

# Peotone, IL

## Pavement Management Analysis Report

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### APPENDED MAPS

Located on Thumb Drive

Functional Classification by Segment
Pavement Condition Rating Using Descriptive Terms
\$300K/year Rehab Plan
\$300K/year Post Rehab PCI
Preventative Work

Abbreviation or Acronym	Definition
\$k	Dollars in thousands (\$,000)
\$M	Dollars in millions
%SP	Percent Spreadability - component of deflection analysis
AC	Asphalt Concrete - asphalt streets, flexible pavements, also known as ACP
ACP	Asphalt Concrete Pavement - asphalt streets, flexible pavements, also known as AC
ART	Arterial roadway functional classification
ASTM	American Society of Testing Methods
Avg	Average
BCI	Base Curvature Index - component of deflection analysis
Brk	Break
CAL	Coarse Aggregate Loss
CDV	Corrected Deduct Value - part of the ASTM D6433 PCI calculation
COL	Collector roadway functional classification
Crk	Crack
DeflCON	Deflection Condition - structural load analysis based on traffic loading and deflection
DMD	Dynamic Maximum Deflection - temperature corrected deflection
Dvdd Slab	Divided Slab
DynaCON	Dynamic Condition - structural layer analysis
ft or FT	Foot
ft2 or FT2	Square foot
FunCL	Functional Classification
FWD	Falling weight deflectometer
GCI	Gravel Condition Index
GFP	Good - Fair - Poor
GIS	Geographic Information System
GISID	GIS segment identification number
H&V	Horizontal and Vertical
IRI	International Roughness Index
Jt	Joint
L&T	Longitudinal and Transverse
LAD	Load associated distress
LOC	Local roadway functional classification - same as RES
LOG	Lip of Gutter
m	Metre or meter
M	Moderate
m2	square metre or square meter
MART	Major arterial roadway functional classification
Max	Maximum
MaxDV	Maximum Deduct Value
MCOL	Major collector roadway functional classification
mi or Mi	Mile
Min	Minimum
MnART	Minor arterial roadway functional classification
MnCOL	Minor collector roadway functional classification
MOD	Moderate
NLAD	Non-load associated distress
OCI	Overall condition index, also known as PCI
Olay	Overlay
PART	Primary arterial roadway functional classification
Pavetype	Pavement Type
PCC	Portland Cement Concrete - concrete streets
PCI	Pavement Condition Index - generic term for OCI
R&R	Remove and replace
RART	Rural arterial roadway functional classification
PWF	Priority Weighting Factor
Recon	Reconstruction
Rehab	Rehabilitation
RES	Local roadway functional classification - same as LOC
RI or RCI	Roughness Index
S	Strong
SART	Secondary arterial roadway functional classification
SCI	Surface Curvature Index - component of deflection analysis
SDI	Surface Distress Index
SI	Structural Index
STA	Station or chainage
Surf Trtmt	Surface Treatment
TDV	Total Deduct Value
W	Weak

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## **1.0 EXECUTIVE SUMMARY & RECOMMENDATIONS**

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### **PROJECT SUMMARY**

In 2019 IMS Infrastructure Management Services, LLC (IMS) was contracted by the Chicago Metropolitan Agency for Planning (CMAP) to conduct a pavement condition assessment and funding analysis for the Village of Peotone, IL on approximately 22 centerline miles of Village maintained asphalt and concrete roadways.

IMS mobilized a Laser Road Surface Tester (RST) to conduct an objective assessment using industry standard pavement distress protocols found in ASTM D6433. At that time, the Village's network area weighted average Pavement Condition Index and IRI was found to be a 57 and 319 inches/mile respectively.

### **BUDGET SCENARIOS**

*See section 5 for more information*

The current annual budget for Peotone is \$300k per year dedicated to pavement rehabilitation. This will drop the average PCI to a 53 over 5 years. Several other budget scenarios were generated with a minimum suggested budget of approximately \$1.2M per year which is the tipping point to prevent further backlog growth.

### **EXECUTIVE SUMMARY CONCLUSION**

The Peotone network has an average PCI of 57 and a backlog of \$5.5M at the time of survey (backlog being the value of deferred work below the critical PCI), with most of the network landing in the Fair to Poor PCI range. With the Village's existing budget, the network conditions will continue to deteriorate into the low 50's PCI range and backlog will continue to grow over time. It is worth noting that the Village does have a fair amount of streets approaching the end of their lifespan where overlays can be effective, representing a percentage of the network at the steepest part of their deterioration curves.

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## 2.0 PRINCIPLES OF PAVEMENT MANAGEMENT

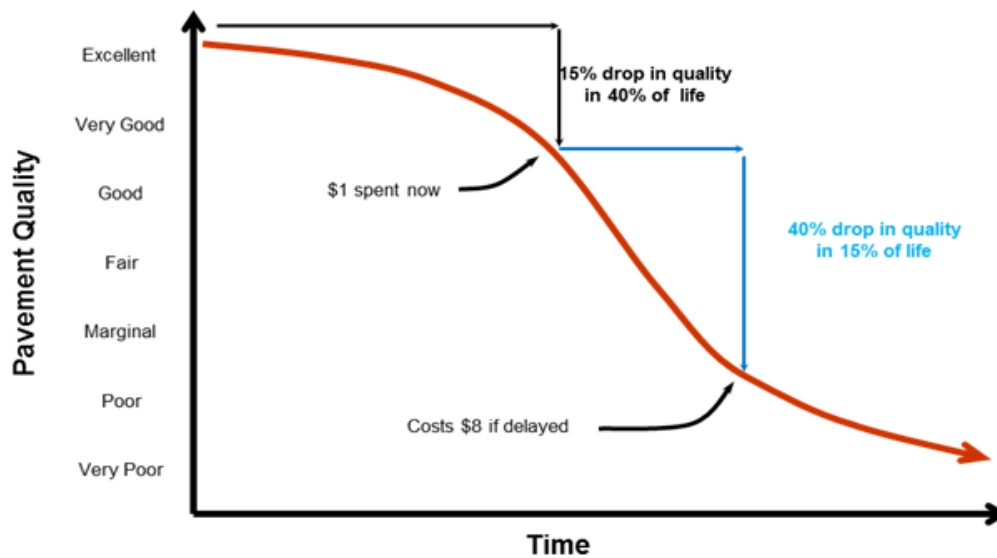
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### 2.1 PAVEMENT PRESERVATION

Preservation of existing roads and street systems has become a major activity for all levels of government. Because municipalities must consistently optimize the spending of their budgets, funds that have been designated for pavement must be used as effectively as possible. The best method to obtain the maximum value of available funds is through the use of a pavement management system.

*Pavement management is the process of planning, budgeting, designing, evaluating, and rehabilitating a pavement network to provide maximum benefit with available funds.*

A pavement management system is a set of tools or methods that assist decision makers in finding optimal strategies for providing and maintaining pavements in a serviceable condition over a given time period. The intent is to identify the optimum level of long-term funding to sustain the network at a predetermined level of service while incorporating local conditions and constraints.

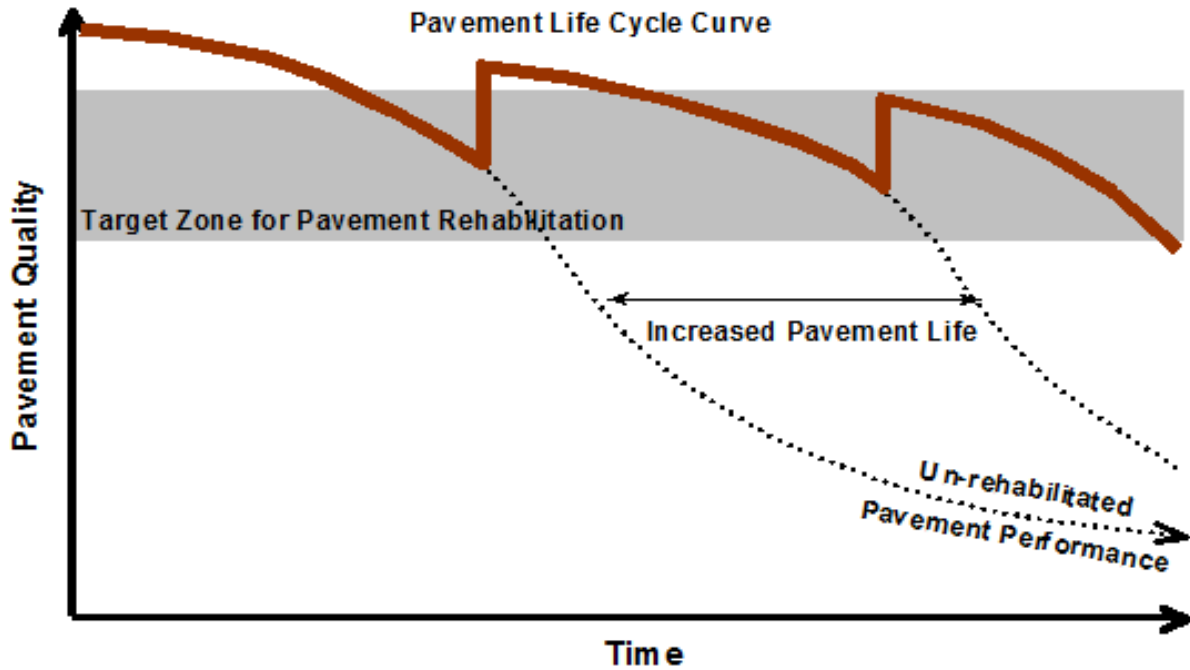


**Figure 1 – Pavement Deterioration and Life Cycle Costs**

As shown as **Figure 1**, the streets that are repaired while in good condition will cost less over their lifetime than those left to deteriorate to a poor condition. Without an adequate routine pavement maintenance program, streets require more frequent reconstruction, thereby increasing the overall maintenance costs.

The key to a successful pavement management program is to develop a reasonably accurate performance model of the roadway, and then identify the optimal timing and rehabilitation strategy. The resultant benefit of this exercise is realized by the long term cost savings and increase in pavement quality over time. As illustrated in **Figure 1**, pavements typically deteriorate rapidly once they hit a specific threshold. A \$1 investment after 40% lifespan is much more effective than deferring maintenance until heavier overlays or possibly reconstruction are required just a few years later.

Once implemented, an effective pavement information management system can assist agencies in developing long-term rehabilitation programs and budgets. The key is to develop policies and practices that delay the inevitable total reconstruction for as long as practical yet still remain within the target zone for cost effective rehabilitation. That is, as each roadway approaches the steepest part of its deterioration curve, apply a remedy that extends the pavement life, at a minimum cost, thereby avoiding costly heavy overlays and reconstruction. **Figure 2** illustrates the concept of extending pavement life through the application of timely rehabilitations.



**Figure 2 – Pavement Life Cycle Curve**

Ideally, the lower limit of the target zone shown in **Figure 2** would have a minimum PCI value in the 60 to 70 range to keep as many streets as possible requiring a thin overlay or less. The upper limit would tend to fall close to the higher end of the Satisfactory category – that is a pavement condition score approaching 85. Other functions of a pavement management system include assessing the effectiveness of maintenance activities, new technologies, and storing historical data and images.

## 2.2 ECONOMIC IMPACTS OF MAINTENANCE & REHABILITATION

The role of the street network as a factor in the Village's well-being cannot be overstated. In the simplest of terms, roadways form the economic backbone of a community. They provide the means for goods to be exchanged, commerce to flourish, and commercial enterprises to generate revenue. As such, they are an investment to be maintained.

The overall condition of an agency's infrastructure and transportation network is a key indicator of economic prosperity. Roadway networks, in general, are one of the most important and dynamic sectors in the global economy. They have a strong influence on not only the economic well-being of a community, but a strong impact on quality of life.

As a crucial link between producers and their markets, quality road networks ensure straightforward access to goods and drive global and local economies. Roads also act as a key element to social cohesion by acting as a median for integration of bordering regions. This social integration promotes a decreased gap in income along with diversity and a greater sense of community that can play a large role in decreasing rates of poverty.

Conversely, deterioration of roads can have adverse effects on a community and may bring about important and unanticipated welfare effects that the governments should be aware of when cutting transportation budgets. Poor road conditions increase fuel and tire consumption while shortening intervals between vehicle repair and maintenance. In turn, these roads result in delayed or more expensive deliveries for businesses and consumers. Economic effects of poor road networks, such as time consuming and costly rehabilitation, can be reduced if a proactive maintenance approach is successfully implemented. To accomplish this, a pavement assessment and analysis should be completed every few years in an effort update the budget models and rehabilitation plans. As shown below, the IMS Laser Road Surface Tester (featured in **Figure 3**) was mobilized to Peotone to conduct an objective survey.



**Figure 3 – Laser Road Surface Tester (RST)**

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## 3.0 THE PAVEMENT MANAGEMENT PROCESS

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Pavement management at its core is the modeling of future performance based on historical data. The basis for this relies on gathering information about the extent of the network, its defining characteristics, and the current condition to create groups of similar streets.

### 3.1 NETWORK IDENTIFICATION AND FUNCTIONAL CLASS REVIEW

A review of the current GIS centerline for the Village of Peotone was completed to ensure that not only would all pavement owned by the Village be included in the survey and analysis, but that no pavements owned by other agencies and misidentified as Village owned would be included and alter the findings of this report.

As part of the scope of this assignment, the functional classification designations currently used by the Village were adopted for their use in the pavement analysis after a discussion about current traffic patterns. The Village currently consists of two classes, Collectors and Locals, but may want to reassess the designations as the population grows or traffic patterns in the area change.

Although there is no uniform standard for classifying pavement into functional classes, The Federal Highway Administration (FHWA), American Public Works Association (APWA) and Institute of Transportation Engineers (ITE) offer some broad guidelines on how to assign classifications that were considered in this study.

1. **Collector (C)** – Continuous and discontinuous cross Village and inter-district corridors that are 2 to 4 lanes across and generally have a centerline stripe or a designated bus route. The ADT generally falls in the 1,000 to 10,000 vehicle per day range. They are typically spaced on the ½ or ¼ mile section line and on occasion, may have a short non-landscaped median. Major collectors are also assigned to streets segments leading to, or adjacent to, a major traffic generator site such as a regional shopping complex. Collectors form the entrance to communities and may have a decorative landscaped median of short duration.
2. **Local (E)** – These are the majority of the street segments consisting of all residential roads not defined above or as industrial/commercial.

In the Paver system the term “Rank” is used as the designation for classes. While these terms can be changed within the system the current defaults have been left in place. These designations are in parenthesis above. A breakdown of the Functional classes for Peotone can be seen on the following pages.



**Village of Peotone, IL  
Network Summary by Functional Class**

	<b>Pavetype</b>	<b>Network</b>	<b>Collector</b>	<b>Local</b>
Segment (Block) Count	All Streets	239	41	198
	Asphalt	224	41	183
	Concrete	15	0	15
Network Length (ft):	All Streets	116,973	24,529	92,444
	Asphalt	110,750	24,529	86,221
	Concrete	6,223	0	6,223
Network Length (mi):	All Streets	22.2	4.6	17.5
	Asphalt	21.0	4.6	16.3
	Concrete	1.2	0.0	1.2
Average Width (ft):	All Streets	31.4	29.4	32.0
	Asphalt	31.9	29.4	32.6
	Concrete	23.3	0.0	23.3
Network Area (yd2):	All Streets	408,642	80,121	328,521
	Asphalt	392,520	80,121	312,399
	Concrete	16,122	0	16,122
Pavement Condition Index (Surveyed PCI)	All Streets	57	57	58
	Asphalt	57	57	57
	Concrete	65	0	65

**Current Network Summary by Functional Class and Condition Rating (Miles)**

<b>Condition Rating</b>	<b>Max PCI</b>	<b>Network</b>	<b>Collector</b>	<b>Local</b>
Failed (0 to 10)	10	0.0	0.0	0.0
Serious (10 to 25)	25	0.0	0.0	0.0
Very Poor (25 to 40)	40	4.2	1.3	2.9
Poor (40 to 55)	55	6.9	1.1	5.7
Fair (55 to 70)	70	6.4	1.1	5.3
Satisfactory (70 to 85)	85	2.8	0.6	2.1
Good (85 to 100)	100	2.0	0.5	1.5
<b>Totals (Miles)</b>		<b>22.2</b>	<b>4.6</b>	<b>17.5</b>

**Table 1 – Network Summary**

### 3.2 FIELD SURVEY METHODOLOGY

Following a set of predefined assessment protocols matching ASTM D6433, a specialized piece of survey equipment – referred to as a Laser Road Surface Tester – is used to collect observations on the condition of the pavement surface, as well as collect high definition digital imagery and spatial coordinate information. The Laser RST surveys each local street from end to end in a single pass, while all other roadway classifications are completed in two passes.

**PCI** – The Laser RST collects surface distress observations based on the extent and severity of distresses encountered along the length of the roadway following ASTM D6433 protocols for asphalt and concrete pavements. The surface distress condition (cracking, potholes, raveling, and the like) is considered by the traveling public to be the most important aspect in assessing the overall pavement condition.

Presented on a 0 to 100 scale, the Pavement Condition Index (PCI) is an aggregation of the observed pavement defects. Not all distresses are weighted equally. Certain load associated distresses (caused by traffic loading), such as rutting or alligator cracking on asphalt streets, or divided slab on concrete streets, have a much higher impact on the pavement condition index than non-load associated distresses such as raveling or patching. Even at low extents and moderate severity (less than 10% of the total area), load associated distresses can drop the PCI considerably. ASTM D6433 also has algorithms within it to correct for multiple or overlapping distresses within a segment.

- Alligator Cracking – Alligator cracking is quantified by the severity of the failure and number of square feet. Even at low extents, this can have a large impact on the condition score as this distress represents a failure of the underlying base materials.
- Wheel Path Rutting – Starting at a minimum depth of ¼ inch, wheel path ruts are quantified by their depth and the number of square feet encountered. Like alligator cracking, low densities of rutting can have a large impact on the final condition score.
- Longitudinal, Transverse, Block (Map), and Edge Cracks – These are quantified by their length and width. Longitudinal cracks that intertwine are classified as alligator cracking.
- Patching – Patching is quantified by the extent and quality of patches. Patching encompasses any localized replacement of the pavement surface regardless of the reason.
- Depressions – All uneven pavement surfaces, such as bumps, sags, swells, heaves, and corrugations, are grouped with depressions and are quantified by the severity and extent of the affected area. This is due to the difficulty in classifying uneven pavements during automated collection.
- Raveling – Raveling is the loss of aggregate material on the pavement surface and is measured by the severity and amount of square feet affected.
- Bleeding – Bleeding is the presence of an asphalt film on the roadway surface caused by excessive asphalt in the mix or insufficient voids in the matrix. The result is a pavement surface with low skid resistance and is measured by severity and extent.
- Similar distresses were collected for concrete streets including divided slab, corner breaks, joint spalling, faulting, polished aggregate, and scaling.

### 3.3 FAMILY MODELS

The Paver software relies on the concept of “Families” for most of its modeling. A family is simply a set of pavements that share a group of characteristics. This can be a surface type, a functional class, traffic patterns, location within the village, unit rates, construction techniques, or any other factor that would cause a pavement to deteriorate similarly or share costs.

For the Village of Peotone these families are mainly split by surface type and functional class due the lack of historical data and the uniformity of the Village. This results in three main splits, asphalt collectors, asphalt locals, and concrete streets. As the Village is able to gather more data in the future it is recommended that these family assignments be reviewed.

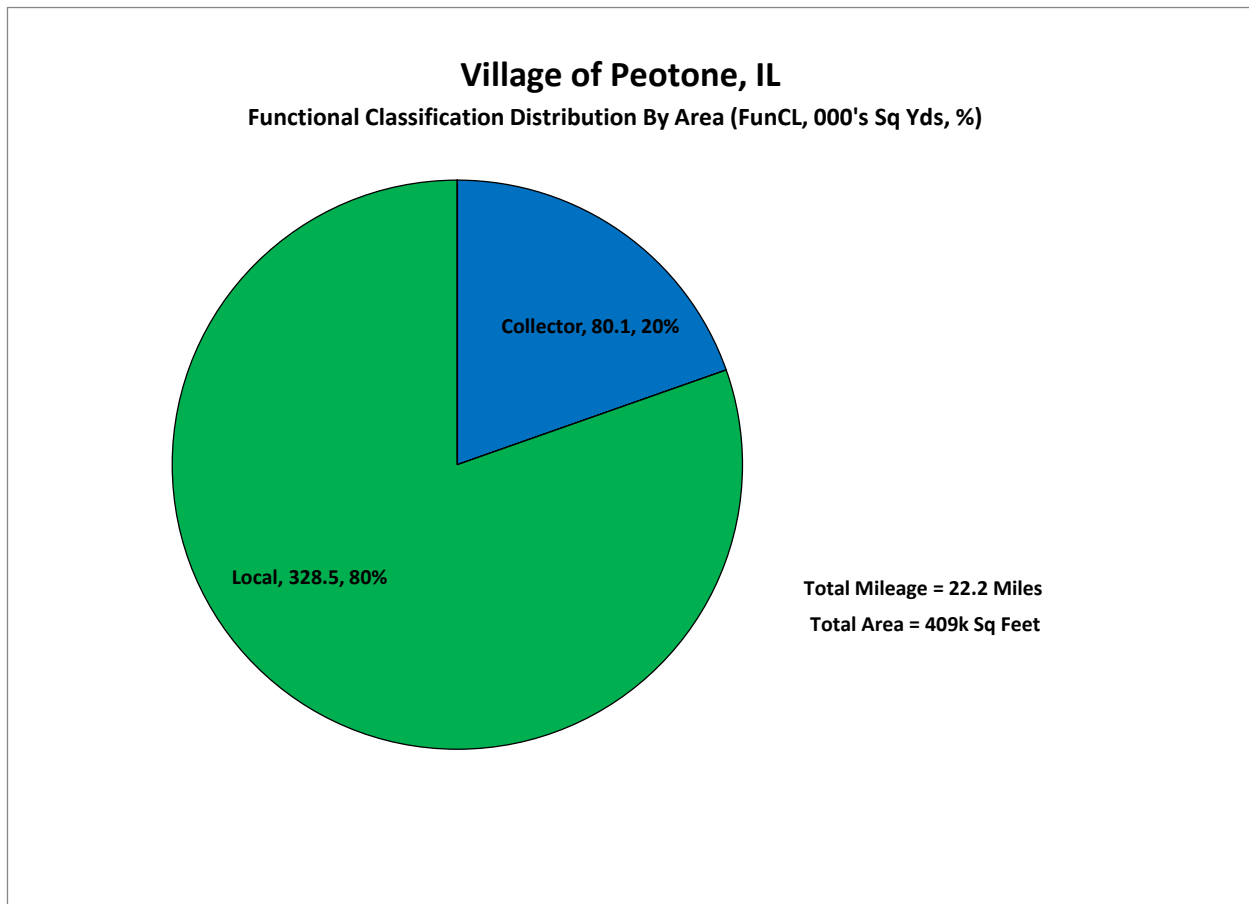
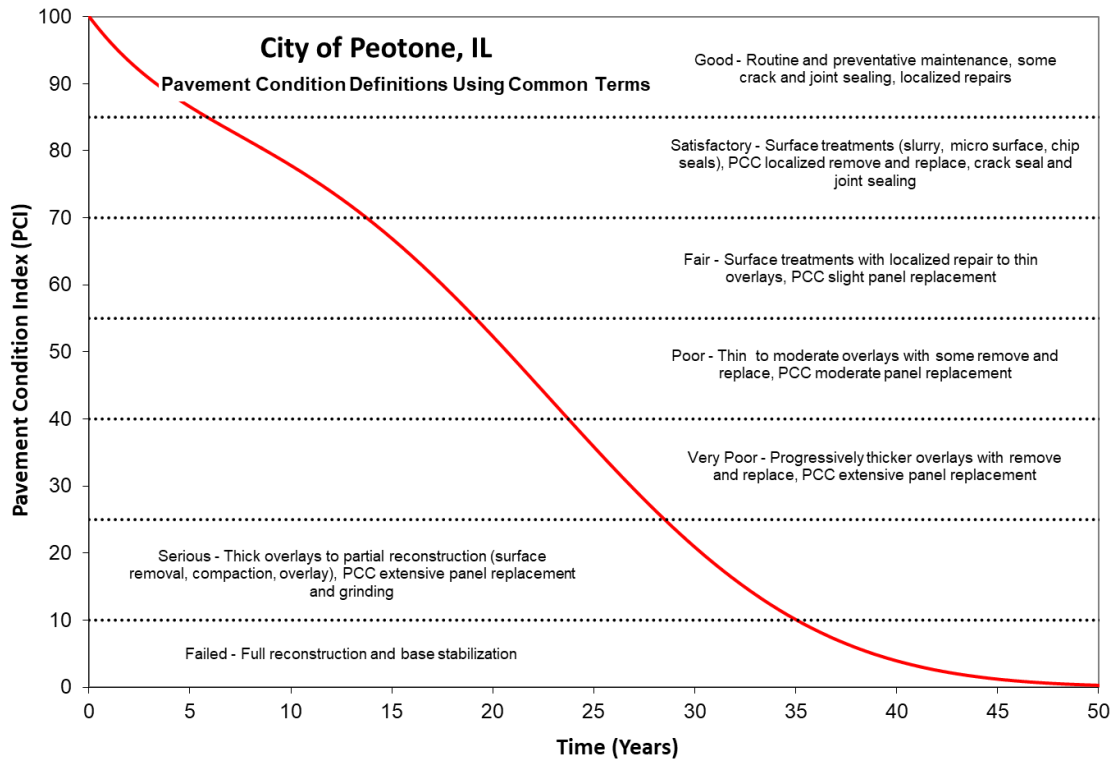


Figure 4 – Functional Class Distribution

## 4.0 PEOTONE SURVEY PAVEMENT CONDITION

### 4.1 UNDERSTANDING THE PAVEMENT CONDITION INDEX

The following compares the Pavement Condition Index (PCI) to commonly used descriptive terms. Divisions between the terms are not fixed, but are meant to reflect common perceptions of condition.



**Figure 5 – Understanding the Pavement Condition Index (PCI) Score**

The following table details a general description for each of these condition levels with respect to remaining life and typical rehabilitation actions:

PCI Range	Description	Relative Remaining Life	Definition
85 – 100	Good	15 to 25 Years	Like new condition – little to no maintenance required when new; routine maintenance such as crack and joint sealing.
70 – 85	Satisfactory	12 to 20 Years	Routine maintenance such as patching and crack sealing with surface treatments such as seal coats or slurries.
55 – 70	Fair	10 to 15 Years	Heavier surface treatments, chip seals and thin overlays. Localized panel replacements for concrete.
40 – 55	Poor	7 to 12 Years	Heavy surface-based inlays or overlays with localized repairs. Moderate to extensive panel replacements.
25 – 40	Very Poor	5 to 10 Years	Sections will require very thick overlays, surface replacement, base reconstruction, and possible subgrade stabilization.
10 – 25	Serious	0 to 5 Years	High percentage of full reconstruction.
0 – 10	Failed	Failed	Full reconstruction.

## 4.2 PEOTONE NETWORK CONDITION IMAGERY

The images presented below provide a sampling of the Peotone streets that fall into the various condition categories with a discussion of potential rehabilitation strategies. Example images from other agencies are used if no Peotone streets fall into that category.

### Failed (PCI = 0 to 10) – Complete Reconstruction



**Peotone has no segments classified as “Failed”** – Rated as Failed, this street displays spreading base failure as evidenced by the severe alligator cracking and rutting. A mill and overlay on this street would not be suitable as the base has failed and would not meet an extended service life of at least 15 years. This street requires a full reconstruction and should be carefully monitored.

*Deferral of reconstruction of streets rated as Failed will not cause a substantial decrease in pavement quality as the streets have passed the opportunity for overlay-based strategies. Due to the high cost of reconstruction, Failed streets are often deferred until full funding is available in favor of completing more streets that can be rehabilitated at lower costs, resulting in a greater net benefit to the Village. This strategy however must be sensitive to citizen complaints forcing the street to be selected earlier. In addition, this type of street can pose a safety hazard for motorists, since severe potholes and distortions may develop. It is important to consistently monitor these streets and check for potholes or other structural deficiencies until the street is eventually rebuilt.*

## Serious (PCI = 10 to 25) – Full & Partial Reconstruction



**Peotone has no roads classified as “Serious”** – Rated as Serious, this segment still has some remaining life before it becomes a critical reconstruction need. On this street, the base is showing signs of failure in areas exhibiting alligator/fatigue cracking. The severely cracked areas are largely along the edge of pavement. If these base failures are left untreated, within a short period of time a full reconstruction would be required.

*On collectors roadways, serious streets often require partial to full reconstruction – that is removal of the pavement surface and base down to the subgrade and rebuilding from there. On local roadways, they require removal of the pavement surface through grinding or excavation, base repairs, restoration of the curb line and drainage, and then placement of a new surface.*



## Very Poor (PCI = 25 to 40) – Thick Overlays & Partial Reconstructs



**Joliet Road from Rathje Road to East End (GISID 5026, PCI = 29)** – Rated as very poor with a PCI score at the lower range between serious and Poor streets. Very poor streets have distresses that tend to be localized, but moderate/severe in nature – that is they do not extend the full length of the segment and can be readily repaired with a full depth patch. This street segment highlights this characteristic as the failed area does not quite extend the full length of the roadway and may still be serviceable. However, it also highlights the relationship between base and pavement quality. Placing an overlay on this street without repairing the base would not achieve a full service life as the failure would continue to occur over time. Structural patching of the failed areas along with localized rehabs would permit a full width grind and inlay on this street segment and return it to full service.

*If left untreated, very poor streets with high amounts of load associated distresses would deteriorate to become partial reconstruction candidates. Very poor streets that are failing due to materials issues or non-load associated failures may become suitable candidates for thick overlays if deferred, without a significant cost increase.*

**Poor (PCI = 40 to 55) – Thick to Moderate Overlays**



**Mill Road from Oak Street to Glenview Lane (GISID 5103, PCI = 43)** – Rated in the poor category, these streets require thicker overlays. Several distresses are present, but tend to be more localized, moderate in severity, and less load related (longitudinal and transverse cracking and raveling). On this segment of road, the signs of deterioration are evident as there have been several attempts at patching over the years.

*Asphalt streets rated as poor tend to receive a higher priority as they are just below the common point for critical PCI. These streets tending to accelerate in deterioration more quickly and will become a greater burden to the budget if left untreated.*



## Fair (PCI = 55 to 70) – Moderate to Thin Overlays



**Oriole Drive from Wilmington-Peotone Road to Teal Avenue (GISID 5045, PCI = 63)** – Rated as fair with the primary cause of deterioration the transverse and longitudinal cracking. It also displays small amounts of load associated distresses that can easily be removed to restore the visual appearance of the roadway. The existing cracks should be sealed and the pavement surface restored, with a heavier surface treatment such as microsurfacing or slurry to fully waterproof the pavement and cover the crack sealant. The occasional full depth patch may be required to correct localized deficiencies. Alternatively, depending on the extent of the distressed areas, base strength and drainage, a thin overlay may be applied.

*Asphalt streets rated as fair are ideal candidates for thinner surface-based rehabilitations and local repairs. Depending on the amount of localized failures, a thin edge mill and overlay, or possibly a surface treatment, would be a suitable rehabilitation strategy for streets rated as fair. Streets that fall in the high*



*55 - low 70 PCI range provide the greatest opportunity for extending pavement life at the lowest possible cost, thus applying the principles of the perpetual life cycle approach to pavement maintenance. The adjacent photo is a great example of a street segment (not a Peotone Road) that displayed low load associated distresses and thus, high structural characteristics, and once the distressed areas were replaced, a slurry seal was applied. The patching accounted for less than 5 to 10% of the total area and resulted in a good looking, watertight final surface at a much lower cost than an overlay with less disruption to the neighborhood and curb line. The patches were paver laid and roller compacted.*

## Satisfactory (PCI = 70 to 85) – Surface Treatments and Localized Rehabilitation



**Oriole Drive from Teal Avenue to Pelican Lane (GISID 5046, PCI = 80)** – Rated as satisfactory, this road displays minor amounts of longitudinal and transverse cracking. The surface is non-weathered, and the base is still strong. This street is an example of a candidate for preventative maintenance and light weight surface treatments to extend the life of a roadway.

*Asphalt streets rated as satisfactory generally need lightweight surface-based treatments such as surface seals, slurries, chip seals or microsurfacing. Routine maintenance such as crack sealing and localized repairs often precede surface treatments. The concept is to keep the cracks as waterproof as possible through crack sealing and the application of a surface treatment. By keeping water out of the base layers, the pavement life is extended without the need for thicker rehabilitations such as overlays or reconstruction. Surface treatments also tend to increase surface friction and visual appearance of the pavement surface but do not add structure or increase smoothness.*

*Surface treatments may include:*

- *Double or single application of slurry seals (slurries are a sand and asphalt cement mix).*
- *Microsurfacing – asphalt cement and up to 3/8 sand aggregate.*
- *Chip seals and cape seals (Chip seal followed by a slurry).*

*Additional cost benefits of early intervention include:*

- *Less use of non-renewable resources through thinner rehabilitation strategies.*
- *Less intrusive rehabilitation and easier to maintain access during construction.*
- *Easier to maintain existing drainage patterns.*



**Good (PCI = 85 to 100)**



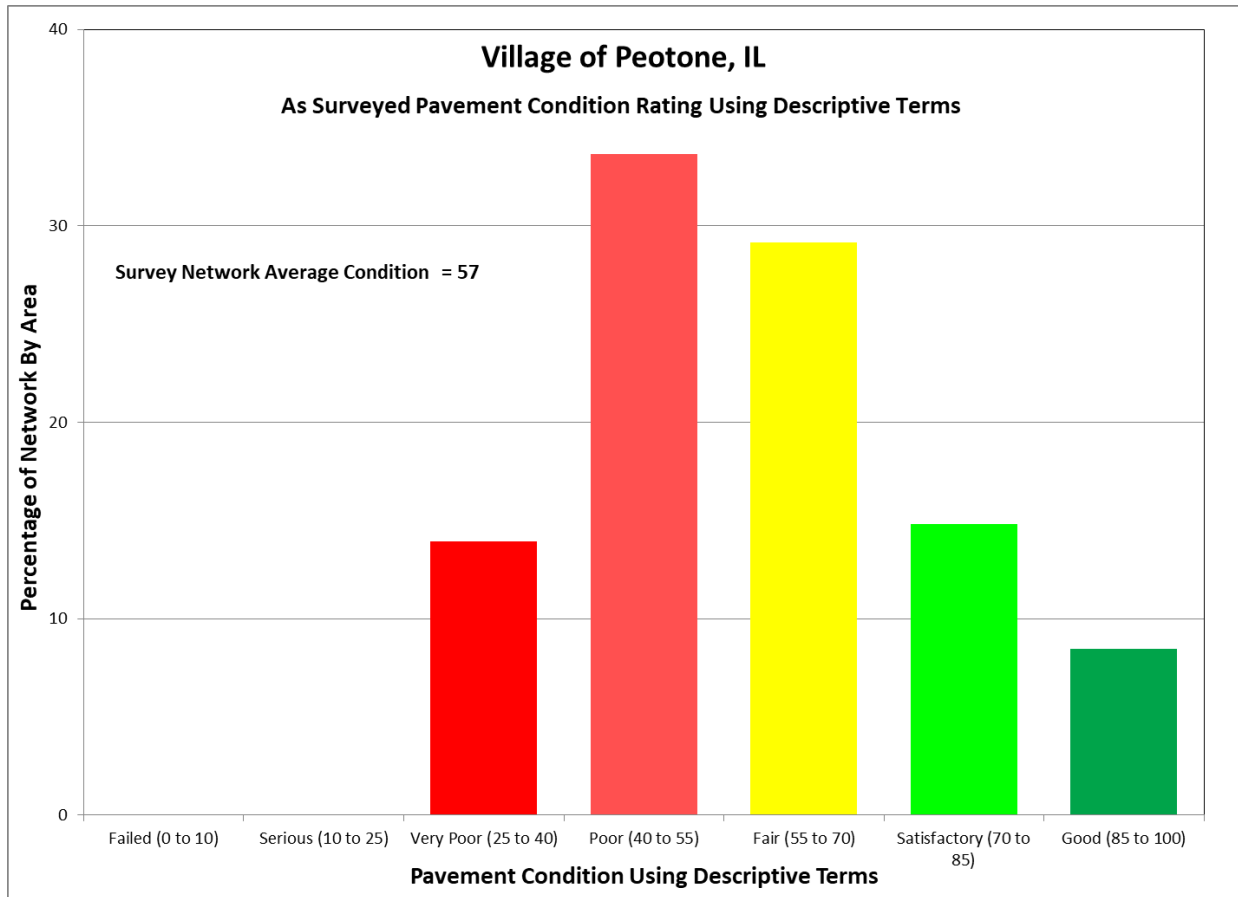
**Wilson Street from First Street to Railroad Street (GISID 5159, PCI = 98)** – Rated as good, displaying little to no surface distresses. The ride is smooth and the surface is non-weathered and the base is strong. In a couple of years, this street segment would be an ideal candidate for routine maintenance activities such as crack sealant rehabilitation.

*In terms of pavement management efficiency, a program based on worst-first, that is starting at the lowest rated street and working up towards the highest, does not achieve optimal expenditure of money. Generally, under this scenario, agencies can not sufficiently fund pavement rehabilitation and lose ground despite injecting large amounts of capital into the network.*

*The preferred basis of rehabilitation candidate selection is to examine the cost of deferral of a street, against increased life expectancy.*

### 4.3 PEOTONE NETWORK CONDITION DISTRIBUTION

Figure 6 shows the distribution of pavement condition for the roadway network in Peotone. The average PCI for the network is 57.



**Figure 6 – Network PCI (Good, Fair, Poor)**

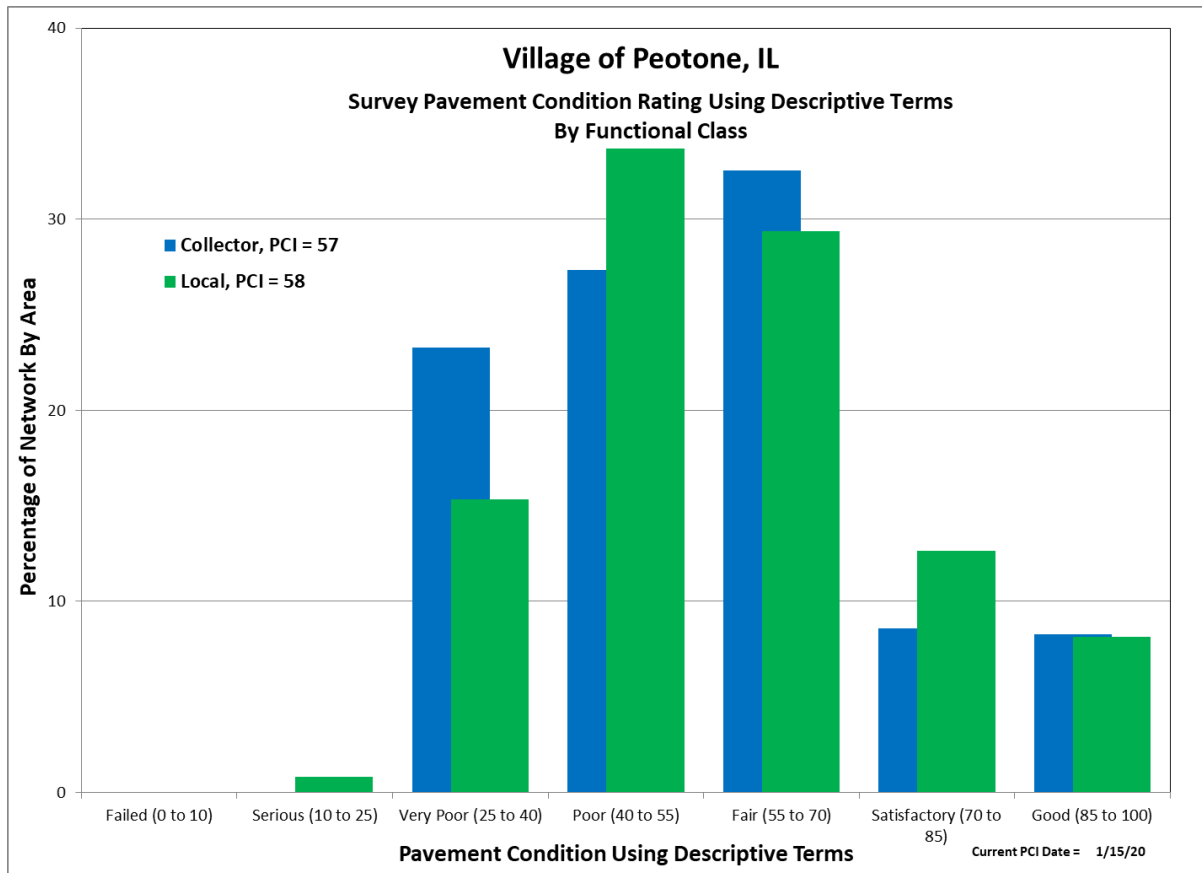
- Nine percent (8.5%) of the network can be considered in Good condition and require only routine maintenance. These streets are prime targets for crack seal treatments.
- Fifteen percent (14.8%) of the network falls into the Satisfactory classification. These are roads that benefit most from preventative maintenance techniques such as microsurfacing, slurry seals and localized panel repairs.
- Twenty-nine percent (29.2%) of the streets are rated as Fair and are candidates for lighter surface-based rehabilitations such as thin overlays or slight panel replacements.
- Forty-eight percent (47.6%) of network can be considered Poor to Very Poor condition representing candidates for progressively thicker overlay-based rehabilitation or panel replacements. If left untreated, they will decline rapidly into reconstruction candidates.

Please refer to **Table 1** on page 6 for condition breakdowns by class and pavement type.

#### 4.4 CONDITION BY FUNCTIONAL CLASSIFICATION

**Figure 7** highlights the pavement condition distribution for the Collector and Local streets. Keep in mind that Collector roadways, the streets that have the majority of traffic use and link various parts of the Village together, may be considered the thoroughfares of the Village and during the budget development process, should receive the highest priority when selecting rehabilitation candidates.

- The **Collector network** has an average PCI of **57**
- The **Local network** has an average PCI of **58**



**Figure 7 – Condition Rating by Functional Classification**

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## 5.0 REHABILITATION PLAN AND BUDGET DEVELOPMENT

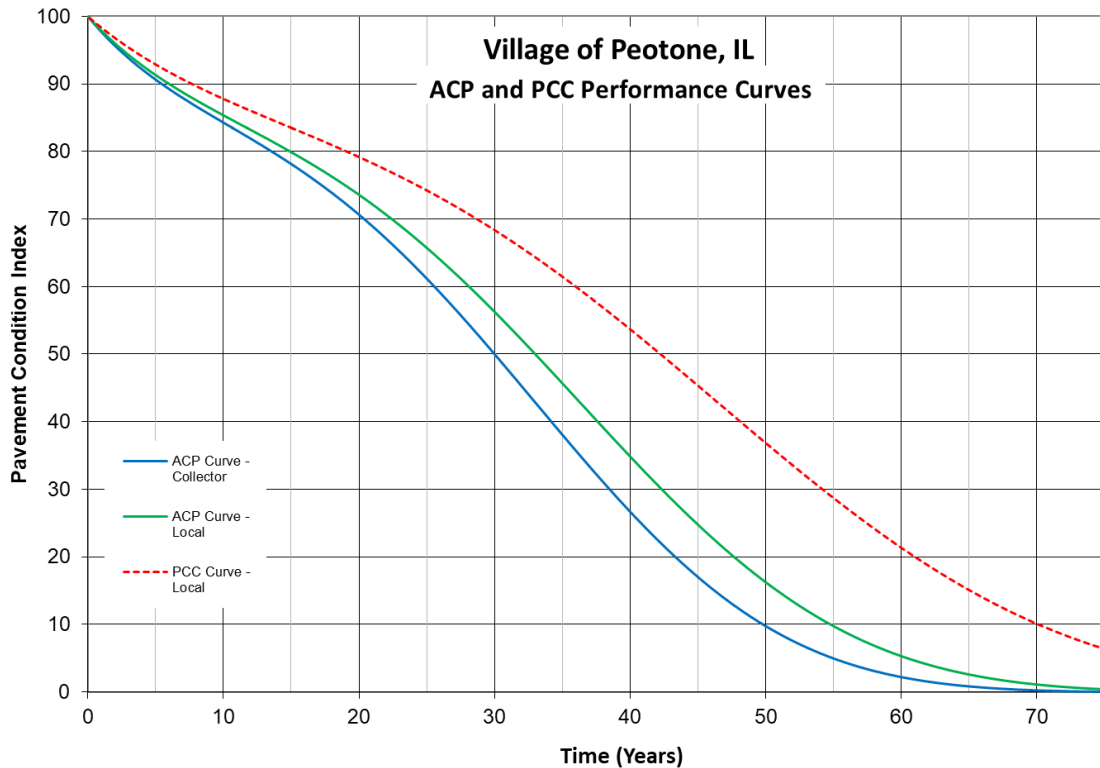
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### 5.1 KEY ANALYSIS SET POINTS AND PAVEMENT PERFORMANCE CURVES

The Paver program requires user inputs in order to complete its condition forecasting and prioritization. A series of operating parameters were developed in order to create an efficient program that is tailored to the Village's needs.

Some of the highlights include:

- Pavement performance curves that are used to predict future pavement condition. Paver allows for historical data to be used to build deterioration models that reflect actual pavement condition over time. This gives an agency the ability to group streets into families that share similar characteristics which play a part in deterioration. Examples include functional class, pavement type, AADT, soil properties, heavy vehicle traffic, test pavement, construction method. For the current project, there was no historical data available to build these curves. As a substitute, IMS created curves based on data from decades of surface surveys in the area which the Village can use until sufficient data is available to build custom curves. **Figure 8** below illustrates these curves.
- A threshold for Critical PCI. Paver allows the user to pick a point where rehabilitation is most necessary. Generally this point coincides with either a greater cost of rehabilitation or an increase in the PCI deterioration slope. Since no historical data was available to build curves and some unit prices are estimated the critical PCI has been set at the Paver recommended value of 55.
- Priority ranking analysis in Paver uses prioritization for rehabilitation candidate selection based on a segments Use and Rank. In the program "Use" defines the role the pavement plays (Roadway, Parking Lot, Driveway), while "Rank" defines its functional class. Since this project only focused on roadways the prioritization will be entirely based on Rank. Commonly higher traffic functional classes receive a higher priority. This ensures that streets that service the most residents undergo rehabilitation first to provide as much benefit per person as possible. For the Village of Peotone, this places Collector segments at a higher priority than Local streets.



**Figure 8 – Peotone Deterioration Curves**

**Rehabilitation Strategies and Unit Rates**

One of the goals of this project was to build a system that allowed the Village to rehabilitate pavements at all points in its life cycle. The main purpose being to extend the useful life of a pavement for minimal cost as discussed in section 2.1. In order to do this an agency must adopt strategies that address pavement distress at its earliest point in order to preserve the pavement. The most common way to do this is to seal the pavement or repair load associated distressed.

In working with the Village it was determined that the current set of rehabilitation strategies were reactive to already deteriorated pavements with a focus on heavy overlays and reconstructs. The current Paver system incorporates localized and global strategies such as crack sealing, patching, slurry seals, and microsurfacing to that list at the request of CMAP.

The rehab strategies and unit rates used in the pavement analysis can be found on the following page.

**Village of Peotone, IL**  
**Major and Global M&R**  
**Rehabilitation Strategies and Unit Rates**

Pavetype	Rehab Code	Rehab Activity	Collector Unit Rate (\$/sqft)	Local Unit Rate (\$/sqft)
Asphalt	ST-SS	Slurry Seal / Seal Coat	0.35	0.35
Asphalt	ST-MS	MicroSurface	0.40	0.40
Asphalt	GL-AT	Thin Overlay	2.00	2.00
Asphalt	OL-AS	Overlay	3.25	2.94
Asphalt	SR-AC	Surface Reconstruction - AC	4.28	3.89
Asphalt	CR-AC	Complete Reconstruction - AC	7.11	6.78
Concrete	LC-PC	PCC - Localized Rehab		1.44
Concrete	SP-PC	PCC - Slight Panel Replacement		3.00
Concrete	MP-PC	PCC - Moderate Panel Replacement		4.50
Concrete	EP-PC	PCC - Extensive Panel Replacement		6.17
Concrete	SR-PC	Surface Reconstruction - PCC		8.44
Concrete	CR-PC	Complete Reconstruction - PCC		12.33

**Table 2 – Major and Global M&R Rehabilitation Strategies and Rates**

The table above breaks out unit costs by work type for Major and Global M&R activities. These costs are the basis of the cost by condition tables within the Paver program. Similarly, the table below summarizes the costs for Localized Preventive work and the table on the following page display the maintenance policies for preventive work.

**Village of Peotone, IL**  
**Localized Preventive M&R**  
**Rehabilitation Strategies and Unit Rates**

Pavetype	Rehab Code	Rehab Activity	Unit Rate (\$/ft or sqft)
Asphalt	CS-AC	Crack Sealing - AC	0.25
Asphalt	GR-PP	Grinding (Localized)	3.00
Asphalt	PA-AD	Patching - AC Deep	8.00
Asphalt	PA-AS	Patching - AC Shallow	4.00
Concrete	CR-AC	Patching - PCC Full Depth	25.00
Concrete	PA-PP	Patching - PCC Partial Depth	10.00
Concrete	SL-PC	Slab Replacement - PCC	15.00
Concrete	JS-LC	Joint Seal (Localized)	3.00
Concrete	CS-PC	Crack Sealing - PCC	0.30

**Table 3 – Localized Preventive M&R Rehabilitation Strategies and Rates**



**Village of Peotone, IL**  
**Localized Preventive M&R**  
**Distress Maintenance Policies**

Distress	Severity	Descrip	Code	Work T)	Work U)
1	Low	ALLIGATOR CR	PA-AS	Patching - AC Shallow	SqFt
1	Medium	ALLIGATOR CR	PA-AD	Patching - AC Deep	SqFt
1	High	ALLIGATOR CR	PA-AD	Patching - AC Deep	SqFt
3	Low	BLOCK CR	CS-AC	Crack Sealing - AC	Ft
3	Medium	BLOCK CR	CS-AC	Crack Sealing - AC	Ft
3	High	BLOCK CR	CS-AC	Crack Sealing - AC	Ft
4	Medium	BUMPS/SAGS	PA-AS	Patching - AC Shallow	SqFt
4	High	BUMPS/SAGS	PA-AD	Patching - AC Deep	SqFt
5	Medium	CORRUGATION	PA-AS	Patching - AC Shallow	SqFt
5	High	CORRUGATION	PA-AD	Patching - AC Deep	SqFt
6	Medium	DEPRESSION	PA-AD	Patching - AC Deep	SqFt
6	High	DEPRESSION	PA-AD	Patching - AC Deep	SqFt
7	Low	EDGE CR	CS-AC	Crack Sealing - AC	Ft
7	Medium	EDGE CR	CS-AC	Crack Sealing - AC	Ft
7	High	EDGE CR	PA-AS	Patching - AC Shallow	SqFt
8	Medium	JT REF. CR	CS-AC	Crack Sealing - AC	Ft
8	High	JT REF. CR	PA-AS	Patching - AC Shallow	SqFt
9	Medium	LANE SH DROP	SH-LE	Shoulder leveling	Ft
9	High	LANE SH DROP	SH-LE	Shoulder leveling	Ft
10	Low	L & T CR	CS-AC	Crack Sealing - AC	Ft
10	Medium	L & T CR	CS-AC	Crack Sealing - AC	Ft
10	High	L & T CR	PA-AS	Patching - AC Shallow	SqFt
11	High	PATCH/UT CUT	PA-AD	Patching - AC Deep	SqFt
13	Low	POTHOLE	PA-AD	Patching - AC Deep	SqFt
13	Medium	POTHOLE	PA-AD	Patching - AC Deep	SqFt
13	High	POTHOLE	PA-AD	Patching - AC Deep	SqFt
15	Medium	RUTTING	PA-AS	Patching - AC Shallow	SqFt
15	High	RUTTING	PA-AD	Patching - AC Deep	SqFt
16	Medium	SHOVING	GR-PP	Grinding (Localized)	Ft
16	High	SHOVING	GR-PP	Grinding (Localized)	Ft
17	Medium	SLIPPAGE CR	PA-AS	Patching - AC Shallow	SqFt
17	High	SLIPPAGE CR	PA-AS	Patching - AC Shallow	SqFt
21	Medium	BLOW UP	PA-PF	Patching - PCC Full Depth	SqFt
21	High	BLOW UP	PA-PF	Patching - PCC Full Depth	SqFt
22	Medium	CORNER BREAK	CS-PC	Crack Sealing - PCC	Ft
22	High	CORNER BREAK	PA-PF	Patching - PCC Full Depth	SqFt
23	Low	DIVIDED SLAB	CS-PC	Crack Sealing - PCC	Ft
23	Medium	DIVIDED SLAB	SL-PC	Slab Replacement - PCC	SqFt
23	High	DIVIDED SLAB	SL-PC	Slab Replacement - PCC	SqFt
24	Medium	DURABIL. CR	PA-PF	Patching - PCC Full Depth	SqFt
24	High	DURABIL. CR	SL-PC	Slab Replacement - PCC	SqFt
25	Medium	FAULTING	GR-PP	Grinding (Localized)	Ft
25	High	FAULTING	GR-PP	Grinding (Localized)	Ft
26	Medium	JT SEAL DMG	JS-LC	Joint Seal (Localized)	Ft
26	High	JT SEAL DMG	JS-LC	Joint Seal (Localized)	Ft
27	Medium	LAND SH DROP	SH-LE	Shoulder leveling	Ft
27	High	LAND SH DROP	SH-LE	Shoulder leveling	Ft
28	Low	LINEAR CR	CS-PC	Crack Sealing - PCC	Ft
28	Medium	LINEAR CR	CS-PC	Crack Sealing - PCC	Ft
28	High	LINEAR CR	PA-PP	Patching - PCC Partial Depth	SqFt
29	High	LARGE PATCH	PA-PF	Patching - PCC Full Depth	SqFt
30	High	SMALL PATCH	PA-PP	Patching - PCC Partial Depth	SqFt
34	Medium	PUNCHOUT	PA-PF	Patching - PCC Full Depth	SqFt
34	High	PUNCHOUT	SL-PC	Slab Replacement - PCC	SqFt
36	High	SCALING	SL-PC	Slab Replacement - PCC	SqFt
38	Medium	CORNER SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
38	High	CORNER SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
39	Medium	JOINT SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
39	High	JOINT SPALL	PA-PP	Patching - PCC Partial Depth	SqFt

**Table 4 – Localized Preventive M&R Distress Maintenance Policies**

## 5.2 NETWORK BUDGET ANALYSIS MODELS

A series of budget scenarios were run using the work planning tool within Paver. This tool uses the previously defined inputs to determine the most economical application of funds and suggest a list of rehabilitation candidates. Most of these scenarios were generated to determine funding outcomes at various levels for a 5 year period using only Major M&R, an inflation rate of 3%, and a start date of June 1<sup>st</sup>, 2020.

The analysis results are summarized below:

- **Do Nothing** – This option identifies the effect of spending no capital for 5 years. After 5 years, this scenario results in a network average PCI drop from a 55 to a 48 and a dramatic increase in backlog to \$10.5M
- **Current Budget** – this represents the Village’s current annual budget of \$300k dedicated to pavement preservation and rehabilitation. This level of funding will result in a network average PCI score of 53 and a backlog increase to \$9.2M.
- **Target PCI = 60** – This is simply the funds required to reach an area weighted network average PCI of 60. A goal of 60 was chosen because it is generally considered the minimum acceptable PCI and would be an improvement in the overall condition of the network. Pavers attempt to meet this benchmark results in a PCI of 62. The annual budget required to do so is approximately \$841k annually and results in a backlog of \$7.8M.
- **Backlog Elimination** – This is the funding level required to rehabilitate all streets below the critical PCI. For the Village this amount came to approximately \$2.3M annually and represents the point where all streets are at a condition where low cost rehabilitation is effective. This scenario has a post rehab PCI of 95.
- **Maintain Current PCI** – The funding level required to maintain the Village’s current area weighted PCI at 57 is \$524k annually. This results in a backlog of \$8.3M.
- **Preventive Candidates** – A budget scenario was created to determine which roads were suitable for preventive work (Cracks seals, Slurry, Patching, etc.) based on distress collected during the survey. Paver identified 127 segments that required preventive work and estimated the cost at \$541k. A map of segments to consider and an itemized list of rehabs can be seen in Appendix D while a summary of work is provided below.

### Village of Peotone, IL

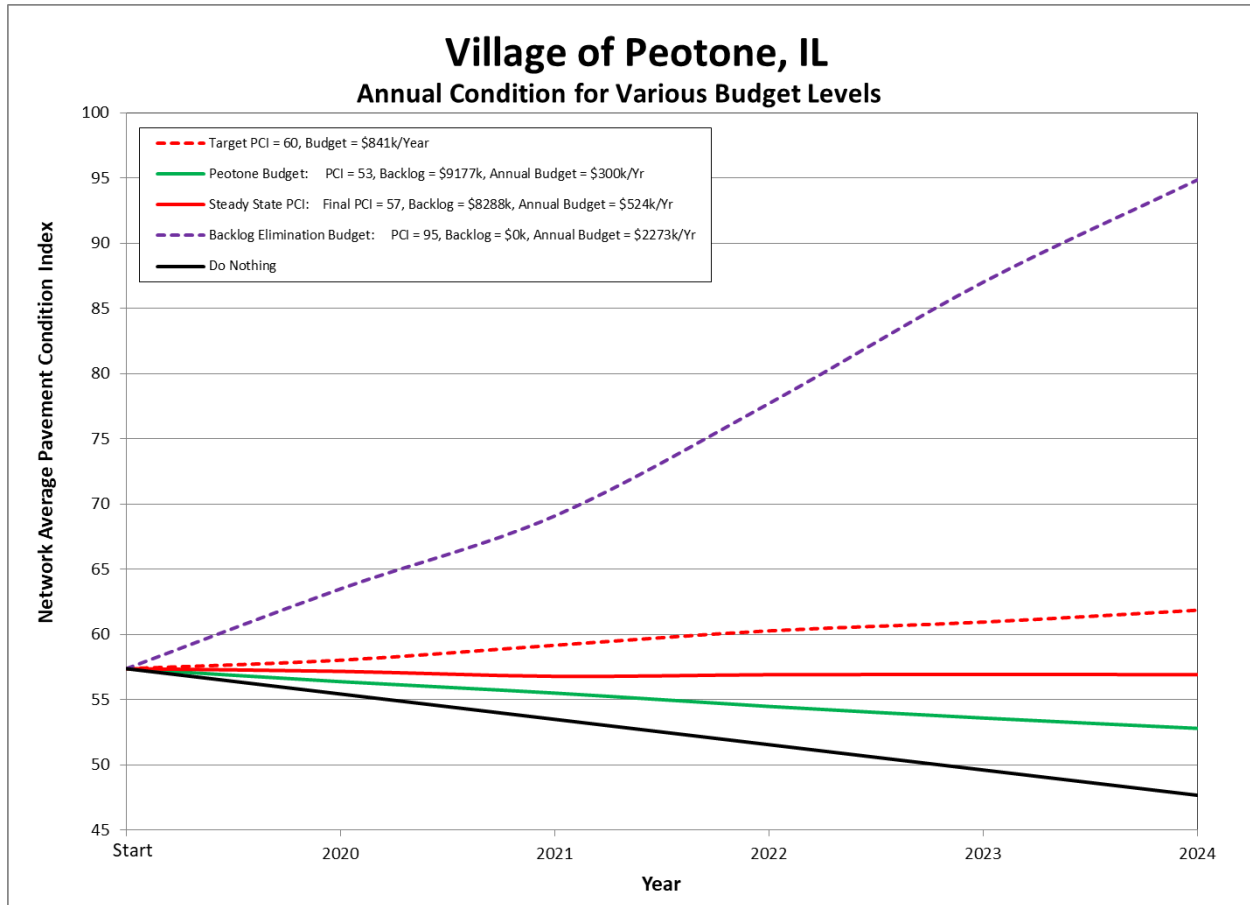
#### Localized Preventive M&R

#### Work Quantities and Costs

Policy	Work Description	Work Quantity	Work Units	Work Cost
AC - PCC - Prev	Crack Sealing - AC	141,793.34	Ft	\$35,447.90
AC - PCC - Prev	Patching - AC Shallow	86,153.35	SqFt	\$344,613.06
AC - PCC - Prev	Crack Sealing - PCC	2,958.02	Ft	\$887.45
AC - PCC - Prev	Slab Replacement - PCC	6,742.80	SqFt	\$101,142.07
AC - PCC - Prev	Patching - PCC Partial Depth	1,168.50	SqFt	\$11,685.00
AC - PCC - Prev	Patching - AC Deep	5,671.13	SqFt	\$45,369.03
AC - PCC - Prev	Patching - PCC Full Depth	66.96	SqFt	\$1,673.95
AC - PCC - Prev	Grinding (Localized)	27.03	Ft	\$81.09
			Σ	\$540,899.55

**Table 5 – Localized Preventive Work Quantities and Costs**

**Figure 9** presents the analysis results on an annual basis. This shows that if the budget falls below \$524k/year (Steady State Budget), over time the overall condition of the roads will deteriorate as backlog continues to grow.



**Figure 9– 5 Year Annual PCI**

**Figures 10 and 11** on the following page summarize the outcomes of various 5 year funding levels as they relate to overall PCI and Backlog costs. The two charts illustrate that while lower levels of funding are capable of obtaining PCI scores that appear acceptable, the level of backlog that the Village will still have to overcome remains high. The analysis backlog of segments below critical PCI for the Village of Peotone is approximately \$6.1 million and at current funding levels is expected to continue growing. Using the charts below a yearly budget of approximately \$1.2M would be required to maintain the backlog at its current value, while funding above that level would work to decrease backlog.

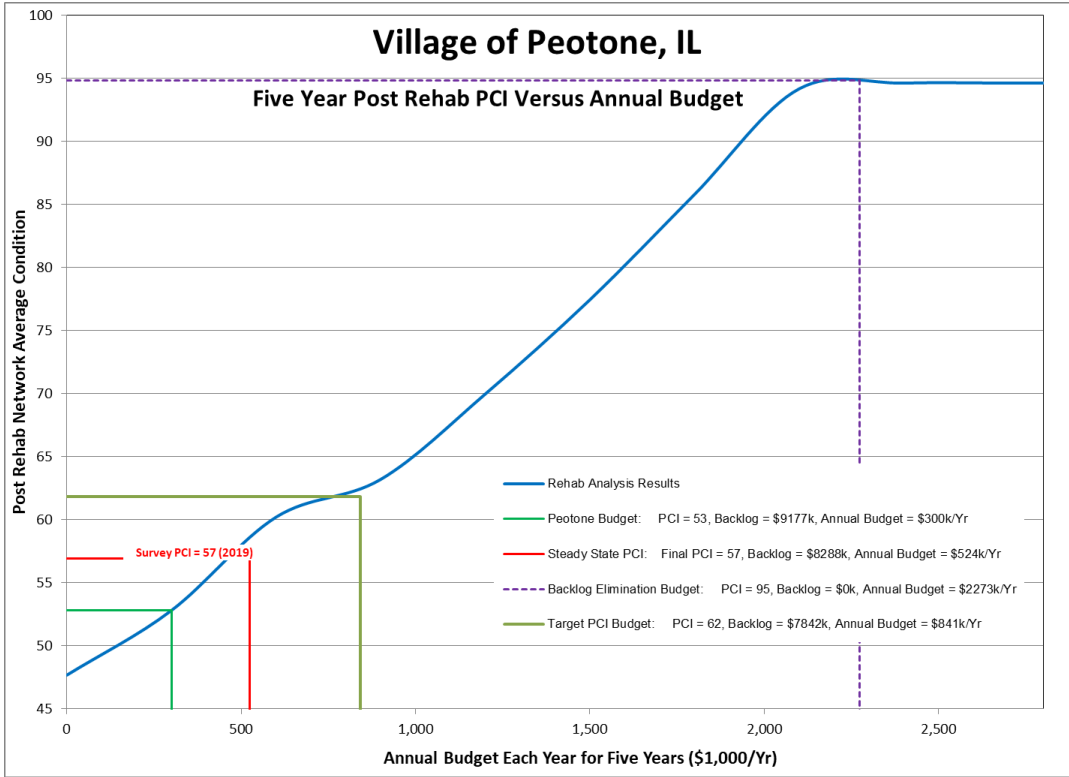


Figure 10 – 5 Year Post Rehab Network PCI Analysis Results

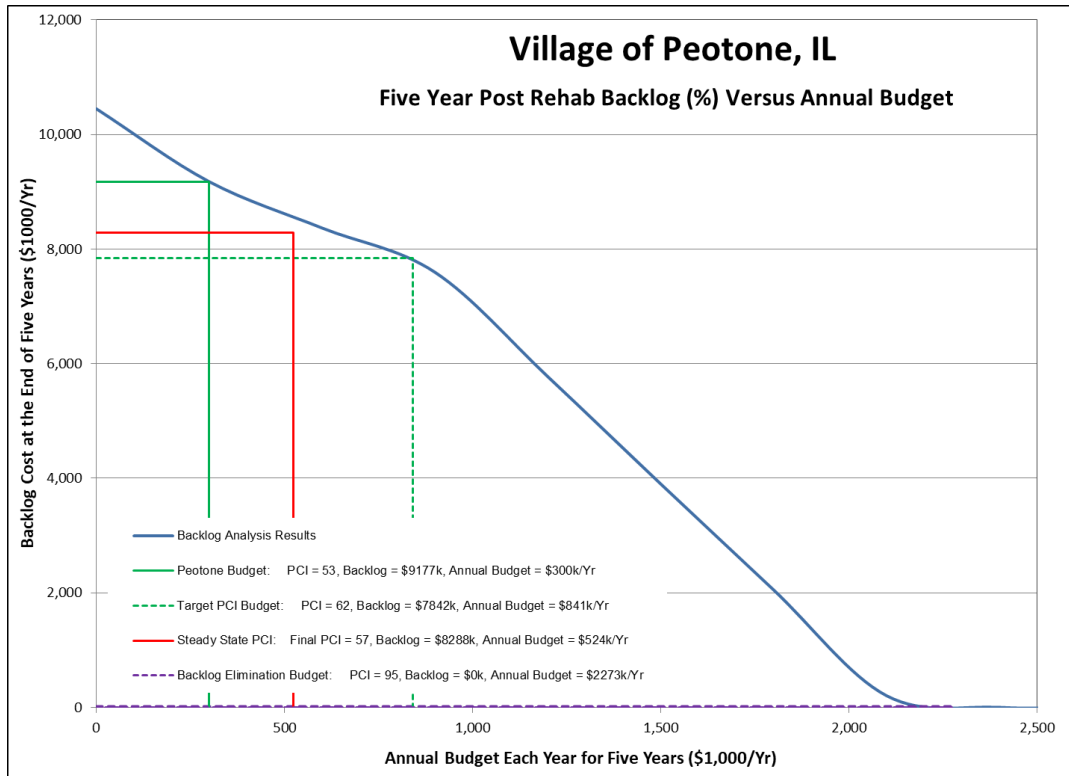
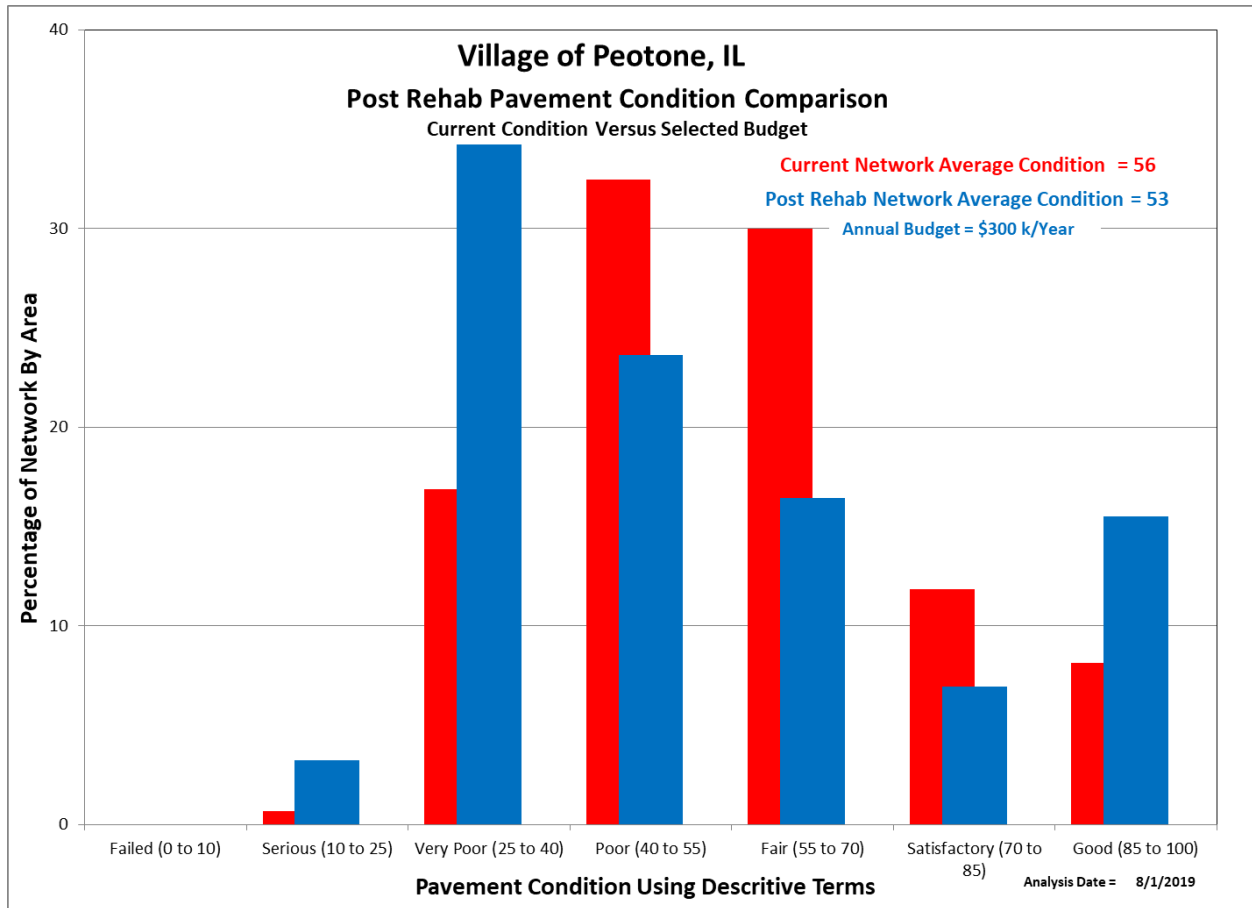


Figure 11 – 5 Year Post Rehab Network PCI Analysis Results

### 5.3 POST REHABILITATION CONDITION

The following figure (**Figure 12**) compares the current network condition distribution (red) against the 5-year post rehabilitation distribution would be at with a budget of \$300k/year (blue). As can be seen in the plot, the current Peotone budget will allow the overall network's PCI average to decrease.



**Figure 12 – Five-Year Post Rehabilitation Condition Distribution**

Table 6 on the following page displays the segments selected for rehab with their associated costs. Summaries for the remaining scenarios are available in **Table 7**.

**Village of Peotone, IL**  
**Major M&R**  
**Current \$300k/yr Budget Selections**

Year	Network ID	Branch ID	Section ID	PCI Before	Cost
2020	1	1080	120	56.65	\$88,337.91
2020	1	1460	10	55.62	\$85,988.34
2020	1	1500	50	55.62	\$114,924.10
2020	1	1640	90	52.57	\$10,334.20
2021	1	1080	100	60.80	\$50,108.19
2021	1	1080	90	62.93	\$31,229.76
2021	1	1500	110	60.80	\$28,679.16
2021	1	1500	70	55.54	\$78,445.94
2021	1	1640	100	59.74	\$23,778.80
2021	1	1640	40	58.69	\$42,202.01
2021	1	1640	60	42.20	\$10,925.39
2021	1	1640	80	56.58	\$32,166.98
2022	1	1080	10	65.33	\$82,743.79
2022	1	1080	20	60.92	\$46,115.87
2022	1	1300	20	56.09	\$30,096.46
2022	1	1640	110	64.22	\$19,451.69
2022	1	1640	130	65.33	\$118,737.34
2023	1	1140	30	55.20	\$32,772.95
2023	1	1160	30	55.20	\$35,568.29
2023	1	1260	20	56.31	\$32,891.83
2023	1	1270	10	55.20	\$22,568.35
2023	1	1450	10	55.20	\$78,500.85
2023	1	1500	120	76.11	\$36,427.06
2023	1	1500	40	65.68	\$60,684.54
2024	1	1050	10	56.57	\$16,626.55
2024	1	1090	50	56.57	\$47,142.76
2024	1	1210	20	55.45	\$69,259.65
2024	1	1300	10	55.45	\$32,803.02
2024	1	1530	10	55.45	\$30,612.18
2024	1	1630	10	55.45	\$101,069.84

**Table 6 – Current \$300k/yr Budget Selections**

**Village of Peotone, IL**  
**Budget Summary**  
**Scenario Costs and Resulting PCI**

Scenario	Annual Budget	Unfunded	Funded	Total	Predicted PCI
Backlog Control	\$2,273,000	\$19,848,850	\$11,364,362	\$31,213,212	95
Target PCI 60	\$841,000	\$42,929,918	\$4,203,746	\$47,133,664	62
Maintain PCI	\$524,000	\$47,945,245	\$2,621,646	\$50,566,890	57
Current Budget	\$300,000	\$51,477,317	\$1,491,194	\$52,968,511	53
Do Nothing	\$0	\$56,139,017	\$0	\$56,139,017	48

**Table 7 – Budget Scenario Summary**

## 5.4 NETWORK RECOMMENDATIONS AND COMMENTS

The following recommendations are presented to Peotone as an output from the pavement analysis, and must be read in conjunction with the attached reports.

1. Peotone should adopt a policy statement to increase PCI and work to lower their Backlog. This would require an annual budget in excess of \$1.2M (dedicated to pavement rehabilitation and preservation).
2. The full suite of proposed rehabilitation strategies and unit rates should be reviewed annually as these can have considerable effects on the final program.
3. The Village does not currently perform Localized Preventive and Global M&R. The findings of this analysis are based on estimated rates and are only valid for those rates. It is recommended that the Village determine real costs for these work types and reassess these findings.
4. No allowance has been made for network growth. As the Village expands or increases the amount of paved roads, increased budgets will be required.
5. The Village should resurvey their streets every few years to update the condition data and rehabilitation program.

**Appendix A**

**Street Inventory and Condition Summary**

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**Village of Peotone, IL**  
**Street Inventory and Condition Summary - Sorted by Street Name**

GISID	Agency ID	Street Number	Block Number	On Street	From Street	To Street	Functional Class	Pavement Type	Pavement Width (ft)	Pavement Length (ft)	Survey Pavement Condition Index (PCI)
5088	1000	10		AHLBORN DR	FOURTH ST	FOURTH ST	Local	AC	33	994	36
5156	1010	10		AMSTERDAM LN	HANS BRINKER DR	VAN GOGH CT	Local	AC	32	409	38
5155	1010	20		AMSTERDAM LN	VAN GOGH CT	MILL RD	Local	AC	38	418	26
5031	1020	10		ASHBURTON LN	NORTH SRT	THE HAGUE	Local	AC	30	372	38
5210	1030	10		BARTON LA	HAWTHORN LA	HICKORY ST	Local	AC	32	330	45
5209	1030	20		BARTON LA	HICKORY ST	CHESTNUT LN	Local	AC	30	326	50
5212	1030	30		BARTON LA	CHESTNUT LN	LINDEN LN	Local	AC	30	333	57
5211	1030	40		BARTON LA	LINDEN LN	EAST END	Local	AC	30	156	49
5157	1040	10		BLAINE AV	MILL RD	WEST ST	Local	AC	30	1,464	46
5190	1050	10		BONNIE LN	NORTH END	LOUISE LN	Local	AC	32	157	66
5189	1050	20		BONNIE LN	LOUISE LN	MAYTREE LN	Local	AC	32	766	41
5187	1050	30		BONNIE LN	MAYTREE LN	LOCUST LA	Local	AC	32	337	40
5186	1050	40		BONNIE LN	LOCUST LA	MEADOW LN	Local	AC	30	1,032	45
5188	1050	50		BONNIE LN	MEADOW LN	JEAN ST	Local	AC	30	431	74
5024	1060	10		CHESTNUT LN	BARTON LA	LINDEN LN	Local	AC	31	522	42
5025	1060	20		CHESTNUT LN	LINDEN LN	HAUERT ST	Local	AC	32	412	47
5096	1070	10		CONRAD ST	JOLIET RD	CRAWFORD ST	Local	AC	30	1,434	44
5095	1070	20		CONRAD ST	CRAWFORD ST	NORTH ST	Local	AC	30	376	51
5093	1070	30		CONRAD ST	NORTH ST	WOOD AV	Local	AC	30	314	48
5094	1070	40		CONRAD ST	WOOD AV	CORNING AV	Local	AC	30	531	50
5001	1080	10		CORNING AVE	VILLAGE LIMIT	WESTGATE DR	Collector	AC	32	750	71
5004	1080	100		CORNING AVE	RAILROAD ST	THIRD ST	Collector	AC	30	499	65
5009	1080	110		CORNING AVE	THIRD ST	FOURTH ST	Collector	AC	39	405	44
5002	1080	120		CORNING AVE	FOURTH ST	HARLEM AV	Collector	AC	39	697	59
5010	1080	130		CORNING AVE	HARLEM AV	WESLEY DR	Collector	AC	28	1,508	56
5008	1080	140		CORNING AVE	WESLEY DR	RIDGELAND AVE	Collector	AC	20	3,774	37
5221	1080	20		CORNING AVE	WESTGATE DR	RATHJE RD	Collector	AC	32	418	67
5239	1080	30		CORNING AVE	WESTGATE DR	DELFT CT	Collector	AC	32	364	48
5006	1080	40		CORNING AVE	DELFT CT	HANS BRINKER DR	Collector	AC	32	369	36
5005	1080	50		CORNING AVE	HANS BRINKER DR	MILL RD	Collector	AC	32	797	32
5238	1080	60		CORNING AVE	MILL RD	CONRAD ST	Collector	AC	36	743	34
5007	1080	70		CORNING AVE	CONRAD ST	WEST ST	Collector	AC	36	710	47
5003	1080	80		CORNING AVE	WEST ST	FIRST ST	Collector	AC	38	401	48
5222	1080	90		CORNING AVE	WEST ST	RAILROAD ST	Collector	AC	30	311	67
5139	1090	10		CRAWFORD ST	CONRAD ST	WEST ST	Local	AC	34	703	38
5138	1090	20		CRAWFORD ST	WEST ST	FIRST ST	Local	AC	34	407	95
5137	1090	30		CRAWFORD ST	FIRST ST	SECOND ST	Local	AC	34	400	95
5140	1090	40		CRAWFORD ST	SECOND ST	WASHINGTON ST	Local	AC	35	404	100
5136	1090	50		CRAWFORD ST	WASHINGTON ST	FOURTH ST	Local	AC	35	407	66
5141	1090	60		CRAWFORD ST	FOURTH ST	HARLEM AVE	Local	AC	34	698	64
5172	1100	10		CROWN LN	DIVISION ST	MANOR DR	Local	AC	32	382	86
5173	1100	20		CROWN LN	MANOR DR	RATHJE RD	Local	AC	32	379	88
5033	1110	10		DELFT CT	CORNING AVE	SOUTH END	Local	AC	53	504	47
5108	1120	10		DIVISION ST	CROWN LN	ROYAL LN	Local	AC	31	1,044	89
5110	1120	20		DIVISION ST	ROYAL LN	WILMINGTON-PEOTONE RD	Local	AC	30	325	76
5111	1120	30		DIVISION ST	JOLIET RD	OAK ST	Local	AC	30	354	42
5109	1120	40		DIVISION ST	OAK ST	SOUTH END	Local	AC	30	110	54
5183	1130	10		ETHEL ST	JEAN ST	RATHJE RD	Local	AC	27	373	91
5060	1140	10		FIRST ST	NORTH END	SUMNER AV	Local	AC	34	352	28
5061	1140	20		FIRST ST	SUMNER AV	LINCOLN AV	Local	AC	25	384	67
5064	1140	30		FIRST ST	LINCOLN AV	CRAWFORD ST	Local	AC	25	408	63
5063	1140	40		FIRST ST	CRAWFORD ST	NORTH ST	Local	AC	40	386	53
5066	1140	50		FIRST ST	NORTH ST	MAIN ST	Local	AC	51	411	64
5062	1140	60		FIRST ST	MAIN ST	CORNING AVE	Local	AC	50	428	61
5065	1140	70		FIRST ST	CORNING AVE	WILSON ST	Local	AC	25	410	95
5164	1150	10		FOURTH ST	CRAWFORD ST	NORTH ST	Local	AC	28	392	62
5081	1150	20		FOURTH ST	NORTH ST	MAIN ST	Local	PCC	23	408	66
5163	1150	30		FOURTH ST	MAIN ST	CORNING AVE	Local	PCC	23	432	66
5080	1150	40		FOURTH ST	CORNING AVE	WILSON ST	Local	PCC	23	405	72
5082	1150	50		FOURTH ST	WILSON ST	SOUTH ST	Local	PCC	24	410	72
5083	1150	60		FOURTH ST	SOUTH ST	AHLBORN DR	Local	AC	32	231	59
5166	1150	70		FOURTH ST	AHLBORN DR	AHLBORN DR	Local	AC	32	741	64

**Village of Peotone, IL**  
**Street Inventory and Condition Summary - Sorted by Street Name**

GISID	Agency ID	Street Number	Block Number	On Street	From Street	To Street	Functional Class	Pavement Type	Pavement Width (ft)	Pavement Length (ft)	Survey Pavement Condition Index (PCI)
5165	1150	80		FOURTH ST	AHLBORN DR	SOUTH END	Local	AC	33	70	82
5098	1160	10		GARFIELD AV	WEST END	LOCUST LA	Local	AC	30	142	57
5100	1160	20		GARFIELD AV	LOCUST LA	WESTGATE DR	Local	AC	32	862	40
5097	1160	30		GARFIELD AV	WESTGATE DR	RATHJE RD	Local	AC	30	369	63
5167	1160	40		GARFIELD AV	MILL RD	BLUE DEVIL DR	Local	AC	32	731	39
5099	1160	50		GARFIELD AV	BLUE DEVIL DR	WEST ST	Local	AC	30	699	44
5196	1170	10		GLENVIEW LN	NORTH ST	734N NORTH ST	Local	AC	28	735	51
5198	1170	20		GLENVIEW LN	734N NORTH ST	943N NORTH ST	Local	AC	28	210	79
5199	1170	30		GLENVIEW LN	943N NORTH ST	1151N NORTH ST	Local	AC	27	209	41
5195	1170	40		GLENVIEW LN	1151N NORTH ST	MILL RD	Local	AC	27	104	46
5205	1180	10		GULL VIEW DR	SOUTH END	HUMINGBIRD LN	Local	AC	60	183	100
5201	1180	20		GULL VIEW DR	HUMINGBIRD LN	HERON AVE	Local	AC	61	335	59
5202	1180	30		GULL VIEW DR	HERON AVE	TEAL AVE	Local	AC	61	347	45
5203	1180	40		GULL VIEW DR	TEAL AVE	MALLARD LA	Local	AC	52	307	52
5197	1180	50		GULL VIEW DR	MALLARD LA	WILMINGTON-PEOTONE RD	Local	AC	40	216	51
5204	1190	10		HANS BRINKER CT	HANS BRINKER DR	WEST END	Local	AC	42	318	46
5143	1200	10		HANS BRINKER DR	THE HAGUE	CORNING AVE	Local	AC	37	346	47
5145	1200	20		HANS BRINKER DR	CORNING AVE	AMSTERDAM LN	Local	AC	31	316	47
5142	1200	30		HANS BRINKER DR	CORNING AVE	HANS BRINKER CT	Local	AC	31	586	42
5144	1200	40		HANS BRINKER DR	HANS BRINKER CT	SOUTH END	Local	AC	43	300	42
5213	1210	10		HAUERT ST	HARLEM AVE	SIXTH ST	Local	AC	30	836	29
5214	1210	20		HAUERT ST	SIXTH ST	HAWTHORN LA	Local	AC	32	654	65
5146	1210	30		HAUERT ST	HAWTHORN LA	HICKORY ST	Local	AC	32	331	52
5051	1210	40		HAUERT ST	HICKORY ST	CHESTNUT LN	Local	AC	32	333	54
5215	1210	50		HAUERT ST	CHESTNUT LN	EAST END	Local	AC	32	489	58
5208	1220	10		HAWTHORN LA	HAUERT ST	WALNUT ST	Local	AC	30	335	89
5207	1220	20		HAWTHORN LA	WALNUT ST	BARTON LN	Local	AC	32	605	41
5206	1220	30		HAWTHORN LA	BARTON LN	PEOTONE-BEECHER RD	Local	AC	31	223	70
5052	1230	10		HERON AVE	GULL VIEW DR	MERGANSER LN	Local	AC	30	977	43
5113	1240	10		HICKORY ST	WESLEY DR	WESLEY DR	Local	AC	30	1,101	59
5114	1240	20		HICKORY ST	WESLEY DR	HAUERT ST	Local	AC	32	357	49
5115	1240	30		HICKORY ST	HAUERT ST	BARTON LN	Local	AC	32	933	36
5116	1250	10		HUMMINGBIRD LN	GULL VIEW DR	MERGANSER LN	Local	AC	30	1,096	98
5148	1260	10		JEAN ST	WESTGATE DR	MAPLE LN	Local	AC	31	393	61
5182	1260	20		JEAN ST	MAPLE LN	LOUISE LN	Local	AC	29	353	64
5181	1260	30		JEAN ST	LOUISE LN	ETHEL ST	Local	AC	29	401	76
5026	1260	40		JEAN ST	ETHEL ST	BONNIE LN	Local	AC	29	216	81
5149	1270	10		JESSEN ST	SECOND ST	SCHROEDER AV	Local	AC	16	439	63
5150	1280	10		JOLIET RD	RATHJE RD	EAST END	Local	AC	21	600	29
5023	1290	10		LARK ST	MEADOW LN	WEST END	Local	AC	38	435	60
5035	1300	10		LINCOLN AV	WEST ST	FIRST ST	Local	AC	24	413	65
5037	1300	20		LINCOLN AV	FIRST ST	SECOND ST	Local	AC	24	402	62
5034	1300	30		LINCOLN AV	SECOND ST	WASHINGTON ST	Local	AC	24	402	66
5038	1310	10		LINDEN LN	BARTON LA	CHESTNUT LN	Local	AC	31	843	39
5178	1320	10		LOCUST LA	BONNIE LN	LOUISE LN	Local	AC	32	486	61
5036	1320	20		LOCUST LA	LOUISE LN	MAPLE LN	Local	AC	31	351	51
5176	1320	30		LOCUST LA	MAPLE LN	WESTGATE DR	Local	AC	30	346	59
5175	1320	40		LOCUST LA	WESTGATE DR	GARFIELD AV	Local	AC	32	330	66
5177	1320	50		LOCUST LA	GARFIELD AV	WESTGATE DR	Local	AC	31	1,006	48
5120	1330	10		LOUISE LN	BONNIE LN	MAYTREE LN	Local	AC	32	612	48
5180	1330	20		LOUISE LN	MAYTREE LN	LOCUST LA	Local	AC	32	328	48
5121	1330	30		LOUISE LN	LOCUST LA	650E LOCUST LN	Local	AC	32	649	76
5123	1330	40		LOUISE LN	650E LOCUST LN	MEADOW LN	Local	AC	30	216	89
5122	1330	50		LOUISE LN	MEADOW LN	JEAN ST	Local	AC	30	367	88
5179	1330	60		LOUISE LN	JEAN ST	RATHJE RD	Local	AC	30	374	85
5112	1340	10		MAIN ST	WEST ST	FIRST ST	Local	AC	42	400	45
5043	1340	20		MAIN ST	FIRST ST	SECOND ST	Local	AC	60	397	61
5200	1340	30		MAIN ST	SECOND ST	RAILROAD ST	Local	AC	60	101	66
5174	1340	40		MAIN ST	RAILROAD ST	THIRD ST	Local	AC	58	308	53
5125	1340	50		MAIN ST	THIRD ST	FOURTH ST	Local	AC	32	411	78
5124	1340	60		MAIN ST	FOURTH ST	HARLEM AVE	Local	AC	32	699	70
5044	1350	10		MALLARD LA	GULL VIEW DR	MERGANSER LN	Local	AC	32	802	46
5117	1360	10		MANOR DR	CROWN LN	ROTUYAL LN	Local	AC	32	1,046	81

**Village of Peotone, IL**  
**Street Inventory and Condition Summary - Sorted by Street Name**

GISID	Agency ID	Street Number	Block Number	On Street	From Street	To Street	Functional Class	Pavement Type	Pavement Width (ft)	Pavement Length (ft)	Survey Pavement Condition Index (PCI)
5119		1370	10	MAPLE LN	LOCUST LA	JEAN ST	Local	AC	30	1,111	59
5118		1380	10	MAYTREE LN	NORTH END	LOUISE LN	Local	AC	32	313	70
5047		1380	20	MAYTREE LN	LOUISE LN	BONNIE LN	Local	AC	32	428	50
5048		1390	10	MEADOW LN	LOUISE LN	LARK ST	Local	AC	45	315	61
5050		1390	20	MEADOW LN	LARK ST	BONNIE LN	Local	AC	45	331	60
5049		1390	30	MEADOW LN	BONNIE LN	WILMINGTON-PEOTONE RD	Local	AC	46	205	55
5102		1400	10	MERGANSER LN	MALLARD LA	TEAL AVE	Local	AC	32	310	36
5101		1400	20	MERGANSER LN	TEAL AVE	HERON AVE	Local	AC	32	309	32
5103		1400	30	MERGANSER LN	HERON AVE	HUMMINGBIRD LN	Local	AC	32	325	57
5104		1400	40	MERGANSER LN	HUMMINGBIRD LN	SOUTH END	Local	AC	32	127	98
5128		1410	10	MILL RD	JOLIET RD	OAK ST	Local	AC	28	355	46
5133		1410	20	MILL RD	OAK ST	GLENVIEW LN	Local	AC	28	513	43
5027		1410	30	MILL RD	GLENVIEW LN	SOUTH END	Local	AC	28	249	54
5106		1410	40	MILL RD	CORNING AVE	BLAINE AV	Local	AC	32	316	40
5105		1410	50	MILL RD	BLAINE AV	AMSTERDAM LN	Local	AC	30	136	31
5028		1410	60	MILL RD	AMSTERDAM LN	GARFIELD AV	Local	AC	30	211	30
5129		1420	10	NORTH ST	RATHJE RD	ASHBURTON LN	Local	AC	40	212	35
5130		1420	100	NORTH ST	FOURTH ST	HARLEM AVE	Local	PCC	24	697	62
5220		1420	20	NORTH ST	ASHBURTON LN	THE HAGUE	Local	AC	32	942	35
5153		1420	30	NORTH ST	WEST END	GLENVIEW LN	Local	AC	28	303	100
5131		1420	40	NORTH ST	GLENVIEW LN	CONRAD ST	Local	AC	28	386	99
5045		1420	50	NORTH ST	CONRAD ST	WEST ST	Local	AC	26	701	57
5132		1420	60	NORTH ST	WEST ST	FIRST ST	Local	AC	50	402	77
5154		1420	70	NORTH ST	FIRST ST	SECOND ST	Local	AC	45	404	78
5046		1420	80	NORTH ST	SECOND ST	RAILROAD ST	Local	AC	64	260	79
5059		1420	90	NORTH ST	WEST END	FOURTH ST	Local	PCC	24	377	46
5147		1430	10	OAK ST	RATHJE RD	DIVISION ST	Local	AC	28	804	41
5032		1430	20	OAK ST	DIVISION ST	MILL RD	Local	AC	28	728	39
5053		1440	10	ORCHARD CT	SCHROEDER AV	EAST END	Local	AC	38	384	51
5054		1450	10	ORIOLE DR	WILMINGTON-PEOTONE RD	TEAL AVE	Local	AC	48	509	63
5011		1450	20	ORIOLE DR	TEAL AVE	PELICAN LN	Local	AC	31	614	80
5014		1460	10	PEARL DR	TUCKER RD	SOUTH END	Collector	AC	42	630	58
5019		1470	10	PELICAN LN	ORIOLE DR	TEAL AVE	Local	AC	32	916	71
5016		1480	10	PENNY LN	WEST END	WEST ST	Local	AC	31	436	41
5017		1490	10	RAILROAD ST	CRAWFORD ST	NORTH ST	Local	AC	42	423	53
5018		1490	20	RAILROAD ST	NORTH ST	MAIN ST	Local	AC	44	423	49
5012		1490	30	RAILROAD ST	MAIN ST	CORNING AVE	Local	PCC	20	476	68
5015		1490	40	RAILROAD ST	CORNING AVE	WILSON ST	Local	PCC	12	448	81
5224		1500	10	RATHJE RD	JOLIET RD	JOLIET RD	Collector	AC	23	561	95
5057		1500	100	RATHJE RD	ROYAL LN	WILMINGTON-PEOTONE RD	Collector	AC	42	319	53
5068		1500	110	RATHJE RD	WILMINGTON-PEOTONE RD	357S WILMINGTON-PEOTONE	Collector	AC	24	357	65
5013		1500	120	RATHJE RD	357S WILMINGTON-PEOTONE	803S WILMINGTON-PEOTONE	Collector	AC	23	446	82
5185		1500	130	RATHJE RD	803S WILMINGTON-PEOTONE	SOUTH LIMIT	Collector	AC	23	164	87
5225		1500	20	RATHJE RD	JOLIET RD	OAK ST	Collector	AC	25	361	99
5067		1500	30	RATHJE RD	OAK ST	NORTH ST	Collector	AC	22	1,549	100
5020		1500	40	RATHJE RD	NORTH ST	CORNING AVE	Collector	AC	23	743	73
5058		1500	50	RATHJE RD	CORNING AVE	GARFIELD AV	Collector	AC	42	842	58
5223		1500	60	RATHJE RD	CORNING AVE	CROWM LN	Collector	AC	42	430	48
5237		1500	70	RATHJE RD	CROWM LN	LOUISE LN	Collector	AC	42	558	60
5069		1500	80	RATHJE RD	LOUISE LN	ETHEL ST	Collector	AC	42	404	59
5184		1500	90	RATHJE RD	ETHEL ST	ROYAL LN	Collector	AC	42	89	45
5070		1510	10	ROYAL LN	RATHJE RD	MANOR DR	Local	AC	32	378	76
5072		1510	20	ROYAL LN	MANOR DR	DIVISION ST	Local	AC	32	385	94
5071		1510	30	ROYAL LN	DIVISION ST	EAST END	Local	AC	32	176	84
5091		1520	10	SCHROEDER AV	JESSEN ST	ORCHARD CT	Local	AC	28	593	73
5092		1520	20	SCHROEDER AV	ORCHARD CT	WILMINGTON-PEOTONE RD	Local	AC	29	270	70
5089		1530	10	SECOND ST	SUMNER AV	LINCOLN AV	Local	AC	25	370	65
5151		1530	20	SECOND ST	LINCOLN AV	CRAWFORD ST	Local	AC	24	411	67
5170		1530	30	SECOND ST	CRAWFORD ST	NORTH ST	Local	AC	62	400	73
5152		1530	40	SECOND ST	NORTH ST	MAIN ST	Local	AC	58	404	61
5168		1530	50	SECOND ST	WILSON ST	SOUTH ST	Local	PCC	23	412	77
5169		1530	60	SECOND ST	SOUTH ST	SCHROEDER AV	Local	AC	30	991	58
5090		1530	70	SECOND ST	SCHROEDER AV	GOVERNORS HWY	Local	AC	30	649	59

**Village of Peotone, IL**  
**Street Inventory and Condition Summary - Sorted by Street Name**

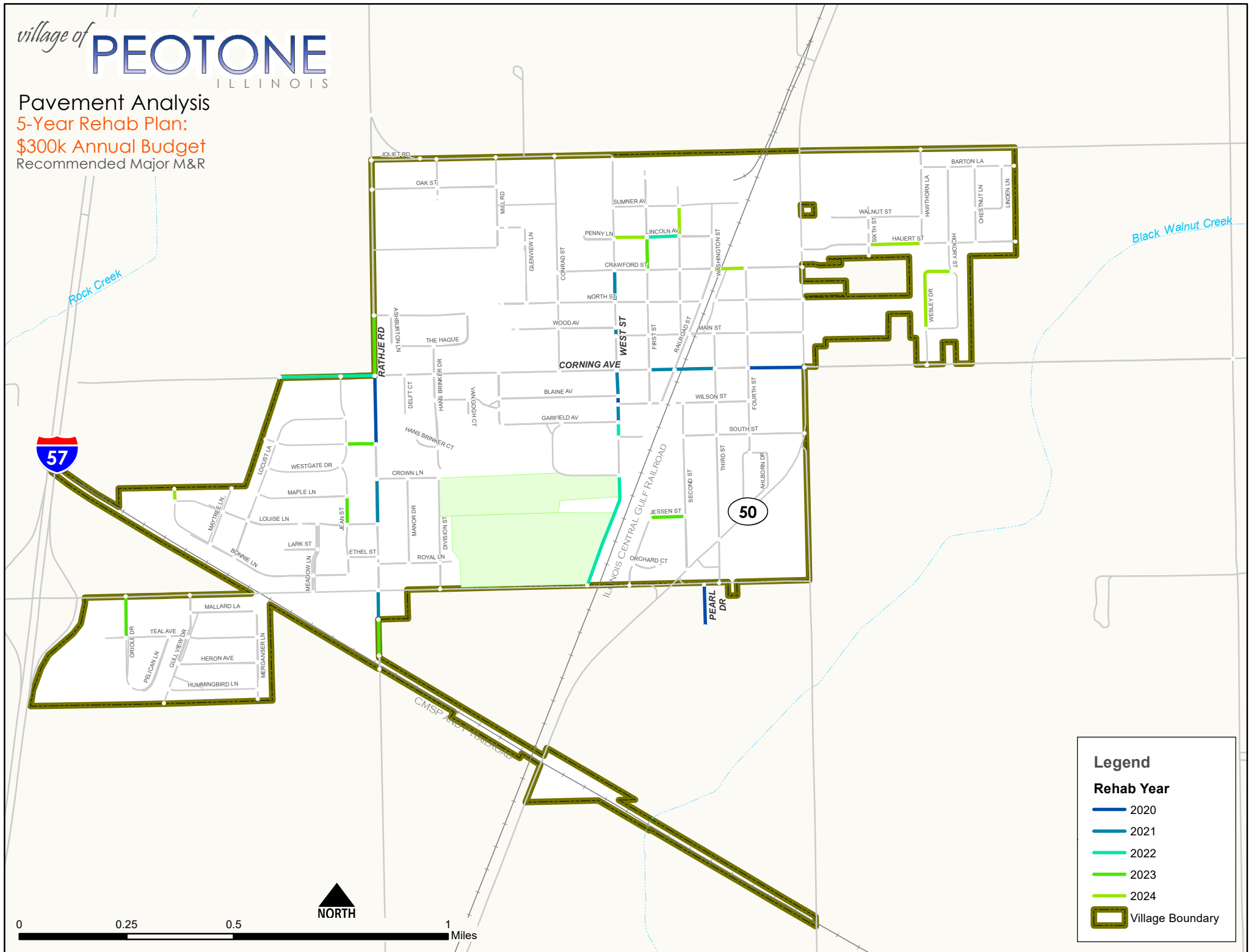
GISID	Agency ID	Street Number	Block Number	On Street	From Street	To Street	Functional Class	Pavement Type	Pavement Width (ft)	Pavement Length (ft)	Survey Pavement Condition Index (PCI)
5191		1540	10	SIXTH ST	SOUTH END	HAUERT ST	Local	AC	32	133	51
5193		1540	20	SIXTH ST	HAUERT ST	170 NHAUERT ST	Local	AC	32	170	45
5192		1540	30	SIXTH ST	170 NHAUERT ST	WALNUT ST	Local	AC	31	170	55
5194		1540	40	SIXTH ST	WALNUT ST	NORTH END	Local	AC	30	157	45
5029		1550	10	SOUTH ST	WEST ST	EAST END	Local	AC	26	322	26
5078		1550	20	SOUTH ST	SECOND ST	THIRD ST	Local	PCC	24	414	69
5076		1550	30	SOUTH ST	THIRD ST	FOURTH ST	Local	AC	24	403	57
5030		1550	40	SOUTH ST	FOURTH ST	HARLEM AVE	Local	AC	24	679	64
5075		1560	10	SUMNER AV	WEST ST	FIRST ST	Local	AC	24	409	64
5107		1560	20	SUMNER AV	FIRST ST	SECOND ST	Local	AC	24	403	59
5217		1570	10	TEAL AVE	MERGANSER LN	GULL VIEW DR	Local	AC	32	855	42
5074		1570	20	TEAL AVE	GULL VIEW DR	PELICAN LN	Local	AC	32	238	51
5216		1570	30	TEAL AVE	PELICAN LN	ORIOLE DR	Local	AC	34	520	52
5021		1570	40	TEAL AVE	ORIOLE DR	WEST END	Local	AC	48	281	56
5218		1580	10	THE HAGUE	NORTH ST	HANSBRINKER DR	Local	AC	30	759	44
5022		1580	20	THE HAGUE	HANSBRINKER DR	ASHBURTON LN	Local	AC	30	502	42
5235		1590	10	THIRD ST	MAIN ST	CORNING AVE	Local	AC	51	435	74
5233		1590	20	THIRD ST	CORNING AVE	WILSON ST	Local	PCC	30	411	65
5236		1590	30	THIRD ST	WILSON ST	SOUTH ST	Local	PCC	30	409	70
5219		1590	40	THIRD ST	SOUTH ST	GOVENORS HWY	Local	AC	30	1,283	44
5234		1590	50	THIRD ST	GOVENORS HWY	TUCKER RD	Local	AC	22	539	34
5232		1600	10	VAN GOGH CT	AMSTERDAM LN	SOUTH END	Local	AC	41	205	39
5230		1610	10	WALNUT ST	WEST END	SIXTH ST	Local	AC	38	480	45
5231		1610	20	WALNUT ST	SIXTH ST	HAWTHORN LA	Local	AC	31	656	50
5229		1620	10	WASHINGTON ST	LINCOLN AV	CRAWFORD ST	Local	AC	30	408	52
5227		1630	10	WESLEY DR	HICKORY ST	HICKORY ST	Local	AC	30	1,018	65
5228		1630	20	WESLEY DR	HICKORY ST	CORNING AVE	Local	AC	31	443	59
5127		1640	10	WEST ST	JOLIET RD	SUMNER AV	Collector	AC	31	597	34
5087		1640	100	WEST ST	WILSON ST	GARFIELD AV	Collector	AC	32	222	64
5226		1640	110	WEST ST	GARFIELD AV	SOUTH ST	Collector	AC	31	182	70
5158		1640	120	WEST ST	SOUTH ST	BLUE DEVIL DR	Collector	AC	25	466	52
5159		1640	130	WEST ST	BLUE DEVIL DR	WILMINGTON-PEOTONE RD	Collector	AC	24	1,435	71
5086		1640	20	WEST ST	SUMNER AV	LINCOLN AV	Collector	AC	25	392	35
5085		1640	30	WEST ST	LINCOLN AV	CRAWFORD ST	Collector	AC	25	381	46
5039		1640	40	WEST ST	CRAWFORD ST	NORTH ST	Collector	AC	32	394	63
5040		1640	50	WEST ST	NORTH ST	WOOD AV	Collector	AC	32	313	52
5042		1640	60	WEST ST	WOOD AV	MAIN ST	Collector	AC	32	102	47
5126		1640	70	WEST ST	MAIN ST	CORNING AVE	Collector	AC	32	430	54
5084		1640	80	WEST ST	CORNING AVE	BLAINE AV	Collector	AC	31	310	61
5041		1640	90	WEST ST	BLAINE AV	WILSON ST	Collector	AC	30	106	55
5056		1650	10	WESTGATE DR	CORNING AVE	LOCUST LA	Local	AC	30	516	55
5134		1650	20	WESTGATE DR	LOCUST LA	GARFIELD AV	Local	AC	30	328	54
5055		1650	30	WESTGATE DR	GARFIELD AV	JEAN ST	Local	AC	32	282	70
5135		1650	40	WESTGATE DR	JEAN ST	LOCUST LA	Local	AC	31	922	72
5160		1660	10	WILSON ST	WEST ST	FIRST ST	Local	AC	29	393	94
5077		1660	20	WILSON ST	FIRST ST	RAILROAD ST	Local	AC	23	138	98
5079		1660	30	WILSON ST	WEST END	SECOND ST	Local	PCC	29	115	42
5171		1660	40	WILSON ST	SECOND ST	THIRD ST	Local	PCC	23	404	48
5073		1660	50	WILSON ST	THIRD ST	FOURTH ST	Local	PCC	23	405	66
5162		1670	10	WOOD AV	WEST END	CONRSD ST	Local	AC	28	512	44
5161		1670	20	WOOD AV	CONRSD ST	WEST ST	Local	AC	30	706	70

**Appendix B**

**\$300K Street Rehabilitation Program Recommendations**

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Pavement Analysis  
5-Year Rehab Plan:  
\$300k Annual Budget  
Recommended Major M&R



**Legend**

**Rehab Year**

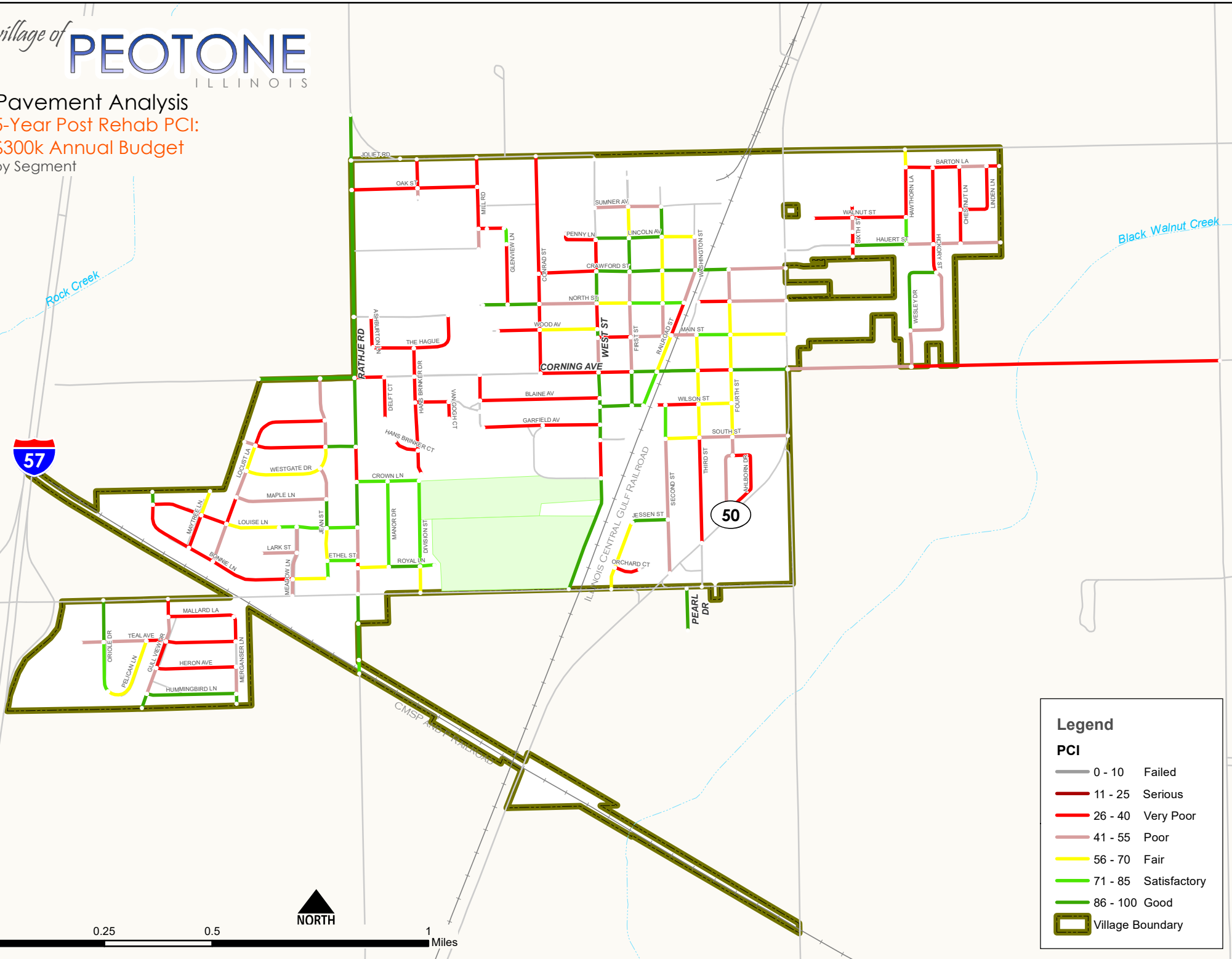
- 2020
- 2021
- 2022
- 2023
- 2024
- Village Boundary

**Appendix C**

**\$300K Street Rehabilitation Program 5 Year Post Rehab Condition**

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Pavement Analysis  
5-Year Post Rehab PCI:  
\$300k Annual Budget  
by Segment



**Legend**

**PCI**

- 0 - 10 Failed
- 11 - 25 Serious
- 26 - 40 Very Poor
- 41 - 55 Poor
- 56 - 70 Fair
- 71 - 85 Satisfactory
- 86 - 100 Good
- Village Boundary

0 0.25 0.5 1 Miles



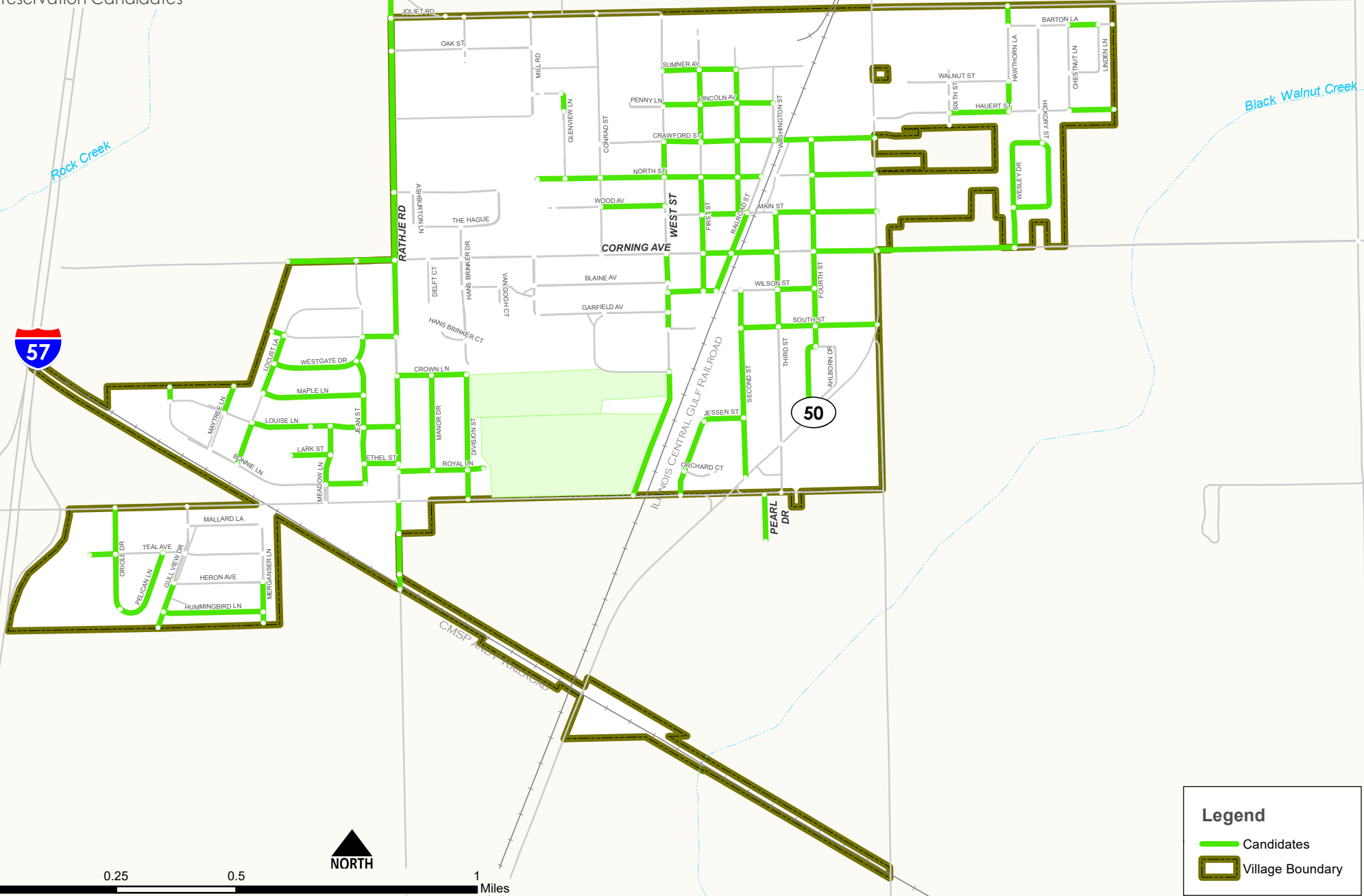


**Appendix D**

**Preventive Candidates**

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Pavement Analysis  
5-Year Rehab Plan  
Preservation Candidates



Village of Peotone, IL  
Localized Preventive M&R  
Segment and Work Candidates

NetworkID	BranchID	SectionID	Policy	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
1	1360	10	AC - PCC - Prev	10	L & T CR	Low	1,462.73	Ft	4.37	Crack Sealing - AC	1,462.6	Ft	\$0.25	\$365.68
1	1360	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	436.05	SqFt	1.3	Patching - AC Shallow	524.2	SqFt	\$4.00	\$2,096.25
1	1360	10	AC - PCC - Prev	7	EDGE CR	Low	53.35	Ft	.16	Crack Sealing - AC	53.5	Ft	\$0.25	\$13.33
1	1030	30	AC - PCC - Prev	10	L & T CR	Low	701.35	Ft	7.02	Crack Sealing - AC	701.4	Ft	\$0.25	\$175.33
1	1030	30	AC - PCC - Prev	10	L & T CR	Medium	12.5	Ft	.13	Crack Sealing - AC	12.5	Ft	\$0.25	\$3.13
1	1030	30	AC - PCC - Prev	1	ALLIGATOR CR	Low	1,570.24	SqFt	15.72	Patching - AC Shallow	1,734.1	SqFt	\$4.00	\$6,934.74
1	1490	40	AC - PCC - Prev	22	CORNER BREAK	Medium	1.	Slabs	2.7	Crack Sealing - PCC	8.2	Ft	\$0.30	\$2.46
1	1490	40	AC - PCC - Prev	28	LINEAR CR	Low	2.	Slabs	5.41	Crack Sealing - PCC	24.	Ft	\$0.30	\$7.20
1	1490	30	AC - PCC - Prev	23	DIVIDED SLAB	Low	0.99	Slabs	1.25	Crack Sealing - PCC	21.7	Ft	\$0.30	\$6.52
1	1490	30	AC - PCC - Prev	23	DIVIDED SLAB	Medium	0.99	Slabs	1.25	Slab Replacement - PCC	118.4	SqFt	\$15.00	\$1,777.50
1	1490	30	AC - PCC - Prev	28	LINEAR CR	Low	5.93	Slabs	7.5	Crack Sealing - PCC	65.3	Ft	\$0.30	\$19.55
1	1490	30	AC - PCC - Prev	28	LINEAR CR	Medium	7.9	Slabs	10.	Crack Sealing - PCC	86.9	Ft	\$0.30	\$26.07
1	1490	30	AC - PCC - Prev	28	LINEAR CR	High	4.04	Slabs	5.25	Patching - PCC Partial Depth	592.	SqFt	\$10.00	\$5,925.00
1	1270	10	AC - PCC - Prev	10	L & T CR	Low	50.	Ft	.71	Crack Sealing - AC	49.9	Ft	\$0.25	\$12.50
1	1270	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	155.97	SqFt	2.22	Patching - AC Shallow	209.9	SqFt	\$4.00	\$841.19
1	1270	10	AC - PCC - Prev	7	EDGE CR	Medium	26.02	Ft	.37	Crack Sealing - AC	25.9	Ft	\$0.25	\$6.50
1	1270	10	AC - PCC - Prev	1	ALLIGATOR CR	Medium	113.99	SqFt	1.62	Patching - AC Deep	161.5	SqFt	\$8.00	\$1,287.95
1	1270	10	AC - PCC - Prev	7	EDGE CR	Low	233.04	Ft	3.32	Crack Sealing - AC	232.9	Ft	\$0.25	\$58.26
1	1330	60	AC - PCC - Prev	10	L & T CR	Low	468.8	Ft	4.18	Crack Sealing - AC	468.8	Ft	\$0.25	\$117.20
1	1330	60	AC - PCC - Prev	10	L & T CR	Medium	170.01	Ft	1.52	Crack Sealing - AC	170.	Ft	\$0.25	\$42.50
1	1330	30	AC - PCC - Prev	10	L & T CR	Low	809.38	Ft	3.9	Crack Sealing - AC	809.4	Ft	\$0.25	\$202.34
1	1330	30	AC - PCC - Prev	10	L & T CR	Medium	110.66	Ft	.53	Crack Sealing - AC	110.6	Ft	\$0.25	\$27.67
1	1330	30	AC - PCC - Prev	7	EDGE CR	Low	270.67	Ft	1.3	Crack Sealing - AC	270.7	Ft	\$0.25	\$67.67
1	1330	30	AC - PCC - Prev	1	ALLIGATOR CR	Low	528.08	SqFt	2.54	Patching - AC Shallow	624.3	SqFt	\$4.00	\$2,498.09
1	1330	40	AC - PCC - Prev	10	ALLIGATOR CR	Low	22.5	SqFt	.35	Patching - AC Shallow	45.2	SqFt	\$4.00	\$182.39
1	1330	40	AC - PCC - Prev	10	L & T CR	Low	271.29	Ft	4.19	Crack Sealing - AC	271.3	Ft	\$0.25	\$67.82
1	1330	50	AC - PCC - Prev	10	L & T CR	Low	530.05	Ft	4.81	Crack Sealing - AC	530.2	Ft	\$0.25	\$132.51
1	1290	10	AC - PCC - Prev	7	EDGE CR	Low	44.32	Ft	.27	Crack Sealing - AC	44.3	Ft	\$0.25	\$11.08
1	1290	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	2,006.29	SqFt	12.14	Patching - AC Shallow	2,190.5	SqFt	\$4.00	\$8,762.22
1	1290	10	AC - PCC - Prev	10	L & T CR	Low	812.34	Ft	4.91	Crack Sealing - AC	812.3	Ft	\$0.25	\$203.08
1	1090	60	AC - PCC - Prev	10	L & T CR	Medium	337.17	Ft	1.42	Crack Sealing - AC	337.3	Ft	\$0.25	\$84.30
1	1090	60	AC - PCC - Prev	1	ALLIGATOR CR	Low	1,119.23	SqFt	4.72	Patching - AC Shallow	1,258.3	SqFt	\$4.00	\$5,031.54
1	1090	60	AC - PCC - Prev	6	DEPRESSION	Medium	102.04	SqFt	.43	Patching - AC Deep	146.4	SqFt	\$8.00	\$1,173.26
1	1090	60	AC - PCC - Prev	10	L & T CR	Low	1,289.24	Ft	5.43	Crack Sealing - AC	1,289.4	Ft	\$0.25	\$322.31
1	1090	60	AC - PCC - Prev	1	ALLIGATOR CR	Medium	59.52	SqFt	.25	Patching - AC Deep	94.7	SqFt	\$8.00	\$756.41
1	1090	40	AC - PCC - Prev	10	L & T CR	Low	52.49	Ft	.37	Crack Sealing - AC	52.5	Ft	\$0.25	\$13.13
1	1090	30	AC - PCC - Prev	10	L & T CR	Low	273.46	Ft	2.01	Crack Sealing - AC	273.3	Ft	\$0.25	\$68.36
1	1090	50	AC - PCC - Prev	10	L & T CR	Low	791.96	Ft	5.56	Crack Sealing - AC	792.	Ft	\$0.25	\$197.99
1	1090	50	AC - PCC - Prev	1	ALLIGATOR CR	Low	281.48	SqFt	1.98	Patching - AC Shallow	353.1	SqFt	\$4.00	\$1,412.06
1	1090	50	AC - PCC - Prev	10	L & T CR	Medium	678.18	Ft	4.76	Crack Sealing - AC	678.2	Ft	\$0.25	\$169.55
1	1090	20	AC - PCC - Prev	10	L & T CR	Medium	31.17	Ft	.23	Crack Sealing - AC	31.2	Ft	\$0.25	\$7.79
1	1090	20	AC - PCC - Prev	10	L & T CR	Low	221.03	Ft	1.6	Crack Sealing - AC	221.1	Ft	\$0.25	\$55.25
1	1300	10	AC - PCC - Prev	1	ALLIGATOR CR	Medium	136.06	SqFt	1.37	Patching - AC Deep	187.3	SqFt	\$8.00	\$1,495.63
1	1300	10	AC - PCC - Prev	10	L & T CR	Medium	151.02	Ft	1.52	Crack Sealing - AC	150.9	Ft	\$0.25	\$37.75
1	1300	10	AC - PCC - Prev	7	EDGE CR	Low	20.01	Ft	.2	Crack Sealing - AC	20.	Ft	\$0.25	\$5.00
1	1300	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	103.01	SqFt	1.04	Patching - AC Shallow	147.5	SqFt	\$4.00	\$591.44
1	1300	10	AC - PCC - Prev	10	L & T CR	Low	681.07	Ft	6.87	Crack Sealing - AC	681.1	Ft	\$0.25	\$170.27
1	1300	20	AC - PCC - Prev	10	L & T CR	Medium	315.03	Ft	3.27	Crack Sealing - AC	315.	Ft	\$0.25	\$78.76
1	1300	20	AC - PCC - Prev	1	ALLIGATOR CR	Low	634.1	SqFt	6.57	Patching - AC Shallow	739.5	SqFt	\$4.00	\$2,957.66
1	1300	20	AC - PCC - Prev	10	L & T CR	Low	423.03	Ft	4.38	Crack Sealing - AC	422.9	Ft	\$0.25	\$105.76
1	1300	30	AC - PCC - Prev	1	ALLIGATOR CR	Low	474.04	SqFt	4.91	Patching - AC Shallow	566.2	SqFt	\$4.00	\$2,262.73
1	1300	30	AC - PCC - Prev	10	L & T CR	Medium	235.04	Ft	2.44	Crack Sealing - AC	234.9	Ft	\$0.25	\$58.76
1	1300	30	AC - PCC - Prev	10	L & T CR	Low	437.04	Ft	4.53	Crack Sealing - AC	437.	Ft	\$0.25	\$109.26
1	1300	30	AC - PCC - Prev	7	EDGE CR	Low	37.99	Ft	.39	Crack Sealing - AC	38.1	Ft	\$0.25	\$9.50
1	1420	100	AC - PCC - Prev	23	DIVIDED SLAB	High	8.	Slabs	6.9	Slab Replacement - PCC	1,151.7	SqFt	\$15.00	\$17,280.00
1	1420	100	AC - PCC - Prev	28	LINEAR CR	Medium	4.	Slabs	3.45	Crack Sealing - PCC	47.9	Ft	\$0.30	\$14.40
1	1420	100	AC - PCC - Prev	36	SCALING	High	1.	Slabs	.86	Slab Replacement - PCC	144.2	SqFt	\$15.00	\$2,160.00
1	1420	100	AC - PCC - Prev	23	DIVIDED SLAB	Low	1.	Slabs	.86	Crack Sealing - PCC	24.	Ft	\$0.30	\$7.20
1	1420	100	AC - PCC - Prev	28	LINEAR CR	Low	16.	Slabs	13.79	Crack Sealing - PCC	191.9	Ft	\$0.30	\$57.60
1	1420	100	AC - PCC - Prev	28	LINEAR CR	High	4.	Slabs	3.45	Patching - PCC Partial Depth	575.9	SqFt	\$10.00	\$5,760.00
1	1420	100	AC - PCC - Prev	22	CORNER BREAK	Medium	1.	Slabs	.86	Crack Sealing - PCC	8.2	Ft	\$0.30	\$2.46
1	1420	100	AC - PCC - Prev	23	DIVIDED SLAB	Medium	1.	Slabs	.86	Slab Replacement - PCC	144.2	SqFt	\$15.00	\$2,160.00
1	1420	80	AC - PCC - Prev	1	ALLIGATOR CR	Low	90.63	SqFt	.54	Patching - AC Shallow	133.5	SqFt	\$4.00	\$532.04
1	1420	80	AC - PCC - Prev	10	L & T CR	Medium	152.03	Ft	.91	Crack Sealing - AC	151.9	Ft	\$0.25	\$38.01
1	1420	80	AC - PCC - Prev	10	L & T CR	Low	1,296.19	Ft	7.79	Crack Sealing - AC	1,296.3	Ft	\$0.25	\$324.05
1	1420	50	AC - PCC - Prev	1	ALLIGATOR CR	High	23.79	SqFt	.13	Patching - AC Deep	47.4	SqFt	\$8.00	\$379.88
1	1420	50	AC - PCC - Prev	7	EDGE CR	Low	176.61	Ft	.97	Crack Sealing - AC	176.5	Ft	\$0.25	\$44.15
1	1420	50	AC - PCC - Prev	6	DEPRESSION	Medium	30.35	SqFt	.17	Patching - AC Deep	56.	SqFt	\$8.00	\$452.03
1	1420	50	AC - PCC - Prev	10	L & T CR	Low	102.92	Ft	.56	Crack Sealing - AC	103.	Ft	\$0.25	\$25.73
1	1420	50	AC - PCC - Prev	10	L & T CR	Medium	10.83	Ft	.06	Crack Sealing - AC	10.8	Ft	\$0.25	\$2.71
1	1420	50	AC - PCC - Prev	1	ALLIGATOR CR	Low	272.97	SqFt	1.5	Patching - AC Shallow	343.4	SqFt	\$4.00	\$1,374.08
1	1420	50	AC - PCC - Prev	1	ALLIGATOR CR	Medium	266.51	SqFt	1.46	Patching - AC Deep	335.8	SqFt	\$8.00	\$2,689.79
1	1420	30	AC - PCC - Prev	10	L & T CR	Low	35.01	Ft	.41	Crack Sealing - AC	35.1	Ft	\$0.25	\$8.75
1	1420	60	AC - PCC - Prev	1	ALLIGATOR CR	Low	479.21	SqFt	2.38	Patching - AC Shallow	571.6	SqFt	\$4.00	\$2,285.30
1	1420	60	AC - PCC - Prev	10	L & T CR	Low	593.8	Ft	2.95	Crack Sealing - AC	593.8	Ft	\$0.25	\$148.45
1	1420	60	AC - PCC - Prev	10	L & T CR	Medium	112.5	Ft	.56	Crack Sealing - AC	112.5	Ft	\$0.25	\$28.13
1	1420	40	AC - PCC - Prev	10	L & T CR	Low	58.33	Ft	.54	Crack Sealing - AC	58.4	Ft	\$0.25	\$14.58
1	1420	70	AC - PCC - Prev	10	L & T CR	High	39.37	Ft	.22	Patching - AC Shallow	129.2	SqFt	\$4.00	\$516.79
1	1420	70	AC - PCC - Prev	1	ALLIGATOR CR	Medium	43.16	SqFt	.24	Patching - AC Deep	73.2	SqFt	\$8.00	\$588.50
1	1420	70	AC - PCC - Prev	1	ALLIGATOR CR	Low	144.34	SqFt	.79	Patching - AC Shallow	197.	SqFt	\$4.00	\$787.02
1	1420	70	AC - PCC - Prev	10	L & T CR	Medium	144.39	Ft	.79	Crack Sealing - AC	144.4	Ft	\$0.25	\$36.10
1	1420	70	AC - PCC - Prev	10	L & T CR	Low	676.94	Ft	3.72	Crack Sealing - AC	676.8	Ft	\$0.25	\$169.23
1	1220	10	AC - PCC - Prev	10	L & T CR	Low	485.07	Ft	4.83	Crack Sealing - AC	484.9	Ft	\$0.25	\$121.26
1	1220	30	AC - PCC - Prev	10	L & T CR	Medium	139.53	Ft	2.02	Crack Sealing - AC	139.4	Ft	\$0.25	\$34.88
1	1220	30	AC - PCC - Prev	10	L & T CR	Low	364.3	Ft	5.27	Crack Sealing - AC	364.2	Ft	\$0.25	\$91.08
1	1220	30	AC - PCC - Prev	1	ALLIGATOR CR	Low	188.58	SqFt	2.73	Patching - AC Shallow	247.6	SqFt	\$4.00	\$991.58
1	1630	20	AC - PCC - Prev	10	L & T CR	Medium	14.21	Ft	.1	Crack Sealing - AC	14.1	Ft	\$0.25	\$3.55
1	1630	20	AC - PCC - Prev	1	ALLIGATOR CR	Low	317.75	SqFt	2.31	Patching - AC Shallow	384.	SqFt	\$4.00	\$1,536.12
1	1630	20	AC - PCC - Prev	10	L & T CR	Low	1,095.44	Ft	7.98	Crack Sealing - AC	1,095.5	Ft	\$0.25	\$273.86
1	1630	20	AC - PCC - Prev	1	ALLIGATOR CR	Medium	342.29	SqFt	2.49	Patching - AC Deep	420.9	SqFt	\$8.00	\$3,366.34
1	1630	20	AC - PCC - Prev	7	EDGE CR	Low	105.94	Ft	.77	Crack Sealing - AC	106.	Ft	\$0.25	\$26.48
1	1630	10	AC - PCC - Prev	7	EDGE CR	Low	418.77	Ft	1.37	Crack Sealing - AC	418.6	Ft	\$0.25	\$104.69
1	1630</													

Village of Peotone, IL  
 Localized Preventive M&R  
 Segment and Work Candidates

NetworkID	BranchID	SectionID	Policy	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
1	1140	50	AC - PCC - Prev	10	L & T CR	Medium	227.4	Ft	1.08	Crack Sealing - AC	227.4	Ft	\$0.25	\$56.85
1	1140	70	AC - PCC - Prev	1	ALLIGATOR CR	Low	27.13	SqFt	.26	Patching - AC Shallow	51.7	SqFt	\$4.00	\$208.13
1	1140	70	AC - PCC - Prev	10	L & T CR	Low	52.1	Ft	.51	Crack Sealing - AC	52.2	Ft	\$0.25	\$13.02
1	1150	70	AC - PCC - Prev	1	ALLIGATOR CR	Low	2,148.15	SqFt	9.06	Patching - AC Shallow	2,339.	SqFt	\$4.00	\$9,354.66
1	1150	70	AC - PCC - Prev	10	L & T CR	Low	474.7	Ft	2.	Crack Sealing - AC	474.7	Ft	\$0.25	\$118.67
1	1150	70	AC - PCC - Prev	6	DEPRESSION	Medium	17.33	SqFt	.07	Patching - AC Deep	37.7	SqFt	\$8.00	\$304.73
1	1150	70	AC - PCC - Prev	10	L & T CR	Medium	9.32	Ft	.04	Crack Sealing - AC	9.2	Ft	\$0.25	\$2.33
1	1150	30	AC - PCC - Prev	23	DIVIDED SLAB	High	0.96	Slabs	1.39	Slab Replacement - PCC	137.8	SqFt	\$15.00	\$2,070.00
1	1150	30	AC - PCC - Prev	23	DIVIDED SLAB	Medium	3.83	Slabs	5.56	Slab Replacement - PCC	552.2	SqFt	\$15.00	\$8,280.00
1	1150	30	AC - PCC - Prev	28	LINEAR CR	Low	29.71	Slabs	43.06	Crack Sealing - PCC	356.6	Ft	\$0.30	\$106.96
1	1150	40	AC - PCC - Prev	28	LINEAR CR	Low	5.74	Slabs	8.82	Crack Sealing - PCC	68.9	Ft	\$0.30	\$20.65
1	1150	40	AC - PCC - Prev	28	LINEAR CR	Medium	14.34	Slabs	22.06	Crack Sealing - PCC	171.9	Ft	\$0.30	\$51.62
1	1150	40	AC - PCC - Prev	23	DIVIDED SLAB	High	1.01	Slabs	2.94	Slab Replacement - PCC	275.6	SqFt	\$15.00	\$4,129.41
1	1150	40	AC - PCC - Prev	36	SCALING	High	0.96	Slabs	1.47	Slab Replacement - PCC	137.8	SqFt	\$15.00	\$2,064.71
1	1150	20	AC - PCC - Prev	23	DIVIDED SLAB	Medium	5.74	Slabs	8.82	Slab Replacement - PCC	825.6	SqFt	\$15.00	\$12,388.24
1	1150	20	AC - PCC - Prev	23	DIVIDED SLAB	Low	0.96	Slabs	1.47	Crack Sealing - PCC	.23	Ft	\$0.30	\$6.88
1	1150	20	AC - PCC - Prev	28	LINEAR CR	Low	21.99	Slabs	33.82	Crack Sealing - PCC	263.8	Ft	\$0.30	\$79.15
1	1150	20	AC - PCC - Prev	23	DIVIDED SLAB	High	1.91	Slabs	2.94	Slab Replacement - PCC	275.6	SqFt	\$15.00	\$4,129.41
1	1150	80	AC - PCC - Prev	10	L & T CR	Low	222.87	Ft	9.65	Crack Sealing - AC	222.8	Ft	\$0.25	\$55.72
1	1150	60	AC - PCC - Prev	10	L & T CR	Low	305.38	Ft	4.13	Crack Sealing - AC	305.5	Ft	\$0.25	\$76.35
1	1150	60	AC - PCC - Prev	10	L & T CR	Medium	52.	Ft	.7	Crack Sealing - AC	52.2	Ft	\$0.25	\$13.00
1	1150	60	AC - PCC - Prev	1	ALLIGATOR CR	Low	685.45	SqFt	9.27	Patching - AC Shallow	794.4	SqFt	\$4.00	\$3,179.33
1	1150	10	AC - PCC - Prev	10	L & T CR	Medium	37.34	Ft	.34	Crack Sealing - AC	37.4	Ft	\$0.25	\$9.33
1	1150	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	1,229.78	SqFt	11.2	Patching - AC Shallow	1,374.6	SqFt	\$4.00	\$5,499.78
1	1150	10	AC - PCC - Prev	10	L & T CR	Low	367.55	Ft	3.35	Crack Sealing - AC	367.5	Ft	\$0.25	\$91.88
1	1150	50	AC - PCC - Prev	23	DIVIDED SLAB	High	3.	Slabs	4.41	Slab Replacement - PCC	431.6	SqFt	\$15.00	\$6,480.00
1	1150	50	AC - PCC - Prev	28	LINEAR CR	Low	3.	Slabs	4.41	Crack Sealing - PCC	36.1	Ft	\$0.30	\$10.80
1	1510	30	AC - PCC - Prev	1	ALLIGATOR CR	Low	13.35	SqFt	.24	Patching - AC Shallow	32.3	SqFt	\$4.00	\$128.14
1	1510	30	AC - PCC - Prev	10	L & T CR	Low	130.71	Ft	2.32	Crack Sealing - AC	130.6	Ft	\$0.25	\$32.67
1	1510	30	AC - PCC - Prev	10	L & T CR	Medium	96.03	Ft	1.7	Crack Sealing - AC	96.1	Ft	\$0.25	\$24.01
1	1510	10	AC - PCC - Prev	10	L & T CR	Low	706.76	Ft	5.84	Crack Sealing - AC	706.7	Ft	\$0.25	\$176.68
1	1510	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	429.37	SqFt	3.55	Patching - AC Shallow	516.7	SqFt	\$4.00	\$2,067.13
1	1510	20	AC - PCC - Prev	10	L & T CR	Low	282.71	Ft	2.29	Crack Sealing - AC	282.8	Ft	\$0.25	\$70.67
1	1570	40	AC - PCC - Prev	10	L & T CR	Low	1,732.25	Ft	12.84	Crack Sealing - AC	1,732.3	Ft	\$0.25	\$433.06
1	1570	40	AC - PCC - Prev	10	L & T CR	High	66.01	Ft	.49	Patching - AC Shallow	216.4	SqFt	\$4.00	\$866.27
1	1570	40	AC - PCC - Prev	7	EDGE CR	Low	370.05	Ft	2.74	Crack Sealing - AC	370.1	Ft	\$0.25	\$92.51
1	1570	40	AC - PCC - Prev	1	ALLIGATOR CR	Low	122.06	SqFt	.9	Patching - AC Shallow	170.1	SqFt	\$4.00	\$681.91
1	1570	40	AC - PCC - Prev	10	L & T CR	Medium	600.1	Ft	4.45	Crack Sealing - AC	600.1	Ft	\$0.25	\$150.02
1	1390	10	AC - PCC - Prev	10	L & T CR	Medium	77.	Ft	.54	Crack Sealing - AC	77.1	Ft	\$0.25	\$19.25
1	1390	10	AC - PCC - Prev	7	EDGE CR	Low	179.	Ft	1.26	Crack Sealing - AC	179.1	Ft	\$0.25	\$44.75
1	1390	10	AC - PCC - Prev	10	L & T CR	Low	586.06	Ft	4.13	Crack Sealing - AC	586.	Ft	\$0.25	\$146.51
1	1390	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	1,437.09	SqFt	10.14	Patching - AC Shallow	1,594.1	SqFt	\$4.00	\$6,374.72
1	1390	20	AC - PCC - Prev	1	ALLIGATOR CR	Low	1,399.09	SqFt	9.39	Patching - AC Shallow	1,553.2	SqFt	\$4.00	\$6,214.57
1	1390	20	AC - PCC - Prev	10	L & T CR	Medium	27.	Ft	.18	Crack Sealing - AC	26.9	Ft	\$0.25	\$6.75
1	1390	20	AC - PCC - Prev	7	EDGE CR	Low	100.	Ft	.67	Crack Sealing - AC	100.1	Ft	\$0.25	\$25.00
1	1390	20	AC - PCC - Prev	10	L & T CR	Low	771.06	Ft	5.18	Crack Sealing - AC	771.	Ft	\$0.25	\$192.76
1	1500	80	AC - PCC - Prev	1	ALLIGATOR CR	Low	1,436.12	SqFt	8.46	Patching - AC Shallow	1,593.1	SqFt	\$4.00	\$6,370.44
1	1500	80	AC - PCC - Prev	1	ALLIGATOR CR	Medium	66.95	SqFt	.99	Patching - AC Deep	104.4	SqFt	\$8.00	\$831.60
1	1500	80	AC - PCC - Prev	10	L & T CR	Low	2,164.14	Ft	12.75	Crack Sealing - AC	2,164.	Ft	\$0.25	\$541.03
1	1500	70	AC - PCC - Prev	1	ALLIGATOR CR	Medium	7.87	SqFt	.03	Patching - AC Deep	23.7	SqFt	\$8.00	\$187.08
1	1500	70	AC - PCC - Prev	1	ALLIGATOR CR	Low	1,863.13	SqFt	7.95	Patching - AC Shallow	2,040.8	SqFt	\$4.00	\$8,163.23
1	1500	70	AC - PCC - Prev	10	L & T CR	Low	3,112.14	Ft	13.28	Crack Sealing - AC	3,112.2	Ft	\$0.25	\$778.02
1	1500	70	AC - PCC - Prev	10	L & T CR	Medium	35.01	Ft	.15	Crack Sealing - AC	35.1	Ft	\$0.25	\$8.75
1	1500	10	AC - PCC - Prev	10	L & T CR	Low	10.99	Ft	.09	Crack Sealing - AC	11.2	Ft	\$0.25	\$2.75
1	1500	10	AC - PCC - Prev	10	L & T CR	Medium	6.	Ft	.05	Crack Sealing - AC	5.9	Ft	\$0.25	\$1.50
1	1500	120	AC - PCC - Prev	7	EDGE CR	Medium	102.	Ft	.99	Crack Sealing - AC	102.	Ft	\$0.25	\$25.50
1	1500	120	AC - PCC - Prev	1	ALLIGATOR CR	Low	102.04	SqFt	.99	Patching - AC Shallow	146.4	SqFt	\$4.00	\$586.65
1	1500	120	AC - PCC - Prev	10	L & T CR	Low	330.02	Ft	3.22	Crack Sealing - AC	330.1	Ft	\$0.25	\$82.51
1	1500	120	AC - PCC - Prev	7	EDGE CR	Low	119.	Ft	1.16	Crack Sealing - AC	119.1	Ft	\$0.25	\$29.75
1	1500	20	AC - PCC - Prev	10	L & T CR	Low	4.99	Ft	.06	Crack Sealing - AC	4.9	Ft	\$0.25	\$1.25
1	1500	50	AC - PCC - Prev	1	ALLIGATOR CR	Medium	210.97	SqFt	1.6	Patching - AC Deep	273.4	SqFt	\$8.00	\$2,187.78
1	1500	50	AC - PCC - Prev	10	L & T CR	Low	2,687.07	Ft	7.6	Crack Sealing - AC	2,687.	Ft	\$0.25	\$671.76
1	1500	50	AC - PCC - Prev	10	L & T CR	Medium	981.04	Ft	2.77	Crack Sealing - AC	981.	Ft	\$0.25	\$245.25
1	1500	50	AC - PCC - Prev	1	ALLIGATOR CR	Low	2,271.08	SqFt	6.42	Patching - AC Shallow	2,467.1	SqFt	\$4.00	\$9,867.49
1	1500	110	AC - PCC - Prev	10	L & T CR	Medium	68.01	Ft	.79	Crack Sealing - AC	67.9	Ft	\$0.25	\$17.00
1	1500	110	AC - PCC - Prev	7	EDGE CR	Low	309.02	Ft	3.61	Crack Sealing - AC	309.1	Ft	\$0.25	\$77.26
1	1500	110	AC - PCC - Prev	1	ALLIGATOR CR	Low	410.	SqFt	4.79	Patching - AC Shallow	495.1	SqFt	\$4.00	\$1,982.20
1	1500	110	AC - PCC - Prev	10	L & T CR	Low	136.02	Ft	1.59	Crack Sealing - AC	136.2	Ft	\$0.25	\$34.00
1	1500	110	AC - PCC - Prev	7	EDGE CR	Medium	4.	Ft	.05	Crack Sealing - AC	3.9	Ft	\$0.25	\$1.00
1	1500	30	AC - PCC - Prev	10	L & T CR	Low	49.02	Ft	.14	Crack Sealing - AC	48.9	Ft	\$0.25	\$12.25
1	1500	30	AC - PCC - Prev	10	L & T CR	Medium	4.99	Ft	.01	Crack Sealing - AC	4.9	Ft	\$0.25	\$1.25
1	1500	130	AC - PCC - Prev	7	EDGE CR	Low	118.04	Ft	3.13	Crack Sealing - AC	118.1	Ft	\$0.25	\$29.51
1	1500	130	AC - PCC - Prev	7	EDGE CR	Medium	45.01	Ft	1.19	Crack Sealing - AC	45.	Ft	\$0.25	\$11.25
1	1500	130	AC - PCC - Prev	10	L & T CR	Low	73.03	Ft	1.94	Crack Sealing - AC	73.2	Ft	\$0.25	\$18.25
1	1500	40	AC - PCC - Prev	1	ALLIGATOR CR	Low	178.04	SqFt	1.04	Patching - AC Shallow	235.7	SqFt	\$4.00	\$942.94
1	1500	40	AC - PCC - Prev	10	L & T CR	Medium	101.02	Ft	.59	Crack Sealing - AC	101.1	Ft	\$0.25	\$25.25
1	1500	40	AC - PCC - Prev	1	ALLIGATOR CR	Medium	161.03	SqFt	.94	Patching - AC Deep	216.4	SqFt	\$8.00	\$1,728.65
1	1500	40	AC - PCC - Prev	10	L & T CR	Low	388.02	Ft	2.27	Crack Sealing - AC	388.1	Ft	\$0.25	\$97.00
1	1080	130	AC - PCC - Prev	10	L & T CR	Medium	254.33	Ft	.6	Crack Sealing - AC	254.3	Ft	\$0.25	\$63.58
1	1080	130	AC - PCC - Prev	1	ALLIGATOR CR	Low	3,913.11	SqFt	9.27	Patching - AC Shallow	4,168.9	SqFt	\$4.00	\$16,675.53
1	1080	130	AC - PCC - Prev	7	EDGE CR	Medium	54.82	Ft	.13	Crack Sealing - AC	54.8	Ft	\$0.25	\$13.71
1	1080	130	AC - PCC - Prev	1	ALLIGATOR CR	Medium	130.67	SqFt	.31	Patching - AC Deep	180.8	SqFt	\$8.00	\$1,445.44
1	1080	130	AC - PCC - Prev	7	EDGE CR	Low	2,205.05	Ft	5.22	Crack Sealing - AC	2,205.1	Ft	\$0.25	\$551.26
1	1080	130	AC - PCC - Prev	10	L & T CR	Low	3,381.1	Ft	8.01	Crack Sealing - AC	3,381.2	Ft	\$0.25	\$845.26
1	1080	10	AC - PCC - Prev	10	L & T CR	Low	654.04	Ft	2.73	Crack Sealing - AC	653.9	Ft	\$0.25	\$163.50
1	1080	10	AC - PCC - Prev	7	EDGE CR	Medium	10.99	Ft	.05	Crack Sealing - AC	11.2	Ft	\$0.25	\$2.75
1	1080	10	AC - PCC - Prev	10	L & T CR	Medium	290.03	Ft	1.21	Crack Sealing - AC	290.	Ft	\$0.25	\$72.50
1	1080	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	725.03	SqFt	3.03	Patching - AC Shallow	835.5	SqFt	\$4.00	\$3,353.92
1	1080	10	AC - PCC - Prev	7	EDGE CR	Low	604.04	Ft	2.52	Crack Sealing - AC	604.	Ft	\$0.25	\$151.00
1	1080	20	AC - PCC - Prev	10	L & T CR	Medium	100.	Ft	.75	Crack Sealing - AC	100.1	Ft	\$0.25	\$25.00
1	1080	20	AC - PCC - Prev	1	ALLIGATOR CR	Low	174.05	SqFt	1.34	Patching - AC Shallow	231.4	SqFt	\$4.00	\$924.43
1	1080	20	AC - PCC - Prev	10	L & T CR	Low	611.06	Ft	4.57	Crack Sealing - AC	610.9	Ft	\$0.	

Village of Peotone, IL  
 Localized Preventive M&R  
 Segment and Work Candidates

NetworkID	BranchID	SectionID	Policy	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
1	1080	100	AC - PCC - Prev	7	EDGE CR	Low	284.02	Ft	1.9	Crack Sealing - AC	284.1	Ft	\$0.25	\$71.00
1	1460	10	AC - PCC - Prev	1	ALLIGATOR CR	Medium	471.57	SqFt	1.78	Patching - AC Deep	563.	SqFt	\$8.00	\$4,503.94
1	1460	10	AC - PCC - Prev	7	EDGE CR	Low	42.42	Ft	.16	Crack Sealing - AC	42.3	Ft	\$0.25	\$10.60
1	1460	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	798.47	SqFt	3.02	Patching - AC Shallow	916.	SqFt	\$4.00	\$3,664.74
1	1460	10	AC - PCC - Prev	10	L & T CR	Medium	139.73	Ft	.53	Crack Sealing - AC	139.8	Ft	\$0.25	\$34.93
1	1460	10	AC - PCC - Prev	10	L & T CR	Low	645.01	Ft	2.44	Crack Sealing - AC	645.	Ft	\$0.25	\$161.25
1	1240	10	AC - PCC - Prev	10	L & T CR	Low	2,378.84	Ft	7.2	Crack Sealing - AC	2,378.9	Ft	\$0.25	\$594.70
1	1240	10	AC - PCC - Prev	1	ALLIGATOR CR	Medium	585.02	SqFt	1.77	Patching - AC Deep	686.7	SqFt	\$8.00	\$5,490.99
1	1240	10	AC - PCC - Prev	10	L & T CR	Medium	25.	Ft	.08	Crack Sealing - AC	24.9	Ft	\$0.25	\$6.25
1	1240	10	AC - PCC - Prev	7	EDGE CR	Low	67.49	Ft	.2	Crack Sealing - AC	67.6	Ft	\$0.25	\$16.88
1	1240	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	781.24	SqFt	2.87	Patching - AC Shallow	897.7	SqFt	\$4.00	\$3,591.12
1	1170	20	AC - PCC - Prev	10	L & T CR	Medium	109.68	Ft	1.87	Crack Sealing - AC	109.6	Ft	\$0.25	\$27.42
1	1170	20	AC - PCC - Prev	10	L & T CR	Low	172.7	Ft	2.94	Crack Sealing - AC	172.6	Ft	\$0.25	\$43.17
1	1170	20	AC - PCC - Prev	7	EDGE CR	Low	487.76	Ft	8.3	Crack Sealing - AC	487.9	Ft	\$0.25	\$121.94
1	1100	20	AC - PCC - Prev	10	L & T CR	Medium	76.02	Ft	.63	Crack Sealing - AC	76.1	Ft	\$0.25	\$19.00
1	1100	20	AC - PCC - Prev	10	L & T CR	Low	601.41	Ft	4.96	Crack Sealing - AC	601.4	Ft	\$0.25	\$150.35
1	1100	10	AC - PCC - Prev	7	EDGE CR	Low	22.67	Ft	.19	Crack Sealing - AC	22.6	Ft	\$0.25	\$5.67
1	1100	10	AC - PCC - Prev	10	L & T CR	Low	553.38	Ft	4.53	Crack Sealing - AC	553.5	Ft	\$0.25	\$138.35
1	1100	10	AC - PCC - Prev	10	L & T CR	Medium	118.67	Ft	.97	Crack Sealing - AC	118.8	Ft	\$0.25	\$29.67
1	1590	30	AC - PCC - Prev	28	LINEAR CR	Low	44.01	Slabs	60.29	Crack Sealing - PCC	572.2	Ft	\$0.30	\$171.67
1	1590	30	AC - PCC - Prev	23	DIVIDED SLAB	High	2.15	Slabs	2.94	Slab Replacement - PCC	360.6	SqFt	\$15.00	\$5,410.59
1	1590	30	AC - PCC - Prev	23	DIVIDED SLAB	Medium	2.15	Slabs	2.94	Slab Replacement - PCC	360.6	SqFt	\$15.00	\$5,410.59
1	1590	30	AC - PCC - Prev	22	CORNER BREAK	High	1.07	Slabs	1.47	Patching - PCC Full Depth	34.4	SqFt	\$25.00	\$866.65
1	1590	10	AC - PCC - Prev	10	L & T CR	Medium	405.91	Ft	1.83	Crack Sealing - AC	405.8	Ft	\$0.25	\$101.48
1	1590	10	AC - PCC - Prev	1	ALLIGATOR CR	Medium	78.68	SqFt	.35	Patching - AC Deep	118.4	SqFt	\$8.00	\$945.59
1	1590	10	AC - PCC - Prev	7	EDGE CR	Low	40.39	Ft	.18	Crack Sealing - AC	40.4	Ft	\$0.25	\$10.09
1	1590	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	106.24	SqFt	.48	Patching - AC Shallow	151.8	SqFt	\$4.00	\$607.00
1	1590	10	AC - PCC - Prev	10	L & T CR	Low	1,166.73	Ft	5.26	Crack Sealing - AC	1,166.7	Ft	\$0.25	\$291.68
1	1590	20	AC - PCC - Prev	25	FAULTING	Medium	1.07	Slabs	1.47	Grinding (Localized)	15.1	Ft	\$3.00	\$45.09
1	1590	20	AC - PCC - Prev	22	CORNER BREAK	Medium	1.07	Slabs	1.47	Crack Sealing - PCC	8.9	Ft	\$0.30	\$2.64
1	1590	20	AC - PCC - Prev	23	DIVIDED SLAB	High	1.07	Slabs	1.47	Slab Replacement - PCC	180.8	SqFt	\$15.00	\$2,705.29
1	1590	20	AC - PCC - Prev	23	DIVIDED SLAB	Medium	1.07	Slabs	1.47	Slab Replacement - PCC	180.8	SqFt	\$15.00	\$2,705.29
1	1590	20	AC - PCC - Prev	28	LINEAR CR	Low	45.09	Slabs	61.76	Crack Sealing - PCC	586.3	Ft	\$0.30	\$175.85
1	1590	20	AC - PCC - Prev	28	LINEAR CR	Medium	11.81	Slabs	16.18	Crack Sealing - PCC	153.5	Ft	\$0.30	\$46.06
1	1590	20	AC - PCC - Prev	36	SCALING	High	1.07	Slabs	1.47	Slab Replacement - PCC	180.8	SqFt	\$15.00	\$2,705.29
1	1370	10	AC - PCC - Prev	7	EDGE CR	Low	932.55	Ft	2.8	Crack Sealing - AC	932.4	Ft	\$0.25	\$233.13
1	1370	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	3,196.34	SqFt	9.59	Patching - AC Shallow	3,428.3	SqFt	\$4.00	\$13,711.88
1	1370	10	AC - PCC - Prev	10	L & T CR	Low	3,653.88	Ft	19.99	Crack Sealing - AC	3,654.	Ft	\$0.25	\$915.96
1	1370	10	AC - PCC - Prev	10	L & T CR	Medium	25.25	Ft	.08	Crack Sealing - AC	26.3	Ft	\$0.25	\$6.56
1	1370	10	AC - PCC - Prev	1	ALLIGATOR CR	Medium	40.04	SqFt	.12	Patching - AC Deep	70.	SqFt	\$8.00	\$555.66
1	1560	20	AC - PCC - Prev	1	ALLIGATOR CR	Low	1,038.07	SqFt	10.73	Patching - AC Shallow	1,172.2	SqFt	\$4.00	\$4,687.15
1	1560	20	AC - PCC - Prev	10	L & T CR	Medium	45.01	Ft	.47	Crack Sealing - AC	45.	Ft	\$0.25	\$11.25
1	1560	20	AC - PCC - Prev	10	L & T CR	Low	964.11	Ft	9.97	Crack Sealing - AC	964.2	Ft	\$0.25	\$241.02
1	1560	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	803.1	SqFt	8.18	Patching - AC Shallow	921.4	SqFt	\$4.00	\$3,684.57
1	1560	10	AC - PCC - Prev	10	L & T CR	Low	808.07	Ft	8.23	Crack Sealing - AC	808.1	Ft	\$0.25	\$202.02
1	1560	10	AC - PCC - Prev	7	EDGE CR	Low	23.	Ft	.23	Crack Sealing - AC	23.	Ft	\$0.25	\$5.75
1	1210	20	AC - PCC - Prev	10	L & T CR	Low	1,128.08	Ft	5.39	Crack Sealing - AC	1,128.	Ft	\$0.25	\$282.01
1	1210	20	AC - PCC - Prev	1	ALLIGATOR CR	Low	1,826.74	SqFt	8.73	Patching - AC Shallow	2,003.2	SqFt	\$4.00	\$8,011.24
1	1210	20	AC - PCC - Prev	7	EDGE CR	Low	100.	Ft	.48	Crack Sealing - AC	100.1	Ft	\$0.25	\$25.00
1	1210	50	AC - PCC - Prev	10	L & T CR	Low	895.75	Ft	5.67	Crack Sealing - AC	895.8	Ft	\$0.25	\$221.68
1	1210	50	AC - PCC - Prev	1	ALLIGATOR CR	Low	1,876.15	SqFt	11.99	Patching - AC Shallow	2,054.8	SqFt	\$4.00	\$8,217.98
1	1210	50	AC - PCC - Prev	10	L & T CR	Medium	412.04	Ft	2.63	Crack Sealing - AC	412.1	Ft	\$0.25	\$103.01
1	1250	10	AC - PCC - Prev	10	L & T CR	Low	381.27	Ft	1.16	Crack Sealing - AC	381.2	Ft	\$0.25	\$95.31
1	1340	30	AC - PCC - Prev	10	L & T CR	Medium	102.53	Ft	1.69	Crack Sealing - AC	102.7	Ft	\$0.25	\$25.64
1	1340	30	AC - PCC - Prev	10	L & T CR	Low	1,170.47	Ft	19.31	Crack Sealing - AC	1,170.6	Ft	\$0.25	\$292.62
1	1340	30	AC - PCC - Prev	1	ALLIGATOR CR	Low	110.01	SqFt	1.82	Patching - AC Shallow	156.1	SqFt	\$4.00	\$625.07
1	1340	20	AC - PCC - Prev	10	L & T CR	Medium	305.02	Ft	1.28	Crack Sealing - AC	305.1	Ft	\$0.25	\$76.26
1	1340	20	AC - PCC - Prev	1	ALLIGATOR CR	Low	550.04	SqFt	2.31	Patching - AC Shallow	648.	SqFt	\$4.00	\$2,593.82
1	1340	20	AC - PCC - Prev	1	ALLIGATOR CR	Medium	217.54	SqFt	.91	Patching - AC Deep	280.9	SqFt	\$8.00	\$2,247.08
1	1340	20	AC - PCC - Prev	10	L & T CR	Low	3,172.83	Ft	13.32	Crack Sealing - AC	3,172.9	Ft	\$0.25	\$793.20
1	1340	50	AC - PCC - Prev	1	ALLIGATOR CR	Low	105.38	SqFt	.8	Patching - AC Shallow	150.7	SqFt	\$4.00	\$602.62
1	1340	50	AC - PCC - Prev	10	L & T CR	Low	1,549.48	Ft	11.78	Crack Sealing - AC	1,549.5	Ft	\$0.25	\$387.37
1	1340	60	AC - PCC - Prev	1	ALLIGATOR CR	Low	898.58	SqFt	4.02	Patching - AC Shallow	1,023.7	SqFt	\$4.00	\$4,093.52
1	1340	60	AC - PCC - Prev	7	EDGE CR	Low	4.	Ft	.02	Crack Sealing - AC	3.9	Ft	\$0.25	\$1.00
1	1340	60	AC - PCC - Prev	10	L & T CR	Medium	13.32	Ft	.06	Crack Sealing - AC	13.5	Ft	\$0.25	\$3.33
1	1340	60	AC - PCC - Prev	10	L & T CR	Low	1,196.06	Ft	5.35	Crack Sealing - AC	1,196.2	Ft	\$0.25	\$299.01
1	1520	20	AC - PCC - Prev	1	ALLIGATOR CR	Medium	42.3	SqFt	.54	Patching - AC Deep	72.1	SqFt	\$8.00	\$579.80
1	1520	20	AC - PCC - Prev	1	ALLIGATOR CR	Low	165.55	SqFt	2.11	Patching - AC Shallow	221.7	SqFt	\$4.00	\$885.43
1	1520	20	AC - PCC - Prev	7	EDGE CR	Low	184.91	Ft	2.36	Crack Sealing - AC	185.	Ft	\$0.25	\$46.23
1	1520	20	AC - PCC - Prev	10	L & T CR	Low	422.97	Ft	5.4	Crack Sealing - AC	422.9	Ft	\$0.25	\$105.74
1	1520	20	AC - PCC - Prev	10	L & T CR	Medium	74.93	Ft	.96	Crack Sealing - AC	74.8	Ft	\$0.25	\$18.73
1	1520	10	AC - PCC - Prev	10	L & T CR	Low	448.03	Ft	2.7	Crack Sealing - AC	448.2	Ft	\$0.25	\$112.01
1	1520	10	AC - PCC - Prev	10	L & T CR	Medium	287.01	Ft	1.73	Crack Sealing - AC	287.1	Ft	\$0.25	\$71.75
1	1520	10	AC - PCC - Prev	1	ALLIGATOR CR	Medium	96.88	SqFt	.58	Patching - AC Deep	139.9	SqFt	\$8.00	\$1,123.59
1	1520	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	126.05	SqFt	.75	Patching - AC Shallow	175.5	SqFt	\$4.00	\$700.76
1	1520	10	AC - PCC - Prev	7	EDGE CR	Low	360.53	Ft	2.17	Crack Sealing - AC	360.6	Ft	\$0.25	\$90.13
1	1180	10	AC - PCC - Prev	10	L & T CR	Low	35.01	Ft	.32	Crack Sealing - AC	35.1	Ft	\$0.25	\$8.75
1	1180	20	AC - PCC - Prev	10	L & T CR	Low	1,234.06	Ft	6.04	Crack Sealing - AC	1,233.9	Ft	\$0.25	\$308.51
1	1180	20	AC - PCC - Prev	10	L & T CR	High	22.87	Ft	.11	Patching - AC Shallow	75.4	SqFt	\$4.00	\$300.22
1	1180	20	AC - PCC - Prev	1	ALLIGATOR CR	Low	2,713.37	SqFt	13.28	Patching - AC Shallow	2,926.7	SqFt	\$4.00	\$11,708.22
1	1180	20	AC - PCC - Prev	10	L & T CR	Medium	153.77	Ft	.75	Crack Sealing - AC	153.9	Ft	\$0.25	\$38.44
1	1450	10	AC - PCC - Prev	10	L & T CR	Medium	690.06	Ft	2.82	Crack Sealing - AC	690.	Ft	\$0.25	\$172.51
1	1450	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	274.05	SqFt	1.12	Patching - AC Shallow	344.5	SqFt	\$4.00	\$1,378.60
1	1450	10	AC - PCC - Prev	10	L & T CR	Low	5,728.48	Ft	23.45	Crack Sealing - AC	5,728.4	Ft	\$0.25	\$1,432.10
1	1450	20	AC - PCC - Prev	1	ALLIGATOR CR	Low	80.08	SqFt	.42	Patching - AC Shallow	120.6	SqFt	\$4.00	\$480.43
1	1450	20	AC - PCC - Prev	10	L & T CR	Medium	423.69	Ft	2.23	Crack Sealing - AC	423.6	Ft	\$0.25	\$105.92
1	1450	20	AC - PCC - Prev	10	L & T CR	Low	890.03	Ft	4.68	Crack Sealing - AC	890.1	Ft	\$0.25	\$222.50
1	1120	10	AC - PCC - Prev	10	L & T CR	Low	1,336.94	Ft	4.13	Crack Sealing - AC	1,336.9	Ft	\$0.25	\$334.23
1	1120	10	AC - PCC - Prev	1	ALLIGATOR CR	Low	67.17	SqFt	.21	Patching - AC Shallow	104.4	SqFt	\$4.00	\$416.62
1	1120	10	AC - PCC - Prev	10	L & T CR	Medium	40.06	Ft	.12	Crack Sealing - AC	40.	Ft	\$0.25	\$10.01
1	1120	20	AC - PCC - Prev	1	ALLIGATOR CR	Low	238.74	SqFt	2.45	Patching - AC Shallow	304.6	SqFt	\$4.00	\$1,219.90
1	1120	20	AC - PCC - Prev	10	L & T CR									

Village of Peotone, IL  
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NetworkID	BranchID	SectionID	Policy	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
1	1660	10	AC-PCC-Prev	10	L & T CR	Low	24.18	Ft	21	Crack Sealing - AC	24.3	Ft	\$0.25	\$6.04
1	1660	10	AC-PCC-Prev	1	ALLIGATOR CR	Low	31.43	SqFt	.28	Patching - AC Shallow	58.1	SqFt	\$4.00	\$231.92
1	1550	30	AC-PCC-Prev	1	ALLIGATOR CR	Low	730.12	SqFt	7.55	Patching - AC Shallow	842.8	SqFt	\$4.00	\$3,371.31
1	1550	30	AC-PCC-Prev	10	L & T CR	Medium	68.01	Ft	.7	Crack Sealing - AC	67.9	Ft	\$0.25	\$17.00
1	1550	30	AC-PCC-Prev	10	L & T CR	Low	1,033.1	Ft	10.68	Crack Sealing - AC	1,033.1	Ft	\$0.25	\$258.27
1	1550	20	AC-PCC-Prev	28	LINEAR CR	Low	3.94	Slabs	5.71	Crack Sealing - PCC	47.2	Ft	\$0.30	\$14.19
1	1550	20	AC-PCC-Prev	23	DIVIDED SLAB	High	3.94	Slabs	5.71	Slab Replacement - PCC	567.3	SqFt	\$15.00	\$8,516.57
1	1550	20	AC-PCC-Prev	22	CORNER BREAK	Medium	0.99	Slabs	1.43	Crack Sealing - PCC	8.2	Ft	\$0.30	\$2.43
1	1550	20	AC-PCC-Prev	23	DIVIDED SLAB	Medium	0.99	Slabs	1.43	Slab Replacement - PCC	142.1	SqFt	\$15.00	\$2,129.14
1	1550	40	AC-PCC-Prev	10	L & T CR	Medium	161.02	Ft	.99	Crack Sealing - AC	161.1	Ft	\$0.25	\$40.25
1	1550	40	AC-PCC-Prev	1	ALLIGATOR CR	Low	971.01	SqFt	5.96	Patching - AC Shallow	1,100.1	SqFt	\$4.00	\$4,401.93
1	1550	40	AC-PCC-Prev	1	ALLIGATOR CR	Medium	35.95	SqFt	.22	Patching - AC Deep	64.8	SqFt	\$8.00	\$513.22
1	1550	40	AC-PCC-Prev	10	L & T CR	Low	1,028.05	Ft	6.31	Crack Sealing - AC	1,028.2	Ft	\$0.25	\$257.01
1	1050	50	AC-PCC-Prev	1	ALLIGATOR CR	Low	377.49	SqFt	2.92	Patching - AC Shallow	459.6	SqFt	\$4.00	\$1,838.97
1	1050	50	AC-PCC-Prev	1	ALLIGATOR CR	Medium	27.56	SqFt	.21	Patching - AC Deep	52.7	SqFt	\$8.00	\$420.88
1	1050	50	AC-PCC-Prev	10	L & T CR	Low	312.53	Ft	2.42	Crack Sealing - AC	312.7	Ft	\$0.25	\$78.13
1	1050	50	AC-PCC-Prev	10	L & T CR	Medium	145.01	Ft	1.12	Crack Sealing - AC	145.	Ft	\$0.25	\$36.25
1	1050	10	AC-PCC-Prev	7	EDGE CR	Low	180.05	Ft	3.58	Crack Sealing - AC	180.1	Ft	\$0.25	\$45.01
1	1050	10	AC-PCC-Prev	10	L & T CR	Low	188.06	Ft	3.74	Crack Sealing - AC	188.	Ft	\$0.25	\$47.01
1	1050	10	AC-PCC-Prev	1	ALLIGATOR CR	Low	396.11	SqFt	7.88	Patching - AC Shallow	480.1	SqFt	\$4.00	\$1,920.84
1	1530	10	AC-PCC-Prev	7	EDGE CR	Low	12.5	Ft	.14	Crack Sealing - AC	12.5	Ft	\$0.25	\$3.13
1	1530	10	AC-PCC-Prev	1	ALLIGATOR CR	Low	488.57	SqFt	5.28	Patching - AC Shallow	581.3	SqFt	\$4.00	\$2,326.26
1	1530	10	AC-PCC-Prev	10	L & T CR	Medium	10.43	Ft	.11	Crack Sealing - AC	10.5	Ft	\$0.25	\$2.60
1	1530	10	AC-PCC-Prev	10	L & T CR	Low	1,013.65	Ft	10.96	Crack Sealing - AC	1,013.8	Ft	\$0.25	\$255.41
1	1530	30	AC-PCC-Prev	10	L & T CR	Low	2,480.25	Ft	11.28	Crack Sealing - AC	2,480.3	Ft	\$0.25	\$620.06
1	1530	30	AC-PCC-Prev	10	L & T CR	Medium	204.1	Ft	.82	Crack Sealing - AC	204.1	Ft	\$0.25	\$51.03
1	1530	30	AC-PCC-Prev	1	ALLIGATOR CR	Low	229.92	SqFt	.93	Patching - AC Shallow	294.9	SqFt	\$4.00	\$1,179.89
1	1530	30	AC-PCC-Prev	1	ALLIGATOR CR	Medium	77.5	SqFt	.31	Patching - AC Deep	117.3	SqFt	\$8.00	\$935.54
1	1530	70	AC-PCC-Prev	1	ALLIGATOR CR	Low	2,972.67	SqFt	15.27	Patching - AC Shallow	3,195.8	SqFt	\$4.00	\$12,784.54
1	1530	70	AC-PCC-Prev	10	L & T CR	Low	930.05	Ft	4.78	Crack Sealing - AC	930.1	Ft	\$0.25	\$232.51
1	1530	70	AC-PCC-Prev	10	L & T CR	Medium	13.75	Ft	.07	Crack Sealing - AC	13.8	Ft	\$0.25	\$3.44
1	1530	70	AC-PCC-Prev	7	EDGE CR	Low	1,396.33	Ft	7.17	Crack Sealing - AC	1,396.3	Ft	\$0.25	\$349.08
1	1530	40	AC-PCC-Prev	10	L & T CR	Low	3,833.23	Ft	16.36	Crack Sealing - AC	3,833.3	Ft	\$0.25	\$958.30
1	1530	40	AC-PCC-Prev	1	ALLIGATOR CR	Low	1,092.43	SqFt	4.66	Patching - AC Shallow	1,229.2	SqFt	\$4.00	\$4,917.91
1	1530	40	AC-PCC-Prev	10	L & T CR	Medium	381.86	Ft	1.63	Crack Sealing - AC	381.9	Ft	\$0.25	\$95.47
1	1530	60	AC-PCC-Prev	1	ALLIGATOR CR	Low	3,385.14	SqFt	11.39	Patching - AC Shallow	3,623.1	SqFt	\$4.00	\$14,493.27
1	1530	60	AC-PCC-Prev	7	EDGE CR	Low	1,951.35	Ft	6.56	Crack Sealing - AC	1,951.4	Ft	\$0.25	\$487.83
1	1530	60	AC-PCC-Prev	10	L & T CR	Low	3,363.9	Ft	11.28	Crack Sealing - AC	3,354.	Ft	\$0.25	\$838.46
1	1530	60	AC-PCC-Prev	10	L & T CR	Medium	48.75	Ft	.16	Crack Sealing - AC	48.9	Ft	\$0.25	\$12.19
1	1530	50	AC-PCC-Prev	23	DIVIDED SLAB	Low	0.97	Slabs	1.47	Crack Sealing - PCC	23.3	Ft	\$0.30	\$6.99
1	1530	50	AC-PCC-Prev	28	LINEAR CR	Low	10.68	Slabs	16.18	Crack Sealing - PCC	128.3	Ft	\$0.30	\$38.44
1	1530	20	AC-PCC-Prev	10	L & T CR	Low	1,206.14	Ft	12.23	Crack Sealing - AC	1,206.	Ft	\$0.25	\$301.53
1	1530	20	AC-PCC-Prev	10	L & T CR	Medium	21.	Ft	.21	Crack Sealing - AC	21.	Ft	\$0.25	\$5.25
1	1530	20	AC-PCC-Prev	1	ALLIGATOR CR	Low	478.03	SqFt	4.85	Patching - AC Shallow	570.5	SqFt	\$4.00	\$2,280.20
1	1650	40	AC-PCC-Prev	7	EDGE CR	Low	1,060.5	Ft	3.71	Crack Sealing - AC	1,060.4	Ft	\$0.25	\$265.12
1	1650	40	AC-PCC-Prev	10	L & T CR	Low	2,835.33	Ft	9.92	Crack Sealing - AC	2,835.3	Ft	\$0.25	\$708.83
1	1650	40	AC-PCC-Prev	1	ALLIGATOR CR	Low	833.13	SqFt	2.91	Patching - AC Shallow	953.7	SqFt	\$4.00	\$3,813.36
1	1650	30	AC-PCC-Prev	1	ALLIGATOR CR	Low	316.03	SqFt	3.5	Patching - AC Shallow	391.8	SqFt	\$4.00	\$1,566.40
1	1650	30	AC-PCC-Prev	10	L & T CR	Low	932.15	Ft	10.33	Crack Sealing - AC	932.1	Ft	\$0.25	\$233.03
1	1650	30	AC-PCC-Prev	7	EDGE CR	Low	394.72	Ft	4.37	Crack Sealing - AC	394.7	Ft	\$0.25	\$98.68
1	1260	10	AC-PCC-Prev	1	ALLIGATOR CR	Medium	60.71	SqFt	.5	Patching - AC Deep	95.8	SqFt	\$8.00	\$768.61
1	1260	10	AC-PCC-Prev	1	ALLIGATOR CR	Low	540.03	SqFt	4.43	Patching - AC Shallow	637.2	SqFt	\$4.00	\$2,550.01
1	1260	10	AC-PCC-Prev	10	L & T CR	Low	1,134.22	Ft	9.31	Crack Sealing - AC	1,134.2	Ft	\$0.25	\$283.55
1	1260	10	AC-PCC-Prev	10	L & T CR	Medium	262.24	Ft	2.15	Crack Sealing - AC	262.1	Ft	\$0.25	\$65.56
1	1260	10	AC-PCC-Prev	7	EDGE CR	Low	18.08	Ft	.15	Crack Sealing - AC	18.	Ft	\$0.25	\$4.52
1	1260	30	AC-PCC-Prev	10	L & T CR	Low	1,193.96	Ft	10.27	Crack Sealing - AC	1,193.9	Ft	\$0.25	\$298.49
1	1260	30	AC-PCC-Prev	1	ALLIGATOR CR	Low	215.06	SqFt	1.85	Patching - AC Shallow	277.7	SqFt	\$4.00	\$1,112.55
1	1260	20	AC-PCC-Prev	7	EDGE CR	Low	145.01	Ft	1.42	Crack Sealing - AC	145.	Ft	\$0.25	\$36.25
1	1260	20	AC-PCC-Prev	10	L & T CR	Low	669.49	Ft	6.54	Crack Sealing - AC	669.6	Ft	\$0.25	\$167.37
1	1260	20	AC-PCC-Prev	1	ALLIGATOR CR	Low	845.94	SqFt	8.26	Patching - AC Shallow	966.6	SqFt	\$4.00	\$3,867.99
1	1260	40	AC-PCC-Prev	10	L & T CR	Low	198.2	Ft	1.16	Crack Sealing - AC	198.2	Ft	\$0.25	\$49.55
1	1260	40	AC-PCC-Prev	10	L & T CR	Medium	120.87	Ft	1.93	Crack Sealing - AC	120.7	Ft	\$0.25	\$30.21
1	1260	40	AC-PCC-Prev	1	ALLIGATOR CR	Low	324.61	SqFt	5.2	Patching - AC Shallow	394.7	SqFt	\$4.00	\$1,581.49
1	1400	30	AC-PCC-Prev	10	L & T CR	Low	390.72	Ft	3.76	Crack Sealing - AC	390.8	Ft	\$0.25	\$97.68
1	1400	30	AC-PCC-Prev	1	ALLIGATOR CR	Low	1,784.23	SqFt	17.16	Patching - AC Shallow	1,958.	SqFt	\$4.00	\$7,832.96
1	1400	40	AC-PCC-Prev	7	EDGE CR	Low	9.35	Ft	.23	Crack Sealing - AC	9.2	Ft	\$0.25	\$2.33
1	1130	10	AC-PCC-Prev	10	L & T CR	Medium	12.37	Ft	.12	Crack Sealing - AC	12.5	Ft	\$0.25	\$3.09
1	1130	10	AC-PCC-Prev	10	L & T CR	Low	119.26	Ft	1.18	Crack Sealing - AC	119.4	Ft	\$0.25	\$29.82
1	1130	10	AC-PCC-Prev	7	EDGE CR	Low	313.91	Ft	3.12	Crack Sealing - AC	314.	Ft	\$0.25	\$78.48
1	1670	20	AC-PCC-Prev	10	L & T CR	Medium	338.78	Ft	1.6	Crack Sealing - AC	338.9	Ft	\$0.25	\$84.69
1	1670	20	AC-PCC-Prev	1	ALLIGATOR CR	Low	646.27	SqFt	3.05	Patching - AC Shallow	752.4	SqFt	\$4.00	\$3,010.44
1	1670	20	AC-PCC-Prev	10	L & T CR	Low	737.53	Ft	3.48	Crack Sealing - AC	737.5	Ft	\$0.25	\$184.38
1	1160	30	AC-PCC-Prev	7	EDGE CR	Low	137.5	Ft	1.24	Crack Sealing - AC	137.5	Ft	\$0.25	\$34.38
1	1160	30	AC-PCC-Prev	1	ALLIGATOR CR	Low	902.55	SqFt	8.15	Patching - AC Shallow	1,028.	SqFt	\$4.00	\$4,110.09
1	1160	30	AC-PCC-Prev	10	L & T CR	Medium	111.25	Ft	1.01	Crack Sealing - AC	111.2	Ft	\$0.25	\$27.82
1	1160	30	AC-PCC-Prev	10	L & T CR	Low	761.35	Ft	6.88	Crack Sealing - AC	761.5	Ft	\$0.25	\$190.33
1	1160	10	AC-PCC-Prev	1	ALLIGATOR CR	Low	601.38	SqFt	14.12	Patching - AC Shallow	704.	SqFt	\$4.00	\$2,816.53
1	1160	10	AC-PCC-Prev	10	L & T CR	Low	212.57	Ft	4.99	Crack Sealing - AC	212.6	Ft	\$0.25	\$53.14
1	1160	10	AC-PCC-Prev	7	EDGE CR	Low	18.77	Ft	.44	Crack Sealing - AC	18.7	Ft	\$0.25	\$4.69
1	1160	10	AC-PCC-Prev	10	L & T CR	Medium	11.25	Ft	.26	Crack Sealing - AC	11.2	Ft	\$0.25	\$2.81
1	1380	10	AC-PCC-Prev	10	L & T CR	Low	446.72	Ft	4.46	Crack Sealing - AC	446.9	Ft	\$0.25	\$111.68
1	1380	10	AC-PCC-Prev	10	L & T CR	Medium	226.71	Ft	2.26	Crack Sealing - AC	226.7	Ft	\$0.25	\$56.67
1	1380	10	AC-PCC-Prev	7	EDGE CR	Low	168.01	Ft	1.68	Crack Sealing - AC	168.	Ft	\$0.25	\$42.01
1	1380	10	AC-PCC-Prev	1	ALLIGATOR CR	Low	348.	SqFt	3.47	Patching - AC Shallow	427.3	SqFt	\$4.00	\$1,708.54
1	1320	10	AC-PCC-Prev	1	ALLIGATOR CR	Low	1,878.84	SqFt	12.08	Patching - AC Shallow	2,057.	SqFt	\$4.00	\$8,229.15
1	1320	10	AC-PCC-Prev	7	EDGE CR	Low	277.36	Ft	1.78	Crack Sealing - AC	277.2	Ft	\$0.25	\$69.34
1	1320	10	AC-PCC-Prev	10	L & T CR	Low	1,185.43	Ft	7.62	Crack Sealing - AC	1,185.4	Ft	\$0.25	\$296.36
1	1320	30	AC-PCC-Prev	1	ALLIGATOR CR	Low	1,275.2	SqFt	12.28	Patching - AC Shallow	1,423.	SqFt	\$4.00	\$5,691.52
1	1320	30	AC-PCC-Prev	10	L & T CR	Low	1,208.89	Ft	11.65	Crack Sealing - AC	1,209.	Ft	\$0.25	\$302.22
1	1320	30	AC-PCC-Prev	7	EDGE CR	Low	541.31	Ft	5.21	Crack Sealing - AC	541.3	Ft	\$0.25	\$135.33
1	1320	40	AC-PCC-Prev	10	L & T CR	Low	882.78	Ft	8.36	Crack Sealing - AC	882.9	Ft	\$0.25	\$220.69
1	1320	40	AC-PCC-Prev	10	L & T CR	Medium	13.32	Ft	.13	Crack Sealing - AC	13.5	Ft		

Village of Peotone, IL  
 Localized Preventive M&R  
 Segment and Work Candidates

NetworkID	BranchID	SectionID	Policy	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
1	1640	130	AC - PCC - Prev	10	L & T CR	Low	1,817.06	Ft	5.28	Crack Sealing - AC	1,816.9	Ft	\$0.25	\$454.26
1	1640	130	AC - PCC - Prev	7	EDGE CR	Low	569.03	Ft	1.65	Crack Sealing - AC	568.9	Ft	\$0.25	\$142.25
1	1640	130	AC - PCC - Prev	1	ALLIGATOR CR	Medium	205.05	SqFt	.6	Patching - AC Deep	266.9	SqFt	\$8.00	\$2,133.08
1	1640	80	AC - PCC - Prev	1	ALLIGATOR CR	Low	413.01	SqFt	4.3	Patching - AC Shallow	498.4	SqFt	\$4.00	\$1,995.37
1	1640	80	AC - PCC - Prev	10	L & T CR	Low	388.02	Ft	4.04	Crack Sealing - AC	388.1	Ft	\$0.25	\$97.01
1	1640	80	AC - PCC - Prev	1	ALLIGATOR CR	Medium	58.99	SqFt	.61	Patching - AC Deep	93.7	SqFt	\$8.00	\$751.39
1	1640	80	AC - PCC - Prev	10	L & T CR	Medium	326.05	Ft	3.39	Crack Sealing - AC	326.1	Ft	\$0.25	\$81.51
1	1640	80	AC - PCC - Prev	7	EDGE CR	Low	10.01	Ft	.1	Crack Sealing - AC	9.8	Ft	\$0.25	\$2.50
1	1640	40	AC - PCC - Prev	10	L & T CR	Medium	158.01	Ft	1.25	Crack Sealing - AC	158.1	Ft	\$0.25	\$39.50
1	1640	40	AC - PCC - Prev	1	ALLIGATOR CR	Low	667.04	SqFt	5.29	Patching - AC Shallow	775.	SqFt	\$4.00	\$3,100.02
1	1640	40	AC - PCC - Prev	10	L & T CR	Low	809.06	Ft	6.42	Crack Sealing - AC	809.1	Ft	\$0.25	\$202.26
1	1640	40	AC - PCC - Prev	7	EDGE CR	Low	114.01	Ft	.9	Crack Sealing - AC	113.9	Ft	\$0.25	\$28.50

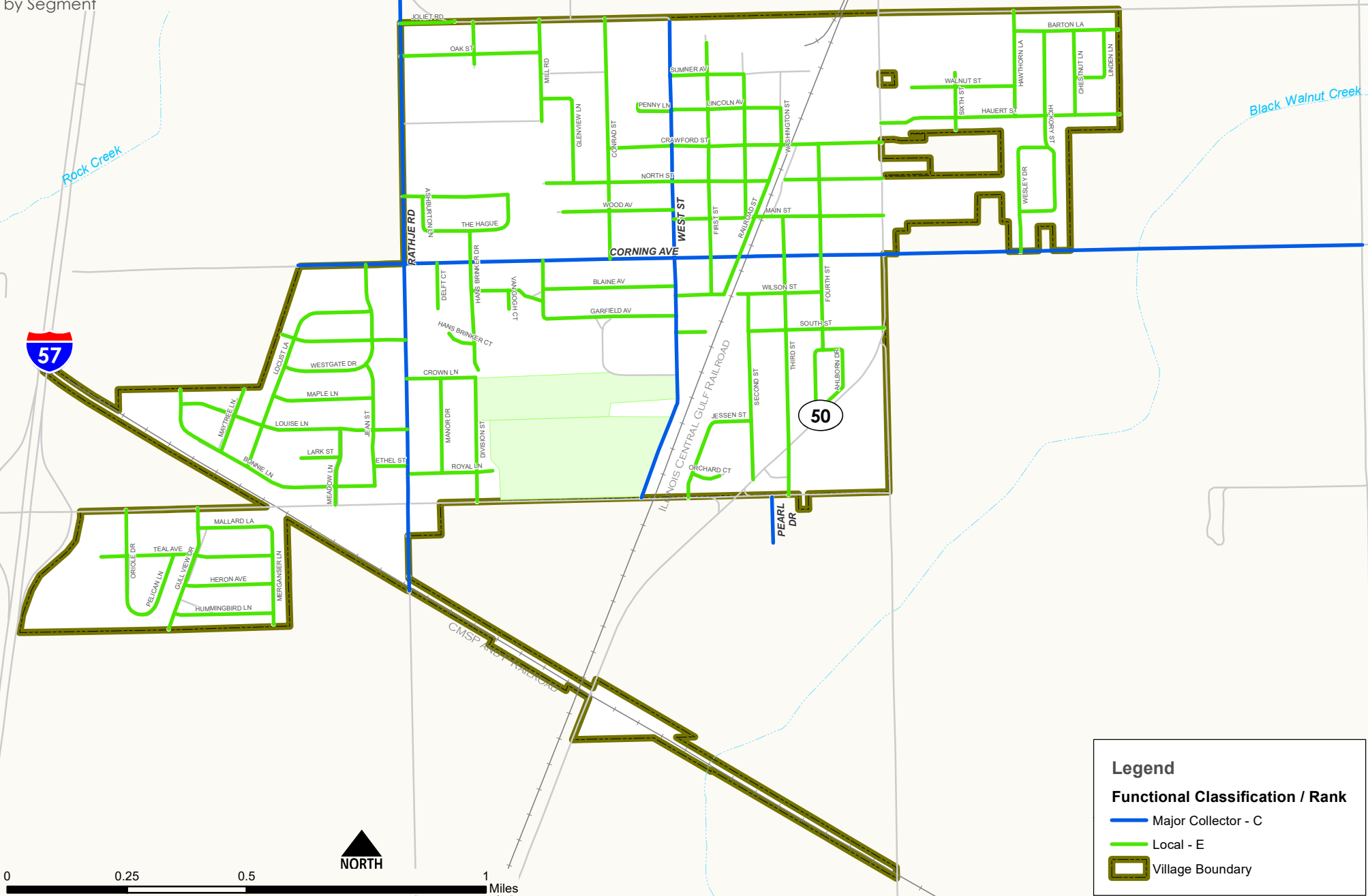
**Appendix E**

**Peotone Condition and Analysis Maps**

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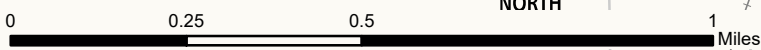
Pavement Analysis  
Functional Classification  
by Segment



**Legend**

**Functional Classification / Rank**

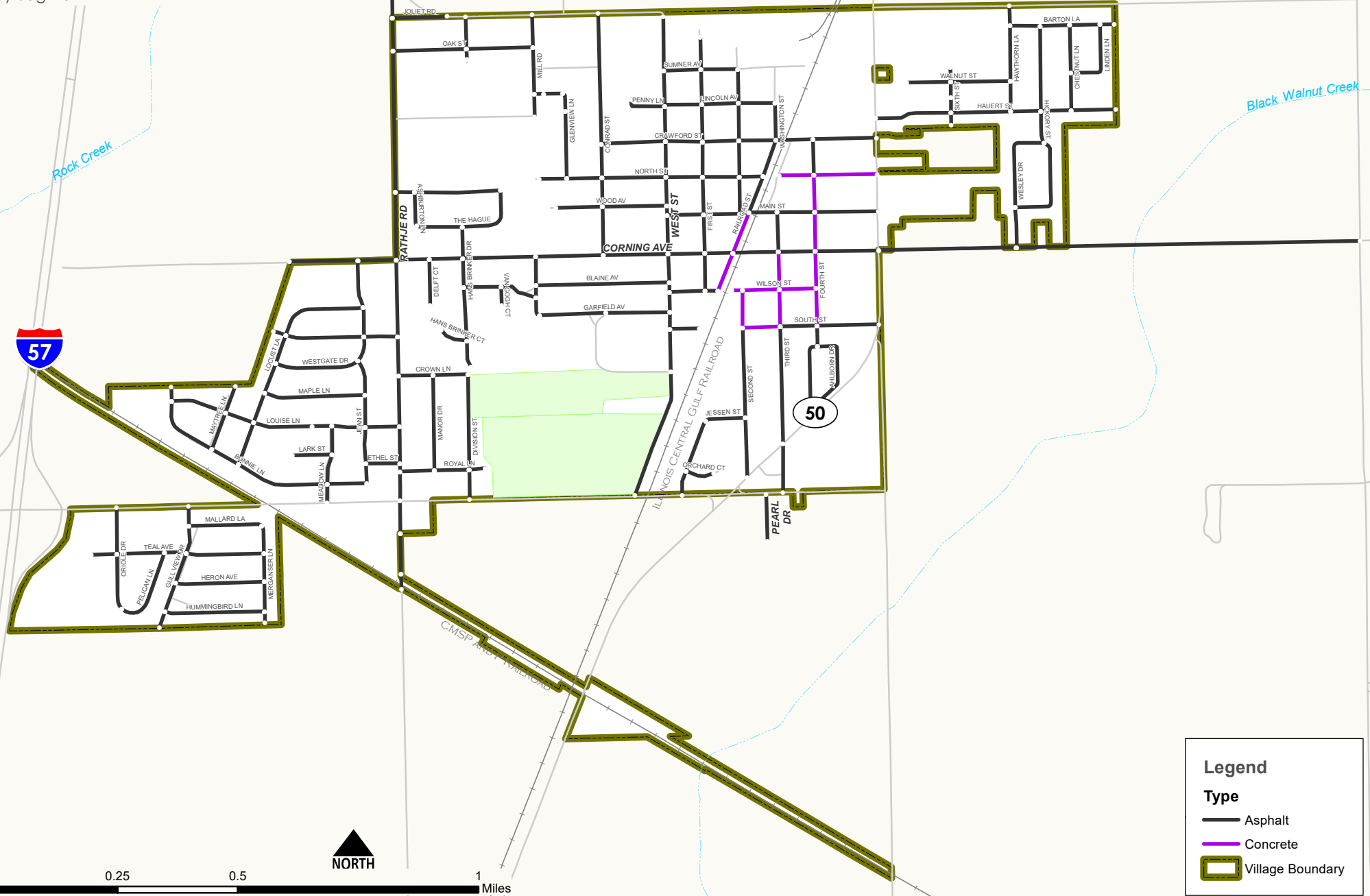
- Major Collector - C
- Local - E
- Village Boundary





village of **PEOTONE**  
ILLINOIS

Pavement Analysis  
Surface Type  
by Segment

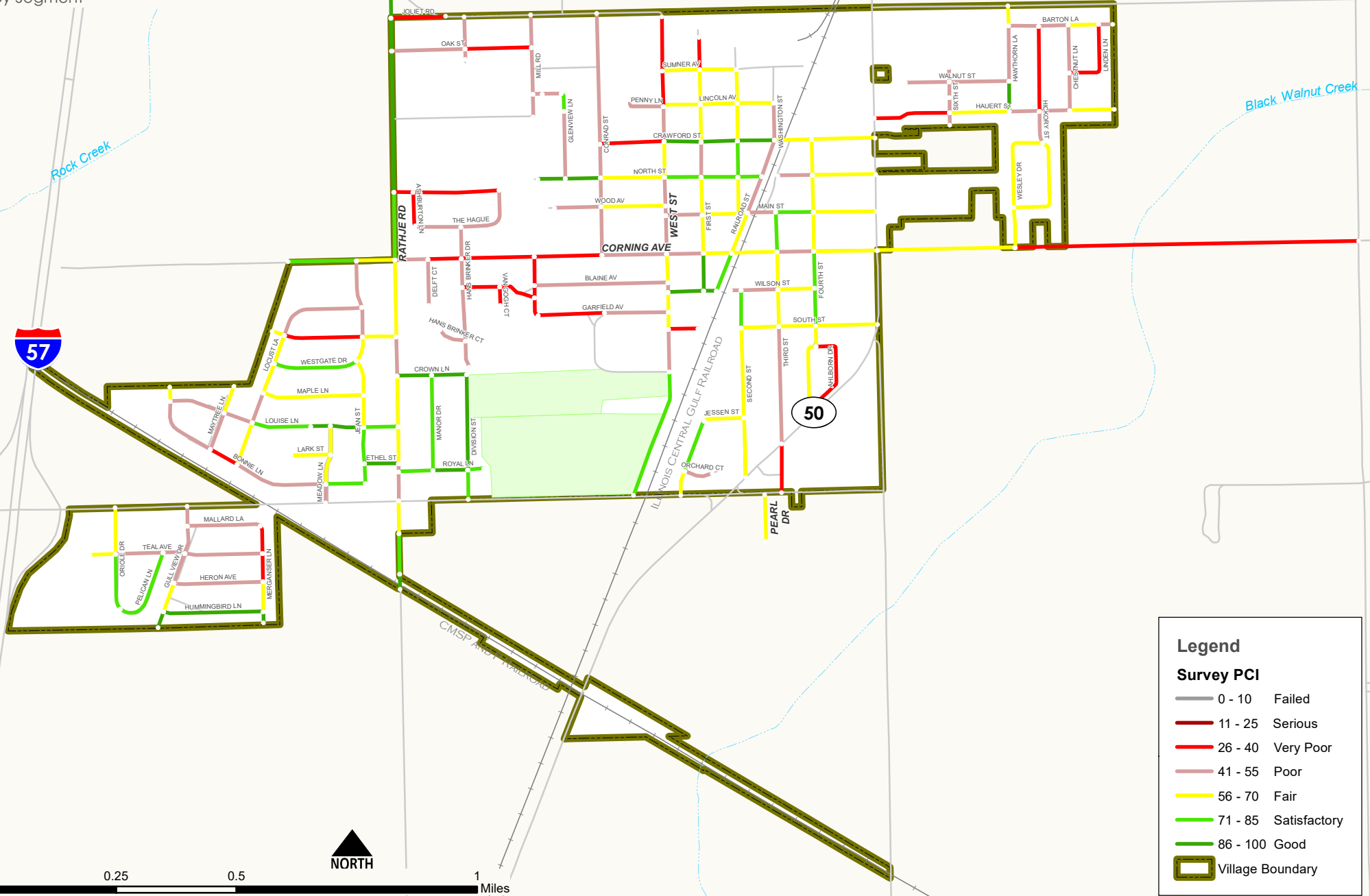


**Legend**

**Type**

- Asphalt
- Concrete
- Village Boundary

Pavement Analysis  
Survey Pavement Condition Index (PCI)  
by Segment



**Legend**

**Survey PCI**

- 0 - 10 Failed
- 11 - 25 Serious
- 26 - 40 Very Poor
- 41 - 55 Poor
- 56 - 70 Fair
- 71 - 85 Satisfactory
- 86 - 100 Good
- Village Boundary

