residential	8,078	AC	309	57	Fair
149TH ST	1583	334	24	Residential	8,015	AC	343	43	Poor
149TH ST	1584	336	24	Residential	8,074	AC	400	37	Very Poor
149TH ST	1585	324	24	Residential	7,783	AC	400	34	Very Poor
149TH ST	1586	323	24	Residential	7,751	AC	288	63	Fair
149TH ST	1587	147	24	Residential	3,518	AC	400	40	Very Poor
149TH ST	1588	325	24	Residential	7,811	AC	400	44	Poor
149TH ST	1589	326	24	Residential	7,814	AC	400	36	Very Poor
149TH ST	1590	336	24	Residential	8,069	AC	400	35	Very Poor
149TH ST	1591	326	24	Residential	7,816	AC	400	35	Very Poor
149TH ST	1592	336	24	Residential	8,075	AC	368	35	Very Poor
149TH ST	1593	334	24	Residential	8,015	AC	209	64	Fair
149TH ST	1594	336	24	Residential	8,071	AC	290	76	Satisfactory
149TH ST	1595	326	24	Residential	7,814	AC	273	69	Fair
149TH ST	1597	170	24	Residential	4,086	AC	400	53	Poor
149TH ST	1598	331	24	Residential	7,943	AC	400	57	Fair
149TH ST	1599	331	24	Residential	7,936	AC	400	46	Poor
151ST ST	1613	153	24	Residential	3,667	AC	400	59	Fair
151ST ST	1614	282	24	Residential	6,768	AC	319	64	Fair
151ST ST	1615	330	24	Residential	7,929	AC	259	63	Fair
151ST ST	1616	261	24	Residential	6,256	AC	400	35	Very Poor
151ST ST	1617	353	24	Residential	8,466	AC	219	82	Satisfactory
151ST ST	1618	266	24	Residential	6,377	AC	400	47	Poor
151ST ST	1619	364	24	Residential	8,738	AC	279	81	Satisfactory
151ST ST	1620	191	24	Residential	4,582	AC	400	35	Very Poor
151ST ST	1621	66	24	Residential	1,572	AC	400	38	Very Poor
151ST ST	1622	277	24	Residential	6,644	AC	379	35	Very Poor
151ST ST	1623	270	24	Residential	6,482	AC	326	51	Poor
151ST ST	1624	278	24	Residential	6,661	AC	381	33	Very Poor
151ST ST	1625	354	24	Residential	8,507	AC	400	68	Fair

PCI - 'N/A' - Pavement data was not collected

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
151ST ST	1626	331	24	Residential	7,936	AC	400	52	Poor
151ST ST	1627	321	24	Residential	7,714	AC	373	59	Fair
151ST ST	1628	332	24	Residential	7,979	AC	365	62	Fair
151ST ST	1629	339	24	Residential	8,143	AC	252	78	Satisfactory
152ND ST	1087	55	24	Residential	1,319	AC	400	43	Poor
152ND ST	1630	207	24	Residential	4,959	AC	400	41	Poor
152ND ST	1631	137	24	Residential	3,277	AC	400	44	Poor
152ND ST	1632	327	24	Residential	7,838	AC	400	43	Poor
152ND ST	1633	337	24	Residential	8,081	AC	400	37	Very Poor
152ND ST	1634	330	24	Residential	7,909	AC	400	37	Very Poor
152ND ST	1635	272	24	Residential	6,527	AC	281	39	Very Poor
152ND ST	1636	279	24	Residential	6,695	AC	400	37	Very Poor
152ND ST	1637	266	24	Residential	6,375	AC	400	40	Very Poor
152ND ST	1638	263	24	Residential	6,300	AC	374	26	Very Poor
152ND ST	1639	257	24	Residential	6,171	AC	400	34	Very Poor
152ND ST	1640	291	24	Residential	6,990	AC	400	35	Very Poor
152ND ST	1641	355	24	Residential	8,519	AC	380	33	Very Poor
152ND ST	1642	333	24	Residential	8,000	AC	400	52	Poor
152ND ST	1643	339	24	Residential	8,148	AC	307	74	Satisfactory
152ND ST	1644	323	24	Residential	7,753	AC	350	55	Poor
152ND ST	1645	314	24	Residential	7,542	AC	400	34	Very Poor
152ND ST	1646	337	24	Residential	8,079	AC	376	55	Poor
152ND ST	1647	334	24	Residential	8,023	AC	400	45	Poor
153RD ST	1088	46	24	Residential	1,113	AC	344	78	Satisfactory
153RD ST	1648	328	24	Residential	7,868	AC	400	42	Poor
153RD ST	1649	172	24	Residential	4,138	AC	400	56	Fair
153RD ST	1650	330	24	Residential	7,910	AC	400	50	Poor
153RD ST	1651	340	24	Residential	8,169	AC	400	33	Very Poor
153RD ST	1652	325	24	Residential	7,796	AC	400	33	Very Poor
153RD ST	1653	335	24	Residential	8,033	AC	400	33	Very Poor
154th St	1015	347	24	Major Collector	8,327	AC	368	43	Poor
154th St	1016	166	24	Major Collector	3,983	AC	400	59	Fair
154th St	1017	290	24	Major Collector	6,967	AC	393	35	Very Poor
154th St	1018	658	24	Major Collector	15,799	AC	400	42	Poor
154th St	1019	312	24	Major Collector	7,482	AC	315	41	Poor
154th St	1020	153	24	Major Collector	3,665	AC	187	61	Fair
154th St	1021	183	24	Major Collector	4,392	AC	198	70	Fair
154th St	1022	126	24	Major Collector	3,032	AC	195	65	Fair
154th St	1023	144	24	Major Collector	3,461	AC	212	68	Fair
154th St	1024	142	24	Major Collector	3,407	AC	227	74	Satisfactory
154th St	1025	267	24	Major Collector	6,406	AC	274	68	Fair
154th St	1026	1,135	24	Major Collector	27,242	AC	389	39	Very Poor
154th St	1027	117	24	Major Collector	2,804	AC	326	51	Poor
154th St	1028	187	24	Major Collector	4,496	AC	265	44	Poor
154th St	1029	184	24	Major Collector	4,414	AC	400	46	Poor

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
154th St	1030	135	24	Major Collector	3,252	AC	400	44	Poor
154th St	1031	337	24	Major Collector	8,090	AC	229	66	Fair
154th St	1032	91	24	Major Collector	2,196	AC	225	50	Poor
154th St	1033	233	24	Major Collector	5,586	AC	203	57	Fair
154th St	1034	399	24	Major Collector	9,567	AC	359	53	Poor
154th St	1035	86	24	Major Collector	2,071	AC	400	47	Poor
154th St	1036	189	24	Major Collector	4,529	AC	400	47	Poor
154th St	1037	141	24	Major Collector	3,379	AC	369	45	Poor
154th St	1038	54	24	Major Collector	1,299	AC	205	48	Poor
154th St	1039	254	24	Major Collector	6,088	AC	390	44	Poor
154th St	1040	208	24	Major Collector	4,983	AC	373	38	Very Poor
154th St	1041	111	24	Major Collector	2,662	AC	210	68	Fair
154th St	1042	310	24	Major Collector	7,432	AC	267	65	Fair
154th St	1043	811	24	Major Collector	19,456	PCC	270	66	Fair
154TH ST	1072	335	24	Residential	8,038	AC	361	45	Poor
154TH ST	1073	316	24	Residential	7,588	AC	344	59	Fair
154TH PL	1074	653	24	Residential	15,671	AC	400	49	Poor
154TH PL	1654	266	24	Residential	6,395	AC	400	20	Serious
155TH PL	1655	261	24	Residential	6,264	AC	400	35	Very Poor
155TH ST	1661	332	24	Residential	7,963	AC	391	87	Good
155TH ST	1662	324	24	Residential	7,766	AC	400	36	Very Poor
155TH ST	1663	331	24	Residential	7,949	AC	263	57	Fair
155TH ST	1664	341	24	Residential	8,187	AC	400	28	Very Poor
155TH ST	1665	331	24	Residential	7,937	AC	332	34	Very Poor
155TH ST	1666	321	24	Residential	7,696	AC	400	36	Very Poor
155TH ST	1667	325	24	Residential	7,798	AC	299	83	Satisfactory
156 TH PL	1683	230	24	Residential	5,521	AC	219	32	Very Poor
156 TH PL	1684	319	24	Residential	7,664	AC	366	42	Poor
156 TH ST	1656	261	24	Residential	6,269	AC	400	46	Poor
156 TH ST	1657	300	24	Residential	7,197	AC	400	34	Very Poor
156 TH ST	1658	273	24	Residential	6,545	AC	400	34	Very Poor
156 TH ST	1659	197	24	Residential	4,727	AC	400	39	Very Poor
156 TH ST	1660	694	24	Residential	16,650	AC	400	31	Very Poor
156TH ST	1077	329	24	Residential	7,897	AC	400	28	Very Poor
156TH ST	1078	355	24	Residential	8,528	AC	283	61	Fair
156TH ST	1079	341	24	Residential	8,195	AC	307	38	Very Poor
156TH ST	1080	303	24	Residential	7,280	AC	282	36	Very Poor
156TH ST	1081	322	24	Residential	7,730	AC	368	47	Poor
156TH ST	1082	159	24	Residential	3,821	AC	286	48	Poor
156TH ST	1083	323	24	Residential	7,753	AC	199	50	Poor
156TH ST	1084	325	24	Residential	7,802	AC	237	38	Very Poor
156TH ST	1085	111	24	Residential	2,655	AC	400	68	Fair
157 TH PL	1672	420	24	Residential	10,088	AC	400	46	Poor
157 TH ST	1668	356	24	Residential	8,548	AC	305	47	Poor
157 TH ST	1669	324	24	Residential	7,769	AC	349	42	Poor

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
157 TH ST	1670	352	24	Residential	8,438	AC	400	36	Very Poor
157 TH ST	1671	270	24	Residential	6,491	AC	400	35	Very Poor
157TH ST	1086	146	24	Residential	3,514	AC	400	48	Poor
158 TH ST	1673	310	24	Residential	7,441	AC	400	35	Very Poor
158 TH ST	1674	302	24	Residential	7,246	AC	400	33	Very Poor
158th St	1675	161	24	Residential	3,854	AC	350	43	Poor
158th St	1676	482	24	Residential	11,561	AC	400	33	Very Poor
158th St	1677	307	24	Residential	7,375	AC	400	28	Very Poor
158th St	1678	585	24	Residential	14,049	AC	400	32	Very Poor
ADAMS ST	1391	514	24	Residential	12,328	AC	210	65	Fair
ADAMS ST	1392	79	24	Residential	1,907	AC	400	64	Fair
ANN ST	1435	249	24	Residential	5,980	AC	400	42	Poor
ANN ST	1436	464	24	Residential	11,138	AC	400	60	Fair
ARTHUR CT	1355	331	24	Residential	7,948	AC	400	79	Satisfactory
ATLANT AV	1299	213	24	Residential	5,110	AC	400	31	Very Poor
ATLANT AV	1300	936	24	Residential	22,473	AC	387	36	Very Poor
ATLANT AV	1301	649	24	Residential	15,573	AC	254	34	Very Poor
AVALON AV	1220	694	24	Residential	16,655	AC	360	48	Poor
AVALON AV	1221	657	24	Residential	15,772	AC	247	63	Fair
AVALON AV	1222	494	24	Residential	11,851	AC	249	64	Fair
AVALON AV	1223	656	24	Residential	15,742	AC	400	45	Poor
AVALON AV	1224	641	24	Residential	15,387	AC	241	53	Poor
AVALON AV	1225	558	24	Residential	13,386	AC	294	62	Fair
AVALON AV	1226	98	24	Residential	2,350	AC	350	46	Poor
AvalonAve	1227	978	24	Residential	23,469	AC	223	36	Very Poor
BeachvAve	1360	338	24	Residential	8,113	AC	400	35	Very Poor
BeachvAve	1361	661	24	Residential	15,855	AC	400	67	Fair
BeachvAve	1362	640	24	Residential	15,352	AC	400	50	Poor
BEACHVTER	1358	669	24	Residential	16,045	AC	400	69	Fair
BEACHVTER	1359	630	24	Residential	15,112	AC	400	66	Fair
BERG D DR	1076	895	24	Residential	21,485	AC	400	36	Very Poor
BLACKS AV	1267	447	24	Residential	10,721	AC	388	32	Very Poor
BLACKS AV	1268	391	24	Residential	9,392	AC	400	52	Poor
BLACKS AV	1269	652	24	Residential	15,656	AC	329	36	Very Poor
BLACKS AV	1270	639	24	Residential	15,327	AC	400	47	Poor
BLACKS AV	1271	656	24	Residential	15,740	AC	400	35	Very Poor
BLACKS AV	1272	387	24	Residential	9,282	AC	400	42	Poor
BLACKS AV	1273	1,185	24	Residential	28,441	AC	363	45	Poor
BLACKS AV	1274	663	24	Residential	15,906	AC	400	44	Poor
BLACKS AV	1275	268	24	Residential	6,441	AC	258	35	Very Poor
BLOUIN DR	1679	348	24	Residential	8,343	AC	400	30	Very Poor
BLOUIN DR	1680	444	24	Residential	10,661	AC	320	38	Very Poor
BLOUIN DR	1681	475	24	Residential	11,398	AC	334	34	Very Poor
BLOUIN DR	1682	355	24	Residential	8,508	AC	400	44	Poor
CALIFO RD	1528	1,603	24	Residential	38,470	AC	299	71	Satisfactory

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
CALUME AV	1333	403	24	Residential	9,675	AC	184	90	Good
CALUME AV	1336	852	24	Residential	20,451	AC	N/A	85	Satisfactory
CATALP LN	1382	164	24	Residential	3,947	AC	359	45	Poor
CATALP LN	1383	370	24	Residential	8,884	AC	400	47	Poor
CENTERAVE	1365	504	24	Residential	12,085	AC	400	41	Poor
CENTERAVE	1366	599	24	Residential	14,372	AC	400	30	Very Poor
ChamplAve	1120	614	24	Residential	14,746	AC	400	56	Fair
ChamplAve	1121	666	24	Residential	15,977	AC	400	50	Poor
ChamplAve	1122	1,311	24	Residential	31,473	AC	400	37	Very Poor
Clark St	1309	650	24	Residential	15,601	AC	285	38	Very Poor
Clark St	1310	658	24	Residential	15,783	AC	393	32	Very Poor
Clark St	1311	658	24	Residential	15,791	AC	186	66	Fair
Clark St	1312	669	24	Residential	16,053	AC	350	32	Very Poor
CLAUSS CT	1338	241	24	Residential	5,789	AC	400	69	Fair
CORNEL AV	1281	534	24	Residential	12,828	AC	400	34	Very Poor
CORNELELL	1280	308	24	Residential	7,385	AC	400	36	Very Poor
COTTAGAVE	1054	1,168	24	Minor Collector	28,040	AC	153	69	Fair
COTTAGAVE	1055	1,543	24	Minor Collector	37,029	AC	290	60	Fair
COTTAGAVE	1056	699	24	Minor Collector	16,768	AC	222	67	Fair
COTTAGAVE	1057	553	24	Minor Collector	13,262	AC	133	74	Satisfactory
COTTAGAVE	1058	106	24	Minor Collector	2,553	AC	187	77	Satisfactory
COTTAGAVE	1059	373	24	Minor Collector	8,960	AC	400	74	Satisfactory
COTTAGAVE	1063	920	24	Residential	22,082	AC	400	38	Very Poor
CottagAve	1607	496	24	Residential	11,895	AC	312	32	Very Poor
CottagAve	1608	125	24	Residential	2,995	AC	222	58	Fair
CottagAve	1609	541	24	Residential	12,976	AC	400	62	Fair
DANTE AV	1256	772	24	Residential	18,524	AC	400	58	Fair
DANTE AV	1257	579	24	Residential	13,899	AC	352	48	Poor
DANTE AV	1258	660	24	Residential	15,833	AC	399	47	Poor
DANTE AV	1259	389	24	Residential	9,333	AC	400	40	Very Poor
DANTE AV	1260	639	24	Residential	15,339	AC	311	49	Poor
DANTE AV	1261	661	24	Residential	15,860	AC	346	45	Poor
DANTE AV	1262	469	24	Residential	11,247	AC	400	24	Serious
DANTE AV	1263	691	24	Residential	16,585	AC	400	39	Very Poor
DANTE AV	1264	665	24	Residential	15,960	AC	374	42	Poor
DANTE AV	1265	519	24	Residential	12,458	AC	390	34	Very Poor
DANTE AV	1266	144	24	Residential	3,462	AC	400	34	Very Poor
DearboAve	1313	649	24	Residential	15,588	AC	214	59	Fair
DearboAve	1314	658	24	Residential	15,802	AC	294	38	Very Poor
DearboAve	1315	655	24	Residential	15,724	AC	333	35	Very Poor
DearboAve	1316	667	24	Residential	16,016	AC	390	32	Very Poor
DIEKMA CT	1071	281	24	Residential	6,737	AC	400	68	Fair
DIEKMA CT	1246	776	24	Residential	18,617	AC	389	48	Poor
DIEKMA CT	1247	1,222	24	Residential	29,328	AC	231	54	Poor
DIEKMA CT	1248	718	24	Residential	17,229	AC	400	52	Poor

IRI - 'N/A' - IRI data was not collected

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
DILLNE PL	1067	295	24	Residential	7,083	AC	373	42	Poor
DOBSON AV	1168	695	24	Residential	16,679	AC	332	40	Very Poor
DOBSON AV	1169	661	24	Residential	15,875	AC	350	34	Very Poor
DOBSON AV	1170	503	24	Residential	12,066	AC	337	48	Poor
DOBSON AV	1171	655	24	Residential	15,731	AC	284	48	Poor
DOBSON AV	1172	724	24	Residential	17,380	AC	309	62	Fair
DOBSON AV	1173	646	24	Residential	15,505	AC	329	62	Fair
DOBSON AV	1174	471	24	Residential	11,309	AC	399	54	Poor
DOBSON AV	1175	100	24	Residential	2,406	AC	400	65	Fair
DOBSON AV	1176	647	24	Residential	15,526	AC	389	44	Poor
DOBSON AV	1177	680	24	Residential	16,309	AC	400	37	Very Poor
DOBSON AV	1178	344	24	Residential	8,256	AC	267	49	Poor
DOBSON AV	1179	395	24	Residential	9,478	AC	354	34	Very Poor
DOBSON AV	1180	380	24	Residential	9,125	AC	400	32	Very Poor
DORCHE AV	1044	130	24	Minor Collector	3,113	AC	400	63	Fair
DORCHE AV	1045	657	24	Minor Collector	15,767	AC	231	77	Satisfactory
DORCHE AV	1046	664	24	Minor Collector	15,930	AC	197	77	Satisfactory
DORCHE AV	1047	640	24	Minor Collector	15,351	AC	212	77	Satisfactory
DORCHE AV	1048	115	24	Minor Collector	2,759	AC	186	79	Satisfactory
DORCHE AV	1049	175	24	Minor Collector	4,199	AC	309	77	Satisfactory
DORCHE AV	1050	385	24	Minor Collector	9,246	AC	198	82	Satisfactory
DORCHE AV	1051	656	24	Minor Collector	15,733	AC	182	74	Satisfactory
DORCHE AV	1052	643	24	Minor Collector	15,426	AC	241	78	Satisfactory
DORCHE AV	1053	454	24	Minor Collector	10,897	AC	400	81	Satisfactory
DORCHE AV	1254	403	24	Residential	9,677	AC	400	46	Poor
DORCHE AV	1255	650	24	Residential	15,596	AC	338	53	Poor
DorcheAve	1249	642	24	Residential	15,412	AC	400	30	Very Poor
DorcheAve	1250	660	24	Residential	15,837	AC	311	35	Very Poor
DorcheAve	1251	561	24	Residential	13,469	AC	168	62	Fair
DorcheAve	1252	102	24	Residential	2,437	AC	400	36	Very Poor
DorcheAve	1253	681	24	Residential	16,350	AC	400	31	Very Poor
DREXEL AV	1145	696	24	Residential	16,705	AC	191	67	Fair
DREXEL AV	1146	554	24	Residential	13,289	AC	400	38	Very Poor
DREXEL AV	1147	661	24	Residential	15,859	AC	365	57	Fair
DREXEL AV	1148	896	24	Residential	21,495	AC	364	41	Poor
DREXEL AV	1149	649	24	Residential	15,569	AC	267	73	Satisfactory
DREXEL AV	1150	659	24	Residential	15,818	AC	288	47	Poor
DREXEL AV	1151	671	24	Residential	16,105	AC	323	67	Fair
DREXEL AV	1152	670	24	Residential	16,092	AC	220	78	Satisfactory
E 140 PL	1384	889	24	Residential	21,347	AC	N/A	70	Fair
E 141 PL	1387	728	24	Residential	17,464	AC	N/A	73	Satisfactory
EAST E AV	1282	549	24	Residential	13,176	AC	400	30	Very Poor
EAST E AV	1283	639	24	Residential	15,330	AC	400	30	Very Poor
EAST E AV	1287	542	24	Residential	13,007	AC	400	31	Very Poor
EAST EAVE	1075	401	24	Residential	9,615	AC	400	45	Poor

IRI - 'N/A' - IRI data was not collected

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
EdbrooAve	1329	652	24	Residential	15,647	AC	159	94	Good
EdbrooAve	1330	665	24	Residential	15,953	AC	223	69	Fair
EdbrooAve	1331	655	24	Residential	15,730	AC	180	70	Fair
EdbrooAve	1332	658	24	Residential	15,783	AC	307	74	Satisfactory
ELLIS AV	1162	997	24	Residential	23,937	AC	400	66	Fair
ELLIS AV	1163	643	24	Residential	15,435	AC	400	59	Fair
ELLIS AV	1164	645	24	Residential	15,487	AC	276	58	Fair
ELLIS AV	1165	650	24	Residential	15,607	AC	317	42	Poor
ELLIS AV	1166	680	24	Residential	16,314	AC	215	57	Fair
ELLIS AV	1167	703	24	Residential	16,880	AC	239	48	Poor
ELLIS AV	1709	704	24	Residential	16,893	AC	129	92	Good
ELLIS AV	1710	662	24	Residential	15,887	AC	194	85	Satisfactory
ELLIS AV	1711	551	24	Residential	13,236	AC	195	89	Good
ELLIS AV	1712	642	24	Residential	15,403	AC	155	87	Good
ELLIS AV	1713	128	24	Residential	3,077	AC	177	86	Good
ELLIS AV	1714	314	24	Residential	7,526	AC	207	80	Satisfactory
EMPIREAVE	1069	271	24	Residential	6,498	AC	400	44	Poor
ENGLE CT	1070	170	24	Residential	4,080	AC	367	64	Fair
Engle PI	1296	447	24	Residential	10,726	AC	400	40	Very Poor
ENGLE ST	1477	401	24	Residential	9,628	AC	400	53	Poor
ENGLE ST	1478	329	24	Residential	7,887	AC	400	57	Fair
ENGLE ST	1479	179	24	Residential	4,294	AC	396	57	Fair
ENGLE ST	1480	334	24	Residential	8,010	AC	400	66	Fair
ENGLE ST	1481	95	24	Residential	2,289	AC	400	72	Satisfactory
ENGLE ST	1482	891	24	Residential	21,390	AC	400	47	Poor
ENGLE ST	1483	234	24	Residential	5,613	AC	400	53	Poor
ENGLE ST	1484	203	24	Residential	4,874	AC	400	52	Poor
EVANS AV	1133	646	24	Residential	15,509	AC	296	53	Poor
EVANS AV	1134	331	24	Residential	7,945	AC	400	44	Poor
EVANS AV	1135	364	24	Residential	8,739	AC	400	48	Poor
EVANS AV	1136	109	24	Residential	2,619	AC	377	71	Satisfactory
EVANS CT	1068	124	24	Residential	2,978	AC	400	81	Satisfactory
Evans Ave	1137	510	24	Residential	12,242	AC	400	28	Very Poor
Evans Ave	1138	661	24	Residential	15,869	AC	400	34	Very Poor
EVERS AV	1095	644	24	Residential	15,447	AC	151	99	Good
Evers St	1089	792	24	Residential	18,997	AC	400	58	Fair
Evers St	1090	654	24	Residential	15,702	AC	400	36	Very Poor
Evers St	1091	659	24	Residential	15,823	AC	400	35	Very Poor
Evers St	1092	668	24	Residential	16,026	AC	377	65	Fair
Evers St	1093	656	24	Residential	15,741	AC	400	52	Poor
Evers St	1094	669	24	Residential	16,056	AC	400	32	Very Poor
FORESTAVE	1337	790	24	Residential	18,952	AC	348	69	Fair
GRANT ST	1367	339	24	Residential	8,131	AC	400	67	Fair
GRANT ST	1368	223	24	Residential	5,347	AC	400	68	Fair
GRANT ST	1369	475	24	Residential	11,402	AC	373	70	Fair

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
GRANT ST	1370	307	24	Residential	7,358	AC	400	61	Fair
GRANT ST	1371	467	24	Residential	11,198	AC	400	70	Fair
GRANT ST	1372	314	24	Residential	7,541	AC	394	59	Fair
GRANT ST	1373	663	24	Residential	15,919	AC	319	63	Fair
Grant St	1374	789	24	Residential	18,944	AC	261	74	Satisfactory
Grant St	1375	661	24	Residential	15,854	AC	312	68	Fair
Grant St	1376	664	24	Residential	15,946	AC	202	64	Fair
Grant St	1377	667	24	Residential	15,999	AC	400	39	Very Poor
Grant St	1378	657	24	Residential	15,779	AC	400	47	Poor
Grant St	1379	662	24	Residential	15,891	AC	400	27	Very Poor
GREENW RD	1604	863	24	Residential	20,723	AC	400	35	Very Poor
Greenw Rd	1686	346	24	Residential	8,299	AC	298	60	Fair
Greenw Rd	1687	454	24	Residential	10,908	AC	400	63	Fair
Greenw Rd	1688	588	24	Residential	14,117	AC	221	63	Fair
Greenw Rd	1689	1,521	24	Residential	36,493	AC	198	69	Fair
Greenw Rd	1690	424	24	Residential	10,168	AC	146	79	Satisfactory
Greenw Rd	1691	552	24	Residential	13,253	AC	137	71	Satisfactory
Greenw Rd	1692	629	24	Residential	15,104	AC	396	78	Satisfactory
Greenw Rd	1693	989	24	Residential	23,733	AC	150	72	Satisfactory
Greenw Rd	1694	362	24	Residential	8,679	AC	165	63	Fair
Greenw Rd	1695	293	24	Residential	7,026	AC	129	71	Satisfactory
Greenw Rd	1696	479	24	Residential	11,507	AC	143	64	Fair
Greenw Rd	1697	474	24	Residential	11,365	AC	277	75	Satisfactory
Greenw Rd	1698	696	24	Residential	16,700	AC	145	65	Fair
Greenw Rd	1699	292	24	Residential	7,015	AC	214	59	Fair
Greenw Rd	1700	863	24	Residential	20,720	AC	187	61	Fair
Greenw Rd	1701	398	24	Residential	9,558	AC	147	84	Satisfactory
Greenw Rd	1702	479	24	Residential	11,502	AC	155	68	Fair
Greenw Rd	1703	309	24	Residential	7,420	AC	270	57	Fair
Greenw Rd	1704	99	24	Residential	2,370	AC	400	85	Satisfactory
Greenw Rd	1705	619	24	Residential	14,858	AC	197	73	Satisfactory
Greenw Rd	1706	885	24	Residential	21,239	AC	400	72	Satisfactory
Greenw Rd	1707	1,031	24	Residential	24,744	AC	193	53	Poor
Greenw Rd	1708	409	24	Residential	9,826	AC	103	60	Fair
HARPER AV	1278	655	24	Residential	15,725	AC	341	63	Fair
HARPER AV	1279	1,166	24	Residential	27,974	AC	208	65	Fair
HARPERAVE	1065	1,300	24	Residential	31,207	AC	269	53	Poor
HARPERAVE	1066	673	24	Residential	16,162	AC	N/A	N/A	N/A
HARPERAVE	1467	387	24	Residential	9,281	AC	400	56	Fair
HARPERPER	1276	199	24	Residential	4,764	AC	400	66	Fair
HARPERPER	1277	392	24	Residential	9,417	AC	400	57	Fair
HARVAR AV	1297	810	24	Residential	19,440	AC	382	44	Poor
HASTIN DR	1228	773	24	Residential	18,555	AC	183	64	Fair
HASTIN DR	1229	1,186	24	Residential	28,460	AC	285	57	Fair
INGLES AV	1153	692	24	Residential	16,617	AC	279	42	Poor

PCI - 'N/A' - Pavement data was not collected

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
INGLES AV	1154	660	24	Residential	15,845	AC	400	51	Poor
INGLES AV	1155	661	24	Residential	15,856	AC	277	44	Poor
INGLES AV	1156	232	24	Residential	5,562	AC	400	45	Poor
INGLES AV	1157	1,074	24	Residential	25,788	AC	357	77	Satisfactory
INGLES AV	1158	643	24	Residential	15,433	AC	309	48	Poor
INGLES AV	1159	653	24	Residential	15,672	AC	258	46	Poor
INGLES AV	1160	678	24	Residential	16,282	AC	222	58	Fair
INGLES AV	1161	689	24	Residential	16,544	AC	264	50	Poor
IrvingAve	1105	752	24	Residential	18,045	AC	400	77	Satisfactory
IrvingAve	1106	667	24	Residential	16,017	AC	400	42	Poor
IrvingAve	1107	669	24	Residential	16,052	AC	391	59	Fair
IrvingAve	1108	217	24	Residential	5,217	AC	391	68	Fair
IrvingAve	1109	654	24	Residential	15,701	AC	388	47	Poor
IrvingAve	1110	654	24	Residential	15,700	AC	342	51	Poor
IrvingAve	1111	335	24	Residential	8,032	AC	400	45	Poor
IrvingAve	1112	129	24	Residential	3,093	AC	338	39	Very Poor
IrvingAve	1113	464	24	Residential	11,130	AC	181	61	Fair
IrvingAve	1114	97	24	Residential	2,317	AC	308	58	Fair
IrvingAve	1115	684	24	Residential	16,421	AC	400	61	Fair
IrvingAve	1116	481	24	Residential	11,537	AC	221	49	Poor
IrvingAve	1117	668	24	Residential	16,022	AC	400	38	Very Poor
IrvingAve	1118	330	24	Residential	7,926	AC	235	55	Poor
IrvingAve	1119	655	24	Residential	15,730	AC	377	37	Very Poor
JACKSO ST	1339	212	24	Residential	5,095	AC	400	37	Very Poor
JACKSO ST	1340	335	24	Residential	8,048	AC	400	23	Serious
JACKSO ST	1341	325	24	Residential	7,808	AC	400	31	Very Poor
JACKSO ST	1342	336	24	Residential	8,053	AC	400	29	Very Poor
JEFFER ST	1415	513	24	Residential	12,316	AC	276	69	Fair
JEFFER ST	1416	330	24	Residential	7,917	AC	400	70	Fair
KANAWHAVE	1363	509	24	Residential	12,211	AC	328	66	Fair
KANAWHAVE	1364	599	24	Residential	14,371	AC	269	72	Satisfactory
KASTEN DR	1485	328	24	Residential	7,878	AC	400	36	Very Poor
KASTEN DR	1486	341	24	Residential	8,179	AC	400	35	Very Poor
KASTEN DR	1487	332	24	Residential	7,980	AC	400	34	Very Poor
KASTEN DR	1488	324	24	Residential	7,787	AC	400	37	Very Poor
KASTEN DR	1489	333	24	Residential	7,981	AC	201	55	Poor
KASTEN DR	1490	332	24	Residential	7,980	AC	298	61	Fair
KASTEN DR	1491	333	24	Residential	7,997	AC	219	54	Poor
KASTEN DR	1492	206	24	Residential	4,941	AC	343	69	Fair
KENWOO AV	1289	423	24	Residential	10,150	AC	308	41	Poor
KENWOO AV	1290	662	24	Residential	15,889	AC	271	64	Fair
KENWOO AV	1291	490	24	Residential	11,757	AC	400	67	Fair
KENWOO AV	1292	656	24	Residential	15,751	AC	286	40	Very Poor
KENWOO AV	1293	640	24	Residential	15,363	AC	217	71	Satisfactory
KENWOO AV	1294	389	24	Residential	9,346	AC	343	57	Fair

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
KENWOO AV	1295	657	24	Residential	15,757	AC	249	58	Fair
KIMBAR AV	1230	609	24	Residential	14,628	AC	313	45	Poor
KIMBAR AV	1231	659	24	Residential	15,806	AC	386	31	Very Poor
KIMBAR AV	1232	501	24	Residential	12,025	AC	320	32	Very Poor
KIMBAR AV	1233	658	24	Residential	15,786	AC	400	32	Very Poor
KIMBAR AV	1234	641	24	Residential	15,376	AC	206	69	Fair
KIMBAR AV	1235	656	24	Residential	15,746	AC	400	33	Very Poor
KIMBAR AV	1236	156	24	Residential	3,745	AC	343	36	Very Poor
KIMBAR AV	1237	438	24	Residential	10,511	AC	370	31	Very Poor
LAKESI AV	1353	665	24	Residential	15,950	AC	400	63	Fair
LAKESI AV	1354	380	24	Residential	9,109	AC	400	40	Very Poor
LANGLE AV	1126	326	24	Residential	7,833	AC	400	34	Very Poor
LANGLE AV	1127	403	24	Residential	9,670	AC	249	48	Poor
LangleAve	1128	563	24	Residential	13,514	AC	400	33	Very Poor
LangleAve	1129	663	24	Residential	15,903	AC	400	53	Poor
LANGLEAVE	1577	616	24	Residential	14,786	AC	253	36	Very Poor
LANGLEAVE	1578	287	24	Residential	6,898	AC	376	33	Very Poor
LASALL ST	1303	1,314	24	Residential	31,540	AC	223	46	Poor
LaSall St	1304	660	24	Residential	15,839	AC	214	60	Fair
LaSall St	1305	653	24	Residential	15,683	AC	400	32	Very Poor
MADISO AV	1284	148	24	Residential	3,555	AC	400	32	Very Poor
MADISO AV	1285	700	24	Residential	16,803	AC	400	39	Very Poor
MADISO AV	1286	491	24	Residential	11,775	AC	400	43	Poor
MADISO AV	1288	425	24	Residential	10,203	AC	400	43	Poor
MANOR AV	1334	207	24	Residential	4,958	AC	N/A	67	Fair
MANOR AV	1335	414	24	Residential	9,929	AC	N/A	67	Fair
MANOR CT	1386	296	24	Residential	7,113	AC	N/A	79	Satisfactory
MARGAR ST	1461	529	24	Residential	12,686	AC	400	53	Poor
MARGAR ST	1462	279	24	Residential	6,687	AC	N/A	N/A	N/A
MARYLA AV	1139	255	24	Residential	6,116	AC	227	63	Fair
MARYLA AV	1140	694	24	Residential	16,657	AC	279	63	Fair
MARYLA AV	1141	663	24	Residential	15,900	AC	266	60	Fair
MARYLA AV	1142	224	24	Residential	5,379	AC	400	55	Poor
MARYLA AV	1143	681	24	Residential	16,353	AC	330	62	Fair
MARYLA AV	1144	1,336	24	Residential	32,066	AC	182	60	Fair
MARYLA AV	1576	516	24	Residential	12,381	AC	400	61	Fair
MCARTH CT	1393	67	24	Residential	1,610	AC	400	46	Poor
MCARTH CT	1394	526	24	Residential	12,615	AC	400	44	Poor
Meadow Ln	1238	648	24	Residential	15,562	AC	175	64	Fair
Meadow Ln	1239	1,090	24	Residential	26,167	AC	367	43	Poor
Meadow Ln	1240	777	24	Residential	18,647	AC	223	58	Fair
Meadow Ln	1241	123	24	Residential	2,945	AC	400	41	Poor
MEMORI DR	1605	996	24	Residential	23,911	AC	324	35	Very Poor
MEMORI DR	1606	235	24	Residential	5,638	AC	400	42	Poor
MichigAve	1325	660	24	Residential	15,831	AC	166	93	Good

PCI - 'N/A' - Pavement data was not collected

IRI - 'N/A' - IRI data was not collected

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
MichigAve	1326	663	24	Residential	15,917	AC	173	95	Good
MichigAve	1327	654	24	Residential	15,707	AC	188	65	Fair
MichigAve	1328	660	24	Residential	15,840	AC	N/A	57	Fair
MINERV AV	1181	694	24	Residential	16,667	AC	294	35	Very Poor
MINERV AV	1182	451	24	Residential	10,834	AC	400	65	Fair
MINERV AV	1183	665	24	Residential	15,956	AC	237	68	Fair
MINERV AV	1184	645	24	Residential	15,483	AC	400	46	Poor
MINERV AV	1185	401	24	Residential	9,614	AC	354	46	Poor
MINERV AV	1186	460	24	Residential	11,038	AC	400	49	Poor
MINERV AV	1187	673	24	Residential	16,154	AC	302	65	Fair
MINERV AV	1188	657	24	Residential	15,770	AC	211	68	Fair
MINERV AV	1191	640	24	Residential	15,351	AC	400	36	Very Poor
MINERV AV	1192	679	24	Residential	16,297	AC	380	36	Very Poor
MINERV AV	1193	534	24	Residential	12,821	AC	368	32	Very Poor
MinervAve	1189	658	24	Residential	15,797	AC	400	33	Very Poor
MinervAve	1190	496	24	Residential	11,908	AC	400	36	Very Poor
MONROE ST	1432	513	24	Residential	12,305	AC	385	71	Satisfactory
MONROE ST	1433	594	24	Residential	14,250	AC	305	49	Poor
MONROE ST	1434	75	24	Residential	1,796	AC	400	68	Fair
MURRAY ST	1130	802	24	Residential	19,248	AC	252	46	Poor
MURRAY ST	1131	556	24	Residential	13,342	AC	400	48	Poor
MURRAY ST	1132	99	24	Residential	2,386	AC	400	40	Very Poor
Oak St	1096	794	24	Residential	19,053	AC	400	37	Very Poor
Oak St	1097	651	24	Residential	15,630	AC	328	62	Fair
Oak St	1098	662	24	Residential	15,876	AC	304	56	Fair
Oak St	1099	653	24	Residential	15,679	AC	383	30	Very Poor
Oak St	1100	672	24	Residential	16,132	AC	400	42	Poor
Oak St	1101	669	24	Residential	16,048	AC	400	31	Very Poor
OAK ST	1102	253	24	Residential	6,083	AC	349	50	Poor
OAK ST	1103	473	24	Residential	11,362	AC	328	65	Fair
OAK ST	1104	375	24	Residential	8,989	AC	313	73	Satisfactory
PARK AV	1343	437	24	Residential	10,486	AC	231	73	Satisfactory
PARK AV	1344	338	24	Residential	8,116	AC	400	39	Very Poor
PARK AV	1345	557	24	Residential	13,361	AC	322	70	Fair
PARK AV	1348	328	24	Residential	7,878	AC	400	26	Very Poor
PARK AV	1349	330	24	Residential	7,919	AC	328	34	Very Poor
PARK AV	1350	336	24	Residential	8,073	AC	400	31	Very Poor
PARK AV	1351	806	24	Residential	19,347	AC	387	45	Poor
PARK AV	1352	511	24	Residential	12,269	AC	287	50	Poor
PARK AVE	1346	504	24	Residential	12,102	AC	300	54	Poor
PARK AVE	1347	725	24	Residential	17,396	AC	242	50	Poor
PARKSI DR	1302	1,175	24	Residential	28,190	AC	208	40	Very Poor
PENNSY AV	1610	400	24	Residential	9,598	AC	400	64	Fair
PENNSY AV	1611	410	24	Residential	9,832	AC	227	68	Fair
PENNSY AV	1612	430	24	Residential	10,309	AC	272	64	Fair

IRI - 'N/A' - IRI data was not collected

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
POHLER CT	1356	196	24	Residential	4,710	AC	400	70	Fair
POHLER CT	1357	397	24	Residential	9,526	AC	384	70	Fair
PRINCE AV	1298	1,605	24	Residential	38,509	AC	120	96	Good
RIVERS DR	1600	155	24	Residential	3,721	AC	400	61	Fair
RIVERS DR	1601	268	24	Residential	6,432	AC	256	36	Very Poor
RIVERS DR	1602	727	24	Residential	17,458	AC	259	35	Very Poor
RIVERS DR	1603	391	24	Residential	9,386	AC	284	42	Poor
SANDER AV	1123	450	24	Residential	10,803	AC	250	76	Satisfactory
SANDER AV	1124	715	24	Residential	17,148	AC	268	78	Satisfactory
SANDER AV	1125	760	24	Residential	18,233	AC	398	41	Poor
SHEPAR AV	1417	631	24	Residential	15,140	AC	287	77	Satisfactory
SHEPAR AV	1418	681	24	Residential	16,354	AC	400	66	Fair
SHEPAR AV	1419	278	24	Residential	6,682	AC	319	59	Fair
SHEPAR AV	1420	496	24	Residential	11,900	AC	400	35	Very Poor
SHEPAR AV	1421	95	24	Residential	2,291	AC	370	50	Poor
SHEPAR AV	1422	365	24	Residential	8,756	AC	400	34	Very Poor
SHEPAR AV	1423	477	24	Residential	11,437	AC	183	53	Poor
SHEPAR AV	1424	616	24	Residential	14,776	AC	279	51	Poor
SHEPAR AV	1425	431	24	Residential	10,351	AC	345	73	Satisfactory
SHEPAR AV	1426	253	24	Residential	6,078	AC	224	48	Poor
SHEPAR AV	1427	160	24	Residential	3,848	AC	236	50	Poor
SHEPAR AV	1428	403	24	Residential	9,669	AC	242	54	Poor
SHEPAR AV	1429	418	24	Residential	10,024	AC	381	52	Poor
SHEPAR AV	1430	427	24	Residential	10,250	AC	400	36	Very Poor
SHEPAR AV	1431	418	24	Residential	10,037	AC	141	57	Fair
SHERID AV	1397	470	24	Residential	11,273	AC	400	35	Very Poor
SHERID AV	1398	468	24	Residential	11,234	AC	346	34	Very Poor
State St	1317	650	24	Residential	15,594	AC	299	61	Fair
State St	1318	660	24	Residential	15,840	AC	400	26	Very Poor
State St	1319	656	24	Residential	15,747	AC	325	33	Very Poor
State St	1320	665	24	Residential	15,957	AC	305	48	Poor
STEWAR AV	1547	329	24	Residential	7,897	AC	368	39	Very Poor
STEWAR AV	1548	329	24	Residential	7,904	AC	219	39	Very Poor
STEWAR AV	1549	323	24	Residential	7,743	AC	259	55	Poor
STEWAR AV	1550	343	24	Residential	8,232	AC	198	52	Poor
STONEYAVE	1064	287	24	Residential	6,882	AC	355	54	Poor
STONEYAVE	1685	2,789	24	Residential	66,944	AC	348	54	Poor
SUNSET DR	1242	779	24	Residential	18,704	AC	400	40	Very Poor
SUNSET DR	1243	1,216	24	Residential	29,193	AC	253	61	Fair
SUNSET DR	1244	762	24	Residential	18,279	AC	400	48	Poor
SUNSET DR	1245	229	24	Residential	5,503	AC	400	62	Fair
UNIVER AV	1194	693	24	Residential	16,637	AC	193	77	Satisfactory
UNIVER AV	1195	670	24	Residential	16,086	AC	206	56	Fair
UNIVER AV	1196	659	24	Residential	15,807	AC	400	36	Very Poor
UNIVER AV	1197	672	24	Residential	16,134	AC	273	68	Fair

BranchID	SectionID	Length	Width	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
UNIVER AV	1198	655	24	Residential	15,713	AC	208	65	Fair
UNIVER AV	1202	643	24	Residential	15,434	AC	227	54	Poor
UNIVER AV	1203	327	24	Residential	7,853	AC	400	32	Very Poor
UNIVER AV	1204	679	24	Residential	16,300	AC	398	31	Very Poor
UNIVER AV	1205	958	24	Residential	23,003	AC	400	31	Very Poor
UNIVER DR	1206	786	24	Residential	18,853	AC	321	83	Satisfactory
UniverAve	1199	657	24	Residential	15,770	AC	400	38	Very Poor
UniverAve	1200	398	24	Residential	9,559	AC	385	30	Very Poor
UniverAve	1201	661	24	Residential	15,870	AC	400	33	Very Poor
WabashAve	1321	651	24	Residential	15,632	AC	173	58	Fair
WabashAve	1322	662	24	Residential	15,878	AC	176	94	Good
WabashAve	1323	657	24	Residential	15,769	AC	233	81	Satisfactory
WabashAve	1324	662	24	Residential	15,898	AC	239	93	Good
WASHIN ST	1388	242	24	Residential	5,808	AC	369	38	Very Poor
WASHIN ST	1389	665	24	Residential	15,957	AC	400	50	Poor
WentwoAve	1306	365	24	Residential	8,766	AC	238	50	Poor
WentwoAve	1307	552	24	Residential	13,237	AC	191	55	Poor
WentwoAve	1308	405	24	Residential	9,713	AC	246	55	Poor
WOODLA AV	1207	709	24	Residential	17,023	AC	226	41	Poor
WOODLA AV	1208	659	24	Residential	15,811	AC	310	36	Very Poor
WOODLA AV	1209	642	24	Residential	15,409	AC	191	70	Fair
WOODLA AV	1210	371	24	Residential	8,896	AC	202	58	Fair
WOODLA AV	1211	496	24	Residential	11,916	AC	186	69	Fair
WOODLA AV	1212	647	24	Residential	15,521	AC	233	41	Poor
WOODLA AV	1213	184	24	Residential	4,413	AC	336	73	Satisfactory
WOODLA AV	1214	285	24	Residential	6,829	AC	203	69	Fair
WOODLA AV	1215	90	24	Residential	2,153	AC	400	57	Fair
WoodlaAve	1010	1,238	24	Major Collector	29,719	AC	400	91	Good
WoodlaAve	1216	653	24	Residential	15,667	AC	400	50	Poor
WoodlaAve	1217	665	24	Residential	15,964	AC	400	35	Very Poor
WoodlaAve	1218	731	24	Residential	17,535	AC	400	36	Very Poor
WoodlaAve	1219	104	24	Residential	2,493	AC	373	42	Poor

Table A-3: Details of Localized Distress Maintenance Plan 2020

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
138 TH PL	1381	L & T CR	Medium	98.0	Ft	1.25	Crack Sealing - AC	98.1	Ft	\$1.00	\$97.97
138TH ST	1060	ALLIGATOR CR	Medium	1452.1	SqFt	2.21	Patching - AC Deep	1609.2	SqFt	\$7.00	\$11,265.96
138TH ST	1060	L & T CR	Medium	3762.1	Ft	5.72	Crack Sealing - AC	3762.1	Ft	\$1.00	\$3,762.09
141 ST ST	1385	L & T CR	Medium	629.7	Ft	4.00	Crack Sealing - AC	629.6	Ft	\$1.00	\$629.68
142ND PL	1390	ALLIGATOR CR	Medium	1.7	SqFt	0.01	Patching - AC Deep	10.8	SqFt	\$7.00	\$76.58
142ND PL	1390	L & T CR	Medium	131.7	Ft	0.64	Crack Sealing - AC	131.6	Ft	\$1.00	\$131.65
142nd_ST	1395	LINEAR CR	Medium	6.6	Slabs	8.00	Crack Sealing - PCC	106.3	Ft	\$1.50	\$159.36
143 RD ST	1061	L & T CR	Medium	15.9	Ft	0.23	Crack Sealing - AC	16.1	Ft	\$1.00	\$15.92
143 RD ST	1062	L & T CR	Medium	14.2	Ft	0.19	Crack Sealing - AC	14.1	Ft	\$1.00	\$14.16
143 RD ST	1399	ALLIGATOR CR	Medium	6.5	SqFt	0.06	Patching - AC Deep	20.5	SqFt	\$7.00	\$144.17
143 RD ST	1399	L & T CR	Medium	209.4	Ft	2.11	Crack Sealing - AC	209.3	Ft	\$1.00	\$209.36
143 RD ST	1412	L & T CR	Medium	9.8	Ft	0.15	Crack Sealing - AC	9.8	Ft	\$1.00	\$9.79
143 RD ST	1413	L & T CR	Medium	46.3	Ft	0.58	Crack Sealing - AC	46.3	Ft	\$1.00	\$46.30
143 RD ST	1414	L & T CR	Medium	49.8	Ft	0.84	Crack Sealing - AC	49.9	Ft	\$1.00	\$49.77
144 TH PL	1456	ALLIGATOR CR	Medium	12.9	SqFt	0.10	Patching - AC Deep	31.2	SqFt	\$7.00	\$219.54
144 TH PL	1456	L & T CR	Medium	292.0	Ft	2.26	Crack Sealing - AC	292.0	Ft	\$1.00	\$291.94
144 TH PL	1458	ALLIGATOR CR	Medium	4.8	SqFt	0.04	Patching - AC Deep	17.2	SqFt	\$7.00	\$124.26
144 TH PL	1458	L & T CR	Medium	471.8	Ft	3.78	Crack Sealing - AC	471.8	Ft	\$1.00	\$471.81
144 TH ST	1437	L & T CR	Medium	67.9	Ft	2.72	Crack Sealing - AC	67.9	Ft	\$1.00	\$67.91
144 TH ST	1443	L & T CR	Medium	139.6	Ft	1.78	Crack Sealing - AC	139.8	Ft	\$1.00	\$139.61
144 TH ST	1447	ALLIGATOR CR	Medium	13.9	SqFt	0.18	Patching - AC Deep	32.3	SqFt	\$7.00	\$229.77
144 TH ST	1447	L & T CR	Medium	338.3	Ft	4.28	Crack Sealing - AC	338.3	Ft	\$1.00	\$338.29
144 TH ST	1454	L & T CR	Medium	339.5	Ft	4.26	Crack Sealing - AC	339.6	Ft	\$1.00	\$339.53
144 TH ST	1455	ALLIGATOR CR	Medium	11.5	SqFt	0.15	Patching - AC Deep	29.1	SqFt	\$7.00	\$204.45
144 TH ST	1455	L & T CR	Medium	446.1	Ft	5.61	Crack Sealing - AC	446.2	Ft	\$1.00	\$446.08
144th St	1012	ALLIGATOR CR	Medium	14.5	SqFt	0.35	Patching - AC Deep	34.4	SqFt	\$7.00	\$237.47
144th St	1012	L & T CR	Medium	163.6	Ft	3.96	Crack Sealing - AC	163.4	Ft	\$1.00	\$163.53
144th St	1013	ALLIGATOR CR	Medium	8.9	SqFt	0.05	Patching - AC Deep	24.8	SqFt	\$7.00	\$174.41
144th St	1013	L & T CR	Medium	553.0	Ft	3.41	Crack Sealing - AC	552.8	Ft	\$1.00	\$552.97
144th St	1014	ALLIGATOR CR	Medium	44.6	SqFt	0.53	Patching - AC Deep	75.4	SqFt	\$7.00	\$527.76

144th St	1014	L & T CR	Medium	394.7	Ft	4.73	Crack Sealing - AC	394.7	Ft	\$1.00	\$394.72
145th ST	1460	L & T CR	Medium	276.0	Ft	3.82	Crack Sealing - AC	275.9	Ft	\$1.00	\$275.99
145th ST	1465	ALLIGATOR CR	Medium	11.8	SqFt	0.15	Patching - AC Deep	30.1	SqFt	\$7.00	\$207.55
145th ST	1465	L & T CR	Medium	340.5	Ft	4.25	Crack Sealing - AC	340.6	Ft	\$1.00	\$340.53
145th ST	1470	ALLIGATOR CR	Medium	4.0	SqFt	0.05	Patching - AC Deep	16.2	SqFt	\$7.00	\$112.73
145th ST	1470	L & T CR	Medium	172.1	Ft	2.16	Crack Sealing - AC	172.2	Ft	\$1.00	\$172.12
145th ST	1472	L & T CR	Medium	21.9	Ft	0.28	Crack Sealing - AC	22.0	Ft	\$1.00	\$21.92
145th ST	1473	L & T CR	Medium	207.1	Ft	2.57	Crack Sealing - AC	207.0	Ft	\$1.00	\$207.06
145th ST	1474	ALLIGATOR CR	Medium	9.2	SqFt	0.12	Patching - AC Deep	25.8	SqFt	\$7.00	\$177.67
145th ST	1474	L & T CR	Medium	376.4	Ft	4.80	Crack Sealing - AC	376.3	Ft	\$1.00	\$376.44
145th ST	1476	ALLIGATOR CR	Medium	9.8	SqFt	0.12	Patching - AC Deep	26.9	SqFt	\$7.00	\$184.77
145th ST	1476	L & T CR	Medium	181.8	Ft	2.28	Crack Sealing - AC	181.8	Ft	\$1.00	\$181.79
146TH ST	1510	ALLIGATOR CR	Medium	77.3	SqFt	0.85	Patching - AC Deep	116.3	SqFt	\$7.00	\$817.03
146TH ST	1510	L & T CR	Medium	601.4	Ft	6.59	Crack Sealing - AC	601.4	Ft	\$1.00	\$601.37
146TH ST	1514	ALLIGATOR CR	Medium	3.8	SqFt	0.11	Patching - AC Deep	15.1	SqFt	\$7.00	\$109.09
146TH ST	1514	L & T CR	Medium	186.3	Ft	5.34	Crack Sealing - AC	186.4	Ft	\$1.00	\$186.30
146TH ST	1515	L & T CR	Medium	59.5	Ft	1.87	Crack Sealing - AC	59.4	Ft	\$1.00	\$59.48
146TH ST	1516	L & T CR	Medium	148.5	Ft	2.13	Crack Sealing - AC	148.6	Ft	\$1.00	\$148.53
146TH ST	1517	L & T CR	Medium	481.5	Ft	10.22	Crack Sealing - AC	481.6	Ft	\$1.00	\$481.49
146TH ST	1518	L & T CR	Medium	1.4	Ft	0.02	Crack Sealing - AC	1.3	Ft	\$1.00	\$1.34
146TH ST	1524	L & T CR	Medium	207.0	Ft	2.58	Crack Sealing - AC	207.0	Ft	\$1.00	\$206.98
147TH ST	1530	L & T CR	Medium	25.2	Ft	0.32	Crack Sealing - AC	25.3	Ft	\$1.00	\$25.23
147TH ST	1537	L & T CR	Medium	85.9	Ft	1.07	Crack Sealing - AC	86.0	Ft	\$1.00	\$85.88
147TH ST	1540	L & T CR	Medium	468.6	Ft	5.84	Crack Sealing - AC	468.5	Ft	\$1.00	\$468.57
147TH ST	1542	ALLIGATOR CR	Medium	6.0	SqFt	0.08	Patching - AC Deep	20.5	SqFt	\$7.00	\$139.48
147TH ST	1542	L & T CR	Medium	386.5	Ft	4.88	Crack Sealing - AC	386.5	Ft	\$1.00	\$386.43
147TH ST	1543	L & T CR	Medium	292.3	Ft	3.67	Crack Sealing - AC	292.3	Ft	\$1.00	\$292.33
147TH ST	1545	L & T CR	Medium	478.7	Ft	6.09	Crack Sealing - AC	478.7	Ft	\$1.00	\$478.67
148TH ST	1553	L & T CR	Medium	62.3	Ft	0.80	Crack Sealing - AC	62.3	Ft	\$1.00	\$62.28
148TH ST	1556	ALLIGATOR CR	Medium	105.9	SqFt	1.13	Patching - AC Deep	151.8	SqFt	\$7.00	\$1,059.37
148TH ST	1556	L & T CR	Medium	562.1	Ft	6.00	Crack Sealing - AC	562.0	Ft	\$1.00	\$562.07
148TH ST	1558	ALLIGATOR CR	Medium	3.9	SqFt	0.05	Patching - AC Deep	16.2	SqFt	\$7.00	\$110.95
148TH ST	1558	L & T CR	Medium	110.9	Ft	1.39	Crack Sealing - AC	110.9	Ft	\$1.00	\$110.86
148TH ST	1560	ALLIGATOR CR	Medium	1.6	SqFt	0.02	Patching - AC Deep	10.8	SqFt	\$7.00	\$75.11
148TH ST	1560	L & T CR	Medium	761.9	Ft	9.21	Crack Sealing - AC	761.8	Ft	\$1.00	\$761.92

148TH ST	1563	L & T CR	Medium	134.2	Ft	2.66	Crack Sealing - AC	134.2	Ft	\$1.00	\$134.18
148TH ST	1565	ALLIGATOR CR	Medium	11.2	SqFt	0.16	Patching - AC Deep	29.1	SqFt	\$7.00	\$201.10
148TH ST	1565	L & T CR	Medium	446.8	Ft	6.26	Crack Sealing - AC	446.9	Ft	\$1.00	\$446.80
148TH ST	1566	L & T CR	Medium	20.6	Ft	0.26	Crack Sealing - AC	20.7	Ft	\$1.00	\$20.61
148TH ST	1567	ALLIGATOR CR	Medium	13.2	SqFt	0.45	Patching - AC Deep	32.3	SqFt	\$7.00	\$222.97
148TH ST	1567	L & T CR	Medium	204.3	Ft	6.91	Crack Sealing - AC	204.4	Ft	\$1.00	\$204.34
148TH ST	1568	ALLIGATOR CR	Medium	5.4	SqFt	0.07	Patching - AC Deep	18.3	SqFt	\$7.00	\$130.37
148TH ST	1568	L & T CR	Medium	51.3	Ft	0.63	Crack Sealing - AC	51.2	Ft	\$1.00	\$51.23
148TH ST	1574	ALLIGATOR CR	Medium	16.4	SqFt	0.34	Patching - AC Deep	36.6	SqFt	\$7.00	\$256.50
148TH ST	1574	L & T CR	Medium	257.5	Ft	5.40	Crack Sealing - AC	257.6	Ft	\$1.00	\$257.47
148TH ST	1575	ALLIGATOR CR	Medium	12.9	SqFt	0.16	Patching - AC Deep	31.2	SqFt	\$7.00	\$219.27
148TH ST	1575	L & T CR	Medium	393.3	Ft	4.95	Crack Sealing - AC	393.4	Ft	\$1.00	\$393.26
149TH ST	1580	ALLIGATOR CR	Medium	7.1	SqFt	0.09	Patching - AC Deep	21.5	SqFt	\$7.00	\$153.05
149TH ST	1580	L & T CR	Medium	344.5	Ft	4.37	Crack Sealing - AC	344.5	Ft	\$1.00	\$344.46
149TH ST	1582	ALLIGATOR CR	Medium	34.9	SqFt	0.43	Patching - AC Deep	62.4	SqFt	\$7.00	\$438.38
149TH ST	1582	L & T CR	Medium	620.5	Ft	7.68	Crack Sealing - AC	620.4	Ft	\$1.00	\$620.52
149TH ST	1586	L & T CR	Medium	332.9	Ft	4.29	Crack Sealing - AC	333.0	Ft	\$1.00	\$332.87
149TH ST	1593	L & T CR	Medium	314.5	Ft	3.92	Crack Sealing - AC	314.6	Ft	\$1.00	\$314.53
149TH ST	1594	L & T CR	Medium	301.6	Ft	3.74	Crack Sealing - AC	301.5	Ft	\$1.00	\$301.60
149TH ST	1595	L & T CR	Medium	238.6	Ft	3.05	Crack Sealing - AC	238.5	Ft	\$1.00	\$238.58
149TH ST	1598	ALLIGATOR CR	Medium	94.8	SqFt	1.19	Patching - AC Deep	137.8	SqFt	\$7.00	\$965.82
149TH ST	1598	L & T CR	Medium	445.8	Ft	5.61	Crack Sealing - AC	445.9	Ft	\$1.00	\$445.80
151ST ST	1613	ALLIGATOR CR	Medium	12.3	SqFt	0.33	Patching - AC Deep	30.1	SqFt	\$7.00	\$212.12
151ST ST	1613	L & T CR	Medium	204.7	Ft	5.58	Crack Sealing - AC	204.7	Ft	\$1.00	\$204.70
151ST ST	1614	L & T CR	Medium	325.6	Ft	4.81	Crack Sealing - AC	325.5	Ft	\$1.00	\$325.62
151ST ST	1615	ALLIGATOR CR	Medium	20.8	SqFt	0.26	Patching - AC Deep	43.1	SqFt	\$7.00	\$301.56
151ST ST	1615	L & T CR	Medium	560.9	Ft	7.07	Crack Sealing - AC	560.7	Ft	\$1.00	\$560.85
151ST ST	1617	ALLIGATOR CR	Medium	6.5	SqFt	0.08	Patching - AC Deep	20.5	SqFt	\$7.00	\$144.35
151ST ST	1617	L & T CR	Medium	63.3	Ft	0.75	Crack Sealing - AC	63.3	Ft	\$1.00	\$63.27
151ST ST	1619	L & T CR	Medium	4.9	Ft	0.06	Crack Sealing - AC	4.9	Ft	\$1.00	\$4.88
151ST ST	1625	ALLIGATOR CR	Medium	8.1	SqFt	0.09	Patching - AC Deep	23.7	SqFt	\$7.00	\$164.22
151ST ST	1625	L & T CR	Medium	269.9	Ft	3.17	Crack Sealing - AC	270.0	Ft	\$1.00	\$269.92
151ST ST	1627	L & T CR	Medium	448.9	Ft	5.82	Crack Sealing - AC	448.8	Ft	\$1.00	\$448.85
151ST ST	1628	ALLIGATOR CR	Medium	10.4	SqFt	0.13	Patching - AC Deep	28.0	SqFt	\$7.00	\$192.16
151ST ST	1628	L & T CR	Medium	510.8	Ft	6.40	Crack Sealing - AC	510.8	Ft	\$1.00	\$510.78

151ST ST	1629	L & T CR	Medium	112.9	Ft	1.39	Crack Sealing - AC	112.9	Ft	\$1.00	\$112.91
152ND ST	1643	ALLIGATOR CR	Medium	0.8	SqFt	0.01	Patching - AC Deep	8.6	SqFt	\$7.00	\$56.96
152ND ST	1643	L & T CR	Medium	94.9	Ft	1.16	Crack Sealing - AC	94.8	Ft	\$1.00	\$94.84
153RD ST	1088	L & T CR	Medium	25.1	Ft	2.25	Crack Sealing - AC	24.9	Ft	\$1.00	\$25.08
153RD ST	1649	ALLIGATOR CR	Medium	142.4	SqFt	3.44	Patching - AC Deep	194.8	SqFt	\$7.00	\$1,361.24
153RD ST	1649	L & T CR	Medium	826.1	Ft	19.96	Crack Sealing - AC	826.1	Ft	\$1.00	\$826.07
154th St	1016	ALLIGATOR CR	Medium	4.4	SqFt	0.11	Patching - AC Deep	17.2	SqFt	\$7.00	\$117.64
154th St	1016	L & T CR	Medium	338.9	Ft	8.51	Crack Sealing - AC	338.9	Ft	\$1.00	\$338.94
154th St	1020	ALLIGATOR CR	Medium	12.3	SqFt	0.33	Patching - AC Deep	30.1	SqFt	\$7.00	\$212.57
154th St	1020	L & T CR	Medium	309.8	Ft	8.45	Crack Sealing - AC	309.7	Ft	\$1.00	\$309.76
154th St	1021	ALLIGATOR CR	Medium	4.7	SqFt	0.11	Patching - AC Deep	17.2	SqFt	\$7.00	\$122.94
154th St	1021	L & T CR	Medium	128.0	Ft	2.91	Crack Sealing - AC	128.0	Ft	\$1.00	\$127.99
154th St	1022	ALLIGATOR CR	Medium	12.1	SqFt	0.40	Patching - AC Deep	30.1	SqFt	\$7.00	\$210.46
154th St	1022	L & T CR	Medium	237.3	Ft	7.83	Crack Sealing - AC	237.2	Ft	\$1.00	\$237.31
154th St	1023	ALLIGATOR CR	Medium	3.8	SqFt	0.11	Patching - AC Deep	15.1	SqFt	\$7.00	\$108.57
154th St	1023	L & T CR	Medium	79.3	Ft	2.29	Crack Sealing - AC	79.4	Ft	\$1.00	\$79.33
154th St	1024	ALLIGATOR CR	Medium	2.2	SqFt	0.06	Patching - AC Deep	11.8	SqFt	\$7.00	\$85.13
154th St	1024	L & T CR	Medium	114.1	Ft	3.35	Crack Sealing - AC	114.2	Ft	\$1.00	\$114.07
154th St	1025	ALLIGATOR CR	Medium	2.5	SqFt	0.04	Patching - AC Deep	12.9	SqFt	\$7.00	\$89.44
154th St	1025	L & T CR	Medium	249.3	Ft	3.89	Crack Sealing - AC	249.3	Ft	\$1.00	\$249.31
154th St	1031	ALLIGATOR CR	Medium	7.6	SqFt	0.09	Patching - AC Deep	22.6	SqFt	\$7.00	\$158.93
154th St	1031	L & T CR	Medium	629.5	Ft	7.78	Crack Sealing - AC	629.6	Ft	\$1.00	\$629.47
154th St	1033	L & T CR	Medium	453.5	Ft	8.12	Crack Sealing - AC	453.4	Ft	\$1.00	\$453.47
154th St	1041	ALLIGATOR CR	Medium	1.4	SqFt	0.05	Patching - AC Deep	9.7	SqFt	\$7.00	\$70.57
154th St	1041	L & T CR	Medium	158.2	Ft	5.94	Crack Sealing - AC	158.1	Ft	\$1.00	\$158.19
154th St	1042	ALLIGATOR CR	Medium	3.7	SqFt	0.05	Patching - AC Deep	15.1	SqFt	\$7.00	\$107.58
154th St	1042	L & T CR	Medium	479.2	Ft	6.45	Crack Sealing - AC	479.0	Ft	\$1.00	\$479.15
154th St	1043	LINEAR CR	High	32.4	Slabs	40.00	Patching - PCC Partial Dept	7775.9	SqFt	\$7.00	\$54,432.02
154th St	1043	LINEAR CR	Medium	3.2	Slabs	4.00	Crack Sealing - PCC	51.8	Ft	\$1.50	\$77.76
154TH ST	1073	ALLIGATOR CR	Medium	8.0	SqFt	0.10	Patching - AC Deep	23.7	SqFt	\$7.00	\$163.02
154TH ST	1073	L & T CR	Medium	216.6	Ft	2.85	Crack Sealing - AC	216.5	Ft	\$1.00	\$216.56
155TH ST	1661	L & T CR	Medium	34.6	Ft	0.43	Crack Sealing - AC	34.5	Ft	\$1.00	\$34.54
155TH ST	1663	L & T CR	Medium	477.6	Ft	6.01	Crack Sealing - AC	477.7	Ft	\$1.00	\$477.60
155TH ST	1667	L & T CR	Medium	41.6	Ft	0.53	Crack Sealing - AC	41.7	Ft	\$1.00	\$41.63
156TH ST	1078	L & T CR	Medium	346.4	Ft	4.06	Crack Sealing - AC	346.5	Ft	\$1.00	\$346.39

156TH ST	1085	L & T CR	Medium	90.3	Ft	3.40	Crack Sealing - AC	90.2	Ft	\$1.00	\$90.29
ADAMS ST	1391	L & T CR	Medium	69.9	Ft	0.57	Crack Sealing - AC	69.9	Ft	\$1.00	\$69.92
ADAMS ST	1392	L & T CR	Medium	19.3	Ft	1.01	Crack Sealing - AC	19.4	Ft	\$1.00	\$19.27
ANN ST	1436	ALLIGATOR CR	Medium	41.8	SqFt	0.37	Patching - AC Deep	72.1	SqFt	\$7.00	\$502.18
ANN ST	1436	L & T CR	Medium	731.9	Ft	6.57	Crack Sealing - AC	732.0	Ft	\$1.00	\$731.91
ARTHUR CT	1355	ALLIGATOR CR	Medium	18.6	SqFt	0.23	Patching - AC Deep	39.8	SqFt	\$7.00	\$279.60
ARTHUR CT	1355	L & T CR	Medium	159.5	Ft	2.01	Crack Sealing - AC	159.5	Ft	\$1.00	\$159.48
AVALON AV	1221	ALLIGATOR CR	Medium	26.5	SqFt	0.17	Patching - AC Deep	50.6	SqFt	\$7.00	\$357.87
AVALON AV	1221	L & T CR	Medium	805.0	Ft	5.10	Crack Sealing - AC	805.1	Ft	\$1.00	\$804.98
AVALON AV	1222	ALLIGATOR CR	Medium	19.1	SqFt	0.16	Patching - AC Deep	40.9	SqFt	\$7.00	\$284.64
AVALON AV	1222	L & T CR	Medium	589.3	Ft	4.97	Crack Sealing - AC	589.2	Ft	\$1.00	\$589.34
AVALON AV	1225	ALLIGATOR CR	Medium	24.9	SqFt	0.19	Patching - AC Deep	49.5	SqFt	\$7.00	\$342.91
AVALON AV	1225	L & T CR	Medium	372.4	Ft	2.78	Crack Sealing - AC	372.4	Ft	\$1.00	\$372.36
BeachvAve	1361	ALLIGATOR CR	Medium	9.3	SqFt	0.06	Patching - AC Deep	25.8	SqFt	\$7.00	\$178.03
BeachvAve	1361	L & T CR	Medium	418.9	Ft	2.64	Crack Sealing - AC	419.0	Ft	\$1.00	\$418.93
BEACHVTER	1358	ALLIGATOR CR	Medium	67.7	SqFt	0.42	Patching - AC Deep	104.4	SqFt	\$7.00	\$733.33
BEACHVTER	1358	L & T CR	Medium	570.2	Ft	3.55	Crack Sealing - AC	570.2	Ft	\$1.00	\$570.17
BEACHVTER	1359	ALLIGATOR CR	Medium	30.4	SqFt	0.20	Patching - AC Deep	57.1	SqFt	\$7.00	\$395.83
BEACHVTER	1359	L & T CR	Medium	481.3	Ft	3.19	Crack Sealing - AC	481.3	Ft	\$1.00	\$481.31
CALIFO RD	1528	ALLIGATOR CR	Medium	67.4	SqFt	0.18	Patching - AC Deep	104.4	SqFt	\$7.00	\$730.77
CALIFO RD	1528	L & T CR	Medium	238.5	Ft	0.62	Crack Sealing - AC	238.5	Ft	\$1.00	\$238.47
CALUME AV	1333	L & T CR	Medium	40.8	Ft	0.42	Crack Sealing - AC	40.7	Ft	\$1.00	\$40.79
ChamplAve	1120	ALLIGATOR CR	Medium	82.6	SqFt	0.56	Patching - AC Deep	122.7	SqFt	\$7.00	\$861.92
ChamplAve	1120	L & T CR	Medium	2048.9	Ft	13.89	Crack Sealing - AC	2048.9	Ft	\$1.00	\$2,048.81
Clark St	1311	L & T CR	Medium	214.4	Ft	1.36	Crack Sealing - AC	214.2	Ft	\$1.00	\$214.39
CLAUSS CT	1338	L & T CR	Medium	261.4	Ft	4.51	Crack Sealing - AC	261.5	Ft	\$1.00	\$261.36
COTTAGAVE	1054	ALLIGATOR CR	Medium	41.2	SqFt	0.15	Patching - AC Deep	71.0	SqFt	\$7.00	\$497.14
COTTAGAVE	1054	L & T CR	Medium	1092.5	Ft	3.90	Crack Sealing - AC	1092.5	Ft	\$1.00	\$1,092.44
COTTAGAVE	1055	ALLIGATOR CR	Medium	447.4	SqFt	1.21	Patching - AC Deep	536.0	SqFt	\$7.00	\$3,755.68
COTTAGAVE	1055	L & T CR	Medium	2563.8	Ft	6.92	Crack Sealing - AC	2563.7	Ft	\$1.00	\$2,563.75
COTTAGAVE	1056	ALLIGATOR CR	Medium	10.8	SqFt	0.06	Patching - AC Deep	28.0	SqFt	\$7.00	\$195.44
COTTAGAVE	1056	L & T CR	Medium	316.4	Ft	1.89	Crack Sealing - AC	316.3	Ft	\$1.00	\$316.38
COTTAGAVE	1057	ALLIGATOR CR	Medium	54.0	SqFt	0.41	Patching - AC Deep	87.2	SqFt	\$7.00	\$612.88
COTTAGAVE	1057	L & T CR	Medium	119.7	Ft	0.90	Crack Sealing - AC	119.8	Ft	\$1.00	\$119.72
COTTAGAVE	1058	L & T CR	Medium	22.0	Ft	0.86	Crack Sealing - AC	22.0	Ft	\$1.00	\$21.94

COTTAGAVE	1059	L & T CR	Medium	129.1	Ft	1.44	Crack Sealing - AC	128.9	Ft	\$1.00	\$129.06
CottagAve	1608	L & T CR	Medium	117.9	Ft	3.94	Crack Sealing - AC	117.8	Ft	\$1.00	\$117.91
CottagAve	1609	ALLIGATOR CR	Medium	31.3	SqFt	0.24	Patching - AC Deep	58.1	SqFt	\$7.00	\$404.47
CottagAve	1609	L & T CR	Medium	622.5	Ft	4.80	Crack Sealing - AC	622.7	Ft	\$1.00	\$622.55
DANTE AV	1256	ALLIGATOR CR	Medium	9.3	SqFt	0.05	Patching - AC Deep	25.8	SqFt	\$7.00	\$179.03
DANTE AV	1256	L & T CR	Medium	1616.7	Ft	8.73	Crack Sealing - AC	1616.8	Ft	\$1.00	\$1,616.68
DearboAve	1313	ALLIGATOR CR	Medium	2.1	SqFt	0.01	Patching - AC Deep	11.8	SqFt	\$7.00	\$83.35
DearboAve	1313	L & T CR	Medium	284.0	Ft	1.82	Crack Sealing - AC	284.1	Ft	\$1.00	\$284.00
DIEKMA CT	1071	ALLIGATOR CR	Medium	9.8	SqFt	0.15	Patching - AC Deep	25.8	SqFt	\$7.00	\$184.54
DIEKMA CT	1071	L & T CR	Medium	310.3	Ft	4.61	Crack Sealing - AC	310.4	Ft	\$1.00	\$310.33
DOBSON AV	1172	ALLIGATOR CR	Medium	3.7	SqFt	0.02	Patching - AC Deep	15.1	SqFt	\$7.00	\$108.12
DOBSON AV	1172	L & T CR	Medium	867.8	Ft	4.99	Crack Sealing - AC	867.8	Ft	\$1.00	\$867.74
DOBSON AV	1173	ALLIGATOR CR	Medium	74.6	SqFt	0.48	Patching - AC Deep	113.0	SqFt	\$7.00	\$793.05
DOBSON AV	1173	L & T CR	Medium	814.0	Ft	5.25	Crack Sealing - AC	814.0	Ft	\$1.00	\$814.04
DOBSON AV	1175	L & T CR	Medium	64.0	Ft	2.66	Crack Sealing - AC	64.0	Ft	\$1.00	\$63.96
DORCHE AV	1044	L & T CR	Medium	130.8	Ft	4.20	Crack Sealing - AC	130.9	Ft	\$1.00	\$130.80
DORCHE AV	1045	L & T CR	Medium	34.5	Ft	0.22	Crack Sealing - AC	34.5	Ft	\$1.00	\$34.48
DORCHE AV	1046	L & T CR	Medium	47.0	Ft	0.30	Crack Sealing - AC	46.9	Ft	\$1.00	\$47.01
DORCHE AV	1047	L & T CR	Medium	45.7	Ft	0.30	Crack Sealing - AC	45.6	Ft	\$1.00	\$45.70
DORCHE AV	1048	L & T CR	Medium	30.5	Ft	1.10	Crack Sealing - AC	30.5	Ft	\$1.00	\$30.44
DORCHE AV	1049	L & T CR	Medium	33.8	Ft	0.81	Crack Sealing - AC	33.8	Ft	\$1.00	\$33.82
DORCHE AV	1051	L & T CR	Medium	72.8	Ft	0.46	Crack Sealing - AC	72.8	Ft	\$1.00	\$72.83
DORCHE AV	1052	L & T CR	Medium	1.1	Ft	0.01	Crack Sealing - AC	1.0	Ft	\$1.00	\$1.04
DORCHE AV	1053	L & T CR	Medium	11.9	Ft	0.11	Crack Sealing - AC	11.8	Ft	\$1.00	\$11.87
DorcheAve	1251	L & T CR	Medium	337.8	Ft	2.51	Crack Sealing - AC	337.9	Ft	\$1.00	\$337.81
DREXEL AV	1145	L & T CR	Medium	484.1	Ft	2.90	Crack Sealing - AC	483.9	Ft	\$1.00	\$484.05
DREXEL AV	1147	L & T CR	Medium	344.2	Ft	2.17	Crack Sealing - AC	344.2	Ft	\$1.00	\$344.14
DREXEL AV	1149	ALLIGATOR CR	Medium	22.8	SqFt	0.15	Patching - AC Deep	46.3	SqFt	\$7.00	\$322.28
DREXEL AV	1149	L & T CR	Medium	150.8	Ft	0.97	Crack Sealing - AC	150.9	Ft	\$1.00	\$150.77
DREXEL AV	1151	ALLIGATOR CR	Medium	78.9	SqFt	0.49	Patching - AC Deep	118.4	SqFt	\$7.00	\$830.97
DREXEL AV	1151	L & T CR	Medium	735.3	Ft	4.57	Crack Sealing - AC	735.2	Ft	\$1.00	\$735.32
DREXEL AV	1152	L & T CR	Medium	62.5	Ft	0.39	Crack Sealing - AC	62.7	Ft	\$1.00	\$62.50
E 140 PL	1384	L & T CR	Medium	170.8	Ft	0.80	Crack Sealing - AC	170.9	Ft	\$1.00	\$170.77
E 141 PL	1387	L & T CR	Medium	1047.8	Ft	6.00	Crack Sealing - AC	1047.9	Ft	\$1.00	\$1,047.84
EdbrooAve	1329	L & T CR	Medium	82.4	Ft	0.53	Crack Sealing - AC	82.4	Ft	\$1.00	\$82.43

EdbrooAve	1330	L & T CR	Medium	374.6	Ft	2.35	Crack Sealing - AC	374.7	Ft	\$1.00	\$374.63
EdbrooAve	1331	L & T CR	Medium	189.6	Ft	1.21	Crack Sealing - AC	189.6	Ft	\$1.00	\$189.56
EdbrooAve	1332	ALLIGATOR CR	Medium	3.7	SqFt	0.02	Patching - AC Deep	15.1	SqFt	\$7.00	\$107.61
EdbrooAve	1332	L & T CR	Medium	325.1	Ft	2.06	Crack Sealing - AC	325.1	Ft	\$1.00	\$325.14
ELLIS AV	1162	ALLIGATOR CR	Medium	71.3	SqFt	0.30	Patching - AC Deep	108.7	SqFt	\$7.00	\$764.49
ELLIS AV	1162	L & T CR	Medium	492.3	Ft	2.06	Crack Sealing - AC	492.1	Ft	\$1.00	\$492.25
ELLIS AV	1163	ALLIGATOR CR	Medium	15.2	SqFt	0.10	Patching - AC Deep	34.4	SqFt	\$7.00	\$244.17
ELLIS AV	1163	L & T CR	Medium	1322.8	Ft	8.57	Crack Sealing - AC	1322.8	Ft	\$1.00	\$1,322.82
ELLIS AV	1164	ALLIGATOR CR	Medium	31.9	SqFt	0.21	Patching - AC Deep	58.1	SqFt	\$7.00	\$410.26
ELLIS AV	1164	L & T CR	Medium	417.7	Ft	2.70	Crack Sealing - AC	417.7	Ft	\$1.00	\$417.66
ELLIS AV	1166	ALLIGATOR CR	Medium	43.4	SqFt	0.27	Patching - AC Deep	74.3	SqFt	\$7.00	\$517.05
ELLIS AV	1166	L & T CR	Medium	689.4	Ft	4.23	Crack Sealing - AC	689.3	Ft	\$1.00	\$689.44
ELLIS AV	1709	L & T CR	Medium	3.2	Ft	0.02	Crack Sealing - AC	3.3	Ft	\$1.00	\$3.17
ELLIS AV	1710	L & T CR	Medium	15.8	Ft	0.10	Crack Sealing - AC	15.8	Ft	\$1.00	\$15.74
ELLIS AV	1711	L & T CR	Medium	8.3	Ft	0.06	Crack Sealing - AC	8.2	Ft	\$1.00	\$8.27
ELLIS AV	1712	L & T CR	Medium	26.0	Ft	0.17	Crack Sealing - AC	25.9	Ft	\$1.00	\$25.98
ELLIS AV	1713	L & T CR	Medium	0.1	Ft	0.00	Crack Sealing - AC	0.0	Ft	\$1.00	\$0.13
ELLIS AV	1714	ALLIGATOR CR	Medium	8.7	SqFt	0.12	Patching - AC Deep	24.8	SqFt	\$7.00	\$172.84
ELLIS AV	1714	L & T CR	Medium	83.9	Ft	1.12	Crack Sealing - AC	84.0	Ft	\$1.00	\$83.92
ENGLE CT	1070	ALLIGATOR CR	Medium	2.8	SqFt	0.07	Patching - AC Deep	14.0	SqFt	\$7.00	\$94.99
ENGLE CT	1070	L & T CR	Medium	116.9	Ft	2.87	Crack Sealing - AC	116.8	Ft	\$1.00	\$116.94
ENGLE ST	1478	ALLIGATOR CR	Medium	15.2	SqFt	0.19	Patching - AC Deep	34.4	SqFt	\$7.00	\$243.51
ENGLE ST	1478	L & T CR	Medium	804.4	Ft	10.20	Crack Sealing - AC	804.5	Ft	\$1.00	\$804.38
ENGLE ST	1479	ALLIGATOR CR	Medium	7.1	SqFt	0.16	Patching - AC Deep	21.5	SqFt	\$7.00	\$152.29
ENGLE ST	1479	L & T CR	Medium	321.3	Ft	7.48	Crack Sealing - AC	321.2	Ft	\$1.00	\$321.33
ENGLE ST	1480	ALLIGATOR CR	Medium	28.1	SqFt	0.35	Patching - AC Deep	53.8	SqFt	\$7.00	\$373.48
ENGLE ST	1480	L & T CR	Medium	497.4	Ft	6.21	Crack Sealing - AC	497.4	Ft	\$1.00	\$497.39
ENGLE ST	1481	L & T CR	Medium	101.4	Ft	4.43	Crack Sealing - AC	101.4	Ft	\$1.00	\$101.39
EVANS AV	1136	L & T CR	Medium	34.5	Ft	1.32	Crack Sealing - AC	34.5	Ft	\$1.00	\$34.50
EVANS CT	1068	ALLIGATOR CR	Medium	1.4	SqFt	0.05	Patching - AC Deep	9.7	SqFt	\$7.00	\$70.56
EVANS CT	1068	L & T CR	Medium	25.9	Ft	0.87	Crack Sealing - AC	25.9	Ft	\$1.00	\$25.90
Evers St	1089	ALLIGATOR CR	Medium	38.3	SqFt	0.20	Patching - AC Deep	66.7	SqFt	\$7.00	\$470.39
Evers St	1089	L & T CR	Medium	1088.9	Ft	5.73	Crack Sealing - AC	1088.9	Ft	\$1.00	\$1,088.85
Evers St	1092	ALLIGATOR CR	Medium	39.6	SqFt	0.25	Patching - AC Deep	68.9	SqFt	\$7.00	\$482.23
Evers St	1092	L & T CR	Medium	919.9	Ft	5.74	Crack Sealing - AC	920.0	Ft	\$1.00	\$919.87

FORESTAVE	1337	ALLIGATOR CR	Medium	20.9	SqFt	0.11	Patching - AC Deep	43.1	SqFt	\$7.00	\$303.33
FORESTAVE	1337	L & T CR	Medium	535.2	Ft	2.82	Crack Sealing - AC	535.1	Ft	\$1.00	\$535.22
GRANT ST	1367	ALLIGATOR CR	Medium	2.6	SqFt	0.03	Patching - AC Deep	12.9	SqFt	\$7.00	\$90.71
GRANT ST	1367	L & T CR	Medium	377.4	Ft	4.64	Crack Sealing - AC	377.3	Ft	\$1.00	\$377.41
GRANT ST	1368	L & T CR	Medium	208.4	Ft	3.90	Crack Sealing - AC	208.3	Ft	\$1.00	\$208.44
GRANT ST	1369	ALLIGATOR CR	Medium	9.2	SqFt	0.08	Patching - AC Deep	25.8	SqFt	\$7.00	\$177.33
GRANT ST	1369	L & T CR	Medium	319.8	Ft	2.80	Crack Sealing - AC	319.9	Ft	\$1.00	\$319.76
GRANT ST	1370	L & T CR	Medium	279.3	Ft	3.80	Crack Sealing - AC	279.2	Ft	\$1.00	\$279.33
GRANT ST	1371	L & T CR	Medium	388.3	Ft	3.47	Crack Sealing - AC	388.1	Ft	\$1.00	\$388.28
GRANT ST	1372	ALLIGATOR CR	Medium	9.7	SqFt	0.13	Patching - AC Deep	25.8	SqFt	\$7.00	\$184.11
GRANT ST	1372	L & T CR	Medium	794.2	Ft	10.53	Crack Sealing - AC	794.3	Ft	\$1.00	\$794.16
GRANT ST	1373	ALLIGATOR CR	Medium	9.5	SqFt	0.06	Patching - AC Deep	25.8	SqFt	\$7.00	\$181.08
GRANT ST	1373	L & T CR	Medium	578.2	Ft	3.63	Crack Sealing - AC	578.1	Ft	\$1.00	\$578.13
Grant St	1374	ALLIGATOR CR	Medium	6.4	SqFt	0.03	Patching - AC Deep	20.5	SqFt	\$7.00	\$142.99
Grant St	1374	L & T CR	Medium	158.2	Ft	0.84	Crack Sealing - AC	158.1	Ft	\$1.00	\$158.19
Grant St	1375	L & T CR	Medium	130.5	Ft	0.82	Crack Sealing - AC	130.6	Ft	\$1.00	\$130.45
Grant St	1376	ALLIGATOR CR	Medium	194.0	SqFt	1.22	Patching - AC Deep	254.0	SqFt	\$7.00	\$1,777.75
Grant St	1376	L & T CR	Medium	579.5	Ft	3.63	Crack Sealing - AC	579.4	Ft	\$1.00	\$579.51
Greenw Rd	1686	ALLIGATOR CR	Medium	17.8	SqFt	0.21	Patching - AC Deep	38.8	SqFt	\$7.00	\$271.22
Greenw Rd	1686	L & T CR	Medium	255.7	Ft	3.08	Crack Sealing - AC	255.6	Ft	\$1.00	\$255.69
Greenw Rd	1687	ALLIGATOR CR	Medium	4.7	SqFt	0.04	Patching - AC Deep	17.2	SqFt	\$7.00	\$123.04
Greenw Rd	1687	L & T CR	Medium	626.6	Ft	5.74	Crack Sealing - AC	626.6	Ft	\$1.00	\$626.61
Greenw Rd	1688	L & T CR	Medium	386.2	Ft	2.74	Crack Sealing - AC	386.2	Ft	\$1.00	\$386.19
Greenw Rd	1689	L & T CR	Medium	1349.1	Ft	3.70	Crack Sealing - AC	1349.1	Ft	\$1.00	\$1,349.03
Greenw Rd	1690	L & T CR	Medium	99.5	Ft	0.98	Crack Sealing - AC	99.4	Ft	\$1.00	\$99.55
Greenw Rd	1691	L & T CR	Medium	199.4	Ft	1.50	Crack Sealing - AC	199.5	Ft	\$1.00	\$199.44
Greenw Rd	1692	L & T CR	Medium	220.5	Ft	1.46	Crack Sealing - AC	220.5	Ft	\$1.00	\$220.47
Greenw Rd	1693	L & T CR	Medium	1155.4	Ft	4.87	Crack Sealing - AC	1155.5	Ft	\$1.00	\$1,155.38
Greenw Rd	1694	L & T CR	Medium	854.9	Ft	9.85	Crack Sealing - AC	855.0	Ft	\$1.00	\$854.84
Greenw Rd	1695	L & T CR	Medium	245.0	Ft	3.49	Crack Sealing - AC	245.1	Ft	\$1.00	\$244.98
Greenw Rd	1696	L & T CR	Medium	498.6	Ft	4.33	Crack Sealing - AC	498.7	Ft	\$1.00	\$498.60
Greenw Rd	1697	L & T CR	Medium	253.6	Ft	2.23	Crack Sealing - AC	253.6	Ft	\$1.00	\$253.56
Greenw Rd	1698	ALLIGATOR CR	Medium	3.9	SqFt	0.02	Patching - AC Deep	16.2	SqFt	\$7.00	\$110.95
Greenw Rd	1698	L & T CR	Medium	1444.4	Ft	8.65	Crack Sealing - AC	1444.2	Ft	\$1.00	\$1,444.35
Greenw Rd	1699	ALLIGATOR CR	Low	108.6	SqFt	1.55	No Localized M & R	0.0		\$0.00	\$0.00

Greenw Rd	1699	ALLIGATOR CR	Medium	2.4	SqFt	0.03	Patching - AC Deep	12.9	SqFt	\$7.00	\$87.90
Greenw Rd	1699	L & T CR	Medium	635.3	Ft	9.06	Crack Sealing - AC	635.2	Ft	\$1.00	\$635.26
Greenw Rd	1700	ALLIGATOR CR	Medium	0.7	SqFt	0.00	Patching - AC Deep	7.5	SqFt	\$7.00	\$55.96
Greenw Rd	1700	L & T CR	Medium	1631.3	Ft	7.87	Crack Sealing - AC	1631.2	Ft	\$1.00	\$1,631.26
Greenw Rd	1701	L & T CR	Medium	28.0	Ft	0.29	Crack Sealing - AC	27.9	Ft	\$1.00	\$28.03
Greenw Rd	1702	L & T CR	Medium	284.0	Ft	2.47	Crack Sealing - AC	284.1	Ft	\$1.00	\$284.00
Greenw Rd	1703	L & T CR	Medium	309.5	Ft	4.17	Crack Sealing - AC	309.4	Ft	\$1.00	\$309.44
Greenw Rd	1704	L & T CR	Medium	11.7	Ft	0.49	Crack Sealing - AC	11.8	Ft	\$1.00	\$11.65
Greenw Rd	1705	ALLIGATOR CR	Medium	1.3	SqFt	0.01	Patching - AC Deep	9.7	SqFt	\$7.00	\$69.63
Greenw Rd	1705	L & T CR	Medium	308.0	Ft	2.07	Crack Sealing - AC	308.1	Ft	\$1.00	\$307.95
Greenw Rd	1706	ALLIGATOR CR	Medium	1.0	SqFt	0.00	Patching - AC Deep	8.6	SqFt	\$7.00	\$62.74
Greenw Rd	1706	L & T CR	Medium	850.7	Ft	4.01	Crack Sealing - AC	850.7	Ft	\$1.00	\$850.73
Greenw Rd	1708	ALLIGATOR CR	Medium	0.5	SqFt	0.01	Patching - AC Deep	7.5	SqFt	\$7.00	\$53.44
Greenw Rd	1708	L & T CR	Medium	1090.6	Ft	11.10	Crack Sealing - AC	1090.6	Ft	\$1.00	\$1,090.57
HARPER AV	1278	ALLIGATOR CR	Medium	21.3	SqFt	0.14	Patching - AC Deep	44.1	SqFt	\$7.00	\$307.16
HARPER AV	1278	L & T CR	Medium	616.9	Ft	3.92	Crack Sealing - AC	616.8	Ft	\$1.00	\$616.85
HARPER AV	1279	ALLIGATOR CR	Medium	33.3	SqFt	0.12	Patching - AC Deep	60.3	SqFt	\$7.00	\$423.37
HARPER AV	1279	L & T CR	Medium	735.8	Ft	2.63	Crack Sealing - AC	735.9	Ft	\$1.00	\$735.76
HARPERAVE	1467	L & T CR	Medium	503.5	Ft	5.43	Crack Sealing - AC	503.6	Ft	\$1.00	\$503.51
HARPERPER	1276	ALLIGATOR CR	Medium	1.9	SqFt	0.04	Patching - AC Deep	11.8	SqFt	\$7.00	\$80.94
HARPERPER	1276	L & T CR	Medium	91.0	Ft	1.91	Crack Sealing - AC	90.9	Ft	\$1.00	\$91.01
HARPERPER	1277	ALLIGATOR CR	Medium	17.6	SqFt	0.19	Patching - AC Deep	38.8	SqFt	\$7.00	\$269.18
HARPERPER	1277	L & T CR	Medium	452.4	Ft	4.80	Crack Sealing - AC	452.4	Ft	\$1.00	\$452.36
HASTIN DR	1228	ALLIGATOR CR	Medium	5.1	SqFt	0.03	Patching - AC Deep	18.3	SqFt	\$7.00	\$126.46
HASTIN DR	1228	L & T CR	Medium	512.8	Ft	2.76	Crack Sealing - AC	512.8	Ft	\$1.00	\$512.75
HASTIN DR	1229	ALLIGATOR CR	Medium	89.8	SqFt	0.32	Patching - AC Deep	132.4	SqFt	\$7.00	\$923.36
HASTIN DR	1229	L & T CR	Medium	3783.9	Ft	13.30	Crack Sealing - AC	3783.8	Ft	\$1.00	\$3,783.86
INGLES AV	1157	ALLIGATOR CR	Medium	17.3	SqFt	0.07	Patching - AC Deep	37.7	SqFt	\$7.00	\$267.14
INGLES AV	1157	L & T CR	Medium	609.5	Ft	2.36	Crack Sealing - AC	609.6	Ft	\$1.00	\$609.51
INGLES AV	1160	ALLIGATOR CR	Medium	6.7	SqFt	0.04	Patching - AC Deep	21.5	SqFt	\$7.00	\$147.10
INGLES AV	1160	L & T CR	Medium	940.8	Ft	5.78	Crack Sealing - AC	940.6	Ft	\$1.00	\$940.72
IrvingAve	1105	L & T CR	Medium	264.4	Ft	1.47	Crack Sealing - AC	264.4	Ft	\$1.00	\$264.37
IrvingAve	1107	ALLIGATOR CR	Medium	9.8	SqFt	0.06	Patching - AC Deep	26.9	SqFt	\$7.00	\$184.62
IrvingAve	1107	L & T CR	Medium	853.5	Ft	5.32	Crack Sealing - AC	853.7	Ft	\$1.00	\$853.50
IrvingAve	1108	ALLIGATOR CR	Medium	3.1	SqFt	0.06	Patching - AC Deep	14.0	SqFt	\$7.00	\$99.13

IrvingAve	1108	L & T CR	Medium	92.1	Ft	1.77	Crack Sealing - AC	92.2	Ft	\$1.00	\$92.09
IrvingAve	1113	L & T CR	Medium	215.3	Ft	1.93	Crack Sealing - AC	215.2	Ft	\$1.00	\$215.25
IrvingAve	1114	ALLIGATOR CR	Medium	5.0	SqFt	0.21	Patching - AC Deep	18.3	SqFt	\$7.00	\$125.13
IrvingAve	1114	L & T CR	Medium	175.6	Ft	7.58	Crack Sealing - AC	175.5	Ft	\$1.00	\$175.55
IrvingAve	1115	L & T CR	Medium	530.0	Ft	3.23	Crack Sealing - AC	529.9	Ft	\$1.00	\$530.00
JEFFER ST	1415	L & T CR	Medium	41.0	Ft	0.33	Crack Sealing - AC	41.0	Ft	\$1.00	\$41.01
JEFFER ST	1416	L & T CR	Medium	42.9	Ft	0.54	Crack Sealing - AC	43.0	Ft	\$1.00	\$42.91
KANAWHAVE	1363	L & T CR	Medium	197.1	Ft	1.61	Crack Sealing - AC	197.2	Ft	\$1.00	\$197.10
KANAWHAVE	1364	L & T CR	Medium	295.4	Ft	2.06	Crack Sealing - AC	295.3	Ft	\$1.00	\$295.41
KASTEN DR	1490	ALLIGATOR CR	Medium	17.9	SqFt	0.22	Patching - AC Deep	38.8	SqFt	\$7.00	\$272.63
KASTEN DR	1490	L & T CR	Medium	359.8	Ft	4.51	Crack Sealing - AC	359.9	Ft	\$1.00	\$359.76
KASTEN DR	1492	L & T CR	Medium	175.2	Ft	3.55	Crack Sealing - AC	175.2	Ft	\$1.00	\$175.23
KENWOO AV	1290	ALLIGATOR CR	Medium	6.0	SqFt	0.04	Patching - AC Deep	19.4	SqFt	\$7.00	\$139.02
KENWOO AV	1290	L & T CR	Medium	684.3	Ft	4.31	Crack Sealing - AC	684.4	Ft	\$1.00	\$684.24
KENWOO AV	1291	ALLIGATOR CR	Medium	2.1	SqFt	0.02	Patching - AC Deep	11.8	SqFt	\$7.00	\$82.55
KENWOO AV	1291	L & T CR	Medium	396.3	Ft	3.37	Crack Sealing - AC	396.3	Ft	\$1.00	\$396.30
KENWOO AV	1293	ALLIGATOR CR	Medium	7.1	SqFt	0.05	Patching - AC Deep	21.5	SqFt	\$7.00	\$152.79
KENWOO AV	1293	L & T CR	Medium	424.3	Ft	2.76	Crack Sealing - AC	424.2	Ft	\$1.00	\$424.28
KENWOO AV	1294	ALLIGATOR CR	Medium	3.1	SqFt	0.03	Patching - AC Deep	14.0	SqFt	\$7.00	\$98.94
KENWOO AV	1294	L & T CR	Medium	415.1	Ft	4.44	Crack Sealing - AC	415.0	Ft	\$1.00	\$415.12
KENWOO AV	1295	ALLIGATOR CR	Medium	88.2	SqFt	0.56	Patching - AC Deep	130.2	SqFt	\$7.00	\$910.02
KENWOO AV	1295	L & T CR	Medium	812.3	Ft	5.15	Crack Sealing - AC	812.3	Ft	\$1.00	\$812.25
KIMBAR AV	1234	ALLIGATOR CR	Medium	14.0	SqFt	0.09	Patching - AC Deep	33.4	SqFt	\$7.00	\$231.23
KIMBAR AV	1234	L & T CR	Medium	278.4	Ft	1.81	Crack Sealing - AC	278.2	Ft	\$1.00	\$278.34
LAKESI AV	1353	ALLIGATOR CR	Medium	16.6	SqFt	0.10	Patching - AC Deep	36.6	SqFt	\$7.00	\$258.28
LAKESI AV	1353	L & T CR	Medium	1203.7	Ft	7.55	Crack Sealing - AC	1203.7	Ft	\$1.00	\$1,203.74
LaSall St	1304	L & T CR	Medium	425.4	Ft	2.69	Crack Sealing - AC	425.5	Ft	\$1.00	\$425.38
MANOR AV	1334	L & T CR	High	49.6	Ft	1.00	Patching - AC Shallow	162.5	SqFt	\$4.50	\$731.94
MANOR AV	1334	L & T CR	Medium	148.7	Ft	3.00	Crack Sealing - AC	148.6	Ft	\$1.00	\$148.73
MANOR AV	1335	L & T CR	High	99.3	Ft	1.00	Patching - AC Shallow	326.2	SqFt	\$4.50	\$1,465.93
MANOR AV	1335	L & T CR	Medium	297.9	Ft	3.00	Crack Sealing - AC	297.9	Ft	\$1.00	\$297.87
MANOR CT	1386	L & T CR	Medium	142.3	Ft	2.00	Crack Sealing - AC	142.4	Ft	\$1.00	\$142.25
MARYLA AV	1139	L & T CR	Medium	243.2	Ft	3.98	Crack Sealing - AC	243.1	Ft	\$1.00	\$243.24
MARYLA AV	1140	ALLIGATOR CR	Medium	1.7	SqFt	0.01	Patching - AC Deep	10.8	SqFt	\$7.00	\$76.89
MARYLA AV	1140	L & T CR	Medium	434.6	Ft	2.61	Crack Sealing - AC	434.7	Ft	\$1.00	\$434.61

MARYLA AV	1141	ALLIGATOR CR	Medium	5.9	SqFt	0.04	Patching - AC Deep	19.4	SqFt	\$7.00	\$137.73
MARYLA AV	1141	L & T CR	Medium	277.6	Ft	1.75	Crack Sealing - AC	277.6	Ft	\$1.00	\$277.57
MARYLA AV	1143	ALLIGATOR CR	Medium	12.0	SqFt	0.07	Patching - AC Deep	30.1	SqFt	\$7.00	\$209.09
MARYLA AV	1143	L & T CR	Medium	791.5	Ft	4.84	Crack Sealing - AC	791.7	Ft	\$1.00	\$791.53
MARYLA AV	1144	ALLIGATOR CR	Medium	123.8	SqFt	0.39	Patching - AC Deep	172.2	SqFt	\$7.00	\$1,208.40
MARYLA AV	1144	L & T CR	Medium	1489.4	Ft	4.64	Crack Sealing - AC	1489.5	Ft	\$1.00	\$1,489.37
MARYLA AV	1576	ALLIGATOR CR	Medium	99.5	SqFt	0.80	Patching - AC Deep	143.2	SqFt	\$7.00	\$1,004.95
MARYLA AV	1576	L & T CR	Medium	1190.0	Ft	9.61	Crack Sealing - AC	1190.0	Ft	\$1.00	\$1,190.02
Meadow Ln	1238	ALLIGATOR CR	Medium	25.7	SqFt	0.17	Patching - AC Deep	50.6	SqFt	\$7.00	\$351.39
Meadow Ln	1238	L & T CR	Medium	654.7	Ft	4.21	Crack Sealing - AC	654.9	Ft	\$1.00	\$654.73
Meadow Ln	1240	ALLIGATOR CR	Medium	96.2	SqFt	0.52	Patching - AC Deep	139.9	SqFt	\$7.00	\$978.40
Meadow Ln	1240	L & T CR	Medium	2349.5	Ft	12.60	Crack Sealing - AC	2349.4	Ft	\$1.00	\$2,349.43
MichigAve	1325	L & T CR	Medium	140.7	Ft	0.89	Crack Sealing - AC	140.8	Ft	\$1.00	\$140.70
MichigAve	1326	L & T CR	Medium	31.0	Ft	0.20	Crack Sealing - AC	31.2	Ft	\$1.00	\$31.04
MichigAve	1327	L & T CR	Medium	262.8	Ft	1.67	Crack Sealing - AC	262.8	Ft	\$1.00	\$262.77
MichigAve	1328	ALLIGATOR CR	Medium	475.2	SqFt	3.00	Patching - AC Deep	567.3	SqFt	\$7.00	\$3,968.67
MINERV AV	1182	ALLIGATOR CR	Medium	50.2	SqFt	0.46	Patching - AC Deep	82.9	SqFt	\$7.00	\$578.82
MINERV AV	1182	L & T CR	Medium	384.0	Ft	3.54	Crack Sealing - AC	383.9	Ft	\$1.00	\$383.97
MINERV AV	1183	ALLIGATOR CR	Medium	30.3	SqFt	0.19	Patching - AC Deep	56.0	SqFt	\$7.00	\$395.08
MINERV AV	1183	L & T CR	Medium	723.2	Ft	4.53	Crack Sealing - AC	723.1	Ft	\$1.00	\$723.20
MINERV AV	1187	ALLIGATOR CR	Medium	8.4	SqFt	0.05	Patching - AC Deep	23.7	SqFt	\$7.00	\$168.16
MINERV AV	1187	L & T CR	Medium	587.2	Ft	3.64	Crack Sealing - AC	587.3	Ft	\$1.00	\$587.22
MINERV AV	1188	ALLIGATOR CR	Medium	14.0	SqFt	0.09	Patching - AC Deep	33.4	SqFt	\$7.00	\$231.29
MINERV AV	1188	L & T CR	Medium	479.7	Ft	3.04	Crack Sealing - AC	479.7	Ft	\$1.00	\$479.66
MONROE ST	1432	L & T CR	Medium	86.9	Ft	0.71	Crack Sealing - AC	86.9	Ft	\$1.00	\$86.91
MONROE ST	1434	ALLIGATOR CR	Medium	4.7	SqFt	0.26	Patching - AC Deep	17.2	SqFt	\$7.00	\$121.77
MONROE ST	1434	L & T CR	Medium	103.2	Ft	5.74	Crack Sealing - AC	103.0	Ft	\$1.00	\$103.16
Oak St	1097	ALLIGATOR CR	Medium	21.9	SqFt	0.14	Patching - AC Deep	44.1	SqFt	\$7.00	\$312.23
Oak St	1097	L & T CR	Medium	1110.4	Ft	7.10	Crack Sealing - AC	1110.6	Ft	\$1.00	\$1,110.39
Oak St	1098	ALLIGATOR CR	Medium	21.4	SqFt	0.13	Patching - AC Deep	44.1	SqFt	\$7.00	\$307.99
Oak St	1098	L & T CR	Medium	981.2	Ft	6.18	Crack Sealing - AC	981.3	Ft	\$1.00	\$981.23
OAK ST	1103	ALLIGATOR CR	Medium	4.8	SqFt	0.04	Patching - AC Deep	18.3	SqFt	\$7.00	\$124.46
OAK ST	1103	L & T CR	Medium	423.8	Ft	3.73	Crack Sealing - AC	423.9	Ft	\$1.00	\$423.76
OAK ST	1104	ALLIGATOR CR	Medium	21.6	SqFt	0.24	Patching - AC Deep	44.1	SqFt	\$7.00	\$309.98
OAK ST	1104	L & T CR	Medium	175.2	Ft	1.95	Crack Sealing - AC	175.2	Ft	\$1.00	\$175.16

PARK AV	1343	L & T CR	Medium	201.4	Ft	1.92	Crack Sealing - AC	201.4	Ft	\$1.00	\$201.36
PARK AV	1345	ALLIGATOR CR	Medium	24.9	SqFt	0.19	Patching - AC Deep	48.4	SqFt	\$7.00	\$342.21
PARK AV	1345	L & T CR	Medium	348.7	Ft	2.61	Crack Sealing - AC	348.8	Ft	\$1.00	\$348.67
PENNSY AV	1610	L & T CR	Medium	141.2	Ft	1.47	Crack Sealing - AC	141.1	Ft	\$1.00	\$141.17
PENNSY AV	1611	L & T CR	Medium	60.9	Ft	0.62	Crack Sealing - AC	61.0	Ft	\$1.00	\$60.86
PENNSY AV	1612	L & T CR	Medium	117.2	Ft	1.14	Crack Sealing - AC	117.1	Ft	\$1.00	\$117.15
POHLER CT	1356	ALLIGATOR CR	Medium	13.8	SqFt	0.29	Patching - AC Deep	32.3	SqFt	\$7.00	\$229.46
POHLER CT	1356	L & T CR	Medium	174.9	Ft	3.71	Crack Sealing - AC	174.9	Ft	\$1.00	\$174.86
POHLER CT	1357	ALLIGATOR CR	Medium	34.9	SqFt	0.37	Patching - AC Deep	62.4	SqFt	\$7.00	\$438.68
POHLER CT	1357	L & T CR	Medium	290.6	Ft	3.05	Crack Sealing - AC	290.7	Ft	\$1.00	\$290.56
PRINCE AV	1298	L & T CR	Medium	73.8	Ft	0.19	Crack Sealing - AC	73.8	Ft	\$1.00	\$73.79
RIVERS DR	1600	L & T CR	Medium	224.8	Ft	6.04	Crack Sealing - AC	224.7	Ft	\$1.00	\$224.82
SANDER AV	1123	ALLIGATOR CR	Medium	11.5	SqFt	0.11	Patching - AC Deep	29.1	SqFt	\$7.00	\$203.72
SANDER AV	1123	L & T CR	Medium	347.9	Ft	3.22	Crack Sealing - AC	347.8	Ft	\$1.00	\$347.90
SANDER AV	1124	L & T CR	Medium	134.1	Ft	0.78	Crack Sealing - AC	134.2	Ft	\$1.00	\$134.07
SHEPAR AV	1417	ALLIGATOR CR	Medium	0.4	SqFt	0.00	Patching - AC Deep	7.5	SqFt	\$7.00	\$50.84
SHEPAR AV	1417	L & T CR	Medium	343.5	Ft	2.27	Crack Sealing - AC	343.5	Ft	\$1.00	\$343.50
SHEPAR AV	1418	ALLIGATOR CR	Medium	45.3	SqFt	0.28	Patching - AC Deep	76.4	SqFt	\$7.00	\$534.82
SHEPAR AV	1418	L & T CR	Medium	495.7	Ft	3.03	Crack Sealing - AC	495.7	Ft	\$1.00	\$495.70
SHEPAR AV	1419	L & T CR	Medium	229.6	Ft	3.44	Crack Sealing - AC	229.7	Ft	\$1.00	\$229.61
SHEPAR AV	1425	L & T CR	Medium	72.2	Ft	0.70	Crack Sealing - AC	72.2	Ft	\$1.00	\$72.17
SHEPAR AV	1431	L & T CR	Medium	625.2	Ft	6.23	Crack Sealing - AC	625.3	Ft	\$1.00	\$625.22
State St	1317	ALLIGATOR CR	Medium	38.6	SqFt	0.25	Patching - AC Deep	67.8	SqFt	\$7.00	\$473.77
State St	1317	L & T CR	Medium	889.7	Ft	5.71	Crack Sealing - AC	889.8	Ft	\$1.00	\$889.71
SUNSET DR	1243	ALLIGATOR CR	Medium	150.8	SqFt	0.52	Patching - AC Deep	204.5	SqFt	\$7.00	\$1,429.69
SUNSET DR	1243	L & T CR	Medium	2736.0	Ft	9.37	Crack Sealing - AC	2735.9	Ft	\$1.00	\$2,735.95
SUNSET DR	1245	L & T CR	Medium	92.9	Ft	1.69	Crack Sealing - AC	92.9	Ft	\$1.00	\$92.84
UNIVER AV	1194	ALLIGATOR CR	Medium	4.5	SqFt	0.03	Patching - AC Deep	17.2	SqFt	\$7.00	\$118.95
UNIVER AV	1194	L & T CR	Medium	167.3	Ft	1.01	Crack Sealing - AC	167.3	Ft	\$1.00	\$167.32
UNIVER AV	1195	ALLIGATOR CR	Medium	58.6	SqFt	0.36	Patching - AC Deep	93.7	SqFt	\$7.00	\$653.25
UNIVER AV	1195	L & T CR	Medium	763.5	Ft	4.75	Crack Sealing - AC	763.5	Ft	\$1.00	\$763.51
UNIVER AV	1197	ALLIGATOR CR	Medium	28.3	SqFt	0.18	Patching - AC Deep	53.8	SqFt	\$7.00	\$375.56
UNIVER AV	1197	L & T CR	Medium	687.7	Ft	4.26	Crack Sealing - AC	687.7	Ft	\$1.00	\$687.69
UNIVER AV	1198	ALLIGATOR CR	Medium	13.5	SqFt	0.09	Patching - AC Deep	32.3	SqFt	\$7.00	\$226.06
UNIVER AV	1198	L & T CR	Medium	437.7	Ft	2.79	Crack Sealing - AC	437.7	Ft	\$1.00	\$437.70

UNIVER DR	1206	L & T CR	Medium	29.7	Ft	0.16	Crack Sealing - AC	29.5	Ft	\$1.00	\$29.67
WabashAve	1321	ALLIGATOR CR	Medium	2.8	SqFt	0.02	Patching - AC Deep	12.9	SqFt	\$7.00	\$94.08
WabashAve	1321	L & T CR	Medium	373.1	Ft	2.39	Crack Sealing - AC	373.0	Ft	\$1.00	\$373.11
WabashAve	1322	ALLIGATOR CR	Medium	4.8	SqFt	0.03	Patching - AC Deep	18.3	SqFt	\$7.00	\$124.60
WabashAve	1322	L & T CR	Medium	34.0	Ft	0.21	Crack Sealing - AC	34.1	Ft	\$1.00	\$34.03
WabashAve	1323	ALLIGATOR CR	Medium	34.9	SqFt	0.22	Patching - AC Deep	62.4	SqFt	\$7.00	\$438.59
WabashAve	1323	L & T CR	Medium	187.8	Ft	1.19	Crack Sealing - AC	187.7	Ft	\$1.00	\$187.80
WabashAve	1324	L & T CR	Medium	40.9	Ft	0.26	Crack Sealing - AC	41.0	Ft	\$1.00	\$40.95
WoodlaAve	1010	ALLIGATOR CR	Medium	4.0	SqFt	0.01	Patching - AC Deep	16.2	SqFt	\$7.00	\$112.14
WoodlaAve	1010	L & T CR	Medium	155.0	Ft	0.52	Crack Sealing - AC	154.9	Ft	\$1.00	\$154.96
WOODLA AV	1209	L & T CR	Medium	322.5	Ft	2.09	Crack Sealing - AC	322.5	Ft	\$1.00	\$322.48
WOODLA AV	1210	L & T CR	Medium	129.0	Ft	1.45	Crack Sealing - AC	128.9	Ft	\$1.00	\$129.03
WOODLA AV	1211	ALLIGATOR CR	Medium	13.6	SqFt	0.11	Patching - AC Deep	32.3	SqFt	\$7.00	\$226.78
WOODLA AV	1211	L & T CR	Medium	174.2	Ft	1.46	Crack Sealing - AC	174.2	Ft	\$1.00	\$174.15
WOODLA AV	1213	L & T CR	Medium	5.4	Ft	0.12	Crack Sealing - AC	5.3	Ft	\$1.00	\$5.39
WOODLA AV	1214	L & T CR	Medium	52.9	Ft	0.77	Crack Sealing - AC	52.8	Ft	\$1.00	\$52.86
WOODLA AV	1215	L & T CR	Medium	117.1	Ft	5.44	Crack Sealing - AC	117.1	Ft	\$1.00	\$117.06