2019 “State of the Streets”
Final Report

Prepared for:

Village of Lynwood, Illinois &
Chicago Metropolitan Agency for Planning

Prepared by:

Gorrondona and Associates, Inc.
Pavement Engineering Division
4201 West Parmer Lane, Building A, Suite 150 | Austin, Texas 78727
(512) 719-9933 | www.ga-inc.net

In association with:

Urban GIS, Inc. (MBE/DBE/8a)
171 North Aberdeen | Suite 10 | Chicago, Illinois 60607
(312) 525-8400 | www.urbangis.com

TABLE OF CONTENTS

1 EXECUTIVE SUMMARY

1.1 History

In May of 2019, the Chicago Metropolitan Agency for Planning (CMAP) retained the services of Gorrondona and Associates, Inc. (G&AI) to implement a pavement management system for the Village of Lynwood that will enable the Village to manage its roadway network in a more proactive, cost-effective, and sustainable way. To accomplish this objective, G&AI: 1) assessed the condition of the Village's roadways, 2) implemented and customized a pavement management system for the Village, and 3) developed near- and long-term pavement maintenance and rehabilitation (M&R) recommendations for the Village's roadways.

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

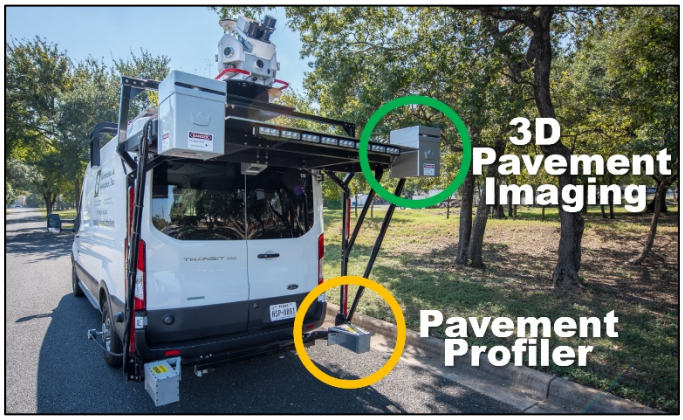


Figure 1. PathRunner pavement condition data collection system.

In September of 2019, preliminary results of the condition survey were presented to the Village. G&AI has since worked with the Village to collect additional pavement M&R records and M&R unit cost data with which to calibrate the PAVER system so that it is specific to the Village.

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

1.2 The PAVER Pavement Management System

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

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

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

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

1.3 Purpose and scope

The purpose of this project is to implement a comprehensive pavement management system for the Village's roadways. The scope of this project includes all roadways managed by the Village, which total approximately 31.6 centerline miles. This pavement management system will serve as a primary tool to assist the Village in more efficiently allocating its pavement M&R funding.

To this end, G&AI:

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

1.4 Results

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

Table 1. Village's pavement condition categories.

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

At the time of G&AI's June 2019 inspection, the Village's pavements were found to have an average PCI of 52, indicating that the Village's roadways are in overall "poor" condition.

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

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

The Village's roadways were found to have an average IRI value of 309 inches/mile, which indicates overall "marginally rough" pavement.

Maps 1 and 2, following this executive summary, show PCI and IRI categories for each roadway, respectively.

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

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

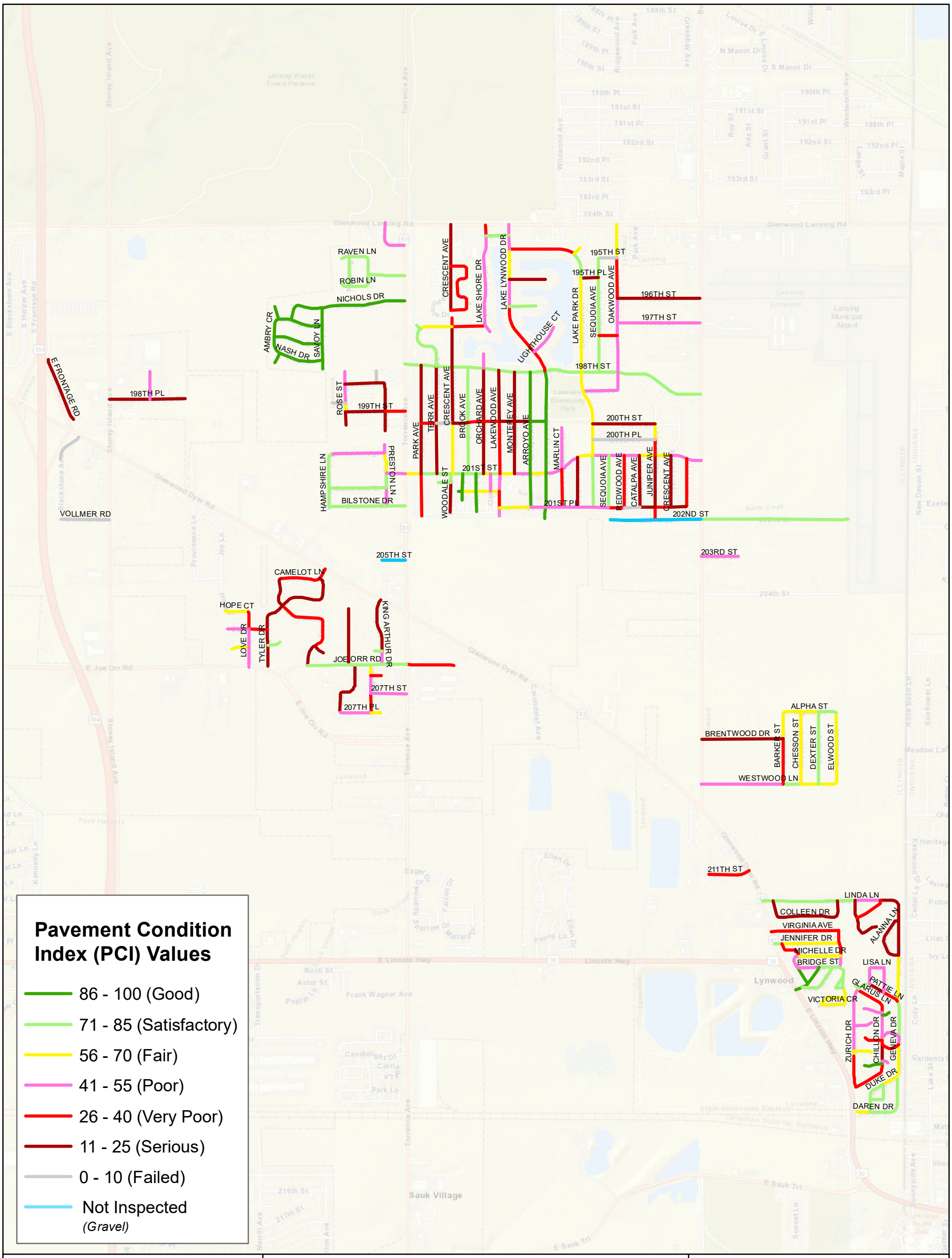
The deterioration observed on the Village's pavements at the time of inspection was caused by a mixture of vehicle load- and climate-related distresses. Vehicle load-related distresses, including alligator cracking and rutting, were pronounced on many of the Village's roadways and contributed most to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

1.5 Recommendations

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

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

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



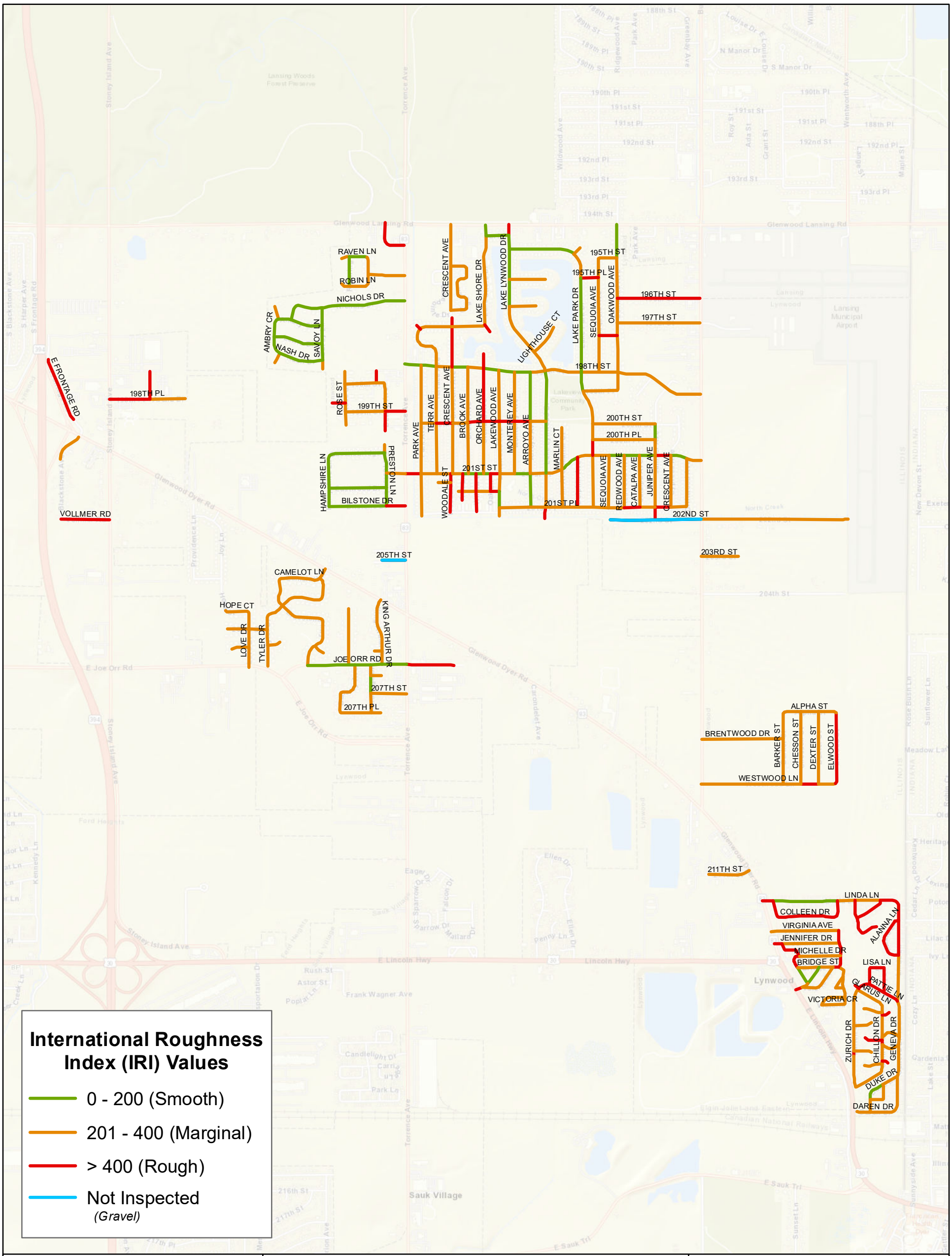
Village of Lynwood, Illinois

Pavement Management Program

Map 1:
Pavement Condition Index (PCI) Values

Gorrondona & Associates, Inc.

Urban GIS
your world, your way



International Roughness Index (IRI) Values

- 0 - 200 (Smooth)
- 201 - 400 (Marginal)
- > 400 (Rough)
- Not Inspected *(Gravel)*

N

0 1,500 3,000 Feet

Map 2:
International Roughness Index (IRI) Values

Village of Lynwood, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

Urban GIS
your world, your way

2 INTRODUCTION

2.1 Foreword

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

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

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

2.2 Background, scope, and objectives

In May of 2019, the Chicago Metropolitan Agency for Planning (CMAP) retained the services of Gorrondona and Associates, Inc. (G&AI) to assess the existing condition of the roadways maintained by the Village. The primary objectives of this project are to implement a comprehensive and Village-wide pavement management system, perform a network-level pavement condition survey, and identify future pavement M&R needs.

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

The PAVER Pavement Management System was implemented for the Village, and a state-of-the-art PathRunner pavement condition data collection system was deployed to capture continuous, high-resolution pavement cracking, rutting, and roughness data of the Village's roadways in June of 2019.

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

2.3 Project tasks

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

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

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

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

2.4 Conceptual overview of pavement management

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

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

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

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

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

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

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

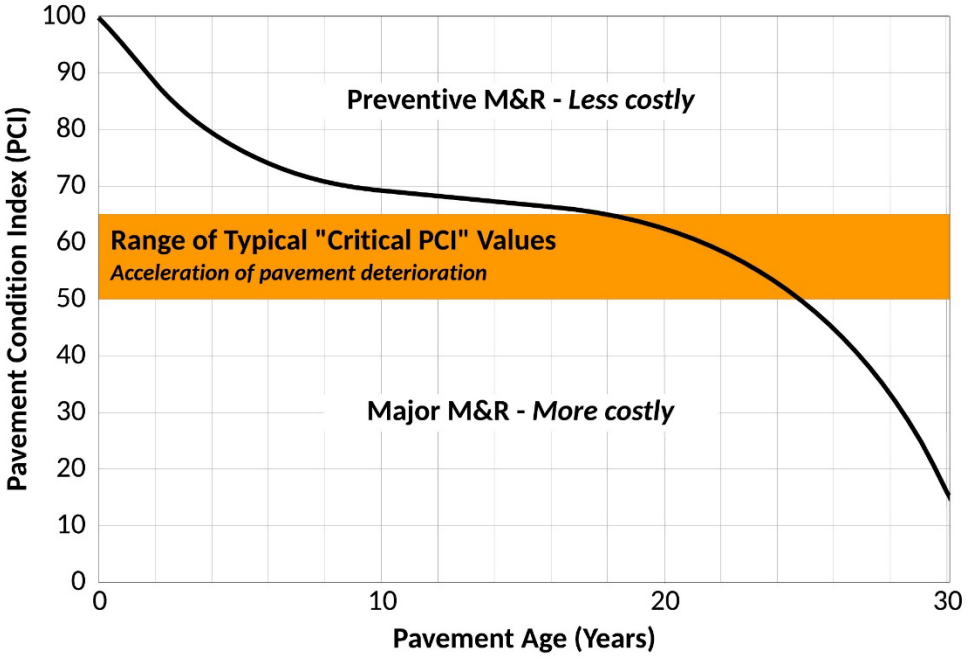


Figure 2. Example of the correct timing of preventive and major M&R relative to the Critical PCI.

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

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

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

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

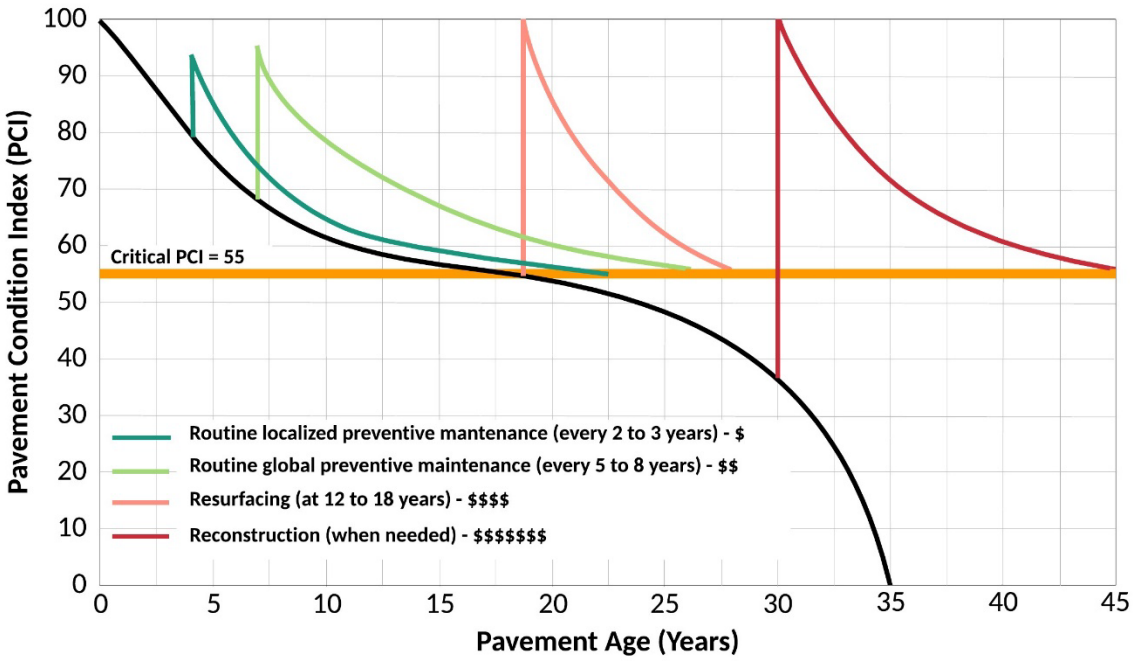


Figure 3. Example of the increasing prices and decreasing benefits of M&R.

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

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

2.5 Benefits and costs of implementing a pavement management system

Pavement management systems provide:

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

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

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

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

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

2.6 Incorporating pavement preservation strategies

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

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

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

The FHWA adds that preventive maintenance:

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

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

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

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

2.7 Summary

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

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

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

3 PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

3.1 Foreword

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

3.2 Objective

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

3.3 PAVER Pavement Management System overview

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

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

PAVER modules include:

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

A brief description of these modules is presented in the following sub-sections. The PAVER software and licenses were purchased for the Village from Colorado State University (CSU) and should be renewed annually. Current pricing for PAVER may be found at: www.paver.colostate.edu.

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

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

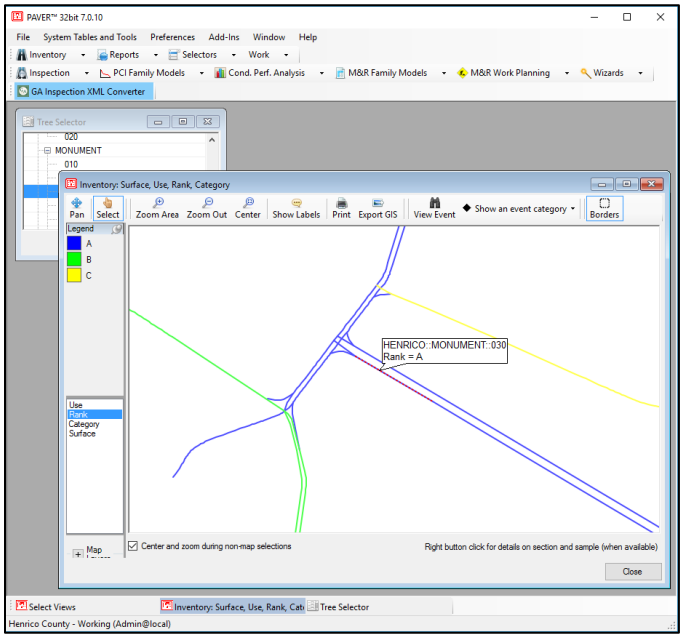


Figure 4. Example roadway functional classifications (ranks) stored in the Inventory module.

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

3.3.2 Inspection module

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

3.3.3 Prediction modeling module

The **Prediction Modeling** module in PAVER enables the user to group pavements of similar construction that are subjected to similar traffic, weather, and any other factors affecting pavement performance into "families." Historical pavement condition data are used to build models that can be used to predict future pavement performance. The **Prediction Modeling** module is a hands-on module and prediction models should be

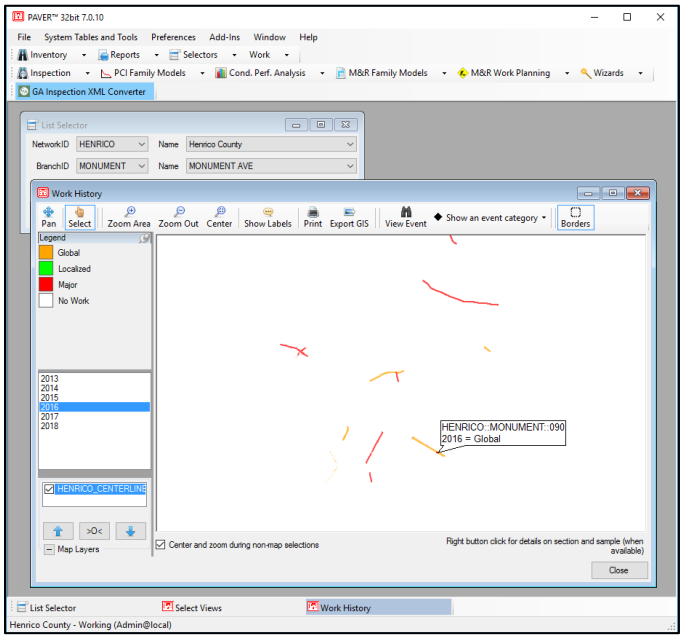


Figure 5. Example historical M&R records stored in the M&R History module.

updated by the Village following each condition survey. If historical pavement condition data are not available, PAVER provides default pavement prediction curves (shown in Figure 7) and allows the user to develop site specific prediction models.

3.3.4 Condition analysis module

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

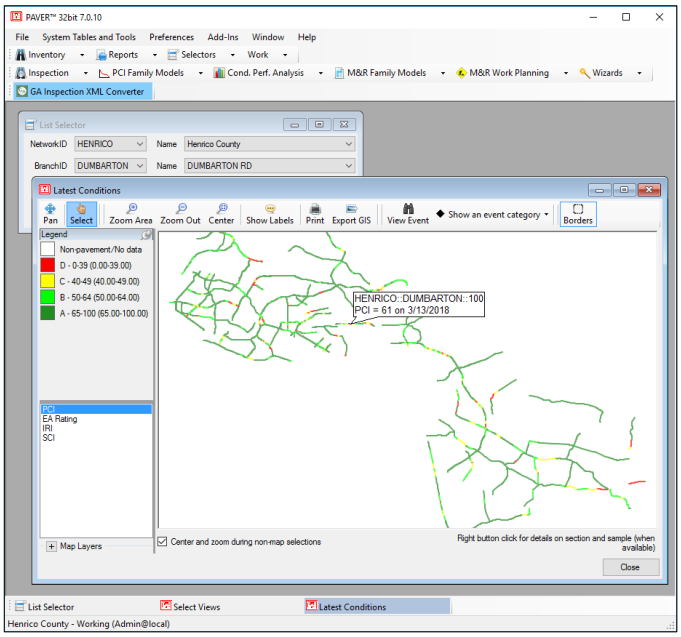


Figure 6. Example PCI values in the Inspection module.

3.3.5 M&R planning module

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

3.3.6 Reporting module

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

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

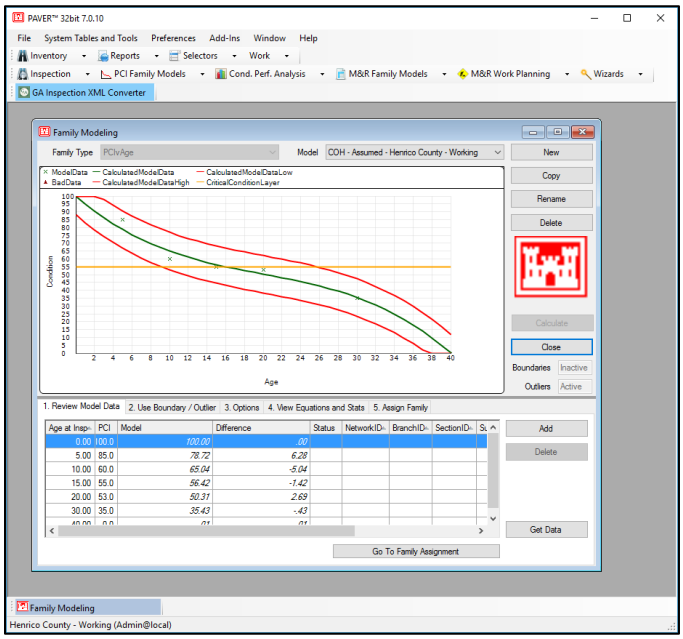


Figure 7. Example deterioration trend developed using the Prediction Modeling module.

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

3.4 Summary

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

4 PAVEMENT INVENTORY

4.1 Foreword

This section describes the Village's roadway pavement inventory as it exists in the PAVER Pavement Management System. The data sources used in developing the inventory are discussed in this section, and summary data are presented.

4.2 Objective

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

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

4.3 PAVER inventory development

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

Roadways were also assigned "ranks" (i.e., priorities) of primary (P), secondary (S), and tertiary (T). Federal aid eligible roads were assigned the rank of primary, since these tend to be the more heavily trafficked roadways. Residential roads were assigned the rank of secondary, and unpaved roadways and roadways in industrial zones were assigned the rank of tertiary.

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

4.4 Inventory summary

The Village's roadway network consists of approximately 31.6 centerline miles of predominantly asphalt surfaced, two-lane roadways. Table 2 shows the distribution of the Village's roadway network in mileage and area by pavement rank, and Table 3 shows the distribution by pavement surface type.

Table 2. Roadway summary data by pavement rank.

Rank	Centerline Miles	Lane Miles	Area (SY)
Primary, P	2.05	4.11	39,765
Secondary, S	29.10	58.21	451,517
Tertiary, T	0.39	0.78	4,099
Total	**31.55**	**63.09**	**495,382**

Table 3. Roadway summary data by pavement surface type.

Surface Type	Centerline Miles	Lane Miles	Area (SY)
Asphalt, AC	31.16	62.32	491,282
Gravel, GR	0.39	0.78	4,099
Total	**31.55**	**63.09**	**495,382**

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

5 PAVEMENT CONDITION INSPECTION

5.1 Foreword

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

5.2 Objective

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

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

5.3 Pavement condition data acquisition

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

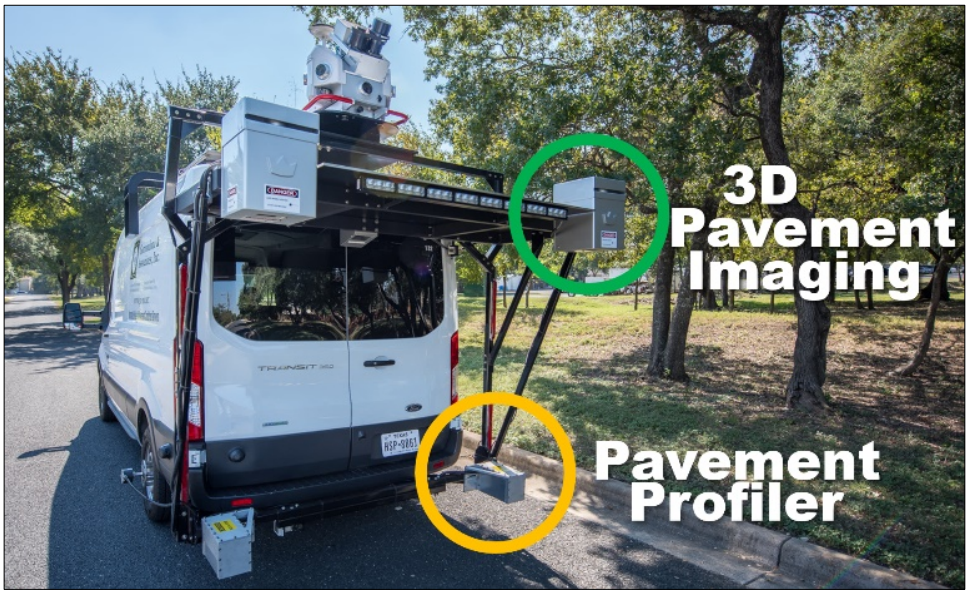


Figure 8. PathRunner pavement condition data collection system.

The PathRunner was driven on all roadways within the Village. By agreement with CMAP, only a single lane of two-lane roadways was collected and only the outmost lanes of four-lane and greater roadways were collected. Based on G&AI's experience, contiguous lanes are usually of similar character, and this

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

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

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

5.4 Pavement Condition Index (PCI) method

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

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

Table 4. Asphalt and concrete pavement distress types.

Asphalt Pavement Distresses	
Distress	**Cause**
Alligator Cracking	Load
Bleeding	Other
Block Cracking	Climate/Durability
Bumps and Sags	Other
Corrugation	Other
Depression	Other
Edge Cracking	Load
Joint Reflection Cracking	Climate/Durability
Lane/Shoulder Drop-Off	Other
Longitudinal and Transverse Cracking	Climate/Durability
Patching and Utility Cut Patching	Other
Polished Aggregate	Other
Pothole	Load
Railroad Crossing	Other
Rutting	Load
Shoving	Other
Slippage Cracking	Other
Swell	Other
Raveling	Climate/Durability
Weathering	Climate/Durability

Concrete Pavement Distresses	
Distress	**Cause**
Blowup/Buckling	Climate/Durability
Corner Break	Load
Divided Slab	Load
Durability ("D") Cracking	Climate/Durability
Faulting	Other
Joint Seal Damage	Climate/Durability
Lane/Shoulder Drop-Off	Other
Linear Cracking	Load
Patching, Large and Utility Cuts	Other
Patching, Small	Other
Polished Aggregate	Other
Popouts	Other
Pumping	Other
Punchout	Load
Railroad Crossing	Other
Scaling, Map Cracking, and Crazing	Other
Shrinkage Cracks	Climate/Durability
Spalling, Corner	Climate/Durability
Spalling, Joint	Climate/Durability

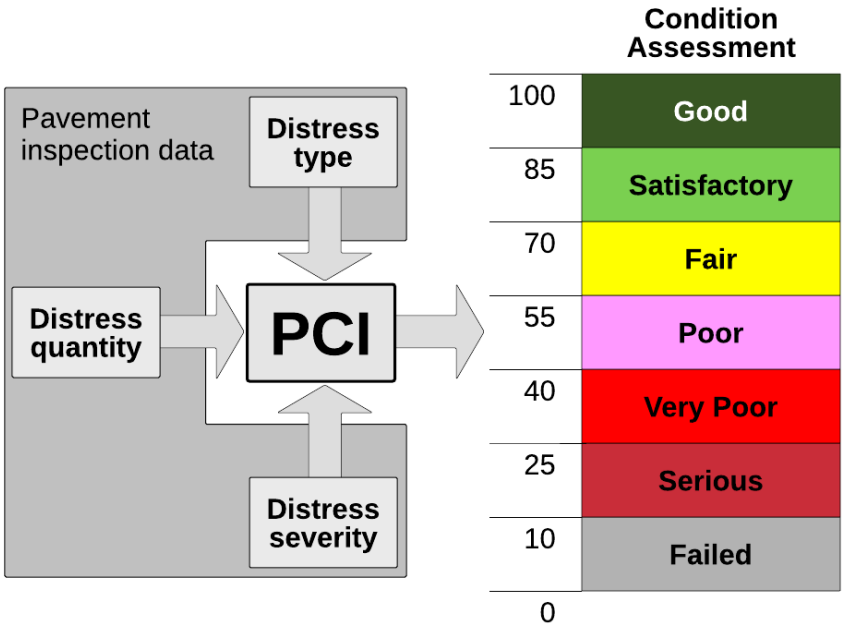


Figure 9. PCI inputs and the Village's assessment scale.

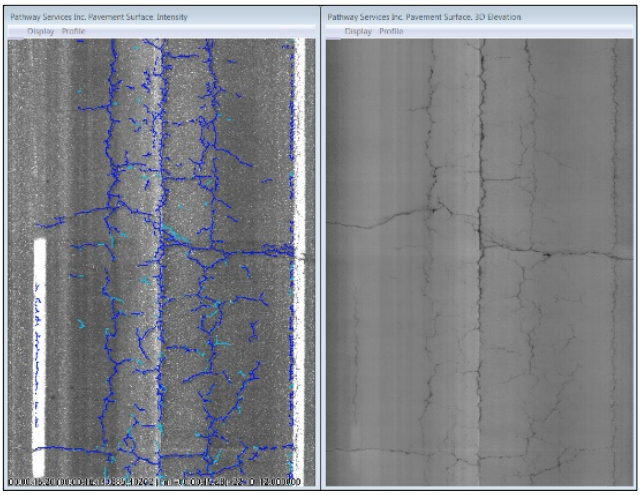
If properly designed and constructed, a new pavement begins its service life with a PCI of 100. Because of distress caused by vehicle loads, environmental factors, and aging, a pavement deteriorates over time. For each combination of distress type, severity level, and quantity observed during the inspection,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

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

5.5 Pavement Condition Index (PCI) data interpretation

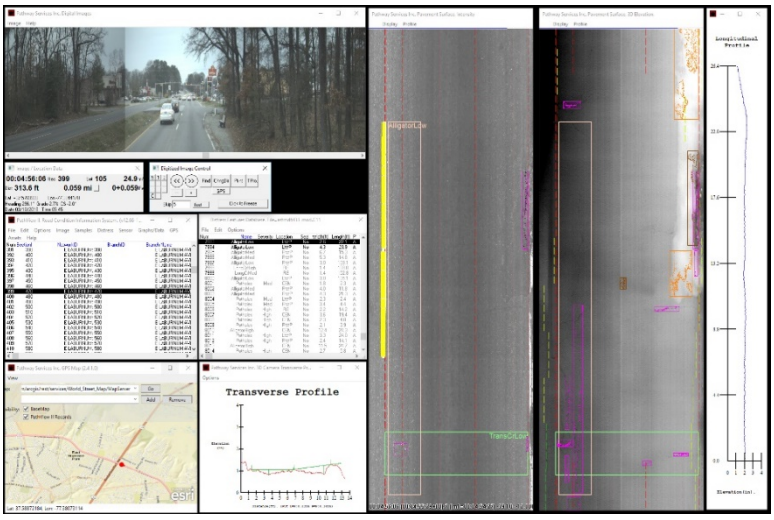
The PathRunner system captures 2D and 3D images of the roadway surface from which pavement surface distresses are evaluated. During the data collection effort, G&AI extracted pavement distress data from georeferenced digital images and rutting measurements from transverse profile measurement to determine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

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



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

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



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

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

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

5.6 Existing pavement conditions and field observations

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

Table 5. Village's pavement condition categories.

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

At the time of G&AI's June 2019 inspection, the Village's pavements were found be in overall "poor" condition and have an average PCI of 52. The condition distribution of the Village's pavements at the time of inspection is shown in Figure 10, and detailed condition maps can be found in Appendix A.

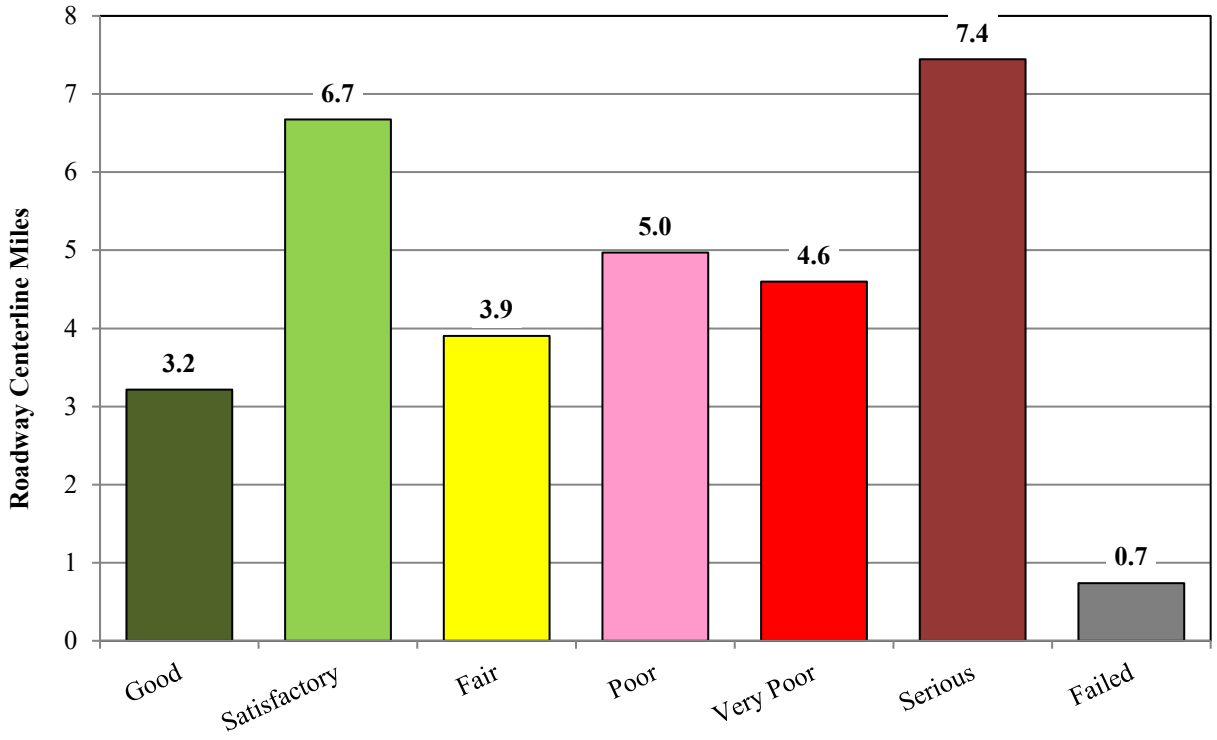


Figure 10. Village's roadway pavement condition distribution by PCI category.
(Note: Excludes gravel roadways.)

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

Table 6. Roadway summary condition data by pavement rank.

Rank	Centerline Miles	Lane Miles	Area (SY)	PCI	IRI
Primary, P	2.05	4.11	39,765	70	237
Secondary, S	29.10	58.21	451,517	50	315
Tertiary, T	0.39	0.78	4,099	--*	--*
Total	**31.55**	**63.09**	**495,382**	**52**	**309**

**Note: Tertiary roads were gravel and PCI values are not applicable.*

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

Surface Type	Centerline Miles	Lane Miles	Area (SY)	PCI	IRI
Asphalt, AC	31.16	62.32	491,282	52	309
Gravel, GR	0.39	0.78	4,099	--*	--*
Total	**31.55**	**63.09**	**495,382**	**52**	**309**

**Note: PCI values are not applicable to gravel roads.*

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

- Vehicle load related.

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

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

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

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

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

Table 8: Village's IRI assessment criteria.

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

At the time of G&AI's June 2019 inspection, the Village's pavements were found to be in overall "marginally rough" condition, with an average IRI of 309 inches/mile. Detailed condition maps can be found in Appendix A.

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

of construction. Roadways exhibiting this type of roughness may require grinding and/or an additional surface course to remedy the issue.

5.7 Example pavement conditions through the Village

Figure 11 illustrates a variety of pavement conditions observed throughout the Village during the June 2019 survey. The figure includes PCI and IRI values for each pavement section along with observed distress types and recommended M&R.

	Location + History	PCI *(IRI)*	Recommended M&R Activity (Typical)
	Audrey Ave. *South of Bridge St.* *(Section 10)* *Last resurfacing date unknown*	96 *(186)*	Preventive maintenance *Seal joints between pavement and curb and gutter*
	Linda Ln. *At east intersection with Colleen Dr.* *(Section 20)* *Last resurfacing date unknown*	82 *(167)*	Preventive maintenance *Seal paving lane joint as well as joints between pavement and curb and gutter + surface treatment*
	Michelle Dr. *Near Audrey Ave.* *(Section 30)* *Last resurfacing date unknown*	65 *(287)*	Preventive maintenance *Seal cracks, paving lane joints as well as joints between pavement and curb and gutter + localized patching + surface treatment*
	Linda Ln. *Near Maureen Ct.* *(Section 40)* *Last resurfacing date unknown*	41 *(386)*	Major M&R *Localized structural patching + cold mill and overlay*

	Deborah Ln. *(Section 10)* *Last resurfacing date unknown*	28 *(686)*	Major M&R *Localized structural patching + cold mill and overlay or reconstruction*
	Colleen Dr. *(Section 10)* *Last resurfacing date unknown*	16 *(484)*	Major M&R *Reconstruction*
	200th Pl. *Near Juniper Ave.* *(Section 10)* *Last partial resurfacing date 2013*	10 *(318)*	Major M&R *Reconstruction*

Figure 11. Pavement conditions observed during PCI inspection.

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

5.8 Summary

This section presented an overview of the methodology used to perform the 2019 pavement condition survey and the results of the survey. A state-of-the-art PathRunner pavement condition survey system was deployed to collect pavement imagery and profile data on the Village's roadways. The collected data were analyzed, and PCI values and IRI values were determined for each of the roadways surveyed. The Village's roadways were found to be in overall "poor" condition with an average PCI of 52. Furthermore, the Village's roadways were found to be in overall "marginally rough" condition, with an average IRI of 309 inches/mile.

6 MAINTENANCE AND REHABILITATION FUNDING ANALYSES

6.1 Foreword

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

6.2 Objective

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

For the Village's roadways, two preliminary M&R analyses were performed:

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

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

6.3 Assumptions

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

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

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

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

6.4 Results

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

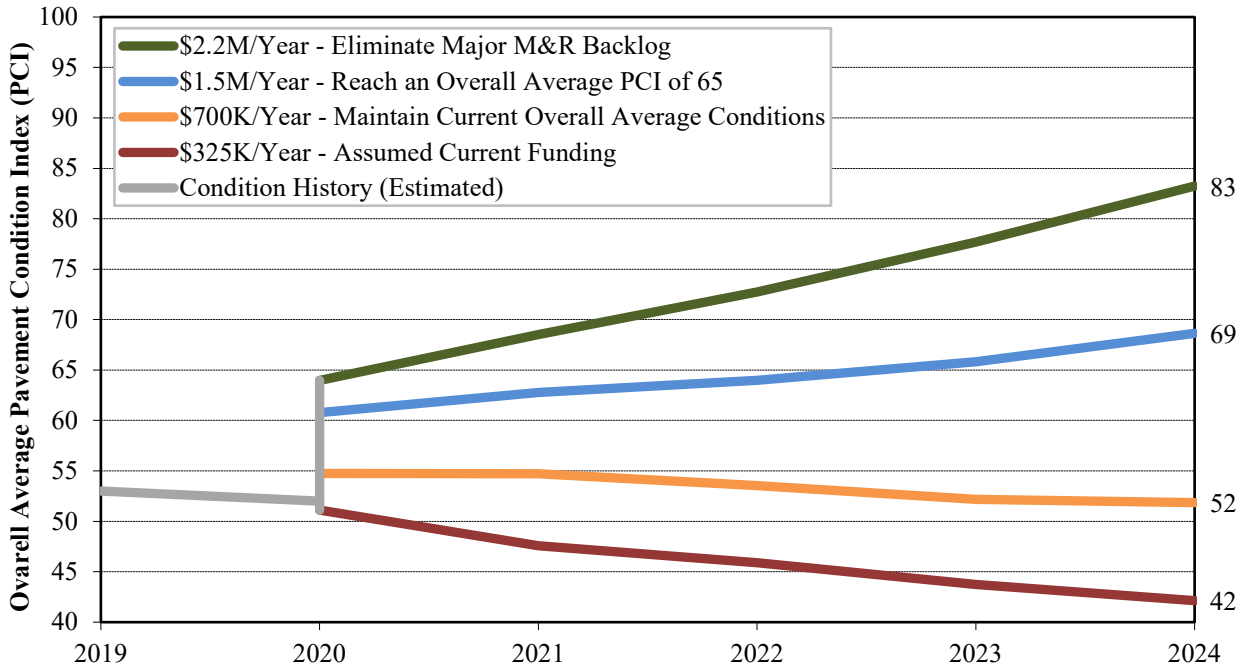


Figure 12: Impact of funding levels on overall pavement conditions by year.

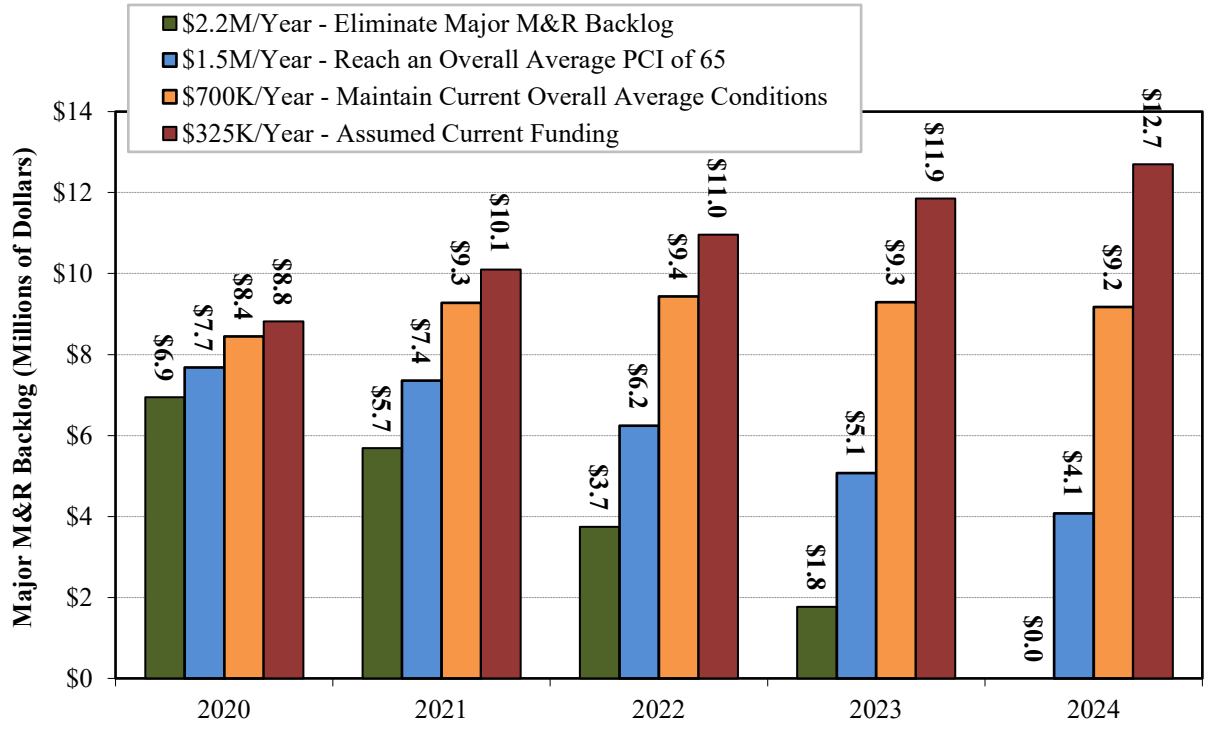


Figure 13: Impact of funding levels on major M&R backlog by year.

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

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

Funding Scenario	Total Five-Year M&R Costs (2020-2024)	Remaining M&R Backlog[1)] (2024)	Total Five-year Cost[2)]	Projected PCI (2024)
$325K/YR (Assumed Current Funding)	$1.63M	$12.7M	$14.3M	42
Maintain Existing Overall Average Conditions ($700K/YR)	$3.5M	$9.2M	$12.7M	52
Increase Overall Average PCI to 65 ($1.5M/YR)	$7.5M	$4.1M	$11.6M	69
Backlog Elimination ($2.2M/YR)	$11M	$0M	$11M	83

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

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

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

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

Appendix E presents tabular data showing one-year estimated costs to apply preventive maintenance to each of the candidate roadways (i.e., roadways with PCI values of 65 or better). The total one-year preventive maintenance cost is estimated to be approximately $67,000, as shown in Table 10. *The estimated costs presented in Appendix E should be considered rough estimates based on the assumed unit costs only and should not be considered engineering estimates.*

Table 10. Preventive Maintenance Summary

Maintenance Type	Quantity	Units	Est. Cost
Crack Sealing - AC	32,644	FT	$32,643
Patching - AC Shallow	1,677	SF	$9,225
Patching - AC Deep	2,300	SF	$25,304
		Total:	**$67,172**

7 SUMMARY AND RECOMMENDATIONS

7.1 Summary

A pavement condition survey was performed in June 2019 on the Village's roadways. The results of the survey provide a snapshot of roadway conditions at the time of the survey. The PAVER Pavement Management System was implemented for the Village's roadways and was populated with collected pavement condition data and available M&R history data provided by the Village.

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

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

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

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

7.2 Recommendations

7.2.1 Implement pavement preservation techniques

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

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

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

7.2.2 Determine when pavements should be reconstructed rather than resurfaced

As the Village's asphalt-surfaced pavements age and are resurfaced multiple times, the performance of successive resurfacing projects will diminish. These "diminishing returns" occur because the sublayers of the pavement (the pavement structure below the asphalt surface) continue to deteriorate due to moisture infiltration, freeze-thaw damage, and damage due to vehicular loading. The M&R history and performance of resurfaced roadways should be closely tracked to determine the optimal number of resurfacing projects that may be performed prior to reconstructing the pavement.

7.2.3 Perform regular pavement condition inspections – every three years

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

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

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

7.2.4 Routinely update the PAVER pavement management system

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

7.2.5 Increase funding for pavement maintenance and rehabilitation

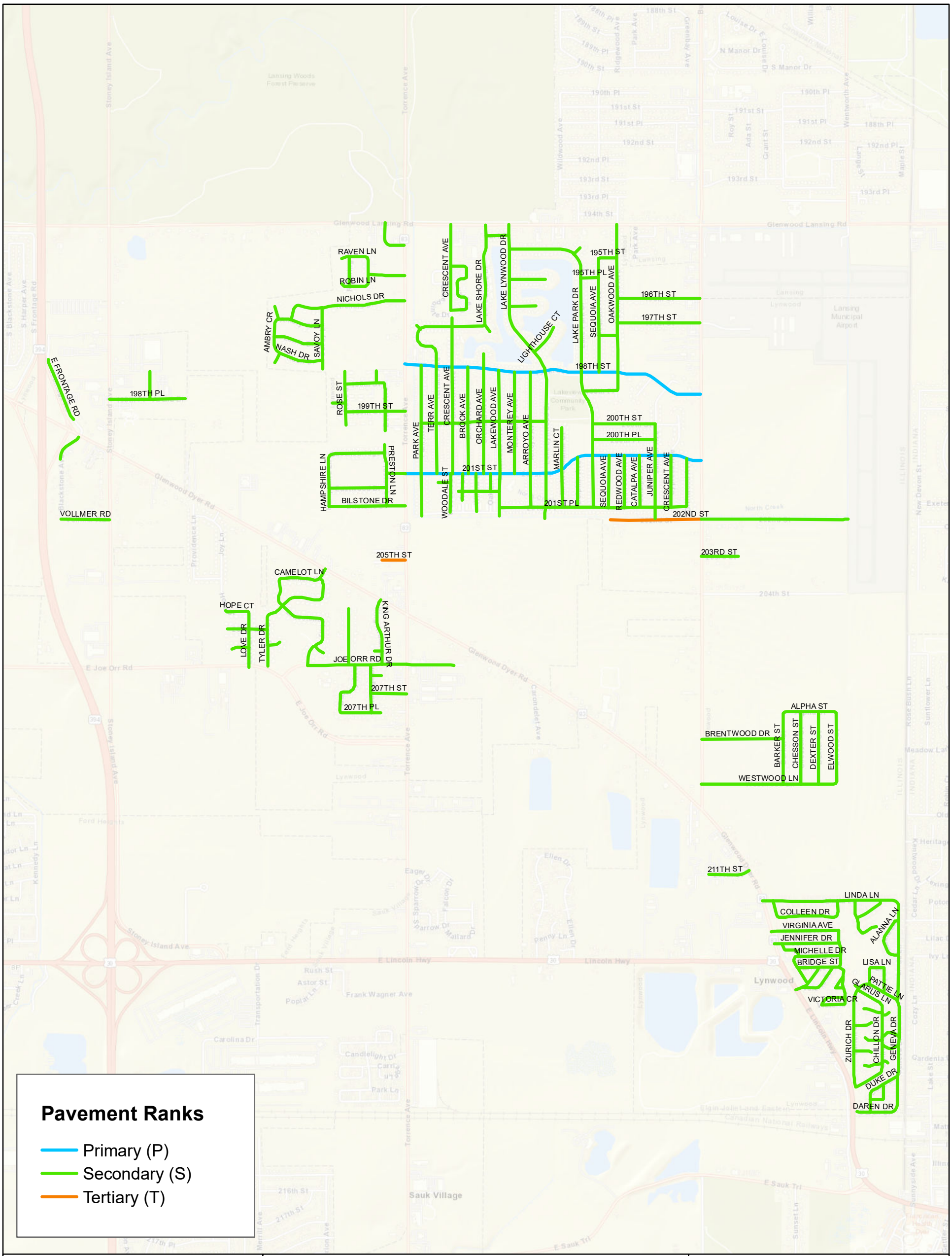
Based on the results of the pavement condition survey and forecasts of future pavement condition, the Village's current level of funding is likely inadequate to maintain the overall current condition of the Village's roadways. Managing a pavement network at an overall average PCI between 70 and 80 is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

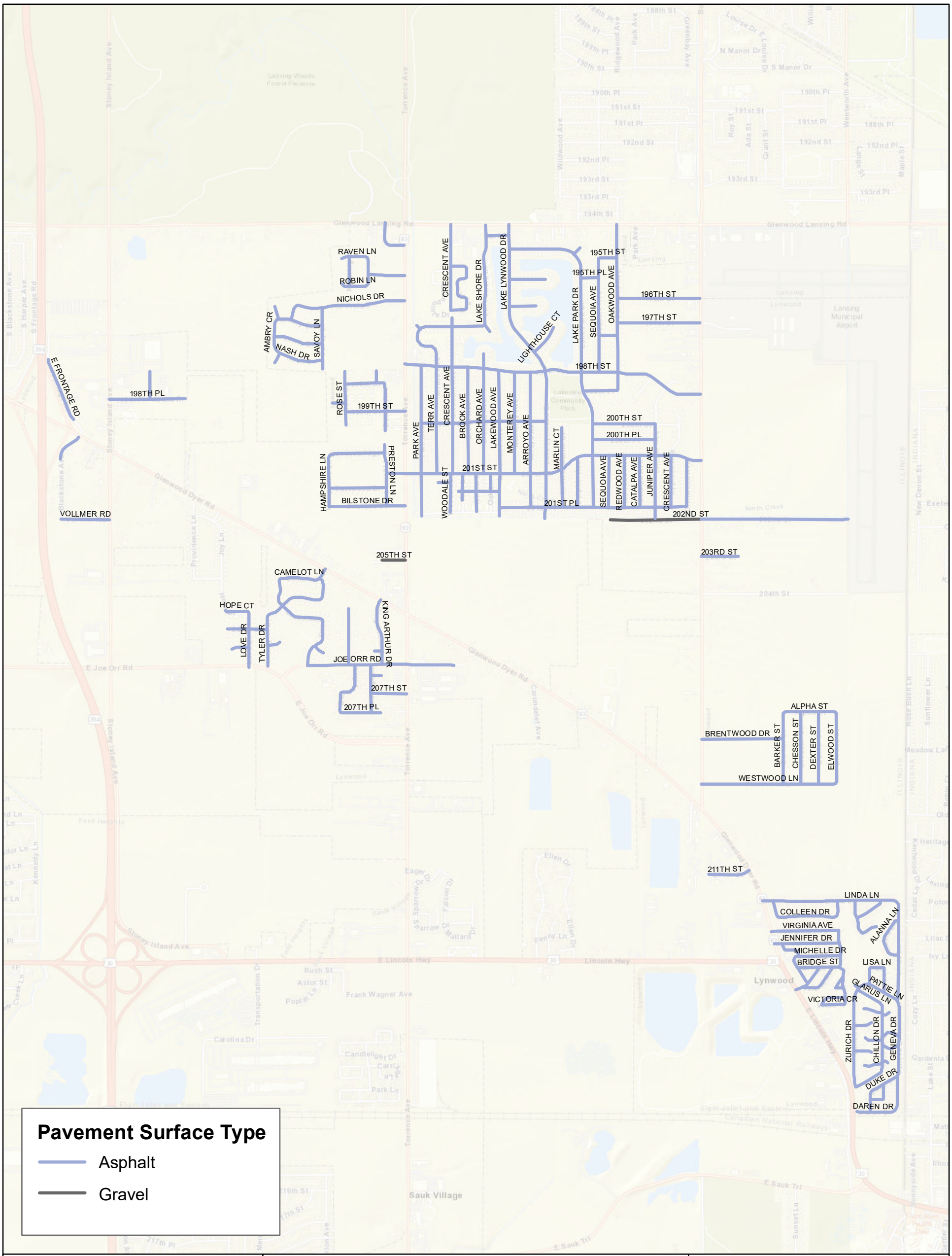
7.2.6 Prioritize existing M&R funding to maximize shared benefit

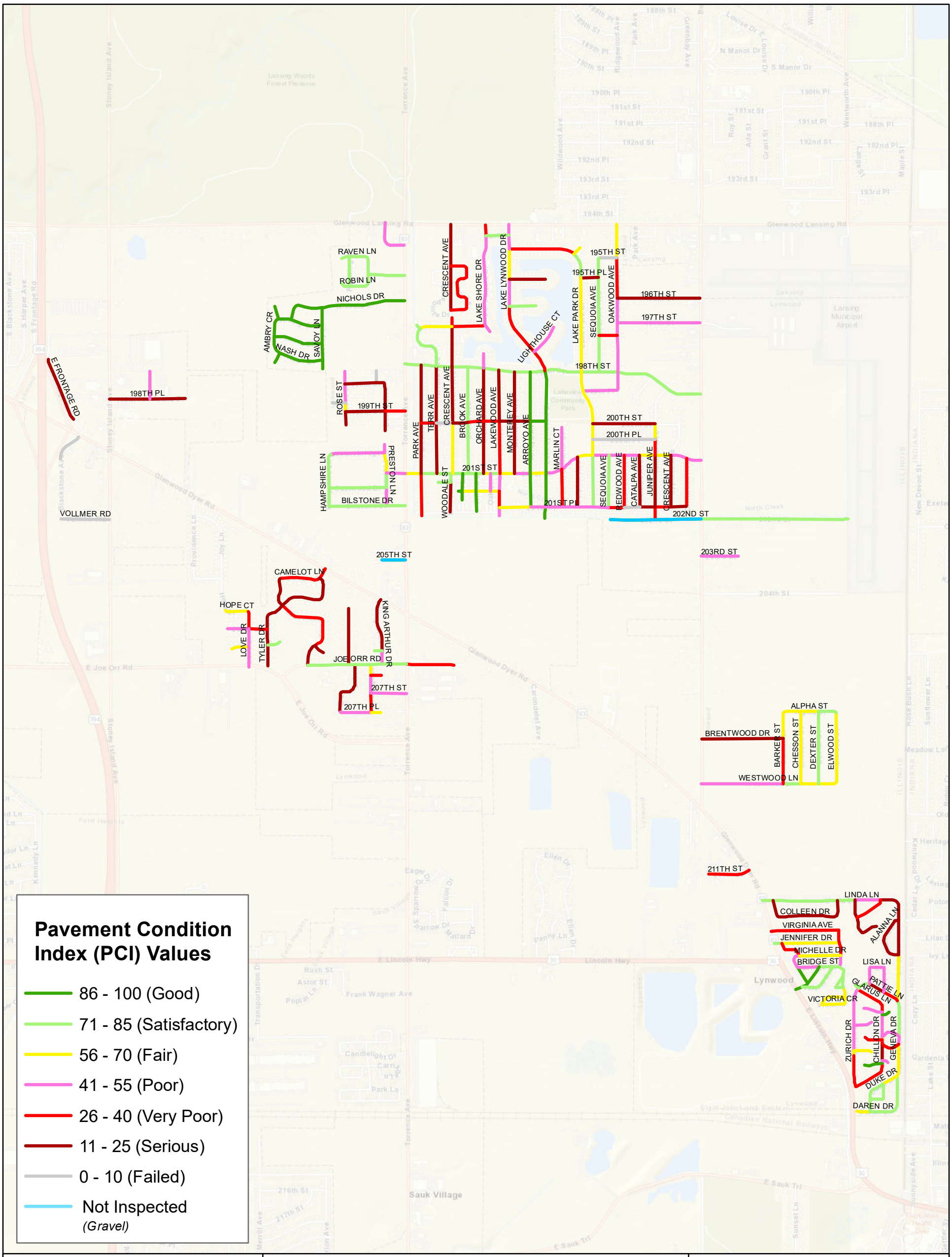
Currently, the Village's roadway M&R funding needs exceed available funding. The Village should focus major M&R activities on its most trafficked roadways. Doing so will maximize the overall shared benefit of the funds spent.

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

Map A-1: Pavement Ranks
Map A-2: Pavement Surface Types
Map A-3: Pavement Condition Index (PCI) values
Map A-4: International Roughness Index (IRI) values
Map A-5: Five-year major M&R recommendations – *Recommendations assuming current funding*
Map A-6: Five-year major M&R recommendations – *Recommendations assuming unlimited funding*
Map A-7: Pavement preservation candidates – *Current recommendations*


RAVEN LN
ROBIN LN
NICHOLS DR
AMBRY CR
NASH DR
SAVOY LN
CRESCENT AVE
LAKE SHORE DR
LAKE LYNWOOD DR
195TH ST
195TH PL
LAKE PARK DR
SEQUOIA AVE
OAKWOOD AVE
196TH ST
197TH ST
LIGHTHOUSE CT
198TH ST
E FRONTAGE RD
198TH PL
ROSE ST
199TH ST
TERR AVE
CRESCENT AVE
BROOK AVE
ORCHARD AVE
LAKEWOOD AVE
MONTEREY AVE
ARROYO AVE
MARLIN CT
200TH ST
200TH PL
PARK AVE
HAMPSHIRE LN
PRESTON LN
BILSTONE DR
WOODALE ST
201ST ST
201ST PL
SEQUOIA AVE
REDWOOD AVE
CATALPA AVE
JUNIPER AVE
CRESCENT AVE
VOLLMER RD
202ND ST
203RD ST
205TH ST
CAMELOT LN
HOPE CT
LOVE DR
TYLER DR
KING ARTHUR DR
JOE ORR RD
207TH ST
207TH PL
ALPHA ST
BRENTWOOD DR
BARKER ST
CHESSON ST
DEXTER ST
ELWOOD ST
WESTWOOD LN
211TH ST
LINDA LN
COLLEEN DR
VIRGINIA AVE
JENNIFER DR
MICHELLE DR
BRIDGE ST
LISA LN
ALANNA LN
PATTIE LN
GLARUS LN
VICTORIA CR
ZURICH DR
CHILLON DR
GENEVA DR
DUKE DR
DAREN DR
Pavement Ranks
Primary (P)
Secondary (S)
Tertiary (T)
0
1,500
3,000
Feet
N
Village of Lynwood, Illinois
Pavement Management Program
Gorrondona & Associates, Inc.
Urban GIS
your world, your way
Map A-1:
Pavement Ranks


RAVEN LN
ROBIN LN
NICHOLS DR
AMBRY CR
NASH DR
SAVOY LN
CRESCENT AVE
LAKE SHORE DR
LAKE LYNWOOD DR
195TH ST
195TH PL
LAKE PARK DR
SEQUOIA AVE
OAKWOOD AVE
196TH ST
197TH ST
LIGHTHOUSE CT
198TH ST
E FRONTAGE RD
198TH PL
ROSE ST
199TH ST
TERR AVE
CRESCENT AVE
BROOK AVE
ORCHARD AVE
LAKEWOOD AVE
MONTEREY AVE
ARROYO AVE
MARLIN CT
200TH ST
200TH PL
PARK AVE
HAMPSHIRE LN
PRESTON LN
BILSTONE DR
WOODALE ST
201ST ST
201ST PL
SEQUOIA AVE
REDWOOD AVE
CATALPA AVE
JUNIPER AVE
CRESCENT AVE
VOLLMER RD
202ND ST
205TH ST
203RD ST
CAMELOT LN
HOPE CT
LOVE DR
TYLER DR
KING ARTHUR DR
JOE ORR RD
207TH ST
207TH PL
ALPHA ST
BRENTWOOD DR
BARKER ST
CHESSON ST
DEXTER ST
ELWOOD ST
WESTWOOD LN
211TH ST
LINDA LN
COLLEEN DR
VIRGINIA AVE
JENNIFER DR
MICHELLE DR
BRIDGE ST
LISA LN
ALANNA LN
PATTIE LN
GLARUS LN
VICTORIA CR
ZURICH DR
CHILLON DR
GENEVA DR
DUKE DR
DAREN DR
Pavement Surface Type
Asphalt
Gravel
Feet
0
1,500
3,000
N
Map A-2:
Pavement Surface Types
Village of Lynwood, Illinois
Pavement Management Program
Gorrondona & Associates, Inc.
Urban GIS
your world, your way



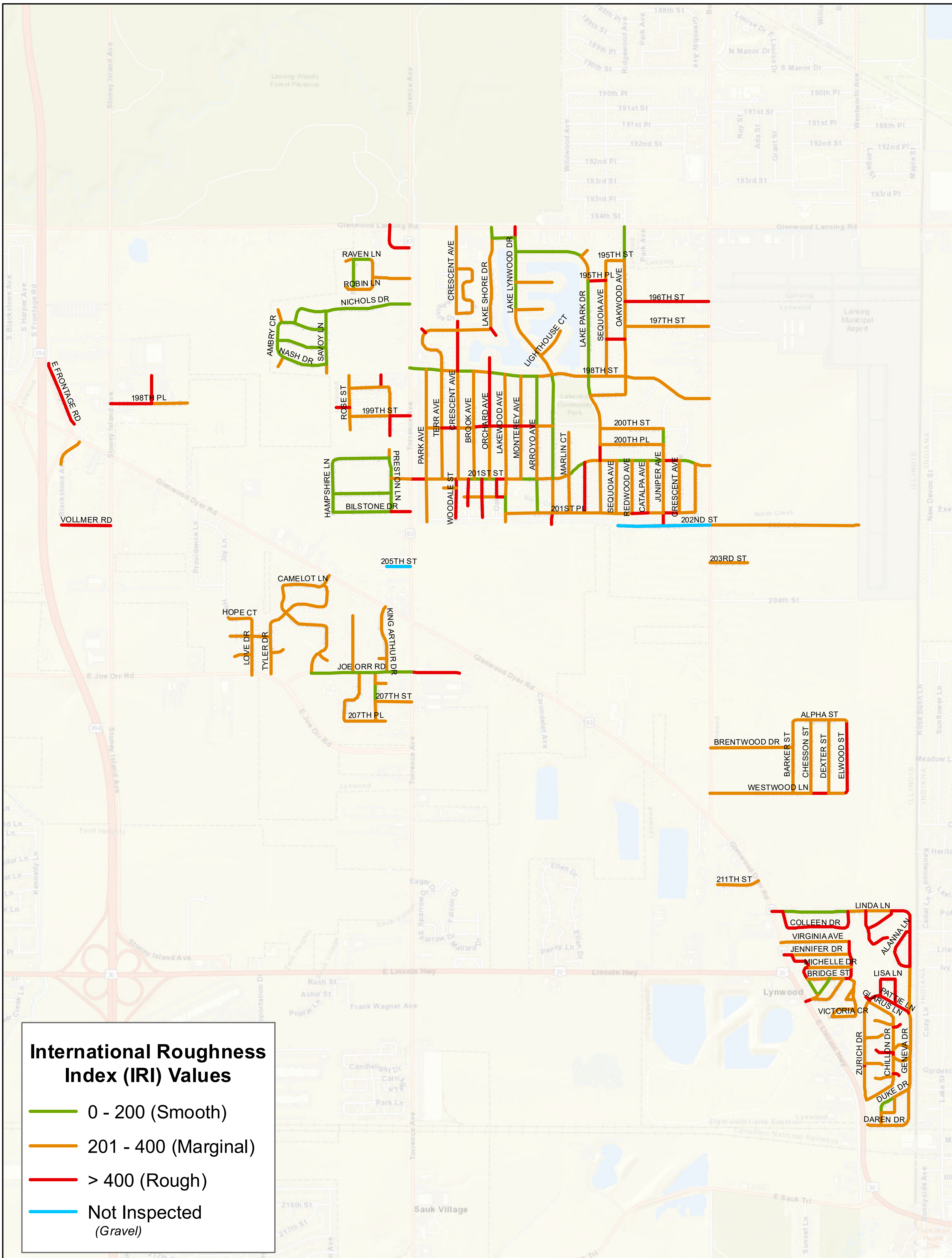
Map A-3:
Pavement Condition Index (PCI) Values

Village of Lynwood, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

Urban GIS
your world, your way



Feet

0 1,500 3,000

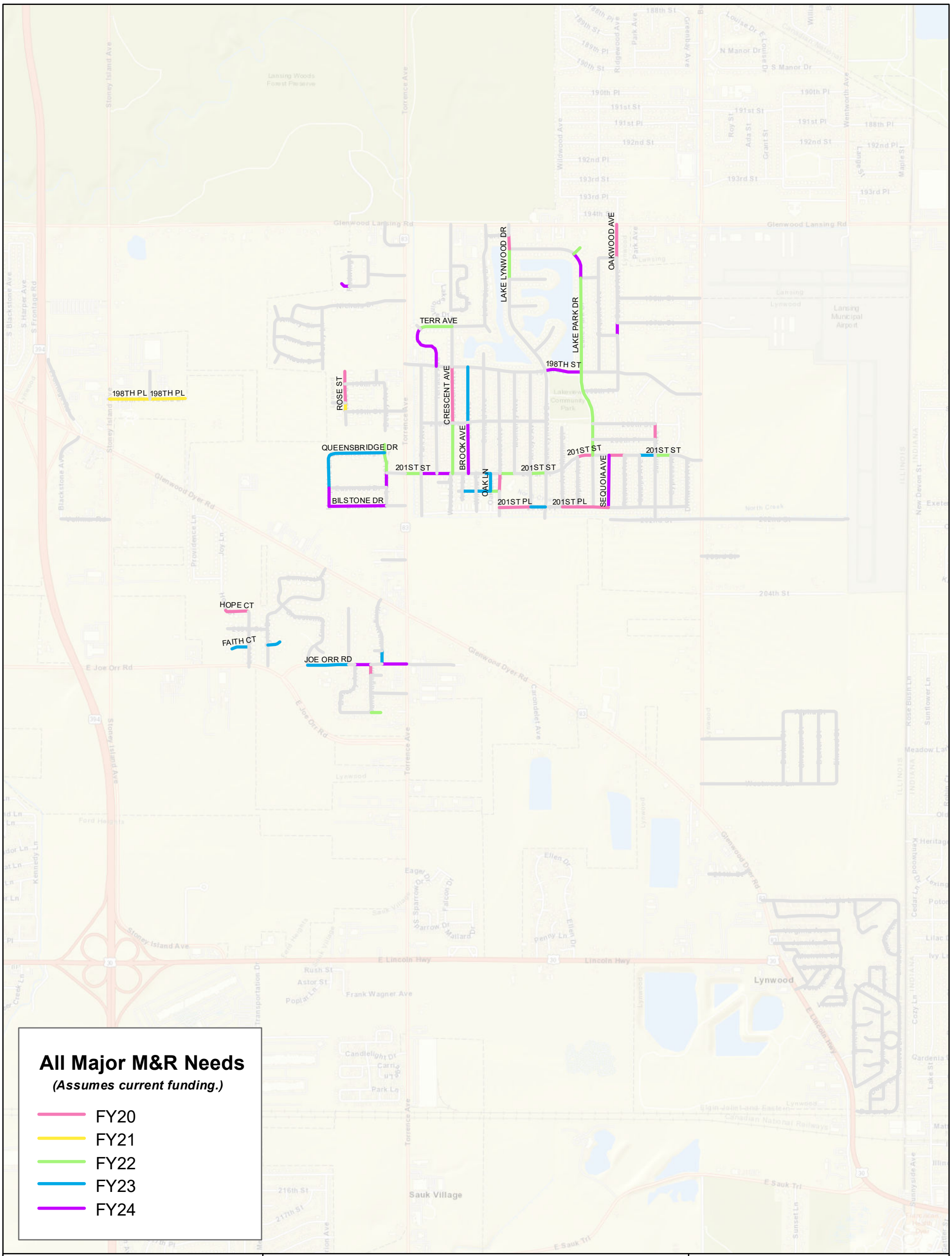
Map A-4:
International Roughness Index (IRI) Values

Village of Lynwood, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

Urban GIS
your world, your way



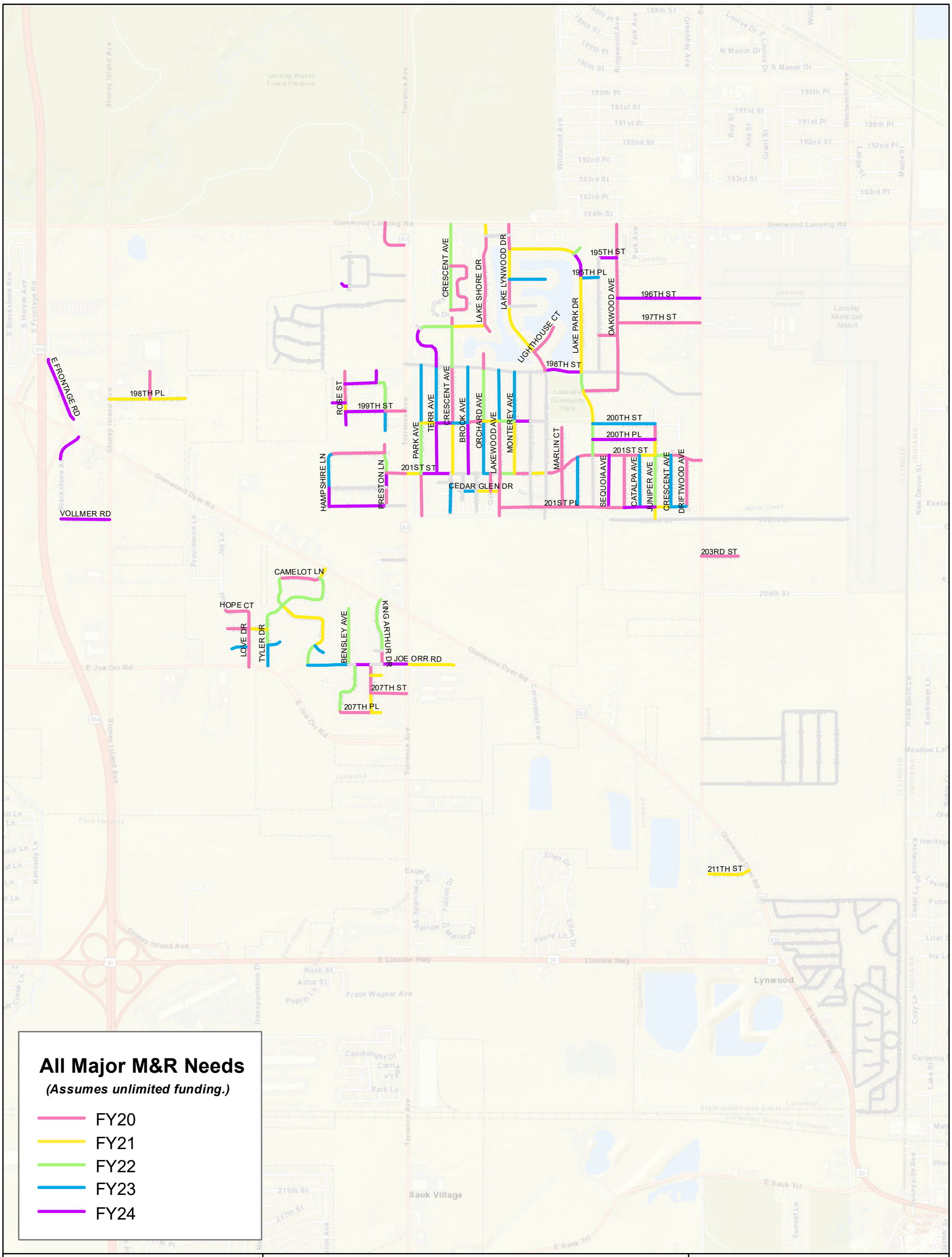
Map A-5:
All Major M&R Needs
(Assumes current funding.)

Village of Lynwood, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

Urban GIS
your world, your way



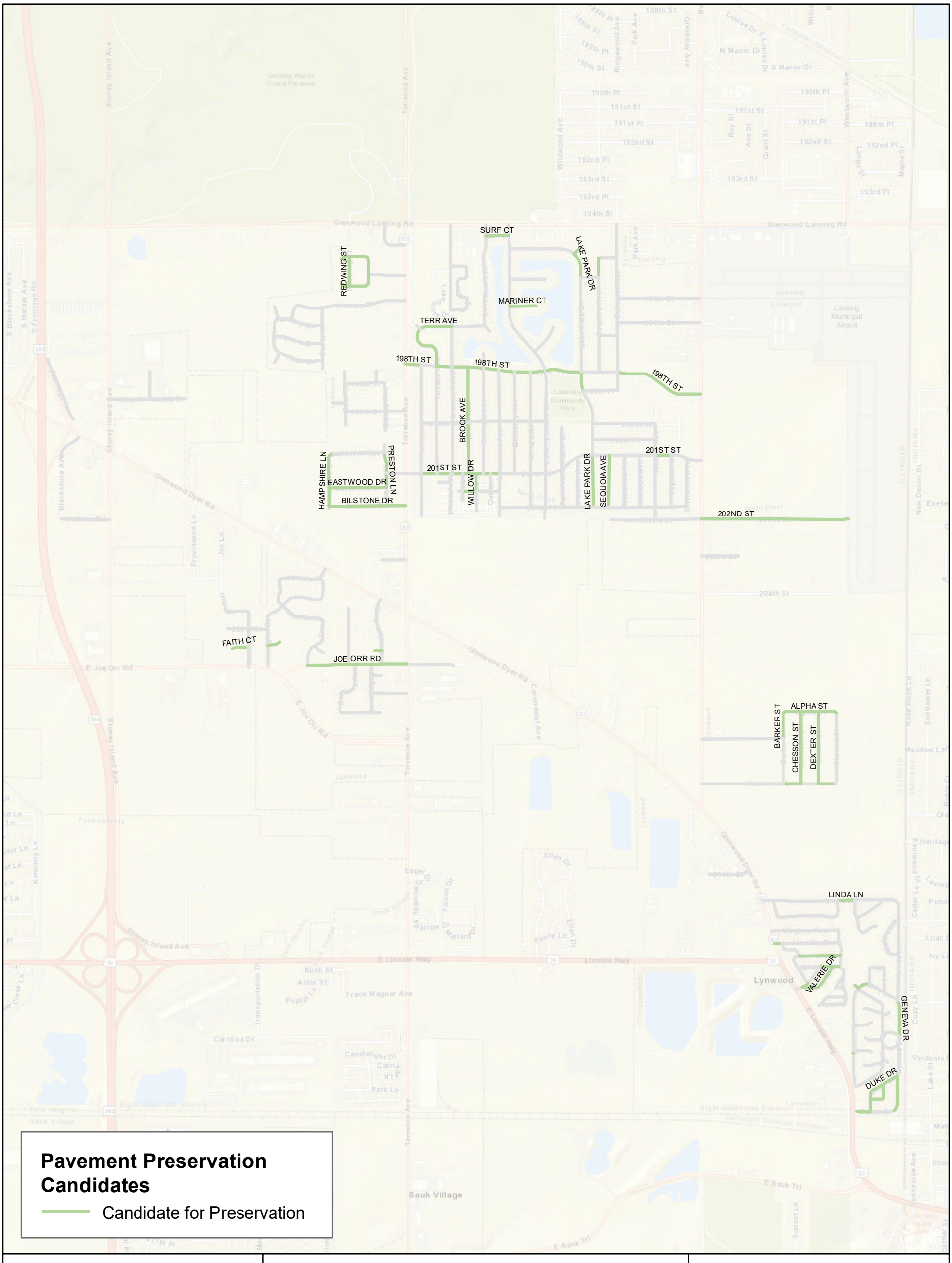
Map A-6:
All Major M&R Needs
(Assumes unlimited funding.)

Village of Lynwood, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

Urban GIS
your world, your way



Map A-7:
Pavement Preservation Candidates

Village of Lynwood, Illinois

Pavement Management Program

Gorrondona & Associates, Inc.

Urban GIS
your world, your way

APPENDIX B – TABULATED 5-YEAR MAJOR M&R RECOMMENDATIONS AND ESTIMATED COSTS – *ASSUMING CURRENT FUNDING*

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
LYNWD::201ST PL::10	201ST PLACE	LAKEWOOD AVENUE	ARROYO AVENUE	15,070	54	2020	$ 17,656
LYNWD::201ST PL::40	201ST PLACE	MARLIN AVENUE	DOLPHIN AVENUE	7,389	51	2020	$ 10,320
LYNWD::201ST PL::50	201ST PLACE	DOLPHIN AVENUE	LAKE PARK DRIVE	7,746	52	2020	$ 10,238
LYNWD::201ST PL::60	201ST PLACE	LAKE PARK DRIVE	SEQUOIA AVENUE	7,430	51	2020	$ 10,378
LYNWD::201ST ST::170	201ST STREET	DOLPHIN AVENUE	LAKE PARK DRIVE	9,243	53	2020	$ 11,523
LYNWD::201ST ST::190	201ST STREET	SEQUOIA AVENUE	REDWOOD AVENUE	9,051	52	2020	$ 11,962
LYNWD::CRSCNT AVE::20	CRESCENT AVENUE	200TH STREET	198TH STREET	24,368	20	2020	$ 158,395
LYNWD::HP CT::10	HOPE COURT	JOY LANE	LOVE DRIVE	11,060	53	2020	$ 13,788
LYNWD::JNPR AVE::40	JUNIPER AVENUE	200TH PLACE	200TH STREET	7,585	53	2020	$ 9,456
LYNWD::KWD AVE::60	OAKWOOD AVENUE	195TH STREET	GLENWOOD LANSING ROAD	16,092	54	2020	$ 18,853
LYNWD::LKLYND DR::90	LAKE LYNWOOD DRIVE	LAKE PARK DRIVE	SURF COURT	8,704	52	2020	$ 11,505
LYNWD::LKWD AVE::30	LAKEWOOD AVENUE	CEDAR GLEN DRIVE	201ST STREET	7,712	51	2020	$ 10,772
LYNWD::RS ST::30	ROSE STREET	198TH PLACE	198TH STREET	10,130	51	2020	$ 14,149
LYNWD::RS ST::40	ROSE STREET	198TH STREET	END	6,679	52	2020	$ 8,828
LYNWD::SNDRDG DR::30	SANDRIDGE DRIVE	SANDRIDGE COURT	JOE ORR ROAD	5,190	54	2020	$ 6,081
LYNWD::198TH PL::10	198TH PLACE	STONY ISLAND AVENUE	SOUTHLAND DRIVE	26,129	16	2021	$ 169,841
LYNWD::198TH PL::20	198TH PLACE	SOUTHLAND DRIVE	END	22,887	13	2021	$ 148,762
LYNWD::RS ST::20	ROSE STREET	199TH STREET	198TH PLACE	4,780	55	2021	$ 5,709
LYNWD::201ST ST::120	201ST STREET	LAKEWOOD AVENUE	MONTEREY AVENUE	9,480	52	2022	$ 13,792
LYNWD::201ST ST::140	201ST STREET	ARROYO AVENUE	LAKE LYNWOOD DRIVE	9,731	49	2022	$ 16,156
LYNWD::201ST ST::20	201ST STREET	TORRENCE AVENUE	PARK AVENUE	10,276	50	2022	$ 16,514
LYNWD::201ST ST::220	201ST STREET	JUNIPER AVENUE	CRESCENT AVENUE	9,416	55	2022	$ 11,449
LYNWD::207TH PL::20	207TH PLACE	SANDRIDGE DRIVE	END	4,680	47	2022	$ 8,266
LYNWD::CDR GLN DR::40	CEDAR GLEN DRIVE	OAK LANE	LAKEWOOD AVENUE	3,813	48	2022	$ 6,533
LYNWD::CRSCNT AVE::10	CRESCENT AVENUE	201ST STREET	200TH STREET	21,675	46	2022	$ 39,432
LYNWD::LK PRK CT::10	LAKE PARK COURT	LAKE PARK DRIVE	END	3,804	53	2022	$ 5,230
LYNWD::LK PRK DR::20	LAKE PARK DRIVE	201ST STREET	200TH PLACE	7,654	51	2022	$ 11,744
LYNWD::LK PRK DR::30	LAKE PARK DRIVE	200TH PLACE	200TH STREET	7,645	51	2022	$ 11,731
LYNWD::LK PRK DR::40	LAKE PARK DRIVE	200TH STREET	OAKWOOD AVENUE	16,841	50	2022	$ 27,066
LYNWD::LK PRK DR::50	LAKE PARK DRIVE	OAKWOOD AVENUE	198TH STREET	9,244	55	2022	$ 11,240
LYNWD::LK PRK DR::60	LAKE PARK DRIVE	198TH STREET	195TH PLACE	42,350	48	2022	$ 72,553
LYNWD::LKLYND DR::80	LAKE LYNWOOD DRIVE	WIND POINT COURT	LAKE PARK DRIVE	19,101	49	2022	$ 31,711
LYNWD::PRSTN LN::30	PRESTON LANE	201ST STREET	QUEENSBRIDGE DRIVE	9,869	54	2022	$ 12,785
LYNWD::PRSTN LN::40	PRESTON LANE	QUEENSBRIDGE DRIVE	END	3,999	39	2022	$ 10,128
LYNWD::TRRC AVE::40	TERRACE AVENUE	TERRACE COURT	CRESCENT AVENUE	14,057	54	2022	$ 18,211
LYNWD::201ST PL::20	201ST PLACE	ARROYO AVENUE	LAKE LYNWOOD DRIVE	7,153	37	2023	$ 22,925
LYNWD::201ST ST::100	201ST STREET	ORCHARD AVENUE	OAK LANE	4,361	53	2023	$ 6,117
LYNWD::201ST ST::210	201ST STREET	CATALPA AVENUE	JUNIPER AVENUE	9,292	41	2023	$ 19,857
LYNWD::BRK AVE::20	BROOK AVENUE	200TH STREET	198TH STREET	23,928	54	2023	$ 31,595
LYNWD::CDR GLN DR::20	CEDAR GLEN DRIVE	ASH LANE	WILLOW DRIVE	5,751	53	2023	$ 8,065
LYNWD::CDR GLN DR::30	CEDAR GLEN DRIVE	WILLOW DRIVE	OAK LANE	5,852	41	2023	$ 12,506
LYNWD::FTH CT::10	FAITH COURT	LOVE DRIVE	END	8,501	53	2023	$ 11,923
LYNWD::HMPSHR LN::20	HAMPSHIRE LANE	EASTWOOD DRIVE	QUEENSBRIDGE DRIVE	16,813	54	2023	$ 22,200
LYNWD::J ORR RD::10	JOE ORR ROAD	BLUESTEM PARKWAY	BENSLEY AVENUE	21,996	54	2023	$ 29,044
LYNWD::K LN::10	OAK LANE	CEDAR GLEN DRIVE	201ST STREET	7,372	37	2023	$ 23,628
LYNWD::KGRTHR DR::10	KING ARTHUR DRIVE	JOE ORR ROAD	KING ARTHUR COURT	6,440	37	2023	$ 20,641
LYNWD::QNSBRDG DR::10	QUEENSBRIDGE DRIVE	PRESTON LANE	HAMPSHIRE LANE	26,200	36	2023	$ 92,561
LYNWD::XCLBR CT::10	EXCALIBUR COURT	TYLER DRIVE	END	6,348	55	2023	$ 7,861
LYNWD::198TH ST::110	198TH STREET	LAKE LYNWOOD DRIVE	LAKE PARK DRIVE	23,048	52	2024	$ 34,909
LYNWD::201ST ST::30	201ST STREET	PARK AVENUE	TERRACE AVENUE	9,716	51	2024	$ 15,538
LYNWD::201ST ST::40	201ST STREET	TERRACE AVENUE	WOODALE STREET	8,650	52	2024	$ 13,102
LYNWD::BLSTN DR::10	BILSTONE DRIVE	PRESTON LANE	HAMPSHIRE LANE	27,869	51	2024	$ 44,566
LYNWD::BRK AVE::10	BROOK AVENUE	201ST STREET	200TH STREET	21,940	54	2024	$ 29,524
LYNWD::HMPSHR LN::10	HAMPSHIRE LANE	BILSTONE DRIVE	EASTWOOD DRIVE	8,678	54	2024	$ 11,678
LYNWD::J ORR RD::30	JOE ORR ROAD	BENSLEY AVENUE	SANDRIDGE DRIVE	8,706	51	2024	$ 13,921
LYNWD::J ORR RD::50	JOE ORR ROAD	KING ARTHUR DRIVE	TORRENCE AVENUE	13,383	54	2024	$ 18,010
LYNWD::KWD AVE::30	OAKWOOD AVENUE	197TH PLACE	197TH STREET	6,010	30	2024	$ 33,702
LYNWD::LK PRK DR::70	LAKE PARK DRIVE	LAKE PARK COURT	195TH PLACE	11,595	53	2024	$ 16,582
LYNWD::PRSTN LN::20	PRESTON LANE	EASTWOOD DRIVE	201ST STREET	7,082	51	2024	$ 11,326

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
LYNWD::RBN CT::10	ROBIN COURT	REDWING STREET	END	3,968	52	2024	$ 6,010
LYNWD::SQ AVE::10	SEQUOIA AVENUE	201ST PLACE	201ST STREET	25,373	52	2024	$ 38,432
LYNWD::TRRC AVE::30	TERRACE AVENUE	198TH STREET	TERRACE COURT	21,970	53	2024	$ 31,420

APPENDIX C – TABULATED 5-YEAR MAJOR M&R RECOMMENDATIONS AND ESTIMATED COSTS – *ASSUMING UNLIMITED FUNDING*

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
LYNWD::197TH PL::10	197TH PLACE	SEQUOIA AVENUE	OAKWOOD AVENUE	9,088	30	2020	$ 44,407
LYNWD::197TH ST::10	197TH STREET	OAKWOOD AVENUE	BURNHAM AVENUE	44,689	50	2020	$ 65,776
LYNWD::199TH ST::20	199TH STREET	TORRENCE AVENUE	DEWEY AVENUE	10,758	31	2020	$ 49,337
LYNWD::200TH ST::40	200TH STREET	BROOK AVENUE	ORCHARD AVENUE	6,717	32	2020	$ 28,788
LYNWD::201ST PL::10	201ST PLACE	LAKEWOOD AVENUE	ARROYO AVENUE	15,070	54	2020	$ 17,656
LYNWD::201ST PL::20	201ST PLACE	ARROYO AVENUE	LAKE LYNWOOD DRIVE	7,153	51	2020	$ 9,991
LYNWD::201ST PL::30	201ST PLACE	LAKE LYNWOOD DRIVE	MARLIN AVENUE	8,194	44	2020	$ 14,595
LYNWD::201ST PL::40	201ST PLACE	MARLIN AVENUE	DOLPHIN AVENUE	7,389	51	2020	$ 10,320
LYNWD::201ST PL::50	201ST PLACE	DOLPHIN AVENUE	LAKE PARK DRIVE	7,746	52	2020	$ 10,238
LYNWD::201ST PL::60	201ST PLACE	LAKE PARK DRIVE	SEQUOIA AVENUE	7,430	51	2020	$ 10,378
LYNWD::201ST PL::70	201ST PLACE	SEQUOIA AVENUE	REDWOOD AVENUE	7,564	35	2020	$ 25,612
LYNWD::201ST ST::10	201ST STREET	TORRENCE AVENUE	PRESTON LANE	16,088	46	2020	$ 27,049
LYNWD::201ST ST::130	201ST STREET	MONTEREY AVENUE	ARROYO AVENUE	9,850	41	2020	$ 19,022
LYNWD::201ST ST::150	201ST STREET	LAKE LYNWOOD DRIVE	MARLIN AVENUE	10,031	40	2020	$ 19,873
LYNWD::201ST ST::160	201ST STREET	MARLIN AVENUE	DOLPHIN AVENUE	11,600	45	2020	$ 20,083
LYNWD::201ST ST::170	201ST STREET	DOLPHIN AVENUE	LAKE PARK DRIVE	9,243	53	2020	$ 11,523
LYNWD::201ST ST::180	201ST STREET	LAKE PARK DRIVE	SEQUOIA AVENUE	9,533	46	2020	$ 16,028
LYNWD::201ST ST::190	201ST STREET	SEQUOIA AVENUE	REDWOOD AVENUE	9,051	52	2020	$ 11,962
LYNWD::201ST ST::200	201ST STREET	REDWOOD AVENUE	CATALPA AVENUE	9,175	44	2020	$ 16,343
LYNWD::201ST ST::230	201ST STREET	CRESCENT AVENUE	DRIFTWOOD AVENUE	9,378	45	2020	$ 16,236
LYNWD::201ST ST::240	201ST STREET	DRIFTWOOD AVENUE	BURNHAM AVENUE	8,754	42	2020	$ 16,469
LYNWD::203RD ST::10	203RD STREET	BURNHAM AVENUE	END	18,054	44	2020	$ 32,159
LYNWD::205TH ST::10	205TH STREET	LOVE DRIVE	END	10,381	44	2020	$ 18,491
LYNWD::207TH PL::10	207TH PLACE	BENSLEY AVENUE	SANDRIDGE DRIVE	14,928	50	2020	$ 21,972
LYNWD::207TH ST::10	207TH STREET	SANDRIDGE DRIVE	TORRENCE AVENUE	17,248	45	2020	$ 29,862
LYNWD::CMLT LN::10	CAMELOT LANE	BLUESTEM PARKWAY	TYLER DRIVE	19,497	32	2020	$ 83,567
LYNWD::CRSCNT AVE::20	CRESCENT AVENUE	200TH STREET	198TH STREET	24,368	20	2020	$ 158,395
LYNWD::CRSCNT AVE::40	CRESCENT AVENUE	TERRACE AVENUE	END	3,859	31	2020	$ 17,697
LYNWD::DRFTWD AVE::10	DRIFTWOOD AVENUE	201ST PLACE	201ST STREET	23,539	28	2020	$ 123,415
LYNWD::HP CT::10	HOPE COURT	JOY LANE	LOVE DRIVE	11,060	53	2020	$ 13,788
LYNWD::JNPR AVE::40	JUNIPER AVENUE	200TH PLACE	200TH STREET	7,585	53	2020	$ 9,456
LYNWD::K LN::10	OAK LANE	CEDAR GLEN DRIVE	201ST STREET	7,372	51	2020	$ 10,297
LYNWD::KGRTHR DR::10	KING ARTHUR DRIVE	JOE ORR ROAD	KING ARTHUR COURT	6,440	51	2020	$ 8,995
LYNWD::KWD AVE::10	OAKWOOD AVENUE	LAKE PARK DRIVE	198TH STREET	25,355	42	2020	$ 47,699
LYNWD::KWD AVE::20	OAKWOOD AVENUE	198TH STREET	197TH PLACE	17,813	49	2020	$ 27,279
LYNWD::KWD AVE::30	OAKWOOD AVENUE	197TH PLACE	197TH STREET	6,010	49	2020	$ 9,204
LYNWD::KWD AVE::40	OAKWOOD AVENUE	197TH STREET	196TH STREET	11,990	46	2020	$ 20,159
LYNWD::KWD AVE::50	OAKWOOD AVENUE	196TH STREET	195TH STREET	19,723	37	2020	$ 54,951
LYNWD::KWD AVE::60	OAKWOOD AVENUE	195TH STREET	GLENWOOD LANSING ROAD	16,092	54	2020	$ 18,853
LYNWD::LGHTHS CT::10	LIGHTHOUSE COURT	LAKE LYNWOOD DRIVE	END	14,303	48	2020	$ 22,618
LYNWD::LGN LN::10	LOGAN LANE	CRESCENT AVENUE	CRESCENT AVENUE	36,755	36	2020	$ 113,430
LYNWD::LK SHR DR::10	LAKE SHORE DRIVE	TERRACE AVENUE	SURF COURT	38,823	39	2020	$ 84,641
LYNWD::LKLYND DR::100	LAKE LYNWOOD DRIVE	SURF COURT	GLENWOOD LANSING ROAD	6,846	48	2020	$ 10,826
LYNWD::LKLYND DR::50	LAKE LYNWOOD DRIVE	198TH STREET	LIGHTHOUSE COURT	13,883	33	2020	$ 55,340
LYNWD::LKLYND DR::70	LAKE LYNWOOD DRIVE	MARINER COURT	WIND POINT COURT	16,896	39	2020	$ 36,939
LYNWD::LKLYND DR::90	LAKE LYNWOOD DRIVE	LAKE PARK DRIVE	SURF COURT	8,704	52	2020	$ 11,505
LYNWD::LKSHR CT::10	LAKESHORE COURT	TERRACE AVENUE	END	4,193	46	2020	$ 7,050
LYNWD::LKWD AVE::10	LAKEWOOD AVENUE	201ST PLACE	END	3,582	44	2020	$ 6,381
LYNWD::LKWD AVE::20	LAKEWOOD AVENUE	201ST PLACE	CEDAR GLEN DRIVE	6,956	37	2020	$ 19,380
LYNWD::LKWD AVE::30	LAKEWOOD AVENUE	CEDAR GLEN DRIVE	201ST STREET	7,712	51	2020	$ 10,772
LYNWD::LKWD AVE::40	LAKEWOOD AVENUE	201ST STREET	200TH STREET	22,541	31	2020	$ 103,372
LYNWD::LV DR::10	LOVE DRIVE	JOE ORR ROAD	FAITH COURT	9,875	41	2020	$ 19,072
LYNWD::LV DR::20	LOVE DRIVE	FAITH COURT	205TH STREET	8,660	41	2020	$ 16,724
LYNWD::LV DR::30	LOVE DRIVE	205TH STREET	HOPE COURT	8,655	33	2020	$ 34,500
LYNWD::MRLN AVE::10	MARLIN AVENUE	201ST PLACE	201ST STREET	18,625	27	2020	$ 100,445
LYNWD::MRLN CT::10	MARLIN COURT	201ST STREET	END	19,987	42	2020	$ 37,601
LYNWD::NRTHCRK DR::10	NORTH CREEK DRIVE	TORRENCE AVENUE	GLENWOOD LANSING ROAD	16,464	40	2020	$ 32,618
LYNWD::PRK AVE::10	PARK AVENUE	201ST STREET	END	18,950	28	2020	$ 99,359
LYNWD::PRSTN LN::10	PRESTON LANE	BILSTONE DRIVE	EASTWOOD DRIVE	8,678	46	2020	$ 14,590
LYNWD::PRSTN LN::40	PRESTON LANE	QUEENSBRIDGE DRIVE	END	3,999	48	2020	$ 6,324

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
LYNWD::QNSBRDG DR::10	QUEENSBRIDGE DRIVE	PRESTON LANE	HAMPSHIRE LANE	26,200	50	2020	$ 38,562
LYNWD::RCHRD CT::10	ORCHARD COURT	198TH STREET	END	6,416	45	2020	$ 11,108
LYNWD::RDWD AVE::10	REDWOOD AVENUE	201ST PLACE	201ST STREET	25,391	37	2020	$ 70,744
LYNWD::RS ST::30	ROSE STREET	198TH PLACE	198TH STREET	10,130	51	2020	$ 14,149
LYNWD::RS ST::40	ROSE STREET	198TH STREET	END	6,679	52	2020	$ 8,828
LYNWD::SNDRDG DR::20	SANDRIDGE DRIVE	207TH STREET	SANDRIDGE COURT	8,849	47	2020	$ 14,436
LYNWD::SNDRDG DR::30	SANDRIDGE DRIVE	SANDRIDGE COURT	JOE ORR ROAD	5,190	54	2020	$ 6,081
LYNWD::STHLND DR::10	SOUTHLAND DRIVE	198TH PLACE	END	17,774	50	2020	$ 26,160
LYNWD::198TH PL::10	198TH PLACE	STONY ISLAND AVENUE	SOUTHLAND DRIVE	26,129	16	2021	$ 169,841
LYNWD::198TH PL::20	198TH PLACE	SOUTHLAND DRIVE	END	22,887	13	2021	$ 148,762
LYNWD::200TH ST::10	200TH STREET	PARK AVENUE	TERRACE AVENUE	6,635	19	2021	$ 44,422
LYNWD::200TH ST::50	200TH STREET	ORCHARD AVENUE	LAKEWOOD AVENUE	6,754	20	2021	$ 45,224
LYNWD::201ST PL::100	201ST PLACE	JUNIPER AVENUE	CRESCENT AVENUE	7,679	21	2021	$ 50,772
LYNWD::201ST ST::140	201ST STREET	ARROYO AVENUE	LAKE LYNWOOD DRIVE	9,731	54	2021	$ 12,375
LYNWD::201ST ST::20	201ST STREET	TORRENCE AVENUE	PARK AVENUE	10,276	55	2021	$ 12,273
LYNWD::201ST ST::210	201ST STREET	CATALPA AVENUE	JUNIPER AVENUE	9,292	51	2021	$ 13,971
LYNWD::205TH ST::20	205TH STREET	LOVE DRIVE	TYLER DRIVE	8,870	19	2021	$ 59,389
LYNWD::207TH PL::20	207TH PLACE	SANDRIDGE DRIVE	END	4,680	52	2021	$ 6,675
LYNWD::211TH ST::10	211TH STREET	GLENWOOD DYER ROAD	END	25,950	19	2021	$ 173,748
LYNWD::BLSTM PKWY::20	BLUESTEM PARKWAY	ASTER CIRCLE	TYLER DRIVE	36,010	20	2021	$ 241,104
LYNWD::CDR GLN DR::30	CEDAR GLEN DRIVE	WILLOW DRIVE	OAK LANE	5,852	51	2021	$ 8,799
LYNWD::CDR GLN DR::40	CEDAR GLEN DRIVE	OAK LANE	LAKEWOOD AVENUE	3,813	53	2021	$ 5,144
LYNWD::CMLT LN::20	CAMELOT LANE	TYLER DRIVE	GLENWOOD DYER ROAD	5,477	20	2021	$ 36,670
LYNWD::CRSCNT AVE::10	CRESCENT AVENUE	201ST STREET	200TH STREET	21,675	51	2021	$ 32,592
LYNWD::J ORR RD::60	JOE ORR ROAD	TORRENCE AVENUE	END	25,571	19	2021	$ 171,207
LYNWD::JNPR AVE::10	JUNIPER AVENUE	201ST PLACE	END	4,928	22	2021	$ 31,823
LYNWD::JNPR AVE::30	JUNIPER AVENUE	201ST STREET	200TH PLACE	7,697	19	2021	$ 51,538
LYNWD::LK PRK DR::40	LAKE PARK DRIVE	200TH STREET	OAKWOOD AVENUE	16,841	55	2021	$ 20,115
LYNWD::LK PRK DR::60	LAKE PARK DRIVE	198TH STREET	195TH PLACE	42,350	53	2021	$ 57,130
LYNWD::LK PRK DR::80	LAKE PARK DRIVE	LAKE LYNWOOD DRIVE	LAKE PARK COURT	29,652	23	2021	$ 186,892
LYNWD::LK SHR DR::20	LAKE SHORE DRIVE	SURF COURT	GLENWOOD LANSING ROAD	4,622	23	2021	$ 29,130
LYNWD::LKLYND DR::60	LAKE LYNWOOD DRIVE	LIGHTHOUSE COURT	MARINER COURT	33,768	19	2021	$ 226,092
LYNWD::LKLYND DR::80	LAKE LYNWOOD DRIVE	WIND POINT COURT	LAKE PARK DRIVE	19,101	54	2021	$ 24,291
LYNWD::MNTRY AVE::10	MONTEREY AVENUE	201ST STREET	200TH STREET	22,487	18	2021	$ 150,563
LYNWD::RS ST::20	ROSE STREET	199TH STREET	198TH PLACE	4,780	55	2021	$ 5,709
LYNWD::SNDRDG CT::10	SANDRIDGE COURT	SANDRIDGE DRIVE	END	5,146	23	2021	$ 32,432
LYNWD::SNDRDG DR::10	SANDRIDGE DRIVE	207TH PLACE	207TH STREET	9,251	23	2021	$ 58,310
LYNWD::TRRC AVE::50	TERRACE AVENUE	CRESCENT AVENUE	LAKESHORE COURT	16,459	20	2021	$ 110,201
LYNWD::200TH ST::60	200TH STREET	LAKEWOOD AVENUE	MONTEREY AVENUE	6,667	13	2022	$ 45,980
LYNWD::201ST ST::120	201ST STREET	LAKEWOOD AVENUE	MONTEREY AVENUE	9,480	52	2022	$ 13,792
LYNWD::201ST ST::220	201ST STREET	JUNIPER AVENUE	CRESCENT AVENUE	9,416	55	2022	$ 11,449
LYNWD::BLSTM PKWY::10	BLUESTEM PARKWAY	JOE ORR ROAD	ASTER CIRCLE	10,629	13	2022	$ 73,301
LYNWD::BLSTM PKWY::30	BLUESTEM PARKWAY	TYLER DRIVE	CAMELOT LANE	14,029	12	2022	$ 96,749
LYNWD::BNSLY AVE::10	BENSLEY AVENUE	JOE ORR ROAD	207TH PLACE	27,931	12	2022	$ 192,619
LYNWD::BNSLY AVE::20	BENSLEY AVENUE	JOE ORR ROAD	END	18,163	13	2022	$ 125,259
LYNWD::CRSCNT AVE::30	CRESCENT AVENUE	198TH STREET	TERRACE AVENUE	17,393	13	2022	$ 119,949
LYNWD::CRSCNT AVE::50	CRESCENT AVENUE	LOGAN LANE	LOGAN LANE	21,319	12	2022	$ 147,020
LYNWD::CRSCNT AVE::60	CRESCENT AVENUE	GLENWOOD LANSING ROAD	LOGAN LANE	20,285	12	2022	$ 139,894
LYNWD::DWY AVE::20	DEWEY AVENUE	199TH STREET	DEWEY AVENUE	19,269	12	2022	$ 132,885
LYNWD::JNPR AVE::20	JUNIPER AVENUE	201ST PLACE	201ST STREET	25,178	12	2022	$ 173,636
LYNWD::KGRTHR DR::20	KING ARTHUR DRIVE	KING ARTHUR COURT	GLENWOOD DYER ROAD	25,858	12	2022	$ 178,321
LYNWD::LK PRK CT::10	LAKE PARK COURT	LAKE PARK DRIVE	END	3,804	53	2022	$ 5,230
LYNWD::LK PRK DR::20	LAKE PARK DRIVE	201ST STREET	200TH PLACE	7,654	51	2022	$ 11,744
LYNWD::LK PRK DR::30	LAKE PARK DRIVE	200TH PLACE	200TH STREET	7,645	51	2022	$ 11,731
LYNWD::LK PRK DR::50	LAKE PARK DRIVE	OAKWOOD AVENUE	198TH STREET	9,244	55	2022	$ 11,240
LYNWD::PRK AVE::20	PARK AVENUE	201ST STREET	200TH STREET	22,595	12	2022	$ 155,822
LYNWD::PRSTN LN::30	PRESTON LANE	201ST STREET	QUEENSBRIDGE DRIVE	9,869	54	2022	$ 12,785
LYNWD::RCHRD AVE::20	ORCHARD AVENUE	200TH STREET	198TH STREET	22,779	13	2022	$ 157,094
LYNWD::TRRC AVE::40	TERRACE AVENUE	TERRACE COURT	CRESCENT AVENUE	14,057	54	2022	$ 18,211
LYNWD::TYLR DR::20	TYLER DRIVE	205TH STREET	EXCALIBUR COURT	7,797	13	2022	$ 53,768

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
LYNWD::TYLR DR::30	TYLER DRIVE	205TH STREET	BLUESTEM PARKWAY	15,268	13	2022	$ 105,292
LYNWD::TYLR DR::40	TYLER DRIVE	BLUESTEM PARKWAY	CAMELOT LANE	31,360	12	2022	$ 216,265
LYNWD::195TH PL::10	195TH PLACE	LAKE PARK DRIVE	SEQUOIA AVENUE	8,581	2	2023	$ 60,952
LYNWD::200TH ST::30	200TH STREET	CRESCENT AVENUE	BROOK AVENUE	6,746	6	2023	$ 47,919
LYNWD::200TH ST::90	200TH STREET	LAKE PARK DRIVE	JUNIPER AVENUE	26,902	4	2023	$ 191,090
LYNWD::201ST PL::110	201ST PLACE	CRESCENT AVENUE	DRIFTWOOD AVENUE	7,321	5	2023	$ 52,002
LYNWD::201ST ST::100	201ST STREET	ORCHARD AVENUE	OAK LANE	4,361	53	2023	$ 6,117
LYNWD::BRK AVE::20	BROOK AVENUE	200TH STREET	198TH STREET	23,928	54	2023	$ 31,595
LYNWD::CDR GLN DR::20	CEDAR GLEN DRIVE	ASH LANE	WILLOW DRIVE	5,751	53	2023	$ 8,065
LYNWD::CTLP AVE::10	CATALPA AVENUE	201ST PLACE	201ST STREET	25,195	5	2023	$ 178,963
LYNWD::CYPRSS AVE::10	CRESCENT AVENUE	201ST PLACE	201ST STREET	25,162	4	2023	$ 178,728
LYNWD::DLPHN AVE::10	DOLPHIN AVENUE	201ST PLACE	201ST STREET	24,115	0	2023	$ 171,295
LYNWD::DWY AVE::10	DEWEY AVENUE	199TH STREET	END	10,564	6	2023	$ 75,040
LYNWD::FTH CT::10	FAITH COURT	LOVE DRIVE	END	8,501	53	2023	$ 11,923
LYNWD::HMPSHR LN::20	HAMPSHIRE LANE	EASTWOOD DRIVE	QUEENSBRIDGE DRIVE	16,813	54	2023	$ 22,200
LYNWD::J ORR RD::10	JOE ORR ROAD	BLUESTEM PARKWAY	BENSLEY AVENUE	21,996	54	2023	$ 29,044
LYNWD::LKWD AVE::50	LAKEWOOD AVENUE	200TH STREET	198TH STREET	21,937	5	2023	$ 155,820
LYNWD::MNTRY AVE::20	MONTEREY AVENUE	200TH STREET	198TH STREET	21,279	5	2023	$ 151,145
LYNWD::PRK AVE::30	PARK AVENUE	200TH STREET	198TH STREET	26,235	6	2023	$ 186,352
LYNWD::RCHRD AVE::10	ORCHARD AVENUE	201ST STREET	200TH STREET	22,550	6	2023	$ 160,175
LYNWD::STR CR::10	ASTER CIRCLE	BLUESTEM PARKWAY	END	5,435	6	2023	$ 38,607
LYNWD::TRRC AVE::20	TERRACE AVENUE	200TH STREET	198TH STREET	24,453	3	2023	$ 173,695
LYNWD::TYLR DR::10	TYLER DRIVE	EXCALIBUR COURT	END	10,203	6	2023	$ 72,477
LYNWD::WDL ST::10	WOODALE STREET	201ST PLACE	SPRUCE LANE	12,175	5	2023	$ 86,483
LYNWD::WND PNT CT::10	WIND POINT COURT	LAKE LYNWOOD DRIVE	END	15,506	4	2023	$ 110,142
LYNWD::XCLBR CT::10	EXCALIBUR COURT	TYLER DRIVE	END	6,348	55	2023	$ 7,861
LYNWD::195TH ST::10	195TH STREET	SEQUOIA AVENUE	OAKWOOD AVENUE	8,749	0	2024	$ 64,012
LYNWD::196TH ST::10	196TH STREET	OAKWOOD AVENUE	BURNHAM AVENUE	40,241	0	2024	$ 294,411
LYNWD::198TH PL::30	198TH PLACE	ROSE STREET	END	7,151	0	2024	$ 52,316
LYNWD::198TH ST::10	198TH STREET	ROSE STREET	DEWEY AVENUE	19,952	0	2024	$ 145,977
LYNWD::198TH ST::110	198TH STREET	LAKE LYNWOOD DRIVE	LAKE PARK DRIVE	23,048	52	2024	$ 34,909
LYNWD::199TH ST::10	199TH STREET	DEWEY AVENUE	ROSE STREET	21,398	0	2024	$ 156,554
LYNWD::200TH PL::10	200TH PLACE	LAKE PARK DRIVE	JUNIPER AVENUE	30,289	0	2024	$ 221,602
LYNWD::200TH ST::20	200TH STREET	TERRACE AVENUE	CRESCENT AVENUE	6,895	0	2024	$ 50,444
LYNWD::200TH ST::70	200TH STREET	MONTEREY AVENUE	ARROYO AVENUE	6,755	0	2024	$ 49,424
LYNWD::201ST PL::80	201ST PLACE	REDWOOD AVENUE	CATALPA AVENUE	7,584	0	2024	$ 55,484
LYNWD::201ST PL::90	201ST PLACE	CATALPA AVENUE	JUNIPER AVENUE	7,521	0	2024	$ 55,025
LYNWD::201ST ST::30	201ST STREET	PARK AVENUE	TERRACE AVENUE	9,716	51	2024	$ 15,538
LYNWD::201ST ST::40	201ST STREET	TERRACE AVENUE	WOODALE STREET	8,650	52	2024	$ 13,102
LYNWD::BLCSTN AVE::10	BLACKSTONE AVENUE	GLENWOOD DYER ROAD	END	10,806	0	2024	$ 79,062
LYNWD::BLSTN DR::10	BILSTONE DRIVE	PRESTON LANE	HAMPSHIRE LANE	27,869	51	2024	$ 44,566
LYNWD::BRK AVE::10	BROOK AVENUE	201ST STREET	200TH STREET	21,940	54	2024	$ 29,524
LYNWD::DWY AVE::30	DEWEY AVENUE	198TH STREET	END	6,644	0	2024	$ 48,609
LYNWD::E FRNTG RD::10	E FRONTAGE ROAD	GLENWOOD DYER ROAD	END	25,820	0	2024	$ 188,905
LYNWD::HMPSHR LN::10	HAMPSHIRE LANE	BILSTONE DRIVE	EASTWOOD DRIVE	8,678	54	2024	$ 11,678
LYNWD::J ORR RD::30	JOE ORR ROAD	BENSLEY AVENUE	SANDRIDGE DRIVE	8,706	51	2024	$ 13,921
LYNWD::J ORR RD::50	JOE ORR ROAD	KING ARTHUR DRIVE	TORRENCE AVENUE	13,383	54	2024	$ 18,010
LYNWD::LK PRK DR::70	LAKE PARK DRIVE	LAKE PARK COURT	195TH PLACE	11,595	53	2024	$ 16,582
LYNWD::PRSTN LN::20	PRESTON LANE	EASTWOOD DRIVE	201ST STREET	7,082	51	2024	$ 11,326
LYNWD::RBN CT::10	ROBIN COURT	REDWING STREET	END	3,968	52	2024	$ 6,010
LYNWD::RS ST::10	ROSE STREET	199TH STREET	END	7,235	0	2024	$ 52,930
LYNWD::SQ AVE::10	SEQUOIA AVENUE	201ST PLACE	201ST STREET	25,373	52	2024	$ 38,432
LYNWD::TRRC AVE::10	TERRACE AVENUE	201ST STREET	200TH STREET	21,671	0	2024	$ 158,550
LYNWD::TRRC AVE::30	TERRACE AVENUE	198TH STREET	TERRACE COURT	21,970	53	2024	$ 31,420
LYNWD::VLLMR RD::10	VOLLMER ROAD	BLACKSTONE AVENUE	STONY ISLAND AVENUE	20,281	0	2024	$ 148,379

APPENDIX D – PAVEMENT MAINTENANCE POLICIES AND UNIT COSTS

Table D-1. Recommended Asphalt Pavement Maintenance Policy.

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

Table D-2. Recommended Concrete Pavement Maintenance Policy.

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

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

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

APPENDIX E – TABULATED PREVENTIVE MAINTENANCE RECOMMENDATIONS

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
LYNWD::VLR DR::10	VALERIE DRIVE	ELIZABETH STREET	BRIDGE STREET	25,868	L & T CR	2.3%	Crack Sealing - AC	$603
LYNWD::VLR DR::10	VALERIE DRIVE	ELIZABETH STREET	BRIDGE STREET	25,868	ALLIGATOR CR	0.1%	Crack Sealing - AC	$17
LYNWD::VLR DR::10	VALERIE DRIVE	ELIZABETH STREET	BRIDGE STREET	25,868	L & T CR	0.1%	Crack Sealing - AC	$35
LYNWD::198TH ST::100	198TH STREET	ARROYO AVENUE	LAKE LYNWOOD DRIVE	9,289	L & T CR	0.4%	Crack Sealing - AC	$35
LYNWD::198TH ST::110	198TH STREET	LAKE LYNWOOD DRIVE	LAKE PARK DRIVE	23,048	ALLIGATOR CR	0.9%	Crack Sealing - AC	$82
LYNWD::198TH ST::110	198TH STREET	LAKE LYNWOOD DRIVE	LAKE PARK DRIVE	23,048	L & T CR	1.4%	Crack Sealing - AC	$319
LYNWD::198TH ST::110	198TH STREET	LAKE LYNWOOD DRIVE	LAKE PARK DRIVE	23,048	L & T CR	0.3%	Crack Sealing - AC	$71
LYNWD::198TH ST::140	198TH STREET	OAKWOOD AVENUE	BURNHAM AVENUE	41,728	L & T CR	1.0%	Crack Sealing - AC	$400
LYNWD::198TH ST::140	198TH STREET	OAKWOOD AVENUE	BURNHAM AVENUE	41,728	L & T CR	1.1%	Crack Sealing - AC	$447
LYNWD::198TH ST::140	198TH STREET	OAKWOOD AVENUE	BURNHAM AVENUE	41,728	EDGE CR	0.1%	Crack Sealing - AC	$51
LYNWD::201ST ST::100	201ST STREET	ORCHARD AVENUE	OAK LANE	4,361	L & T CR	1.5%	Crack Sealing - AC	$66
LYNWD::201ST ST::100	201ST STREET	ORCHARD AVENUE	OAK LANE	4,361	L & T CR	1.0%	Crack Sealing - AC	$44
LYNWD::201ST ST::100	201ST STREET	ORCHARD AVENUE	OAK LANE	4,361	ALLIGATOR CR	3.9%	Crack Sealing - AC	$69
LYNWD::201ST ST::110	201ST STREET	OAK LANE	LAKEWOOD AVENUE	5,753	ALLIGATOR CR	1.6%	Crack Sealing - AC	$41
LYNWD::201ST ST::110	201ST STREET	OAK LANE	LAKEWOOD AVENUE	5,753	L & T CR	1.5%	Crack Sealing - AC	$86
LYNWD::201ST ST::30	201ST STREET	PARK AVENUE	TERRACE AVENUE	9,716	L & T CR	1.4%	Crack Sealing - AC	$140
LYNWD::201ST ST::30	201ST STREET	PARK AVENUE	TERRACE AVENUE	9,716	L & T CR	1.1%	Crack Sealing - AC	$105
LYNWD::201ST ST::30	201ST STREET	PARK AVENUE	TERRACE AVENUE	9,716	ALLIGATOR CR	0.1%	Crack Sealing - AC	$7
LYNWD::201ST ST::40	201ST STREET	TERRACE AVENUE	WOODALE STREET	8,650	L & T CR	4.1%	Crack Sealing - AC	$352
LYNWD::201ST ST::40	201ST STREET	TERRACE AVENUE	WOODALE STREET	8,650	L & T CR	3.3%	Crack Sealing - AC	$285
LYNWD::201ST ST::50	201ST STREET	WOODALE STREET	CRESCENT AVENUE	1,337	L & T CR	0.5%	Crack Sealing - AC	$7
LYNWD::201ST ST::60	201ST STREET	CRESCENT AVENUE	ASH LANE	6,234	L & T CR	2.0%	Crack Sealing - AC	$125
LYNWD::201ST ST::70	201ST STREET	ASH LANE	BROOK AVENUE	3,615	L & T CR	1.5%	Crack Sealing - AC	$55
LYNWD::201ST ST::80	201ST STREET	BROOK AVENUE	WILLOW DRIVE	4,873	L & T CR	0.5%	Crack Sealing - AC	$24
LYNWD::201ST ST::80	201ST STREET	BROOK AVENUE	WILLOW DRIVE	4,873	L & T CR	1.0%	Crack Sealing - AC	$49
LYNWD::201ST ST::90	201ST STREET	WILLOW DRIVE	ORCHARD AVENUE	4,740	L & T CR	1.5%	Crack Sealing - AC	$71
LYNWD::201ST ST::90	201ST STREET	WILLOW DRIVE	ORCHARD AVENUE	4,740	L & T CR	0.5%	Crack Sealing - AC	$24
LYNWD::202ND ST::20	202ND STREET	BURNHAM AVENUE	END	47,552	ALLIGATOR CR	0.1%	Crack Sealing - AC	$29
LYNWD::202ND ST::20	202ND STREET	BURNHAM AVENUE	END	47,552	L & T CR	0.2%	Crack Sealing - AC	$75
LYNWD::202ND ST::20	202ND STREET	BURNHAM AVENUE	END	47,552	L & T CR	0.2%	Crack Sealing - AC	$74
LYNWD::ARBN CT::10	ARBON COURT	PATTIE LANE	END	6,507	L & T CR	0.5%	Crack Sealing - AC	$33
LYNWD::ARBN CT::10	ARBON COURT	PATTIE LANE	END	6,507	ALLIGATOR CR	0.3%	Crack Sealing - AC	$13
LYNWD::BLSTN DR::10	BILSTONE DRIVE	PRESTON LANE	HAMPSHIRE LANE	27,869	L & T CR	2.8%	Crack Sealing - AC	$782
LYNWD::BLSTN DR::10	BILSTONE DRIVE	PRESTON LANE	HAMPSHIRE LANE	27,869	L & T CR	1.7%	Crack Sealing - AC	$474
LYNWD::BLSTN DR::10	BILSTONE DRIVE	PRESTON LANE	HAMPSHIRE LANE	27,869	ALLIGATOR CR	1.0%	Crack Sealing - AC	$104
LYNWD::BLSTN DR::20	BILSTONE DRIVE	TORRENCE AVENUE	PRESTON LANE	9,013	L & T CR	0.9%	Crack Sealing - AC	$82
LYNWD::BLSTN DR::20	BILSTONE DRIVE	TORRENCE AVENUE	PRESTON LANE	9,013	ALLIGATOR CR	0.5%	Crack Sealing - AC	$23
LYNWD::BLSTN DR::20	BILSTONE DRIVE	TORRENCE AVENUE	PRESTON LANE	9,013	EDGE CR	1.0%	Crack Sealing - AC	$88
LYNWD::BLSTN DR::20	BILSTONE DRIVE	TORRENCE AVENUE	PRESTON LANE	9,013	L & T CR	1.8%	Crack Sealing - AC	$163
LYNWD::198TH ST::20	198TH STREET	TORRENCE AVENUE	PARK AVENUE	10,381	L & T CR	1.4%	Crack Sealing - AC	$143
LYNWD::198TH ST::40	198TH STREET	TERRACE AVENUE	CRESCENT AVENUE	10,028	ALLIGATOR CR	0.3%	Crack Sealing - AC	$19
LYNWD::198TH ST::50	198TH STREET	CRESCENT AVENUE	BROOK AVENUE	9,773	ALLIGATOR CR	0.6%	Crack Sealing - AC	$27
LYNWD::198TH ST::50	198TH STREET	CRESCENT AVENUE	BROOK AVENUE	9,773	L & T CR	2.9%	Crack Sealing - AC	$286
LYNWD::198TH ST::60	198TH STREET	BROOK AVENUE	ORCHARD AVENUE	9,900	ALLIGATOR CR	0.2%	Crack Sealing - AC	$13
LYNWD::198TH ST::60	198TH STREET	BROOK AVENUE	ORCHARD AVENUE	9,900	L & T CR	2.9%	Crack Sealing - AC	$285

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
LYNWD::198TH ST::70	198TH STREET	ORCHARD AVENUE	LAKEWOOD AVENUE	9,670	L & T CR	3.7%	Crack Sealing - AC	$357
LYNWD::198TH ST::80	198TH STREET	LAKEWOOD AVENUE	MONTEREY AVENUE	10,020	L & T CR	1.4%	Crack Sealing - AC	$142
LYNWD::198TH ST::90	198TH STREET	MONTEREY AVENUE	ARROYO AVENUE	9,954	L & T CR	0.7%	Crack Sealing - AC	$71
LYNWD::201ST ST::220	201ST STREET	JUNIPER AVENUE	CRESCENT AVENUE	9,416	L & T CR	1.4%	Crack Sealing - AC	$133
LYNWD::201ST ST::220	201ST STREET	JUNIPER AVENUE	CRESCENT AVENUE	9,416	ALLIGATOR CR	0.5%	Crack Sealing - AC	$26
LYNWD::201ST ST::220	201ST STREET	JUNIPER AVENUE	CRESCENT AVENUE	9,416	L & T CR	2.8%	Crack Sealing - AC	$266
LYNWD::BRDG ST::30	BRIDGE STREET	VALERIE DRIVE	VICTORIA CIRCLE	4,285	L & T CR	0.5%	Crack Sealing - AC	$21
LYNWD::BRDG ST::30	BRIDGE STREET	VALERIE DRIVE	VICTORIA CIRCLE	4,285	BLOCK CR	19.9%	Crack Sealing - AC	$259
LYNWD::BRK AVE::10	BROOK AVENUE	201ST STREET	200TH STREET	21,940	ALLIGATOR CR	0.4%	Crack Sealing - AC	$35
LYNWD::BRK AVE::10	BROOK AVENUE	201ST STREET	200TH STREET	21,940	L & T CR	1.8%	Crack Sealing - AC	$391
LYNWD::BRK AVE::10	BROOK AVENUE	201ST STREET	200TH STREET	21,940	L & T CR	2.0%	Crack Sealing - AC	$439
LYNWD::BRK AVE::20	BROOK AVENUE	200TH STREET	198TH STREET	23,928	L & T CR	2.0%	Crack Sealing - AC	$480
LYNWD::BRK AVE::20	BROOK AVENUE	200TH STREET	198TH STREET	23,928	ALLIGATOR CR	0.8%	Crack Sealing - AC	$73
LYNWD::BRK AVE::20	BROOK AVENUE	200TH STREET	198TH STREET	23,928	L & T CR	2.3%	Crack Sealing - AC	$554
LYNWD::BRKR ST::20	BARKER STREET	BRENTWOOD DRIVE	ALPHA STREET	12,869	L & T CR	3.3%	Crack Sealing - AC	$430
LYNWD::BRKR ST::20	BARKER STREET	BRENTWOOD DRIVE	ALPHA STREET	12,869	ALLIGATOR CR	1.2%	Crack Sealing - AC	$65
LYNWD::BRKR ST::20	BARKER STREET	BRENTWOOD DRIVE	ALPHA STREET	12,869	L & T CR	0.2%	Crack Sealing - AC	$27
LYNWD::DK DR::10	DUKE DRIVE	DAREN DRIVE	TODD TERRACE	4,672	L & T CR	0.5%	Crack Sealing - AC	$21
LYNWD::DK DR::20	DUKE DRIVE	TODD TERRACE	TODD TERRACE	8,345	EDGE CR	0.3%	Crack Sealing - AC	$24
LYNWD::DK DR::30	DUKE DRIVE	TODD TERRACE	GENEVA DRIVE	6,299	ALLIGATOR CR	3.8%	Crack Sealing - AC	$93
LYNWD::DK DR::30	DUKE DRIVE	TODD TERRACE	GENEVA DRIVE	6,299	L & T CR	0.7%	Crack Sealing - AC	$47
LYNWD::DRN DR::10	DAREN DRIVE	DUKE DRIVE	END	5,010	L & T CR	2.7%	Crack Sealing - AC	$136
LYNWD::DRN DR::10	DAREN DRIVE	DUKE DRIVE	END	5,010	L & T CR	0.5%	Crack Sealing - AC	$22
LYNWD::DRN DR::10	DAREN DRIVE	DUKE DRIVE	END	5,010	ALLIGATOR CR	0.7%	Crack Sealing - AC	$19
LYNWD::DXTR ST::10	DEXTER STREET	WESTWOOD LANE	ALPHA STREET	33,696	ALLIGATOR CR	1.5%	Crack Sealing - AC	$186
LYNWD::DXTR ST::10	DEXTER STREET	WESTWOOD LANE	ALPHA STREET	33,696	L & T CR	2.7%	Crack Sealing - AC	$910
LYNWD::DXTR ST::10	DEXTER STREET	WESTWOOD LANE	ALPHA STREET	33,696	L & T CR	1.4%	Crack Sealing - AC	$454
LYNWD::FTH CT::10	FAITH COURT	LOVE DRIVE	END	8,501	L & T CR	1.4%	Crack Sealing - AC	$116
LYNWD::FTH CT::10	FAITH COURT	LOVE DRIVE	END	8,501	L & T CR	2.7%	Crack Sealing - AC	$231
LYNWD::GNV DR::10	GENEVA DRIVE	DUKE DRIVE	DAREN DRIVE	13,486	L & T CR	1.3%	Crack Sealing - AC	$173
LYNWD::GNV DR::10	GENEVA DRIVE	DUKE DRIVE	DAREN DRIVE	13,486	ALLIGATOR CR	0.1%	Crack Sealing - AC	$7
LYNWD::GNV DR::10	GENEVA DRIVE	DUKE DRIVE	DAREN DRIVE	13,486	L & T CR	0.8%	Crack Sealing - AC	$108
LYNWD::GNV DR::40	GENEVA DRIVE	SIMPLON CIRCLE	PATTIE LANE	13,791	L & T CR	3.1%	Crack Sealing - AC	$428
LYNWD::GNV DR::40	GENEVA DRIVE	SIMPLON CIRCLE	PATTIE LANE	13,791	ALLIGATOR CR	0.4%	Crack Sealing - AC	$28
LYNWD::HMPSHR LN::10	HAMPSHIRE LANE	BILSTONE DRIVE	EASTWOOD DRIVE	8,678	L & T CR	2.5%	Crack Sealing - AC	$220
LYNWD::HMPSHR LN::10	HAMPSHIRE LANE	BILSTONE DRIVE	EASTWOOD DRIVE	8,678	EDGE CR	0.1%	Crack Sealing - AC	$5
LYNWD::HMPSHR LN::10	HAMPSHIRE LANE	BILSTONE DRIVE	EASTWOOD DRIVE	8,678	L & T CR	0.9%	Crack Sealing - AC	$81
LYNWD::HMPSHR LN::20	HAMPSHIRE LANE	EASTWOOD DRIVE	QUEENSBRIDGE DRIVE	16,813	L & T CR	2.7%	Crack Sealing - AC	$450
LYNWD::HMPSHR LN::20	HAMPSHIRE LANE	EASTWOOD DRIVE	QUEENSBRIDGE DRIVE	16,813	L & T CR	1.7%	Crack Sealing - AC	$283
LYNWD::HMPSHR LN::20	HAMPSHIRE LANE	EASTWOOD DRIVE	QUEENSBRIDGE DRIVE	16,813	ALLIGATOR CR	0.2%	Crack Sealing - AC	$18
LYNWD::J ORR RD::10	JOE ORR ROAD	BLUESTEM PARKWAY	BENSLEY AVENUE	21,996	BLOCK CR	10.5%	Crack Sealing - AC	$703
LYNWD::J ORR RD::10	JOE ORR ROAD	BLUESTEM PARKWAY	BENSLEY AVENUE	21,996	ALLIGATOR CR	2.5%	Crack Sealing - AC	$195
LYNWD::J ORR RD::10	JOE ORR ROAD	BLUESTEM PARKWAY	BENSLEY AVENUE	21,996	L & T CR	0.4%	Crack Sealing - AC	$90
LYNWD::J ORR RD::10	JOE ORR ROAD	BLUESTEM PARKWAY	BENSLEY AVENUE	21,996	L & T CR	0.8%	Crack Sealing - AC	$183
LYNWD::J ORR RD::20	JOE ORR ROAD	BENSLEY AVENUE	BENSLEY AVENUE	3,283	L & T CR	0.5%	Crack Sealing - AC	$16

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
LYNWD::J ORR RD::20	JOE ORR ROAD	BENSLEY AVENUE	BENSLEY AVENUE	3,283	L & T CR	2.0%	Crack Sealing - AC	$67
LYNWD::J ORR RD::30	JOE ORR ROAD	BENSLEY AVENUE	SANDRIDGE DRIVE	8,706	L & T CR	4.2%	Crack Sealing - AC	$366
LYNWD::J ORR RD::40	JOE ORR ROAD	SANDRIDGE DRIVE	KING ARTHUR DRIVE	6,017	L & T CR	2.0%	Crack Sealing - AC	$122
LYNWD::LK PRK CT::10	LAKE PARK COURT	LAKE PARK DRIVE	END	3,804	L & T CR	1.5%	Crack Sealing - AC	$58
LYNWD::LK PRK CT::10	LAKE PARK COURT	LAKE PARK DRIVE	END	3,804	L & T CR	0.5%	Crack Sealing - AC	$19
LYNWD::LK PRK CT::10	LAKE PARK COURT	LAKE PARK DRIVE	END	3,804	ALLIGATOR CR	0.2%	Crack Sealing - AC	$6
LYNWD::LK PRK DR::10	LAKE PARK DRIVE	201ST PLACE	201ST STREET	25,260	L & T CR	0.7%	Crack Sealing - AC	$164
LYNWD::LK PRK DR::10	LAKE PARK DRIVE	201ST PLACE	201ST STREET	25,260	EDGE CR	0.3%	Crack Sealing - AC	$83
LYNWD::LK PRK DR::10	LAKE PARK DRIVE	201ST PLACE	201ST STREET	25,260	ALLIGATOR CR	0.2%	Crack Sealing - AC	$25
LYNWD::LK PRK DR::10	LAKE PARK DRIVE	201ST PLACE	201ST STREET	25,260	L & T CR	3.2%	Crack Sealing - AC	$819
LYNWD::CHLLN DR::20	CHILLON DRIVE	BOLZANO COURT	VRIN COURT	1,020	L & T CR	1.0%	Crack Sealing - AC	$10
LYNWD::CHSSN ST::10	CHESSON STREET	WESTWOOD LANE	ALPHA STREET	33,693	ALLIGATOR CR	0.5%	Crack Sealing - AC	$66
LYNWD::CHSSN ST::10	CHESSON STREET	WESTWOOD LANE	ALPHA STREET	33,693	L & T CR	2.3%	Crack Sealing - AC	$776
LYNWD::CHSSN ST::10	CHESSON STREET	WESTWOOD LANE	ALPHA STREET	33,693	L & T CR	1.0%	Crack Sealing - AC	$320
LYNWD::CHSSN ST::10	CHESSON STREET	WESTWOOD LANE	ALPHA STREET	33,693	BLOCK CR	35.9%	Crack Sealing - AC	$3,691
LYNWD::J ORR RD::50	JOE ORR ROAD	KING ARTHUR DRIVE	TORRENCE AVENUE	13,383	L & T CR	1.1%	Crack Sealing - AC	$150
LYNWD::J ORR RD::50	JOE ORR ROAD	KING ARTHUR DRIVE	TORRENCE AVENUE	13,383	L & T CR	2.7%	Crack Sealing - AC	$366
LYNWD::J ORR RD::50	JOE ORR ROAD	KING ARTHUR DRIVE	TORRENCE AVENUE	13,383	ALLIGATOR CR	0.2%	Crack Sealing - AC	$17
LYNWD::JNNFR DR::10	JENNIFER DRIVE	GLENWOOD DYER ROAD	MICHELLE DRIVE	5,378	L & T CR	1.0%	Crack Sealing - AC	$55
LYNWD::LK PRK DR::50	LAKE PARK DRIVE	OAKWOOD AVENUE	198TH STREET	9,244	L & T CR	1.8%	Crack Sealing - AC	$164
LYNWD::LK PRK DR::50	LAKE PARK DRIVE	OAKWOOD AVENUE	198TH STREET	9,244	ALLIGATOR CR	3.3%	Crack Sealing - AC	$117
LYNWD::LK PRK DR::50	LAKE PARK DRIVE	OAKWOOD AVENUE	198TH STREET	9,244	L & T CR	2.4%	Crack Sealing - AC	$220
LYNWD::LK PRK DR::70	LAKE PARK DRIVE	LAKE PARK COURT	195TH PLACE	11,595	EDGE CR	0.3%	Crack Sealing - AC	$32
LYNWD::LK PRK DR::70	LAKE PARK DRIVE	LAKE PARK COURT	195TH PLACE	11,595	L & T CR	2.0%	Crack Sealing - AC	$229
LYNWD::LK PRK DR::70	LAKE PARK DRIVE	LAKE PARK COURT	195TH PLACE	11,595	L & T CR	2.2%	Crack Sealing - AC	$255
LYNWD::LND LN::30	LINDA LANE	COLLEEN DRIVE	MAUREEN COURT	6,665	L & T CR	0.6%	Crack Sealing - AC	$43
LYNWD::LZBTH ST::20	ELIZABETH STREET	VALERIE DRIVE	AUDREY AVENUE	4,960	L & T CR	0.5%	Crack Sealing - AC	$25
LYNWD::MCHLL DR::30	MICHELLE DRIVE	AUDREY AVENUE	VALERIE DRIVE	22,855	ALLIGATOR CR	0.3%	Crack Sealing - AC	$31
LYNWD::MCHLL DR::30	MICHELLE DRIVE	AUDREY AVENUE	VALERIE DRIVE	22,855	L & T CR	5.4%	Crack Sealing - AC	$1,235
LYNWD::PRSTN LN::20	PRESTON LANE	EASTWOOD DRIVE	201ST STREET	7,082	L & T CR	1.2%	Crack Sealing - AC	$81
LYNWD::PRSTN LN::20	PRESTON LANE	EASTWOOD DRIVE	201ST STREET	7,082	L & T CR	4.3%	Crack Sealing - AC	$303
LYNWD::PRSTN LN::30	PRESTON LANE	201ST STREET	QUEENSBRIDGE DRIVE	9,869	ALLIGATOR CR	0.7%	Crack Sealing - AC	$32
LYNWD::PRSTN LN::30	PRESTON LANE	201ST STREET	QUEENSBRIDGE DRIVE	9,869	L & T CR	0.8%	Crack Sealing - AC	$81
LYNWD::PRSTN LN::30	PRESTON LANE	201ST STREET	QUEENSBRIDGE DRIVE	9,869	L & T CR	4.7%	Crack Sealing - AC	$467
LYNWD::PTT LN::20	PATTIE LANE	ARBON COURT	LISA LANE	4,410	ALLIGATOR CR	0.9%	Crack Sealing - AC	$22
LYNWD::PTT LN::20	PATTIE LANE	ARBON COURT	LISA LANE	4,410	L & T CR	3.9%	Crack Sealing - AC	$171
LYNWD::RBN CT::10	ROBIN COURT	REDWING STREET	END	3,968	L & T CR	0.5%	Crack Sealing - AC	$20
LYNWD::RBN CT::10	ROBIN COURT	REDWING STREET	END	3,968	ALLIGATOR CR	2.3%	Crack Sealing - AC	$40
LYNWD::RBN LN::10	ROBIN LANE	NORTH WINDS DRIVE	REDWING STREET	8,745	L & T CR	0.6%	Crack Sealing - AC	$55
LYNWD::RBN LN::10	ROBIN LANE	NORTH WINDS DRIVE	REDWING STREET	8,745	L & T CR	3.1%	Crack Sealing - AC	$275
LYNWD::SRF CT::10	SURF COURT	LAKE SHORE DRIVE	LAKE LYNWOOD DRIVE	9,955	L & T CR	0.6%	Crack Sealing - AC	$55
LYNWD::STWD DR::10	EASTWOOD DRIVE	PRESTON LANE	HAMPSHIRE LANE	28,029	L & T CR	2.0%	Crack Sealing - AC	$566
LYNWD::STWD DR::10	EASTWOOD DRIVE	PRESTON LANE	HAMPSHIRE LANE	28,029	L & T CR	2.5%	Crack Sealing - AC	$689
LYNWD::TDD TER::10	TODD TERRACE	DUKE DRIVE	DUKE DRIVE	10,660	L & T CR	1.7%	Crack Sealing - AC	$178
LYNWD::TRRC AVE::30	TERRACE AVENUE	198TH STREET	TERRACE COURT	21,970	L & T CR	2.0%	Crack Sealing - AC	$440

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
LYNWD::TRRC AVE::30	TERRACE AVENUE	198TH STREET	TERRACE COURT	21,970	L & T CR	0.9%	Crack Sealing - AC	$196
LYNWD::TRRC AVE::30	TERRACE AVENUE	198TH STREET	TERRACE COURT	21,970	ALLIGATOR CR	0.1%	Crack Sealing - AC	$12
LYNWD::TRRC AVE::40	TERRACE AVENUE	TERRACE COURT	CRESCENT AVENUE	14,057	L & T CR	0.5%	Crack Sealing - AC	$73
LYNWD::TRRC AVE::40	TERRACE AVENUE	TERRACE COURT	CRESCENT AVENUE	14,057	L & T CR	3.6%	Crack Sealing - AC	$512
LYNWD::LPH ST::10	ALPHA STREET	BARKER STREET	CHESSON STREET	7,628	BLOCK CR	23.6%	Crack Sealing - AC	$549
LYNWD::LPH ST::10	ALPHA STREET	BARKER STREET	CHESSON STREET	7,628	L & T CR	1.0%	Crack Sealing - AC	$78
LYNWD::LPH ST::10	ALPHA STREET	BARKER STREET	CHESSON STREET	7,628	ALLIGATOR CR	2.3%	Crack Sealing - AC	$70
LYNWD::LPH ST::10	ALPHA STREET	BARKER STREET	CHESSON STREET	7,628	L & T CR	2.4%	Crack Sealing - AC	$184
LYNWD::LPH ST::20	ALPHA STREET	CHESSON STREET	DEXTER STREET	8,376	L & T CR	0.9%	Crack Sealing - AC	$78
LYNWD::LPH ST::20	ALPHA STREET	CHESSON STREET	DEXTER STREET	8,376	BLOCK CR	23.1%	Crack Sealing - AC	$590
LYNWD::LPH ST::20	ALPHA STREET	CHESSON STREET	DEXTER STREET	8,376	L & T CR	2.2%	Crack Sealing - AC	$184
LYNWD::LPH ST::20	ALPHA STREET	CHESSON STREET	DEXTER STREET	8,376	ALLIGATOR CR	1.0%	Crack Sealing - AC	$37
LYNWD::LPH ST::30	ALPHA STREET	DEXTER STREET	ELWOOD STREET	8,153	ALLIGATOR CR	0.4%	Crack Sealing - AC	$19
LYNWD::LPH ST::30	ALPHA STREET	DEXTER STREET	ELWOOD STREET	8,153	L & T CR	1.0%	Crack Sealing - AC	$78
LYNWD::LPH ST::30	ALPHA STREET	DEXTER STREET	ELWOOD STREET	8,153	L & T CR	1.0%	Crack Sealing - AC	$78
LYNWD::NRTHWDS DR::10	NORTH WINDS DRIVE	SPRING MEADOWS LANE	ROBIN LANE	5,424	L & T CR	0.8%	Crack Sealing - AC	$41
LYNWD::NRTHWDS DR::20	NORTH WINDS DRIVE	SPRING MEADOWS LANE	RAVEN LANE	8,663	L & T CR	2.1%	Crack Sealing - AC	$179
LYNWD::RDWNG ST::10	REDWING STREET	ROBIN LANE	RAVEN LANE	14,345	L & T CR	0.8%	Crack Sealing - AC	$117
LYNWD::RDWNG ST::10	REDWING STREET	ROBIN LANE	RAVEN LANE	14,345	L & T CR	1.4%	Crack Sealing - AC	$203
LYNWD::RVN CT::10	RAVEN COURT	REDWING STREET	END	12,547	ALLIGATOR CR	1.4%	Crack Sealing - AC	$72
LYNWD::RVN CT::10	RAVEN COURT	REDWING STREET	END	12,547	L & T CR	1.5%	Crack Sealing - AC	$190
LYNWD::RVN LN::10	RAVEN LANE	NORTH WINDS DRIVE	REDWING STREET	8,662	L & T CR	3.2%	Crack Sealing - AC	$275
LYNWD::WSTWD LN::20	WESTWOOD LANE	BARKER STREET	CHESSON STREET	10,311	L & T CR	0.7%	Crack Sealing - AC	$68
LYNWD::WSTWD LN::20	WESTWOOD LANE	BARKER STREET	CHESSON STREET	10,311	L & T CR	0.3%	Crack Sealing - AC	$34
LYNWD::WSTWD LN::40	WESTWOOD LANE	DEXTER STREET	ELWOOD STREET	9,787	ALLIGATOR CR	1.1%	Crack Sealing - AC	$47
LYNWD::WSTWD LN::40	WESTWOOD LANE	DEXTER STREET	ELWOOD STREET	9,787	L & T CR	1.0%	Crack Sealing - AC	$96
LYNWD::WSTWD LN::40	WESTWOOD LANE	DEXTER STREET	ELWOOD STREET	9,787	L & T CR	2.0%	Crack Sealing - AC	$194
LYNWD::ZRCH DR::20	ZURICH DRIVE	ZURICH DRIVE	BRENTA COURT	1,906	L & T CR	2.0%	Crack Sealing - AC	$39
LYNWD::198TH ST::110	198TH STREET	LAKE LYNWOOD DRIVE	LAKE PARK DRIVE	23,048	ALLIGATOR CR	0.5%	Patching - AC Deep	$1,711
LYNWD::201ST ST::30	201ST STREET	PARK AVENUE	TERRACE AVENUE	9,716	ALLIGATOR CR	0.4%	Patching - AC Deep	$724
LYNWD::202ND ST::20	202ND STREET	BURNHAM AVENUE	END	47,552	ALLIGATOR CR	0.4%	Patching - AC Deep	$2,644
LYNWD::201ST ST::220	201ST STREET	JUNIPER AVENUE	CRESCENT AVENUE	9,416	ALLIGATOR CR	1.9%	Patching - AC Deep	$2,586
LYNWD::BRK AVE::20	BROOK AVENUE	200TH STREET	198TH STREET	23,928	ALLIGATOR CR	0.3%	Patching - AC Deep	$1,123
LYNWD::BRKR ST::20	BARKER STREET	BRENTWOOD DRIVE	ALPHA STREET	12,869	POTHOLE	0.0%	Patching - AC Deep	$135
LYNWD::BRKR ST::20	BARKER STREET	BRENTWOOD DRIVE	ALPHA STREET	12,869	ALLIGATOR CR	0.4%	Patching - AC Deep	$982
LYNWD::DRN DR::10	DAREN DRIVE	DUKE DRIVE	END	5,010	ALLIGATOR CR	0.5%	Patching - AC Deep	$552
LYNWD::FTH CT::10	FAITH COURT	LOVE DRIVE	END	8,501	ALLIGATOR CR	1.2%	Patching - AC Deep	$1,637
LYNWD::GNV DR::10	GENEVA DRIVE	DUKE DRIVE	DAREN DRIVE	13,486	ALLIGATOR CR	0.3%	Patching - AC Deep	$716
LYNWD::GNV DR::40	GENEVA DRIVE	SIMPLON CIRCLE	PATTIE LANE	13,791	ALLIGATOR CR	1.0%	Patching - AC Deep	$2,037
LYNWD::LK PRK CT::10	LAKE PARK COURT	LAKE PARK DRIVE	END	3,804	ALLIGATOR CR	1.7%	Patching - AC Deep	$1,123
LYNWD::CHSSN ST::10	CHESSON STREET	WESTWOOD LANE	ALPHA STREET	33,693	ALLIGATOR CR	0.3%	Patching - AC Deep	$1,514
LYNWD::MCHLL DR::30	MICHELLE DRIVE	AUDREY AVENUE	VALERIE DRIVE	22,855	ALLIGATOR CR	2.0%	Patching - AC Deep	$5,871
LYNWD::PRSTN LN::30	PRESTON LANE	201ST STREET	QUEENSBRIDGE DRIVE	9,869	ALLIGATOR CR	0.4%	Patching - AC Deep	$722
LYNWD::TRRC AVE::40	TERRACE AVENUE	TERRACE COURT	CRESCENT AVENUE	14,057	ALLIGATOR CR	0.4%	Patching - AC Deep	$1,075
LYNWD::ZRCH DR::20	ZURICH DRIVE	ZURICH DRIVE	BRENTA COURT	1,906	ALLIGATOR CR	0.1%	Patching - AC Deep	$103

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
LYNWD::ZRCH DR::20	ZURICH DRIVE	ZURICH DRIVE	BRENTA COURT	1,906	POTHOLE	0.0%	Patching - AC Deep	$48
LYNWD::VLR DR::10	VALERIE DRIVE	ELIZABETH STREET	BRIDGE STREET	25,868	RUTTING	0.8%	Patching - AC Shallow	$1,088
LYNWD::202ND ST::20	202ND STREET	BURNHAM AVENUE	END	47,552	RUTTING	0.0%	Patching - AC Shallow	$66
LYNWD::BRDG ST::20	BRIDGE STREET	ELIZABETH STREET	VALERIE DRIVE	9,545	RUTTING	0.4%	Patching - AC Shallow	$192
LYNWD::BRK AVE::10	BROOK AVENUE	201ST STREET	200TH STREET	21,940	RUTTING	0.0%	Patching - AC Shallow	$43
LYNWD::BRK AVE::20	BROOK AVENUE	200TH STREET	198TH STREET	23,928	RUTTING	0.2%	Patching - AC Shallow	$265
LYNWD::DK DR::30	DUKE DRIVE	TODD TERRACE	GENEVA DRIVE	6,299	RUTTING	0.1%	Patching - AC Shallow	$42
LYNWD::DXTR ST::10	DEXTER STREET	WESTWOOD LANE	ALPHA STREET	33,696	RUTTING	0.1%	Patching - AC Shallow	$176
LYNWD::GNV DR::10	GENEVA DRIVE	DUKE DRIVE	DAREN DRIVE	13,486	RUTTING	0.2%	Patching - AC Shallow	$146
LYNWD::CDR GLN DR::20	CEDAR GLEN DRIVE	ASH LANE	WILLOW DRIVE	5,751	RUTTING	2.4%	Patching - AC Shallow	$768
LYNWD::CHSSN ST::10	CHESSON STREET	WESTWOOD LANE	ALPHA STREET	33,693	RUTTING	0.1%	Patching - AC Shallow	$176
LYNWD::KGRTHR CT::10	KING ARTHUR COURT	KING ARTHUR DRIVE	END	3,632	BLOCK CR	4.0%	Patching - AC Shallow	$789
LYNWD::LND LN::30	LINDA LANE	COLLEEN DRIVE	MAUREEN COURT	6,665	RUTTING	0.7%	Patching - AC Shallow	$248
LYNWD::MCHLL DR::30	MICHELLE DRIVE	AUDREY AVENUE	VALERIE DRIVE	22,855	RUTTING	0.3%	Patching - AC Shallow	$327
LYNWD::PTT LN::20	PATTIE LANE	ARBON COURT	LISA LANE	4,410	BLOCK CR	3.8%	Patching - AC Shallow	$917
LYNWD::SQ AVE::10	SEQUOIA AVENUE	201ST PLACE	201ST STREET	25,373	RUTTING	0.4%	Patching - AC Shallow	$614
LYNWD::SQ AVE::40	SEQUOIA AVENUE	195TH PLACE	195TH STREET	9,576	RUTTING	0.1%	Patching - AC Shallow	$62
LYNWD::TRRC AVE::30	TERRACE AVENUE	198TH STREET	TERRACE COURT	21,970	SLIPPAGE CR	0.2%	Patching - AC Shallow	$388
LYNWD::TRRC AVE::40	TERRACE AVENUE	TERRACE COURT	CRESCENT AVENUE	14,057	BLOCK CR	2.7%	Patching - AC Shallow	$2,105
LYNWD::LPH ST::20	ALPHA STREET	CHESSON STREET	DEXTER STREET	8,376	RUTTING	0.2%	Patching - AC Shallow	$86
LYNWD::LPH ST::30	ALPHA STREET	DEXTER STREET	ELWOOD STREET	8,153	RUTTING	0.1%	Patching - AC Shallow	$46
LYNWD::MRNR CT::10	MARINER COURT	LAKE LYNWOOD DRIVE	END	11,748	RUTTING	0.1%	Patching - AC Shallow	$85
LYNWD::WLLW DR::20	WILLOW DRIVE	CEDAR GLEN DRIVE	201ST STREET	8,939	RUTTING	0.5%	Patching - AC Shallow	$256
LYNWD::XCLBR CT::10	EXCALIBUR COURT	TYLER DRIVE	END	6,348	RUTTING	1.0%	Patching - AC Shallow	$339

APPENDIX F – PAVEMENT INVENTORY AND CONDITION TABULAR DATA

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
LYNWD::195TH PL::10	195TH PLACE	LAKE PARK DRIVE	SEQUOIA AVENUE	Asphalt	S	318	27	8,581	19	505
LYNWD::195TH ST::10	195TH STREET	SEQUOIA AVENUE	OAKWOOD AVENUE	Asphalt	S	324	27	8,749	10	324
LYNWD::196TH ST::10	196TH STREET	OAKWOOD AVENUE	BURNHAM AVENUE	Asphalt	S	1,490	27	40,241	11	411
LYNWD::197TH PL::10	197TH PLACE	SEQUOIA AVENUE	OAKWOOD AVENUE	Asphalt	S	337	27	9,088	33	454
LYNWD::197TH ST::10	197TH STREET	OAKWOOD AVENUE	BURNHAM AVENUE	Asphalt	S	1,490	30	44,689	53	239
LYNWD::198TH PL::10	198TH PLACE	STONY ISLAND AVENUE	SOUTHLAND DRIVE	Asphalt	S	726	36	26,129	23	415
LYNWD::198TH PL::20	198TH PLACE	SOUTHLAND DRIVE	END	Asphalt	S	636	36	22,887	20	390
LYNWD::198TH PL::30	198TH PLACE	ROSE STREET	END	Asphalt	S	238	30	7,151	8	430
LYNWD::198TH ST::10	198TH STREET	ROSE STREET	DEWEY AVENUE	Asphalt	S	570	35	19,952	11	366
LYNWD::198TH ST::100	198TH STREET	ARROYO AVENUE	LAKE LYNWOOD DRIVE	Asphalt	P	265	35	9,289	85	222
LYNWD::198TH ST::110	198TH STREET	LAKE LYNWOOD DRIVE	LAKE PARK DRIVE	Asphalt	P	659	35	23,048	74	347
LYNWD::198TH ST::120	198TH STREET	LAKE PARK DRIVE	SEQUOIA AVENUE	Asphalt	P	316	33	10,420	85	214
LYNWD::198TH ST::130	198TH STREET	SEQUOIA AVENUE	OAKWOOD AVENUE	Asphalt	P	337	33	11,120	85	228
LYNWD::198TH ST::140	198TH STREET	OAKWOOD AVENUE	BURNHAM AVENUE	Asphalt	P	1,605	26	41,728	81	213
LYNWD::198TH ST::20	198TH STREET	TORRENCE AVENUE	PARK AVENUE	Asphalt	P	297	35	10,381	84	199
LYNWD::198TH ST::30	198TH STREET	PARK AVENUE	TERRACE AVENUE	Asphalt	P	280	35	9,798	85	143
LYNWD::198TH ST::40	198TH STREET	TERRACE AVENUE	CRESCENT AVENUE	Asphalt	P	287	35	10,028	84	217
LYNWD::198TH ST::50	198TH STREET	CRESCENT AVENUE	BROOK AVENUE	Asphalt	P	279	35	9,773	81	187
LYNWD::198TH ST::60	198TH STREET	BROOK AVENUE	ORCHARD AVENUE	Asphalt	P	283	35	9,900	82	227
LYNWD::198TH ST::70	198TH STREET	ORCHARD AVENUE	LAKEWOOD AVENUE	Asphalt	P	276	35	9,670	83	153
LYNWD::198TH ST::80	198TH STREET	LAKEWOOD AVENUE	MONTEREY AVENUE	Asphalt	P	286	35	10,020	84	148
LYNWD::198TH ST::90	198TH STREET	MONTEREY AVENUE	ARROYO AVENUE	Asphalt	P	284	35	9,954	84	139
LYNWD::199TH ST::10	199TH STREET	DEWEY AVENUE	ROSE STREET	Asphalt	S	713	30	21,398	17	292
LYNWD::199TH ST::20	199TH STREET	TORRENCE AVENUE	DEWEY AVENUE	Asphalt	S	359	30	10,758	34	458
LYNWD::200TH PL::10	200TH PLACE	LAKE PARK DRIVE	JUNIPER AVENUE	Asphalt	S	1,122	27	30,289	10	318
LYNWD::200TH ST::10	200TH STREET	PARK AVENUE	TERRACE AVENUE	Asphalt	S	276	24	6,635	26	320
LYNWD::200TH ST::20	200TH STREET	TERRACE AVENUE	CRESCENT AVENUE	Asphalt	S	287	24	6,895	10	472
LYNWD::200TH ST::30	200TH STREET	CRESCENT AVENUE	BROOK AVENUE	Asphalt	S	281	24	6,746	23	369
LYNWD::200TH ST::40	200TH STREET	BROOK AVENUE	ORCHARD AVENUE	Asphalt	S	280	24	6,717	35	502
LYNWD::200TH ST::50	200TH STREET	ORCHARD AVENUE	LAKEWOOD AVENUE	Asphalt	S	281	24	6,754	27	433
LYNWD::200TH ST::60	200TH STREET	LAKEWOOD AVENUE	MONTEREY AVENUE	Asphalt	S	278	24	6,667	25	443
LYNWD::200TH ST::70	200TH STREET	MONTEREY AVENUE	ARROYO AVENUE	Asphalt	S	281	24	6,755	17	651
LYNWD::200TH ST::80	200TH STREET	ARROYO AVENUE	LAKE LYNWOOD DRIVE	Asphalt	S	283	27	7,629	100	285
LYNWD::200TH ST::90	200TH STREET	LAKE PARK DRIVE	JUNIPER AVENUE	Asphalt	S	1,121	24	26,902	21	284
LYNWD::201ST PL::10	201ST PLACE	LAKEWOOD AVENUE	ARROYO AVENUE	Asphalt	S	558	27	15,070	57	322
LYNWD::201ST PL::100	201ST PLACE	JUNIPER AVENUE	CRESCENT AVENUE	Asphalt	S	284	27	7,679	28	861
LYNWD::201ST PL::110	201ST PLACE	CRESCENT AVENUE	DRIFTWOOD AVENUE	Asphalt	S	271	27	7,321	22	204
LYNWD::201ST PL::20	201ST PLACE	ARROYO AVENUE	LAKE LYNWOOD DRIVE	Asphalt	S	265	27	7,153	54	330
LYNWD::201ST PL::30	201ST PLACE	LAKE LYNWOOD DRIVE	MARLIN AVENUE	Asphalt	S	303	27	8,194	47	269
LYNWD::201ST PL::40	201ST PLACE	MARLIN AVENUE	DOLPHIN AVENUE	Asphalt	S	274	27	7,389	54	265
LYNWD::201ST PL::50	201ST PLACE	DOLPHIN AVENUE	LAKE PARK DRIVE	Asphalt	S	287	27	7,746	55	257

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
LYNWD::201ST PL::60	201ST PLACE	LAKE PARK DRIVE	SEQUOIA AVENUE	Asphalt	S	275	27	7,430	54	310
LYNWD::201ST PL::70	201ST PLACE	SEQUOIA AVENUE	REDWOOD AVENUE	Asphalt	S	280	27	7,564	38	232
LYNWD::201ST PL::80	201ST PLACE	REDWOOD AVENUE	CATALPA AVENUE	Asphalt	S	281	27	7,584	10	441
LYNWD::201ST PL::90	201ST PLACE	CATALPA AVENUE	JUNIPER AVENUE	Asphalt	S	279	27	7,521	16	269
LYNWD::201ST ST::10	201ST STREET	TORRENCE AVENUE	PRESTON LANE	Asphalt	S	335	48	16,088	49	327
LYNWD::201ST ST::100	201ST STREET	ORCHARD AVENUE	OAK LANE	Asphalt	P	125	35	4,361	70	130
LYNWD::201ST ST::110	201ST STREET	OAK LANE	LAKEWOOD AVENUE	Asphalt	P	164	35	5,753	77	471
LYNWD::201ST ST::120	201ST STREET	LAKEWOOD AVENUE	MONTEREY AVENUE	Asphalt	P	271	35	9,480	64	225
LYNWD::201ST ST::130	201ST STREET	MONTEREY AVENUE	ARROYO AVENUE	Asphalt	P	281	35	9,850	44	170
LYNWD::201ST ST::140	201ST STREET	ARROYO AVENUE	LAKE LYNWOOD DRIVE	Asphalt	P	278	35	9,731	61	314
LYNWD::201ST ST::150	201ST STREET	LAKE LYNWOOD DRIVE	MARLIN AVENUE	Asphalt	P	304	33	10,031	43	289
LYNWD::201ST ST::160	201ST STREET	MARLIN AVENUE	DOLPHIN AVENUE	Asphalt	P	352	33	11,600	48	197
LYNWD::201ST ST::170	201ST STREET	DOLPHIN AVENUE	LAKE PARK DRIVE	Asphalt	P	280	33	9,243	56	268
LYNWD::201ST ST::180	201ST STREET	LAKE PARK DRIVE	SEQUOIA AVENUE	Asphalt	P	289	33	9,533	49	213
LYNWD::201ST ST::190	201ST STREET	SEQUOIA AVENUE	REDWOOD AVENUE	Asphalt	P	274	33	9,051	55	168
LYNWD::201ST ST::20	201ST STREET	TORRENCE AVENUE	PARK AVENUE	Asphalt	P	294	35	10,276	62	736
LYNWD::201ST ST::200	201ST STREET	REDWOOD AVENUE	CATALPA AVENUE	Asphalt	P	278	33	9,175	47	170
LYNWD::201ST ST::210	201ST STREET	CATALPA AVENUE	JUNIPER AVENUE	Asphalt	P	282	33	9,292	58	177
LYNWD::201ST ST::220	201ST STREET	JUNIPER AVENUE	CRESCENT AVENUE	Asphalt	P	285	33	9,416	67	411
LYNWD::201ST ST::230	201ST STREET	CRESCENT AVENUE	DRIFTWOOD AVENUE	Asphalt	P	284	33	9,378	48	180
LYNWD::201ST ST::240	201ST STREET	DRIFTWOOD AVENUE	BURNHAM AVENUE	Asphalt	P	265	33	8,754	45	210
LYNWD::201ST ST::30	201ST STREET	PARK AVENUE	TERRACE AVENUE	Asphalt	P	278	35	9,716	73	212
LYNWD::201ST ST::40	201ST STREET	TERRACE AVENUE	WOODALE STREET	Asphalt	P	247	35	8,650	74	256
LYNWD::201ST ST::50	201ST STREET	WOODALE STREET	CRESCENT AVENUE	Asphalt	S	38	35	1,337	85	515
LYNWD::201ST ST::60	201ST STREET	CRESCENT AVENUE	ASH LANE	Asphalt	P	178	35	6,234	83	242
LYNWD::201ST ST::70	201ST STREET	ASH LANE	BROOK AVENUE	Asphalt	P	103	35	3,615	83	186
LYNWD::201ST ST::80	201ST STREET	BROOK AVENUE	WILLOW DRIVE	Asphalt	P	139	35	4,873	82	81
LYNWD::201ST ST::90	201ST STREET	WILLOW DRIVE	ORCHARD AVENUE	Asphalt	P	135	35	4,740	81	155
LYNWD::202ND ST::10	202ND STREET	BURNHAM AVENUE	END	Gravel	T	1,632	18	29,375	Gravel	Gravel
LYNWD::202ND ST::20	202ND STREET	BURNHAM AVENUE	END	Asphalt	S	2,642	18	47,552	77	230
LYNWD::203RD ST::10	203RD STREET	BURNHAM AVENUE	END	Asphalt	S	669	27	18,054	47	241
LYNWD::205TH ST::10	205TH STREET	LOVE DRIVE	END	Asphalt	S	384	27	10,381	47	238
LYNWD::205TH ST::20	205TH STREET	LOVE DRIVE	TYLER DRIVE	Asphalt	S	329	27	8,870	26	362
LYNWD::205TH ST::30	205TH STREET	TORRENCE AVENUE	END	Gravel	T	418	18	7,520	Gravel	Gravel
LYNWD::207TH PL::10	207TH PLACE	BENSLEY AVENUE	SANDRIDGE DRIVE	Asphalt	S	553	27	14,928	53	252
LYNWD::207TH PL::20	207TH PLACE	SANDRIDGE DRIVE	END	Asphalt	S	173	27	4,680	59	233
LYNWD::207TH ST::10	207TH STREET	SANDRIDGE DRIVE	TORRENCE AVENUE	Asphalt	S	639	27	17,248	48	222
LYNWD::211TH ST::10	211TH STREET	GLENWOOD DYER ROAD	END	Asphalt	S	741	35	25,950	26	363
LYNWD::ARBN CT::10	ARBON COURT	PATTIE LANE	END	Asphalt	S	87	75	6,507	83	973
LYNWD::BLCSTN AVE::10	BLACKSTONE AVENUE	GLENWOOD DYER ROAD	END	Asphalt	S	540	20	10,806	6	343
LYNWD::BLSTM PKWY::10	BLUESTEM PARKWAY	JOE ORR ROAD	ASTER CIRCLE	Asphalt	S	394	27	10,629	25	286

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
LYNWD::BLSTM PKWY::20	BLUESTEM PARKWAY	ASTER CIRCLE	TYLER DRIVE	Asphalt	S	1,334	27	36,010	27	253
LYNWD::BLSTM PKWY::30	BLUESTEM PARKWAY	TYLER DRIVE	CAMELOT LANE	Asphalt	S	520	27	14,029	24	241
LYNWD::BLSTN DR::10	BILSTONE DRIVE	PRESTON LANE	HAMPSHIRE LANE	Asphalt	S	1,032	27	27,869	73	144
LYNWD::BLSTN DR::20	BILSTONE DRIVE	TORRENCE AVENUE	PRESTON LANE	Asphalt	S	334	27	9,013	78	520
LYNWD::BLZN CT::10	BOLZANO COURT	CHILLON DRIVE	END	Asphalt	S	322	20	6,434	100	323
LYNWD::BNSLY AVE::10	BENSLEY AVENUE	JOE ORR ROAD	207TH PLACE	Asphalt	S	1,034	27	27,931	24	324
LYNWD::BNSLY AVE::20	BENSLEY AVENUE	JOE ORR ROAD	END	Asphalt	S	1,009	18	18,163	25	336
LYNWD::BRDG ST::10	BRIDGE STREET	AUDREY AVENUE	ELIZABETH STREET	Asphalt	S	384	39	14,988	45	233
LYNWD::BRDG ST::20	BRIDGE STREET	ELIZABETH STREET	VALERIE DRIVE	Asphalt	S	245	39	9,545	72	216
LYNWD::BRDG ST::30	BRIDGE STREET	VALERIE DRIVE	VICTORIA CIRCLE	Asphalt	S	110	39	4,285	72	400
LYNWD::BRGNZ CT::10	BREGENZ COURT	ZURICH DRIVE	END	Asphalt	S	327	21	6,873	42	364
LYNWD::BRK AVE::10	BROOK AVENUE	201ST STREET	200TH STREET	Asphalt	S	914	24	21,940	76	231
LYNWD::BRK AVE::20	BROOK AVENUE	200TH STREET	198TH STREET	Asphalt	S	997	24	23,928	71	268
LYNWD::BRKR ST::10	BARKER STREET	WESTWOOD LANE	BRENTWOOD DRIVE	Asphalt	S	808	26	21,012	27	318
LYNWD::BRKR ST::20	BARKER STREET	BRENTWOOD DRIVE	ALPHA STREET	Asphalt	S	495	26	12,869	66	254
LYNWD::BRNN CT::10	BERNINA COURT	CHILLON DRIVE	END	Asphalt	S	332	20	6,632	45	363
LYNWD::BRNNR CT::10	BRENNER COURT	CHILLON DRIVE	END	Asphalt	S	321	20	6,410	37	590
LYNWD::BRNT CT::10	BRENTA COURT	ZURICH DRIVE	END	Asphalt	S	321	21	6,743	64	277
LYNWD::BRTWD DR::10	BRENTWOOD DRIVE	BURNHAM AVENUE	BARKER STREET	Asphalt	S	1,463	26	38,045	24	358
LYNWD::CDR GLN DR::10	CEDAR GLEN DRIVE	ASH LANE	END	Asphalt	S	76	23	1,747	100	329
LYNWD::CDR GLN DR::20	CEDAR GLEN DRIVE	ASH LANE	WILLOW DRIVE	Asphalt	S	250	23	5,751	70	383
LYNWD::CDR GLN DR::30	CEDAR GLEN DRIVE	WILLOW DRIVE	OAK LANE	Asphalt	S	254	23	5,852	58	372
LYNWD::CDR GLN DR::40	CEDAR GLEN DRIVE	OAK LANE	LAKEWOOD AVENUE	Asphalt	S	166	23	3,813	60	551
LYNWD::CHLLN DR::10	CHILLON DRIVE	ZURICH DRIVE	BOLZANO COURT	Asphalt	S	679	21	14,260	36	361
LYNWD::CHLLN DR::20	CHILLON DRIVE	BOLZANO COURT	VRIN COURT	Asphalt	S	49	21	1,020	83	616
LYNWD::CHLLN DR::30	CHILLON DRIVE	VRIN COURT	SIMPLON CIRCLE	Asphalt	S	297	21	6,245	24	331
LYNWD::CHLLN DR::40	CHILLON DRIVE	SIMPLON CIRCLE	BRENNER COURT	Asphalt	S	76	21	1,601	33	410
LYNWD::CHLLN DR::50	CHILLON DRIVE	BRENNER COURT	SIMPLON CIRCLE	Asphalt	S	54	21	1,137	64	369
LYNWD::CHLLN DR::60	CHILLON DRIVE	SIMPLON CIRCLE	VALS COURT	Asphalt	S	398	21	8,356	45	215
LYNWD::CHLLN DR::70	CHILLON DRIVE	VALS COURT	BERNINA COURT	Asphalt	S	46	21	971	49	422
LYNWD::CHRSTN CT::10	CHRISTINA COURT	AMBRY CIRCLE	END	Asphalt	S	237	26	6,171	100	201
LYNWD::CHSSN ST::10	CHESSON STREET	WESTWOOD LANE	ALPHA STREET	Asphalt	S	1,296	26	33,693	65	218
LYNWD::CLLN DR::10	COLLEEN DRIVE	LINDA LANE	LINDA LANE	Asphalt	S	1,654	21	34,724	16	484
LYNWD::CMLT LN::10	CAMELOT LANE	BLUESTEM PARKWAY	TYLER DRIVE	Asphalt	S	722	27	19,497	35	243
LYNWD::CMLT LN::20	CAMELOT LANE	TYLER DRIVE	GLENWOOD DYER ROAD	Asphalt	S	203	27	5,477	27	363
LYNWD::CRSCNT AVE::10	CRESCENT AVENUE	201ST STREET	200TH STREET	Asphalt	S	903	24	21,675	58	261
LYNWD::CRSCNT AVE::20	CRESCENT AVENUE	200TH STREET	198TH STREET	Asphalt	S	1,015	24	24,368	23	330
LYNWD::CRSCNT AVE::30	CRESCENT AVENUE	198TH STREET	TERRACE AVENUE	Asphalt	S	725	24	17,393	25	511
LYNWD::CRSCNT AVE::40	CRESCENT AVENUE	TERRACE AVENUE	END	Asphalt	S	161	24	3,859	34	434
LYNWD::CRSCNT AVE::50	CRESCENT AVENUE	LOGAN LANE	LOGAN LANE	Asphalt	S	790	27	21,319	24	325
LYNWD::CRSCNT AVE::60	CRESCENT AVENUE	GLENWOOD LANSING ROAD	LOGAN LANE	Asphalt	S	751	27	20,285	24	228

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
LYNWD::CTLP AVE::10	CATALPA AVENUE	201ST PLACE	201ST STREET	Asphalt	S	933	27	25,195	22	323
LYNWD::CYPRSS AVE::10	CRESCENT AVENUE	201ST PLACE	201ST STREET	Asphalt	S	932	27	25,162	21	350
LYNWD::DBRH LN::10	DEBORAH LANE	MAUREEN COURT	LINDA LANE	Asphalt	S	553	21	11,607	28	686
LYNWD::DK DR::10	DUKE DRIVE	DAREN DRIVE	TODD TERRACE	Asphalt	S	222	21	4,672	83	327
LYNWD::DK DR::20	DUKE DRIVE	TODD TERRACE	TODD TERRACE	Asphalt	S	397	21	8,345	82	189
LYNWD::DK DR::30	DUKE DRIVE	TODD TERRACE	GENEVA DRIVE	Asphalt	S	300	21	6,299	65	248
LYNWD::DLPHN AVE::10	DOLPHIN AVENUE	201ST PLACE	201ST STREET	Asphalt	S	893	27	24,115	14	560
LYNWD::DRFTWD AVE::10	DRIFTWOOD AVENUE	201ST PLACE	201ST STREET	Asphalt	S	872	27	23,539	31	338
LYNWD::DRN DR::10	DAREN DRIVE	DUKE DRIVE	END	Asphalt	S	239	21	5,010	70	329
LYNWD::DRN DR::20	DAREN DRIVE	GENEVA DRIVE	DUKE DRIVE	Asphalt	S	437	21	9,182	81	229
LYNWD::DRY AVE::10	AUDREY AVENUE	ELIZABETH STREET	BRIDGE STREET	Asphalt	S	331	34	11,267	96	186
LYNWD::DRY AVE::20	AUDREY AVENUE	BRIDGE STREET	MICHELLE DRIVE	Asphalt	S	221	25	5,535	41	863
LYNWD::DWY AVE::10	DEWEY AVENUE	199TH STREET	END	Asphalt	S	352	30	10,564	23	490
LYNWD::DWY AVE::20	DEWEY AVENUE	199TH STREET	DEWEY AVENUE	Asphalt	S	642	30	19,269	24	337
LYNWD::DWY AVE::30	DEWEY AVENUE	198TH STREET	END	Asphalt	S	221	30	6,644	8	724
LYNWD::DXTR ST::10	DEXTER STREET	WESTWOOD LANE	ALPHA STREET	Asphalt	S	1,296	26	33,696	71	221
LYNWD::E FRNTG RD::10	E FRONTAGE ROAD	GLENWOOD DYER ROAD	END	Asphalt	S	1,174	22	25,820	12	624
LYNWD::FTH CT::10	FAITH COURT	LOVE DRIVE	END	Asphalt	S	315	27	8,501	70	248
LYNWD::GLRS LN::10	GLARUS LANE	BERNINA COURT	ZURICH DRIVE	Asphalt	S	652	21	13,697	27	246
LYNWD::GNV DR::10	GENEVA DRIVE	DUKE DRIVE	DAREN DRIVE	Asphalt	S	642	21	13,486	75	217
LYNWD::GNV DR::20	GENEVA DRIVE	SIMPLON CIRCLE	DUKE DRIVE	Asphalt	S	572	21	12,017	64	218
LYNWD::GNV DR::30	GENEVA DRIVE	SIMPLON CIRCLE	SIMPLON CIRCLE	Asphalt	S	131	21	2,743	50	335
LYNWD::GNV DR::40	GENEVA DRIVE	SIMPLON CIRCLE	PATTIE LANE	Asphalt	S	657	21	13,791	76	226
LYNWD::HMPSHR LN::10	HAMPSHIRE LANE	BILSTONE DRIVE	EASTWOOD DRIVE	Asphalt	S	321	27	8,678	76	194
LYNWD::HMPSHR LN::20	HAMPSHIRE LANE	EASTWOOD DRIVE	QUEENSBRIDGE DRIVE	Asphalt	S	623	27	16,813	71	137
LYNWD::HP CT::10	HOPE COURT	JOY LANE	LOVE DRIVE	Asphalt	S	410	27	11,060	56	240
LYNWD::J ORR RD::10	JOE ORR ROAD	BLUESTEM PARKWAY	BENSLEY AVENUE	Asphalt	S	733	30	21,996	71	127
LYNWD::J ORR RD::20	JOE ORR ROAD	BENSLEY AVENUE	BENSLEY AVENUE	Asphalt	S	109	30	3,283	78	121
LYNWD::J ORR RD::30	JOE ORR ROAD	BENSLEY AVENUE	SANDRIDGE DRIVE	Asphalt	S	290	30	8,706	73	112
LYNWD::J ORR RD::40	JOE ORR ROAD	SANDRIDGE DRIVE	KING ARTHUR DRIVE	Asphalt	S	201	30	6,017	80	96
LYNWD::J ORR RD::50	JOE ORR ROAD	KING ARTHUR DRIVE	TORRENCE AVENUE	Asphalt	S	446	30	13,383	76	198
LYNWD::J ORR RD::60	JOE ORR ROAD	TORRENCE AVENUE	END	Asphalt	S	852	30	25,571	26	1,000
LYNWD::JNNFR DR::10	JENNIFER DRIVE	GLENWOOD DYER ROAD	MICHELLE DRIVE	Asphalt	S	138	39	5,378	83	686
LYNWD::JNNFR DR::20	JENNIFER DRIVE	MICHELLE DRIVE	VALERIE DRIVE	Asphalt	S	1,033	39	40,306	63	230
LYNWD::JNPR AVE::10	JUNIPER AVENUE	201ST PLACE	END	Asphalt	S	197	25	4,928	29	636
LYNWD::JNPR AVE::20	JUNIPER AVENUE	201ST PLACE	201ST STREET	Asphalt	S	933	27	25,178	24	339
LYNWD::JNPR AVE::30	JUNIPER AVENUE	201ST STREET	200TH PLACE	Asphalt	S	285	27	7,697	26	389
LYNWD::JNPR AVE::40	JUNIPER AVENUE	200TH PLACE	200TH STREET	Asphalt	S	281	27	7,585	56	197
LYNWD::K LN::10	OAK LANE	CEDAR GLEN DRIVE	201ST STREET	Asphalt	S	321	23	7,372	54	605
LYNWD::KGRTHR CT::10	KING ARTHUR COURT	KING ARTHUR DRIVE	END	Asphalt	S	140	26	3,632	77	329
LYNWD::KGRTHR DR::10	KING ARTHUR DRIVE	JOE ORR ROAD	KING ARTHUR COURT	Asphalt	S	239	27	6,440	54	369

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
LYNWD::KGRTHR DR::20	KING ARTHUR DRIVE	KING ARTHUR COURT	GLENWOOD DYER ROAD	Asphalt	S	958	27	25,858	24	259
LYNWD::KNDLL CT::10	KENDALL COURT	NASH DRIVE	END	Asphalt	S	184	26	4,795	100	308
LYNWD::KWD AVE::10	OAKWOOD AVENUE	LAKE PARK DRIVE	198TH STREET	Asphalt	S	939	27	25,355	45	345
LYNWD::KWD AVE::20	OAKWOOD AVENUE	198TH STREET	197TH PLACE	Asphalt	S	660	27	17,813	52	305
LYNWD::KWD AVE::30	OAKWOOD AVENUE	197TH PLACE	197TH STREET	Asphalt	S	223	27	6,010	52	374
LYNWD::KWD AVE::40	OAKWOOD AVENUE	197TH STREET	196TH STREET	Asphalt	S	444	27	11,990	49	271
LYNWD::KWD AVE::50	OAKWOOD AVENUE	196TH STREET	195TH STREET	Asphalt	S	730	27	19,723	40	274
LYNWD::KWD AVE::60	OAKWOOD AVENUE	195TH STREET	GLENWOOD LANSING ROAD	Asphalt	S	596	27	16,092	57	163
LYNWD::LGHTHS CT::10	LIGHTHOUSE COURT	LAKE LYNWOOD DRIVE	END	Asphalt	S	572	25	14,303	51	249
LYNWD::LGN LN::10	LOGAN LANE	CRESCENT AVENUE	CRESCENT AVENUE	Asphalt	S	1,531	24	36,755	39	327
LYNWD::LK PRK CT::10	LAKE PARK COURT	LAKE PARK DRIVE	END	Asphalt	S	158	24	3,804	65	320
LYNWD::LK PRK DR::10	LAKE PARK DRIVE	201ST PLACE	201ST STREET	Asphalt	S	936	27	25,260	78	318
LYNWD::LK PRK DR::20	LAKE PARK DRIVE	201ST STREET	200TH PLACE	Asphalt	S	283	27	7,654	63	594
LYNWD::LK PRK DR::30	LAKE PARK DRIVE	200TH PLACE	200TH STREET	Asphalt	S	283	27	7,645	63	224
LYNWD::LK PRK DR::40	LAKE PARK DRIVE	200TH STREET	OAKWOOD AVENUE	Asphalt	S	624	27	16,841	62	232
LYNWD::LK PRK DR::50	LAKE PARK DRIVE	OAKWOOD AVENUE	198TH STREET	Asphalt	S	342	27	9,244	67	189
LYNWD::LK PRK DR::60	LAKE PARK DRIVE	198TH STREET	195TH PLACE	Asphalt	S	1,694	25	42,350	60	198
LYNWD::LK PRK DR::70	LAKE PARK DRIVE	LAKE PARK COURT	195TH PLACE	Asphalt	S	464	25	11,595	75	227
LYNWD::LK PRK DR::80	LAKE PARK DRIVE	LAKE LYNWOOD DRIVE	LAKE PARK COURT	Asphalt	S	1,186	25	29,652	30	172
LYNWD::LK SHR DR::10	LAKE SHORE DRIVE	TERRACE AVENUE	SURF COURT	Asphalt	S	1,618	24	38,823	42	350
LYNWD::LK SHR DR::20	LAKE SHORE DRIVE	SURF COURT	GLENWOOD LANSING ROAD	Asphalt	S	193	24	4,622	30	195
LYNWD::LKLYND DR::10	LAKE LYNWOOD DRIVE	201ST PLACE	END	Asphalt	S	204	33	6,744	100	595
LYNWD::LKLYND DR::100	LAKE LYNWOOD DRIVE	SURF COURT	GLENWOOD LANSING ROAD	Asphalt	S	196	35	6,846	51	424
LYNWD::LKLYND DR::20	LAKE LYNWOOD DRIVE	201ST PLACE	201ST STREET	Asphalt	S	611	33	20,176	100	222
LYNWD::LKLYND DR::30	LAKE LYNWOOD DRIVE	201ST STREET	200TH STREET	Asphalt	S	933	33	30,774	100	153
LYNWD::LKLYND DR::40	LAKE LYNWOOD DRIVE	200TH STREET	198TH STREET	Asphalt	S	914	33	30,167	100	181
LYNWD::LKLYND DR::50	LAKE LYNWOOD DRIVE	198TH STREET	LIGHTHOUSE COURT	Asphalt	S	397	35	13,883	36	223
LYNWD::LKLYND DR::60	LAKE LYNWOOD DRIVE	LIGHTHOUSE COURT	MARINER COURT	Asphalt	S	965	35	33,768	26	212
LYNWD::LKLYND DR::70	LAKE LYNWOOD DRIVE	MARINER COURT	WIND POINT COURT	Asphalt	S	483	35	16,896	42	198
LYNWD::LKLYND DR::80	LAKE LYNWOOD DRIVE	WIND POINT COURT	LAKE PARK DRIVE	Asphalt	S	546	35	19,101	61	146
LYNWD::LKLYND DR::90	LAKE LYNWOOD DRIVE	LAKE PARK DRIVE	SURF COURT	Asphalt	S	249	35	8,704	55	179
LYNWD::LKSHR CT::10	LAKESHORE COURT	TERRACE AVENUE	END	Asphalt	S	150	28	4,193	49	403
LYNWD::LKWD AVE::10	LAKEWOOD AVENUE	201ST PLACE	END	Asphalt	S	149	24	3,582	47	250
LYNWD::LKWD AVE::20	LAKEWOOD AVENUE	201ST PLACE	CEDAR GLEN DRIVE	Asphalt	S	290	24	6,956	40	157
LYNWD::LKWD AVE::30	LAKEWOOD AVENUE	CEDAR GLEN DRIVE	201ST STREET	Asphalt	S	321	24	7,712	54	278
LYNWD::LKWD AVE::40	LAKEWOOD AVENUE	201ST STREET	200TH STREET	Asphalt	S	939	24	22,541	34	296
LYNWD::LKWD AVE::50	LAKEWOOD AVENUE	200TH STREET	198TH STREET	Asphalt	S	914	24	21,937	22	361
LYNWD::LND LN::10	LINDA LANE	GLENWOOD DYER ROAD	COLLEEN DRIVE	Asphalt	S	188	21	3,944	85	558
LYNWD::LND LN::20	LINDA LANE	COLLEEN DRIVE	COLLEEN DRIVE	Asphalt	S	1,168	21	24,519	82	167
LYNWD::LND LN::30	LINDA LANE	COLLEEN DRIVE	MAUREEN COURT	Asphalt	S	317	21	6,665	73	356
LYNWD::LND LN::40	LINDA LANE	MAUREEN COURT	DEBORAH LANE	Asphalt	S	453	21	9,519	41	386

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
LYNWD::LND LN::50	LINDA LANE	DEBORAH LANE	ALANNA LANE	Asphalt	S	642	21	13,491	22	445
LYNWD::LND LN::60	LINDA LANE	ALANNA LANE	ALANNA LANE	Asphalt	S	619	21	12,994	18	419
LYNWD::LND LN::70	LINDA LANE	PATTIE LANE	ALANNA LANE	Asphalt	S	826	21	17,338	64	265
LYNWD::LNN LN::10	ALANNA LANE	LINDA LANE	LINDA LANE	Asphalt	S	902	21	18,950	25	501
LYNWD::LPH ST::10	ALPHA STREET	BARKER STREET	CHESSON STREET	Asphalt	S	293	26	7,628	68	303
LYNWD::LPH ST::20	ALPHA STREET	CHESSON STREET	DEXTER STREET	Asphalt	S	322	26	8,376	65	275
LYNWD::LPH ST::30	ALPHA STREET	DEXTER STREET	ELWOOD STREET	Asphalt	S	314	26	8,153	75	334
LYNWD::LS LN::10	LISA LANE	PATTIE LANE	PATTIE LANE	Asphalt	S	992	21	20,832	55	423
LYNWD::LV DR::10	LOVE DRIVE	JOE ORR ROAD	FAITH COURT	Asphalt	S	366	27	9,875	44	221
LYNWD::LV DR::20	LOVE DRIVE	FAITH COURT	205TH STREET	Asphalt	S	321	27	8,660	44	200
LYNWD::LV DR::30	LOVE DRIVE	205TH STREET	HOPE COURT	Asphalt	S	321	27	8,655	36	272
LYNWD::LWD ST::10	ELWOOD STREET	WESTWOOD LANE	ALPHA STREET	Asphalt	S	1,279	26	33,261	62	578
LYNWD::LWS DR::10	LEWIS DRIVE	AMBRY CIRCLE	SAVOY LANE	Asphalt	S	883	27	23,842	100	153
LYNWD::LZBTH ST::10	ELIZABETH STREET	GLENWOOD DYER ROAD	VALERIE DRIVE	Asphalt	S	116	49	5,689	100	412
LYNWD::LZBTH ST::20	ELIZABETH STREET	VALERIE DRIVE	AUDREY AVENUE	Asphalt	S	124	40	4,960	99	271
LYNWD::LZBTH ST::30	ELIZABETH STREET	AUDREY AVENUE	BRIDGE STREET	Asphalt	S	359	40	14,360	96	179
LYNWD::MBRY CR::10	AMBRY CIRCLE	KENDALL COURT	LEWIS DRIVE	Asphalt	S	330	27	8,899	100	174
LYNWD::MBRY CR::20	AMBRY CIRCLE	LEWIS DRIVE	CHRISTINA COURT	Asphalt	S	357	27	9,650	100	115
LYNWD::MBRY CR::30	AMBRY CIRCLE	CHRISTINA COURT	NICHOLS DRIVE	Asphalt	S	223	27	6,029	100	145
LYNWD::MBRY CR::40	AMBRY CIRCLE	NICHOLS DRIVE	SAVOY LANE	Asphalt	S	583	27	15,738	100	150
LYNWD::MCHLL DR::10	MICHELLE DRIVE	AUDREY AVENUE	JENNIFER DRIVE	Asphalt	S	459	17	7,800	40	589
LYNWD::MCHLL DR::20	MICHELLE DRIVE	AUDREY AVENUE	MICHELLE DRIVE	Asphalt	S	90	35	3,139	45	533
LYNWD::MCHLL DR::30	MICHELLE DRIVE	AUDREY AVENUE	VALERIE DRIVE	Asphalt	S	737	31	22,855	65	287
LYNWD::MNTRY AVE::10	MONTEREY AVENUE	201ST STREET	200TH STREET	Asphalt	S	937	24	22,487	25	306
LYNWD::MNTRY AVE::20	MONTEREY AVENUE	200TH STREET	198TH STREET	Asphalt	S	887	24	21,279	22	333
LYNWD::MRLN AVE::10	MARLIN AVENUE	201ST PLACE	201ST STREET	Asphalt	S	690	27	18,625	30	399
LYNWD::MRLN CT::10	MARLIN COURT	201ST STREET	END	Asphalt	S	740	27	19,987	45	240
LYNWD::MRN CT::10	MAUREEN COURT	DEBORAH LANE	END	Asphalt	S	593	21	12,460	21	760
LYNWD::MRN CT::20	MAUREEN COURT	LINDA LANE	DEBORAH LANE	Asphalt	S	319	21	6,694	24	653
LYNWD::MRNR CT::10	MARINER COURT	LAKE LYNWOOD DRIVE	END	Asphalt	S	470	25	11,748	81	329
LYNWD::NCHLS DR::10	NICHOLS DRIVE	AMBRY CIRCLE	SAVOY LANE	Asphalt	S	736	27	19,867	100	151
LYNWD::NCHLS DR::20	NICHOLS DRIVE	SAVOY LANE	TORRENCE AVENUE	Asphalt	S	1,501	27	40,536	100	169
LYNWD::NRTHCRK DR::10	NORTH CREEK DRIVE	TORRENCE AVENUE	GLENWOOD LANSING ROAD	Asphalt	S	716	23	16,464	43	780
LYNWD::NRTHWDS DR::10	NORTH WINDS DRIVE	SPRING MEADOWS LANE	ROBIN LANE	Asphalt	S	201	27	5,424	84	322
LYNWD::NRTHWDS DR::20	NORTH WINDS DRIVE	SPRING MEADOWS LANE	RAVEN LANE	Asphalt	S	321	27	8,663	84	233
LYNWD::NSH DR::10	NASH DRIVE	SAVOY LANE	KENDALL COURT	Asphalt	S	790	27	21,341	100	154
LYNWD::PRK AVE::10	PARK AVENUE	201ST STREET	END	Asphalt	S	758	25	18,950	31	207
LYNWD::PRK AVE::20	PARK AVENUE	201ST STREET	200TH STREET	Asphalt	S	904	25	22,595	24	362
LYNWD::PRK AVE::30	PARK AVENUE	200TH STREET	198TH STREET	Asphalt	S	1,049	25	26,235	23	341
LYNWD::PRSTN LN::10	PRESTON LANE	BILSTONE DRIVE	EASTWOOD DRIVE	Asphalt	S	321	27	8,678	49	154
LYNWD::PRSTN LN::20	PRESTON LANE	EASTWOOD DRIVE	201ST STREET	Asphalt	S	262	27	7,082	73	176

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
LYNWD::PRSTN LN::30	PRESTON LANE	201ST STREET	QUEENSBRIDGE DRIVE	Asphalt	S	366	27	9,869	66	140
LYNWD::PRSTN LN::40	PRESTON LANE	QUEENSBRIDGE DRIVE	END	Asphalt	S	148	27	3,999	51	226
LYNWD::PTT LN::10	PATTIE LANE	GLARUS LANE	ARBON COURT	Asphalt	S	33	35	1,161	85	915
LYNWD::PTT LN::20	PATTIE LANE	ARBON COURT	LISA LANE	Asphalt	S	210	21	4,410	71	523
LYNWD::PTT LN::30	PATTIE LANE	LISA LANE	LISA LANE	Asphalt	S	290	21	6,092	20	630
LYNWD::PTT LN::40	PATTIE LANE	LISA LANE	LINDA LANE	Asphalt	S	296	21	6,211	27	449
LYNWD::QNSBRDG DR::10	QUEENSBRIDGE DRIVE	PRESTON LANE	HAMPSHIRE LANE	Asphalt	S	970	27	26,200	53	134
LYNWD::RBN CT::10	ROBIN COURT	REDWING STREET	END	Asphalt	S	153	26	3,968	74	369
LYNWD::RBN LN::10	ROBIN LANE	NORTH WINDS DRIVE	REDWING STREET	Asphalt	S	324	27	8,745	82	218
LYNWD::RCHRD AVE::10	ORCHARD AVENUE	201ST STREET	200TH STREET	Asphalt	S	940	24	22,550	23	379
LYNWD::RCHRD AVE::20	ORCHARD AVENUE	200TH STREET	198TH STREET	Asphalt	S	949	24	22,779	25	416
LYNWD::RCHRD CT::10	ORCHARD COURT	198TH STREET	END	Asphalt	S	267	24	6,416	48	425
LYNWD::RDWD AVE::10	REDWOOD AVENUE	201ST PLACE	201ST STREET	Asphalt	S	940	27	25,391	40	316
LYNWD::RDWNG ST::10	REDWING STREET	ROBIN LANE	RAVEN LANE	Asphalt	S	531	27	14,345	81	166
LYNWD::RRY AVE::10	ARROYO AVENUE	201ST PLACE	201ST STREET	Asphalt	S	608	27	16,427	100	167
LYNWD::RRY AVE::20	ARROYO AVENUE	201ST STREET	200TH STREET	Asphalt	S	935	24	22,434	100	207
LYNWD::RRY AVE::30	ARROYO AVENUE	200TH STREET	198TH STREET	Asphalt	S	888	24	21,304	100	159
LYNWD::RS ST::10	ROSE STREET	199TH STREET	END	Asphalt	S	241	30	7,235	15	328
LYNWD::RS ST::20	ROSE STREET	199TH STREET	198TH PLACE	Asphalt	S	159	30	4,780	62	221
LYNWD::RS ST::30	ROSE STREET	198TH PLACE	198TH STREET	Asphalt	S	338	30	10,130	54	213
LYNWD::RS ST::40	ROSE STREET	198TH STREET	END	Asphalt	S	223	30	6,679	55	256
LYNWD::RVN CT::10	RAVEN COURT	REDWING STREET	END	Asphalt	S	144	87	12,547	77	293
LYNWD::RVN LN::10	RAVEN LANE	NORTH WINDS DRIVE	REDWING STREET	Asphalt	S	321	27	8,662	83	168
LYNWD::SH LN::10	ASH LANE	CEDAR GLEN DRIVE	END	Asphalt	S	161	23	3,708	100	554
LYNWD::SH LN::20	ASH LANE	CEDAR GLEN DRIVE	201ST STREET	Asphalt	S	318	23	7,315	100	600
LYNWD::SMPLN CR::10	SIMPLON CIRCLE	CHILLON DRIVE	GENEVA DRIVE	Asphalt	S	365	21	7,674	41	334
LYNWD::SMPLN CR::20	SIMPLON CIRCLE	CHILLON DRIVE	GENEVA DRIVE	Asphalt	S	343	21	7,212	39	333
LYNWD::SNDRDG CT::10	SANDRIDGE COURT	SANDRIDGE DRIVE	END	Asphalt	S	191	27	5,146	30	271
LYNWD::SNDRDG DR::10	SANDRIDGE DRIVE	207TH PLACE	207TH STREET	Asphalt	S	343	27	9,251	30	266
LYNWD::SNDRDG DR::20	SANDRIDGE DRIVE	207TH STREET	SANDRIDGE COURT	Asphalt	S	328	27	8,849	50	182
LYNWD::SNDRDG DR::30	SANDRIDGE DRIVE	SANDRIDGE COURT	JOE ORR ROAD	Asphalt	S	192	27	5,190	57	344
LYNWD::SPRC LN::10	SPRUCE LANE	WOODALE STREET	END	Asphalt	S	224	23	5,147	85	361
LYNWD::SPRMDW LN::10	SPRING MEADOWS LANE	TORRENCE AVENUE	NORTH WINDS DRIVE	Asphalt	S	655	33	21,623	84	353
LYNWD::SQ AVE::10	SEQUOIA AVENUE	201ST PLACE	201ST STREET	Asphalt	S	940	27	25,373	74	287
LYNWD::SQ AVE::20	SEQUOIA AVENUE	198TH STREET	197TH PLACE	Asphalt	S	655	27	17,688	83	203
LYNWD::SQ AVE::30	SEQUOIA AVENUE	197TH PLACE	195TH PLACE	Asphalt	S	1,036	27	27,961	84	204
LYNWD::SQ AVE::40	SEQUOIA AVENUE	195TH PLACE	195TH STREET	Asphalt	S	355	27	9,576	80	394
LYNWD::SRF CT::10	SURF COURT	LAKE SHORE DRIVE	LAKE LYNWOOD DRIVE	Asphalt	S	415	24	9,955	84	200
LYNWD::STHLND DR::10	SOUTHLAND DRIVE	198TH PLACE	END	Asphalt	S	494	36	17,774	53	441
LYNWD::STR CR::10	ASTER CIRCLE	BLUESTEM PARKWAY	END	Asphalt	S	201	27	5,435	23	324
LYNWD::STWD DR::10	EASTWOOD DRIVE	PRESTON LANE	HAMPSHIRE LANE	Asphalt	S	1,038	27	28,029	77	137

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
LYNWD::SVY LN::10	SAVOY LANE	NASH DRIVE	END	Asphalt	S	148	27	3,999	100	222
LYNWD::SVY LN::20	SAVOY LANE	LEWIS DRIVE	NASH DRIVE	Asphalt	S	303	27	8,192	100	107
LYNWD::SVY LN::30	SAVOY LANE	AMBRY CIRCLE	LEWIS DRIVE	Asphalt	S	322	27	8,702	100	104
LYNWD::SVY LN::40	SAVOY LANE	NICHOLS DRIVE	AMBRY CIRCLE	Asphalt	S	320	27	8,631	100	140
LYNWD::TDD TER::10	TODD TERRACE	DUKE DRIVE	DUKE DRIVE	Asphalt	S	508	21	10,660	78	348
LYNWD::TRRC AVE::10	TERRACE AVENUE	201ST STREET	200TH STREET	Asphalt	S	903	24	21,671	15	310
LYNWD::TRRC AVE::20	TERRACE AVENUE	200TH STREET	198TH STREET	Asphalt	S	1,019	24	24,453	20	362
LYNWD::TRRC AVE::30	TERRACE AVENUE	198TH STREET	TERRACE COURT	Asphalt	S	915	24	21,970	75	270
LYNWD::TRRC AVE::40	TERRACE AVENUE	TERRACE COURT	CRESCENT AVENUE	Asphalt	S	586	24	14,057	66	266
LYNWD::TRRC AVE::50	TERRACE AVENUE	CRESCENT AVENUE	LAKESHORE COURT	Asphalt	S	588	28	16,459	27	272
LYNWD::TRRC CT::10	TERRACE COURT	TERRACE AVENUE	END	Asphalt	S	90	78	7,026	85	483
LYNWD::TYLR DR::10	TYLER DRIVE	EXCALIBUR COURT	END	Asphalt	S	378	27	10,203	23	300
LYNWD::TYLR DR::20	TYLER DRIVE	205TH STREET	EXCALIBUR COURT	Asphalt	S	289	27	7,797	25	220
LYNWD::TYLR DR::30	TYLER DRIVE	205TH STREET	BLUESTEM PARKWAY	Asphalt	S	565	27	15,268	25	360
LYNWD::TYLR DR::40	TYLER DRIVE	BLUESTEM PARKWAY	CAMELOT LANE	Asphalt	S	1,161	27	31,360	24	301
LYNWD::VCTR CR::10	VICTORIA CIRCLE	BRIDGE STREET	VICTORIA CIRCLE	Asphalt	S	207	35	7,245	85	369
LYNWD::VCTR CR::20	VICTORIA CIRCLE	VICTORIA CIRCLE	VICTORIA CIRCLE	Asphalt	S	211	35	7,380	85	210
LYNWD::VCTR CR::30	VICTORIA CIRCLE	VICTORIA CIRCLE	END	Asphalt	S	1,173	30	35,187	59	246
LYNWD::VCTR CR::40	VICTORIA CIRCLE	VICTORIA CIRCLE	VICTORIA CIRCLE	Asphalt	S	379	35	13,260	85	238
LYNWD::VLLMR RD::10	VOLLMER ROAD	BLACKSTONE AVENUE	STONY ISLAND AVENUE	Asphalt	S	882	23	20,281	6	1,000
LYNWD::VLR DR::10	VALERIE DRIVE	ELIZABETH STREET	BRIDGE STREET	Asphalt	S	739	35	25,868	73	332
LYNWD::VLR DR::20	VALERIE DRIVE	BRIDGE STREET	MICHELLE DRIVE	Asphalt	S	207	18	3,724	43	707
LYNWD::VLR DR::30	VALERIE DRIVE	MICHELLE DRIVE	JENNIFER DRIVE	Asphalt	S	237	29	6,860	32	732
LYNWD::VLR DR::40	VALERIE DRIVE	JENNIFER DRIVE	VIRGINIA AVENUE	Asphalt	S	224	39	8,746	30	476
LYNWD::VLS CT::10	VALS COURT	CHILLON DRIVE	END	Asphalt	S	141	21	2,951	100	455
LYNWD::VRGN AVE::10	VIRGINIA AVENUE	GLENWOOD DYER ROAD	VALERIE DRIVE	Asphalt	S	1,218	39	47,500	26	348
LYNWD::VRN CT::10	VRIN COURT	CHILLON DRIVE	END	Asphalt	S	121	25	3,019	44	432
LYNWD::WDL ST::10	WOODALE STREET	201ST PLACE	SPRUCE LANE	Asphalt	S	529	23	12,175	22	536
LYNWD::WDL ST::20	WOODALE STREET	SPRUCE LANE	201ST STREET	Asphalt	S	163	23	3,745	85	477
LYNWD::WLLW DR::10	WILLOW DRIVE	201ST PLACE	CEDAR GLEN DRIVE	Asphalt	S	368	23	8,460	87	425
LYNWD::WLLW DR::20	WILLOW DRIVE	CEDAR GLEN DRIVE	201ST STREET	Asphalt	S	319	28	8,939	96	448
LYNWD::WND PNT CT::10	WIND POINT COURT	LAKE LYNWOOD DRIVE	END	Asphalt	S	646	24	15,506	21	303
LYNWD::WSTWD LN::10	WESTWOOD LANE	BURNHAM AVENUE	BARKER STREET	Asphalt	S	1,464	32	46,860	45	271
LYNWD::WSTWD LN::20	WESTWOOD LANE	BARKER STREET	CHESSON STREET	Asphalt	S	322	32	10,311	80	268
LYNWD::WSTWD LN::30	WESTWOOD LANE	CHESSON STREET	DEXTER STREET	Asphalt	S	318	32	10,162	60	639
LYNWD::WSTWD LN::40	WESTWOOD LANE	DEXTER STREET	ELWOOD STREET	Asphalt	S	306	32	9,787	70	318
LYNWD::XCLBR CT::10	EXCALIBUR COURT	TYLER DRIVE	END	Asphalt	S	235	27	6,348	72	343
LYNWD::ZRCH DR::10	ZURICH DRIVE	CHILLON DRIVE	ZURICH DRIVE	Asphalt	S	561	21	11,788	39	213
LYNWD::ZRCH DR::20	ZURICH DRIVE	ZURICH DRIVE	BRENTA COURT	Asphalt	S	91	21	1,906	69	402
LYNWD::ZRCH DR::30	ZURICH DRIVE	BRENTA COURT	BREGENZ COURT	Asphalt	S	460	21	9,658	50	262
LYNWD::ZRCH DR::40	ZURICH DRIVE	BREGENZ COURT	GLARUS LANE	Asphalt	S	658	21	13,808	46	265