

2019 “State of the Streets”

Final Report

Prepared for:

**Village of Midlothian, Illinois &
Chicago Metropolitan Agency for Planning**

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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 Midlothian 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.

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

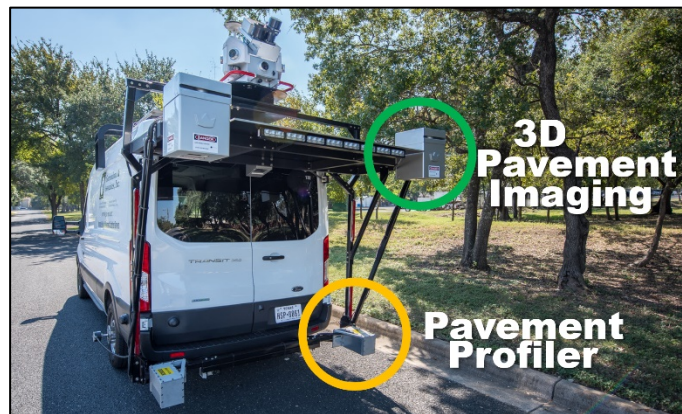


Figure 1. PathRunner pavement condition data collection system.

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

At the time of G&AI’s June 2019 inspection, the Village’s pavements were found to have an average PCI of 51, 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 308 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).

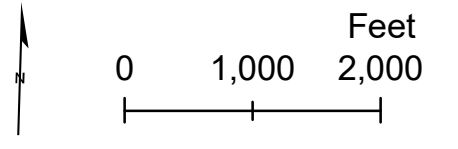
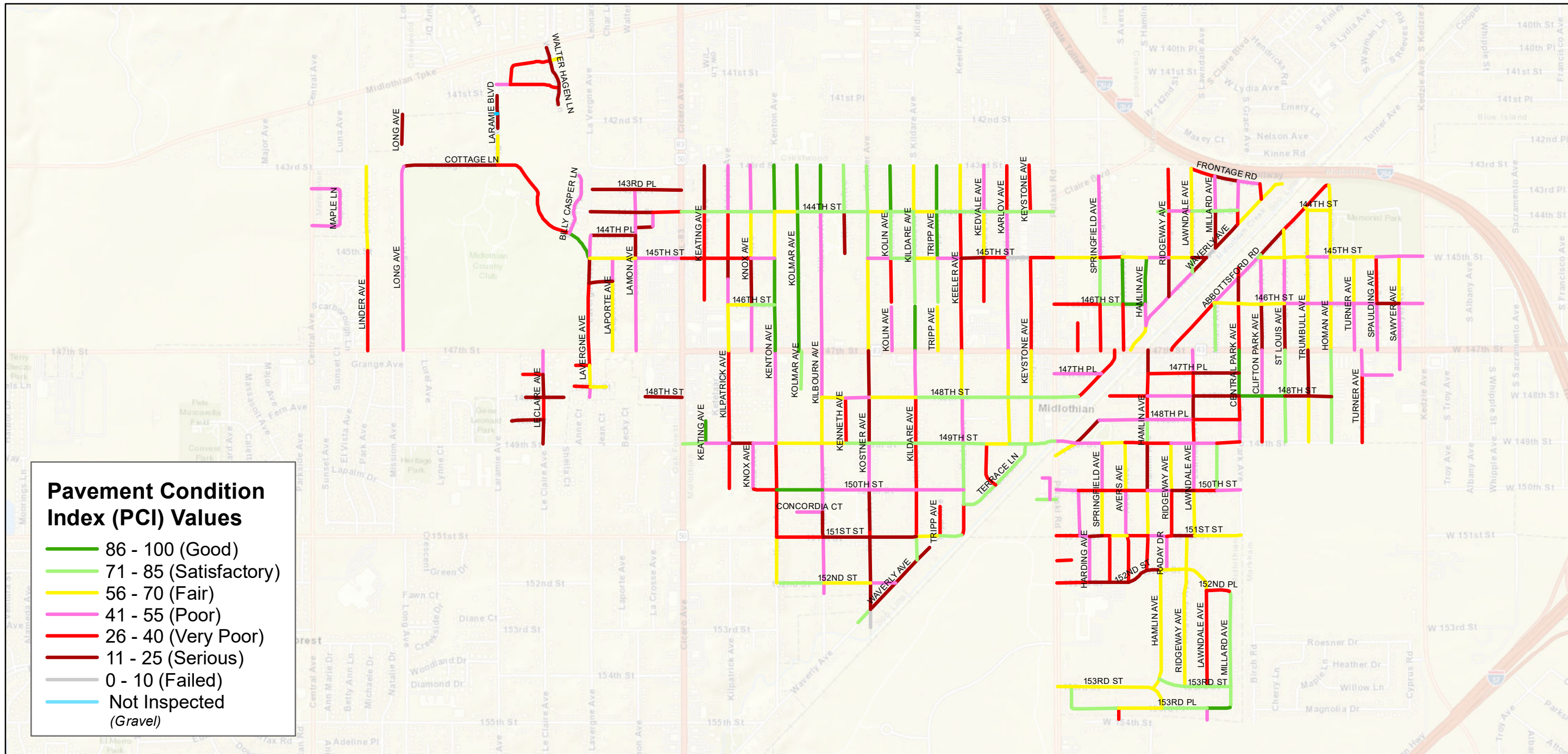
The deterioration observed on the Village’s pavements at the time of inspection was caused by a mixture of vehicle load- and climate-related distresses. Vehicle load-related distresses, including alligator cracking and rutting, were pronounced on many of the Village’s roadways and contributed most to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

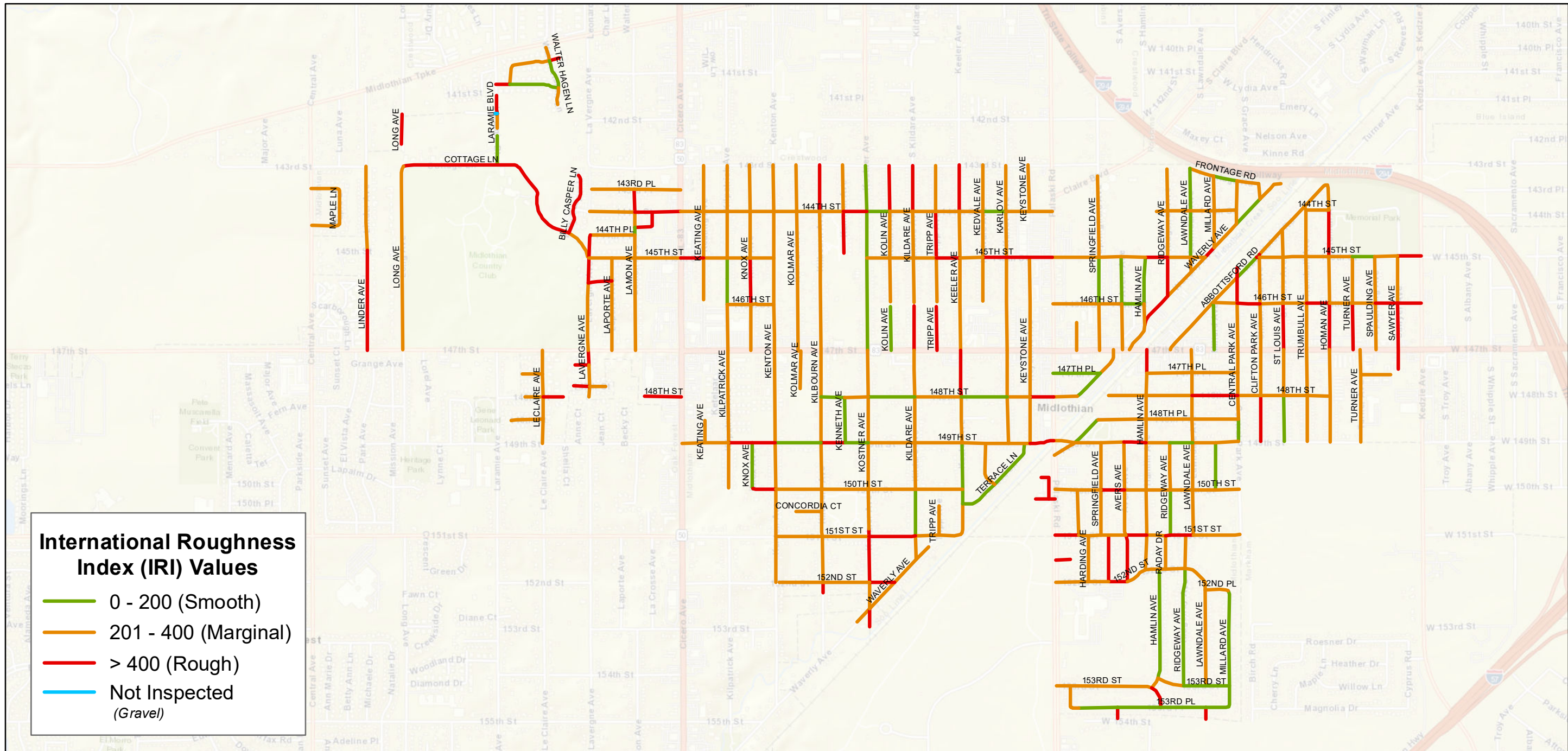
With such attention, PAVER will become a repository of accurate, up-to-date data and the primary tool that the Village uses for more cost-effectively programming M&R funding.



Map 1:
Pavement Condition Index (PCI) Values

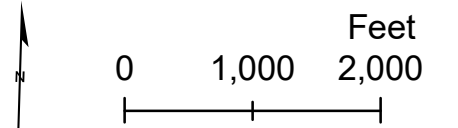
Village of Midlothian, Illinois
Pavement Management Program





International Roughness Index (IRI) Values

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



Map 2:
International Roughness Index (IRI) Values

Village of Midlothian, Illinois
Pavement Management Program



2 INTRODUCTION

2.1 Foreword

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

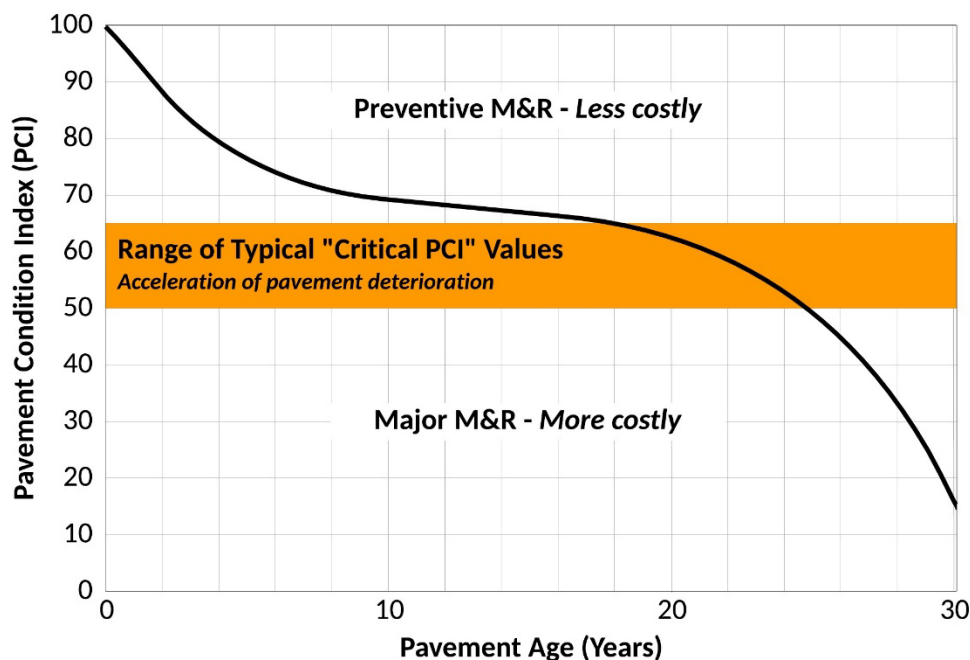


Figure 2. Example of the correct timing of preventive and major M&R relative to the Critical PCI.

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.

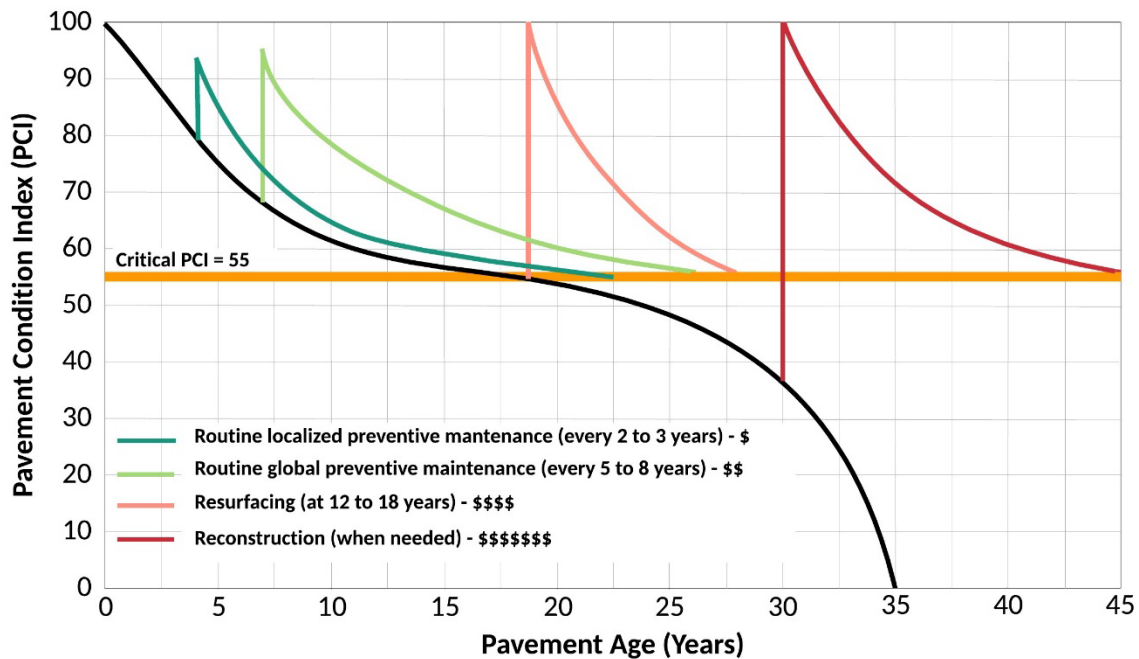


Figure 3. Example of the increasing prices and decreasing benefits of M&R.

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.

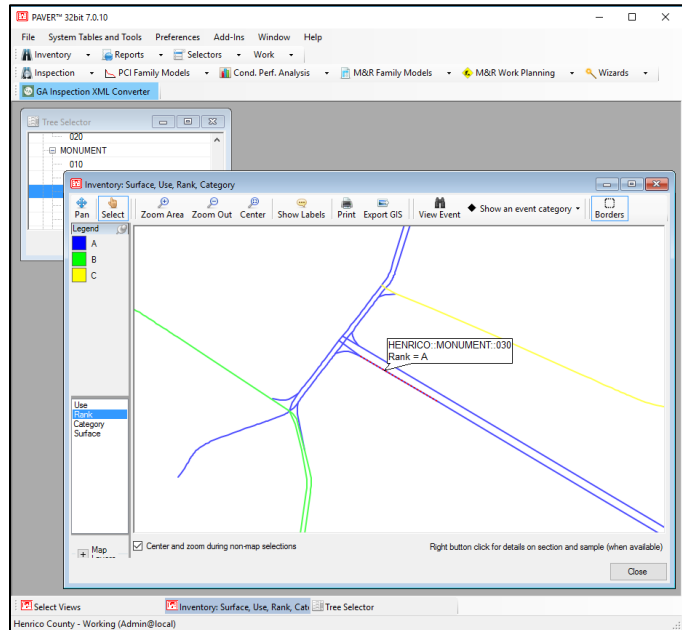


Figure 4. Example roadway functional classifications (ranks) stored in the Inventory module.

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

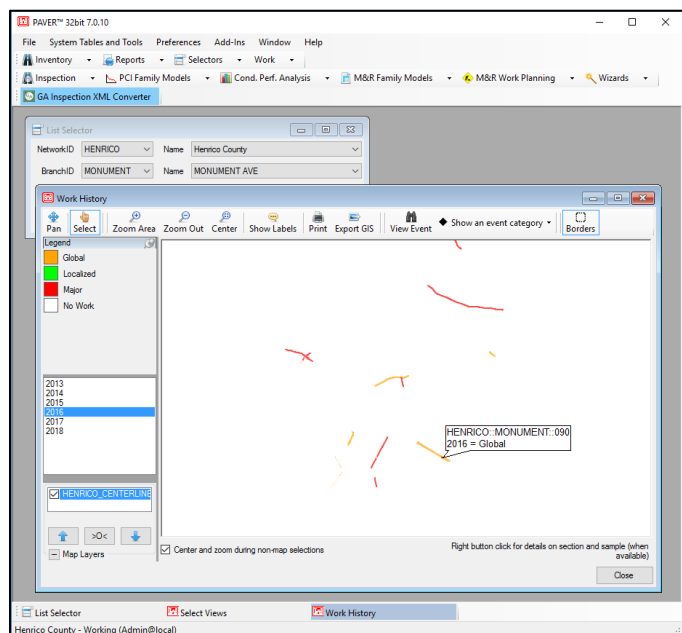


Figure 5. Example historical M&R records stored in the M&R History module.

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.

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*

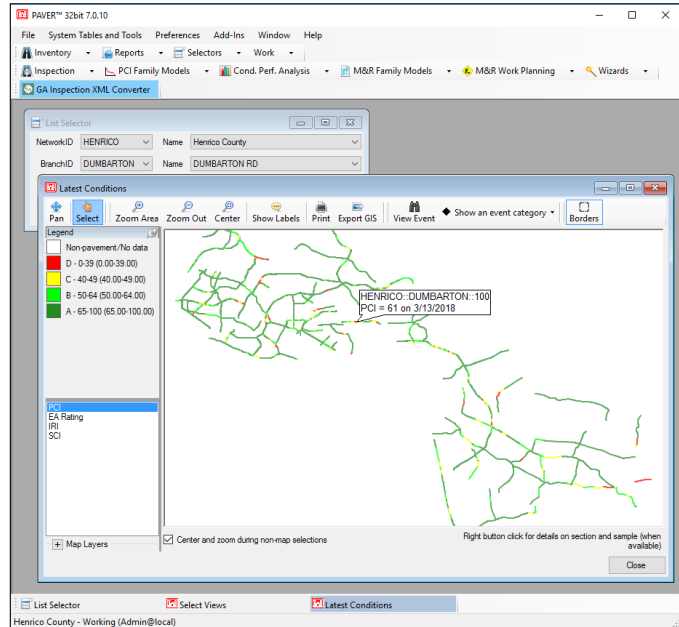


Figure 6. Example PCI values in the Inspection module.

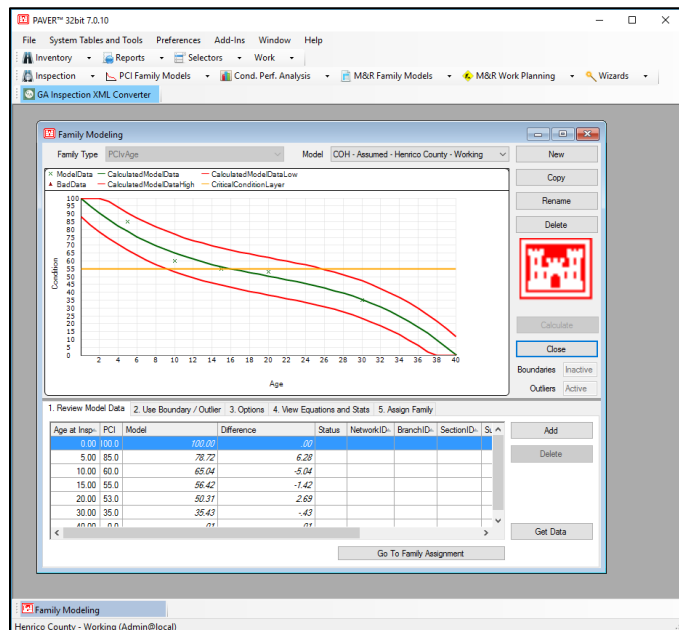


Figure 7. Example deterioration trend developed using the Prediction Modeling module.

PAVER can generate on-the-fly “user-defined” reports, which can be tailored to meet the Village’s specific reporting needs. PAVÉR’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 PAVÉR Pavement Management System, a brief description of the modules available to the Village in PAVÉR, and insight into the PAVÉR database development. The Village’s PAVÉR database has been developed to include specific and relevant data pertaining to the Village’s roadway pavement network. PAVÉR’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 41.2 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	2.53	5.06	38,736
Secondary, S	38.69	77.18	591,653
Tertiary, T	0.00	0.00	24
Total	41.23	82.25	630,413

Table 3. Roadway summary data by pavement surface type.

Surface Type	Centerline Miles	Lane Miles	Area (SY)
Asphalt, AC	41.23	82.24	630,389
Gravel, GR	0.00	0.00	24
Total	41.23	82.25	630,413

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.

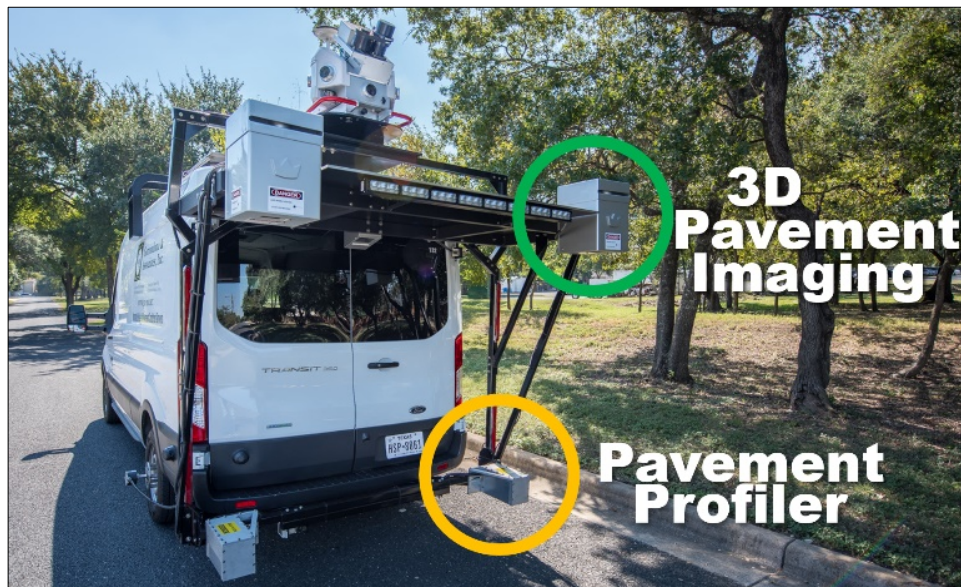


Figure 8. PathRunner pavement condition data collection system.

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

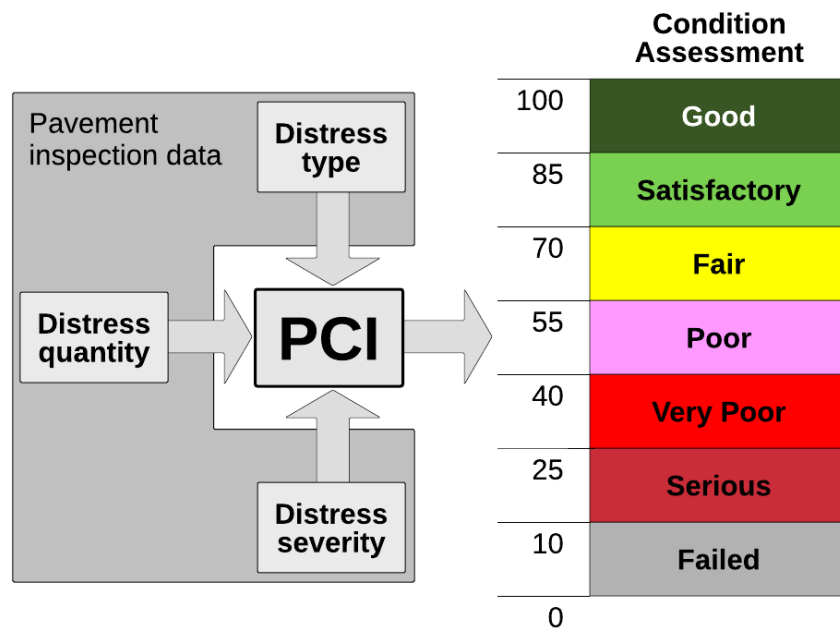


Figure 9. PCI inputs and the Village’s assessment scale.

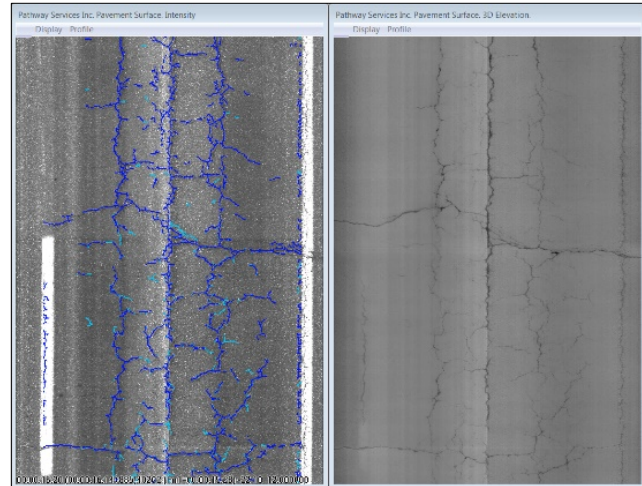
If properly designed and constructed, a new pavement begins its service life with a PCI of 100. Because of distress caused by vehicle loads, environmental factors, and aging, a pavement deteriorates over time. For each combination of distress type, severity level, and quantity observed during the inspection,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

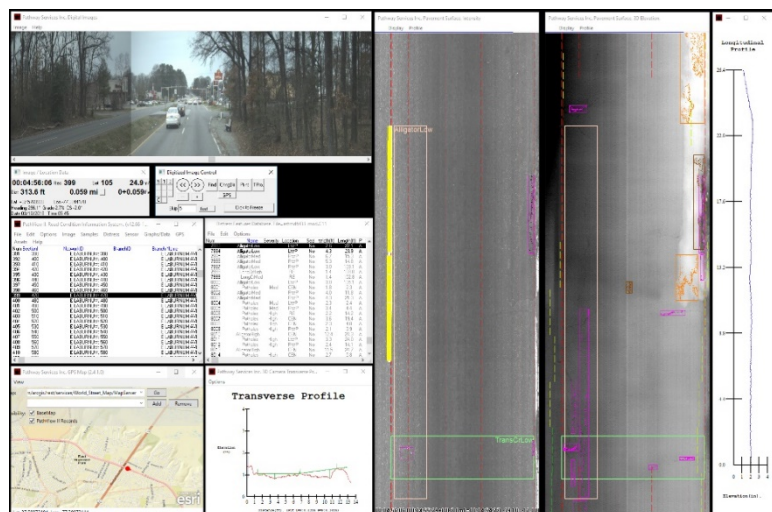
The PathRunner system captures 2D and 3D images of the roadway surface from which pavement surface distresses are evaluated. During the data collection effort, G&AI extracted pavement distress data from georeferenced digital images and rutting measurements from transverse profile measurement to determine 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: <i>Crack sealing and surface treatments</i>	86-100
Satisfactory	More extensive longitudinal and transverse cracking and weathering of surface Preventive maintenance: <i>Crack sealing and surface treatments</i>	71-85
Fair	Extensive longitudinal and transverse cracking, early stage alligator (fatigue) cracking, early stage rutting, and weathering of surface Global preventive maintenance and localized repairs: <i>Localized surface and/or full-depth patching, surface treatments, and thin overlays</i>	56-70
Poor	More extensive and severe longitudinal and transverse cracking, alligator (fatigue) cracking, rutting, and weathering of surface Major rehabilitation: <i>Localized full-depth patching, mill and overlays, and traditional overlays</i>	41-55
Very Poor	More extensive and more severe longitudinal and transverse cracking, alligator (fatigue) cracking, rutting, weathering of surface, potholes Major rehabilitation: <i>Full-depth patching, mill and overlays, traditional overlays, and reconstruction</i>	26-40
Serious	Extensive and severe failure of pavement surface Major rehabilitation: <i>Reconstruction</i>	11-25
Failed	Complete failure of pavement surface Major rehabilitation: <i>Reconstruction</i>	0-10

At the time of G&AI’s June 2019 inspection, the Village’s pavements were found be in overall “poor” condition and have an average PCI of 51. 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.

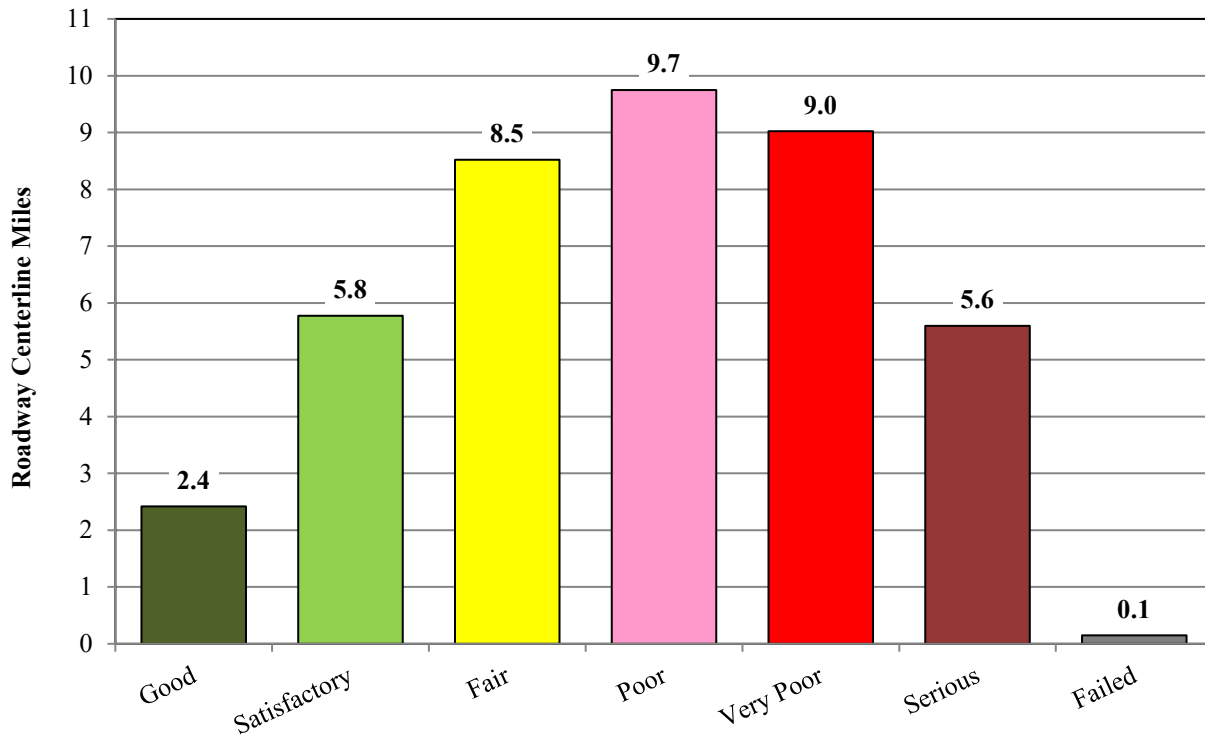


Figure 10. Village's roadway pavement condition distribution by PCI category.
 (Note: Excludes gravel roadways.)

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	2.53	5.06	38,736	72	254
Secondary, S	38.69	77.18	591,653	50	311
Tertiary, T	0.00	0.00	24	--*	--*
Total	41.23	82.25	630,413	51	307

*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	41.23	82.24	630,389	51	307
Gravel, GR	0.00	0.00	24	--*	--*
Total	41.23	82.25	630,413	51	307

*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 307 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)
	<p>146th St. <i>Near Avers Ave. (Section 50)</i></p> <p><i>Last resurfacing date 2018</i></p>	<p>98 (191)</p>	<p>Preventive maintenance</p> <p><i>Seal joints between pavement and curb and gutter + surface treatment.</i></p>
	<p>148th St. <i>Near Karlov Ave. (Section 80)</i></p> <p><i>Last resurfacing date 2001 (Verify)</i></p>	<p>85 (196)</p>	<p>Preventive maintenance</p> <p><i>Seal cracks as well as paving lane joint and joints between pavement and curb and gutter + surface treatment.</i></p>
	<p>Tripp Ave. <i>Near 147th St. (Section 20)</i></p> <p><i>Last resurfacing date unknown</i></p>	<p>58 (450)</p>	<p>Preventive maintenance <u>or</u> Major M&R</p> <p><i>Seal cracks as well as joints between pavement and curb and gutter + localized patching <u>or</u> mill and overlay</i></p>
	<p>Waverly Ave. <i>Near Ridgeway Ave. (Section 90)</i></p> <p><i>Last resurfacing date 2007</i></p>	<p>41 (323)</p>	<p>Major M&R</p> <p><i>Localized structural patching + cold mill and overlay</i></p>




	<p>Ridgeway Ave. <i>Near 144th St. (Section 60)</i></p> <p><i>Last resurfacing date 2014 (Verify)</i></p>	<p>34 (268)</p>	<p>Major M&R</p> <p><i>Localized structural patching + cold mill and overlay or reconstruction</i></p>
	<p>Kostner Ave. <i>Near 148th St. (Section 80)</i></p> <p><i>Last resurfacing date unknown</i></p>	<p>23 (394)</p>	<p>Major M&R</p> <p><i>Reconstruction</i></p>
	<p>Waverly Ave. <i>Near 145th St. (Section 110)</i></p> <p><i>Last resurfacing date unknown</i></p>	<p>9 (602)</p>	<p>Major M&R</p> <p><i>Reconstruction</i></p>

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 51. Furthermore, the Village’s roadways were found to be in overall “marginally rough” condition, with an average IRI of 307 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.

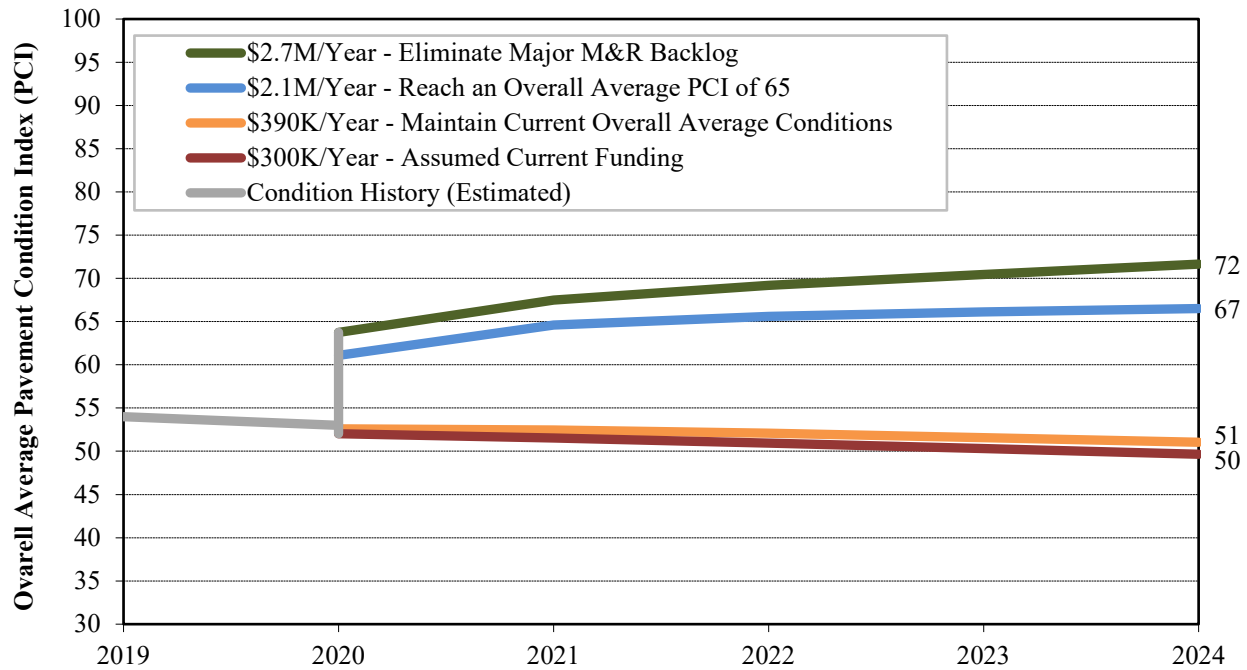


Figure 12: Impact of funding levels on overall pavement conditions by year.

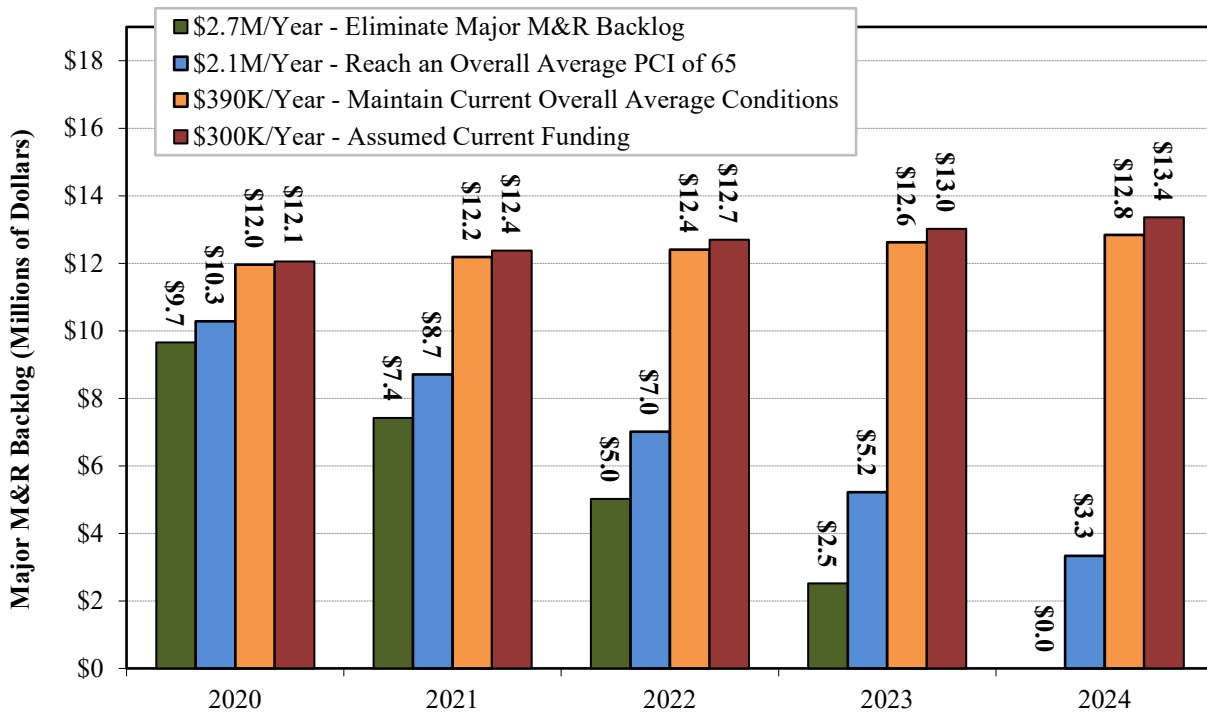


Figure 13: Impact of funding levels on major M&R backlog by year.

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)
\$300K/YR (Assumed Current Funding)	\$1.5M	\$13.4M	\$14.9M	50
Maintain Existing Overall Average Conditions (\$390K/YR)	\$1.95M	\$12.8M	\$14.8M	51
Increase Overall Average PCI to 65 (\$2.1M/YR)	\$10.5M	\$3.3M	\$13.8M	67
Backlog Elimination (\$2.7M/YR)	\$13.5M	\$0M	\$13.5M	72

- 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 \$141,000, 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
Patching - AC Deep	7,302	SF	\$80,319
Crack Sealing - AC	36,040	FT	\$36,039
Patching - AC Shallow	4,476	SF	\$24,617
Total:			\$140,976

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, a slight 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

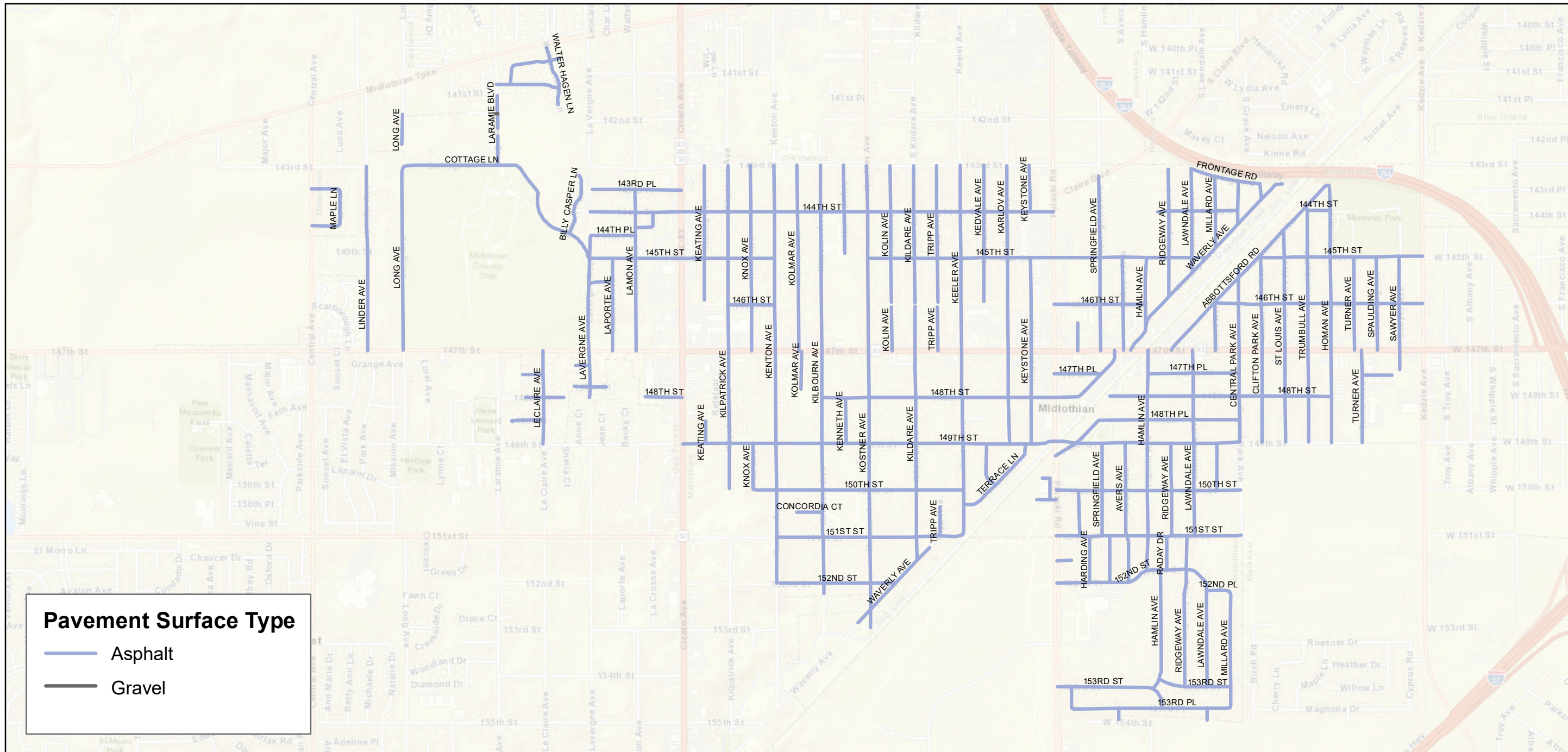
Map A-3: Pavement Condition Index (PCI) values

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

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

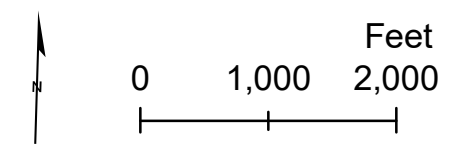
Map A-6: Five-year major M&R recommendations – *Recommendations assuming unlimited funding*

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



Pavement Surface Type

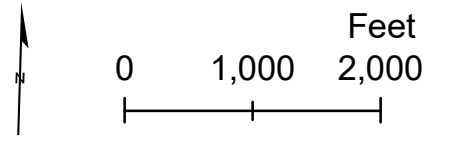
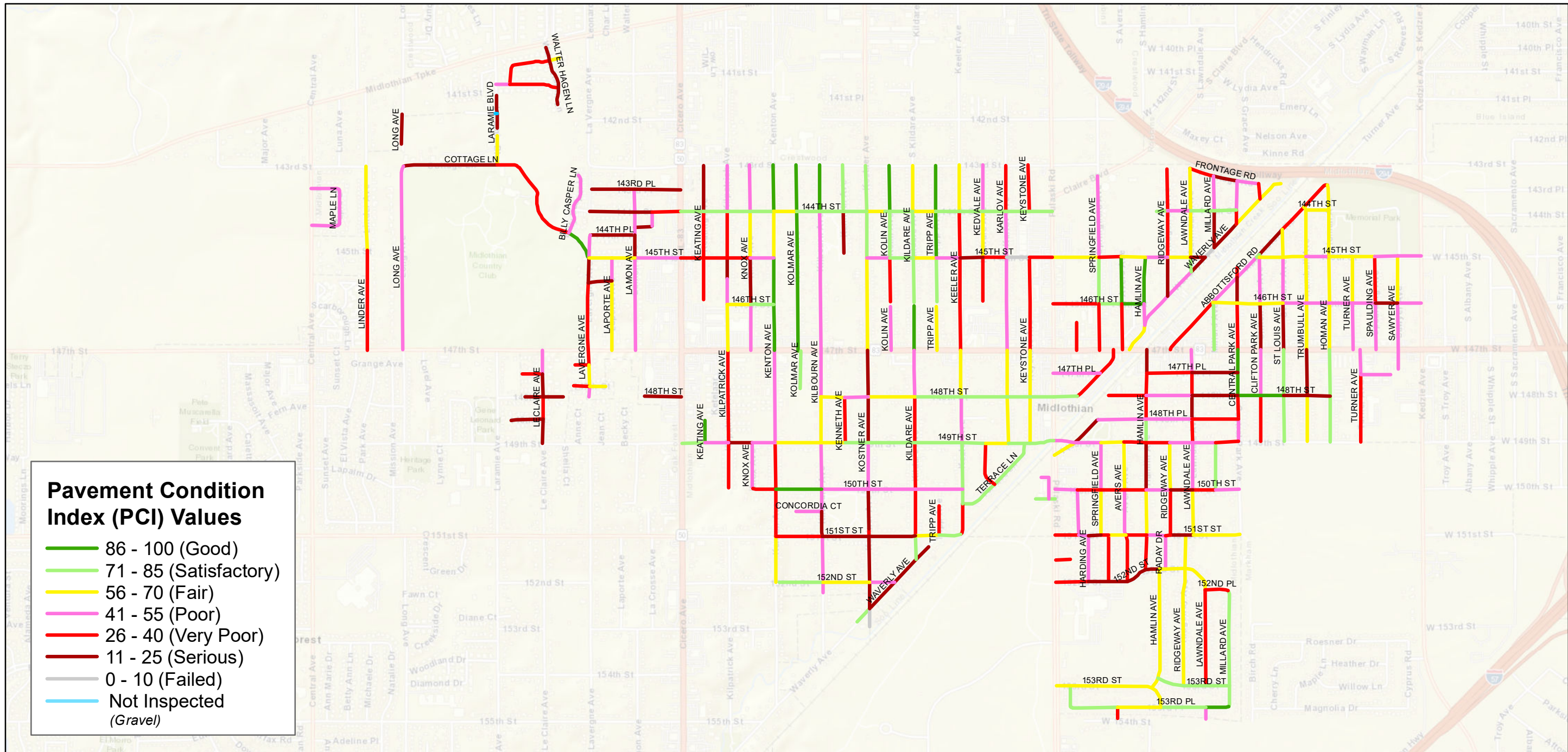
- Asphalt
- Gravel



Map A-2:
Pavement Surface Types

Village of Midlothian, Illinois
Pavement Management Program

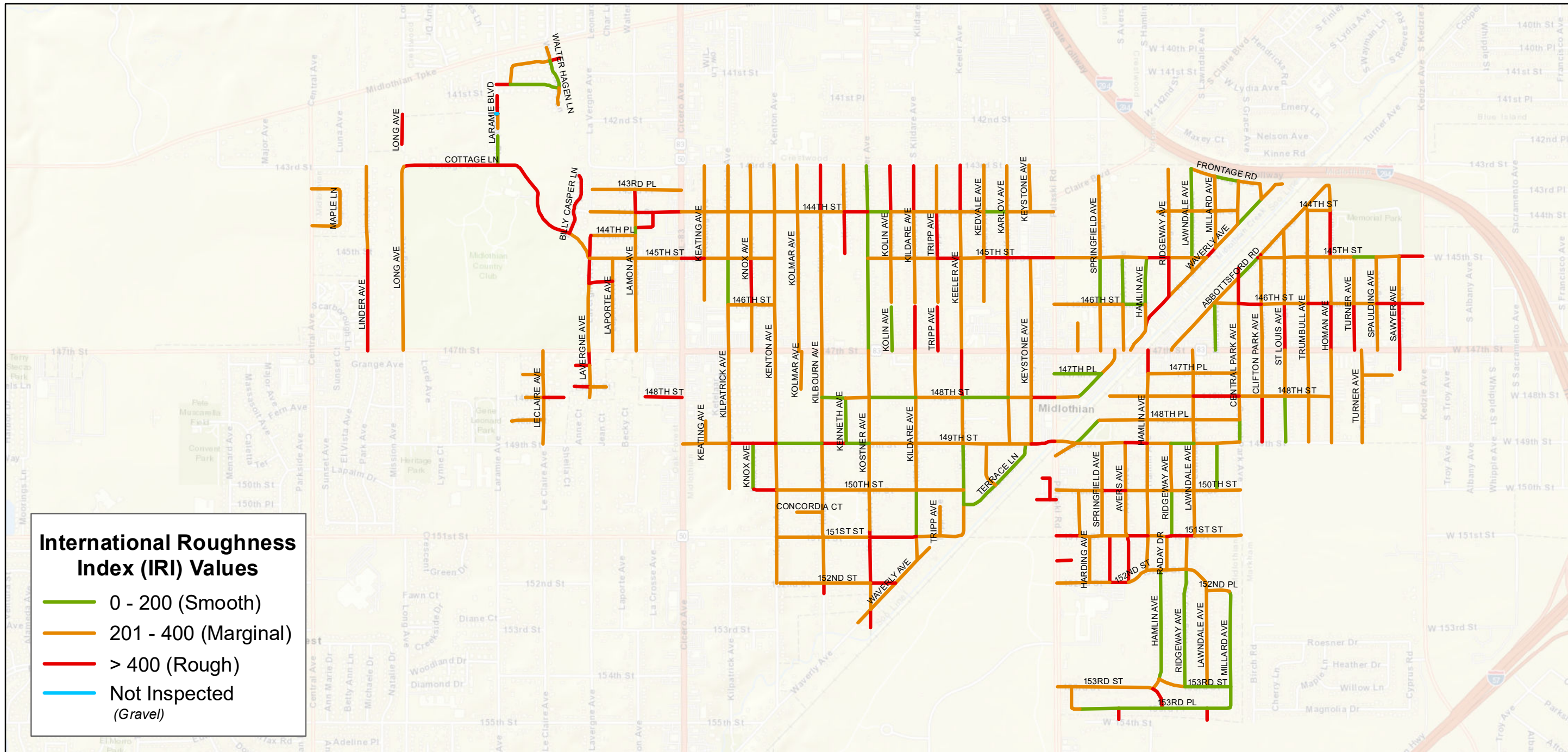




Map A-3:
Pavement Condition Index
(PCI) Values

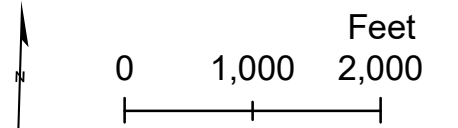
Village of Midlothian, Illinois
Pavement Management Program





International Roughness Index (IRI) Values

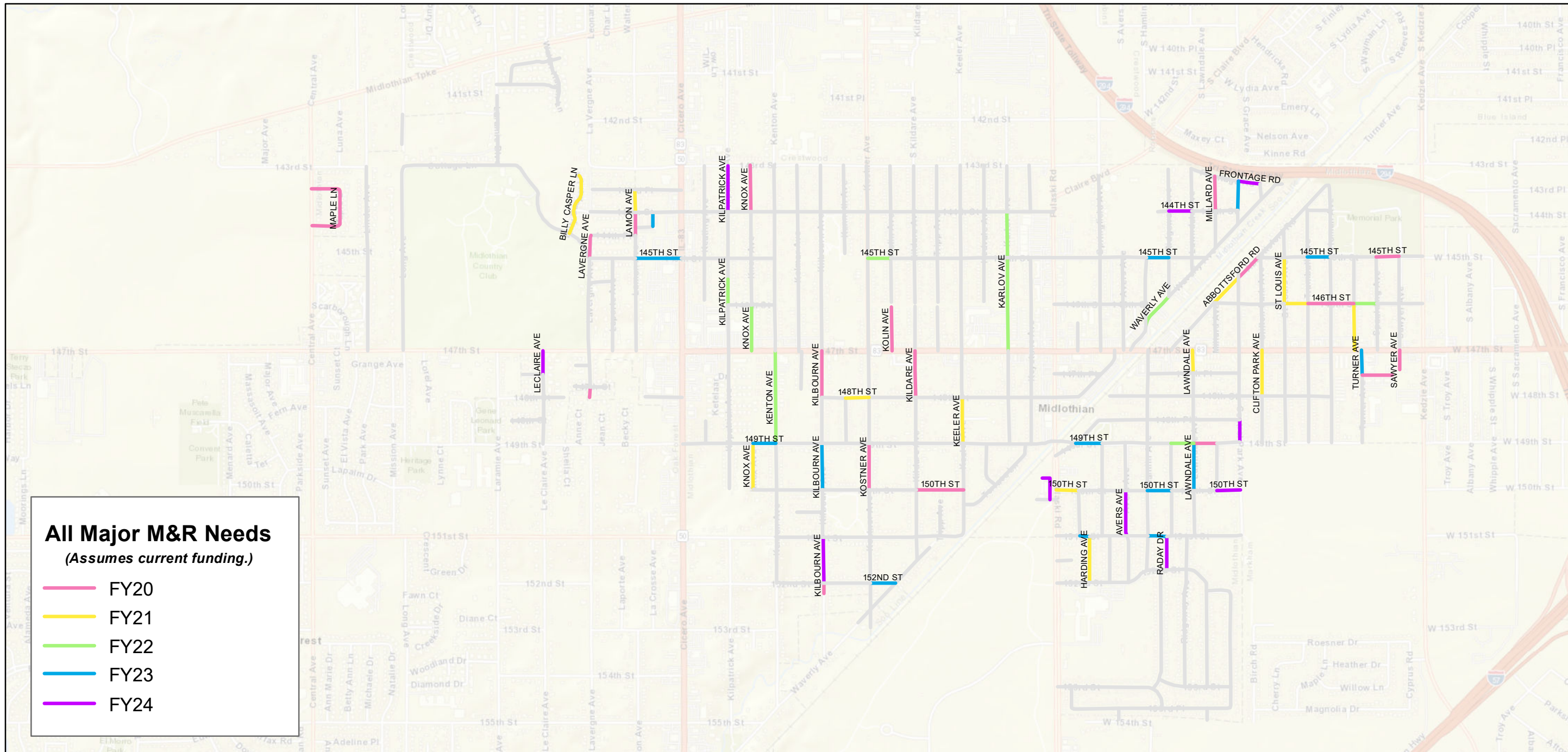
- 0 - 200 (Smooth)
- 201 - 400 (Marginal)
- > 400 (Rough)
- Not Inspected (Gravel)



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

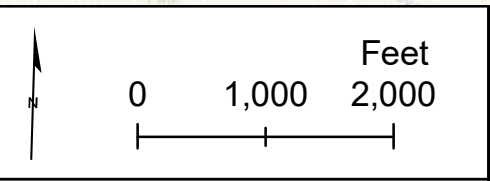
Village of Midlothian, Illinois
Pavement Management Program





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

- FY20
- FY21
- FY22
- FY23
- FY24

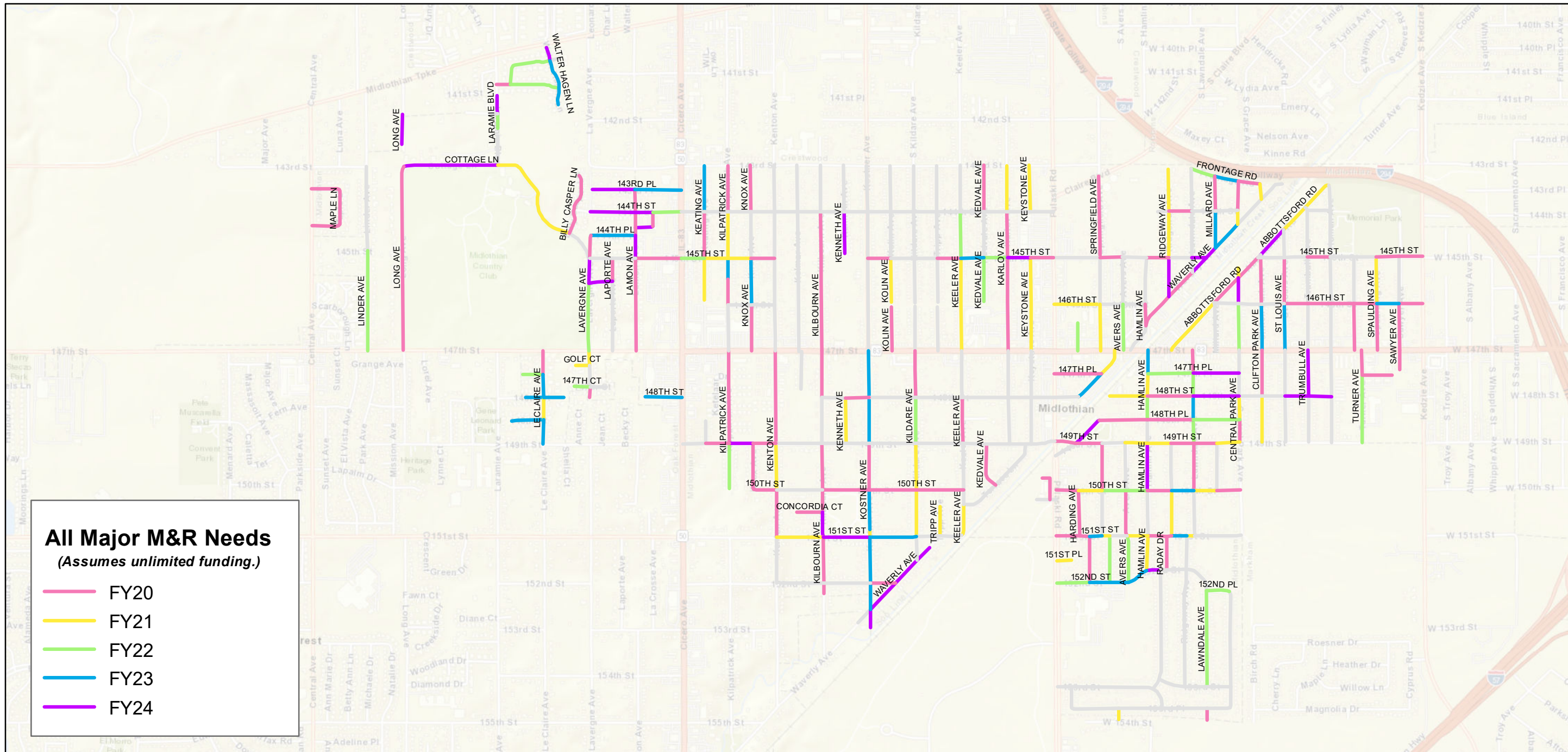


Map A-5:
 All Major M&R Needs
(Assumes current funding.)

Village of Midlothian, Illinois

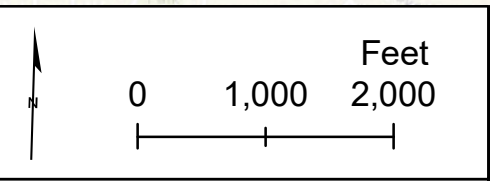
Pavement Management Program





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

- FY20
- FY21
- FY22
- FY23
- FY24

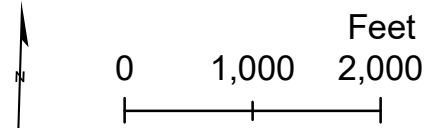
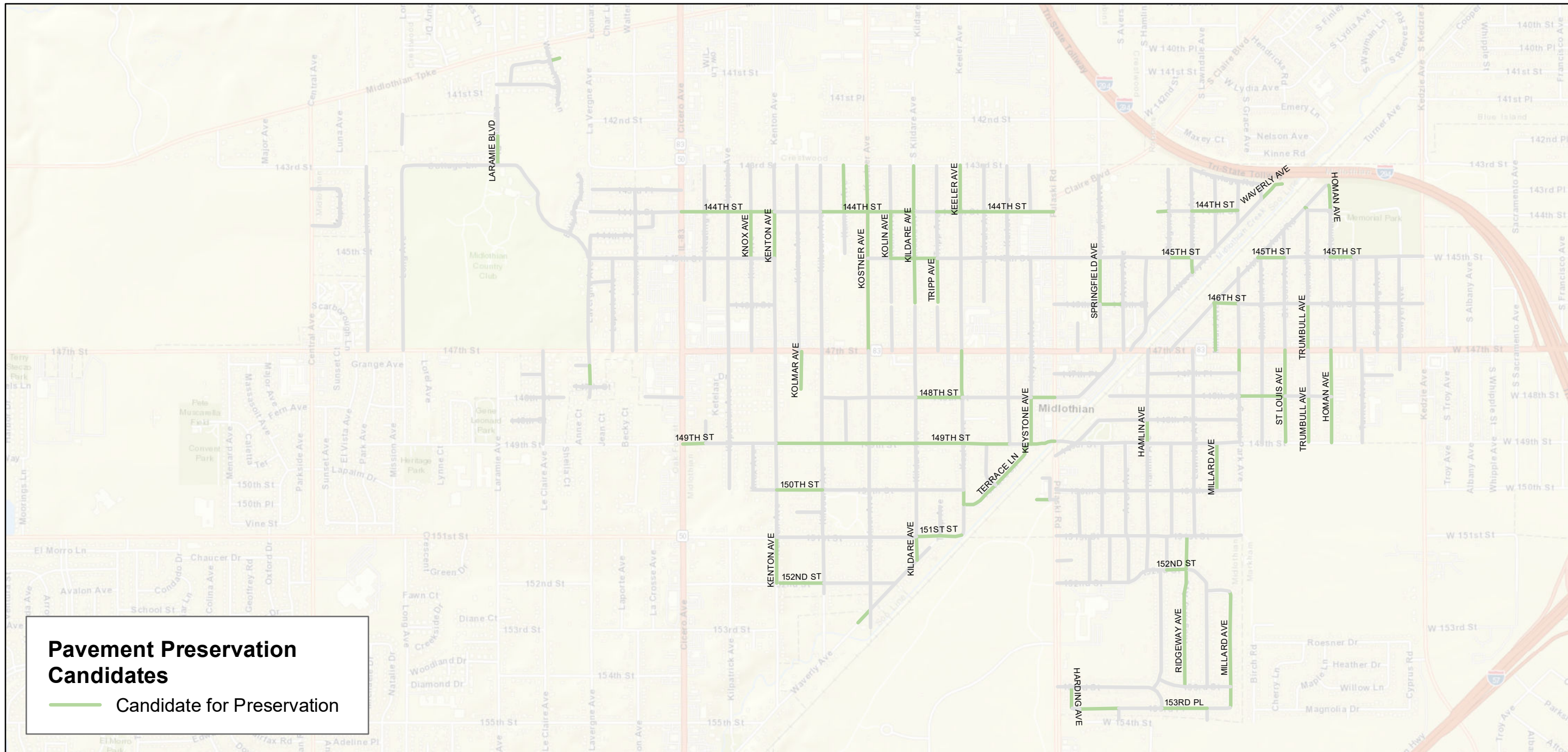


Map A-6:
All Major M&R Needs
(Assumes unlimited funding.)

Village of Midlothian, Illinois

Pavement Management Program





Map A-7:
Pavement Preservation
Candidates

Village of Midlothian, Illinois

Pavement Management Program



Gorrondona &
Associates, Inc.



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**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
MDLON::146TH ST::110	146TH STREET	HOMAN AVENUE	TURNER AVENUE	9,352	55	2020	\$ 10,809
MDLON::149TH ST::20	149TH STREET	KEATING AVENUE	KILPATRICK AVENUE	7,952	41	2020	\$ 19,323
MDLON::149TH ST::30	149TH STREET	KILPATRICK AVENUE	KNOX AVENUE	9,546	21	2020	\$ 61,053
MDLON::149TH ST::40	149TH STREET	KNOX AVENUE	KENTON AVENUE	7,648	47	2020	\$ 13,997
MDLON::150TH ST::50	150TH STREET	KILDARE AVENUE	KEELER AVENUE	18,974	55	2020	\$ 21,931
MDLON::KLDRE AVE::50	KILDARE AVENUE	148TH STREET	147TH STREET	18,703	55	2020	\$ 21,618
MDLON::145TH ST::280	145TH STREET	SPAULDING AVENUE	SAWYER AVENUE	9,130	54	2021	\$ 11,419
MDLON::146TH ST::100	146TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	9,241	53	2021	\$ 12,037
MDLON::149TH ST::210	149TH STREET	LAWNDALE AVENUE	MILLARD AVENUE	9,284	53	2021	\$ 12,093
MDLON::KLBRN AVE::10	KILBOURN AVENUE	START	152ND STREET	2,988	50	2021	\$ 4,586
MDLON::KLN AVE::10	KOLIN AVENUE	147TH STREET	END	17,718	52	2021	\$ 24,449
MDLON::LMN AVE::30	LAMON AVENUE	144TH PLACE	144TH COURT	3,161	54	2021	\$ 3,954
MDLON::LMN AVE::40	LAMON AVENUE	144TH COURT	144TH STREET	6,150	52	2021	\$ 8,487
MDLON::LVRGN AVE::10	LAVERGNE AVENUE	147TH COURT	END	4,271	53	2021	\$ 5,564
MDLON::MLLRD AVE::60	MILLARD AVENUE	144TH STREET	FRONTAGE ROAD	13,840	53	2021	\$ 18,028
MDLON::MPL LN::10	MAPLE LANE	CENTRAL AVENUE	CENTRAL AVENUE	36,777	53	2021	\$ 47,907
MDLON::147TH PL::40	147TH PLACE	TURNER AVENUE	END	12,877	52	2022	\$ 18,867
MDLON::BBTTSF RD::30	ABBOTTSFORD ROAD	CENTRAL PARK AVENUE	145TH STREET	11,307	51	2022	\$ 17,467
MDLON::KLBRN AVE::70	KILBOURN AVENUE	148TH STREET	147TH STREET	12,644	51	2022	\$ 19,532
MDLON::KNX AVE::50	KNOX AVENUE	144TH STREET	143RD STREET	12,667	52	2022	\$ 18,559
MDLON::KSTNR AVE::60	KOSTNER AVENUE	150TH STREET	149TH STREET	15,302	51	2022	\$ 23,638
MDLON::LVRGN AVE::60	LAVERGNE AVENUE	145TH STREET	144TH PLACE	5,829	52	2022	\$ 8,541
MDLON::ST LS AVE::40	ST LOUIS AVENUE	146TH STREET	145TH STREET	18,723	50	2022	\$ 30,617
MDLON::SWYR AVE::10	SAWYER AVENUE	147TH STREET	END	7,940	51	2022	\$ 12,266
MDLON::150TH ST::60	150TH STREET	PULASKI ROAD	HARDING AVENUE	8,920	49	2023	\$ 15,560
MDLON::BLYCSPR LN::10	BILLY CASPER LANE	COTTAGE LANE	END	21,200	49	2023	\$ 36,981
MDLON::CF PRK AVE::20	CLIFTON PARK AVENUE	148TH STREET	147TH STREET	18,466	49	2023	\$ 32,211
MDLON::HRDNG AVE::30	HARDING AVENUE	152ND STREET	151ST STREET	18,555	49	2023	\$ 32,366
MDLON::TRNR AVE::30	TURNER AVENUE	147TH STREET	146TH STREET	18,701	49	2023	\$ 32,621
MDLON::146TH ST::90	146TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	9,442	48	2024	\$ 17,549
MDLON::148TH ST::50	148TH STREET	KENNETH AVENUE	KOSTNER AVENUE	9,335	47	2024	\$ 18,400
MDLON::BBTTSF RD::20	ABBOTTSFORD ROAD	146TH STREET	CENTRAL PARK AVENUE	14,105	48	2024	\$ 26,215
MDLON::KLR AVE::40	KEELER AVENUE	149TH STREET	148TH STREET	18,633	47	2024	\$ 36,727
MDLON::KNX AVE::10	KNOX AVENUE	150TH STREET	149TH STREET	18,464	47	2024	\$ 36,393
MDLON::LMN AVE::50	LAMON AVENUE	144TH STREET	143RD PLACE	6,242	47	2024	\$ 12,303

**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
MDLON::144TH ST::220	144TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	9,660	46	2020	\$ 18,646
MDLON::145TH ST::110	145TH STREET	TRIPP AVENUE	KEELER AVENUE	9,454	42	2020	\$ 22,028
MDLON::145TH ST::150	145TH STREET	KEYSTONE AVENUE	PULASKI ROAD	9,150	40	2020	\$ 23,562
MDLON::145TH ST::170	145TH STREET	SPRINGFIELD AVENUE	AVERS AVENUE	9,136	40	2020	\$ 23,525
MDLON::145TH ST::190	145TH STREET	HAMLIN AVENUE	RIDGEWAY AVENUE	9,071	48	2020	\$ 15,695
MDLON::145TH ST::250	145TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	9,217	48	2020	\$ 15,948
MDLON::145TH ST::280	145TH STREET	SPAULDING AVENUE	SAWYER AVENUE	9,130	55	2020	\$ 10,552
MDLON::145TH ST::290	145TH STREET	SAWYER AVENUE	KEDZIE AVENUE	9,448	43	2020	\$ 21,070
MDLON::145TH ST::30	145TH STREET	LAMON AVENUE	CICERO AVENUE	18,533	48	2020	\$ 32,068
MDLON::145TH ST::70	145TH STREET	KNOX AVENUE	KENTON AVENUE	6,734	45	2020	\$ 13,672
MDLON::145TH ST::80	145TH STREET	KOSTNER AVENUE	KOLIN AVENUE	9,403	49	2020	\$ 15,331
MDLON::146TH ST::100	146TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	9,241	54	2020	\$ 11,298
MDLON::146TH ST::110	146TH STREET	HOMAN AVENUE	TURNER AVENUE	9,352	55	2020	\$ 10,809
MDLON::146TH ST::120	146TH STREET	TURNER AVENUE	SPAULDING AVENUE	9,135	50	2020	\$ 13,981
MDLON::146TH ST::140	146TH STREET	SAWYER AVENUE	KEDZIE AVENUE	9,447	42	2020	\$ 22,012
MDLON::146TH ST::90	146TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	9,442	51	2020	\$ 13,671
MDLON::147TH PL::10	147TH PLACE	PULASKI ROAD	WAVERLY AVENUE	19,016	44	2020	\$ 40,508
MDLON::147TH PL::40	147TH PLACE	TURNER AVENUE	END	12,877	53	2020	\$ 16,711
MDLON::148TH PL::30	148TH PLACE	148TH PLACE	HAMLIN AVENUE	19,280	45	2020	\$ 39,141
MDLON::148TH PL::40	148TH PLACE	HAMLIN AVENUE	LAWNDALE AVENUE	18,452	43	2020	\$ 41,149
MDLON::148TH ST::130	148TH STREET	HAMLIN AVENUE	LAWNDALE AVENUE	18,320	45	2020	\$ 37,193
MDLON::148TH ST::50	148TH STREET	KENNETH AVENUE	KOSTNER AVENUE	9,335	50	2020	\$ 14,286
MDLON::149TH ST::150	149TH STREET	PULASKI ROAD	148TH PLACE	8,501	41	2020	\$ 20,658
MDLON::149TH ST::160	149TH STREET	148TH PLACE	SPRINGFIELD AVENUE	10,468	48	2020	\$ 18,114
MDLON::149TH ST::20	149TH STREET	KEATING AVENUE	KILPATRICK AVENUE	7,952	41	2020	\$ 19,323
MDLON::149TH ST::200	149TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	9,158	50	2020	\$ 14,015
MDLON::149TH ST::210	149TH STREET	LAWNDALE AVENUE	MILLARD AVENUE	9,284	54	2020	\$ 11,351
MDLON::149TH ST::40	149TH STREET	KNOX AVENUE	KENTON AVENUE	7,648	47	2020	\$ 13,997
MDLON::150TH ST::10	150TH STREET	KNOX AVENUE	KENTON AVENUE	5,491	40	2020	\$ 14,141
MDLON::150TH ST::100	150TH STREET	HAMLIN AVENUE	RIDGEWAY AVENUE	9,700	47	2020	\$ 17,753
MDLON::150TH ST::130	150TH STREET	MILLARD AVENUE	CENTRAL PARK AVENUE	9,627	46	2020	\$ 18,582
MDLON::150TH ST::30	150TH STREET	KILBOURN AVENUE	KOSTNER AVENUE	13,476	42	2020	\$ 31,400
MDLON::150TH ST::40	150TH STREET	KOSTNER AVENUE	KILDARE AVENUE	18,875	41	2020	\$ 45,867
MDLON::150TH ST::50	150TH STREET	KILDARE AVENUE	KEELER AVENUE	18,974	55	2020	\$ 21,931
MDLON::150TH ST::60	150TH STREET	PULASKI ROAD	HARDING AVENUE	8,920	51	2020	\$ 12,915
MDLON::151ST ST::120	151ST STREET	HAMLIN AVENUE	RADAY DRIVE	8,588	47	2020	\$ 15,718
MDLON::151ST ST::130	151ST STREET	RADAY DRIVE	RIDGEWAY AVENUE	2,355	38	2020	\$ 7,241
MDLON::151ST ST::60	151ST STREET	PULASKI ROAD	HARDING AVENUE	10,653	40	2020	\$ 27,432
MDLON::151ST ST::70	151ST STREET	HARDING AVENUE	HARDING AVENUE	4,506	49	2020	\$ 7,347
MDLON::152ND ST::30	152ND STREET	KOSTNER AVENUE	KILDARE AVENUE	7,291	47	2020	\$ 13,344
MDLON::BBTTSF RD::20	ABBOTTSFORD ROAD	146TH STREET	CENTRAL PARK AVENUE	14,105	51	2020	\$ 20,421
MDLON::BBTTSF RD::30	ABBOTTSFORD ROAD	CENTRAL PARK AVENUE	145TH STREET	11,307	52	2020	\$ 15,522
MDLON::BLYCSPR LN::10	BILLY CASPER LANE	COTTAGE LANE	END	21,200	51	2020	\$ 30,694
MDLON::CF PRK AVE::20	CLIFTON PARK AVENUE	148TH STREET	147TH STREET	18,466	51	2020	\$ 26,736
MDLON::CF PRK AVE::40	CLIFTON PARK AVENUE	146TH STREET	145TH STREET	18,750	43	2020	\$ 41,815
MDLON::CNCRD CT::10	CONCORDIA COURT	KILBOURN AVENUE	END	10,396	42	2020	\$ 24,224
MDLON::CNTPRK AVE::10	CENTRAL PARK AVENUE	149TH STREET	148TH PLACE	9,166	46	2020	\$ 17,693
MDLON::CNTPRK AVE::90	CENTRAL PARK AVENUE	144TH STREET	FRONTAGE ROAD	7,189	47	2020	\$ 13,158
MDLON::FRNTG RD::30	FRONTAGE ROAD	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	5,114	46	2020	\$ 9,871
MDLON::HMLN AVE::100	HAMLIN AVENUE	WAVERLY AVENUE	146TH STREET	8,826	44	2020	\$ 18,801
MDLON::HRDNG AVE::30	HARDING AVENUE	152ND STREET	151ST STREET	18,555	51	2020	\$ 26,864
MDLON::HRDNG AVE::40	HARDING AVENUE	151ST STREET	150TH STREET	15,613	42	2020	\$ 36,379
MDLON::KDVLA AVE::10	KEDVALE AVENUE	TERRACE LANE	149TH STREET	15,512	40	2020	\$ 39,945
MDLON::KDVLA AVE::40	KEDVALE AVENUE	144TH STREET	143RD STREET	18,598	45	2020	\$ 37,758
MDLON::KLBRN AVE::10	KILBOURN AVENUE	START	152ND STREET	2,988	51	2020	\$ 4,326
MDLON::KLBRN AVE::20	KILBOURN AVENUE	152ND STREET	151ST STREET	13,084	45	2020	\$ 26,563
MDLON::KLBRN AVE::40	KILBOURN AVENUE	CONCORDIA COURT	150TH STREET	6,543	43	2020	\$ 14,591
MDLON::KLBRN AVE::50	KILBOURN AVENUE	150TH STREET	149TH STREET	18,522	48	2020	\$ 32,048
MDLON::KLBRN AVE::70	KILBOURN AVENUE	148TH STREET	147TH STREET	12,644	52	2020	\$ 17,357
MDLON::KLBRN AVE::80	KILBOURN AVENUE	147TH STREET	144TH STREET	40,045	42	2020	\$ 93,309

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
MDLON::KLDRA AVE::50	KILDARE AVENUE	148TH STREET	147TH STREET	18,703	55	2020	\$ 21,618
MDLON::KLN AVE::10	KOLIN AVENUE	147TH STREET	END	17,718	53	2020	\$ 22,992
MDLON::KLPTRC AVE::20	KILPATRICK AVENUE	149TH STREET	147TH STREET	37,185	40	2020	\$ 95,752
MDLON::KLPTRC AVE::40	KILPATRICK AVENUE	146TH STREET	KILPATRICK AVENUE	8,025	49	2020	\$ 13,083
MDLON::KLPTRC AVE::70	KILPATRICK AVENUE	144TH STREET	143RD STREET	13,236	46	2020	\$ 25,549
MDLON::KLR AVE::40	KEELER AVENUE	149TH STREET	148TH STREET	18,633	50	2020	\$ 28,515
MDLON::KNTN AVE::20	KENTON AVENUE	151ST STREET	150TH STREET	15,118	40	2020	\$ 38,930
MDLON::KNTN AVE::40	KENTON AVENUE	149TH STREET	147TH STREET	37,226	49	2020	\$ 60,691
MDLON::KNX AVE::10	KNOX AVENUE	150TH STREET	149TH STREET	18,464	50	2020	\$ 28,256
MDLON::KNX AVE::20	KNOX AVENUE	147TH STREET	146TH STREET	18,648	49	2020	\$ 30,403
MDLON::KNX AVE::50	KNOX AVENUE	144TH STREET	143RD STREET	12,667	53	2020	\$ 16,438
MDLON::KRLV AVE::30	KARLOV AVENUE	147TH STREET	145TH STREET	37,551	49	2020	\$ 61,221
MDLON::KRLV AVE::40	KARLOV AVENUE	145TH STREET	144TH STREET	18,612	49	2020	\$ 30,344
MDLON::KSTNR AVE::60	KOSTNER AVENUE	150TH STREET	149TH STREET	15,302	52	2020	\$ 21,006
MDLON::KTNG AVE::30	KEATING AVENUE	145TH STREET	144TH STREET	12,802	40	2020	\$ 32,964
MDLON::LCLR AVE::40	LECLAIRE AVENUE	147TH COURT	147TH STREET	9,679	46	2020	\$ 18,684
MDLON::LMN AVE::10	LAMON AVENUE	147TH STREET	145TH STREET	37,217	44	2020	\$ 79,277
MDLON::LMN AVE::30	LAMON AVENUE	144TH PLACE	144TH COURT	3,161	55	2020	\$ 3,654
MDLON::LMN AVE::40	LAMON AVENUE	144TH COURT	144TH STREET	6,150	53	2020	\$ 7,981
MDLON::LMN AVE::50	LAMON AVENUE	144TH STREET	143RD PLACE	6,242	50	2020	\$ 9,552
MDLON::LMN CT::10	LAMON COURT	144TH COURT	144TH STREET	4,584	48	2020	\$ 7,933
MDLON::LNG AVE::10	LONG AVENUE	147TH STREET	COTTAGE LANE	44,992	44	2020	\$ 95,839
MDLON::LPRT AVE::20	LAPORTE AVENUE	145TH COURT	145TH STREET	9,178	44	2020	\$ 19,551
MDLON::LVRGN AVE::10	LAVERGNE AVENUE	147TH COURT	END	4,271	54	2020	\$ 5,222
MDLON::LVRGN AVE::60	LAVERGNE AVENUE	145TH STREET	144TH PLACE	5,829	53	2020	\$ 7,565
MDLON::LWDL AVE::10	LAWNDALE AVENUE	153RD PLACE	END	4,732	41	2020	\$ 11,499
MDLON::LWDL AVE::50	LAWNDALE AVENUE	150TH STREET	149TH STREET	19,028	48	2020	\$ 32,924
MDLON::LWDL AVE::90	LAWNDALE AVENUE	147TH PLACE	147TH STREET	9,305	50	2020	\$ 14,240
MDLON::MG CRTS LN::10	MARGARET CURTIS LANE	LARAMIE BLVD	BOBBY LOCKE DRIVE	5,882	44	2020	\$ 12,530
MDLON::MLLRD AVE::60	MILLARD AVENUE	144TH STREET	FRONTAGE ROAD	13,840	54	2020	\$ 16,921
MDLON::MPL LN::10	MAPLE LANE	CENTRAL AVENUE	CENTRAL AVENUE	36,777	54	2020	\$ 44,965
MDLON::RDY DRV::10	RADAY DRIVE	152ND STREET	151ST STREET	13,482	46	2020	\$ 26,023
MDLON::SPLDG AVE::10	SPAULDING AVENUE	147TH STREET	146TH STREET	18,668	44	2020	\$ 39,766
MDLON::SPNGFD AVE::40	SPRINGFIELD AVENUE	150TH STREET	149TH STREET	18,483	43	2020	\$ 41,220
MDLON::SPNGFD AVE::70	SPRINGFIELD AVENUE	145TH STREET	CLAIRE BOULEVARD	32,665	42	2020	\$ 76,111
MDLON::ST LS AVE::40	ST LOUIS AVENUE	146TH STREET	145TH STREET	18,723	51	2020	\$ 27,108
MDLON::SWYR AVE::10	SAWYER AVENUE	147TH STREET	END	7,940	52	2020	\$ 10,900
MDLON::SWYR AVE::20	SAWYER AVENUE	147TH STREET	146TH STREET	18,635	44	2020	\$ 39,696
MDLON::TRNR AVE::20	TURNER AVENUE	147TH PLACE	147TH STREET	7,932	48	2020	\$ 13,725
MDLON::TRNR AVE::30	TURNER AVENUE	147TH STREET	146TH STREET	18,701	51	2020	\$ 27,076
MDLON::VRS AVE::20	AVERS AVENUE	151ST STREET	150TH STREET	18,321	46	2020	\$ 35,363
MDLON::WLW CRK CT::10	WILLOW CREEK COURT	WILLOW CREST DR	END	19,522	45	2020	\$ 39,632
MDLON::WVRLY AVE::80	WAVERLY AVENUE	HAMLIN AVENUE	RIDGEWAY AVENUE	15,386	49	2020	\$ 25,085
MDLON::WVRLY AVE::90	WAVERLY AVENUE	RIDGEWAY AVENUE	LAWNDALE AVENUE	13,601	41	2020	\$ 33,050
MDLON::145TH ST::50	145TH STREET	KEATING AVENUE	KILPATRICK AVENUE	6,394	36	2021	\$ 22,820
MDLON::145TH ST::60	145TH STREET	KILPATRICK AVENUE	KNOX AVENUE	6,685	32	2021	\$ 30,743
MDLON::146TH ST::30	146TH STREET	PULASKI ROAD	SPRINGFIELD AVENUE	18,559	32	2021	\$ 85,354
MDLON::148TH ST::120	148TH STREET	HAMLIN AVENUE	END	15,278	36	2021	\$ 54,527
MDLON::149TH ST::180	149TH STREET	AVERS AVENUE	HAMLIN AVENUE	8,976	35	2021	\$ 34,347
MDLON::149TH ST::190	149TH STREET	HAMLIN AVENUE	RIDGEWAY AVENUE	9,426	33	2021	\$ 40,923
MDLON::149TH ST::220	149TH STREET	MILLARD AVENUE	CENTRAL PARK AVENUE	9,343	35	2021	\$ 35,750
MDLON::150TH ST::120	150TH STREET	LAWNDALE AVENUE	MILLARD AVENUE	9,132	35	2021	\$ 34,944
MDLON::150TH ST::70	150TH STREET	HARDING AVENUE	SPRINGFIELD AVENUE	9,554	37	2021	\$ 31,636
MDLON::151ST PL::10	151ST PLACE	PULASKI ROAD	END	6,333	32	2021	\$ 29,125
MDLON::151ST ST::10	151ST STREET	KENTON AVENUE	KILBOURN AVENUE	13,313	37	2021	\$ 44,086
MDLON::151ST ST::110	151ST STREET	AVERS AVENUE	HAMLIN AVENUE	9,739	31	2021	\$ 47,300
MDLON::151ST ST::150	151ST STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	3,657	24	2021	\$ 22,147
MDLON::151ST ST::90	151ST STREET	SPRINGFIELD AVENUE	SPRINGFIELD AVENUE	3,521	36	2021	\$ 12,565
MDLON::BBTTSF RD::10	ABBOTTSFORD ROAD	147TH STREET	146TH STREET	25,665	38	2021	\$ 78,381
MDLON::BBTTSF RD::60	ABBOTTSFORD ROAD	ST LOUIS AVENUE	TRUMBULL AVENUE	12,687	32	2021	\$ 58,347

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
MDLON::BBTTSF RD::70	ABBOTTSFORD ROAD	TRUMBULL AVENUE	HOMAN AVENUE	13,116	31	2021	\$ 63,696
MDLON::CF PRK AVE::10	CLIFTON PARK AVENUE	149TH STREET	148TH STREET	18,533	31	2021	\$ 90,008
MDLON::CF PRK AVE::60	CLIFTON PARK AVENUE	WAVERLY AVENUE	FRONTAGE ROAD	6,306	32	2021	\$ 29,002
MDLON::CNTPRK AVE::20	CENTRAL PARK AVENUE	148TH PLACE	148TH STREET	9,412	34	2021	\$ 38,440
MDLON::CNTPRK AVE::70	CENTRAL PARK AVENUE	ABBOTTSFORD ROAD	END	2,629	34	2021	\$ 10,739
MDLON::CNTPRK AVE::80	CENTRAL PARK AVENUE	WAVERLY AVENUE	144TH STREET	3,868	38	2021	\$ 11,812
MDLON::CTTG LN::20	COTTAGE LANE	LARAMIE BLVD	BILLY CASPER LANE	30,365	30	2021	\$ 155,284
MDLON::GLF CT::10	GOLF COURT	LAVERGNE AVENUE	END	5,497	37	2021	\$ 18,204
MDLON::HMLN AVE::30	HAMLIN AVENUE	152ND STREET	151ST STREET	14,049	33	2021	\$ 60,992
MDLON::HMLN AVE::80	HAMLIN AVENUE	148TH STREET	147TH PLACE	9,198	30	2021	\$ 47,037
MDLON::KLDRAVE::20	KILDARE AVENUE	151ST STREET	150TH STREET	18,858	33	2021	\$ 81,871
MDLON::KLDRAVE::30	KILDARE AVENUE	150TH STREET	149TH STREET	18,731	33	2021	\$ 81,321
MDLON::KLN AVE::20	KOLIN AVENUE	145TH STREET	END	17,720	33	2021	\$ 76,931
MDLON::KLPTRC AVE::60	KILPATRICK AVENUE	145TH STREET	144TH STREET	12,789	31	2021	\$ 62,111
MDLON::KLR AVE::10	KEELER AVENUE	151ST STREET	TERRACE LANE	11,003	34	2021	\$ 44,935
MDLON::KLR AVE::60	KEELER AVENUE	147TH STREET	145TH STREET	37,454	35	2021	\$ 143,317
MDLON::KNNTH AVE::10	KENNETH AVENUE	149TH STREET	148TH STREET	18,435	38	2021	\$ 56,300
MDLON::KNTN AVE::30	KENTON AVENUE	150TH STREET	149TH STREET	18,558	30	2021	\$ 94,907
MDLON::KRLV AVE::50	KARLOV AVENUE	144TH STREET	143RD STREET	18,519	33	2021	\$ 80,402
MDLON::KSTNR AVE::40	KOSTNER AVENUE	151ST STREET	KOSTNER AVENUE	2,057	35	2021	\$ 7,870
MDLON::KTNG AVE::20	KEATING AVENUE	145TH STREET	END	11,418	37	2021	\$ 37,809
MDLON::KYSTN AVE::30	KEYSTONE AVENUE	147TH STREET	145TH STREET	37,599	37	2021	\$ 124,507
MDLON::KYSTN AVE::40	KEYSTONE AVENUE	144TH STREET	143RD STREET	18,604	34	2021	\$ 75,980
MDLON::LCLR AVE::20	LECLAIRE AVENUE	148TH COURT	148TH STREET	9,169	37	2021	\$ 30,364
MDLON::LVRGN AVE::30	LAVERGNE AVENUE	GOLF COURT	147TH STREET	5,835	33	2021	\$ 25,334
MDLON::RDGWY AVE::30	RIDGEWAY AVENUE	151ST STREET	150TH STREET	18,356	38	2021	\$ 56,058
MDLON::RDGWY AVE::60	RIDGEWAY AVENUE	145TH STREET	144TH STREET	18,697	33	2021	\$ 81,171
MDLON::RDGWY AVE::70	RIDGEWAY AVENUE	144TH STREET	END	17,019	32	2021	\$ 78,271
MDLON::SPLDG AVE::20	SPAUDING AVENUE	146TH STREET	145TH STREET	18,805	32	2021	\$ 86,484
MDLON::SPNGFD AVE::10	SPRINGFIELD AVENUE	154TH STREET	153RD PLACE	4,467	33	2021	\$ 19,394
MDLON::SPNGFD AVE::50	SPRINGFIELD AVENUE	147TH STREET	146TH STREET	18,692	38	2021	\$ 57,084
MDLON::TRPP AVE::10	TRIPP AVENUE	151ST STREET	END	11,820	37	2021	\$ 39,141
MDLON::WVRLY AVE::60	WAVERLY AVENUE	147TH PLACE	147TH STREET	14,368	32	2021	\$ 66,077
MDLON::144TH ST::30	144TH STREET	LAMON COURT	CICERO AVENUE	11,537	28	2022	\$ 65,627
MDLON::145TH ST::130	145TH STREET	KEDVALE AVENUE	KARLOV AVENUE	9,446	29	2022	\$ 52,225
MDLON::145TH ST::40	145TH STREET	CICERO AVENUE	KEATING AVENUE	6,243	30	2022	\$ 33,522
MDLON::147TH CT::10	147TH COURT	LECLAIRE AVENUE	END	8,664	26	2022	\$ 52,038
MDLON::147TH CT::20	147TH COURT	LAVERGNE AVENUE	END	6,246	27	2022	\$ 36,524
MDLON::147TH PL::20	147TH PLACE	HAMLIN AVENUE	LAWNDALE AVENUE	18,191	25	2022	\$ 112,161
MDLON::148TH PL::50	148TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	18,617	27	2022	\$ 108,859
MDLON::150TH ST::80	150TH STREET	SPRINGFIELD AVENUE	AVERS AVENUE	9,408	29	2022	\$ 52,019
MDLON::150TH ST::90	150TH STREET	AVERS AVENUE	HAMLIN AVENUE	8,779	29	2022	\$ 48,540
MDLON::152ND PL::10	152ND PLACE	LAWNDALE AVENUE	MILLARD AVENUE	9,161	28	2022	\$ 52,108
MDLON::152ND ST::40	152ND STREET	PULASKI ROAD	HARDING AVENUE	16,781	26	2022	\$ 100,796
MDLON::BBY LCK DR::10	BOBBY LOCKE DRIVE	MARGARET CURTIS LANE	WALTER HAGEN LANE	22,777	25	2022	\$ 140,433
MDLON::CNTPRK AVE::50	CENTRAL PARK AVENUE	147TH STREET	146TH STREET	18,703	25	2022	\$ 115,318
MDLON::FRNTG RD::10	FRONTAGE ROAD	LAWNDALE AVENUE	MILLARD AVENUE	5,667	26	2022	\$ 34,042
MDLON::HMLN AVE::70	HAMLIN AVENUE	148TH PLACE	148TH STREET	9,409	28	2022	\$ 53,521
MDLON::HRDNG AVE::50	HARDING AVENUE	147TH STREET	END	11,205	27	2022	\$ 65,520
MDLON::KDVL AVE::20	KEDVALE AVENUE	145TH STREET	END	17,637	29	2022	\$ 97,517
MDLON::KLDRAVE::40	KILDARE AVENUE	149TH STREET	148TH STREET	18,488	29	2022	\$ 102,221
MDLON::KLPTRC AVE::10	KILPATRICK AVENUE	149TH STREET	END	18,222	28	2022	\$ 103,651
MDLON::KLR AVE::70	KEELER AVENUE	145TH STREET	144TH STREET	18,633	25	2022	\$ 114,888
MDLON::LNDRAVE::10	LINDER AVENUE	147TH STREET	145TH STREET	20,073	28	2022	\$ 114,180
MDLON::LRM BLVD::20	LARAMIE BOULEVARD	START	LARAMIE BLVD	3,993	16	2022	\$ 27,534
MDLON::LVRGN AVE::40	LAVERGNE AVENUE	147TH STREET	145TH COURT	17,330	27	2022	\$ 101,333
MDLON::LWNDL AVE::20	LAWNDALE AVENUE	153RD STREET	152ND PLACE	38,713	25	2022	\$ 238,690
MDLON::LWNDL AVE::60	LAWNDALE AVENUE	149TH STREET	148TH PLACE	9,494	26	2022	\$ 57,028
MDLON::LWNDL AVE::80	LAWNDALE AVENUE	148TH STREET	147TH PLACE	9,161	27	2022	\$ 53,568
MDLON::MG CRTS LN::20	MARGARET CURTIS LANE	BOBBY LOCKE DRIVE	WALTER HAGEN LANE	20,518	26	2022	\$ 123,242

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
MDLON::SPNGFD AVE::20	SPRINGFIELD AVENUE	152ND STREET	151ST STREET	18,813	25	2022	\$ 115,994
MDLON::TRNR AVE::10	TURNER AVENUE	149TH STREET	147TH PLACE	20,353	27	2022	\$ 119,012
MDLON::VRS AVE::10	AVERS AVENUE	152ND STREET	151ST STREET	18,647	28	2022	\$ 106,070
MDLON::VRS AVE::40	AVERS AVENUE	147TH STREET	146TH STREET	18,594	28	2022	\$ 105,764
MDLON::143RD PL::20	143RD PLACE	LAMON AVENUE	CICERO AVENUE	11,337	22	2023	\$ 76,737
MDLON::144TH PL::10	144TH PLACE	LAVERGNE AVENUE	LAMON AVENUE	17,988	23	2023	\$ 118,808
MDLON::145TH ST::120	145TH STREET	KEELER AVENUE	KEDVALE AVENUE	9,290	21	2023	\$ 64,404
MDLON::146TH ST::130	146TH STREET	SPAULDING AVENUE	SAWYER AVENUE	9,070	23	2023	\$ 59,905
MDLON::148TH CT::10	148TH COURT	LECLAIRE AVENUE	END	12,920	22	2023	\$ 87,452
MDLON::148TH ST::10	148TH STREET	LECLAIRE AVENUE	END	7,388	21	2023	\$ 51,221
MDLON::148TH ST::20	148TH STREET	LECLAIRE AVENUE	END	8,309	21	2023	\$ 57,600
MDLON::148TH ST::30	148TH STREET	CICERO AVENUE	END	10,143	22	2023	\$ 68,652
MDLON::150TH ST::110	150TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	9,151	23	2023	\$ 60,442
MDLON::151ST ST::140	151ST STREET	RIDGEWAY AVENUE	RIDGEWAY AVENUE	6,866	21	2023	\$ 47,600
MDLON::151ST ST::30	151ST STREET	KOSTNER AVENUE	KILDARE AVENUE	13,545	22	2023	\$ 91,681
MDLON::151ST ST::80	151ST STREET	HARDING AVENUE	SPRINGFIELD AVENUE	5,901	22	2023	\$ 39,943
MDLON::152ND ST::50	152ND STREET	HARDING AVENUE	SPRINGFIELD AVENUE	10,366	21	2023	\$ 71,865
MDLON::152ND ST::60	152ND STREET	SPRINGFIELD AVENUE	AVERS AVENUE	9,895	21	2023	\$ 68,602
MDLON::152ND ST::70	152ND STREET	AVERS AVENUE	HAMLIN AVENUE	8,880	23	2023	\$ 58,653
MDLON::CF PRK AVE::30	CLIFTON PARK AVENUE	147TH STREET	146TH STREET	18,647	23	2023	\$ 123,161
MDLON::FRNTG RD::20	FRONTAGE ROAD	MILLARD AVENUE	CENTRAL PARK AVENUE	5,498	21	2023	\$ 38,113
MDLON::HMLN AVE::90	HAMLIN AVENUE	147TH PLACE	147TH STREET	9,364	20	2023	\$ 66,456
MDLON::KLPTRC AVE::50	KILPATRICK AVENUE	KILPATRICK AVENUE	145TH STREET	6,534	21	2023	\$ 45,296
MDLON::KNX AVE::30	KNOX AVENUE	146TH STREET	145TH STREET	18,521	21	2023	\$ 128,399
MDLON::KSTNR AVE::20	KOSTNER AVENUE	152ND STREET	WAVERLY AVENUE	6,909	22	2023	\$ 46,768
MDLON::KSTNR AVE::30	KOSTNER AVENUE	152ND STREET	151ST STREET	13,148	23	2023	\$ 86,839
MDLON::KSTNR AVE::50	KOSTNER AVENUE	KOSTNER AVENUE	150TH STREET	11,427	23	2023	\$ 75,471
MDLON::KSTNR AVE::70	KOSTNER AVENUE	149TH STREET	148TH STREET	18,437	23	2023	\$ 121,769
MDLON::KSTNR AVE::80	KOSTNER AVENUE	148TH STREET	147TH STREET	18,801	21	2023	\$ 130,343
MDLON::KTNG AVE::40	KEATING AVENUE	144TH STREET	143RD STREET	12,521	23	2023	\$ 82,697
MDLON::LCLR AVE::10	LECLAIRE AVENUE	149TH STREET	148TH COURT	9,758	23	2023	\$ 64,447
MDLON::LCLR AVE::30	LECLAIRE AVENUE	148TH STREET	147TH COURT	9,052	21	2023	\$ 62,753
MDLON::LWNDL AVE::70	LAWNDALE AVENUE	148TH PLACE	148TH STREET	9,420	23	2023	\$ 62,217
MDLON::MLLRD AVE::50	MILLARD AVENUE	WAVERLY AVENUE	144TH STREET	14,869	22	2023	\$ 100,645
MDLON::ST LS AVE::30	ST LOUIS AVENUE	147TH STREET	146TH STREET	18,670	20	2023	\$ 132,495
MDLON::WTR HGN LN::10	WALTER HAGEN LANE	MARGARET CURTIS LANE	END	7,192	23	2023	\$ 47,500
MDLON::WTR HGN LN::20	WALTER HAGEN LANE	BOBBY LOCKE DRIVE	MARGARET CURTIS LANE	11,816	23	2023	\$ 78,045
MDLON::WVRLY AVE::120	WAVERLY AVENUE	MILLARD AVENUE	CENTRAL PARK AVENUE	13,135	22	2023	\$ 88,909
MDLON::WVRLY AVE::50	WAVERLY AVENUE	148TH STREET	147TH PLACE	13,185	24	2023	\$ 84,925
MDLON::143RD PL::10	143RD PLACE	BILLY CASPER LANE	LAMON AVENUE	10,421	18	2024	\$ 76,242
MDLON::144TH CT::10	144TH COURT	LAMON AVENUE	LAMON COURT	5,799	17	2024	\$ 42,427
MDLON::144TH ST::10	144TH STREET	BILLY CASPER LANE	LAMON AVENUE	18,256	17	2024	\$ 133,568
MDLON::144TH ST::20	144TH STREET	LAMON AVENUE	LAMON COURT	7,495	8	2024	\$ 54,835
MDLON::145TH CT::10	145TH COURT	LAVERGNE AVENUE	LAPORTE AVENUE	5,895	14	2024	\$ 43,131
MDLON::145TH ST::140	145TH STREET	KARLOV AVENUE	KEYSTONE AVENUE	9,440	7	2024	\$ 69,065
MDLON::145TH ST::210	145TH STREET	LAWNDALE AVENUE	WAVERLY AVENUE	5,715	13	2024	\$ 41,811
MDLON::147TH PL::30	147TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	18,619	16	2024	\$ 136,225
MDLON::148TH PL::20	148TH PLACE	149TH STREET	148TH PLACE	13,416	19	2024	\$ 98,156
MDLON::148TH ST::140	148TH STREET	LAWNDALE AVENUE	CENTRAL PARK AVENUE	18,612	17	2024	\$ 136,168
MDLON::148TH ST::170	148TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	9,397	9	2024	\$ 68,753
MDLON::148TH ST::180	148TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	9,273	13	2024	\$ 67,841
MDLON::149TH ST::30	149TH STREET	KILPATRICK AVENUE	KNOX AVENUE	9,546	18	2024	\$ 69,844
MDLON::151ST ST::20	151ST STREET	KILBOURN AVENUE	KOSTNER AVENUE	13,421	9	2024	\$ 98,191
MDLON::152ND ST::80	152ND STREET	HAMLIN AVENUE	HAMLIN AVENUE	5,498	10	2024	\$ 40,225
MDLON::BBTTSF RD::50	ABBOTTSFORD ROAD	CLIFTON PARK AVENUE	ST LOUIS AVENUE	13,549	16	2024	\$ 99,131
MDLON::CNTPRK AVE::60	CENTRAL PARK AVENUE	146TH STREET	ABBOTTSFORD ROAD	10,514	15	2024	\$ 76,920
MDLON::CTTG LN::10	COTTAGE LANE	LONG AVENUE	LARAMIE BLVD	23,025	18	2024	\$ 168,454
MDLON::HMLN AVE::50	HAMLIN AVENUE	150TH STREET	149TH STREET	19,155	11	2024	\$ 140,143
MDLON::KLB RN AVE::30	KILBOURN AVENUE	151ST STREET	CONCORDIA COURT	7,212	17	2024	\$ 52,767
MDLON::KNNTH AVE::20	KENNETH AVENUE	144TH STREET	END	11,882	14	2024	\$ 86,929

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
MDLON::KSTNR AVE::10	KOSTNER AVENUE	WAVERLY AVENUE	END	3,326	7	2024	\$ 24,333
MDLON::LMN AVE::20	LAMON AVENUE	145TH STREET	144TH PLACE	9,227	19	2024	\$ 67,505
MDLON::LNG AVE::20	LONG AVENUE	START	END	6,066	18	2024	\$ 44,381
MDLON::LRM BLVD::30	LARAMIE BOULEVARD	142ND STREET	END	5,225	14	2024	\$ 38,228
MDLON::LVRGN AVE::50	LAVERGNE AVENUE	145TH COURT	145TH STREET	5,913	10	2024	\$ 43,260
MDLON::RDGWY AVE::50	RIDGEWAY AVENUE	WAVERLY AVENUE	145TH STREET	15,667	13	2024	\$ 114,627
MDLON::TRMBLL AVE::20	TRUMBULL AVENUE	148TH STREET	147TH STREET	18,631	16	2024	\$ 136,307
MDLON::WTR HGN LN::30	WALTER HAGEN LANE	MIDLOTHIAN TURNPIKE	BOBBY LOCKE DRIVE	7,750	11	2024	\$ 56,703
MDLON::WVRLY AVE::100	WAVERLY AVENUE	LAWNDALE AVENUE	145TH STREET	8,108	19	2024	\$ 59,323
MDLON::WVRLY AVE::110	WAVERLY AVENUE	145TH STREET	MILLARD AVENUE	5,412	6	2024	\$ 39,595
MDLON::WVRLY AVE::20	WAVERLY AVENUE	KOSTNER AVENUE	152ND STREET	9,972	18	2024	\$ 72,961
MDLON::WVRLY AVE::30	WAVERLY AVENUE	152ND STREET	KILDARE AVENUE	8,518	19	2024	\$ 62,323
MDLON::WVRLY AVE::40	WAVERLY AVENUE	KILDARE AVENUE	END	4,908	18	2024	\$ 35,907

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
MDLON::KLDL AVE::70	KILDARE AVENUE	145TH STREET	END	18,114	L & T CR	0.8%	Crack Sealing - AC	\$151
MDLON::KLDL AVE::70	KILDARE AVENUE	145TH STREET	END	18,114	L & T CR	0.8%	Crack Sealing - AC	\$151
MDLON::KLDL AVE::80	KILDARE AVENUE	145TH STREET	144TH STREET	18,655	L & T CR	0.2%	Crack Sealing - AC	\$28
MDLON::KLDL AVE::80	KILDARE AVENUE	145TH STREET	144TH STREET	18,655	L & T CR	3.4%	Crack Sealing - AC	\$627
MDLON::KLDL AVE::90	KILDARE AVENUE	144TH STREET	143RD STREET	18,528	L & T CR	0.3%	Crack Sealing - AC	\$52
MDLON::KLDL AVE::90	KILDARE AVENUE	144TH STREET	143RD STREET	18,528	L & T CR	0.4%	Crack Sealing - AC	\$71
MDLON::KLDL AVE::90	KILDARE AVENUE	144TH STREET	143RD STREET	18,528	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$12
MDLON::KLMR AVE::10	KOLMAR AVENUE	147TH STREET	END	15,347	L & T CR	1.1%	Crack Sealing - AC	\$171
MDLON::KLN AVE::30	KOLIN AVENUE	145TH STREET	144TH STREET	18,666	L & T CR	0.9%	Crack Sealing - AC	\$171
MDLON::KLN AVE::30	KOLIN AVENUE	145TH STREET	144TH STREET	18,666	L & T CR	2.0%	Crack Sealing - AC	\$371
MDLON::KLR AVE::20	KEELER AVENUE	TERRACE LANE	150TH STREET	4,896	L & T CR	1.0%	Crack Sealing - AC	\$48
MDLON::KLR AVE::20	KEELER AVENUE	TERRACE LANE	150TH STREET	4,896	ALLIGATOR CR	0.6%	Crack Sealing - AC	\$17
MDLON::KLR AVE::50	KEELER AVENUE	148TH STREET	147TH STREET	18,666	L & T CR	0.5%	Crack Sealing - AC	\$84
MDLON::KLR AVE::50	KEELER AVENUE	148TH STREET	147TH STREET	18,666	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$14
MDLON::KLR AVE::50	KEELER AVENUE	148TH STREET	147TH STREET	18,666	L & T CR	0.3%	Crack Sealing - AC	\$56
MDLON::KLR AVE::80	KEELER AVENUE	144TH STREET	143RD STREET	18,682	L & T CR	0.6%	Crack Sealing - AC	\$112
MDLON::KNTN AVE::10	KENTON AVENUE	152ND STREET	151ST STREET	14,474	L & T CR	0.5%	Crack Sealing - AC	\$66
MDLON::KNTN AVE::10	KENTON AVENUE	152ND STREET	151ST STREET	14,474	L & T CR	4.8%	Crack Sealing - AC	\$690
MDLON::KNTN AVE::10	KENTON AVENUE	152ND STREET	151ST STREET	14,474	BLOCK CR	0.4%	Crack Sealing - AC	\$18
MDLON::KNTN AVE::70	KENTON AVENUE	145TH STREET	144TH STREET	12,765	L & T CR	0.6%	Crack Sealing - AC	\$77
MDLON::KNTN AVE::70	KENTON AVENUE	145TH STREET	144TH STREET	12,765	L & T CR	1.2%	Crack Sealing - AC	\$155
MDLON::KNTN AVE::70	KENTON AVENUE	145TH STREET	144TH STREET	12,765	ALLIGATOR CR	4.3%	Crack Sealing - AC	\$197
MDLON::KNX AVE::40	KNOX AVENUE	145TH STREET	144TH STREET	12,777	L & T CR	0.8%	Crack Sealing - AC	\$95
MDLON::KNX AVE::40	KNOX AVENUE	145TH STREET	144TH STREET	12,777	ALLIGATOR CR	0.5%	Crack Sealing - AC	\$32
MDLON::KNX AVE::40	KNOX AVENUE	145TH STREET	144TH STREET	12,777	L & T CR	0.3%	Crack Sealing - AC	\$38
MDLON::KNX AVE::40	KNOX AVENUE	145TH STREET	144TH STREET	12,777	EDGE CR	0.4%	Crack Sealing - AC	\$47
MDLON::KSTNR AVE::100	KOSTNER AVENUE	145TH STREET	144TH STREET	18,676	L & T CR	1.4%	Crack Sealing - AC	\$255
MDLON::KSTNR AVE::100	KOSTNER AVENUE	145TH STREET	144TH STREET	18,676	L & T CR	0.3%	Crack Sealing - AC	\$57
MDLON::KSTNR AVE::110	KOSTNER AVENUE	144TH STREET	143RD STREET	18,690	L & T CR	0.3%	Crack Sealing - AC	\$58
MDLON::KSTNR AVE::110	KOSTNER AVENUE	144TH STREET	143RD STREET	18,690	L & T CR	2.5%	Crack Sealing - AC	\$460
MDLON::KSTNR AVE::90	KOSTNER AVENUE	147TH STREET	145TH STREET	37,261	L & T CR	2.9%	Crack Sealing - AC	\$1,080
MDLON::KSTNR AVE::90	KOSTNER AVENUE	147TH STREET	145TH STREET	37,261	ALLIGATOR CR	0.0%	Crack Sealing - AC	\$10
MDLON::KSTNR AVE::90	KOSTNER AVENUE	147TH STREET	145TH STREET	37,261	L & T CR	1.1%	Crack Sealing - AC	\$426
MDLON::KYSTN AVE::10	KEYSTONE AVENUE	149TH STREET	148TH STREET	18,842	L & T CR	3.8%	Crack Sealing - AC	\$708
MDLON::KYSTN AVE::10	KEYSTONE AVENUE	149TH STREET	148TH STREET	18,842	L & T CR	3.6%	Crack Sealing - AC	\$683
MDLON::KYSTN AVE::10	KEYSTONE AVENUE	149TH STREET	148TH STREET	18,842	ALLIGATOR CR	1.4%	Crack Sealing - AC	\$102
MDLON::LRM BLVD::10	LARAMIE BOULEVARD	COTTAGE LANE	END	7,985	EDGE CR	0.1%	Crack Sealing - AC	\$9
MDLON::LRM BLVD::10	LARAMIE BOULEVARD	COTTAGE LANE	END	7,985	L & T CR	1.9%	Crack Sealing - AC	\$154
MDLON::LRM BLVD::10	LARAMIE BOULEVARD	COTTAGE LANE	END	7,985	L & T CR	2.2%	Crack Sealing - AC	\$173
MDLON::LRM BLVD::10	LARAMIE BOULEVARD	COTTAGE LANE	END	7,985	ALLIGATOR CR	1.1%	Crack Sealing - AC	\$41
MDLON::144TH ST::100	144TH STREET	KILBOURN AVENUE	KENNETH AVENUE	6,691	L & T CR	0.3%	Crack Sealing - AC	\$20
MDLON::144TH ST::110	144TH STREET	KENNETH AVENUE	KOSTNER AVENUE	6,801	L & T CR	0.6%	Crack Sealing - AC	\$40
MDLON::144TH ST::120	144TH STREET	KOSTNER AVENUE	144TH STREET	7,357	L & T CR	7.4%	Crack Sealing - AC	\$541
MDLON::144TH ST::120	144TH STREET	KOSTNER AVENUE	144TH STREET	7,357	L & T CR	0.8%	Crack Sealing - AC	\$57
MDLON::144TH ST::130	144TH STREET	144TH STREET	KOLIN AVENUE	1,839	L & T CR	2.5%	Crack Sealing - AC	\$47

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
MDLON::144TH ST::130	144TH STREET	144TH STREET	KOLIN AVENUE	1,839	L & T CR	1.0%	Crack Sealing - AC	\$19
MDLON::144TH ST::140	144TH STREET	KOLIN AVENUE	KILDARE AVENUE	9,402	L & T CR	4.6%	Crack Sealing - AC	\$428
MDLON::144TH ST::140	144TH STREET	KOLIN AVENUE	KILDARE AVENUE	9,402	L & T CR	1.8%	Crack Sealing - AC	\$172
MDLON::144TH ST::160	144TH STREET	TRIPP AVENUE	KEELER AVENUE	9,490	L & T CR	4.2%	Crack Sealing - AC	\$399
MDLON::144TH ST::170	144TH STREET	KEELER AVENUE	KEDVALE AVENUE	9,454	ALLIGATOR CR	0.5%	Crack Sealing - AC	\$25
MDLON::144TH ST::180	144TH STREET	KEDVALE AVENUE	KARLOV AVENUE	9,277	L & T CR	0.3%	Crack Sealing - AC	\$28
MDLON::144TH ST::190	144TH STREET	KARLOV AVENUE	KEYSTONE AVENUE	9,365	L & T CR	1.2%	Crack Sealing - AC	\$113
MDLON::144TH ST::200	144TH STREET	KEYSTONE AVENUE	PULASKI ROAD	9,301	L & T CR	0.7%	Crack Sealing - AC	\$65
MDLON::145TH ST::100	145TH STREET	KILDARE AVENUE	TRIPP AVENUE	9,263	ALLIGATOR CR	0.4%	Crack Sealing - AC	\$21
MDLON::145TH ST::100	145TH STREET	KILDARE AVENUE	TRIPP AVENUE	9,263	L & T CR	1.8%	Crack Sealing - AC	\$170
MDLON::145TH ST::100	145TH STREET	KILDARE AVENUE	TRIPP AVENUE	9,263	L & T CR	4.3%	Crack Sealing - AC	\$398
MDLON::145TH ST::90	145TH STREET	KOLIN AVENUE	KILDARE AVENUE	9,362	L & T CR	0.9%	Crack Sealing - AC	\$85
MDLON::146TH ST::40	146TH STREET	SPRINGFIELD AVENUE	AVERS AVENUE	9,243	BLOCK CR	16.2%	Crack Sealing - AC	\$457
MDLON::146TH ST::60	146TH STREET	MILLARD AVENUE	CENTRAL PARK AVENUE	9,784	L & T CR	0.3%	Crack Sealing - AC	\$28
MDLON::146TH ST::60	146TH STREET	MILLARD AVENUE	CENTRAL PARK AVENUE	9,784	L & T CR	0.9%	Crack Sealing - AC	\$85
MDLON::144TH ST::210	144TH STREET	RIDGEWAY AVENUE	END	2,937	ALLIGATOR CR	1.4%	Crack Sealing - AC	\$22
MDLON::144TH ST::210	144TH STREET	RIDGEWAY AVENUE	END	2,937	L & T CR	0.5%	Crack Sealing - AC	\$15
MDLON::144TH ST::230	144TH STREET	LAWNDALE AVENUE	MILLARD AVENUE	9,762	L & T CR	0.3%	Crack Sealing - AC	\$29
MDLON::144TH ST::230	144TH STREET	LAWNDALE AVENUE	MILLARD AVENUE	9,762	L & T CR	0.6%	Crack Sealing - AC	\$58
MDLON::144TH ST::240	144TH STREET	MILLARD AVENUE	CENTRAL PARK AVENUE	9,548	L & T CR	0.7%	Crack Sealing - AC	\$63
MDLON::144TH ST::40	144TH STREET	CICERO AVENUE	KEATING AVENUE	6,607	L & T CR	0.9%	Crack Sealing - AC	\$60
MDLON::144TH ST::40	144TH STREET	CICERO AVENUE	KEATING AVENUE	6,607	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$8
MDLON::144TH ST::40	144TH STREET	CICERO AVENUE	KEATING AVENUE	6,607	L & T CR	2.5%	Crack Sealing - AC	\$163
MDLON::144TH ST::50	144TH STREET	KEATING AVENUE	KILPATRICK AVENUE	6,733	L & T CR	1.5%	Crack Sealing - AC	\$102
MDLON::144TH ST::50	144TH STREET	KEATING AVENUE	KILPATRICK AVENUE	6,733	L & T CR	0.3%	Crack Sealing - AC	\$20
MDLON::144TH ST::60	144TH STREET	KILPATRICK AVENUE	KNOX AVENUE	6,588	L & T CR	2.2%	Crack Sealing - AC	\$142
MDLON::144TH ST::60	144TH STREET	KILPATRICK AVENUE	KNOX AVENUE	6,588	L & T CR	0.6%	Crack Sealing - AC	\$40
MDLON::144TH ST::70	144TH STREET	KNOX AVENUE	KENTON AVENUE	6,752	L & T CR	0.6%	Crack Sealing - AC	\$41
MDLON::145TH ST::200	145TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	9,342	ALLIGATOR CR	1.7%	Crack Sealing - AC	\$65
MDLON::145TH ST::200	145TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	9,342	L & T CR	0.7%	Crack Sealing - AC	\$68
MDLON::145TH ST::200	145TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	9,342	L & T CR	1.1%	Crack Sealing - AC	\$104
MDLON::145TH ST::220	145TH STREET	ABBOTTSFORD ROAD	CLIFTON PARK AVENUE	1,129	L & T CR	0.5%	Crack Sealing - AC	\$6
MDLON::145TH ST::220	145TH STREET	ABBOTTSFORD ROAD	CLIFTON PARK AVENUE	1,129	ALLIGATOR CR	0.9%	Crack Sealing - AC	\$8
MDLON::145TH ST::230	145TH STREET	CLIFTON PARK AVENUE	ST LOUIS AVENUE	9,423	L & T CR	0.6%	Crack Sealing - AC	\$60
MDLON::145TH ST::230	145TH STREET	CLIFTON PARK AVENUE	ST LOUIS AVENUE	9,423	ALLIGATOR CR	0.7%	Crack Sealing - AC	\$31
MDLON::145TH ST::260	145TH STREET	HOMAN AVENUE	TURNER AVENUE	9,367	L & T CR	0.6%	Crack Sealing - AC	\$56
MDLON::145TH ST::260	145TH STREET	HOMAN AVENUE	TURNER AVENUE	9,367	L & T CR	0.6%	Crack Sealing - AC	\$56
MDLON::149TH ST::10	149TH STREET	CICERO AVENUE	KEATING AVENUE	8,127	L & T CR	2.2%	Crack Sealing - AC	\$176
MDLON::149TH ST::10	149TH STREET	CICERO AVENUE	KEATING AVENUE	8,127	L & T CR	4.0%	Crack Sealing - AC	\$323
MDLON::149TH ST::100	149TH STREET	KEELER AVENUE	KEDVALE AVENUE	9,581	L & T CR	4.5%	Crack Sealing - AC	\$428
MDLON::149TH ST::110	149TH STREET	KEDVALE AVENUE	KARLOV AVENUE	9,439	L & T CR	6.0%	Crack Sealing - AC	\$571
MDLON::149TH ST::110	149TH STREET	KEDVALE AVENUE	KARLOV AVENUE	9,439	L & T CR	1.5%	Crack Sealing - AC	\$142
MDLON::149TH ST::130	149TH STREET	TERRACE LANE	KEYSTONE AVENUE	2,309	L & T CR	0.5%	Crack Sealing - AC	\$12
MDLON::149TH ST::130	149TH STREET	TERRACE LANE	KEYSTONE AVENUE	2,309	L & T CR	0.5%	Crack Sealing - AC	\$12
MDLON::149TH ST::140	149TH STREET	KEYSTONE AVENUE	PULASKI ROAD	9,605	L & T CR	0.6%	Crack Sealing - AC	\$57

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
MDLON::149TH ST::140	149TH STREET	KEYSTONE AVENUE	PULASKI ROAD	9,605	L & T CR	0.6%	Crack Sealing - AC	\$57
MDLON::149TH ST::50	149TH STREET	KENTON AVENUE	KILBOURN AVENUE	18,616	L & T CR	6.0%	Crack Sealing - AC	\$1,109
MDLON::149TH ST::50	149TH STREET	KENTON AVENUE	KILBOURN AVENUE	18,616	L & T CR	0.9%	Crack Sealing - AC	\$170
MDLON::149TH ST::60	149TH STREET	KILBOURN AVENUE	KENNETH AVENUE	9,710	L & T CR	4.4%	Crack Sealing - AC	\$427
MDLON::149TH ST::60	149TH STREET	KILBOURN AVENUE	KENNETH AVENUE	9,710	BLOCK CR	6.9%	Crack Sealing - AC	\$204
MDLON::149TH ST::60	149TH STREET	KILBOURN AVENUE	KENNETH AVENUE	9,710	L & T CR	1.8%	Crack Sealing - AC	\$171
MDLON::149TH ST::70	149TH STREET	KENNETH AVENUE	KOSTNER AVENUE	9,220	L & T CR	1.9%	Crack Sealing - AC	\$171
MDLON::149TH ST::70	149TH STREET	KENNETH AVENUE	KOSTNER AVENUE	9,220	L & T CR	0.9%	Crack Sealing - AC	\$85
MDLON::149TH ST::80	149TH STREET	KOSTNER AVENUE	KILDARE AVENUE	18,797	L & T CR	2.7%	Crack Sealing - AC	\$511
MDLON::149TH ST::80	149TH STREET	KOSTNER AVENUE	KILDARE AVENUE	18,797	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$15
MDLON::149TH ST::80	149TH STREET	KOSTNER AVENUE	KILDARE AVENUE	18,797	L & T CR	3.5%	Crack Sealing - AC	\$655
MDLON::149TH ST::90	149TH STREET	KILDARE AVENUE	KEELER AVENUE	18,851	L & T CR	4.1%	Crack Sealing - AC	\$770
MDLON::149TH ST::90	149TH STREET	KILDARE AVENUE	KEELER AVENUE	18,851	L & T CR	1.2%	Crack Sealing - AC	\$228
MDLON::150TH ST::20	150TH STREET	KENTON AVENUE	KILBOURN AVENUE	18,622	L & T CR	0.3%	Crack Sealing - AC	\$59
MDLON::151ST ST::40	151ST STREET	KILDARE AVENUE	TRIPP AVENUE	6,379	BLOCK CR	9.1%	Crack Sealing - AC	\$177
MDLON::152ND ST::100	152ND STREET	RADAY DRIVE	LAWNDALE AVENUE	7,971	BLOCK CR	97.6%	Crack Sealing - AC	\$2,372
MDLON::148TH ST::160	148TH STREET	CLIFTON PARK AVENUE	ST LOUIS AVENUE	9,267	L & T CR	0.3%	Crack Sealing - AC	\$28
MDLON::153RD PL::10	153RD PLACE	HARDING AVENUE	SPRINGFIELD AVENUE	15,785	BLOCK CR	8.5%	Crack Sealing - AC	\$407
MDLON::153RD PL::10	153RD PLACE	HARDING AVENUE	SPRINGFIELD AVENUE	15,785	L & T CR	1.1%	Crack Sealing - AC	\$171
MDLON::153RD PL::10	153RD PLACE	HARDING AVENUE	SPRINGFIELD AVENUE	15,785	ALLIGATOR CR	0.2%	Crack Sealing - AC	\$14
MDLON::153RD PL::30	153RD PLACE	153RD STREET	LAWNDALE AVENUE	18,237	ALLIGATOR CR	2.9%	Crack Sealing - AC	\$191
MDLON::153RD PL::30	153RD PLACE	153RD STREET	LAWNDALE AVENUE	18,237	L & T CR	2.6%	Crack Sealing - AC	\$481
MDLON::153RD PL::30	153RD PLACE	153RD STREET	LAWNDALE AVENUE	18,237	L & T CR	0.9%	Crack Sealing - AC	\$171
MDLON::CNTPRK AVE::40	CENTRAL PARK AVENUE	147TH PLACE	147TH STREET	9,243	BLOCK CR	3.2%	Crack Sealing - AC	\$91
MDLON::FRS OMT CR::10	FRANCIS OUMET CIRCLE	WALTER HAGEN LANE	END	3,915	BLOCK CR	34.4%	Crack Sealing - AC	\$410
MDLON::HMN AVE::60	HOMAN AVENUE	144TH STREET	ABBOTSFORD ROAD	10,086	L & T CR	0.3%	Crack Sealing - AC	\$28
MDLON::HRDNG AVE::10	HARDING AVENUE	153RD STREET	HARDING AVENUE	8,501	L & T CR	0.3%	Crack Sealing - AC	\$29
MDLON::LWNDL AVE::100	LAWNDALE AVENUE	WAVERLY AVENUE	145TH STREET	5,854	ALLIGATOR CR	0.2%	Crack Sealing - AC	\$9
MDLON::LWNDL AVE::100	LAWNDALE AVENUE	WAVERLY AVENUE	145TH STREET	5,854	L & T CR	2.0%	Crack Sealing - AC	\$117
MDLON::LWNDL AVE::100	LAWNDALE AVENUE	WAVERLY AVENUE	145TH STREET	5,854	L & T CR	3.0%	Crack Sealing - AC	\$177
MDLON::MLLRD AVE::10	MILLARD AVENUE	153RD PLACE	153RD STREET	8,351	L & T CR	3.1%	Crack Sealing - AC	\$256
MDLON::MLLRD AVE::10	MILLARD AVENUE	153RD PLACE	153RD STREET	8,351	ALLIGATOR CR	0.5%	Crack Sealing - AC	\$23
MDLON::MLLRD AVE::10	MILLARD AVENUE	153RD PLACE	153RD STREET	8,351	BLOCK CR	16.0%	Crack Sealing - AC	\$407
MDLON::MLLRD AVE::20	MILLARD AVENUE	153RD STREET	152ND PLACE	38,606	ALLIGATOR CR	2.5%	Crack Sealing - AC	\$335
MDLON::MLLRD AVE::20	MILLARD AVENUE	153RD STREET	152ND PLACE	38,606	L & T CR	0.9%	Crack Sealing - AC	\$344
MDLON::MLLRD AVE::20	MILLARD AVENUE	153RD STREET	152ND PLACE	38,606	L & T CR	2.0%	Crack Sealing - AC	\$771
MDLON::MLLRD AVE::20	MILLARD AVENUE	153RD STREET	152ND PLACE	38,606	BLOCK CR	5.8%	Crack Sealing - AC	\$683
MDLON::MLLRD AVE::30	MILLARD AVENUE	150TH STREET	149TH STREET	19,014	L & T CR	1.3%	Crack Sealing - AC	\$246
MDLON::MLLRD AVE::30	MILLARD AVENUE	150TH STREET	149TH STREET	19,014	L & T CR	1.0%	Crack Sealing - AC	\$183
MDLON::MLLRD AVE::40	MILLARD AVENUE	147TH STREET	146TH STREET	18,985	L & T CR	1.9%	Crack Sealing - AC	\$361
MDLON::MLLRD AVE::40	MILLARD AVENUE	147TH STREET	146TH STREET	18,985	L & T CR	3.2%	Crack Sealing - AC	\$604
MDLON::RDGWY AVE::10	RIDGEWAY AVENUE	153RD STREET	152ND STREET	47,354	L & T CR	1.9%	Crack Sealing - AC	\$920
MDLON::RDGWY AVE::10	RIDGEWAY AVENUE	153RD STREET	152ND STREET	47,354	BLOCK CR	10.8%	Crack Sealing - AC	\$1,553
MDLON::RDGWY AVE::10	RIDGEWAY AVENUE	153RD STREET	152ND STREET	47,354	ALLIGATOR CR	1.8%	Crack Sealing - AC	\$288
MDLON::RDGWY AVE::10	RIDGEWAY AVENUE	153RD STREET	152ND STREET	47,354	L & T CR	2.3%	Crack Sealing - AC	\$1,074

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
MDLON::RDGWY AVE::20	RIDGEWAY AVENUE	152ND STREET	151ST STREET	13,547	ALLIGATOR CR	0.6%	Crack Sealing - AC	\$39
MDLON::RDGWY AVE::20	RIDGEWAY AVENUE	152ND STREET	151ST STREET	13,547	L & T CR	3.2%	Crack Sealing - AC	\$428
MDLON::RDGWY AVE::20	RIDGEWAY AVENUE	152ND STREET	151ST STREET	13,547	L & T CR	2.1%	Crack Sealing - AC	\$282
MDLON::RDGWY AVE::20	RIDGEWAY AVENUE	152ND STREET	151ST STREET	13,547	BLOCK CR	10.4%	Crack Sealing - AC	\$430
MDLON::BBTTSF RD::40	ABBOTTSFORD ROAD	145TH STREET	CLIFTON PARK AVENUE	1,609	BLOCK CR	11.2%	Crack Sealing - AC	\$55
MDLON::BBTTSF RD::40	ABBOTTSFORD ROAD	145TH STREET	CLIFTON PARK AVENUE	1,609	L & T CR	0.5%	Crack Sealing - AC	\$8
MDLON::BBTTSF RD::40	ABBOTTSFORD ROAD	145TH STREET	CLIFTON PARK AVENUE	1,609	L & T CR	1.0%	Crack Sealing - AC	\$16
MDLON::HMLN AVE::60	HAMLIN AVENUE	149TH STREET	148TH PLACE	9,371	L & T CR	0.3%	Crack Sealing - AC	\$28
MDLON::HMLN AVE::60	HAMLIN AVENUE	149TH STREET	148TH PLACE	9,371	L & T CR	0.9%	Crack Sealing - AC	\$85
MDLON::HMN AVE::10	HOMAN AVENUE	149TH STREET	148TH STREET	19,111	L & T CR	0.8%	Crack Sealing - AC	\$147
MDLON::HMN AVE::20	HOMAN AVENUE	148TH STREET	147TH STREET	19,381	L & T CR	0.3%	Crack Sealing - AC	\$58
MDLON::HMN AVE::20	HOMAN AVENUE	148TH STREET	147TH STREET	19,381	L & T CR	0.2%	Crack Sealing - AC	\$29
MDLON::SPNGFD AVE::60	SPRINGFIELD AVENUE	146TH STREET	145TH STREET	18,875	L & T CR	0.2%	Crack Sealing - AC	\$28
MDLON::SPNGFD AVE::60	SPRINGFIELD AVENUE	146TH STREET	145TH STREET	18,875	BLOCK CR	7.3%	Crack Sealing - AC	\$419
MDLON::ST LS AVE::10	ST LOUIS AVENUE	149TH STREET	148TH STREET	18,507	L & T CR	1.6%	Crack Sealing - AC	\$287
MDLON::ST LS AVE::10	ST LOUIS AVENUE	149TH STREET	148TH STREET	18,507	L & T CR	0.5%	Crack Sealing - AC	\$86
MDLON::ST LS AVE::20	ST LOUIS AVENUE	148TH STREET	147TH STREET	18,548	L & T CR	2.2%	Crack Sealing - AC	\$400
MDLON::TRMBLL AVE::30	TRUMBULL AVENUE	147TH STREET	146TH STREET	18,694	ALLIGATOR CR	1.0%	Crack Sealing - AC	\$73
MDLON::TRMBLL AVE::30	TRUMBULL AVENUE	147TH STREET	146TH STREET	18,694	L & T CR	4.1%	Crack Sealing - AC	\$766
MDLON::TRMBLL AVE::30	TRUMBULL AVENUE	147TH STREET	146TH STREET	18,694	L & T CR	0.3%	Crack Sealing - AC	\$56
MDLON::TRMBLL AVE::60	TRUMBULL AVENUE	144TH STREET	ABBOTTSFORD ROAD	1,774	ALLIGATOR CR	8.3%	Crack Sealing - AC	\$61
MDLON::TRMBLL AVE::60	TRUMBULL AVENUE	144TH STREET	ABBOTTSFORD ROAD	1,774	L & T CR	0.5%	Crack Sealing - AC	\$9
MDLON::WVRLY AVE::10	WAVERLY AVENUE	START	KOSTNER AVENUE	4,933	L & T CR	0.8%	Crack Sealing - AC	\$39
MDLON::WVRLY AVE::10	WAVERLY AVENUE	START	KOSTNER AVENUE	4,933	EDGE CR	0.0%	Crack Sealing - AC	\$1
MDLON::TRPP AVE::30	TRIPP AVENUE	145TH STREET	END	17,728	L & T CR	0.3%	Crack Sealing - AC	\$55
MDLON::TRPP AVE::30	TRIPP AVENUE	145TH STREET	END	17,728	ALLIGATOR CR	1.2%	Crack Sealing - AC	\$82
MDLON::TRPP AVE::30	TRIPP AVENUE	145TH STREET	END	17,728	L & T CR	1.0%	Crack Sealing - AC	\$171
MDLON::TRRC LN::10	TERRACE LANE	KEELER AVENUE	KEDVALE AVENUE	13,626	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$9
MDLON::TRRC LN::20	TERRACE LANE	KEDVALE AVENUE	149TH STREET	18,090	L & T CR	0.3%	Crack Sealing - AC	\$48
MDLON::TRRC LN::20	TERRACE LANE	KEDVALE AVENUE	149TH STREET	18,090	L & T CR	0.1%	Crack Sealing - AC	\$24
MDLON::WVRLY AVE::140	WAVERLY AVENUE	CLIFTON PARK AVENUE	END	10,964	ALLIGATOR CR	0.7%	Crack Sealing - AC	\$36
MDLON::WVRLY AVE::140	WAVERLY AVENUE	CLIFTON PARK AVENUE	END	10,964	L & T CR	1.0%	Crack Sealing - AC	\$112
MDLON::WVRLY AVE::140	WAVERLY AVENUE	CLIFTON PARK AVENUE	END	10,964	BLOCK CR	6.4%	Crack Sealing - AC	\$215
MDLON::KLDRA AVE::10	KILDARE AVENUE	WAVERLY AVENUE	151ST STREET	7,169	ALLIGATOR CR	1.2%	Patching - AC Deep	\$1,422
MDLON::KLDRA AVE::80	KILDARE AVENUE	145TH STREET	144TH STREET	18,655	ALLIGATOR CR	0.2%	Patching - AC Deep	\$653
MDLON::KLDRA AVE::90	KILDARE AVENUE	144TH STREET	143RD STREET	18,528	PATCH/UT CUT	0.5%	Patching - AC Deep	\$1,526
MDLON::KLDRA AVE::90	KILDARE AVENUE	144TH STREET	143RD STREET	18,528	POTHOLE	0.0%	Patching - AC Deep	\$533
MDLON::KLDRA AVE::90	KILDARE AVENUE	144TH STREET	143RD STREET	18,528	ALLIGATOR CR	0.4%	Patching - AC Deep	\$1,114
MDLON::KLDRA AVE::90	KILDARE AVENUE	144TH STREET	143RD STREET	18,528	ALLIGATOR CR	0.1%	Patching - AC Deep	\$533
MDLON::KLN AVE::30	KOLIN AVENUE	145TH STREET	144TH STREET	18,666	ALLIGATOR CR	0.3%	Patching - AC Deep	\$1,013
MDLON::KLR AVE::50	KEELER AVENUE	148TH STREET	147TH STREET	18,666	ALLIGATOR CR	2.3%	Patching - AC Deep	\$5,607
MDLON::KLR AVE::50	KEELER AVENUE	148TH STREET	147TH STREET	18,666	PATCH/UT CUT	0.4%	Patching - AC Deep	\$1,132
MDLON::KLR AVE::80	KEELER AVENUE	144TH STREET	143RD STREET	18,682	ALLIGATOR CR	0.9%	Patching - AC Deep	\$2,566
MDLON::KLR AVE::80	KEELER AVENUE	144TH STREET	143RD STREET	18,682	ALLIGATOR CR	0.9%	Patching - AC Deep	\$2,338
MDLON::KNTN AVE::10	KENTON AVENUE	152ND STREET	151ST STREET	14,474	ALLIGATOR CR	0.7%	Patching - AC Deep	\$1,604

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
MDLON::KNTN AVE::70	KENTON AVENUE	145TH STREET	144TH STREET	12,765	ALLIGATOR CR	0.5%	Patching - AC Deep	\$1,124
MDLON::KNX AVE::40	KNOX AVENUE	145TH STREET	144TH STREET	12,777	ALLIGATOR CR	6.0%	Patching - AC Deep	\$9,736
MDLON::LRM BLVD::10	LARAMIE BOULEVARD	COTTAGE LANE	END	7,985	ALLIGATOR CR	1.0%	Patching - AC Deep	\$1,315
MDLON::LVRGN AVE::20	LAVERGNE AVENUE	147TH COURT	GOLF COURT	8,770	ALLIGATOR CR	5.0%	Patching - AC Deep	\$5,790
MDLON::145TH ST::90	145TH STREET	KOLIN AVENUE	KILDARE AVENUE	9,362	POTHOLE	0.0%	Patching - AC Deep	\$144
MDLON::146TH ST::60	146TH STREET	MILLARD AVENUE	CENTRAL PARK AVENUE	9,784	ALLIGATOR CR	1.0%	Patching - AC Deep	\$1,514
MDLON::144TH ST::210	144TH STREET	RIDGEWAY AVENUE	END	2,937	ALLIGATOR CR	1.0%	Patching - AC Deep	\$624
MDLON::144TH ST::60	144TH STREET	KILPATRICK AVENUE	KNOX AVENUE	6,588	RUTTING	0.3%	Patching - AC Deep	\$214
MDLON::144TH ST::70	144TH STREET	KNOX AVENUE	KENTON AVENUE	6,752	RUTTING	0.2%	Patching - AC Deep	\$180
MDLON::145TH ST::230	145TH STREET	CLIFTON PARK AVENUE	ST LOUIS AVENUE	9,423	ALLIGATOR CR	1.2%	Patching - AC Deep	\$1,772
MDLON::149TH ST::140	149TH STREET	KEYSTONE AVENUE	PULASKI ROAD	9,605	ALLIGATOR CR	0.3%	Patching - AC Deep	\$595
MDLON::150TH ST::20	150TH STREET	KENTON AVENUE	KILBOURN AVENUE	18,622	ALLIGATOR CR	1.6%	Patching - AC Deep	\$3,981
MDLON::151ST ST::40	151ST STREET	KILDARE AVENUE	TRIPP AVENUE	6,379	ALLIGATOR CR	2.9%	Patching - AC Deep	\$2,712
MDLON::151ST ST::50	151ST STREET	TRIPP AVENUE	KEELER AVENUE	5,842	RUTTING	0.1%	Patching - AC Deep	\$67
MDLON::148TH ST::150	148TH STREET	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	9,172	ALLIGATOR CR	0.5%	Patching - AC Deep	\$849
MDLON::HMN AVE::60	HOMAN AVENUE	144TH STREET	ABBOTSFORD ROAD	10,086	ALLIGATOR CR	1.3%	Patching - AC Deep	\$1,969
MDLON::RDGWY AVE::10	RIDGEWAY AVENUE	153RD STREET	152ND STREET	47,354	ALLIGATOR CR	0.3%	Patching - AC Deep	\$2,267
MDLON::HMLN AVE::60	HAMLIN AVENUE	149TH STREET	148TH PLACE	9,371	ALLIGATOR CR	1.1%	Patching - AC Deep	\$1,681
MDLON::TRMBLL AVE::10	TRUMBULL AVENUE	149TH STREET	148TH STREET	18,479	ALLIGATOR CR	2.1%	Patching - AC Deep	\$5,069
MDLON::TRMBLL AVE::10	TRUMBULL AVENUE	149TH STREET	148TH STREET	18,479	POTHOLE	0.0%	Patching - AC Deep	\$143
MDLON::TRMBLL AVE::10	TRUMBULL AVENUE	149TH STREET	148TH STREET	18,479	ALLIGATOR CR	6.4%	Patching - AC Deep	\$14,496
MDLON::TRPP AVE::30	TRIPP AVENUE	145TH STREET	END	17,728	ALLIGATOR CR	0.6%	Patching - AC Deep	\$1,578
MDLON::WVRLY AVE::140	WAVERLY AVENUE	CLIFTON PARK AVENUE	END	10,964	POTHOLE	0.0%	Patching - AC Deep	\$94
MDLON::WVRLY AVE::140	WAVERLY AVENUE	CLIFTON PARK AVENUE	END	10,964	ALLIGATOR CR	1.5%	Patching - AC Deep	\$2,366
MDLON::KLDRE AVE::90	KILDARE AVENUE	144TH STREET	143RD STREET	18,528	RUTTING	0.0%	Patching - AC Shallow	\$31
MDLON::KLR AVE::50	KEELER AVENUE	148TH STREET	147TH STREET	18,666	RUTTING	0.1%	Patching - AC Shallow	\$100
MDLON::KLR AVE::80	KEELER AVENUE	144TH STREET	143RD STREET	18,682	RUTTING	0.1%	Patching - AC Shallow	\$50
MDLON::KNNTH AVE::30	KENNETH AVENUE	144TH STREET	143RD STREET	12,738	RUTTING	0.4%	Patching - AC Shallow	\$261
MDLON::KNTN AVE::10	KENTON AVENUE	152ND STREET	151ST STREET	14,474	RUTTING	0.1%	Patching - AC Shallow	\$73
MDLON::KSTNR AVE::90	KOSTNER AVENUE	147TH STREET	145TH STREET	37,261	RUTTING	0.1%	Patching - AC Shallow	\$178
MDLON::KSTNR AVE::90	KOSTNER AVENUE	147TH STREET	145TH STREET	37,261	BLOCK CR	6.2%	Patching - AC Shallow	\$12,689
MDLON::144TH ST::40	144TH STREET	CICERO AVENUE	KEATING AVENUE	6,607	RUTTING	0.4%	Patching - AC Shallow	\$155
MDLON::144TH ST::50	144TH STREET	KEATING AVENUE	KILPATRICK AVENUE	6,733	RUTTING	0.1%	Patching - AC Shallow	\$38
MDLON::144TH ST::60	144TH STREET	KILPATRICK AVENUE	KNOX AVENUE	6,588	RUTTING	0.2%	Patching - AC Shallow	\$71
MDLON::144TH ST::70	144TH STREET	KNOX AVENUE	KENTON AVENUE	6,752	RUTTING	0.1%	Patching - AC Shallow	\$45
MDLON::145TH ST::200	145TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	9,342	RUTTING	0.5%	Patching - AC Shallow	\$261
MDLON::148TH ST::100	148TH STREET	KEYSTONE AVENUE	PULASKI ROAD	9,411	RUTTING	0.1%	Patching - AC Shallow	\$55
MDLON::151ST ST::50	151ST STREET	TRIPP AVENUE	KEELER AVENUE	5,842	RUTTING	0.1%	Patching - AC Shallow	\$34
MDLON::152ND ST::10	152ND STREET	KENTON AVENUE	KILBOURN AVENUE	12,590	RUTTING	0.3%	Patching - AC Shallow	\$217
MDLON::148TH ST::70	148TH STREET	KILDARE AVENUE	KEELER AVENUE	18,830	RUTTING	0.1%	Patching - AC Shallow	\$57
MDLON::HMN AVE::60	HOMAN AVENUE	144TH STREET	ABBOTSFORD ROAD	10,086	RUTTING	0.1%	Patching - AC Shallow	\$50
MDLON::HMN AVE::20	HOMAN AVENUE	148TH STREET	147TH STREET	19,381	RUTTING	0.1%	Patching - AC Shallow	\$52
MDLON::WL CRST DR::10	WILLOW CREST DRIVE	WILLOW CREEK COURT	END	8,364	BLOCK CR	21.7%	Patching - AC Shallow	\$9,971
MDLON::WVRLY AVE::10	WAVERLY AVENUE	START	KOSTNER AVENUE	4,933	RUTTING	0.2%	Patching - AC Shallow	\$64
MDLON::TRRC LN::10	TERRACE LANE	KEELER AVENUE	KEDVALE AVENUE	13,626	RUTTING	0.2%	Patching - AC Shallow	\$165

APPENDIX F – PAVEMENT INVENTORY AND CONDITION TABULAR DATA

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
MDLON::142ND ST::10	142ND STREET	LARAMIE BLVD	END	Gravel	T	24	9	218	Gravel	Gravel
MDLON::143RD PL::10	143RD PLACE	BILLY CASPER LANE	LAMON AVENUE	Asphalt	S	613	17	10,421	21	385
MDLON::143RD PL::20	143RD PLACE	LAMON AVENUE	CICERO AVENUE	Asphalt	S	667	17	11,337	24	263
MDLON::144TH CT::10	144TH COURT	LAMON AVENUE	LAMON COURT	Asphalt	S	252	23	5,799	20	814
MDLON::144TH PL::10	144TH PLACE	LAVERGNE AVENUE	LAMON AVENUE	Asphalt	S	642	28	17,988	25	393
MDLON::144TH ST::10	144TH STREET	BILLY CASPER LANE	LAMON AVENUE	Asphalt	S	652	28	18,256	20	392
MDLON::144TH ST::100	144TH STREET	KILBOURN AVENUE	KENNETH AVENUE	Asphalt	P	335	20	6,691	84	256
MDLON::144TH ST::110	144TH STREET	KENNETH AVENUE	KOSTNER AVENUE	Asphalt	P	340	20	6,801	83	534
MDLON::144TH ST::120	144TH STREET	KOSTNER AVENUE	144TH STREET	Asphalt	P	263	28	7,357	69	105
MDLON::144TH ST::130	144TH STREET	144TH STREET	KOLIN AVENUE	Asphalt	P	66	28	1,839	72	180
MDLON::144TH ST::140	144TH STREET	KOLIN AVENUE	KILDARE AVENUE	Asphalt	P	336	28	9,402	73	260
MDLON::144TH ST::150	144TH STREET	KILDARE AVENUE	TRIPP AVENUE	Asphalt	P	330	28	9,227	60	217
MDLON::144TH ST::160	144TH STREET	TRIPP AVENUE	KEELER AVENUE	Asphalt	P	339	28	9,490	75	267
MDLON::144TH ST::170	144TH STREET	KEELER AVENUE	KEDVALE AVENUE	Asphalt	P	338	28	9,454	83	323
MDLON::144TH ST::180	144TH STREET	KEDVALE AVENUE	KARLOV AVENUE	Asphalt	P	331	28	9,277	85	169
MDLON::144TH ST::190	144TH STREET	KARLOV AVENUE	KEYSTONE AVENUE	Asphalt	P	334	28	9,365	80	254
MDLON::144TH ST::20	144TH STREET	LAMON AVENUE	LAMON COURT	Asphalt	S	250	30	7,495	11	443
MDLON::144TH ST::200	144TH STREET	KEYSTONE AVENUE	PULASKI ROAD	Asphalt	P	332	28	9,301	79	312
MDLON::144TH ST::210	144TH STREET	RIDGEWAY AVENUE	END	Asphalt	S	155	19	2,937	74	313
MDLON::144TH ST::220	144TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	Asphalt	S	333	29	9,660	46	324
MDLON::144TH ST::230	144TH STREET	LAWNDALE AVENUE	MILLARD AVENUE	Asphalt	S	337	29	9,762	84	233
MDLON::144TH ST::240	144TH STREET	MILLARD AVENUE	CENTRAL PARK AVENUE	Asphalt	S	329	29	9,548	83	246
MDLON::144TH ST::250	144TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	Asphalt	S	331	28	9,271	62	342
MDLON::144TH ST::30	144TH STREET	LAMON COURT	CICERO AVENUE	Asphalt	S	412	28	11,537	29	576
MDLON::144TH ST::40	144TH STREET	CICERO AVENUE	KEATING AVENUE	Asphalt	P	330	20	6,607	72	289
MDLON::144TH ST::50	144TH STREET	KEATING AVENUE	KILPATRICK AVENUE	Asphalt	P	337	20	6,733	75	297
MDLON::144TH ST::60	144TH STREET	KILPATRICK AVENUE	KNOX AVENUE	Asphalt	P	329	20	6,588	74	252
MDLON::144TH ST::70	144TH STREET	KNOX AVENUE	KENTON AVENUE	Asphalt	P	338	20	6,752	78	224
MDLON::144TH ST::80	144TH STREET	KENTON AVENUE	KOLMAR AVENUE	Asphalt	P	335	20	6,706	56	302
MDLON::144TH ST::90	144TH STREET	KOLMAR AVENUE	KILBOURN AVENUE	Asphalt	P	333	20	6,661	85	220
MDLON::145TH CT::10	145TH COURT	LAVERGNE AVENUE	LAPORTE AVENUE	Asphalt	S	347	17	5,895	17	734
MDLON::145TH ST::10	145TH STREET	LAVERGNE AVENUE	LAPORTE AVENUE	Asphalt	S	333	28	9,314	63	271
MDLON::145TH ST::100	145TH STREET	KILDARE AVENUE	TRIPP AVENUE	Asphalt	S	331	28	9,263	67	255
MDLON::145TH ST::110	145TH STREET	TRIPP AVENUE	KEELER AVENUE	Asphalt	S	338	28	9,454	42	635
MDLON::145TH ST::120	145TH STREET	KEELER AVENUE	KEDVALE AVENUE	Asphalt	S	332	28	9,290	23	388
MDLON::145TH ST::130	145TH STREET	KEDVALE AVENUE	KARLOV AVENUE	Asphalt	S	337	28	9,446	30	568
MDLON::145TH ST::140	145TH STREET	KARLOV AVENUE	KEYSTONE AVENUE	Asphalt	S	337	28	9,440	10	483
MDLON::145TH ST::150	145TH STREET	KEYSTONE AVENUE	PULASKI ROAD	Asphalt	S	327	28	9,150	40	628
MDLON::145TH ST::160	145TH STREET	PULASKI ROAD	SPRINGFIELD AVENUE	Asphalt	S	667	28	18,687	56	283

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
MDLON::145TH ST::170	145TH STREET	SPRINGFIELD AVENUE	AVERS AVENUE	Asphalt	S	326	28	9,136	40	291
MDLON::145TH ST::180	145TH STREET	AVERS AVENUE	HAMLIN AVENUE	Asphalt	S	343	28	9,591	62	272
MDLON::145TH ST::190	145TH STREET	HAMLIN AVENUE	RIDGEWAY AVENUE	Asphalt	S	324	28	9,071	48	402
MDLON::145TH ST::20	145TH STREET	LAPORTE AVENUE	LAMON AVENUE	Asphalt	S	333	28	9,319	59	387
MDLON::145TH ST::200	145TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	Asphalt	S	334	28	9,342	68	259
MDLON::145TH ST::210	145TH STREET	LAWNDALE AVENUE	WAVERLY AVENUE	Asphalt	S	204	28	5,715	16	388
MDLON::145TH ST::220	145TH STREET	ABBOTTSFORD ROAD	CLIFTON PARK AVENUE	Asphalt	S	40	28	1,129	80	468
MDLON::145TH ST::230	145TH STREET	CLIFTON PARK AVENUE	ST LOUIS AVENUE	Asphalt	S	337	28	9,423	69	211
MDLON::145TH ST::240	145TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	Asphalt	S	338	28	9,465	57	310
MDLON::145TH ST::250	145TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	Asphalt	S	329	28	9,217	48	325
MDLON::145TH ST::260	145TH STREET	HOMAN AVENUE	TURNER AVENUE	Asphalt	S	335	28	9,367	70	321
MDLON::145TH ST::270	145TH STREET	TURNER AVENUE	SPAULDING AVENUE	Asphalt	S	324	28	9,068	56	196
MDLON::145TH ST::280	145TH STREET	SPAULDING AVENUE	SAWYER AVENUE	Asphalt	S	326	28	9,130	55	278
MDLON::145TH ST::290	145TH STREET	SAWYER AVENUE	KEDZIE AVENUE	Asphalt	S	337	28	9,448	43	420
MDLON::145TH ST::30	145TH STREET	LAMON AVENUE	CICERO AVENUE	Asphalt	S	662	28	18,533	48	320
MDLON::145TH ST::40	145TH STREET	CICERO AVENUE	KEATING AVENUE	Asphalt	S	329	19	6,243	31	818
MDLON::145TH ST::50	145TH STREET	KEATING AVENUE	KILPATRICK AVENUE	Asphalt	S	337	19	6,394	37	304
MDLON::145TH ST::60	145TH STREET	KILPATRICK AVENUE	KNOX AVENUE	Asphalt	S	334	20	6,685	33	294
MDLON::145TH ST::70	145TH STREET	KNOX AVENUE	KENTON AVENUE	Asphalt	S	337	20	6,734	45	224
MDLON::145TH ST::80	145TH STREET	KOSTNER AVENUE	KOLIN AVENUE	Asphalt	S	336	28	9,403	49	346
MDLON::145TH ST::90	145TH STREET	KOLIN AVENUE	KILDARE AVENUE	Asphalt	S	334	28	9,362	77	229
MDLON::146TH ST::10	146TH STREET	KILPATRICK AVENUE	KNOX AVENUE	Asphalt	S	336	29	9,738	58	267
MDLON::146TH ST::100	146TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	Asphalt	S	330	28	9,241	54	494
MDLON::146TH ST::110	146TH STREET	HOMAN AVENUE	TURNER AVENUE	Asphalt	S	334	28	9,352	55	260
MDLON::146TH ST::120	146TH STREET	TURNER AVENUE	SPAULDING AVENUE	Asphalt	S	326	28	9,135	50	347
MDLON::146TH ST::130	146TH STREET	SPAULDING AVENUE	SAWYER AVENUE	Asphalt	S	324	28	9,070	25	465
MDLON::146TH ST::140	146TH STREET	SAWYER AVENUE	KEDZIE AVENUE	Asphalt	S	337	28	9,447	42	405
MDLON::146TH ST::20	146TH STREET	KNOX AVENUE	KENTON AVENUE	Asphalt	S	336	28	9,403	85	349
MDLON::146TH ST::30	146TH STREET	PULASKI ROAD	SPRINGFIELD AVENUE	Asphalt	S	663	28	18,559	33	242
MDLON::146TH ST::40	146TH STREET	SPRINGFIELD AVENUE	AVERS AVENUE	Asphalt	S	330	28	9,243	75	235
MDLON::146TH ST::50	146TH STREET	AVERS AVENUE	HAMLIN AVENUE	Asphalt	S	322	28	9,004	98	191
MDLON::146TH ST::60	146TH STREET	MILLARD AVENUE	CENTRAL PARK AVENUE	Asphalt	S	349	28	9,784	69	288
MDLON::146TH ST::70	146TH STREET	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	Asphalt	S	327	28	9,151	60	411
MDLON::146TH ST::80	146TH STREET	CLIFTON PARK AVENUE	ST LOUIS AVENUE	Asphalt	S	331	28	9,274	61	350
MDLON::146TH ST::90	146TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	Asphalt	S	337	28	9,442	51	210
MDLON::147TH CT::10	147TH COURT	LECLAIRE AVENUE	END	Asphalt	S	299	29	8,664	27	312
MDLON::147TH CT::20	147TH COURT	LAVERGNE AVENUE	END	Asphalt	S	223	28	6,246	28	557
MDLON::147TH CT::30	147TH COURT	LAVERGNE AVENUE	END	Asphalt	S	236	28	6,603	56	302
MDLON::147TH PL::10	147TH PLACE	PULASKI ROAD	WAVERLY AVENUE	Asphalt	S	679	28	19,016	44	183

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
MDLON::147TH PL::20	147TH PLACE	HAMLIN AVENUE	LAWNDALE AVENUE	Asphalt	S	650	28	18,191	26	241
MDLON::147TH PL::30	147TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	Asphalt	S	665	28	18,619	19	271
MDLON::147TH PL::40	147TH PLACE	TURNER AVENUE	END	Asphalt	S	429	30	12,877	53	259
MDLON::148TH CT::10	148TH COURT	LECLAIRE AVENUE	END	Asphalt	S	461	28	12,920	24	270
MDLON::148TH PL::10	148TH PLACE	PULASKI ROAD	149TH STREET	Asphalt	S	340	28	9,509	60	372
MDLON::148TH PL::20	148TH PLACE	149TH STREET	148TH PLACE	Asphalt	S	479	28	13,416	22	188
MDLON::148TH PL::30	148TH PLACE	148TH PLACE	HAMLIN AVENUE	Asphalt	S	689	28	19,280	45	282
MDLON::148TH PL::40	148TH PLACE	HAMLIN AVENUE	LAWNDALE AVENUE	Asphalt	S	659	28	18,452	43	270
MDLON::148TH PL::50	148TH PLACE	LAWNDALE AVENUE	CENTRAL PARK AVENUE	Asphalt	S	665	28	18,617	28	303
MDLON::148TH ST::10	148TH STREET	LECLAIRE AVENUE	END	Asphalt	S	255	29	7,388	23	357
MDLON::148TH ST::100	148TH STREET	KEYSTONE AVENUE	PULASKI ROAD	Asphalt	S	336	28	9,411	79	471
MDLON::148TH ST::110	148TH STREET	PULASKI ROAD	WAVERLY AVENUE	Asphalt	S	342	37	12,638	84	355
MDLON::148TH ST::120	148TH STREET	HAMLIN AVENUE	END	Asphalt	S	546	28	15,278	37	392
MDLON::148TH ST::130	148TH STREET	HAMLIN AVENUE	LAWNDALE AVENUE	Asphalt	S	654	28	18,320	45	288
MDLON::148TH ST::140	148TH STREET	LAWNDALE AVENUE	CENTRAL PARK AVENUE	Asphalt	S	665	28	18,612	20	453
MDLON::148TH ST::150	148TH STREET	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	Asphalt	S	328	28	9,172	91	299
MDLON::148TH ST::160	148TH STREET	CLIFTON PARK AVENUE	ST LOUIS AVENUE	Asphalt	S	331	28	9,267	100	273
MDLON::148TH ST::170	148TH STREET	ST LOUIS AVENUE	TRUMBULL AVENUE	Asphalt	S	336	28	9,397	12	375
MDLON::148TH ST::180	148TH STREET	TRUMBULL AVENUE	HOMAN AVENUE	Asphalt	S	331	28	9,273	16	362
MDLON::148TH ST::20	148TH STREET	LECLAIRE AVENUE	END	Asphalt	S	297	28	8,309	23	559
MDLON::148TH ST::30	148TH STREET	CICERO AVENUE	END	Asphalt	S	534	19	10,143	24	420
MDLON::148TH ST::40	148TH STREET	KILBOURN AVENUE	KENNETH AVENUE	Asphalt	S	346	28	9,696	58	143
MDLON::148TH ST::50	148TH STREET	KENNETH AVENUE	KOSTNER AVENUE	Asphalt	S	333	28	9,335	50	240
MDLON::148TH ST::60	148TH STREET	KOSTNER AVENUE	KILDARE AVENUE	Asphalt	S	669	28	18,719	56	193
MDLON::148TH ST::70	148TH STREET	KILDARE AVENUE	KEELER AVENUE	Asphalt	S	673	28	18,830	82	315
MDLON::148TH ST::80	148TH STREET	KEELER AVENUE	KARLOV AVENUE	Asphalt	S	665	28	18,621	85	196
MDLON::148TH ST::90	148TH STREET	KARLOV AVENUE	KEYSTONE AVENUE	Asphalt	S	328	28	9,182	85	274
MDLON::149TH ST::10	149TH STREET	CICERO AVENUE	KEATING AVENUE	Asphalt	P	339	24	8,127	73	271
MDLON::149TH ST::100	149TH STREET	KEELER AVENUE	KEDVALE AVENUE	Asphalt	P	342	28	9,581	80	228
MDLON::149TH ST::110	149TH STREET	KEDVALE AVENUE	KARLOV AVENUE	Asphalt	P	337	28	9,439	70	313
MDLON::149TH ST::120	149TH STREET	KARLOV AVENUE	TERRACE LANE	Asphalt	P	227	28	6,345	85	219
MDLON::149TH ST::130	149TH STREET	TERRACE LANE	KEYSTONE AVENUE	Asphalt	P	82	28	2,309	83	331
MDLON::149TH ST::140	149TH STREET	KEYSTONE AVENUE	PULASKI ROAD	Asphalt	P	343	28	9,605	77	465
MDLON::149TH ST::150	149TH STREET	PULASKI ROAD	148TH PLACE	Asphalt	S	304	28	8,501	41	308
MDLON::149TH ST::160	149TH STREET	148TH PLACE	SPRINGFIELD AVENUE	Asphalt	S	374	28	10,468	48	370
MDLON::149TH ST::170	149TH STREET	SPRINGFIELD AVENUE	AVERS AVENUE	Asphalt	S	336	28	9,394	63	309
MDLON::149TH ST::180	149TH STREET	AVERS AVENUE	HAMLIN AVENUE	Asphalt	S	321	28	8,976	36	415
MDLON::149TH ST::190	149TH STREET	HAMLIN AVENUE	RIDGEWAY AVENUE	Asphalt	S	337	28	9,426	34	249
MDLON::149TH ST::20	149TH STREET	KEATING AVENUE	KILPATRICK AVENUE	Asphalt	P	331	24	7,952	41	331

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
MDLON::149TH ST::200	149TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	Asphalt	S	327	28	9,158	50	174
MDLON::149TH ST::210	149TH STREET	LAWNDALE AVENUE	MILLARD AVENUE	Asphalt	S	332	28	9,284	54	229
MDLON::149TH ST::220	149TH STREET	MILLARD AVENUE	CENTRAL PARK AVENUE	Asphalt	S	334	28	9,343	36	291
MDLON::149TH ST::30	149TH STREET	KILPATRICK AVENUE	KNOX AVENUE	Asphalt	P	341	28	9,546	21	454
MDLON::149TH ST::40	149TH STREET	KNOX AVENUE	KENTON AVENUE	Asphalt	P	333	23	7,648	47	402
MDLON::149TH ST::50	149TH STREET	KENTON AVENUE	KILBOURN AVENUE	Asphalt	P	665	28	18,616	69	189
MDLON::149TH ST::60	149TH STREET	KILBOURN AVENUE	KENNETH AVENUE	Asphalt	P	347	28	9,710	68	462
MDLON::149TH ST::70	149TH STREET	KENNETH AVENUE	KOSTNER AVENUE	Asphalt	P	329	28	9,220	81	135
MDLON::149TH ST::80	149TH STREET	KOSTNER AVENUE	KILDARE AVENUE	Asphalt	P	671	28	18,797	74	248
MDLON::149TH ST::90	149TH STREET	KILDARE AVENUE	KEELER AVENUE	Asphalt	P	673	28	18,851	79	252
MDLON::150TH ST::10	150TH STREET	KNOX AVENUE	KENTON AVENUE	Asphalt	S	323	17	5,491	40	528
MDLON::150TH ST::100	150TH STREET	HAMLIN AVENUE	RIDGEWAY AVENUE	Asphalt	S	346	28	9,700	47	322
MDLON::150TH ST::110	150TH STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	Asphalt	S	327	28	9,151	25	308
MDLON::150TH ST::120	150TH STREET	LAWNDALE AVENUE	MILLARD AVENUE	Asphalt	S	326	28	9,132	36	230
MDLON::150TH ST::130	150TH STREET	MILLARD AVENUE	CENTRAL PARK AVENUE	Asphalt	S	344	28	9,627	46	266
MDLON::150TH ST::20	150TH STREET	KENTON AVENUE	KILBOURN AVENUE	Asphalt	S	665	28	18,622	86	234
MDLON::150TH ST::30	150TH STREET	KILBOURN AVENUE	KOSTNER AVENUE	Asphalt	S	674	20	13,476	42	345
MDLON::150TH ST::40	150TH STREET	KOSTNER AVENUE	KILDARE AVENUE	Asphalt	S	674	28	18,875	41	287
MDLON::150TH ST::50	150TH STREET	KILDARE AVENUE	KEELER AVENUE	Asphalt	S	678	28	18,974	55	212
MDLON::150TH ST::60	150TH STREET	PULASKI ROAD	HARDING AVENUE	Asphalt	S	319	28	8,920	51	242
MDLON::150TH ST::70	150TH STREET	HARDING AVENUE	SPRINGFIELD AVENUE	Asphalt	S	341	28	9,554	38	222
MDLON::150TH ST::80	150TH STREET	SPRINGFIELD AVENUE	AVERS AVENUE	Asphalt	S	336	28	9,408	30	410
MDLON::150TH ST::90	150TH STREET	AVERS AVENUE	HAMLIN AVENUE	Asphalt	S	314	28	8,779	30	377
MDLON::151ST PL::10	151ST PLACE	PULASKI ROAD	END	Asphalt	S	211	30	6,333	33	647
MDLON::151ST ST::10	151ST STREET	KENTON AVENUE	KILBOURN AVENUE	Asphalt	S	666	20	13,313	38	312
MDLON::151ST ST::100	151ST STREET	SPRINGFIELD AVENUE	AVERS AVENUE	Asphalt	S	243	32	7,788	61	265
MDLON::151ST ST::110	151ST STREET	AVERS AVENUE	HAMLIN AVENUE	Asphalt	S	304	32	9,739	32	658
MDLON::151ST ST::120	151ST STREET	HAMLIN AVENUE	RADAY DRIVE	Asphalt	S	268	32	8,588	47	360
MDLON::151ST ST::130	151ST STREET	RADAY DRIVE	RIDGEWAY AVENUE	Asphalt	S	74	32	2,355	38	408
MDLON::151ST ST::140	151ST STREET	RIDGEWAY AVENUE	RIDGEWAY AVENUE	Asphalt	S	215	32	6,866	23	547
MDLON::151ST ST::150	151ST STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	Asphalt	S	114	32	3,657	25	657
MDLON::151ST ST::160	151ST STREET	LAWNDALE AVENUE	CENTRAL AVENUE	Asphalt	S	672	32	21,518	56	349
MDLON::151ST ST::20	151ST STREET	KILBOURN AVENUE	KOSTNER AVENUE	Asphalt	S	671	20	13,421	12	388
MDLON::151ST ST::30	151ST STREET	KOSTNER AVENUE	KILDARE AVENUE	Asphalt	S	677	20	13,545	24	520
MDLON::151ST ST::40	151ST STREET	KILDARE AVENUE	TRIPP AVENUE	Asphalt	S	336	19	6,379	65	367
MDLON::151ST ST::50	151ST STREET	TRIPP AVENUE	KEELER AVENUE	Asphalt	S	307	19	5,842	79	236
MDLON::151ST ST::60	151ST STREET	PULASKI ROAD	HARDING AVENUE	Asphalt	S	333	32	10,653	40	411
MDLON::151ST ST::70	151ST STREET	HARDING AVENUE	HARDING AVENUE	Asphalt	S	141	32	4,506	49	365
MDLON::151ST ST::80	151ST STREET	HARDING AVENUE	SPRINGFIELD AVENUE	Asphalt	S	184	32	5,901	24	291

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
MDLON::151ST ST::90	151ST STREET	SPRINGFIELD AVENUE	SPRINGFIELD AVENUE	Asphalt	S	110	32	3,521	37	292
MDLON::152ND PL::10	152ND PLACE	LAWNDALE AVENUE	MILLARD AVENUE	Asphalt	S	327	28	9,161	29	397
MDLON::152ND ST::10	152ND STREET	KENTON AVENUE	KILBOURN AVENUE	Asphalt	S	630	20	12,590	79	372
MDLON::152ND ST::100	152ND STREET	RADAY DRIVE	LAWNDALE AVENUE	Asphalt	S	285	28	7,971	69	245
MDLON::152ND ST::20	152ND STREET	KILBOURN AVENUE	KOSTNER AVENUE	Asphalt	S	668	20	13,353	57	284
MDLON::152ND ST::30	152ND STREET	KOSTNER AVENUE	KILDARE AVENUE	Asphalt	S	365	20	7,291	47	632
MDLON::152ND ST::40	152ND STREET	PULASKI ROAD	HARDING AVENUE	Asphalt	S	466	36	16,781	27	333
MDLON::152ND ST::50	152ND STREET	HARDING AVENUE	SPRINGFIELD AVENUE	Asphalt	S	288	36	10,366	23	218
MDLON::152ND ST::60	152ND STREET	SPRINGFIELD AVENUE	AVERS AVENUE	Asphalt	S	275	36	9,895	23	469
MDLON::152ND ST::70	152ND STREET	AVERS AVENUE	HAMLIN AVENUE	Asphalt	S	317	28	8,880	25	367
MDLON::152ND ST::80	152ND STREET	HAMLIN AVENUE	HAMLIN AVENUE	Asphalt	S	196	28	5,498	13	272
MDLON::152ND ST::90	152ND STREET	HAMLIN AVENUE	RADAY DRIVE	Asphalt	S	87	28	2,447	63	374
MDLON::153RD PL::10	153RD PLACE	HARDING AVENUE	SPRINGFIELD AVENUE	Asphalt	S	564	28	15,785	80	141
MDLON::153RD PL::20	153RD PLACE	SPRINGFIELD AVENUE	153RD STREET	Asphalt	S	614	28	17,195	57	169
MDLON::153RD PL::30	153RD PLACE	153RD STREET	LAWNDALE AVENUE	Asphalt	S	651	28	18,237	72	125
MDLON::153RD PL::40	153RD PLACE	LAWNDALE AVENUE	MILLARD AVENUE	Asphalt	S	330	28	9,253	100	104
MDLON::153RD ST::10	153RD STREET	PULASKI ROAD	HARDING AVENUE	Asphalt	S	199	28	5,561	59	276
MDLON::153RD ST::20	153RD STREET	HARDING AVENUE	HAMLIN AVENUE	Asphalt	S	1,176	28	32,933	58	221
MDLON::153RD ST::30	153RD STREET	HAMLIN AVENUE	153RD PLACE	Asphalt	S	333	28	9,333	63	454
MDLON::153RD ST::40	153RD STREET	HAMLIN AVENUE	LAWNDALE AVENUE	Asphalt	S	395	28	11,062	85	265
MDLON::153RD ST::50	153RD STREET	RIDGEWAY AVENUE	LAWNDALE AVENUE	Asphalt	S	321	28	8,979	84	127
MDLON::153RD ST::60	153RD STREET	LAWNDALE AVENUE	MILLARD AVENUE	Asphalt	S	335	28	9,382	85	130
MDLON::BBTTSF RD::10	ABBOTTSFORD ROAD	147TH STREET	146TH STREET	Asphalt	S	917	28	25,665	39	268
MDLON::BBTTSF RD::20	ABBOTTSFORD ROAD	146TH STREET	CENTRAL PARK AVENUE	Asphalt	S	504	28	14,105	51	262
MDLON::BBTTSF RD::30	ABBOTTSFORD ROAD	CENTRAL PARK AVENUE	145TH STREET	Asphalt	S	404	28	11,307	52	196
MDLON::BBTTSF RD::40	ABBOTTSFORD ROAD	145TH STREET	CLIFTON PARK AVENUE	Asphalt	S	57	28	1,609	74	91
MDLON::BBTTSF RD::50	ABBOTTSFORD ROAD	CLIFTON PARK AVENUE	ST LOUIS AVENUE	Asphalt	S	484	28	13,549	19	231
MDLON::BBTTSF RD::60	ABBOTTSFORD ROAD	ST LOUIS AVENUE	TRUMBULL AVENUE	Asphalt	S	453	28	12,687	33	211
MDLON::BBTTSF RD::70	ABBOTTSFORD ROAD	TRUMBULL AVENUE	HOMAN AVENUE	Asphalt	S	468	28	13,116	32	263
MDLON::BBY LCK DR::10	BOBBY LOCKE DRIVE	MARGARET CURTIS LANE	WALTER HAGEN LANE	Asphalt	S	813	28	22,777	26	287
MDLON::BLYCSPR LN::10	BILLY CASPER LANE	COTTAGE LANE	END	Asphalt	S	883	24	21,200	51	419
MDLON::CF PRK AVE::10	CLIFTON PARK AVENUE	149TH STREET	148TH STREET	Asphalt	S	662	28	18,533	32	465
MDLON::CF PRK AVE::20	CLIFTON PARK AVENUE	148TH STREET	147TH STREET	Asphalt	S	659	28	18,466	51	272
MDLON::CF PRK AVE::30	CLIFTON PARK AVENUE	147TH STREET	146TH STREET	Asphalt	S	666	28	18,647	25	318
MDLON::CF PRK AVE::40	CLIFTON PARK AVENUE	146TH STREET	145TH STREET	Asphalt	S	670	28	18,750	43	390
MDLON::CF PRK AVE::50	CLIFTON PARK AVENUE	145TH STREET	ABBOTTSFORD ROAD	Asphalt	S	41	28	1,160	85	736
MDLON::CF PRK AVE::60	CLIFTON PARK AVENUE	WAVERLY AVENUE	FRONTAGE ROAD	Asphalt	S	225	28	6,306	33	290
MDLON::CNCRD CT:10	CONCORDIA COURT	KILBOURN AVENUE	END	Asphalt	S	371	28	10,396	42	319
MDLON::CNTPRK AVE::10	CENTRAL PARK AVENUE	149TH STREET	148TH PLACE	Asphalt	S	327	28	9,166	46	123

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
MDLON::CNTPRK AVE::20	CENTRAL PARK AVENUE	148TH PLACE	148TH STREET	Asphalt	S	336	28	9,412	35	239
MDLON::CNTPRK AVE::30	CENTRAL PARK AVENUE	148TH STREET	147TH PLACE	Asphalt	S	327	28	9,143	100	278
MDLON::CNTPRK AVE::40	CENTRAL PARK AVENUE	147TH PLACE	147TH STREET	Asphalt	S	330	28	9,243	93	333
MDLON::CNTPRK AVE::50	CENTRAL PARK AVENUE	147TH STREET	146TH STREET	Asphalt	S	668	28	18,703	26	352
MDLON::CNTPRK AVE::60	CENTRAL PARK AVENUE	146TH STREET	ABBOTTSFORD ROAD	Asphalt	S	375	28	10,514	18	697
MDLON::CNTPRK AVE::70	CENTRAL PARK AVENUE	ABBOTTSFORD ROAD	END	Asphalt	S	138	19	2,629	35	428
MDLON::CNTPRK AVE::80	CENTRAL PARK AVENUE	WAVERLY AVENUE	144TH STREET	Asphalt	S	193	20	3,868	39	219
MDLON::CNTPRK AVE::90	CENTRAL PARK AVENUE	144TH STREET	FRONTAGE ROAD	Asphalt	S	423	17	7,189	47	249
MDLON::CTTG LN::10	COTTAGE LANE	LONG AVENUE	LARAMIE BLVD	Asphalt	S	1,354	17	23,025	21	477
MDLON::CTTG LN::20	COTTAGE LANE	LARAMIE BLVD	BILLY CASPER LANE	Asphalt	S	1,598	19	30,365	31	683
MDLON::CTTG LN::30	COTTAGE LANE	BILLY CASPER LANE	LAVERGNE AVENUE	Asphalt	S	468	19	8,888	100	383
MDLON::FRNTG RD::10	FRONTAGE ROAD	LAWNDALE AVENUE	MILLARD AVENUE	Asphalt	S	354	16	5,667	27	385
MDLON::FRNTG RD::20	FRONTAGE ROAD	MILLARD AVENUE	CENTRAL PARK AVENUE	Asphalt	S	344	16	5,498	23	192
MDLON::FRNTG RD::30	FRONTAGE ROAD	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	Asphalt	S	320	16	5,114	46	304
MDLON::FRS OMT CR::10	FRANCIS OUIMET CIRCLE	WALTER HAGEN LANE	END	Asphalt	S	140	28	3,915	68	416
MDLON::GLF CT::10	GOLF COURT	LAVERGNE AVENUE	END	Asphalt	S	196	28	5,497	38	404
MDLON::HMLN AVE::10	HAMLIN AVENUE	153RD STREET	153RD STREET	Asphalt	S	162	28	4,523	59	261
MDLON::HMLN AVE::100	HAMLIN AVENUE	WAVERLY AVENUE	146TH STREET	Asphalt	S	315	28	8,826	44	296
MDLON::HMLN AVE::110	HAMLIN AVENUE	146TH STREET	145TH STREET	Asphalt	S	666	28	18,648	99	150
MDLON::HMLN AVE::20	HAMLIN AVENUE	153RD STREET	152ND STREET	Asphalt	S	1,579	28	44,204	56	163
MDLON::HMLN AVE::30	HAMLIN AVENUE	152ND STREET	151ST STREET	Asphalt	S	502	28	14,049	34	349
MDLON::HMLN AVE::40	HAMLIN AVENUE	151ST STREET	150TH STREET	Asphalt	S	651	28	18,237	56	216
MDLON::HMLN AVE::50	HAMLIN AVENUE	150TH STREET	149TH STREET	Asphalt	S	684	28	19,155	14	306
MDLON::HMLN AVE::60	HAMLIN AVENUE	149TH STREET	148TH PLACE	Asphalt	S	335	28	9,371	72	302
MDLON::HMLN AVE::70	HAMLIN AVENUE	148TH PLACE	148TH STREET	Asphalt	S	336	28	9,409	29	392
MDLON::HMLN AVE::80	HAMLIN AVENUE	148TH STREET	147TH PLACE	Asphalt	S	328	28	9,198	31	378
MDLON::HMLN AVE::90	HAMLIN AVENUE	147TH PLACE	147TH STREET	Asphalt	S	334	28	9,364	22	406
MDLON::HMN AVE::10	HOMAN AVENUE	149TH STREET	148TH STREET	Asphalt	S	659	29	19,111	83	212
MDLON::HMN AVE::20	HOMAN AVENUE	148TH STREET	147TH STREET	Asphalt	S	668	29	19,381	76	300
MDLON::HMN AVE::30	HOMAN AVENUE	147TH STREET	146TH STREET	Asphalt	S	669	28	18,718	62	436
MDLON::HMN AVE::40	HOMAN AVENUE	146TH STREET	145TH STREET	Asphalt	S	667	28	18,683	57	394
MDLON::HMN AVE::50	HOMAN AVENUE	145TH STREET	144TH STREET	Asphalt	S	676	28	18,928	64	527
MDLON::HMN AVE::60	HOMAN AVENUE	144TH STREET	ABBOTTSFORD ROAD	Asphalt	S	360	28	10,086	65	292
MDLON::HRDNG AVE::10	HARDING AVENUE	153RD STREET	HARDING AVENUE	Asphalt	S	304	28	8,501	84	318
MDLON::HRDNG AVE::20	HARDING AVENUE	HARDING AVENUE	153RD PLACE	Asphalt	S	113	28	3,157	85	214
MDLON::HRDNG AVE::30	HARDING AVENUE	152ND STREET	151ST STREET	Asphalt	S	663	28	18,555	51	264
MDLON::HRDNG AVE::40	HARDING AVENUE	151ST STREET	150TH STREET	Asphalt	S	651	24	15,613	42	283
MDLON::HRDNG AVE::50	HARDING AVENUE	147TH STREET	END	Asphalt	S	400	28	11,205	28	321
MDLON::KDVL AVE::10	KEDVALE AVENUE	TERRACE LANE	149TH STREET	Asphalt	S	646	24	15,512	40	242

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
MDLON::KDVL AVE::20	KEDVALE AVENUE	145TH STREET	END	Asphalt	S	630	28	17,637	30	302
MDLON::KDVL AVE::30	KEDVALE AVENUE	145TH STREET	144TH STREET	Asphalt	S	665	28	18,623	62	234
MDLON::KDVL AVE::40	KEDVALE AVENUE	144TH STREET	143RD STREET	Asphalt	S	664	28	18,598	45	207
MDLON::KLBRN AVE::10	KILBOURN AVENUE	START	152ND STREET	Asphalt	S	149	20	2,988	51	740
MDLON::KLBRN AVE::20	KILBOURN AVENUE	152ND STREET	151ST STREET	Asphalt	S	654	20	13,084	45	392
MDLON::KLBRN AVE::30	KILBOURN AVENUE	151ST STREET	CONCORDIA COURT	Asphalt	S	361	20	7,212	20	285
MDLON::KLBRN AVE::40	KILBOURN AVENUE	CONCORDIA COURT	150TH STREET	Asphalt	S	327	20	6,543	43	342
MDLON::KLBRN AVE::50	KILBOURN AVENUE	150TH STREET	149TH STREET	Asphalt	S	661	28	18,522	48	263
MDLON::KLBRN AVE::60	KILBOURN AVENUE	149TH STREET	148TH STREET	Asphalt	S	664	28	18,598	60	263
MDLON::KLBRN AVE::70	KILBOURN AVENUE	148TH STREET	147TH STREET	Asphalt	S	665	19	12,644	52	367
MDLON::KLBRN AVE::80	KILBOURN AVENUE	147TH STREET	144TH STREET	Asphalt	S	2,002	20	40,045	42	281
MDLON::KLBRN AVE::90	KILBOURN AVENUE	144TH STREET	143RD STREET	Asphalt	S	673	20	13,468	100	407
MDLON::KLDRE AVE::10	KILDARE AVENUE	WAVERLY AVENUE	151ST STREET	Asphalt	S	341	21	7,169	82	335
MDLON::KLDRE AVE::20	KILDARE AVENUE	151ST STREET	150TH STREET	Asphalt	S	673	28	18,858	34	187
MDLON::KLDRE AVE::30	KILDARE AVENUE	150TH STREET	149TH STREET	Asphalt	S	669	28	18,731	34	273
MDLON::KLDRE AVE::40	KILDARE AVENUE	149TH STREET	148TH STREET	Asphalt	S	660	28	18,488	30	271
MDLON::KLDRE AVE::50	KILDARE AVENUE	148TH STREET	147TH STREET	Asphalt	S	668	28	18,703	55	253
MDLON::KLDRE AVE::60	KILDARE AVENUE	147TH STREET	END	Asphalt	S	639	28	17,898	100	409
MDLON::KLDRE AVE::70	KILDARE AVENUE	145TH STREET	END	Asphalt	S	647	28	18,114	81	212
MDLON::KLDRE AVE::80	KILDARE AVENUE	145TH STREET	144TH STREET	Asphalt	S	666	28	18,655	80	248
MDLON::KLDRE AVE::90	KILDARE AVENUE	144TH STREET	143RD STREET	Asphalt	S	662	28	18,528	66	430
MDLON::KLMR AVE::10	KOLMAR AVENUE	147TH STREET	END	Asphalt	S	548	28	15,347	74	258
MDLON::KLMR AVE::20	KOLMAR AVENUE	147TH STREET	144TH STREET	Asphalt	S	2,003	19	38,057	100	302
MDLON::KLMR AVE::30	KOLMAR AVENUE	144TH STREET	143RD STREET	Asphalt	S	673	19	12,780	100	351
MDLON::KLN AVE::10	KOLIN AVENUE	147TH STREET	END	Asphalt	S	633	28	17,718	53	184
MDLON::KLN AVE::20	KOLIN AVENUE	145TH STREET	END	Asphalt	S	633	28	17,720	34	265
MDLON::KLN AVE::30	KOLIN AVENUE	145TH STREET	144TH STREET	Asphalt	S	667	28	18,666	76	290
MDLON::KLN AVE::40	KOLIN AVENUE	144TH STREET	143RD STREET	Asphalt	S	665	28	18,607	100	606
MDLON::KLPTRC AVE::10	KILPATRICK AVENUE	149TH STREET	END	Asphalt	S	651	28	18,222	29	363
MDLON::KLPTRC AVE::20	KILPATRICK AVENUE	149TH STREET	147TH STREET	Asphalt	S	1,328	28	37,185	40	220
MDLON::KLPTRC AVE::30	KILPATRICK AVENUE	147TH STREET	146TH STREET	Asphalt	S	669	28	18,738	56	360
MDLON::KLPTRC AVE::40	KILPATRICK AVENUE	146TH STREET	KILPATRICK AVENUE	Asphalt	S	365	22	8,025	49	173
MDLON::KLPTRC AVE::50	KILPATRICK AVENUE	KILPATRICK AVENUE	145TH STREET	Asphalt	S	297	22	6,534	23	172
MDLON::KLPTRC AVE::60	KILPATRICK AVENUE	145TH STREET	144TH STREET	Asphalt	S	673	19	12,789	32	355
MDLON::KLPTRC AVE::70	KILPATRICK AVENUE	144TH STREET	143RD STREET	Asphalt	S	662	20	13,236	46	397
MDLON::KLR AVE::10	KEELER AVENUE	151ST STREET	TERRACE LANE	Asphalt	S	458	24	11,003	35	243
MDLON::KLR AVE::20	KEELER AVENUE	TERRACE LANE	150TH STREET	Asphalt	S	204	24	4,896	81	168
MDLON::KLR AVE::30	KEELER AVENUE	150TH STREET	149TH STREET	Asphalt	S	667	24	16,018	82	172
MDLON::KLR AVE::40	KEELER AVENUE	149TH STREET	148TH STREET	Asphalt	S	665	28	18,633	50	334

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
MDLON::KLR AVE::50	KEELER AVENUE	148TH STREET	147TH STREET	Asphalt	S	667	28	18,666	70	439
MDLON::KLR AVE::60	KEELER AVENUE	147TH STREET	145TH STREET	Asphalt	S	1,338	28	37,454	36	274
MDLON::KLR AVE::70	KEELER AVENUE	145TH STREET	144TH STREET	Asphalt	S	665	28	18,633	26	325
MDLON::KLR AVE::80	KEELER AVENUE	144TH STREET	143RD STREET	Asphalt	S	667	28	18,682	68	466
MDLON::KNNTH AVE::10	KENNETH AVENUE	149TH STREET	148TH STREET	Asphalt	S	658	28	18,435	39	185
MDLON::KNNTH AVE::20	KENNETH AVENUE	144TH STREET	END	Asphalt	S	594	20	11,882	17	669
MDLON::KNNTH AVE::30	KENNETH AVENUE	144TH STREET	143RD STREET	Asphalt	S	670	19	12,738	74	299
MDLON::KNTN AVE::10	KENTON AVENUE	152ND STREET	151ST STREET	Asphalt	S	658	22	14,474	67	360
MDLON::KNTN AVE::20	KENTON AVENUE	151ST STREET	150TH STREET	Asphalt	S	687	22	15,118	40	291
MDLON::KNTN AVE::30	KENTON AVENUE	150TH STREET	149TH STREET	Asphalt	S	663	28	18,558	31	231
MDLON::KNTN AVE::40	KENTON AVENUE	149TH STREET	147TH STREET	Asphalt	S	1,330	28	37,226	49	333
MDLON::KNTN AVE::50	KENTON AVENUE	147TH STREET	146TH STREET	Asphalt	S	668	19	12,697	100	304
MDLON::KNTN AVE::60	KENTON AVENUE	146TH STREET	145TH STREET	Asphalt	S	663	19	12,598	100	227
MDLON::KNTN AVE::70	KENTON AVENUE	145TH STREET	144TH STREET	Asphalt	S	672	19	12,765	65	240
MDLON::KNTN AVE::80	KENTON AVENUE	144TH STREET	143RD STREET	Asphalt	S	672	19	12,764	100	342
MDLON::KNX AVE::10	KNOX AVENUE	150TH STREET	149TH STREET	Asphalt	S	659	28	18,464	50	190
MDLON::KNX AVE::20	KNOX AVENUE	147TH STREET	146TH STREET	Asphalt	S	666	28	18,648	49	277
MDLON::KNX AVE::30	KNOX AVENUE	146TH STREET	145TH STREET	Asphalt	S	661	28	18,521	23	438
MDLON::KNX AVE::40	KNOX AVENUE	145TH STREET	144TH STREET	Asphalt	S	672	19	12,777	65	324
MDLON::KNX AVE::50	KNOX AVENUE	144TH STREET	143RD STREET	Asphalt	S	667	19	12,667	53	344
MDLON::KRLV AVE::10	KARLOV AVENUE	149TH STREET	148TH STREET	Asphalt	S	673	28	18,836	61	303
MDLON::KRLV AVE::20	KARLOV AVENUE	148TH STREET	147TH STREET	Asphalt	S	663	28	18,578	58	282
MDLON::KRLV AVE::30	KARLOV AVENUE	147TH STREET	145TH STREET	Asphalt	S	1,341	28	37,551	49	281
MDLON::KRLV AVE::40	KARLOV AVENUE	145TH STREET	144TH STREET	Asphalt	S	665	28	18,612	49	382
MDLON::KRLV AVE::50	KARLOV AVENUE	144TH STREET	143RD STREET	Asphalt	S	661	28	18,519	34	373
MDLON::KSTNR AVE::10	KOSTNER AVENUE	WAVERLY AVENUE	END	Asphalt	S	256	13	3,326	10	577
MDLON::KSTNR AVE::100	KOSTNER AVENUE	145TH STREET	144TH STREET	Asphalt	P	667	28	18,676	81	136
MDLON::KSTNR AVE::110	KOSTNER AVENUE	144TH STREET	143RD STREET	Asphalt	P	667	28	18,690	78	115
MDLON::KSTNR AVE::20	KOSTNER AVENUE	152ND STREET	WAVERLY AVENUE	Asphalt	S	384	18	6,909	24	387
MDLON::KSTNR AVE::30	KOSTNER AVENUE	152ND STREET	151ST STREET	Asphalt	S	657	20	13,148	25	444
MDLON::KSTNR AVE::40	KOSTNER AVENUE	151ST STREET	KOSTNER AVENUE	Asphalt	S	114	18	2,057	36	980
MDLON::KSTNR AVE::50	KOSTNER AVENUE	KOSTNER AVENUE	150TH STREET	Asphalt	S	571	20	11,427	25	236
MDLON::KSTNR AVE::60	KOSTNER AVENUE	150TH STREET	149TH STREET	Asphalt	S	665	23	15,302	52	282
MDLON::KSTNR AVE::70	KOSTNER AVENUE	149TH STREET	148TH STREET	Asphalt	S	658	28	18,437	25	298
MDLON::KSTNR AVE::80	KOSTNER AVENUE	148TH STREET	147TH STREET	Asphalt	S	671	28	18,801	23	394
MDLON::KSTNR AVE::90	KOSTNER AVENUE	147TH STREET	145TH STREET	Asphalt	P	1,331	28	37,261	69	193
MDLON::KTNG AVE::10	KEATING AVENUE	149TH STREET	END	Asphalt	S	318	15	4,772	88	275
MDLON::KTNG AVE::20	KEATING AVENUE	145TH STREET	END	Asphalt	S	601	19	11,418	38	346
MDLON::KTNG AVE::30	KEATING AVENUE	145TH STREET	144TH STREET	Asphalt	S	674	19	12,802	40	264

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
MDLON::KTNG AVE::40	KEATING AVENUE	144TH STREET	143RD STREET	Asphalt	S	659	19	12,521	25	323
MDLON::KYSTN AVE::10	KEYSTONE AVENUE	149TH STREET	148TH STREET	Asphalt	S	673	28	18,842	69	238
MDLON::KYSTN AVE::20	KEYSTONE AVENUE	148TH STREET	147TH STREET	Asphalt	S	662	28	18,540	59	260
MDLON::KYSTN AVE::30	KEYSTONE AVENUE	147TH STREET	145TH STREET	Asphalt	S	1,343	28	37,599	38	335
MDLON::KYSTN AVE::40	KEYSTONE AVENUE	144TH STREET	143RD STREET	Asphalt	S	664	28	18,604	35	232
MDLON::LCLR AVE::10	LECLAIRE AVENUE	149TH STREET	148TH COURT	Asphalt	S	348	28	9,758	25	286
MDLON::LCLR AVE::20	LECLAIRE AVENUE	148TH COURT	148TH STREET	Asphalt	S	327	28	9,169	38	331
MDLON::LCLR AVE::30	LECLAIRE AVENUE	148TH STREET	147TH COURT	Asphalt	S	323	28	9,052	23	314
MDLON::LCLR AVE::40	LECLAIRE AVENUE	147TH COURT	147TH STREET	Asphalt	S	346	28	9,679	46	327
MDLON::LMN AVE::10	LAMON AVENUE	147TH STREET	145TH STREET	Asphalt	S	1,329	28	37,217	44	227
MDLON::LMN AVE::20	LAMON AVENUE	145TH STREET	144TH PLACE	Asphalt	S	330	28	9,227	22	337
MDLON::LMN AVE::30	LAMON AVENUE	144TH PLACE	144TH COURT	Asphalt	S	113	28	3,161	55	149
MDLON::LMN AVE::40	LAMON AVENUE	144TH COURT	144TH STREET	Asphalt	S	220	28	6,150	53	366
MDLON::LMN AVE::50	LAMON AVENUE	144TH STREET	143RD PLACE	Asphalt	S	329	19	6,242	50	402
MDLON::LMN CT::10	LAMON COURT	144TH COURT	144TH STREET	Asphalt	S	199	23	4,584	48	617
MDLON::LNDR AVE::10	LINDER AVENUE	147TH STREET	145TH STREET	Asphalt	S	1,434	14	20,073	29	744
MDLON::LNDR AVE::20	LINDER AVENUE	145TH STREET	143RD STREET	Asphalt	S	1,209	38	45,956	60	264
MDLON::LNG AVE::10	LONG AVENUE	147TH STREET	COTTAGE LANE	Asphalt	S	2,647	17	44,992	44	343
MDLON::LNG AVE::20	LONG AVENUE	START	END	Asphalt	S	433	14	6,066	21	465
MDLON::LPRT AVE::10	LAPORTE AVENUE	147TH STREET	145TH COURT	Asphalt	S	999	17	16,976	57	386
MDLON::LPRT AVE::20	LAPORTE AVENUE	145TH COURT	145TH STREET	Asphalt	S	328	28	9,178	44	259
MDLON::LRM BLVD::10	LARAMIE BOULEVARD	COTTAGE LANE	END	Asphalt	S	420	19	7,985	66	127
MDLON::LRM BLVD::20	LARAMIE BOULEVARD	START	LARAMIE BLVD	Asphalt	S	210	19	3,993	17	232
MDLON::LRM BLVD::30	LARAMIE BOULEVARD	142ND STREET	END	Asphalt	S	261	20	5,225	17	412
MDLON::LVRGN AVE::10	LAVERGNE AVENUE	147TH COURT	END	Asphalt	S	147	29	4,271	54	256
MDLON::LVRGN AVE::20	LAVERGNE AVENUE	147TH COURT	GOLF COURT	Asphalt	S	313	28	8,770	65	209
MDLON::LVRGN AVE::30	LAVERGNE AVENUE	GOLF COURT	147TH STREET	Asphalt	S	208	28	5,835	34	588
MDLON::LVRGN AVE::40	LAVERGNE AVENUE	147TH STREET	145TH COURT	Asphalt	S	963	18	17,330	28	267
MDLON::LVRGN AVE::50	LAVERGNE AVENUE	145TH COURT	145TH STREET	Asphalt	S	370	16	5,913	13	501
MDLON::LVRGN AVE::60	LAVERGNE AVENUE	145TH STREET	144TH PLACE	Asphalt	S	324	18	5,829	53	460
MDLON::LWNDL AVE::10	LAWNDALE AVENUE	153RD PLACE	END	Asphalt	S	169	28	4,732	41	557
MDLON::LWNDL AVE::100	LAWNDALE AVENUE	WAVERLY AVENUE	145TH STREET	Asphalt	S	209	28	5,854	73	276
MDLON::LWNDL AVE::110	LAWNDALE AVENUE	145TH STREET	144TH STREET	Asphalt	S	669	28	18,735	60	188
MDLON::LWNDL AVE::120	LAWNDALE AVENUE	144TH STREET	FRONTAGE ROAD	Asphalt	S	609	28	17,051	57	176
MDLON::LWNDL AVE::20	LAWNDALE AVENUE	153RD STREET	152ND PLACE	Asphalt	S	1,383	28	38,713	26	246
MDLON::LWNDL AVE::30	LAWNDALE AVENUE	RIDGEWAY AVENUE	152ND PLACE	Asphalt	S	473	28	13,258	57	275
MDLON::LWNDL AVE::40	LAWNDALE AVENUE	151ST STREET	150TH STREET	Asphalt	S	652	28	18,265	64	204
MDLON::LWNDL AVE::50	LAWNDALE AVENUE	150TH STREET	149TH STREET	Asphalt	S	680	28	19,028	48	231
MDLON::LWNDL AVE::60	LAWNDALE AVENUE	149TH STREET	148TH PLACE	Asphalt	S	339	28	9,494	27	337

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
MDLON::LWNDL AVE::70	LAWNDALE AVENUE	148TH PLACE	148TH STREET	Asphalt	S	336	28	9,420	25	293
MDLON::LWNDL AVE::80	LAWNDALE AVENUE	148TH STREET	147TH PLACE	Asphalt	S	327	28	9,161	28	253
MDLON::LWNDL AVE::90	LAWNDALE AVENUE	147TH PLACE	147TH STREET	Asphalt	S	332	28	9,305	50	377
MDLON::MG CRTS LN::10	MARGARET CURTIS LANE	LARAMIE BLVD	BOBBY LOCKE DRIVE	Asphalt	S	203	29	5,882	44	463
MDLON::MG CRTS LN::20	MARGARET CURTIS LANE	BOBBY LOCKE DRIVE	WALTER HAGEN LANE	Asphalt	S	708	29	20,518	27	193
MDLON::MLLRD AVE::10	MILLARD AVENUE	153RD PLACE	153RD STREET	Asphalt	S	298	28	8,351	77	164
MDLON::MLLRD AVE::20	MILLARD AVENUE	153RD STREET	152ND PLACE	Asphalt	S	1,379	28	38,606	72	164
MDLON::MLLRD AVE::30	MILLARD AVENUE	150TH STREET	149TH STREET	Asphalt	S	679	28	19,014	80	148
MDLON::MLLRD AVE::40	MILLARD AVENUE	147TH STREET	146TH STREET	Asphalt	S	678	28	18,985	78	181
MDLON::MLLRD AVE::50	MILLARD AVENUE	WAVERLY AVENUE	144TH STREET	Asphalt	S	531	28	14,869	24	298
MDLON::MLLRD AVE::60	MILLARD AVENUE	144TH STREET	FRONTAGE ROAD	Asphalt	S	494	28	13,840	54	312
MDLON::MPL LN::10	MAPLE LANE	CENTRAL AVENUE	CENTRAL AVENUE	Asphalt	S	1,313	28	36,777	54	237
MDLON::RDGWY AVE::10	RIDGEWAY AVENUE	153RD STREET	152ND STREET	Asphalt	S	1,691	28	47,354	68	193
MDLON::RDGWY AVE::20	RIDGEWAY AVENUE	152ND STREET	151ST STREET	Asphalt	S	484	28	13,547	70	328
MDLON::RDGWY AVE::30	RIDGEWAY AVENUE	151ST STREET	150TH STREET	Asphalt	S	656	28	18,356	39	196
MDLON::RDGWY AVE::40	RIDGEWAY AVENUE	150TH STREET	149TH STREET	Asphalt	S	680	28	19,041	64	288
MDLON::RDGWY AVE::50	RIDGEWAY AVENUE	WAVERLY AVENUE	145TH STREET	Asphalt	S	560	28	15,667	16	472
MDLON::RDGWY AVE::60	RIDGEWAY AVENUE	145TH STREET	144TH STREET	Asphalt	S	668	28	18,697	34	268
MDLON::RDGWY AVE::70	RIDGEWAY AVENUE	144TH STREET	END	Asphalt	S	608	28	17,019	33	203
MDLON::RDY DRV::10	RADAY DRIVE	152ND STREET	151ST STREET	Asphalt	S	481	28	13,482	46	287
MDLON::SPLDG AVE::10	SPAULDING AVENUE	147TH STREET	146TH STREET	Asphalt	S	667	28	18,668	44	318
MDLON::SPLDG AVE::20	SPAULDING AVENUE	146TH STREET	145TH STREET	Asphalt	S	672	28	18,805	33	225
MDLON::SPNGFD AVE::10	SPRINGFIELD AVENUE	154TH STREET	153RD PLACE	Asphalt	S	160	28	4,467	34	567
MDLON::SPNGFD AVE::20	SPRINGFIELD AVENUE	152ND STREET	151ST STREET	Asphalt	S	672	28	18,813	26	416
MDLON::SPNGFD AVE::30	SPRINGFIELD AVENUE	151ST STREET	150TH STREET	Asphalt	S	648	24	15,549	56	237
MDLON::SPNGFD AVE::40	SPRINGFIELD AVENUE	150TH STREET	149TH STREET	Asphalt	S	685	27	18,483	43	325
MDLON::SPNGFD AVE::50	SPRINGFIELD AVENUE	147TH STREET	146TH STREET	Asphalt	S	668	28	18,692	39	291
MDLON::SPNGFD AVE::60	SPRINGFIELD AVENUE	146TH STREET	145TH STREET	Asphalt	S	674	28	18,875	82	191
MDLON::SPNGFD AVE::70	SPRINGFIELD AVENUE	145TH STREET	CLAIRE BOULEVARD	Asphalt	S	1,167	28	32,665	42	268
MDLON::ST LS AVE::10	ST LOUIS AVENUE	149TH STREET	148TH STREET	Asphalt	S	661	28	18,507	81	180
MDLON::ST LS AVE::20	ST LOUIS AVENUE	148TH STREET	147TH STREET	Asphalt	S	662	28	18,548	84	200
MDLON::ST LS AVE::30	ST LOUIS AVENUE	147TH STREET	146TH STREET	Asphalt	S	667	28	18,670	22	488
MDLON::ST LS AVE::40	ST LOUIS AVENUE	146TH STREET	145TH STREET	Asphalt	S	669	28	18,723	51	232
MDLON::ST LS AVE::50	ST LOUIS AVENUE	145TH STREET	ABBOTSFORD ROAD	Asphalt	S	390	28	10,932	60	360
MDLON::SWYR AVE::10	SAWYER AVENUE	147TH STREET	END	Asphalt	S	284	28	7,940	52	461
MDLON::SWYR AVE::20	SAWYER AVENUE	147TH STREET	146TH STREET	Asphalt	S	666	28	18,635	44	435
MDLON::SWYR AVE::30	SAWYER AVENUE	146TH STREET	145TH STREET	Asphalt	S	676	28	18,923	56	245
MDLON::TRMBLL AVE::10	TRUMBULL AVENUE	149TH STREET	148TH STREET	Asphalt	S	660	28	18,479	65	247
MDLON::TRMBLL AVE::20	TRUMBULL AVENUE	148TH STREET	147TH STREET	Asphalt	S	665	28	18,631	19	378

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
MDLON::TRMBLL AVE::30	TRUMBULL AVENUE	147TH STREET	146TH STREET	Asphalt	S	668	28	18,694	70	202
MDLON::TRMBLL AVE::40	TRUMBULL AVENUE	146TH STREET	145TH STREET	Asphalt	S	668	28	18,701	57	241
MDLON::TRMBLL AVE::50	TRUMBULL AVENUE	145TH STREET	144TH STREET	Asphalt	S	675	28	18,900	61	272
MDLON::TRMBLL AVE::60	TRUMBULL AVENUE	144TH STREET	ABBOTSFORD ROAD	Asphalt	S	51	35	1,774	65	400
MDLON::TRNR AVE::10	TURNER AVENUE	149TH STREET	147TH PLACE	Asphalt	S	969	21	20,353	28	230
MDLON::TRNR AVE::20	TURNER AVENUE	147TH PLACE	147TH STREET	Asphalt	S	361	22	7,932	48	240
MDLON::TRNR AVE::30	TURNER AVENUE	147TH STREET	146TH STREET	Asphalt	S	668	28	18,701	51	485
MDLON::TRNR AVE::40	TURNER AVENUE	146TH STREET	145TH STREET	Asphalt	S	668	28	18,705	58	398
MDLON::TRPP AVE::10	TRIPP AVENUE	151ST STREET	END	Asphalt	S	422	28	11,820	38	365
MDLON::TRPP AVE::20	TRIPP AVENUE	147TH STREET	END	Asphalt	S	636	28	17,819	58	450
MDLON::TRPP AVE::30	TRIPP AVENUE	145TH STREET	END	Asphalt	S	633	28	17,728	77	258
MDLON::TRPP AVE::40	TRIPP AVENUE	145TH STREET	144TH STREET	Asphalt	S	666	28	18,645	100	537
MDLON::TRPP AVE::50	TRIPP AVENUE	144TH STREET	143RD STREET	Asphalt	S	664	28	18,604	100	357
MDLON::TRRC LN::10	TERRACE LANE	KEELER AVENUE	KEDVALE AVENUE	Asphalt	S	568	24	13,626	83	141
MDLON::TRRC LN::20	TERRACE LANE	KEDVALE AVENUE	149TH STREET	Asphalt	S	754	24	18,090	84	154
MDLON::VRS AVE::10	AVERS AVENUE	152ND STREET	151ST STREET	Asphalt	S	666	28	18,647	29	453
MDLON::VRS AVE::20	AVERS AVENUE	151ST STREET	150TH STREET	Asphalt	S	654	28	18,321	46	240
MDLON::VRS AVE::30	AVERS AVENUE	150TH STREET	149TH STREET	Asphalt	S	688	28	19,262	64	216
MDLON::VRS AVE::40	AVERS AVENUE	147TH STREET	146TH STREET	Asphalt	S	664	28	18,594	29	336
MDLON::VRS AVE::50	AVERS AVENUE	146TH STREET	145TH STREET	Asphalt	S	676	28	18,922	99	150
MDLON::WL CRST DR::10	WILLOW CREST DRIVE	WILLOW CREEK COURT	END	Asphalt	S	195	43	8,364	71	472
MDLON::WL CRST DR::20	WILLOW CREST DRIVE	PULASKI ROAD	WILLOW CREEK COURT	Asphalt	S	85	32	2,725	85	-
MDLON::WLW CRK CT::10	WILLOW CREEK COURT	WILLOW CREST DR	END	Asphalt	S	424	46	19,522	45	540
MDLON::WTR HGN LN::10	WALTER HAGEN LANE	MARGARET CURTIS LANE	END	Asphalt	S	248	29	7,192	25	339
MDLON::WTR HGN LN::20	WALTER HAGEN LANE	BOBBY LOCKE DRIVE	MARGARET CURTIS LANE	Asphalt	S	407	29	11,816	25	181
MDLON::WTR HGN LN::30	WALTER HAGEN LANE	MIDLOTHIAN TURNPIKE	BOBBY LOCKE DRIVE	Asphalt	S	204	38	7,750	14	299
MDLON::WVRLY AVE::10	WAVERLY AVENUE	START	KOSTNER AVENUE	Asphalt	S	260	19	4,933	80	321
MDLON::WVRLY AVE::100	WAVERLY AVENUE	LAWNDALE AVENUE	145TH STREET	Asphalt	S	290	28	8,108	22	315
MDLON::WVRLY AVE::110	WAVERLY AVENUE	145TH STREET	MILLARD AVENUE	Asphalt	S	193	28	5,412	9	602
MDLON::WVRLY AVE::120	WAVERLY AVENUE	MILLARD AVENUE	CENTRAL PARK AVENUE	Asphalt	S	469	28	13,135	24	220
MDLON::WVRLY AVE::130	WAVERLY AVENUE	CENTRAL PARK AVENUE	CLIFTON PARK AVENUE	Asphalt	S	486	28	13,595	64	172
MDLON::WVRLY AVE::140	WAVERLY AVENUE	CLIFTON PARK AVENUE	END	Asphalt	S	392	28	10,964	70	298
MDLON::WVRLY AVE::20	WAVERLY AVENUE	KOSTNER AVENUE	152ND STREET	Asphalt	S	525	19	9,972	21	307
MDLON::WVRLY AVE::30	WAVERLY AVENUE	152ND STREET	KILDARE AVENUE	Asphalt	S	448	19	8,518	22	344
MDLON::WVRLY AVE::40	WAVERLY AVENUE	KILDARE AVENUE	END	Asphalt	S	258	19	4,908	21	313
MDLON::WVRLY AVE::50	WAVERLY AVENUE	148TH STREET	147TH PLACE	Asphalt	S	471	28	13,185	26	180
MDLON::WVRLY AVE::60	WAVERLY AVENUE	147TH PLACE	147TH STREET	Asphalt	S	411	35	14,368	33	388
MDLON::WVRLY AVE::70	WAVERLY AVENUE	147TH STREET	HAMLIN AVENUE	Asphalt	S	420	31	13,025	57	350
MDLON::WVRLY AVE::80	WAVERLY AVENUE	HAMLIN AVENUE	RIDGEWAY AVENUE	Asphalt	S	550	28	15,386	49	439

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MDLON::WVRLY AVE::90	WAVERLY AVENUE	RIDGEWAY AVENUE	LAWNDALE AVENUE	Asphalt	S	486	28	13,601	41	323