



Pavement Data Collection and Pavement Management System Implementation for Village of Hazel Crest

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

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FINAL REPORT

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Table of Contents

1. INTRODUCTION	2
1.1 Background	2
1.2 Project Kick-off and Records Review	2
1.3 Network Segmentation	2
1.4 Traffic Data.....	3
2. FIELD DATA COLLECTION AND ASSESSMENT	4
2.1 Digital Survey Vehicle (DSV).....	4
2.2 Pavement Condition Index Procedure	5
2.3 Pavement Network and Current Condition	9
3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION	12
3.1 PAVER™ Pavement Management System Overview	13
3.2 Pavement Performance Model.....	14
3.3 Treatment Matrix.....	15
3.4 Unit Costs	16
4. MAINTENANCE AND REHABILITATION ANALYSIS	17
4.1 Funding Scenario Results	17
4.2 Consequence of Local Distress Maintenance	21
5. SUMMARY AND RECOMMENDATION	22
5.1 Summary	22
5.2 Recommendations	22
5.2.1 Increase funding level	22
5.2.2 Routine update of PAVER™ pavement management system.....	22
5.2.3 Routine pavement condition survey.....	23
6. PAVEMENT PRESERVATION	24
APPENDIX — A	29

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 Hazel Crest.

As part of this project, ARA has evaluated the current condition of the Village of Hazel Crest's pavement network, implemented 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 Hazel Crest 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 6, 2019. The GIS shapefile was provided by CMAP and was used as the base map for the field data collection. Village of Hazel Crest 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. In addition, 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 Hazel Crest)

1.3 Network Segmentation

The Village of Hazel Crest manages approximately 43.3 miles of roadway pavements, consisting primarily of asphalt pavements. The pavement network was divided into 469 sections based on the feedback provided by the Village. Figure 1 shows the network segmentation, which was approved by the Village.

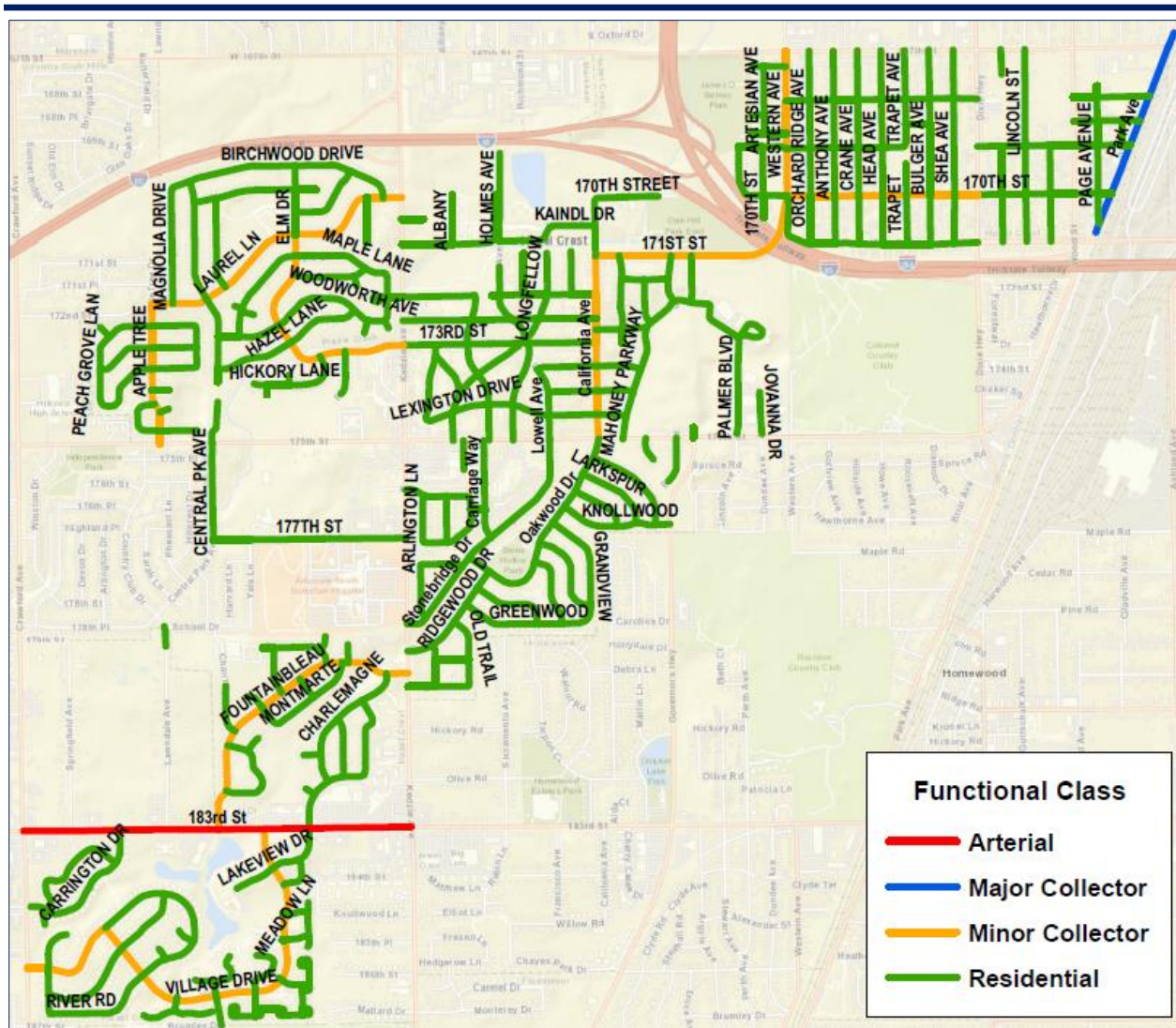


Figure 1. Pavement network segmentation of the Village of Hazel Crest.

1.4 Traffic Data

Average daily traffic (ADT) data for the Village of Hazel Crest 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 Hazel Crest’s traffic data.

Functional Class	Length (mile)	Maximum AADT	Minimum AADT
Arterial	1.0	14,800	14,800
Major Collector	0.6	4,400	4,400
Minor Collector	5.7	2,200	675
Residential	36.0	1,600	N/A

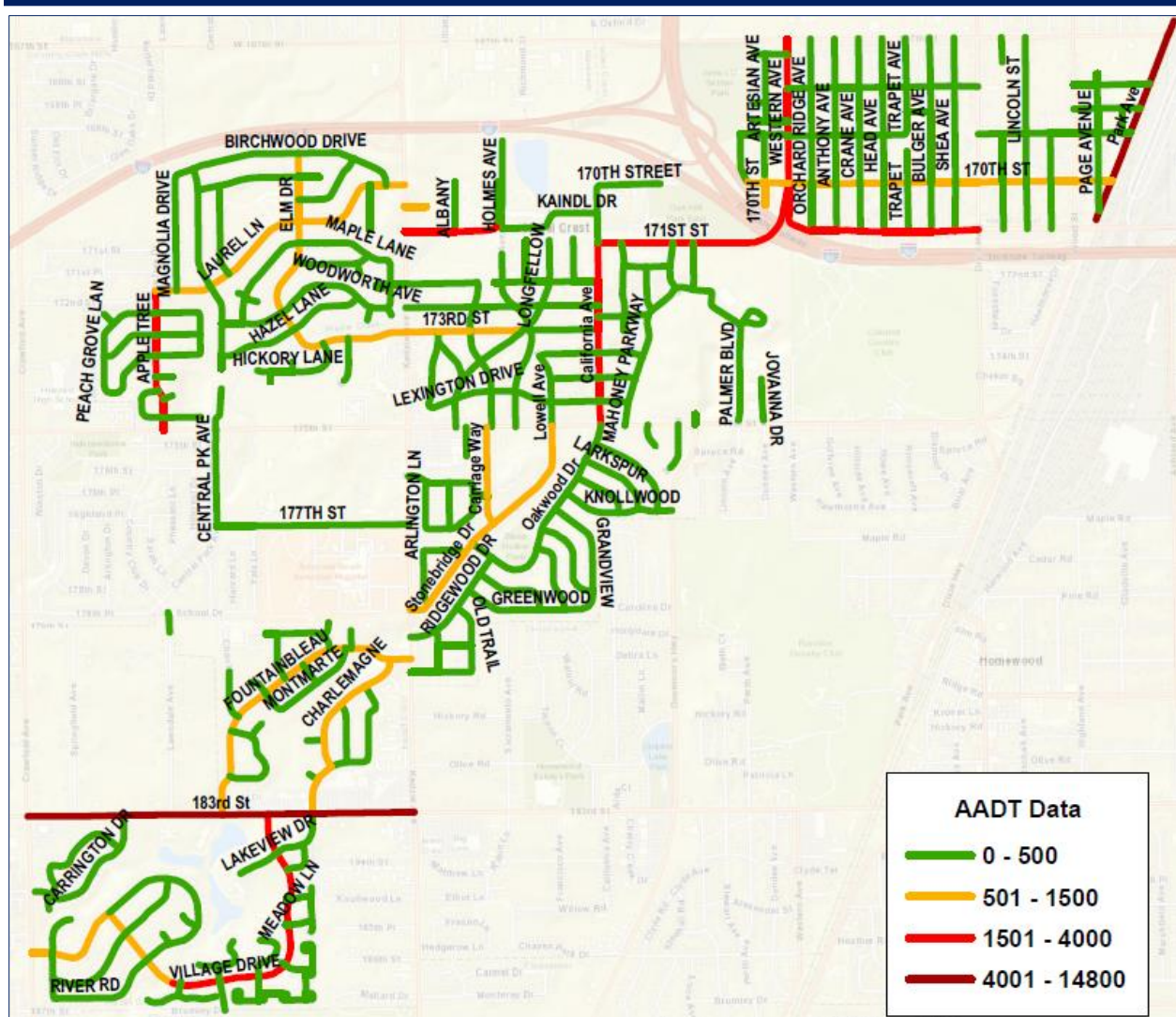


Figure 2. Village of Hazel Crest’s annual average daily traffic (AADT) data.

2. FIELD DATA COLLECTION AND ASSESSMENT

2.1 Digital Survey Vehicle (DSV)

ARA collected geo-referenced images of the entire Village of Hazel Crest 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 288 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 common traffic load related distresses are fatigue cracking, corner break, etc. whereas block cracking, longitudinal and transverse cracking, etc. are climate related distresses.

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

Figure 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.

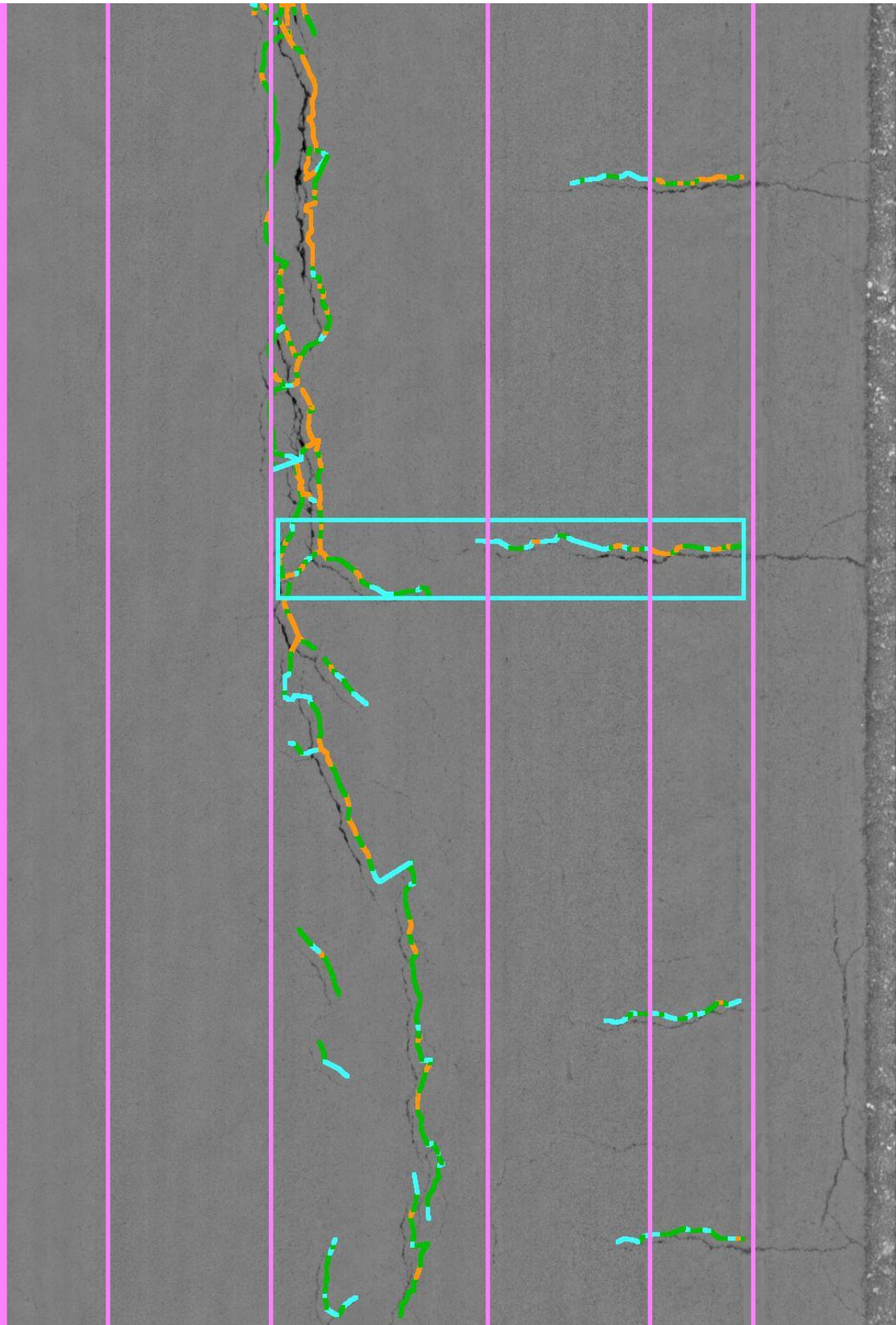


Figure 5. Pavement distress detection using LCMS system.



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. Based on the August 2019 pavement condition survey, the weighted average PCI of the network is 60.6 which represents the pavement network is in fair condition.

Table 2 shows the pavement condition, percent area, number of sections, and 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 96% of the pavement surface of the Village network is built with asphalt concrete (AC). However, there are thirteen 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)	60.8	5,245,134	96	456
Portland Cement Concrete (PCC)	55.8	237,055	4	13

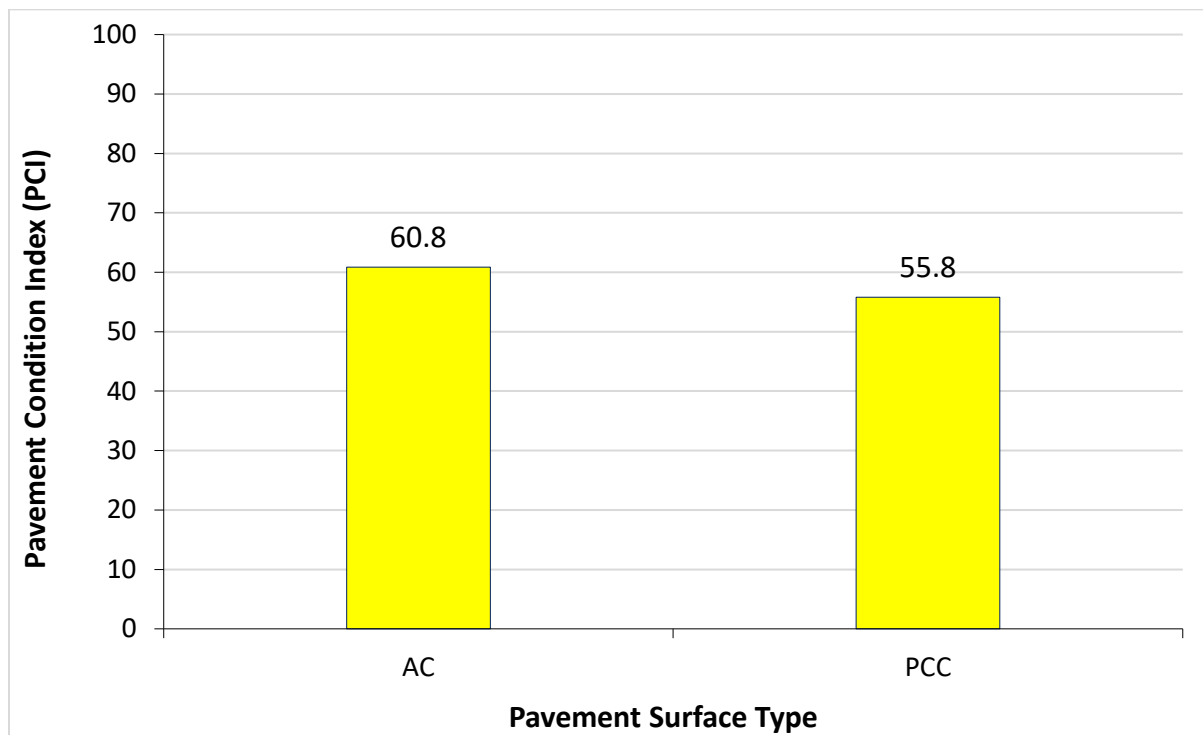


Figure 7. Average pavement condition by pavement surface type.

Figure 8 shows the distribution of network pavement areas based on pavement current conditions. Based on the condition survey, there was no pavement section in ‘failed’ or ‘serious’ condition in August 2019.

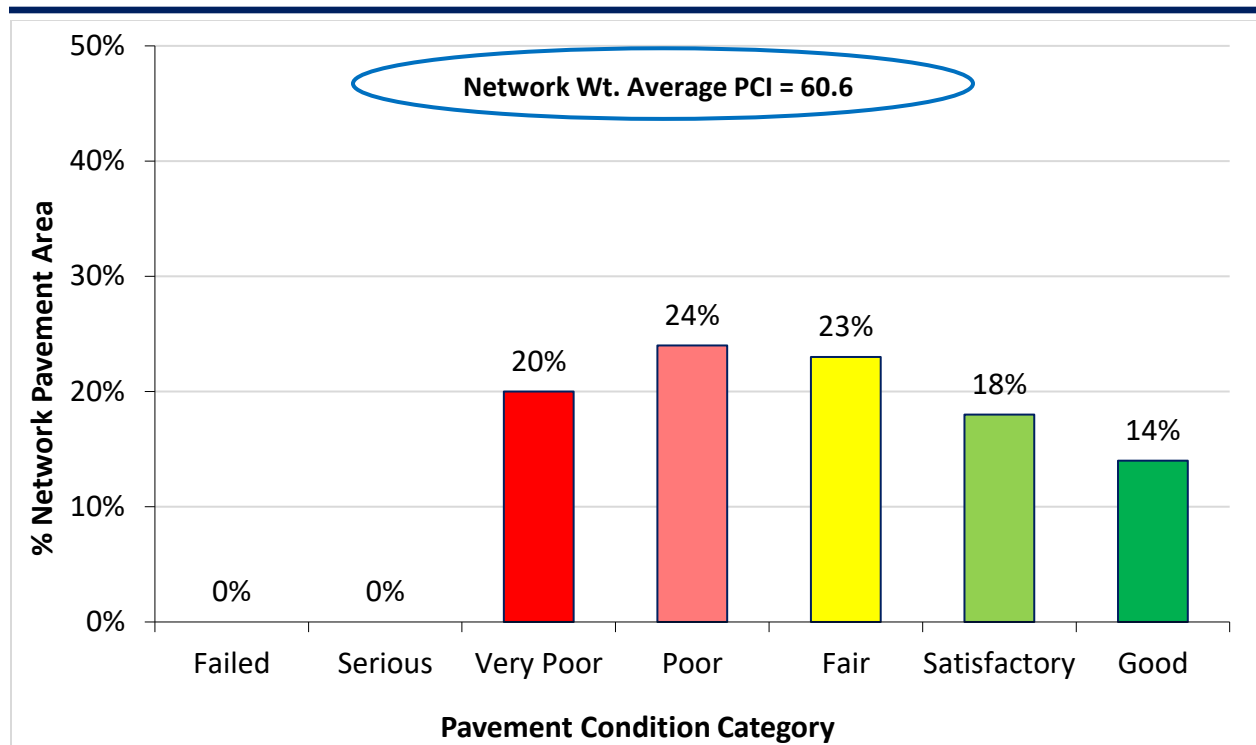


Figure 8. Distribution of network pavement area based on pavement condition.

In Figure 8, it can be observed that about 20% of the network pavement area is in ‘very poor’ condition. About 24% of the pavement area is in ‘poor’ condition. It can also be seen that about 23% of the network is in ‘fair’ condition, whereas about 32% of the network pavement area is in ‘satisfactory’ and ‘good’ condition.

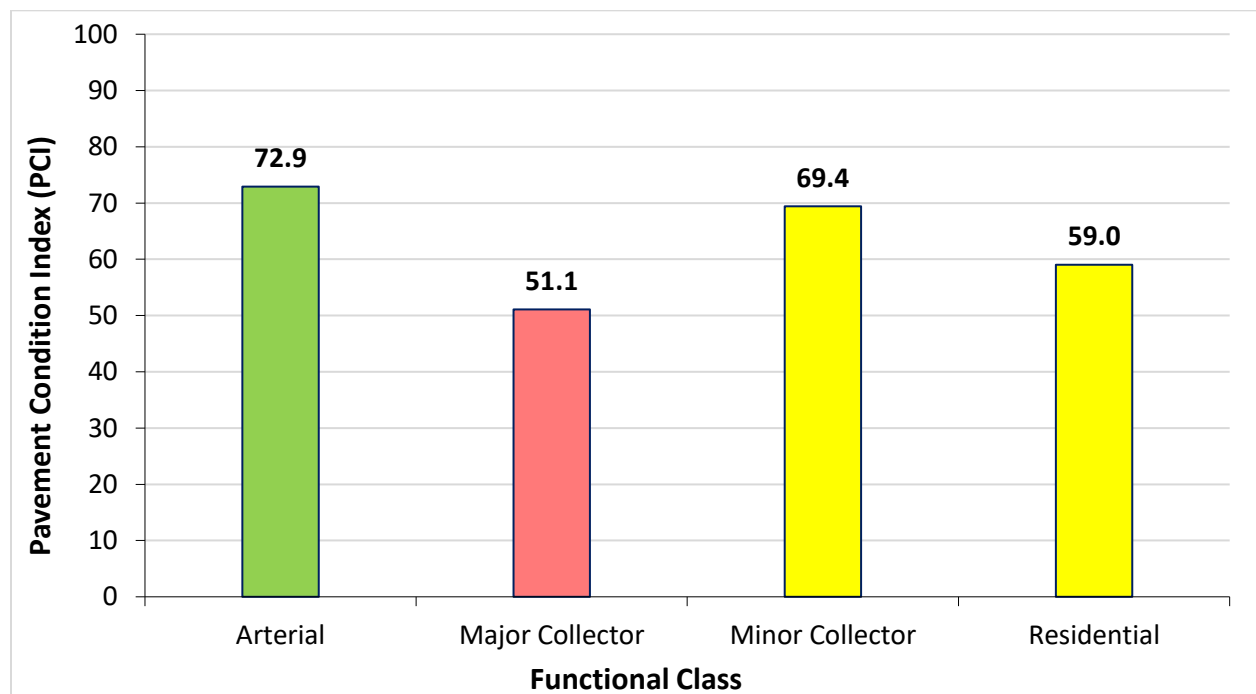


Figure 9. Weighted average pavement condition index (PCI) based on functional class.

Figure 9 displays the current pavement condition distributions based on the functional class. It can be seen that arterial pavements are in satisfactory condition whereas minor collectors transitioning from satisfactory to fair condition.

Figure 10 shows detail distribution of pavement condition based on the functional class. It can be noticed that 48% of residential pavements are in poor and very poor conditions.

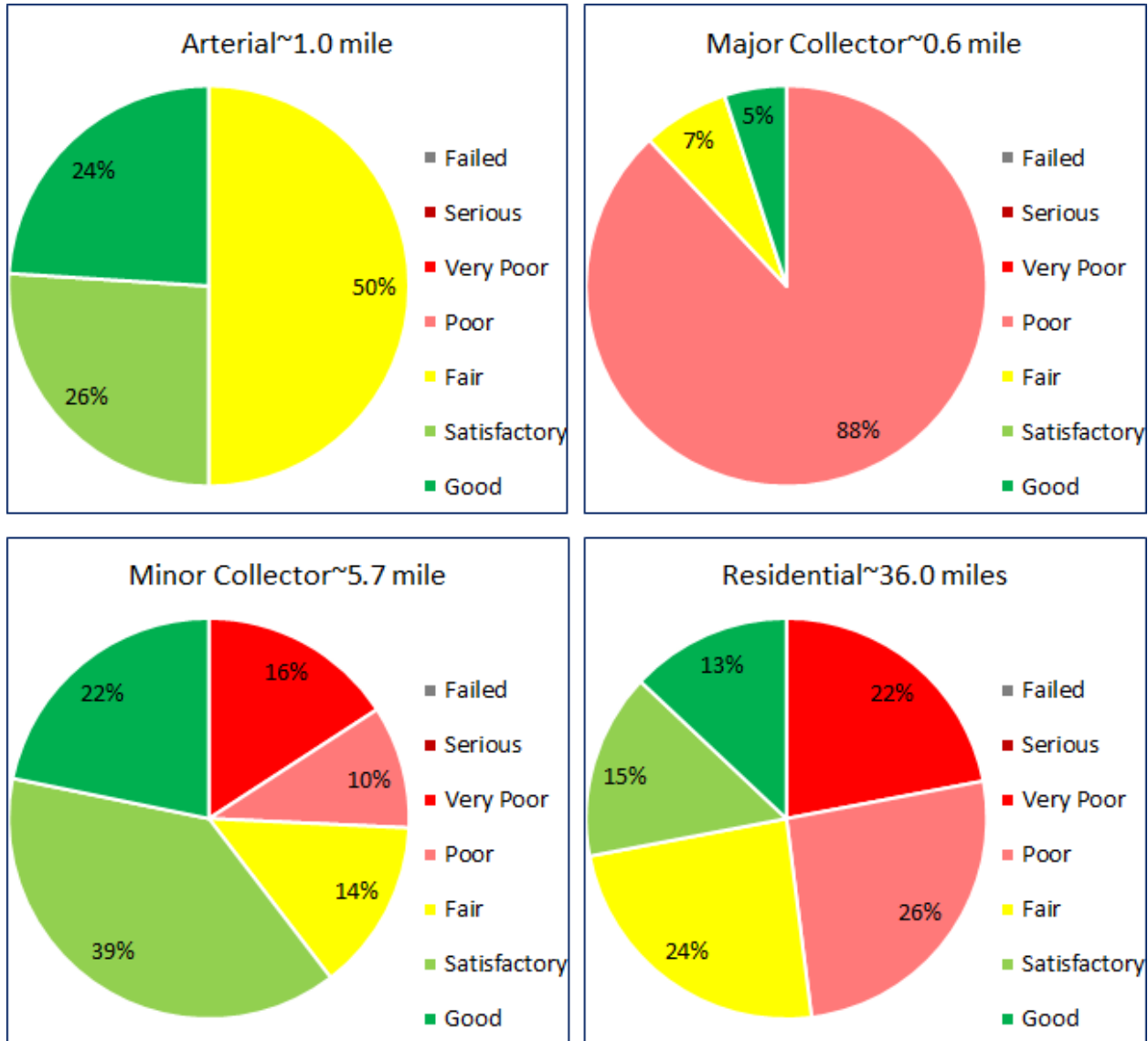


Figure 10. Details of the pavement condition distribution based on the functional class.

Figure 11 shows the pavement condition rating category for the Village of Hazel Crest pavement sections. From Figure 11, it can be seen that major roads with 14,800 AADT such as half of the 183rd Street is in 'fair' condition. Village roads with about 4,400 AADT such as Park Ave is in 'poor' condition. The pavement sections with traffic volume of 2,200 AADT such as Apple Tree Drive is in fair and satisfactory conditions.

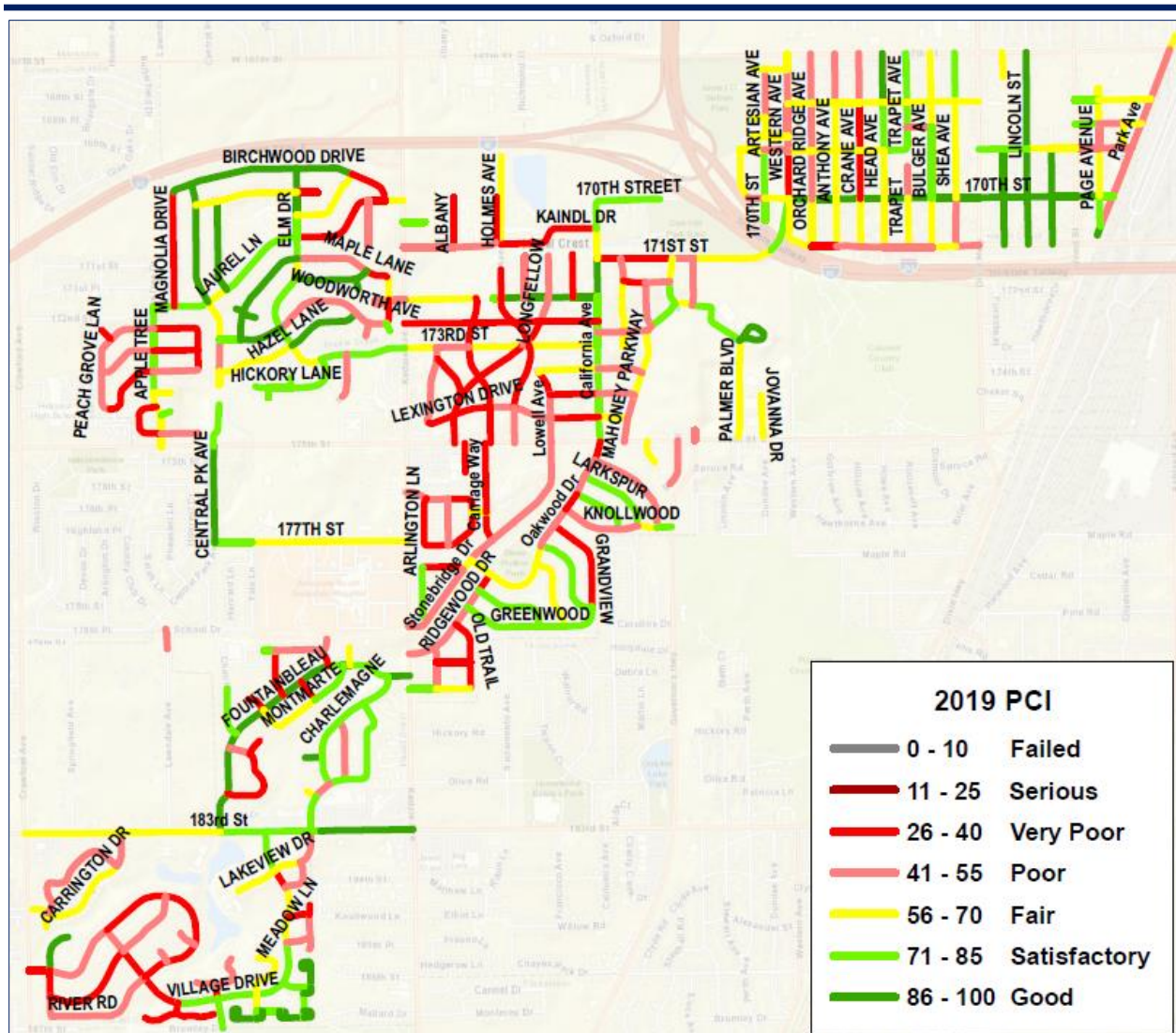


Figure 11. Village of Hazel Crest’s current pavement condition ratings.

3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

While presenting the pavement condition data to the Village of Hazel Crest and CMAP, the ARA team discussed the scope of PMS analysis 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 Village of Hazel Crest. 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 updated a pavement section's attribute or work history, it is required to have the network, branch, and section information.
- Inspection — In the inspection module, pavement can be surveyed manually or the automated survey data can be imported and modified, and finally PCI is being calculated.
- PCI Family Model— The PCI family model module is used to create 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.

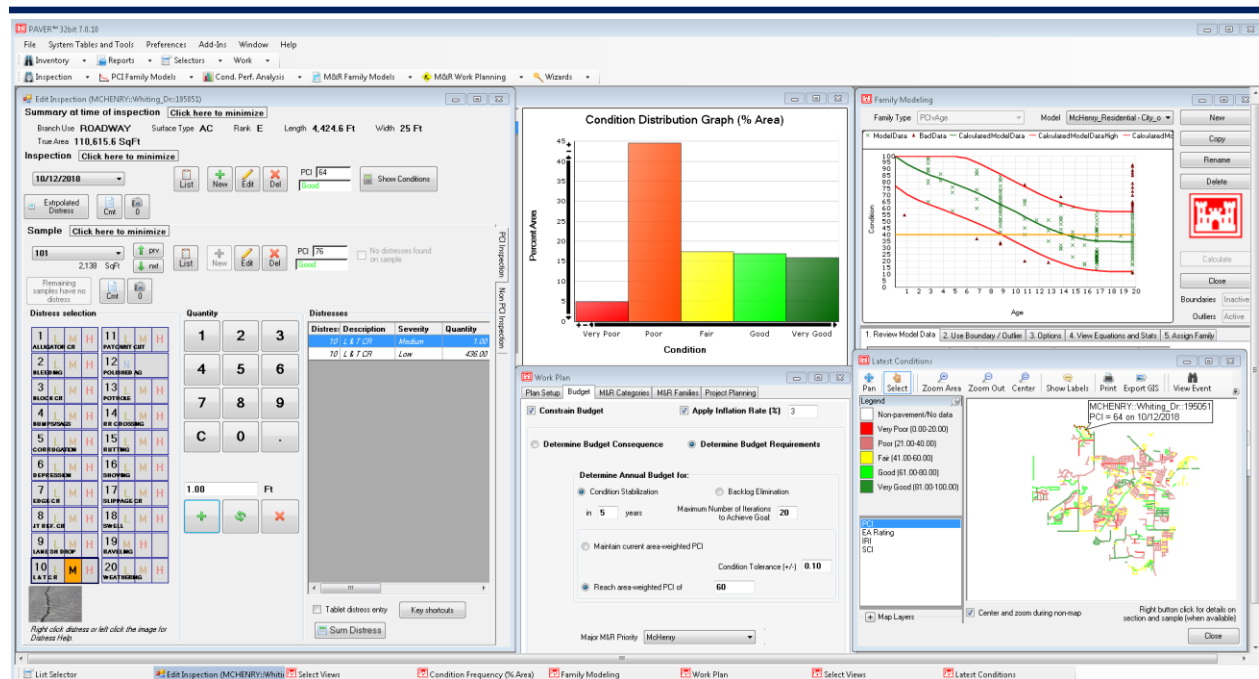


Figure 12. An overview of PAVER™.

3.2 Pavement Performance Model

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

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

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

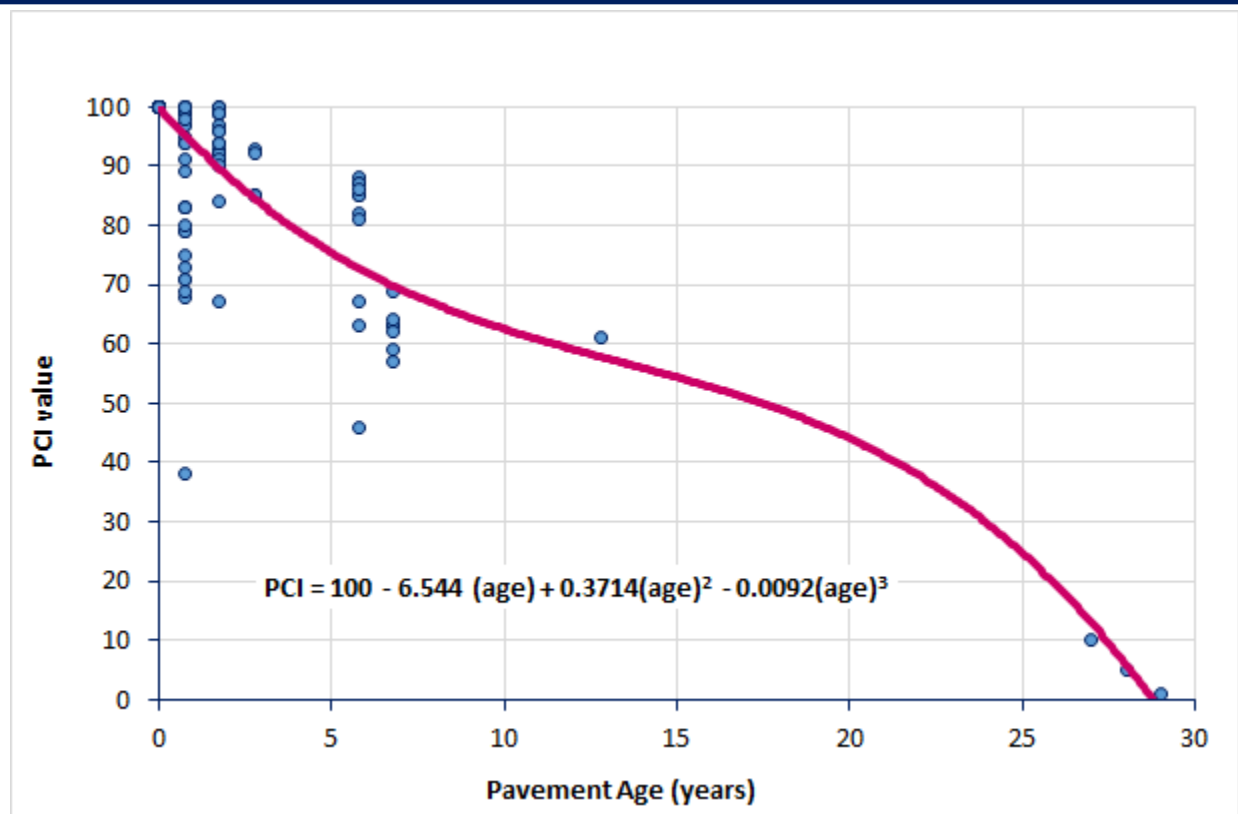


Figure 13. A pavement performance model for the asphalt pavements.

3.3 Treatment Matrix

Based on the pavement preservation and rehabilitation techniques currently used in the Village of Hazel Crest, 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 time and the cost of applying localized preventive maintenance increases significantly. The M&R Family Assignment Tool is used to designate sections to receive specific M&R work, including:

- Localized Stopgap
- Localized 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	Arterials
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	2.5" Mill and Overlay	2.0" Mill and Overlay	
0-10	Failed	2.5" Mill and Overlay	Reconstruction	

As observed from Table 3, 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, 2.0-inch and 2.5-inch mill and overlay are considered for the residential pavements. However, 2-inch mill and overlay and reconstruction options were planned for the arterial and 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 Hazel Crest area.

Table 4. Treatment unit costs for the Village of Hazel Crest.

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-AC	Complete Reconstruction - AC	\$6.50	SqFt
CR-PC	Complete Reconstruction - PCC	\$15.00	SqFt
CM-OL-2.0	2.0 in Cold Mill & Overlay	\$2.31	SqFt
CM-OL-2.5	2.5 in Cold Mill & Overlay	\$2.89	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 Hazel Crest, the M&R funding analyses were based on the roadway inventory approved by the Village, unit costs discussed with the Village and the Village's existing Major M&R policies. An inflation rate of 3% was used for all analyses. PCI family curves were developed based on existing pavement age and collected condition data. The critical PCI value was 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 (no pavement in poor condition)
- Funds to meet potential performance targets (PCI = 65)
- Maintain current condition (PCI = 60.6)
- Increase Funding Level (\$350K/year—\$300K for major M&R, \$50K for maintenance)
- Keep funding level current (\$250K/year—\$200K 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 level (\$250K/year), it was assumed that \$50K/year would be allocated for stopgap and localized distress maintenance, whereas \$200K/year would be spent for major M&R activities. Table 5 and Figure 14

displays the effect of different funding levels on network average PCI values. Table 6 shows the predicted number of mileages can be improved by the funding scenarios.

Table 5. Predicted PCI based on the funding scenarios.

Year	Eliminate Backlogs	Target PCI 65	Maintain Current Condition	Increase Funding	Maintain Current Funding	Do Nothing
2020	64.6	61.2	60.2	59.1	59.0	58.6
2021	67.5	62.0	60.0	56.5	56.1	55.3
2022	71.6	63.4	60.4	54.6	53.6	51.9
2023	76.0	64.7	61.3	53.0	50.7	48.5
2024	80.2	65.1	60.4	50.4	48.0	45.1

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	5.3	2.0	1.3	0.4	0.3	0
2021	5.3	3.0	2.3	0.6	0.5	0
2022	5.9	3.5	2.8	1.2	0.7	0
2023	5.0	3.2	2.9	1.5	0.5	0
2024	4.7	2.3	1.7	0.7	0.5	0

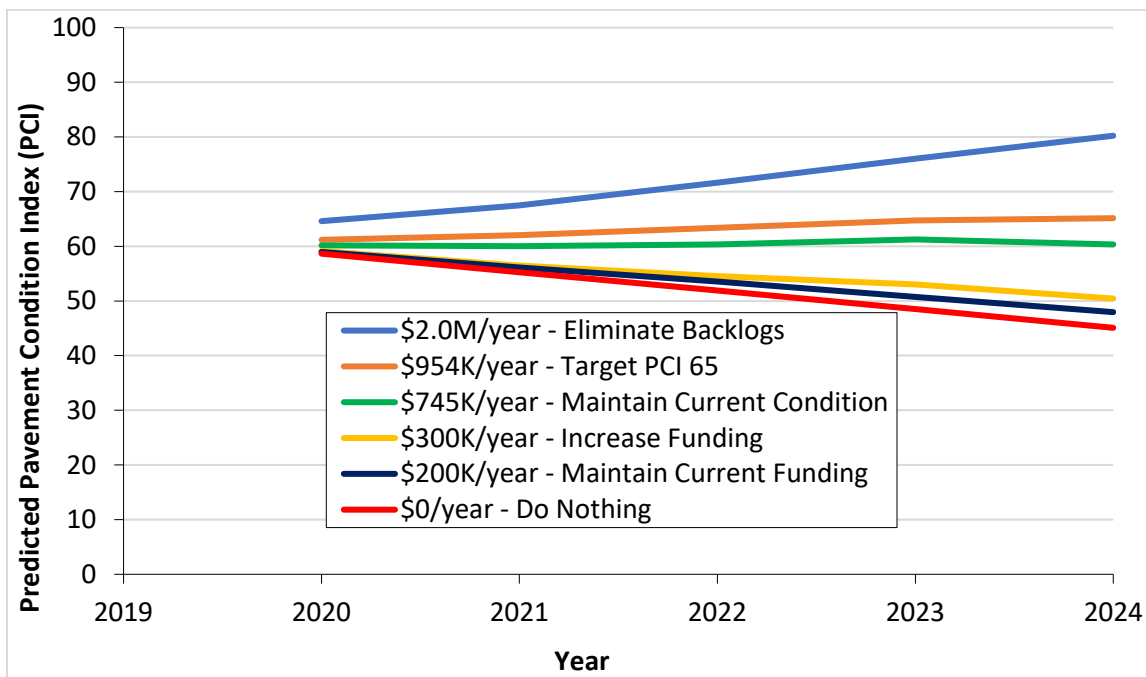


Figure 14. Effect of funding levels on the Village’s pavement condition.

Table 7 and Figure 15 show the amount of funding required based on the target PCI and the various funding scenarios. From Table 7 and Figure 15, it can be seen that the current major M&R funding (\$200K/year) is insufficient to maintain the current condition (\$745K/year) over the next five years. Providing budget to eliminate backlogs results in an average PCI value of 80.2 after five years, while not

spending any funds on the M&R program will deteriorate the network to an average PCI of 45.1 after five years. In an effort to maintain the current condition (PCI=60.6), it is required to invest about \$745K/year over the next five years. In the 'Target PCI 65' plan, the network average PCI increases to 65.1 in 2024 and requires \$954K/year 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	\$2,047,063	\$954,909	\$747,942	\$300,000	\$200,000	0
2021	\$2,047,109	\$956,429	\$747,897	\$300,000	\$200,000	0
2022	\$2,044,660	\$952,384	\$746,866	\$300,000	\$200,000	0
2023	\$2,050,720	\$956,810	\$738,577	\$300,000	\$200,000	0
2024	\$2,000,069	\$953,976	\$746,676	\$300,000	\$200,000	0

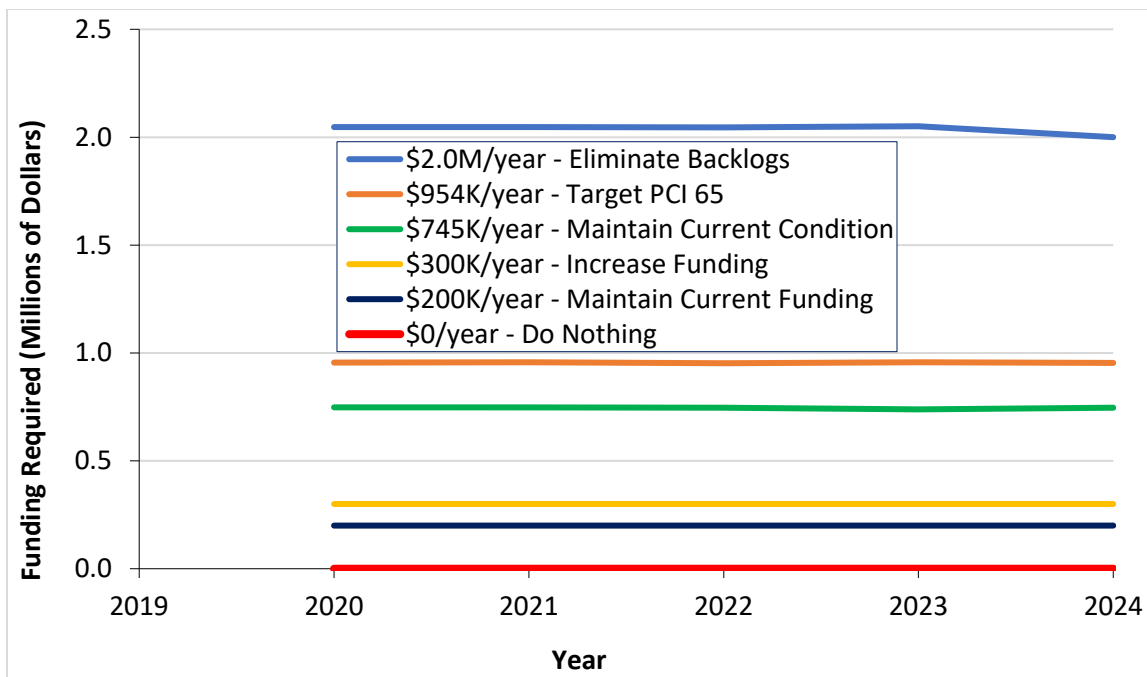


Figure 15. Required funding per year to achieve different condition targets.

Table 8 and Figure 16 show the total unfunded budget per year based on the funding scenarios. It can be seen that it requires about \$5.5M in 2020 to eliminate the backlogs, while doing nothing will generate a backlog of \$8.4M by 2024. Current major M&R funding will generate a backlog of \$7.2M in 2024.

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

Year	Eliminate Backlogs	Target PCI 65	Maintain Current Condition	Increase Funding	Maintain Current Funding	Do Nothing
2020	\$5,452,097	\$3,126,455	\$3,333,422	\$3,781,561	\$3,519,292	\$4,081,364
2021	\$4,204,320	\$3,072,110	\$3,502,691	\$4,427,881	\$4,567,641	\$5,060,503
2022	\$2,995,289	\$3,034,797	\$3,683,814	\$5,108,299	\$5,350,355	\$6,086,092
2023	\$1,373,090	\$2,753,601	\$3,705,946	\$5,621,410	\$6,109,739	\$7,083,721
2024	\$0	\$2,295,519	\$3,550,930	\$6,288,265	\$7,157,274	\$8,417,776

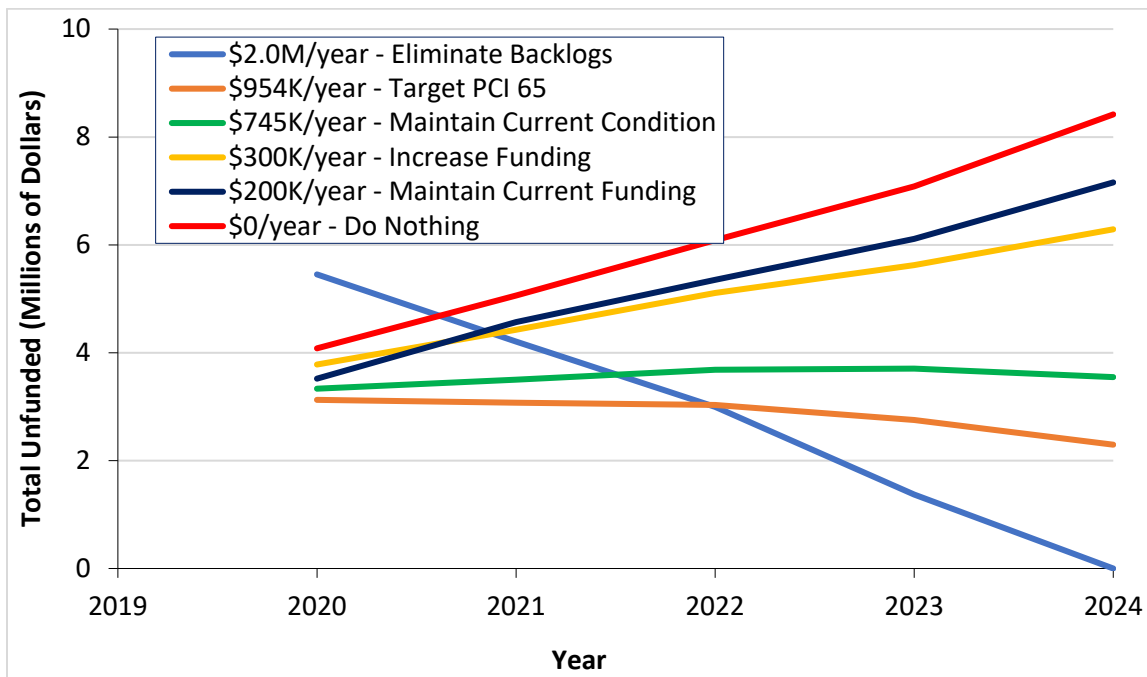


Figure 16. Total unfunded budget per year based on the funding scenarios.

A 5-Year major M&R plan based on the current fund 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 major M&R funding (\$200K/year). Figure 8 shows that currently about 44% of the pavement network is in ‘poor’ and ‘very poor’ condition, and this would keep increasing over the next five years. By 2024, about 52% network would be in ‘failed’, ‘serious’, ‘very poor’ and ‘poor’ condition. Therefore, it is required to increase the M&R fund. However, the average PCI of the network is expected to be 48.0 in 2024 with the current funding level; a decrease of 12.6 PCI points from the 2019 average PCI.

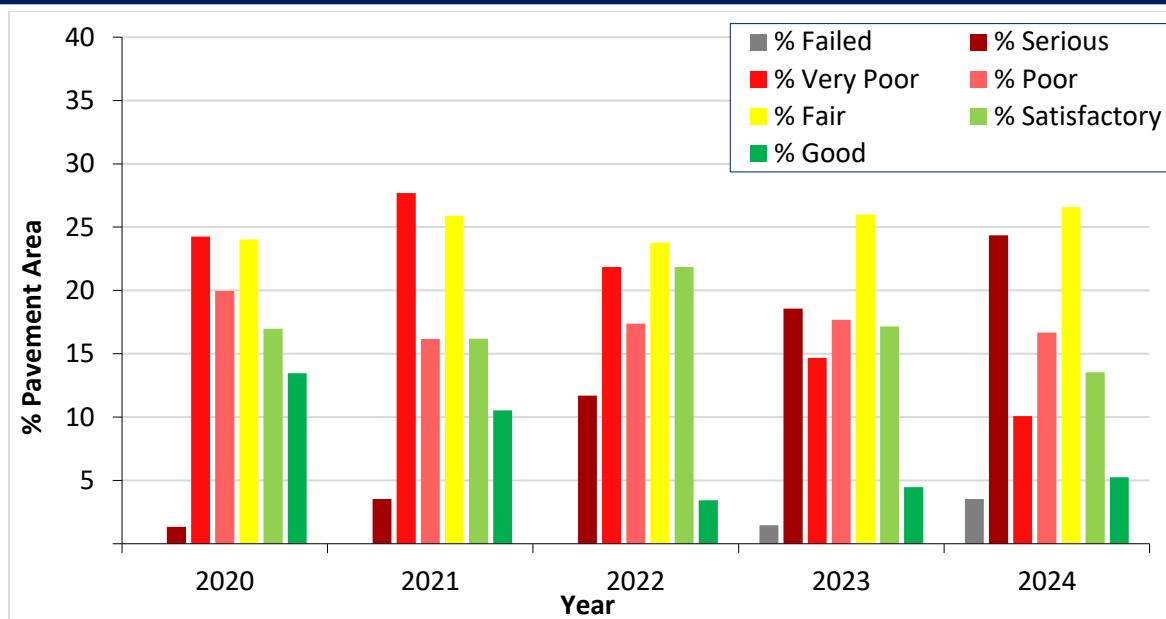


Figure 17. Village’s pavement condition by year with the current major M&R funding (\$200K/Year).

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 255 sections would increase by 4.5 points with an investment of about \$476K in 2020. Put another way, the local M&R plan adds approximately an additional 1.2 years of life (based on the performance models) to about 55% 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	No. of Sections	Policy Cost	Avg of Start PCI	Avg of End PCI
Preventive	255	\$476,330	75.0	79.5

Table 10. Amount of maintenance work required in 2020.

Work Description	Work Quantity	Work Units	Work Cost
Crack Sealing - AC	64,768.68	Ft	\$97,153.81
Patching - AC Deep	3,320.66	SqFt	\$29,885.98
Crack Sealing - PCC	3,563.73	Ft	\$5,345.64
Patching - PCC Partial Depth	22,929.60	SqFt	\$343,944.09
Total Cost			\$343,944.09

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 Hazel Crest, 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 Hazel Crest is about 60.6, which indicates the pavement network is in overall 'fair' 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 (\$200K/year), (c) maintain current condition (PCI =60.6), (d) increase major M&R funding level to \$300K/year, (e) funds to meet potential performance targets (PCI = 70), and (f) eliminate backlogs. It was found that about 56% 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 20% of network area is in 'very poor' or worse condition which will increase to 36% 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 years(s) actual projects.

5.2.3 Routine pavement condition survey

For Village of Hazel Crest, it is an excellent initiative to establish a pavement management system with the cooperation of Chicago Metropolitan Agency for Planning (CMAP). To realize the greatest benefit from this holistic effort, it is recommended that Village of Hazel Crest 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 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 Hazel Crest network at the very early stage of newly constructed pavement or after placing a new surface.
 - Crack Filling/Crack Sealing
 - Sealing/filling cracks in asphalt pavement prevent the intrusion of water into the pavement structure and decrease the deterioration of pavement conditions.
 - Chip Seals
 - Chip seals can be applied on low volume roads across the network.
- Concrete-Surfaced Pavements
 - Joint/Crack Sealing
 - Cracking sealing in concrete pavement prevents the entry of water beneath the concrete slab and helps to prevent pumping.
 - Undersealing
 - Undersealing fills the voids under the concrete slabs, thereby reducing deflections and, consequently, deflection-related distresses such as pumping or faulting
 - Load Transfer Restoration
 - Poor load transfer can lead to pumping, joint faulting, and corner breaks

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

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

Chip seal	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Asphalt (commonly an emulsion) is applied directly to the pavement surface (0.35 to 0.50 gal/yd ²) followed by the application of aggregate chips (15 to 50 lb/yd ²), which are then immediately rolled to imbed chips (50 to 70 percent). Application rates depend upon aggregate gradation and maximum size. The treatment seals the pavement surface and improves friction.	Treatment performs well in all climatic conditions	With proper design and placement, chip seals can perform well on high-volume roads. However, use is primarily limited to lower-speed, lower volume Roads because of the propensity for loose chips to crack windshields.	Functional/Other <ul style="list-style-type: none"> • Longitudinal, transverse and block cracking • Raveling/weathering (loose surface material must be removed) • Friction loss, roughness (L) • Bleeding (L) • Moisture infiltration Structural Adds almost no structural capaVillage. However, effective at sealing fatigue cracks (M) in comparison with other treatments.	<ul style="list-style-type: none"> • Structural failure (extensive fatigue cracking and/or deep rutting) • Thermal cracking (H) • Extensive pavement deterioration, little or no remaining life • Can accelerate the development of stripping in susceptible HMA pavements
Site Restrictions	High-speed, high-volume roadways are often avoided, although a number of approaches are being used to extend the applicability of these treatments			
Construction Considerations	The surface must be clean. Treatment should be placed during warm weather with chip spreader immediately behind asphalt distributor and rollers close behind the spreader. Approximately 2 hours required before roadway may be re-opened to normal speed traffic. Brushing is usually required to remove loose chips.			
Expected Life	4 to 7 years when placed in a preventive maintenance mode.			
Typical Costs	\$0.75 to \$0.90 per yd ² for a single application and \$1.10 to \$1.25 per yd ² for a double application.			
Typical Costs	\$0.90 to \$1.70 per yd ²			

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

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

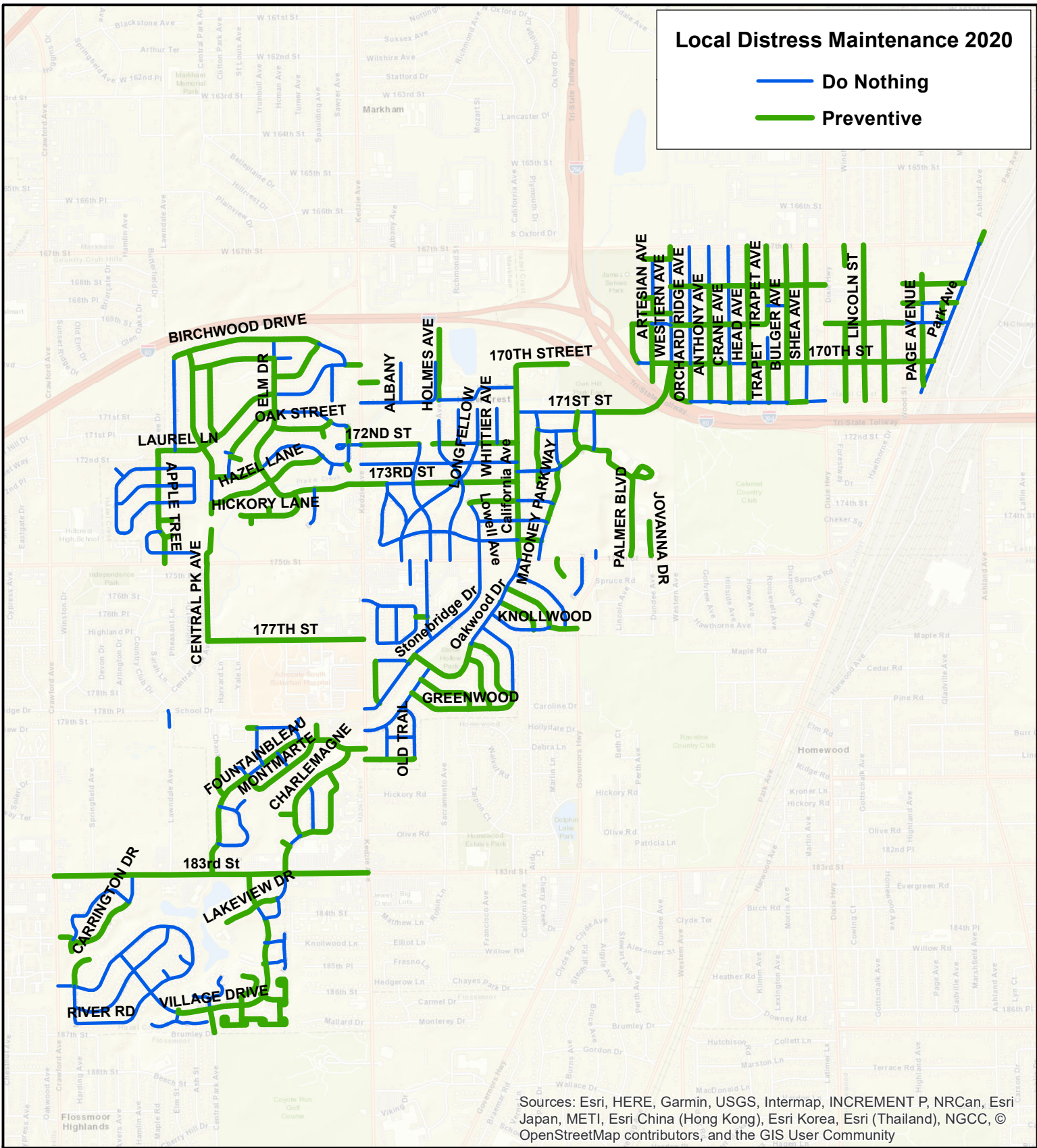
Undersealing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Undersealing is the pressure insertion of a flowable material beneath a PCC slab to fill voids between the slab and base, thereby reducing deflections and, consequently, deflection-related distresses such as pumping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

Appendix — A

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

Local Distress Maintenance 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

0 1,300 2,600 Feet

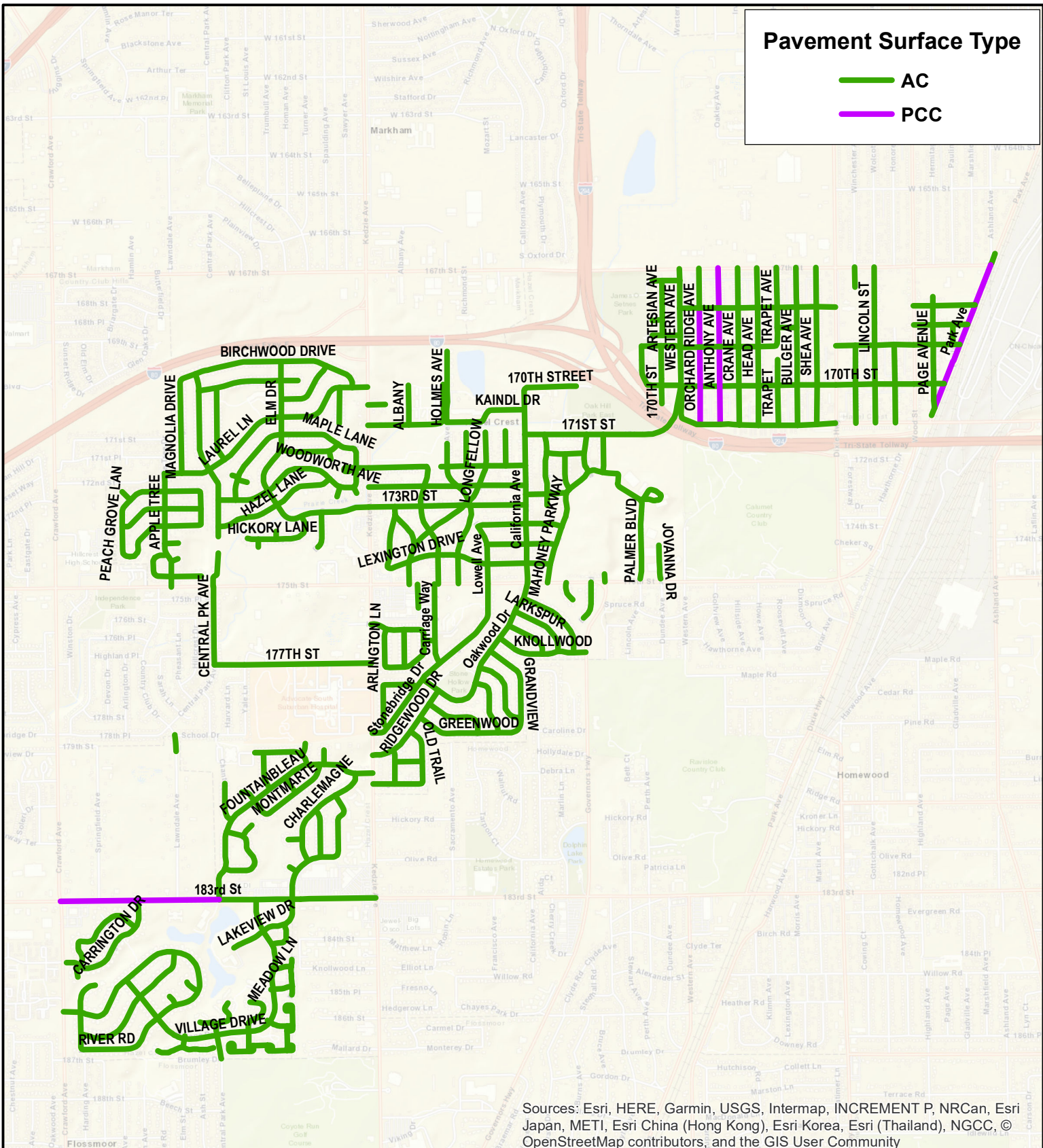
Consequence of Local Distress Maintenance Plan 2020

Village of Hazel Crest, Illinois

Map # 2

Pavement Surface Type

- AC
- PCC



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 0.25 0.5 Miles

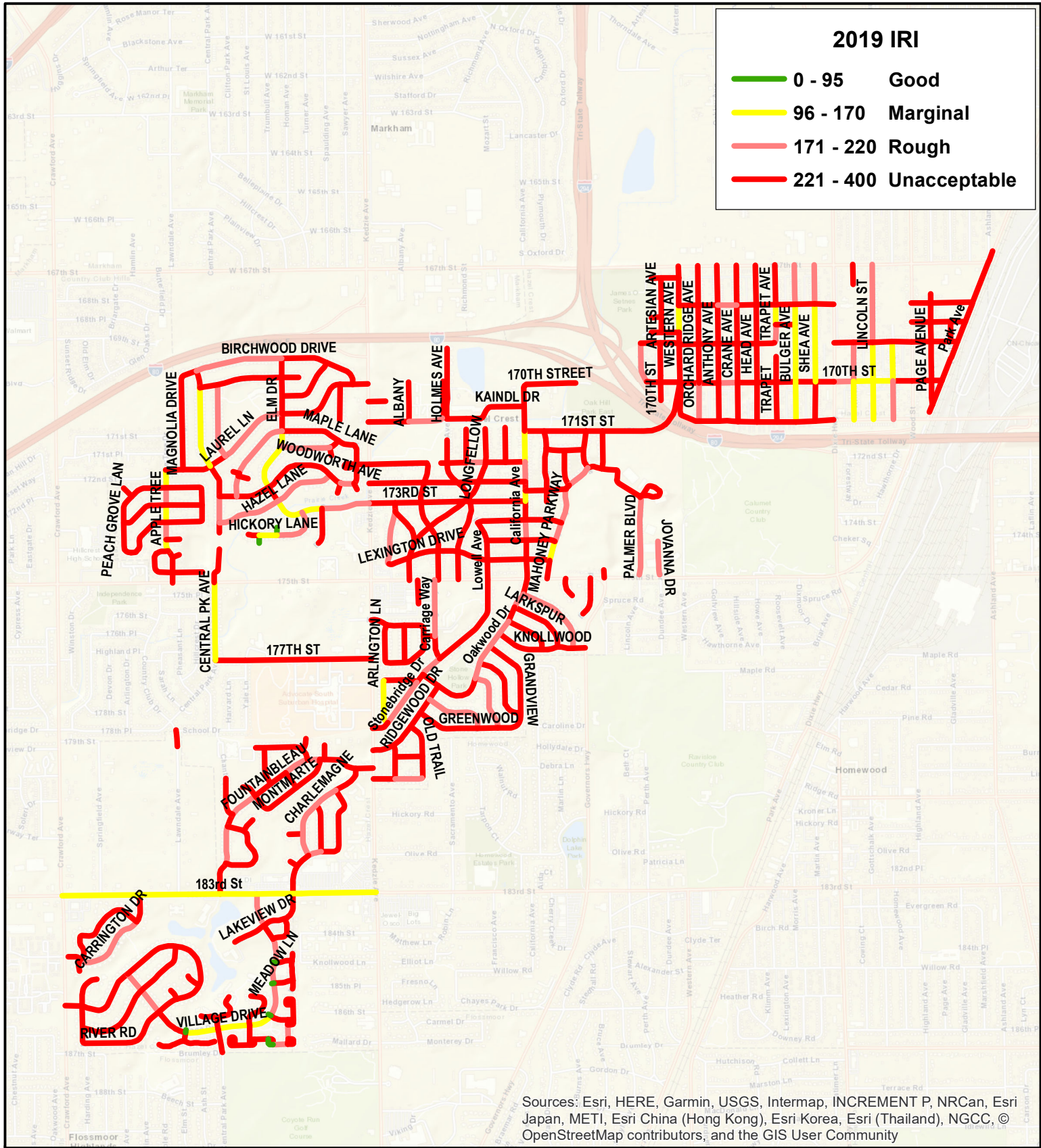


Pavement Surface Type

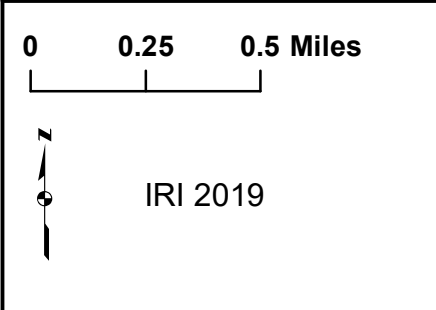
Village of Hazel Crest, Illinois



Map # 3



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



Village of Hazel Crest, Illinois

Map # 4



List of Sections Selected for 2020-2024 Major M&R Plan

Year	Branch ID	Section ID	Surface Type	Functional Class	Length (ft)	Width (ft)	Area (SqFt)	PCI Before	Condition Category	Cost	Work Type
2020	ORCHARAVE	763	PCC	Residential	644	24	15,464	54.33	Poor	\$88,803	Patching & Repair
2020	ORCHARAVE	764	PCC	Residential	663	24	15,904	53.33	Poor	\$94,114	Patching & Repair
2020	WESTERAVE	612	AC	Minor Collector	204	24	4,899	47.76	Poor	\$11,314	2 in. Mill & Overlay
2021	ANTHONAVE	769	PCC	Residential	657	24	15,773	53.43	Poor	\$95,853	Patching & Repair
2021	APPLE REE	596	AC	Minor Collector	255	24	6,121	53.66	Poor	\$14,561	2 in. Mill & Overlay
2021	EDGEWA DR	580	AC	Minor Collector	364	24	8,728	49.12	Poor	\$20,763	2 in. Mill & Overlay
2021	Park AAve	541	PCC	Major Collector	725	24	17,392	46.41	Poor	\$41,374	Patching & Repair
2021	WESTERAVE	611	AC	Minor Collector	470	24	11,281	49.12	Poor	\$26,835	2 in. Mill & Overlay
2022	169TH EET	913	AC	Residential	330	24	7,914	39.43	Very Poor	\$11,053	2 in. Mill & Overlay
2022	183rd St	1003	PCC	Arterial	2,680	24	64,309	53.54	Poor	\$157,572	Patching & Repair
2022	CRANE AVE	770	AC	Residential	673	24	16,154	39.43	Very Poor	\$22,561	2 in. Mill & Overlay
2022	INDIE CT	659	AC	Residential	178	24	4,271	39.43	Very Poor	\$5,965	2 in. Mill & Overlay
2023	172ND ST	624	AC	Residential	213	24	5,101	39.10	Very Poor	\$11,585	2 in. Mill & Overlay
2023	ANTHONAVE	767	PCC	Residential	647	24	15,518	54.65	Poor	\$96,424	Patching & Repair
2023	GovernHwy	1009	AC	Residential	128	24	3,066	39.10	Very Poor	\$6,964	2 in. Mill & Overlay
2023	LAUREL LN	617	AC	Minor Collector	303	24	7,264	54.45	Poor	\$10,083	2 in. Mill & Overlay
2023	Park AAve	540	AC	Major Collector	210	24	5,035	53.57	Poor	\$12,707	2 in. Mill & Overlay
2023	Stoneb Dr	1000	AC	Residential	292	24	7,018	39.10	Very Poor	\$15,940	2 in. Mill & Overlay
2023	VILLAGIVE	586	AC	Minor Collector	409	24	9,809	53.57	Poor	\$24,756	2 in. Mill & Overlay
2023	WOODWO PL	866	AC	Residential	361	24	8,658	39.10	Very Poor	\$19,666	2 in. Mill & Overlay
2024	ANTHONAVE	768	PCC	Residential	665	24	15,953	53.75	Poor	\$104,928	Patching & Repair
2024	ELM DR DR	573	AC	Minor Collector	527	24	12,641	54.59	Poor	\$13,472	2 in. Mill & Overlay
2024	ORCHARAVE	762	AC	Residential	669	24	16,064	39.29	Very Poor	\$29,648	2 in. Mill & Overlay
2024	TAMARIINO	851	AC	Residential	834	24	20,004	39.29	Very Poor	\$36,920	2 in. Mill & Overlay
2024	WESTERAVE	608	AC	Minor Collector	204	24	4,897	53.80	Poor	\$12,731	2 in. Mill & Overlay

List of Pavement Sections with PCI and IRI Values

BranchID	SectionID	Length (ft)	Width (ft)	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
168TH EET	928	330	24	Residential	7,916	AC	202	63	Fair
168TH EET	935	716	24	Residential	17,195	AC	367	65	Fair
168TH EET	925	330	24	Residential	7,917	AC	380	59	Fair
168TH EET	924	333	24	Residential	7,983	AC	299	60	Fair
168TH EET	927	325	24	Residential	7,801	AC	250	70	Fair
168TH EET	923	322	24	Residential	7,717	AC	251	56	Fair
168TH EET	934	327	24	Residential	7,843	AC	265	85	Satisfactory
168TH EET	926	329	24	Residential	7,902	AC	400	69	Fair
168TH EET	921	328	24	Residential	7,866	AC	400	61	Fair
168TH EET	922	331	24	Residential	7,940	AC	287	67	Fair
169TH EET	915	113	24	Residential	2,710	AC	400	47	Poor
169TH EET	907	331	24	Residential	7,936	AC	400	66	Fair
169TH EET	917	329	24	Residential	7,903	AC	400	58	Fair
169TH EET	904	331	24	Residential	7,950	AC	400	57	Fair
169TH EET	905	299	24	Residential	7,188	AC	400	76	Satisfactory
169TH EET	910	329	24	Residential	7,908	AC	400	42	Poor
169TH EET	909	329	24	Residential	7,888	AC	368	58	Fair
169TH EET	914	334	24	Residential	8,025	AC	352	41	Poor
169TH EET	906	330	24	Residential	7,925	AC	399	63	Fair
169TH EET	916	322	24	Residential	7,730	AC	312	73	Satisfactory
169TH EET	911	336	24	Residential	8,057	AC	346	71	Satisfactory
169TH EET	908	327	24	Residential	7,848	AC	400	67	Fair
169TH EET	913	330	24	Residential	7,914	AC	400	47	Poor
169TH EET	912	332	24	Residential	7,964	AC	342	62	Fair
170TH ST	899	294	24	Residential	7,049	AC	356	74	Satisfactory
170TH ST	970	328	24	Residential	7,875	AC	351	95	Good
170TH ST	758	308	24	Residential	7,399	AC	400	77	Satisfactory
170TH ST	968	328	24	Residential	7,866	AC	131	94	Good
170TH ST	969	327	24	Residential	7,854	AC	400	98	Good
170TH ST	563	331	24	Minor Collector	7,934	AC	226	99	Good
170TH ST	971	179	24	Residential	4,294	AC	261	78	Satisfactory
170TH ST	561	334	24	Minor Collector	8,023	AC	293	97	Good
170TH ST	557	324	24	Minor Collector	7,787	AC	282	86	Good
170TH ST	562	331	24	Minor Collector	7,948	AC	228	96	Good
170TH ST	757	111	24	Residential	2,671	AC	400	80	Satisfactory
170TH ST	966	333	24	Residential	8,001	AC	175	87	Good
170TH ST	559	328	24	Minor Collector	7,877	AC	273	97	Good
170TH ST	564	327	24	Minor Collector	7,859	AC	205	97	Good
170TH ST	558	325	24	Minor Collector	7,790	AC	221	100	Good
170TH ST	967	338	24	Residential	8,105	AC	169	95	Good
170TH ST	560	319	24	Minor Collector	7,645	AC	300	92	Good
170TH EET	903	326	24	Residential	7,835	AC	377	62	Fair

BranchID	SectionID	Length (ft)	Width (ft)	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
170TH EET	900	417	24	Residential	10,011	AC	349	63	Fair
170TH EET	901	1231	24	Residential	29,544	AC	306	73	Satisfactory
170TH EET	902	236	24	Residential	5,672	AC	313	53	Poor
171ST ST	885	325	24	Residential	7,810	AC	348	57	Fair
171ST ST	889	321	24	Residential	7,704	AC	400	43	Poor
171ST ST	881	689	24	Residential	16,544	AC	337	50	Poor
171ST ST	565	328	24	Minor Collector	7,878	AC	354	36	Very Poor
171ST ST	567	1088	24	Minor Collector	26,122	AC	247	68	Fair
171ST ST	888	336	24	Residential	8,068	AC	366	40	Very Poor
171ST ST	566	714	24	Minor Collector	17,143	AC	302	27	Very Poor
171ST ST	886	338	24	Residential	8,112	AC	400	41	Poor
171ST ST	882	579	24	Residential	13,902	AC	206	50	Poor
171ST ST	607	776	24	Minor Collector	18,616	AC	340	83	Satisfactory
171ST ST	568	279	24	Minor Collector	6,698	AC	239	42	Poor
171ST ST	884	321	24	Residential	7,693	AC	239	53	Poor
171ST ST	887	320	24	Residential	7,684	AC	358	44	Poor
171ST ST	890	329	24	Residential	7,895	AC	400	48	Poor
171ST ST	883	883	24	Residential	21,183	AC	292	68	Fair
172ND ST	975	323	24	Residential	7,754	AC	400	98	Good
172ND ST	623	390	24	Residential	9,354	AC	397	52	Poor
172ND ST	976	327	24	Residential	7,858	AC	210	100	Good
172ND ST	624	213	24	Residential	5,101	AC	400	49	Poor
172ND ST	974	336	24	Residential	8,063	AC	273	99	Good
172ND ST	977	336	24	Residential	8,066	AC	231	93	Good
172ND ST	973	107	24	Residential	2,567	AC	400	85	Satisfactory
172ND ST	972	981	24	Residential	23,543	AC	329	58	Fair
173RD ST	980	939	24	Residential	22,526	AC	263	57	Fair
173RD ST	978	438	24	Residential	10,507	AC	284	56	Fair
173RD ST	982	440	24	Residential	10,571	AC	238	44	Poor
173RD ST	979	94	24	Residential	2,252	AC	400	51	Poor
173RD ST	981	739	24	Residential	17,743	AC	263	57	Fair
173RD ST	569	813	24	Minor Collector	19,513	AC	181	78	Satisfactory
174TH EET	841	671	24	Residential	16,104	AC	304	37	Very Poor
174TH EET	842	496	24	Residential	11,895	AC	400	44	Poor
177TH ST	1005	504	24	Residential	12,096	AC	381	71	Satisfactory
177TH ST	944	2144	24	Residential	51,452	AC	333	59	Fair
183rd St	1003	2680	24	Arterial	64,309	PCC	156	61	Fair
183rd St	1004	1269	24	Arterial	30,447	AC	131	86	Good
183rd St	1002	1381	24	Arterial	33,140	AC	125	84	Satisfactory
ALBANYANY	724	671	24	Residential	16,106	AC	400	38	Very Poor
ALEXIS CT	658	247	24	Residential	5,938	AC	363	46	Poor
ANNETTAVE	759	556	24	Residential	13,353	AC	297	73	Satisfactory
ANTHONAVE	768	665	24	Residential	15,953	PCC	327	67	Fair
ANTHONAVE	766	671	24	Residential	16,111	PCC	263	47	Poor

BranchID	SectionID	Length (ft)	Width (ft)	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
ANTHONAVE	767	647	24	Residential	15,518	PCC	235	65	Fair
ANTHONAVE	769	657	24	Residential	15,773	PCC	295	58	Fair
APPLE REE	596	255	24	Minor Collector	6,121	AC	259	56	Fair
APPLE REE	594	288	24	Minor Collector	6,907	AC	152	80	Satisfactory
APPLE REE	592	295	24	Minor Collector	7,086	AC	186	73	Satisfactory
APPLE REE	597	195	24	Minor Collector	4,685	AC	168	67	Fair
APPLE REE	590	305	24	Minor Collector	7,328	AC	154	77	Satisfactory
APPLE REE	595	132	24	Minor Collector	3,158	AC	242	64	Fair
APPLE REE	593	179	24	Minor Collector	4,286	AC	400	65	Fair
APPLE REE	591	299	24	Minor Collector	7,173	AC	174	72	Satisfactory
ARLING LN	631	310	24	Residential	7,437	AC	385	37	Very Poor
ARLING LN	635	653	24	Residential	15,674	AC	374	40	Very Poor
ARTESIAVE	760	662	24	Residential	15,897	AC	313	44	Poor
ARTESIAVE	761	262	24	Residential	6,286	AC	244	57	Fair
AUGUST LN	688	806	24	Residential	19,341	AC	398	65	Fair
BALMOR LN	634	628	24	Residential	15,079	AC	255	41	Poor
BARON DR	783	329	24	Residential	7,904	AC	400	50	Poor
BIRCHWIVE	895	266	24	Residential	6,391	AC	244	91	Good
BIRCHWIVE	897	1471	24	Residential	35,293	AC	212	100	Good
BIRCHWIVE	898	627	24	Residential	15,052	AC	249	39	Very Poor
BIRCHWIVE	896	779	24	Residential	18,706	AC	231	96	Good
BORDEAURT	958	241	24	Residential	5,795	AC	331	35	Very Poor
BRIAR LN	665	529	24	Residential	12,684	AC	397	39	Very Poor
BRIAR LN	664	444	24	Residential	10,664	AC	380	36	Very Poor
BRYANTANE	715	651	24	Residential	15,622	AC	400	33	Very Poor
BULGERAVE	785	677	24	Residential	16,258	AC	142	65	Fair
BULGERAVE	787	972	24	Residential	23,316	AC	164	80	Satisfactory
BULGERAVE	786	346	24	Residential	8,297	AC	161	67	Fair
BULGERAVE	784	669	24	Residential	16,050	AC	189	65	Fair
BURGUN LN	819	312	24	Residential	7,497	AC	400	39	Very Poor
BURR OAK	812	605	24	Residential	14,531	AC	327	46	Poor
BUTTER RD	754	645	24	Residential	15,475	AC	400	44	Poor
BUTTONALK	947	1092	24	Residential	26,202	AC	202	72	Satisfactory
CalifoAve	605	333	24	Minor Collector	7,987	AC	197	82	Satisfactory
CalifoAve	603	321	24	Minor Collector	7,698	AC	238	82	Satisfactory
CalifoAve	601	336	24	Minor Collector	8,055	AC	400	76	Satisfactory
CalifoAve	604	157	24	Minor Collector	3,759	AC	246	79	Satisfactory
CalifoAve	600	328	24	Minor Collector	7,872	AC	319	82	Satisfactory
CalifoAve	599	524	24	Minor Collector	12,567	AC	154	87	Good
CalifoAve	606	175	24	Minor Collector	4,198	AC	131	79	Satisfactory
CalifoAve	602	339	24	Minor Collector	8,134	AC	213	84	Satisfactory
CANNESURT	962	139	24	Residential	3,343	AC	400	59	Fair
CarriaWay	964	401	24	Residential	9,613	AC	301	38	Very Poor
CarriaWay	963	953	24	Residential	22,869	AC	200	33	Very Poor

BranchID	SectionID	Length (ft)	Width (ft)	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
CARRIN CT	649	1647	24	Residential	39,530	AC	234	53	Poor
CARRIN CT	648	208	24	Residential	5,001	AC	400	58	Fair
CARRIN DR	646	1273	24	Residential	30,558	AC	187	57	Fair
CARRIN DR	645	229	24	Residential	5,495	AC	368	61	Fair
CARRIN DR	647	469	24	Residential	11,267	AC	335	42	Poor
CENTRAARK	828	449	24	Residential	10,766	AC	217	42	Poor
CENTRAARK	829	169	24	Residential	4,065	AC	400	59	Fair
CENTRAARK	827	558	24	Residential	13,402	AC	259	62	Fair
CENTRAARK	830	1372	24	Residential	32,920	AC	157	95	Good
CENTRAARK	826	294	24	Residential	7,065	AC	259	98	Good
CENTRAAVE	1006	1328	24	Residential	31,873	AC	147	98	Good
CENTRAAVE	1007	595	24	Residential	14,274	AC	400	75	Satisfactory
CENTRAAVE	669	409	24	Residential	9,822	AC	394	82	Satisfactory
CHAMBOORD	954	151	24	Residential	3,613	AC	400	77	Satisfactory
CHAMBOORD	953	198	24	Residential	4,763	AC	400	38	Very Poor
CHAMBOORD	955	650	24	Residential	15,612	AC	359	48	Poor
CHANTILLY	824	662	24	Residential	15,886	AC	234	84	Satisfactory
CHARLEGNE	985	562	24	Residential	13,491	AC	187	85	Satisfactory
CHARLEGNE	986	432	24	Residential	10,359	AC	180	79	Satisfactory
CHARLEGNE	983	538	24	Residential	12,906	AC	223	79	Satisfactory
CHARLEGNE	984	384	24	Residential	9,218	AC	200	83	Satisfactory
CHARLETON	933	247	24	Residential	5,937	AC	400	66	Fair
CHARLETON	931	325	24	Residential	7,812	AC	358	73	Satisfactory
CHARLETON	932	338	24	Residential	8,116	AC	330	46	Poor
CHARTEURT	809	243	24	Residential	5,836	AC	400	63	Fair
CHERRYOOD	938	794	24	Residential	19,053	AC	279	75	Satisfactory
CHESTNAVE	893	284	24	Residential	6,804	AC	400	35	Very Poor
CHESTNAVE	894	1107	24	Residential	26,573	AC	386	57	Fair
CHESTNAVE	892	300	24	Residential	7,201	AC	400	57	Fair
CIRCLEIVE	920	169	24	Residential	4,053	AC	400	57	Fair
COACH LN	637	192	24	Residential	4,601	AC	400	59	Fair
CONCORNUE	871	326	24	Residential	7,823	AC	400	41	Poor
CONCORNUE	870	315	24	Residential	7,553	AC	400	40	Very Poor
COTTON CT	855	196	24	Residential	4,702	AC	400	32	Very Poor
COVENTURT	840	122	24	Residential	2,916	AC	400	79	Satisfactory
CRANE AVE	772	666	24	Residential	15,994	AC	400	38	Very Poor
CRANE AVE	773	654	24	Residential	15,688	AC	307	40	Very Poor
CRANE AVE	771	660	24	Residential	15,835	AC	356	63	Fair
CRANE AVE	770	673	24	Residential	16,154	AC	326	47	Poor
CRESCEAVE	930	301	24	Residential	7,222	AC	400	58	Fair
CRESCEAVE	929	157	24	Residential	3,773	AC	332	67	Fair
Daniel Ct	1008	330	24	Residential	7,927	AC	400	68	Fair
DOGWOOOD	945	1270	24	Residential	30,478	AC	295	81	Satisfactory
EDGEWA DR	657	980	24	Residential	23,512	AC	295	36	Very Poor

BranchID	SectionID	Length (ft)	Width (ft)	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
EDGEWA DR	580	364	24	Minor Collector	8,728	AC	193	52	Poor
EDGEWA DR	577	1115	24	Minor Collector	26,761	AC	226	44	Poor
EDGEWA DR	576	285	24	Minor Collector	6,832	AC	370	36	Very Poor
EDGEWA DR	579	468	24	Minor Collector	11,234	AC	210	39	Very Poor
EDGEWA DR	578	484	24	Minor Collector	11,605	AC	225	40	Very Poor
ELM DR DR	817	314	24	Residential	7,536	AC	284	99	Good
ELM DR DR	816	325	24	Residential	7,798	AC	300	100	Good
ELM DR DR	573	527	24	Minor Collector	12,641	AC	169	62	Fair
ELM DR DR	818	301	24	Residential	7,224	AC	400	85	Satisfactory
ELM DR DR	571	246	24	Minor Collector	5,894	AC	146	65	Fair
ELM DR DR	572	284	24	Minor Collector	6,808	AC	238	80	Satisfactory
ELM DR DR	575	814	24	Minor Collector	19,542	AC	154	79	Satisfactory
ELM DR DR	574	351	24	Minor Collector	8,418	AC	101	72	Satisfactory
ELM DR DR	570	299	24	Minor Collector	7,170	AC	324	79	Satisfactory
ELYSEEURT	821	277	24	Residential	6,655	AC	400	37	Very Poor
EMERSONUE	729	447	24	Residential	10,718	AC	400	39	Very Poor
EMERSONUE	731	344	24	Residential	8,248	AC	400	35	Very Poor
EMERSONUE	730	453	24	Residential	10,865	AC	400	36	Very Poor
EMERSONUE	728	488	24	Residential	11,721	AC	400	40	Very Poor
EMERSONUE	727	343	24	Residential	8,221	AC	400	35	Very Poor
EMILY CT	666	547	24	Residential	13,138	AC	400	45	Poor
EMILY CT	667	173	24	Residential	4,142	AC	400	40	Very Poor
FOUNTA DR	598	298	24	Minor Collector	7,160	AC	322	95	Good
FOUNTAEAU	552	311	24	Minor Collector	7,471	AC	240	93	Good
FOUNTAEAU	555	83	24	Minor Collector	1,990	AC	304	94	Good
FOUNTAEAU	551	436	24	Minor Collector	10,454	AC	200	88	Good
FOUNTAEAU	554	500	24	Minor Collector	11,997	AC	213	98	Good
FOUNTAEAU	547	557	24	Minor Collector	13,371	AC	223	89	Good
FOUNTAEAU	556	574	24	Minor Collector	13,770	AC	331	84	Satisfactory
FOUNTAEAU	553	634	24	Minor Collector	15,219	AC	180	87	Good
FOUNTAEAU	550	220	24	Minor Collector	5,281	AC	252	97	Good
FOUNTAEAU	548	334	24	Minor Collector	8,011	AC	301	97	Good
FOUNTAEAU	549	208	24	Minor Collector	5,000	AC	173	85	Satisfactory
GLYNWOANE	849	599	24	Residential	14,366	AC	400	46	Poor
GLYNWOANE	848	900	24	Residential	21,590	AC	400	40	Very Poor
GOLFVI DR	673	78	24	Residential	1,883	AC	400	89	Good
GOLFVI DR	683	51	24	Residential	1,223	AC		82	Satisfactory
GOLFVI DR	679	160	24	Residential	3,835	AC	60	92	Good
GOLFVI DR	672	252	24	Residential	6,058	AC	182	89	Good
GOLFVI DR	681	96	24	Residential	2,296	AC	387	83	Satisfactory
GOLFVI DR	684	301	24	Residential	7,217	AC	240	80	Satisfactory
GOLFVI DR	680	641	24	Residential	15,390	AC	364	92	Good
GOLFVI DR	682	165	24	Residential	3,960	AC	274	93	Good
GOLFVI DR	685	630	24	Residential	15,119	AC	400	93	Good

BranchID	SectionID	Length (ft)	Width (ft)	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
GOLFVI DR	670	237	24	Residential	5,680	AC	400	69	Fair
GOLFVI DR	674	244	24	Residential	5,845	AC	175	74	Satisfactory
GOLFVI DR	678	258	24	Residential	6,181	AC	400	93	Good
GOLFVI DR	686	96	24	Residential	2,315	AC	357	85	Satisfactory
GOLFVI DR	676	82	24	Residential	1,967	AC	228	82	Satisfactory
GOLFVI DR	677	236	24	Residential	5,668	AC	261	85	Satisfactory
GOLFVI DR	675	89	24	Residential	2,147	AC	400	82	Satisfactory
GOLFVI DR	687	168	24	Residential	4,033	AC	368	91	Good
GOLFVI DR	671	159	24	Residential	3,810	AC	376	86	Good
GovernHwy	1009	128	24	Residential	3,066	AC	400	49	Poor
GRANDVIEW	943	1366	24	Residential	32,787	AC	400	36	Very Poor
GRAYCO DR	703	808	24	Residential	19,383	AC	353	92	Good
GREENWOOD	948	1056	24	Residential	25,351	AC	229	76	Satisfactory
GREENWOOD	950	347	24	Residential	8,327	AC	259	77	Satisfactory
GREENWOOD	949	566	24	Residential	13,596	AC	250	81	Satisfactory
GRENOBBLE	988	480	24	Residential	11,531	AC	400	83	Satisfactory
GRENOBBLE	987	263	24	Residential	6,312	AC	312	52	Poor
GRENOBIVE	814	287	24	Residential	6,883	AC	223	76	Satisfactory
GRENOBIVE	815	222	24	Residential	5,320	AC	210	74	Satisfactory
HAWTHO LN	628	284	24	Residential	6,816	AC	243	42	Poor
HAWTHO LN	630	295	24	Residential	7,088	AC	364	44	Poor
HAWTHO LN	632	171	24	Residential	4,114	AC	391	40	Very Poor
HAWTHO LN	629	319	24	Residential	7,663	AC	343	37	Very Poor
HAWTHO LN	633	623	24	Residential	14,961	AC	307	37	Very Poor
HAZEL ANE	854	1041	24	Residential	24,990	AC	219	94	Good
HAZEL ANE	853	1079	24	Residential	25,891	AC	201	66	Fair
HEAD AAVE	774	671	24	Residential	16,111	AC	400	93	Good
HEAD AAVE	777	664	24	Residential	15,943	AC	236	62	Fair
HEAD AAVE	776	665	24	Residential	15,969	AC	393	69	Fair
HEAD AAVE	775	658	24	Residential	15,782	AC	400	84	Satisfactory
HICKOR LN	626	129	24	Residential	3,093	AC	60	76	Satisfactory
HICKORANE	847	303	24	Residential	7,274	AC	162	80	Satisfactory
HICKORANE	845	797	24	Residential	19,126	AC	211	75	Satisfactory
HICKORANE	846	185	24	Residential	4,434	AC	320	82	Satisfactory
HIGHLANUE	745	193	24	Residential	4,621	AC	310	62	Fair
HIGHLANUE	746	711	24	Residential	17,060	AC	357	56	Fair
HIGHLANUE	744	302	24	Residential	7,242	AC	335	52	Poor
HILLSINUE	751	606	24	Residential	14,554	AC	400	50	Poor
HOLMESAVE	620	1200	24	Residential	28,806	AC	400	60	Fair
HOLMESAVE	736	476	24	Residential	11,431	AC	400	41	Poor
HOLMESAVE	737	323	24	Residential	7,742	AC	298	38	Very Poor
HOLMESAVE	734	75	24	Residential	1,791	AC	400	43	Poor
HOLMESAVE	735	893	24	Residential	21,434	AC	389	35	Very Poor
HOLMESAVE	738	397	24	Residential	9,529	AC	317	39	Very Poor

BranchID	SectionID	Length (ft)	Width (ft)	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
HOLMESAVE	733	390	24	Residential	9,359	AC	359	34	Very Poor
INDIE CT	659	178	24	Residential	4,271	AC	400	47	Poor
JODAVEAVE	797	667	24	Residential	16,004	AC	135	96	Good
JODAVEAVE	798	652	24	Residential	15,654	AC	184	98	Good
JOVANN DR	704	570	24	Residential	13,680	AC	194	57	Fair
KAINDL DR	621	1419	24	Residential	34,053	AC	400	28	Very Poor
KNOLLWOOD	940	267	24	Residential	6,408	AC	280	68	Fair
KNOLLWOOD	939	795	24	Residential	19,077	AC	266	41	Poor
KNOLLWOOD	941	200	24	Residential	4,806	AC	400	71	Satisfactory
KNOLLWOOD	942	276	24	Residential	6,616	AC	297	45	Poor
LAKEVI DR	696	573	24	Residential	13,756	AC	400	61	Fair
LAKEVI DR	698	481	24	Residential	11,532	AC	400	53	Poor
LAKEVI DR	697	383	24	Residential	9,203	AC	400	59	Fair
LARKSPUR	937	1070	24	Residential	25,684	AC	257	77	Satisfactory
LAUREL LN	618	1229	24	Minor Collector	29,493	AC	385	37	Very Poor
LAUREL LN	617	303	24	Minor Collector	7,264	AC	262	60	Fair
LAUREL LN	615	1255	24	Minor Collector	30,130	AC	182	74	Satisfactory
LAUREL LN	616	290	24	Minor Collector	6,961	AC	270	74	Satisfactory
LAUREL LN	614	480	24	Minor Collector	11,531	AC	242	71	Satisfactory
LAUREL LN	613	257	24	Minor Collector	6,172	AC	400	68	Fair
LAUREL LN	619	219	24	Minor Collector	5,252	AC	258	36	Very Poor
LawndaAve	1001	279	24	Residential	6,702	AC	400	50	Poor
LEXINGIVE	712	337	24	Residential	8,077	AC	243	44	Poor
LEXINGIVE	710	369	24	Residential	8,849	AC	327	39	Very Poor
LEXINGIVE	713	506	24	Residential	12,156	AC	320	38	Very Poor
LEXINGIVE	711	664	24	Residential	15,944	AC	400	38	Very Poor
LEXINGIVE	709	399	24	Residential	9,573	AC	400	62	Fair
LEXINGIVE	714	518	24	Residential	12,442	AC	294	42	Poor
LINCOL ST	795	652	24	Residential	15,655	AC	144	91	Good
LINCOL ST	794	1325	24	Residential	31,793	AC	209	93	Good
LINCOL ST	796	658	24	Residential	15,781	AC	136	93	Good
LINDENIVE	805	319	24	Residential	7,656	AC	385	60	Fair
LINDENIVE	806	341	24	Residential	8,181	AC	290	39	Very Poor
LOCUSTIVE	825	1246	24	Residential	29,912	AC	196	97	Good
LONGFELOW	717	387	24	Residential	9,285	AC	400	37	Very Poor
LONGFELOW	723	258	24	Residential	6,181	AC	363	34	Very Poor
LONGFELOW	716	572	24	Residential	13,731	AC	400	52	Poor
LONGFELOW	720	378	24	Residential	9,083	AC	400	36	Very Poor
LONGFELOW	718	742	24	Residential	17,819	AC	397	36	Very Poor
LONGFELOW	719	91	24	Residential	2,192	AC	400	43	Poor
LONGFELOW	721	324	24	Residential	7,777	AC	400	37	Very Poor
LONGFELOW	722	349	24	Residential	8,372	AC	400	46	Poor
LowellAve	742	327	24	Residential	7,837	AC	233	41	Poor
LowellAve	741	332	24	Residential	7,959	AC	400	48	Poor

BranchID	SectionID	Length (ft)	Width (ft)	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
LowellAve	740	346	24	Residential	8,292	AC	237	40	Very Poor
MAGNOLIVE	833	1579	24	Residential	37,907	AC	314	33	Very Poor
MAHONEWAY	750	330	24	Residential	7,925	AC	196	58	Fair
MAHONEWAY	748	334	24	Residential	8,022	AC	166	51	Poor
MAHONEWAY	747	595	24	Residential	14,271	AC	182	59	Fair
MAHONEWAY	749	317	24	Residential	7,612	AC	266	54	Poor
MAPLE LN	878	173	24	Residential	4,149	AC	293	97	Good
MAPLE LN	877	106	24	Residential	2,543	AC	400	96	Good
MAPLE ANE	875	45	24	Residential	1,084	AC	400	99	Good
MAPLE ANE	876	305	24	Residential	7,330	AC	354	38	Very Poor
MAPLE ANE	874	1069	24	Residential	25,663	AC	183	96	Good
MAPLE ANE	872	348	24	Residential	8,362	AC	184	100	Good
MAPLE ANE	873	999	24	Residential	23,966	AC	341	55	Poor
MARSEI LN	823	1084	24	Residential	26,016	AC	330	38	Very Poor
MARSEI LN	822	287	24	Residential	6,889	AC	400	42	Poor
MEADOW CT	695	140	24	Residential	3,355	AC	343	48	Poor
MEADOW LN	691	38	24	Residential	902	AC		61	Fair
MEADOW LN	692	330	24	Residential	7,928	AC	400	43	Poor
MEADOW LN	693	334	24	Residential	8,011	AC	400	43	Poor
MEADOW LN	694	121	24	Residential	2,897	AC	400	40	Very Poor
MEADOW LN	689	44	24	Residential	1,058	AC		53	Poor
MEADOW LN	690	289	24	Residential	6,932	AC	400	36	Very Poor
MICHAE CT	650	589	24	Residential	14,132	AC	357	98	Good
MICHAE DR	652	266	24	Residential	6,373	AC	280	44	Poor
MICHAE DR	651	368	24	Residential	8,830	AC	400	38	Very Poor
MILLST RD	643	206	24	Residential	4,954	AC	400	42	Poor
MILLST RD	644	372	24	Residential	8,939	AC	299	41	Poor
MONTMARTE	959	925	24	Residential	22,202	AC	224	68	Fair
MONTMARTE	960	648	24	Residential	15,556	AC	233	73	Satisfactory
MURPHYNUE	756	676	24	Residential	16,215	AC	194	56	Fair
NORMANNDY	820	634	24	Residential	15,219	AC	321	34	Very Poor
NOVAK IVE	732	630	24	Residential	15,130	AC	400	35	Very Poor
OAK CT CT	622	145	24	Residential	3,480	AC	400	95	Good
OAK STEET	880	825	24	Residential	19,810	AC	172	95	Good
OAK STEET	879	190	24	Residential	4,548	AC	374	98	Good
OAKWOO DR	636	575	24	Residential	13,788	AC	342	37	Very Poor
Oakwoo Dr	997	252	24	Residential	6,056	AC	182	36	Very Poor
Oakwoo Dr	990	268	24	Residential	6,428	AC	190	42	Poor
Oakwoo Dr	994	276	24	Residential	6,631	AC	180	42	Poor
Oakwoo Dr	996	341	24	Residential	8,181	AC	218	51	Poor
Oakwoo Dr	989	265	24	Residential	6,367	AC	400	29	Very Poor
Oakwoo Dr	991	265	24	Residential	6,368	AC	227	45	Poor
Oakwoo Dr	995	328	24	Residential	7,878	AC	229	60	Fair
Oakwoo Dr	992	840	24	Residential	20,153	AC	222	59	Fair

BranchID	SectionID	Length (ft)	Width (ft)	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
Oakwoo Dr	993	264	24	Residential	6,338	AC	174	56	Fair
OLD TRAIL	726	368	24	Residential	8,840	AC	295	39	Very Poor
OLD TRAIL	725	597	24	Residential	14,320	AC	352	35	Very Poor
ORCHARAVE	765	658	24	Residential	15,782	PCC	236	53	Poor
ORCHARAVE	764	663	24	Residential	15,904	PCC	318	55	Poor
ORCHARAVE	762	669	24	Residential	16,064	AC	223	51	Poor
ORCHARAVE	763	644	24	Residential	15,464	PCC	171	56	Fair
ORLEANIVE	810	809	24	Residential	19,409	AC	380	42	Poor
PAGE ANUE	800	410	24	Residential	9,838	AC	375	77	Satisfactory
PAGE ANUE	802	334	24	Residential	8,025	AC	400	51	Poor
PAGE ANUE	799	156	24	Residential	3,743	AC	400	56	Fair
PAGE ANUE	801	658	24	Residential	15,785	AC	368	56	Fair
PAGE ANUE	803	323	24	Residential	7,751	AC	400	63	Fair
PALMERLVD	700	242	24	Residential	5,809	AC	352	68	Fair
PALMERLVD	701	1323	24	Residential	31,751	AC	183	63	Fair
PALMERLVD	702	926	24	Residential	22,222	AC	286	72	Satisfactory
Park AAve	544	711	24	Major Collector	17,063	PCC	222	45	Poor
Park AAve	541	725	24	Major Collector	17,392	PCC	291	51	Poor
Park AAve	543	359	24	Major Collector	8,609	PCC	251	46	Poor
Park AAve	545	356	24	Major Collector	8,555	PCC	261	48	Poor
Park AAve	540	210	24	Major Collector	5,035	AC	279	59	Fair
Park AAve	546	134	24	Major Collector	3,220	AC	253	100	Good
Park AAve	542	443	24	Major Collector	10,624	PCC	223	49	Poor
PAULINNUE	804	334	24	Residential	8,020	AC	400	65	Fair
PEACH LAN	835	630	24	Residential	15,109	AC	335	43	Poor
PEACH LAN	836	497	24	Residential	11,940	AC	400	45	Poor
PEACH LAN	834	602	24	Residential	14,453	AC	400	37	Very Poor
PEACH LAN	837	579	24	Residential	13,888	AC	349	43	Poor
PEBBLEOOD	946	1027	24	Residential	24,649	AC	186	65	Fair
PINE CURT	807	605	24	Residential	14,517	AC	386	42	Poor
POE AVNUE	708	911	24	Residential	21,867	AC	210	42	Poor
POE AVNUE	707	148	24	Residential	3,559	AC	304	43	Poor
RIDGEW DR	642	275	24	Residential	6,598	AC	336	47	Poor
RIDGEW DR	640	440	24	Residential	10,555	AC	244	51	Poor
RIDGEW DR	641	287	24	Residential	6,891	AC	385	48	Poor
RIDGEW DR	638	273	24	Residential	6,553	AC	332	40	Very Poor
RIDGEW DR	639	358	24	Residential	8,598	AC	364	44	Poor
RIVER RD	653	1533	24	Residential	36,801	AC	277	41	Poor
RIVER RD	654	386	24	Residential	9,262	AC	400	40	Very Poor
RIVER RD	656	896	24	Residential	21,507	AC	291	36	Very Poor
RIVER RD	655	469	24	Residential	11,249	AC	301	37	Very Poor
ROBERT CT	668	297	24	Residential	7,117	AC	400	41	Poor
ROCKWEAVE	755	639	24	Residential	15,334	AC	268	52	Poor
ROYALEANE	811	209	24	Residential	5,008	AC	379	50	Poor

BranchID	SectionID	Length (ft)	Width (ft)	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
SEINE URT	961	234	24	Residential	5,611	AC	293	89	Good
SHAGBA LN	956	370	24	Residential	8,887	AC	241	78	Satisfactory
SHAGBA LN	957	460	24	Residential	11,049	AC	205	65	Fair
SHEA AAVE	790	1323	24	Residential	31,763	AC	156	70	Fair
SHEA AAVE	788	663	24	Residential	15,900	AC	181	72	Satisfactory
SHEA AAVE	789	666	24	Residential	15,987	AC	253	55	Poor
SMOKETREE	952	461	24	Residential	11,073	AC	343	36	Very Poor
SPRINGANE	832	282	24	Residential	6,764	AC	400	38	Very Poor
SPRINGANE	831	285	24	Residential	6,839	AC	400	40	Very Poor
Stoneb Dr	1000	292	24	Residential	7,018	AC	389	49	Poor
Stoneb Dr	965	401	24	Residential	9,623	AC	202	44	Poor
Stoneb Dr	951	1697	24	Residential	40,722	AC	251	43	Poor
Stoneb Dr	998	167	24	Residential	4,019	AC	235	56	Fair
Stoneb Dr	999	846	24	Residential	20,295	AC	200	50	Poor
STONEB SQ	627	401	24	Residential	9,615	AC	400	35	Very Poor
STONEC DR	699	523	24	Residential	12,540	AC	400	43	Poor
STREAM DR	660	1366	24	Residential	32,786	AC	308	39	Very Poor
STREAM DR	661	996	24	Residential	23,902	AC	328	42	Poor
SUMMITNUE	752	320	24	Residential	7,671	AC	309	63	Fair
SUMMITNUE	753	327	24	Residential	7,851	AC	255	84	Satisfactory
SUNSETOAD	918	171	24	Residential	4,105	AC	388	66	Fair
SUNSETOAD	919	298	24	Residential	7,163	AC	388	61	Fair
SYCAMOORE	813	127	24	Residential	3,058	AC	60	75	Satisfactory
TAMARIINO	851	834	24	Residential	20,004	AC	400	51	Poor
TAMARIINO	852	609	24	Residential	14,617	AC	400	36	Very Poor
TANGLEOOD	706	739	24	Residential	17,728	AC	168	78	Satisfactory
TENNYSACE	844	616	24	Residential	14,783	AC	400	46	Poor
TENNYSACE	843	818	24	Residential	19,621	AC	250	59	Fair
TRAPETAVE	781	340	24	Residential	8,165	AC	163	78	Satisfactory
TRAPETAVE	780	673	24	Residential	16,161	AC	358	81	Satisfactory
TRAPETAVE	782	313	24	Residential	7,504	AC	188	74	Satisfactory
TRAPETPET	779	675	24	Residential	16,202	AC	255	69	Fair
TRAPETPET	778	430	24	Residential	10,331	AC	310	50	Poor
TULIP IVE	891	1056	24	Residential	25,346	AC	232	61	Fair
TURTLIEEEK	936	1367	24	Residential	32,809	AC	208	55	Poor
VERSAIANE	808	1100	24	Residential	26,389	AC	281	75	Satisfactory
VILLAG DR	663	149	24	Residential	3,566	AC	400	36	Very Poor
VILLAG DR	662	45	24	Residential	1,073	AC		61	Fair
VILLAGIVE	583	413	24	Minor Collector	9,903	AC	160	74	Satisfactory
VILLAGIVE	581	107	24	Minor Collector	2,579	AC	233	38	Very Poor
VILLAGIVE	582	556	24	Minor Collector	13,352	AC	143	75	Satisfactory
VILLAGIVE	588	558	24	Minor Collector	13,392	AC	215	71	Satisfactory
VILLAGIVE	587	361	24	Minor Collector	8,673	AC	174	63	Fair
VILLAGIVE	586	409	24	Minor Collector	9,809	AC	199	59	Fair

BranchID	SectionID	Length (ft)	Width (ft)	Functional Class	Area (SqFt)	Surface Type	IRI (in./mi)	PCI	PCI Category
VILLAGIVE	589	274	24	Minor Collector	6,580	AC	245	39	Very Poor
VILLAGIVE	585	569	24	Minor Collector	13,644	AC	174	72	Satisfactory
VILLAGIVE	584	538	24	Minor Collector	12,909	AC	151	74	Satisfactory
WELLIN DR	839	508	24	Residential	12,191	AC	400	43	Poor
WELLIN DR	838	796	24	Residential	19,097	AC	400	33	Very Poor
WESTERAVE	610	452	24	Minor Collector	10,844	AC	164	46	Poor
WESTERAVE	611	470	24	Minor Collector	11,281	AC	229	52	Poor
WESTERAVE	608	204	24	Minor Collector	4,897	AC	375	61	Fair
WESTERAVE	612	204	24	Minor Collector	4,899	AC	298	49	Poor
WESTERAVE	609	645	24	Minor Collector	15,481	AC	400	40	Very Poor
WHEELWURT	850	226	24	Residential	5,420	AC	400	58	Fair
WHITMANUE	739	569	24	Residential	13,665	AC	365	42	Poor
WHITTIAVE	743	587	24	Residential	14,079	AC	343	39	Very Poor
WINCHEAVE	792	663	24	Residential	15,910	AC	184	100	Good
WINCHEAVE	793	652	24	Residential	15,656	AC	141	92	Good
WINCHETER	791	339	24	Residential	8,137	AC	400	59	Fair
WOODWO PL	865	563	24	Residential	13,520	AC	284	32	Very Poor
WOODWO PL	866	361	24	Residential	8,658	AC	390	49	Poor
WOODWO PL	862	936	24	Residential	22,472	AC	333	28	Very Poor
WOODWO PL	864	361	24	Residential	8,662	AC	248	38	Very Poor
WOODWO PL	867	328	24	Residential	7,884	AC	400	47	Poor
WOODWO PL	625	178	24	Residential	4,264	AC	400	49	Poor
WOODWO PL	869	87	24	Residential	2,077	AC	234	49	Poor
WOODWO PL	868	435	24	Residential	10,435	AC	209	71	Satisfactory
WOODWO PL	863	791	24	Residential	18,981	AC	276	38	Very Poor
WOODWOAVE	858	582	24	Residential	13,959	AC	261	95	Good
WOODWOAVE	860	232	24	Residential	5,575	AC	176	53	Poor
WOODWOAVE	856	289	24	Residential	6,931	AC	238	84	Satisfactory
WOODWOAVE	859	223	24	Residential	5,347	AC	287	48	Poor
WOODWOAVE	857	1243	24	Residential	29,833	AC	222	50	Poor
WOODWOURT	861	113	24	Residential	2,719	AC	400	79	Satisfactory

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
168TH EET	921	L & T CR	Medium	340.55	Ft	4.33	Crack Sealing - AC	340.55	Ft	\$1.50	\$510.83
168TH EET	922	L & T CR	Medium	342.78	Ft	4.32	Crack Sealing - AC	342.85	Ft	\$1.50	\$514.18
168TH EET	922	ALLIGATOR CR	Medium	9.47	SqFt	0.12	Patching - AC Deep	25.83	SqFt	\$9.00	\$231.94
168TH EET	923	L & T CR	Medium	706.04	Ft	9.15	Crack Sealing - AC	706.04	Ft	\$1.50	\$1,059.07
168TH EET	923	ALLIGATOR CR	Medium	20.99	SqFt	0.27	Patching - AC Deep	43.06	SqFt	\$9.00	\$390.87
168TH EET	924	L & T CR	Medium	341.63	Ft	4.28	Crack Sealing - AC	341.54	Ft	\$1.50	\$512.48
168TH EET	924	ALLIGATOR CR	Medium	28.42	SqFt	0.36	Patching - AC Deep	53.82	SqFt	\$9.00	\$484.29
168TH EET	925	L & T CR	Medium	320.93	Ft	4.05	Crack Sealing - AC	320.87	Ft	\$1.50	\$481.41
168TH EET	925	ALLIGATOR CR	Medium	15.61	SqFt	0.2	Patching - AC Deep	35.52	SqFt	\$9.00	\$319.02
168TH EET	926	L & T CR	Medium	353.35	Ft	4.47	Crack Sealing - AC	353.35	Ft	\$1.50	\$530.04
168TH EET	926	ALLIGATOR CR	Medium	7.43	SqFt	0.09	Patching - AC Deep	22.60	SqFt	\$9.00	\$200.90
168TH EET	927	L & T CR	Medium	260.53	Ft	3.34	Crack Sealing - AC	260.50	Ft	\$1.50	\$390.81
168TH EET	928	L & T CR	Medium	423.92	Ft	5.36	Crack Sealing - AC	423.88	Ft	\$1.50	\$635.89
168TH EET	934	L & T CR	Medium	85.76	Ft	1.09	Crack Sealing - AC	85.63	Ft	\$1.50	\$128.65
168TH EET	934	ALLIGATOR CR	Medium	1.61	SqFt	0.02	Patching - AC Deep	10.76	SqFt	\$9.00	\$96.92
168TH EET	935	L & T CR	Medium	560.56	Ft	3.26	Crack Sealing - AC	560.70	Ft	\$1.50	\$840.86
168TH EET	935	ALLIGATOR CR	Medium	43.59	SqFt	0.25	Patching - AC Deep	74.27	SqFt	\$9.00	\$667.80
169TH EET	904	L & T CR	Medium	684.45	Ft	8.61	Crack Sealing - AC	684.38	Ft	\$1.50	\$1,026.66
169TH EET	904	ALLIGATOR CR	Medium	0.75	SqFt	0.01	Patching - AC Deep	8.61	SqFt	\$9.00	\$73.70
169TH EET	905	L & T CR	Medium	170.90	Ft	2.38	Crack Sealing - AC	170.93	Ft	\$1.50	\$256.36
169TH EET	906	L & T CR	Medium	271.03	Ft	3.42	Crack Sealing - AC	271.00	Ft	\$1.50	\$406.55
169TH EET	907	L & T CR	Medium	252.59	Ft	3.18	Crack Sealing - AC	252.62	Ft	\$1.50	\$378.89
169TH EET	907	ALLIGATOR CR	Medium	9.47	SqFt	0.12	Patching - AC Deep	25.83	SqFt	\$9.00	\$233.53
169TH EET	908	L & T CR	Medium	261.98	Ft	3.34	Crack Sealing - AC	261.81	Ft	\$1.50	\$392.94
169TH EET	908	ALLIGATOR CR	Medium	48.01	SqFt	0.61	Patching - AC Deep	79.65	SqFt	\$9.00	\$719.02
169TH EET	909	L & T CR	Medium	342.09	Ft	4.34	Crack Sealing - AC	342.19	Ft	\$1.50	\$513.14
169TH EET	911	L & T CR	Medium	219.19	Ft	2.72	Crack Sealing - AC	219.16	Ft	\$1.50	\$328.78
169TH EET	911	ALLIGATOR CR	Medium	8.40	SqFt	0.1	Patching - AC Deep	23.68	SqFt	\$9.00	\$216.26
169TH EET	912	L & T CR	Medium	413.58	Ft	5.19	Crack Sealing - AC	413.71	Ft	\$1.50	\$620.36
169TH EET	912	ALLIGATOR CR	Medium	22.07	SqFt	0.28	Patching - AC Deep	45.21	SqFt	\$9.00	\$404.22

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
169TH EET	916	L & T CR	Medium	147.54	Ft	1.91	Crack Sealing - AC	147.64	Ft	\$1.50	\$221.29
169TH EET	917	L & T CR	Medium	521.00	Ft	6.59	Crack Sealing - AC	521.00	Ft	\$1.50	\$781.49
169TH EET	917	ALLIGATOR CR	Medium	4.84	SqFt	0.06	Patching - AC Deep	17.22	SqFt	\$9.00	\$159.65
170TH ST	557	L & T CR	Medium	108.46	Ft	1.39	Crack Sealing - AC	108.60	Ft	\$1.50	\$162.69
170TH ST	557	ALLIGATOR CR	Medium	2.05	SqFt	0.03	Patching - AC Deep	11.84	SqFt	\$9.00	\$105.58
170TH ST	558	L & T CR	Medium	1.28	Ft	0.02	Crack Sealing - AC	1.31	Ft	\$1.50	\$1.91
170TH ST	559	L & T CR	Medium	7.74	Ft	0.1	Crack Sealing - AC	7.87	Ft	\$1.50	\$11.60
170TH ST	560	L & T CR	Medium	10.01	Ft	0.13	Crack Sealing - AC	9.84	Ft	\$1.50	\$14.99
170TH ST	561	L & T CR	Medium	4.17	Ft	0.05	Crack Sealing - AC	4.27	Ft	\$1.50	\$6.24
170TH ST	562	L & T CR	Medium	12.30	Ft	0.15	Crack Sealing - AC	12.14	Ft	\$1.50	\$18.44
170TH ST	564	L & T CR	Medium	3.71	Ft	0.05	Crack Sealing - AC	3.61	Ft	\$1.50	\$5.56
170TH ST	757	L & T CR	Medium	77.72	Ft	2.91	Crack Sealing - AC	77.76	Ft	\$1.50	\$116.56
170TH ST	758	L & T CR	Medium	103.64	Ft	1.4	Crack Sealing - AC	103.67	Ft	\$1.50	\$155.47
170TH ST	758	ALLIGATOR CR	Medium	9.36	SqFt	0.13	Patching - AC Deep	25.83	SqFt	\$9.00	\$231.17
170TH ST	899	L & T CR	Medium	160.07	Ft	2.27	Crack Sealing - AC	160.10	Ft	\$1.50	\$240.10
170TH ST	966	L & T CR	Medium	78.58	Ft	0.98	Crack Sealing - AC	78.74	Ft	\$1.50	\$117.88
170TH ST	967	L & T CR	Medium	12.93	Ft	0.16	Crack Sealing - AC	12.80	Ft	\$1.50	\$19.38
170TH ST	968	L & T CR	Medium	25.79	Ft	0.33	Crack Sealing - AC	25.92	Ft	\$1.50	\$38.69
170TH ST	969	L & T CR	Medium	9.09	Ft	0.12	Crack Sealing - AC	9.19	Ft	\$1.50	\$13.66
170TH ST	970	L & T CR	Medium	5.31	Ft	0.07	Crack Sealing - AC	5.25	Ft	\$1.50	\$7.99
170TH ST	971	L & T CR	Medium	285.50	Ft	6.65	Crack Sealing - AC	285.43	Ft	\$1.50	\$428.24
170TH ST	971	ALLIGATOR CR	Medium	9.80	SqFt	0.23	Patching - AC Deep	26.91	SqFt	\$9.00	\$237.78
170TH EET	900	L & T CR	Medium	622.97	Ft	6.22	Crack Sealing - AC	623.03	Ft	\$1.50	\$934.44
170TH EET	900	ALLIGATOR CR	Medium	7.64	SqFt	0.08	Patching - AC Deep	22.60	SqFt	\$9.00	\$204.46
170TH EET	901	L & T CR	Medium	1368.37	Ft	4.63	Crack Sealing - AC	1368.44	Ft	\$1.50	\$2,052.56
170TH EET	901	ALLIGATOR CR	Medium	28.31	SqFt	0.1	Patching - AC Deep	53.82	SqFt	\$9.00	\$482.89
170TH EET	903	L & T CR	Medium	419.39	Ft	5.35	Crack Sealing - AC	419.29	Ft	\$1.50	\$629.07
170TH EET	903	ALLIGATOR CR	Medium	22.50	SqFt	0.29	Patching - AC Deep	45.21	SqFt	\$9.00	\$410.40
171ST ST	567	L & T CR	Medium	963.25	Ft	3.69	Crack Sealing - AC	963.25	Ft	\$1.50	\$1,444.89
171ST ST	567	ALLIGATOR CR	Medium	12.27	SqFt	0.05	Patching - AC Deep	30.14	SqFt	\$9.00	\$274.02
171ST ST	607	L & T CR	Medium	185.56	Ft	1	Crack Sealing - AC	185.70	Ft	\$1.50	\$278.36
171ST ST	607	ALLIGATOR CR	Medium	33.58	SqFt	0.18	Patching - AC Deep	61.35	SqFt	\$9.00	\$548.12
171ST ST	883	L & T CR	Medium	251.02	Ft	1.19	Crack Sealing - AC	250.98	Ft	\$1.50	\$376.54

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
171ST ST	883	ALLIGATOR CR	Medium	15.18	SqFt	0.07	Patching - AC Deep	34.44	SqFt	\$9.00	\$313.72
171ST ST	885	L & T CR	Medium	198.29	Ft	2.54	Crack Sealing - AC	198.16	Ft	\$1.50	\$297.43
172ND ST	972	L & T CR	Medium	1544.19	Ft	6.56	Crack Sealing - AC	1544.29	Ft	\$1.50	\$2,316.30
172ND ST	972	ALLIGATOR CR	Medium	56.19	SqFt	0.24	Patching - AC Deep	90.42	SqFt	\$9.00	\$813.42
172ND ST	973	L & T CR	Medium	10.37	Ft	0.4	Crack Sealing - AC	10.50	Ft	\$1.50	\$15.54
172ND ST	974	L & T CR	Medium	6.50	Ft	0.08	Crack Sealing - AC	6.56	Ft	\$1.50	\$9.74
172ND ST	975	L & T CR	Medium	17.88	Ft	0.23	Crack Sealing - AC	18.04	Ft	\$1.50	\$26.84
172ND ST	977	L & T CR	Medium	7.64	Ft	0.09	Crack Sealing - AC	7.55	Ft	\$1.50	\$11.46
173RD ST	569	L & T CR	Medium	175.69	Ft	0.9	Crack Sealing - AC	175.85	Ft	\$1.50	\$263.56
173RD ST	978	L & T CR	Medium	780.28	Ft	7.43	Crack Sealing - AC	780.18	Ft	\$1.50	\$1,170.43
173RD ST	978	ALLIGATOR CR	Medium	28.42	SqFt	0.27	Patching - AC Deep	53.82	SqFt	\$9.00	\$484.59
173RD ST	980	L & T CR	Medium	1775.46	Ft	7.88	Crack Sealing - AC	1775.59	Ft	\$1.50	\$2,663.23
173RD ST	980	ALLIGATOR CR	Medium	0.97	SqFt	0	Patching - AC Deep	8.61	SqFt	\$9.00	\$81.07
173RD ST	981	L & T CR	Medium	1701.44	Ft	9.59	Crack Sealing - AC	1701.44	Ft	\$1.50	\$2,552.17
173RD ST	981	ALLIGATOR CR	Medium	9.90	SqFt	0.06	Patching - AC Deep	26.91	SqFt	\$9.00	\$239.05
177TH ST	944	L & T CR	Medium	1791.34	Ft	3.48	Crack Sealing - AC	1791.34	Ft	\$1.50	\$2,687.01
177TH ST	1005	L & T CR	Medium	108.83	Ft	0.9	Crack Sealing - AC	108.92	Ft	\$1.50	\$163.25
183rd St	1002	L & T CR	Medium	373.59	Ft	1.13	Crack Sealing - AC	373.69	Ft	\$1.50	\$560.38
183rd St	1003	LINEAR CR	Medium	67.89	Slabs	25.33	Crack Sealing - PCC	1086.29	Ft	\$1.50	\$1,629.45
183rd St	1003	LINEAR CR	High	58.96	Slabs	22	Patching - PCC Partial Depth	14150.24	SqFt	\$15.00	#####
183rd St	1004	L & T CR	Medium	330.81	Ft	1.09	Crack Sealing - AC	330.71	Ft	\$1.50	\$496.24
ANNETTAVE	759	L & T CR	Medium	631.56	Ft	4.73	Crack Sealing - AC	631.56	Ft	\$1.50	\$947.35
ANTHONAVE	767	LINEAR CR	Medium	36.40	Slabs	56	Crack Sealing - PCC	582.35	Ft	\$1.50	\$873.61
ANTHONAVE	767	LINEAR CR	High	6.50	Slabs	10	Patching - PCC Partial Depth	1559.69	SqFt	\$15.00	\$23,400.01
ANTHONAVE	768	LINEAR CR	Medium	25.08	Slabs	38	Crack Sealing - PCC	401.25	Ft	\$1.50	\$601.92
ANTHONAVE	768	LINEAR CR	High	9.24	Slabs	14	Patching - PCC Partial Depth	2217.37	SqFt	\$15.00	\$33,264.01
ANTHONAVE	769	LINEAR CR	Medium	39.60	Slabs	60	Crack Sealing - PCC	633.53	Ft	\$1.50	\$950.41
ANTHONAVE	769	LINEAR CR	High	11.88	Slabs	18	Patching - PCC Partial Depth	2851.36	SqFt	\$15.00	\$42,768.01
APPLE REE	590	L & T CR	Medium	78.58	Ft	1.07	Crack Sealing - AC	78.41	Ft	\$1.50	\$117.86
APPLE REE	590	ALLIGATOR CR	Medium	1.72	SqFt	0.02	Patching - AC Deep	10.76	SqFt	\$9.00	\$97.90
APPLE REE	591	L & T CR	Medium	150.82	Ft	2.1	Crack Sealing - AC	150.92	Ft	\$1.50	\$226.21
APPLE REE	592	L & T CR	Medium	90.22	Ft	1.27	Crack Sealing - AC	90.22	Ft	\$1.50	\$135.35
APPLE REE	593	L & T CR	Medium	136.52	Ft	3.19	Crack Sealing - AC	136.48	Ft	\$1.50	\$204.76

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
APPLE REE	593	ALLIGATOR CR	Medium	5.38	SqFt	0.13	Patching - AC Deep	18.30	SqFt	\$9.00	\$168.97
APPLE REE	594	L & T CR	Medium	36.75	Ft	0.53	Crack Sealing - AC	36.75	Ft	\$1.50	\$55.10
APPLE REE	595	L & T CR	Medium	89.63	Ft	2.84	Crack Sealing - AC	89.57	Ft	\$1.50	\$134.46
APPLE REE	596	L & T CR	Medium	110.56	Ft	1.81	Crack Sealing - AC	110.56	Ft	\$1.50	\$165.86
APPLE REE	597	L & T CR	Medium	130.64	Ft	2.79	Crack Sealing - AC	130.58	Ft	\$1.50	\$195.95
ARTESIAVE	761	L & T CR	Medium	402.46	Ft	6.4	Crack Sealing - AC	402.56	Ft	\$1.50	\$603.72
ARTESIAVE	761	ALLIGATOR CR	Medium	22.60	SqFt	0.36	Patching - AC Deep	45.21	SqFt	\$9.00	\$411.54
AUGUST LN	688	L & T CR	Medium	343.80	Ft	1.78	Crack Sealing - AC	343.83	Ft	\$1.50	\$515.72
AUGUST LN	688	ALLIGATOR CR	Medium	6.14	SqFt	0.03	Patching - AC Deep	20.45	SqFt	\$9.00	\$180.53
BIRCHWIVE	895	L & T CR	Medium	57.19	Ft	0.89	Crack Sealing - AC	57.09	Ft	\$1.50	\$85.79
BIRCHWIVE	896	L & T CR	Medium	46.92	Ft	0.25	Crack Sealing - AC	46.92	Ft	\$1.50	\$70.39
BIRCHWIVE	897	L & T CR	Medium	15.72	Ft	0.04	Crack Sealing - AC	15.75	Ft	\$1.50	\$23.59
BULGERAVE	784	L & T CR	Medium	906.00	Ft	5.64	Crack Sealing - AC	905.84	Ft	\$1.50	\$1,359.01
BULGERAVE	784	ALLIGATOR CR	Medium	1.18	SqFt	0.01	Patching - AC Deep	9.69	SqFt	\$9.00	\$86.58
BULGERAVE	785	L & T CR	Medium	190.94	Ft	1.17	Crack Sealing - AC	190.94	Ft	\$1.50	\$286.43
BULGERAVE	786	L & T CR	Medium	399.54	Ft	4.82	Crack Sealing - AC	399.61	Ft	\$1.50	\$599.31
BULGERAVE	786	ALLIGATOR CR	Medium	19.81	SqFt	0.24	Patching - AC Deep	41.98	SqFt	\$9.00	\$374.89
BULGERAVE	787	L & T CR	Medium	253.94	Ft	1.09	Crack Sealing - AC	253.94	Ft	\$1.50	\$380.91
BUTTONALK	947	L & T CR	Medium	500.23	Ft	1.91	Crack Sealing - AC	500.33	Ft	\$1.50	\$750.34
BUTTONALK	947	ALLIGATOR CR	Medium	4.09	SqFt	0.02	Patching - AC Deep	16.15	SqFt	\$9.00	\$146.40
CalifoAve	599	L & T CR	Medium	88.25	Ft	0.7	Crack Sealing - AC	88.25	Ft	\$1.50	\$132.37
CalifoAve	600	L & T CR	Medium	134.97	Ft	1.71	Crack Sealing - AC	134.84	Ft	\$1.50	\$202.45
CalifoAve	600	ALLIGATOR CR	Medium	5.81	SqFt	0.07	Patching - AC Deep	19.38	SqFt	\$9.00	\$175.12
CalifoAve	601	L & T CR	Medium	247.44	Ft	3.07	Crack Sealing - AC	247.38	Ft	\$1.50	\$371.14
CalifoAve	601	ALLIGATOR CR	Medium	0.97	SqFt	0.01	Patching - AC Deep	8.61	SqFt	\$9.00	\$81.19
CalifoAve	602	L & T CR	Medium	76.67	Ft	0.94	Crack Sealing - AC	76.77	Ft	\$1.50	\$115.02
CalifoAve	602	ALLIGATOR CR	Medium	1.40	SqFt	0.02	Patching - AC Deep	9.69	SqFt	\$9.00	\$90.31
CalifoAve	603	L & T CR	Medium	58.76	Ft	0.76	Crack Sealing - AC	58.73	Ft	\$1.50	\$88.15
CalifoAve	604	L & T CR	Medium	24.25	Ft	0.65	Crack Sealing - AC	24.28	Ft	\$1.50	\$36.39
CalifoAve	605	L & T CR	Medium	24.70	Ft	0.31	Crack Sealing - AC	24.61	Ft	\$1.50	\$37.08
CalifoAve	606	L & T CR	Medium	27.13	Ft	0.65	Crack Sealing - AC	27.23	Ft	\$1.50	\$40.68
CANNESURT	962	L & T CR	Medium	96.62	Ft	2.89	Crack Sealing - AC	96.78	Ft	\$1.50	\$144.95
CARRIN CT	648	L & T CR	Medium	159.58	Ft	3.19	Crack Sealing - AC	159.45	Ft	\$1.50	\$239.38

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
CARRIN DR	645	L & T CR	Medium	61.09	Ft	1.11	Crack Sealing - AC	61.02	Ft	\$1.50	\$91.64
CARRIN DR	646	L & T CR	Medium	641.86	Ft	2.1	Crack Sealing - AC	641.73	Ft	\$1.50	\$962.78
CARRIN DR	646	ALLIGATOR CR	Medium	4.31	SqFt	0.01	Patching - AC Deep	17.22	SqFt	\$9.00	\$150.39
CENTRAARK	826	L & T CR	Medium	10.56	Ft	0.15	Crack Sealing - AC	10.50	Ft	\$1.50	\$15.83
CENTRAARK	827	L & T CR	Medium	450.46	Ft	3.36	Crack Sealing - AC	450.46	Ft	\$1.50	\$675.71
CENTRAARK	829	L & T CR	Medium	185.93	Ft	4.57	Crack Sealing - AC	186.02	Ft	\$1.50	\$278.90
CENTRAARK	829	ALLIGATOR CR	Medium	0.97	SqFt	0.02	Patching - AC Deep	8.61	SqFt	\$9.00	\$81.12
CENTRAARK	830	L & T CR	Medium	24.77	Ft	0.08	Crack Sealing - AC	24.93	Ft	\$1.50	\$37.17
CENTRAAVE	669	L & T CR	Medium	93.67	Ft	0.95	Crack Sealing - AC	93.83	Ft	\$1.50	\$140.52
CENTRAAVE	669	ALLIGATOR CR	Medium	1.72	SqFt	0.02	Patching - AC Deep	10.76	SqFt	\$9.00	\$97.99
CENTRAAVE	1006	L & T CR	Medium	35.83	Ft	0.11	Crack Sealing - AC	35.76	Ft	\$1.50	\$53.72
CENTRAAVE	1007	L & T CR	Medium	600.72	Ft	4.21	Crack Sealing - AC	600.72	Ft	\$1.50	\$901.10
CENTRAAVE	1007	ALLIGATOR CR	Medium	23.79	SqFt	0.17	Patching - AC Deep	47.36	SqFt	\$9.00	\$426.61
CHAMBOORD	954	L & T CR	Medium	43.37	Ft	1.2	Crack Sealing - AC	43.31	Ft	\$1.50	\$65.04
CHANTILLY	824	L & T CR	Medium	41.77	Ft	0.26	Crack Sealing - AC	41.67	Ft	\$1.50	\$62.66
CHARLEGNE	983	L & T CR	Medium	35.04	Ft	0.27	Crack Sealing - AC	35.10	Ft	\$1.50	\$52.58
CHARLEGNE	984	L & T CR	Medium	82.28	Ft	0.89	Crack Sealing - AC	82.35	Ft	\$1.50	\$123.42
CHARLEGNE	985	L & T CR	Medium	14.73	Ft	0.11	Crack Sealing - AC	14.76	Ft	\$1.50	\$22.11
CHARLEGNE	986	L & T CR	Medium	159.32	Ft	1.54	Crack Sealing - AC	159.45	Ft	\$1.50	\$238.98
CHARLETON	931	L & T CR	Medium	196.92	Ft	2.52	Crack Sealing - AC	196.85	Ft	\$1.50	\$295.36
CHARLETON	933	L & T CR	Medium	203.64	Ft	3.43	Crack Sealing - AC	203.74	Ft	\$1.50	\$305.48
CHARLETON	933	ALLIGATOR CR	Medium	11.41	SqFt	0.19	Patching - AC Deep	29.06	SqFt	\$9.00	\$261.03
CHARTEURT	809	L & T CR	Medium	218.27	Ft	3.74	Crack Sealing - AC	218.18	Ft	\$1.50	\$327.42
CHARTEURT	809	ALLIGATOR CR	Medium	10.23	SqFt	0.17	Patching - AC Deep	26.91	SqFt	\$9.00	\$243.11
CHERRYOOD	938	L & T CR	Medium	170.67	Ft	0.9	Crack Sealing - AC	170.60	Ft	\$1.50	\$256.01
CHESTNAVE	892	L & T CR	Medium	501.54	Ft	6.96	Crack Sealing - AC	501.64	Ft	\$1.50	\$752.30
CHESTNAVE	892	ALLIGATOR CR	Medium	28.20	SqFt	0.39	Patching - AC Deep	53.82	SqFt	\$9.00	\$482.73
CHESTNAVE	894	L & T CR	Medium	1595.21	Ft	6	Crack Sealing - AC	1595.14	Ft	\$1.50	\$2,392.85
CHESTNAVE	894	ALLIGATOR CR	Medium	14.21	SqFt	0.05	Patching - AC Deep	33.37	SqFt	\$9.00	\$299.74
CIRCLEIVE	920	L & T CR	Medium	383.40	Ft	9.46	Crack Sealing - AC	383.53	Ft	\$1.50	\$575.09
CIRCLEIVE	920	ALLIGATOR CR	Medium	3.23	SqFt	0.08	Patching - AC Deep	13.99	SqFt	\$9.00	\$129.17
COACH LN	637	L & T CR	Medium	122.97	Ft	2.67	Crack Sealing - AC	123.03	Ft	\$1.50	\$184.46
COACH LN	637	ALLIGATOR CR	Medium	3.01	SqFt	0.06	Patching - AC Deep	13.99	SqFt	\$9.00	\$125.32

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
COVENTURT	840	L & T CR	Medium	34.88	Ft	1.2	Crack Sealing - AC	34.78	Ft	\$1.50	\$52.31
COVENTURT	840	ALLIGATOR CR	Medium	3.44	SqFt	0.12	Patching - AC Deep	15.07	SqFt	\$9.00	\$134.07
CRANE AVE	771	L & T CR	Medium	472.18	Ft	2.98	Crack Sealing - AC	472.11	Ft	\$1.50	\$708.26
CRANE AVE	771	ALLIGATOR CR	Medium	0.97	SqFt	0.01	Patching - AC Deep	8.61	SqFt	\$9.00	\$80.98
CRESCEAVE	929	L & T CR	Medium	100.13	Ft	2.65	Crack Sealing - AC	100.07	Ft	\$1.50	\$150.19
CRESCEAVE	929	ALLIGATOR CR	Medium	10.33	SqFt	0.27	Patching - AC Deep	26.91	SqFt	\$9.00	\$245.81
CRESCEAVE	930	L & T CR	Medium	279.79	Ft	3.87	Crack Sealing - AC	279.86	Ft	\$1.50	\$419.69
CRESCEAVE	930	ALLIGATOR CR	Medium	51.24	SqFt	0.71	Patching - AC Deep	83.96	SqFt	\$9.00	\$756.02
Daniel Ct	1008	L & T CR	Medium	231.79	Ft	2.92	Crack Sealing - AC	231.63	Ft	\$1.50	\$347.67
DOGWOOOD	945	L & T CR	Medium	241.83	Ft	0.79	Crack Sealing - AC	241.80	Ft	\$1.50	\$362.76
ELM DR DR	570	L & T CR	Medium	29.10	Ft	0.41	Crack Sealing - AC	29.20	Ft	\$1.50	\$43.65
ELM DR DR	571	L & T CR	Medium	156.27	Ft	2.65	Crack Sealing - AC	156.17	Ft	\$1.50	\$234.40
ELM DR DR	572	L & T CR	Medium	47.77	Ft	0.7	Crack Sealing - AC	47.90	Ft	\$1.50	\$71.67
ELM DR DR	573	L & T CR	Medium	275.75	Ft	2.18	Crack Sealing - AC	275.59	Ft	\$1.50	\$413.63
ELM DR DR	573	ALLIGATOR CR	Medium	5.27	SqFt	0.04	Patching - AC Deep	18.30	SqFt	\$9.00	\$165.86
ELM DR DR	574	L & T CR	Medium	71.00	Ft	0.84	Crack Sealing - AC	70.87	Ft	\$1.50	\$106.49
ELM DR DR	575	L & T CR	Medium	254.00	Ft	1.3	Crack Sealing - AC	253.94	Ft	\$1.50	\$380.99
ELM DR DR	575	ALLIGATOR CR	Medium	4.74	SqFt	0.02	Patching - AC Deep	17.22	SqFt	\$9.00	\$158.21
ELM DR DR	817	L & T CR	Medium	11.75	Ft	0.16	Crack Sealing - AC	11.81	Ft	\$1.50	\$17.60
ELM DR DR	818	L & T CR	Medium	39.96	Ft	0.55	Crack Sealing - AC	40.03	Ft	\$1.50	\$59.93
FOUNTA DR	598	L & T CR	Medium	3.31	Ft	0.05	Crack Sealing - AC	3.28	Ft	\$1.50	\$4.99
FOUNTAEAU	547	L & T CR	Medium	50.16	Ft	0.38	Crack Sealing - AC	50.20	Ft	\$1.50	\$75.27
FOUNTAEAU	549	L & T CR	Medium	29.33	Ft	0.59	Crack Sealing - AC	29.20	Ft	\$1.50	\$44.02
FOUNTAEAU	550	L & T CR	Medium	9.51	Ft	0.18	Crack Sealing - AC	9.51	Ft	\$1.50	\$14.28
FOUNTAEAU	551	L & T CR	Medium	3.84	Ft	0.04	Crack Sealing - AC	3.94	Ft	\$1.50	\$5.73
FOUNTAEAU	552	L & T CR	Medium	22.77	Ft	0.3	Crack Sealing - AC	22.64	Ft	\$1.50	\$34.16
FOUNTAEAU	553	L & T CR	Medium	14.44	Ft	0.09	Crack Sealing - AC	14.44	Ft	\$1.50	\$21.67
FOUNTAEAU	554	L & T CR	Medium	5.45	Ft	0.05	Crack Sealing - AC	5.58	Ft	\$1.50	\$8.15
FOUNTAEAU	555	L & T CR	Medium	4.27	Ft	0.22	Crack Sealing - AC	4.27	Ft	\$1.50	\$6.42
FOUNTAEAU	556	L & T CR	Medium	34.48	Ft	0.25	Crack Sealing - AC	34.45	Ft	\$1.50	\$51.71
FOUNTAEAU	556	ALLIGATOR CR	Medium	0.65	SqFt	0	Patching - AC Deep	7.53	SqFt	\$9.00	\$71.57
GOLFSVI DR	670	L & T CR	Medium	143.08	Ft	2.52	Crack Sealing - AC	143.04	Ft	\$1.50	\$214.63
GOLFSVI DR	670	ALLIGATOR CR	Medium	21.20	SqFt	0.37	Patching - AC Deep	44.13	SqFt	\$9.00	\$394.19

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
GOLFVI DR	671	L & T CR	Medium	26.67	Ft	0.7	Crack Sealing - AC	26.57	Ft	\$1.50	\$40.03
GOLFVI DR	672	L & T CR	Medium	6.79	Ft	0.11	Crack Sealing - AC	6.89	Ft	\$1.50	\$10.20
GOLFVI DR	673	L & T CR	Medium	3.38	Ft	0.18	Crack Sealing - AC	3.28	Ft	\$1.50	\$5.09
GOLFVI DR	674	L & T CR	Medium	274.51	Ft	4.7	Crack Sealing - AC	274.61	Ft	\$1.50	\$411.75
GOLFVI DR	675	L & T CR	Medium	61.78	Ft	2.88	Crack Sealing - AC	61.68	Ft	\$1.50	\$92.68
GOLFVI DR	676	L & T CR	Medium	22.54	Ft	1.15	Crack Sealing - AC	22.64	Ft	\$1.50	\$33.82
GOLFVI DR	677	L & T CR	Medium	19.98	Ft	0.35	Crack Sealing - AC	20.01	Ft	\$1.50	\$29.97
GOLFVI DR	678	L & T CR	Medium	52.30	Ft	0.85	Crack Sealing - AC	52.17	Ft	\$1.50	\$78.47
GOLFVI DR	679	L & T CR	Medium	10.89	Ft	0.28	Crack Sealing - AC	10.83	Ft	\$1.50	\$16.34
GOLFVI DR	680	L & T CR	Medium	59.45	Ft	0.39	Crack Sealing - AC	59.38	Ft	\$1.50	\$89.18
GOLFVI DR	681	L & T CR	Medium	33.50	Ft	1.46	Crack Sealing - AC	33.46	Ft	\$1.50	\$50.24
GOLFVI DR	682	L & T CR	Medium	2.95	Ft	0.07	Crack Sealing - AC	2.95	Ft	\$1.50	\$4.45
GOLFVI DR	683	JT REF. CR	Medium	25.49	Ft	2.08	Crack Sealing - AC	25.59	Ft	\$1.50	\$38.23
GOLFVI DR	684	L & T CR	Medium	72.05	Ft	1	Crack Sealing - AC	72.18	Ft	\$1.50	\$108.07
GOLFVI DR	685	L & T CR	Medium	96.19	Ft	0.64	Crack Sealing - AC	96.13	Ft	\$1.50	\$144.29
GOLFVI DR	685	ALLIGATOR CR	Medium	3.55	SqFt	0.02	Patching - AC Deep	15.07	SqFt	\$9.00	\$136.51
GOLFVI DR	686	L & T CR	Medium	11.48	Ft	0.5	Crack Sealing - AC	11.48	Ft	\$1.50	\$17.22
GOLFVI DR	687	L & T CR	Medium	38.78	Ft	0.96	Crack Sealing - AC	38.71	Ft	\$1.50	\$58.16
GOLFVI DR	687	ALLIGATOR CR	Medium	1.72	SqFt	0.04	Patching - AC Deep	10.76	SqFt	\$9.00	\$100.18
GRAYCO DR	703	L & T CR	Medium	68.86	Ft	0.36	Crack Sealing - AC	68.90	Ft	\$1.50	\$103.31
GRAYCO DR	703	ALLIGATOR CR	Medium	0.43	SqFt	0	Patching - AC Deep	7.53	SqFt	\$9.00	\$64.17
GREENWOOD	948	L & T CR	Medium	128.22	Ft	0.51	Crack Sealing - AC	128.28	Ft	\$1.50	\$192.31
GREENWOOD	949	L & T CR	Medium	67.09	Ft	0.49	Crack Sealing - AC	67.26	Ft	\$1.50	\$100.65
GREENWOOD	950	L & T CR	Medium	59.42	Ft	0.71	Crack Sealing - AC	59.38	Ft	\$1.50	\$89.10
GRENOBBLE	988	L & T CR	Medium	89.01	Ft	0.77	Crack Sealing - AC	88.91	Ft	\$1.50	\$133.54
GRENOBIVE	814	L & T CR	Medium	89.27	Ft	1.3	Crack Sealing - AC	89.24	Ft	\$1.50	\$133.91
GRENOBIVE	815	L & T CR	Medium	21.39	Ft	0.4	Crack Sealing - AC	21.33	Ft	\$1.50	\$32.09
HAZEL ANE	853	L & T CR	Medium	610.63	Ft	2.36	Crack Sealing - AC	610.56	Ft	\$1.50	\$915.97
HAZEL ANE	853	ALLIGATOR CR	Medium	23.25	SqFt	0.09	Patching - AC Deep	46.28	SqFt	\$9.00	\$419.98
HAZEL ANE	854	L & T CR	Medium	13.09	Ft	0.05	Crack Sealing - AC	13.12	Ft	\$1.50	\$19.61
HEAD AAVE	774	L & T CR	Medium	111.68	Ft	0.69	Crack Sealing - AC	111.55	Ft	\$1.50	\$167.52
HEAD AAVE	775	L & T CR	Medium	150.43	Ft	0.95	Crack Sealing - AC	150.59	Ft	\$1.50	\$225.65
HEAD AAVE	776	L & T CR	Medium	245.21	Ft	1.54	Crack Sealing - AC	245.08	Ft	\$1.50	\$367.83

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
HEAD AAVE	776	ALLIGATOR CR	Medium	9.15	SqFt	0.06	Patching - AC Deep	24.76	SqFt	\$9.00	\$227.60
HEAD AAVE	777	L & T CR	Medium	939.60	Ft	5.89	Crack Sealing - AC	939.63	Ft	\$1.50	\$1,409.42
HICKOR LN	626	L & T CR	Medium	53.58	Ft	1.73	Crack Sealing - AC	53.48	Ft	\$1.50	\$80.35
HICKOR LN	626	ALLIGATOR CR	Medium	9.04	SqFt	0.29	Patching - AC Deep	24.76	SqFt	\$9.00	\$225.87
HICKORANE	845	L & T CR	Medium	462.43	Ft	2.42	Crack Sealing - AC	462.60	Ft	\$1.50	\$693.67
HICKORANE	845	ALLIGATOR CR	Medium	26.80	SqFt	0.14	Patching - AC Deep	51.67	SqFt	\$9.00	\$465.35
HICKORANE	846	L & T CR	Medium	62.14	Ft	1.4	Crack Sealing - AC	62.01	Ft	\$1.50	\$93.22
HICKORANE	846	ALLIGATOR CR	Medium	7.86	SqFt	0.18	Patching - AC Deep	22.60	SqFt	\$9.00	\$207.96
HICKORANE	847	L & T CR	Medium	202.30	Ft	2.78	Crack Sealing - AC	202.43	Ft	\$1.50	\$303.44
HIGHLANUE	745	L & T CR	Medium	227.89	Ft	4.93	Crack Sealing - AC	228.02	Ft	\$1.50	\$341.82
HIGHLANUE	745	ALLIGATOR CR	Medium	9.80	SqFt	0.21	Patching - AC Deep	25.83	SqFt	\$9.00	\$236.75
HIGHLANUE	746	L & T CR	Medium	1512.60	Ft	8.87	Crack Sealing - AC	1512.47	Ft	\$1.50	\$2,268.94
HIGHLANUE	746	ALLIGATOR CR	Medium	72.12	SqFt	0.42	Patching - AC Deep	109.79	SqFt	\$9.00	\$992.37
HOLMESAVE	620	L & T CR	Medium	1960.01	Ft	6.8	Crack Sealing - AC	1959.97	Ft	\$1.50	\$2,940.04
JODAVEAVE	797	L & T CR	Medium	14.50	Ft	0.09	Crack Sealing - AC	14.44	Ft	\$1.50	\$21.76
JODAVEAVE	797	ALLIGATOR CR	Medium	3.01	SqFt	0.02	Patching - AC Deep	13.99	SqFt	\$9.00	\$125.40
JODAVEAVE	798	L & T CR	Medium	22.80	Ft	0.15	Crack Sealing - AC	22.64	Ft	\$1.50	\$34.18
JOVANN DR	704	L & T CR	Medium	575.00	Ft	4.2	Crack Sealing - AC	575.13	Ft	\$1.50	\$862.51
JOVANN DR	704	ALLIGATOR CR	Medium	17.33	SqFt	0.13	Patching - AC Deep	37.67	SqFt	\$9.00	\$342.44
KNOLLWOOD	940	L & T CR	Medium	144.91	Ft	2.26	Crack Sealing - AC	145.01	Ft	\$1.50	\$217.36
KNOLLWOOD	941	L & T CR	Medium	52.03	Ft	1.08	Crack Sealing - AC	52.17	Ft	\$1.50	\$78.05
LAKEVI DR	696	L & T CR	Medium	436.84	Ft	3.18	Crack Sealing - AC	436.68	Ft	\$1.50	\$655.27
LAKEVI DR	696	ALLIGATOR CR	Medium	23.90	SqFt	0.17	Patching - AC Deep	47.36	SqFt	\$9.00	\$428.33
LAKEVI DR	697	L & T CR	Medium	276.18	Ft	3	Crack Sealing - AC	276.25	Ft	\$1.50	\$414.29
LAKEVI DR	697	ALLIGATOR CR	Medium	6.24	SqFt	0.07	Patching - AC Deep	20.45	SqFt	\$9.00	\$182.69
LARKSPUR	937	L & T CR	Medium	815.58	Ft	3.18	Crack Sealing - AC	815.62	Ft	\$1.50	\$1,223.38
LAUREL LN	613	L & T CR	Medium	69.65	Ft	1.13	Crack Sealing - AC	69.55	Ft	\$1.50	\$104.50
LAUREL LN	614	L & T CR	Medium	175.66	Ft	1.52	Crack Sealing - AC	175.52	Ft	\$1.50	\$263.47
LAUREL LN	615	L & T CR	Medium	400.20	Ft	1.33	Crack Sealing - AC	400.26	Ft	\$1.50	\$600.29
LAUREL LN	615	ALLIGATOR CR	Medium	7.97	SqFt	0.03	Patching - AC Deep	23.68	SqFt	\$9.00	\$210.45
LAUREL LN	616	L & T CR	Medium	72.18	Ft	1.04	Crack Sealing - AC	72.18	Ft	\$1.50	\$108.25
LAUREL LN	617	L & T CR	Medium	197.97	Ft	2.73	Crack Sealing - AC	197.83	Ft	\$1.50	\$296.94
LEXINGIVE	709	L & T CR	Medium	165.35	Ft	1.73	Crack Sealing - AC	165.35	Ft	\$1.50	\$248.03

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
LINCOL ST	794	L & T CR	Medium	223.88	Ft	0.7	Crack Sealing - AC	223.75	Ft	\$1.50	\$335.82
LINCOL ST	794	ALLIGATOR CR	Medium	23.03	SqFt	0.07	Patching - AC Deep	46.28	SqFt	\$9.00	\$417.15
LINCOL ST	795	L & T CR	Medium	33.92	Ft	0.22	Crack Sealing - AC	33.79	Ft	\$1.50	\$50.91
LINCOL ST	796	L & T CR	Medium	19.75	Ft	0.13	Crack Sealing - AC	19.69	Ft	\$1.50	\$29.61
LINDENIVE	805	L & T CR	Medium	380.97	Ft	4.98	Crack Sealing - AC	380.91	Ft	\$1.50	\$571.46
LINDENIVE	805	ALLIGATOR CR	Medium	44.02	SqFt	0.58	Patching - AC Deep	74.27	SqFt	\$9.00	\$673.15
LOCUSTIVE	825	L & T CR	Medium	44.36	Ft	0.15	Crack Sealing - AC	44.29	Ft	\$1.50	\$66.54
MAHONEWAY	747	L & T CR	Medium	530.68	Ft	3.72	Crack Sealing - AC	530.51	Ft	\$1.50	\$796.01
MAHONEWAY	750	L & T CR	Medium	249.11	Ft	3.14	Crack Sealing - AC	249.02	Ft	\$1.50	\$373.66
MAHONEWAY	750	ALLIGATOR CR	Medium	3.44	SqFt	0.04	Patching - AC Deep	15.07	SqFt	\$9.00	\$134.42
MAPLE LN	878	L & T CR	Medium	2.66	Ft	0.06	Crack Sealing - AC	2.62	Ft	\$1.50	\$3.99
MAPLE ANE	874	L & T CR	Medium	15.16	Ft	0.06	Crack Sealing - AC	15.09	Ft	\$1.50	\$22.72
MEADOW LN	691	JT REF. CR	Medium	150.30	Ft	16.67	Crack Sealing - AC	150.26	Ft	\$1.50	\$225.46
MICHAEL CT	650	L & T CR	Medium	1.21	Ft	0.01	Crack Sealing - AC	1.31	Ft	\$1.50	\$1.82
MONTMARTE	959	L & T CR	Medium	888.58	Ft	4	Crack Sealing - AC	888.45	Ft	\$1.50	\$1,332.89
MONTMARTE	959	ALLIGATOR CR	Medium	8.72	SqFt	0.04	Patching - AC Deep	24.76	SqFt	\$9.00	\$222.03
MONTMARTE	960	L & T CR	Medium	445.51	Ft	2.86	Crack Sealing - AC	445.54	Ft	\$1.50	\$668.28
MONTMARTE	960	ALLIGATOR CR	Medium	16.90	SqFt	0.11	Patching - AC Deep	37.67	SqFt	\$9.00	\$336.54
MURPHYNUE	756	L & T CR	Medium	766.83	Ft	4.73	Crack Sealing - AC	766.73	Ft	\$1.50	\$1,150.27
MURPHYNUE	756	ALLIGATOR CR	Medium	8.07	SqFt	0.05	Patching - AC Deep	23.68	SqFt	\$9.00	\$211.16
OAK CT CT	622	L & T CR	Medium	11.25	Ft	0.32	Crack Sealing - AC	11.15	Ft	\$1.50	\$16.86
OAK STEET	879	L & T CR	Medium	2.95	Ft	0.06	Crack Sealing - AC	2.95	Ft	\$1.50	\$4.41
OAK STEET	880	L & T CR	Medium	47.44	Ft	0.24	Crack Sealing - AC	47.57	Ft	\$1.50	\$71.16
Oakwoo Dr	992	L & T CR	Medium	665.22	Ft	3.3	Crack Sealing - AC	665.35	Ft	\$1.50	\$997.84
Oakwoo Dr	992	ALLIGATOR CR	Medium	45.53	SqFt	0.23	Patching - AC Deep	76.42	SqFt	\$9.00	\$690.03
Oakwoo Dr	993	L & T CR	Medium	231.96	Ft	3.66	Crack Sealing - AC	231.96	Ft	\$1.50	\$347.94
Oakwoo Dr	995	L & T CR	Medium	324.70	Ft	4.12	Crack Sealing - AC	324.80	Ft	\$1.50	\$487.05
Oakwoo Dr	995	ALLIGATOR CR	Medium	1.94	SqFt	0.03	Patching - AC Deep	11.84	SqFt	\$9.00	\$105.00
ORCHARAVE	763	LINEAR CR	Medium	53.76	Slabs	84	Crack Sealing - PCC	860.24	Ft	\$1.50	\$1,290.25
ORCHARAVE	763	LINEAR CR	High	8.96	Slabs	14	Patching - PCC Partial Depth	2150.63	SqFt	\$15.00	\$32,256.01
PAGE ANUE	799	L & T CR	Medium	168.47	Ft	4.5	Crack Sealing - AC	168.64	Ft	\$1.50	\$252.73
PAGE ANUE	799	ALLIGATOR CR	Medium	22.82	SqFt	0.61	Patching - AC Deep	46.28	SqFt	\$9.00	\$414.72
PAGE ANUE	800	L & T CR	Medium	284.06	Ft	2.89	Crack Sealing - AC	284.12	Ft	\$1.50	\$426.08

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
PAGE ANUE	800	ALLIGATOR CR	Medium	19.70	SqFt	0.2	Patching - AC Deep	41.98	SqFt	\$9.00	\$373.50
PAGE ANUE	801	L & T CR	Medium	1275.20	Ft	8.08	Crack Sealing - AC	1275.26	Ft	\$1.50	\$1,912.81
PAGE ANUE	801	ALLIGATOR CR	Medium	55.97	SqFt	0.35	Patching - AC Deep	90.42	SqFt	\$9.00	\$811.34
PAGE ANUE	803	L & T CR	Medium	263.06	Ft	3.39	Crack Sealing - AC	263.12	Ft	\$1.50	\$394.61
PAGE ANUE	803	ALLIGATOR CR	Medium	22.93	SqFt	0.3	Patching - AC Deep	46.28	SqFt	\$9.00	\$415.56
PALMERLVD	700	L & T CR	Medium	112.66	Ft	1.94	Crack Sealing - AC	112.53	Ft	\$1.50	\$168.98
PALMERLVD	701	L & T CR	Medium	1202.62	Ft	3.79	Crack Sealing - AC	1202.76	Ft	\$1.50	\$1,803.95
PALMERLVD	701	ALLIGATOR CR	Medium	44.24	SqFt	0.14	Patching - AC Deep	75.35	SqFt	\$9.00	\$674.55
PALMERLVD	702	L & T CR	Medium	831.99	Ft	3.74	Crack Sealing - AC	832.02	Ft	\$1.50	\$1,247.98
PALMERLVD	702	ALLIGATOR CR	Medium	2.05	SqFt	0.01	Patching - AC Deep	11.84	SqFt	\$9.00	\$105.89
Park A Ave	540	L & T CR	Medium	277.72	Ft	5.52	Crack Sealing - AC	277.56	Ft	\$1.50	\$416.58
PAULINNUE	804	L & T CR	Medium	235.50	Ft	2.94	Crack Sealing - AC	235.56	Ft	\$1.50	\$353.27
PAULINNUE	804	ALLIGATOR CR	Medium	3.77	SqFt	0.05	Patching - AC Deep	15.07	SqFt	\$9.00	\$139.71
PEBBLEOOD	946	L & T CR	Medium	284.12	Ft	1.15	Crack Sealing - AC	284.12	Ft	\$1.50	\$426.17
SEINE URT	961	L & T CR	Medium	44.13	Ft	0.79	Crack Sealing - AC	43.96	Ft	\$1.50	\$66.18
SHAGBA LN	956	L & T CR	Medium	191.90	Ft	2.16	Crack Sealing - AC	191.93	Ft	\$1.50	\$287.86
SHAGBA LN	956	ALLIGATOR CR	Medium	6.03	SqFt	0.07	Patching - AC Deep	19.38	SqFt	\$9.00	\$179.08
SHAGBA LN	957	L & T CR	Medium	318.47	Ft	2.88	Crack Sealing - AC	318.57	Ft	\$1.50	\$477.70
SHEA AAVE	788	L & T CR	Medium	453.02	Ft	2.85	Crack Sealing - AC	453.08	Ft	\$1.50	\$679.52
SHEA AAVE	788	ALLIGATOR CR	Medium	1.18	SqFt	0.01	Patching - AC Deep	9.69	SqFt	\$9.00	\$85.54
SHEA AAVE	790	L & T CR	Medium	883.17	Ft	2.78	Crack Sealing - AC	883.20	Ft	\$1.50	\$1,324.76
SHEA AAVE	790	ALLIGATOR CR	Medium	89.13	SqFt	0.28	Patching - AC Deep	131.32	SqFt	\$9.00	\$1,180.11
Stoneb Dr	998	L & T CR	Medium	75.36	Ft	1.88	Crack Sealing - AC	75.46	Ft	\$1.50	\$113.07
SUMMITNUE	752	L & T CR	Medium	149.02	Ft	1.94	Crack Sealing - AC	148.95	Ft	\$1.50	\$223.50
SUMMITNUE	753	L & T CR	Medium	98.36	Ft	1.25	Crack Sealing - AC	98.43	Ft	\$1.50	\$147.56
SUNSETOAD	918	L & T CR	Medium	212.66	Ft	5.18	Crack Sealing - AC	212.60	Ft	\$1.50	\$318.99
SUNSETOAD	918	ALLIGATOR CR	Medium	4.09	SqFt	0.1	Patching - AC Deep	16.15	SqFt	\$9.00	\$145.30
SUNSETOAD	919	L & T CR	Medium	359.81	Ft	5.02	Crack Sealing - AC	359.91	Ft	\$1.50	\$539.72
SUNSETOAD	919	ALLIGATOR CR	Medium	17.11	SqFt	0.24	Patching - AC Deep	37.67	SqFt	\$9.00	\$340.51
SYCAMOORE	813	L & T CR	Medium	54.56	Ft	1.78	Crack Sealing - AC	54.46	Ft	\$1.50	\$81.82
SYCAMOORE	813	ALLIGATOR CR	Medium	8.83	SqFt	0.29	Patching - AC Deep	24.76	SqFt	\$9.00	\$222.95
TANGLEOOD	706	L & T CR	Medium	265.78	Ft	1.5	Crack Sealing - AC	265.75	Ft	\$1.50	\$398.66
TENNYSPACE	843	L & T CR	Medium	883.07	Ft	4.5	Crack Sealing - AC	883.20	Ft	\$1.50	\$1,324.61

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
TENNYSACE	843	ALLIGATOR CR	Medium	5.81	SqFt	0.03	Patching - AC Deep	19.38	SqFt	\$9.00	\$175.90
TRAPETA VE	780	L & T CR	Medium	250.20	Ft	1.55	Crack Sealing - AC	250.33	Ft	\$1.50	\$375.28
TRAPETA VE	781	L & T CR	Medium	135.79	Ft	1.66	Crack Sealing - AC	135.83	Ft	\$1.50	\$203.69
TRAPETA VE	781	ALLIGATOR CR	Medium	10.12	SqFt	0.12	Patching - AC Deep	26.91	SqFt	\$9.00	\$242.38
TRAPETA VE	782	L & T CR	Medium	186.88	Ft	2.49	Crack Sealing - AC	187.01	Ft	\$1.50	\$280.34
TRAPETPET	779	L & T CR	Medium	272.38	Ft	1.68	Crack Sealing - AC	272.31	Ft	\$1.50	\$408.55
TULIP IVE	891	L & T CR	Medium	1047.93	Ft	4.13	Crack Sealing - AC	1047.90	Ft	\$1.50	\$1,571.93
TULIP IVE	891	ALLIGATOR CR	Medium	10.33	SqFt	0.04	Patching - AC Deep	26.91	SqFt	\$9.00	\$245.15
VERSAIANE	808	L & T CR	Medium	467.88	Ft	1.77	Crack Sealing - AC	467.85	Ft	\$1.50	\$701.83
VILLAG DR	662	JT REF. CR	Medium	150.39	Ft	14.02	Crack Sealing - AC	150.26	Ft	\$1.50	\$225.61
VILLAGIVE	582	L & T CR	Medium	187.11	Ft	1.4	Crack Sealing - AC	187.01	Ft	\$1.50	\$280.64
VILLAGIVE	582	ALLIGATOR CR	Medium	12.70	SqFt	0.1	Patching - AC Deep	31.22	SqFt	\$9.00	\$279.86
VILLAGIVE	583	L & T CR	Medium	39.67	Ft	0.4	Crack Sealing - AC	39.70	Ft	\$1.50	\$59.49
VILLAGIVE	584	L & T CR	Medium	56.89	Ft	0.44	Crack Sealing - AC	56.76	Ft	\$1.50	\$85.35
VILLAGIVE	585	L & T CR	Medium	178.31	Ft	1.31	Crack Sealing - AC	178.48	Ft	\$1.50	\$267.49
VILLAGIVE	586	L & T CR	Medium	366.40	Ft	3.74	Crack Sealing - AC	366.47	Ft	\$1.50	\$549.62
VILLAGIVE	586	ALLIGATOR CR	Medium	9.69	SqFt	0.1	Patching - AC Deep	25.83	SqFt	\$9.00	\$235.19
VILLAGIVE	587	L & T CR	Medium	388.06	Ft	4.47	Crack Sealing - AC	388.12	Ft	\$1.50	\$582.08
VILLAGIVE	587	ALLIGATOR CR	Medium	50.48	SqFt	0.58	Patching - AC Deep	82.88	SqFt	\$9.00	\$747.19
VILLAGIVE	588	L & T CR	Medium	97.34	Ft	0.73	Crack Sealing - AC	97.44	Ft	\$1.50	\$146.02
VILLAGIVE	588	ALLIGATOR CR	Medium	7.64	SqFt	0.06	Patching - AC Deep	22.60	SqFt	\$9.00	\$205.33
WESTERAVE	608	L & T CR	Medium	378.22	Ft	7.72	Crack Sealing - AC	378.28	Ft	\$1.50	\$567.31
WESTERAVE	608	ALLIGATOR CR	Medium	27.99	SqFt	0.57	Patching - AC Deep	52.74	SqFt	\$9.00	\$478.85
WHEELWURT	850	L & T CR	Medium	211.71	Ft	3.91	Crack Sealing - AC	211.61	Ft	\$1.50	\$317.55
WINCHEAVE	792	L & T CR	Medium	10.01	Ft	0.06	Crack Sealing - AC	9.84	Ft	\$1.50	\$15.00
WINCHEAVE	793	L & T CR	Medium	14.83	Ft	0.09	Crack Sealing - AC	14.76	Ft	\$1.50	\$22.22
WINCHETER	791	L & T CR	Medium	250.52	Ft	3.08	Crack Sealing - AC	250.66	Ft	\$1.50	\$375.77
WINCHETER	791	ALLIGATOR CR	Medium	1.51	SqFt	0.02	Patching - AC Deep	10.76	SqFt	\$9.00	\$92.88
WOODWO PL	868	L & T CR	Medium	163.22	Ft	1.56	Crack Sealing - AC	163.06	Ft	\$1.50	\$244.83
WOODWOAVE	856	L & T CR	Medium	34.38	Ft	0.5	Crack Sealing - AC	34.45	Ft	\$1.50	\$51.57
WOODWOAVE	856	ALLIGATOR CR	Medium	1.40	SqFt	0.02	Patching - AC Deep	9.69	SqFt	\$9.00	\$90.51
WOODWOAVE	858	L & T CR	Medium	11.94	Ft	0.09	Crack Sealing - AC	11.81	Ft	\$1.50	\$17.93
WOODWOURT	861	L & T CR	Medium	84.25	Ft	3.1	Crack Sealing - AC	84.32	Ft	\$1.50	\$126.37

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
WOODWOURT	861	ALLIGATOR CR	Medium	2.05	SqFt	0.08	Patching - AC Deep	11.84	SqFt	\$9.00	\$106.69