

2020 “State of the Streets”

Final Report

Prepared for:

**Village of River Forest, Illinois &
Chicago Metropolitan Agency for Planning**

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*Assuming Unlimited Funding***

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ACRONYMS

Acronym	Definition
AC	Asphalt concrete pavement
APC	Asphalt concrete overlay on Portland cement concrete pavement
ASTM	American Society for Testing and Materials
BR	Brick pavement
CIP	Capital Improvement Plan
CMAP	Chicago Metropolitan Agency for Planning
CSU	Colorado State University
FT	Foot
G&AI	Gorronzona and Associates, Inc.
GIS	Geographic information system
GR	Gravel pavement
IRI	International Roughness Index
K	Thousand
L&T	Longitudinal and transverse cracking
LCD	Last construction date
M	Million
M&R	Maintenance and rehabilitation
P	Primary rank pavement
PAVER	PAVER Pavement Management System
PCC	Portland cement concrete pavement
PCI	Pavement Condition Index
PMP	Pavement management program
PMS	Pavement management system
S	Secondary rank pavement section
SF	Square feet
SU	Sample unit
SY	Square yard
T	Tertiary rank pavement section

1 EXECUTIVE SUMMARY

1.1 History

In October of 2020, the Chicago Metropolitan Agency for Planning (CMAP) retained the services of Gorrondona and Associates, Inc. (G&AI) to implement a pavement management system for the Village of River Forest that will enable the Village to manage its roadway network in a more proactive, cost-effective, and sustainable way. To accomplish this objective, G&AI: 1) assessed the condition of the Village’s roadways, 2) implemented and customized a pavement management system for the Village, and 3) developed near- and long-term pavement maintenance and rehabilitation (M&R) recommendations for the Village’s roadways.

During the fall of 2019 and the spring of 2020, G&AI’s state-of-the-art PathRunner pavement condition data collection system (shown in Figure 1) was deployed to capture continuous, high-resolution pavement cracking, rutting, and roughness data of the Village’s roads. Collected data were entered into the PAVER Pavement Management System (PAVER), and baseline pavement condition scores were determined for each roadway.

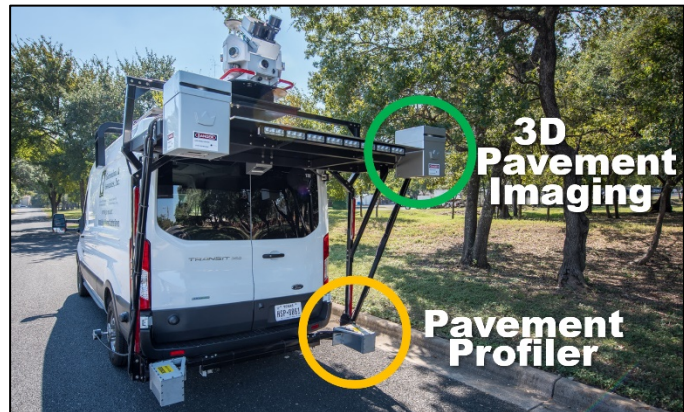


Figure 1. PathRunner pavement condition data collection system.

In July of 2020, preliminary results of the condition survey were presented to the Village. G&AI has since worked with the Village to collect additional pavement M&R records and M&R unit cost data with which to calibrate PAVER so that it is specific to the Village.

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

1.2 PAVER Pavement Management System

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

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

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

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

1.3 Purpose and scope

The purpose of this project is to implement a comprehensive pavement management system for the Village’s roadways. The scope of this project includes all roadways managed by the Village, which total approximately 32 centerline miles. This pavement management system will serve as a primary tool to assist the Village in more efficiently allocating its pavement M&R funding.

To this end, G&AI:

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

1.4 Results

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

Table 1. Village’s pavement condition categories.

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

At the time of G&AI’s inspection, the Village’s pavements were found to have an average PCI of 75, indicating that the Village’s roadways are in overall “satisfactory” condition.

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

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

The Village’s roadways were found to have an average IRI value of 291 inches/mile, which indicates overall “marginally rough” pavement.

Following this executive summary, Map 1 shows PCI categories for each roadway. Roadways that were planned for resurfacing or reconstruction in 2020 (i.e., after the field inspection was performed) were assigned an assumed PCI value of 100. All other PCI values shown on Map 1 reflect the conditions of the

roadways at the time of the field inspection. Map 2 shows IRI categories for each roadway at the time of inspection. IRI values reflect a physical measurement of roughness. Consequently, IRI values were not adjusted for roadways that were planned for resurfacing or reconstruction in 2020.

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

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

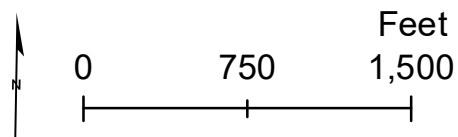
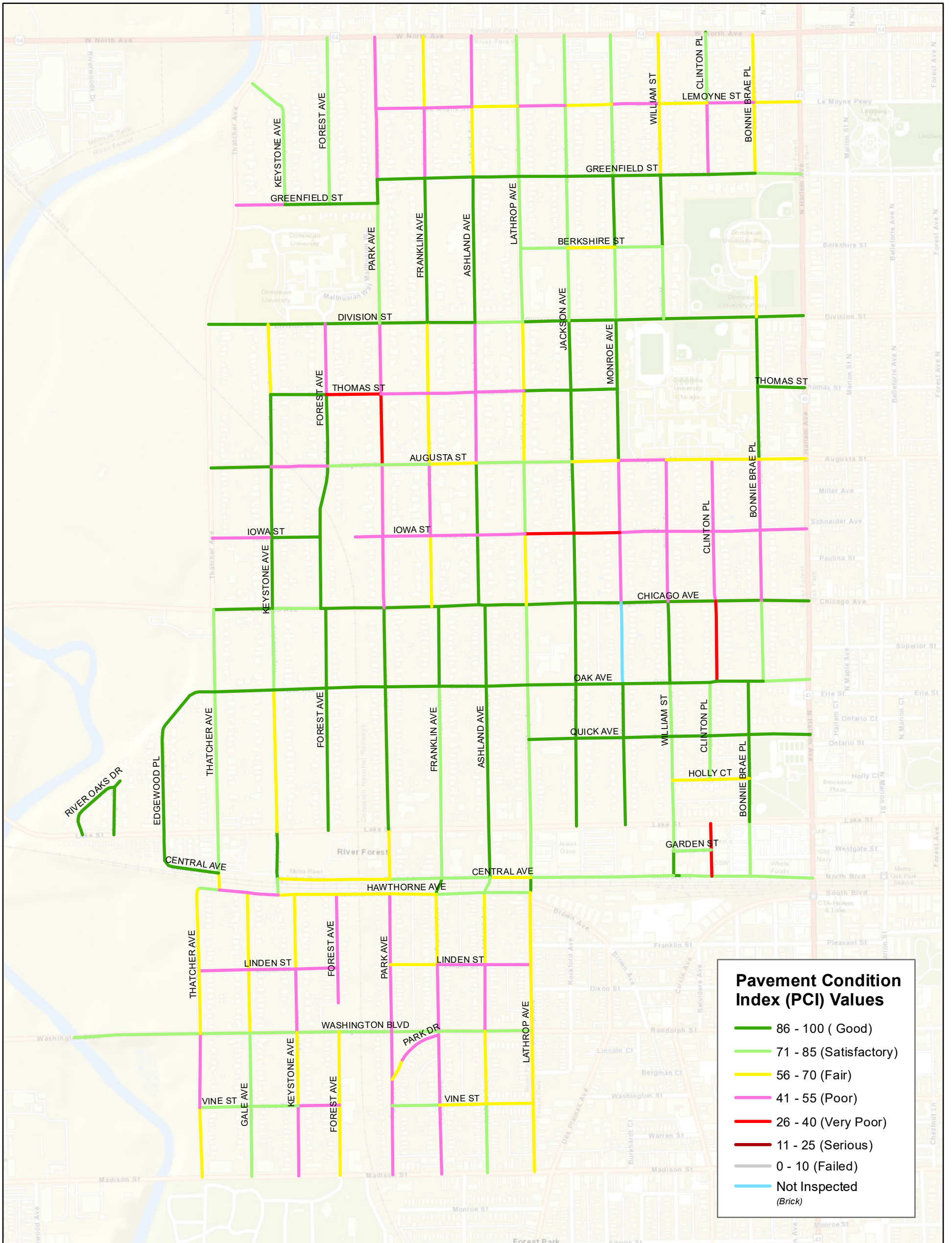
The deterioration observed on the Village’s pavements at the time of inspection was caused by a mixture of vehicle load- and climate-related distresses. Vehicle load-related distresses, including alligator cracking and rutting, were pronounced on many of the Village’s roadways and contributed most to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

1.5 Recommendations

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

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

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



Map 1:
Pavement Condition Index
(PCI) Values

River Forest, Illinois

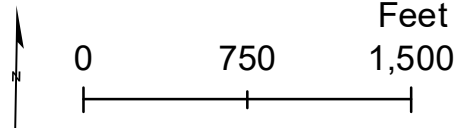
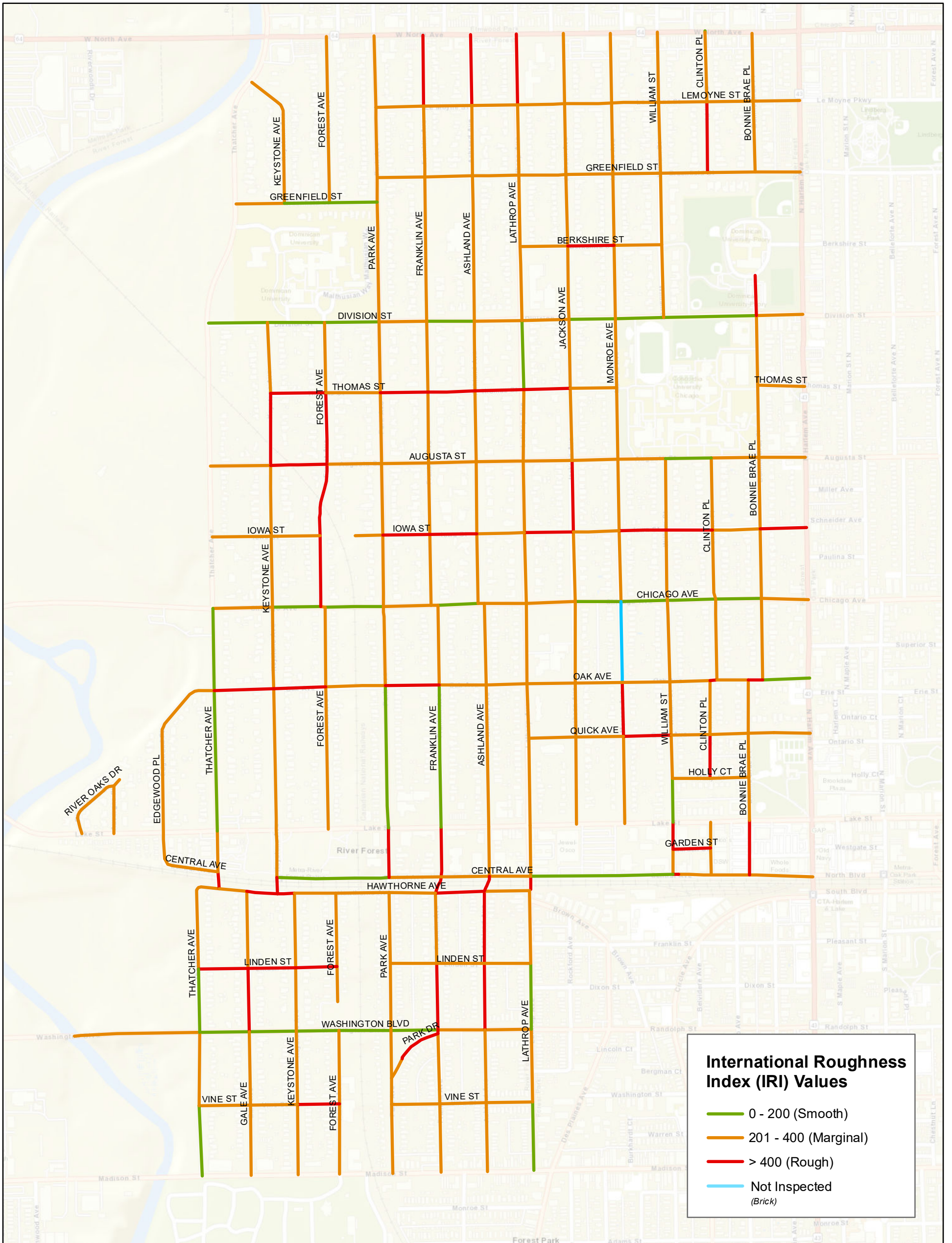
Pavement Management Program



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Map 2:
International Roughness
Index (IRI) Values

River Forest, Illinois

Pavement Management Program



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2 INTRODUCTION

2.1 Foreword

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

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

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

2.2 Background, scope, and objectives

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

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

PAVER was implemented for the Village, and a state-of-the-art PathRunner pavement condition data collection system was deployed to capture continuous, high-resolution pavement cracking, rutting, and roughness data of the Village’s roadways.

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

2.3 Project tasks

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

1. Pavement management system implementation
G&AI developed an inventory of the Village’s roadway pavements and implemented PAVER.
2. Pavement condition survey
G&AI performed a network-level pavement condition survey on the roadway pavements using a state-of-the-art pavement imaging and profiling data collection system. The pavement condition survey was performed in the fall of 2019 and spring of 2020.
3. M&R analyses
G&AI reviewed the collected condition data and determined the impact of several funding scenarios on the Village’s roadways and identified potential pavement M&R needs using PAVER.

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

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

2.4 Conceptual overview of pavement management

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

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

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

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

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

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

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

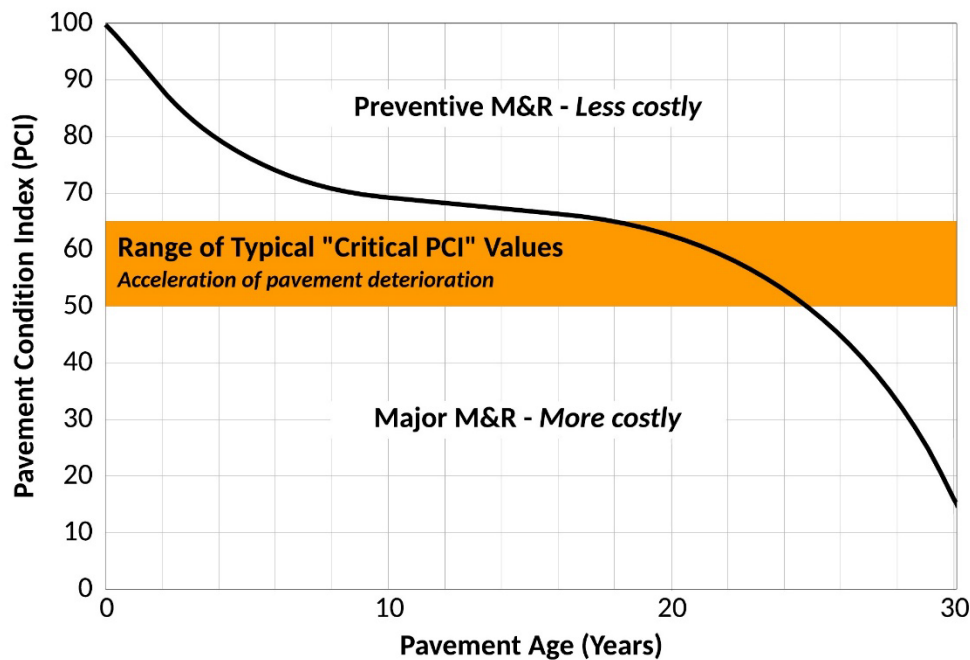


Figure 2. Example of the correct timing of preventive and major M&R relative to the Critical PCI.

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

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

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

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

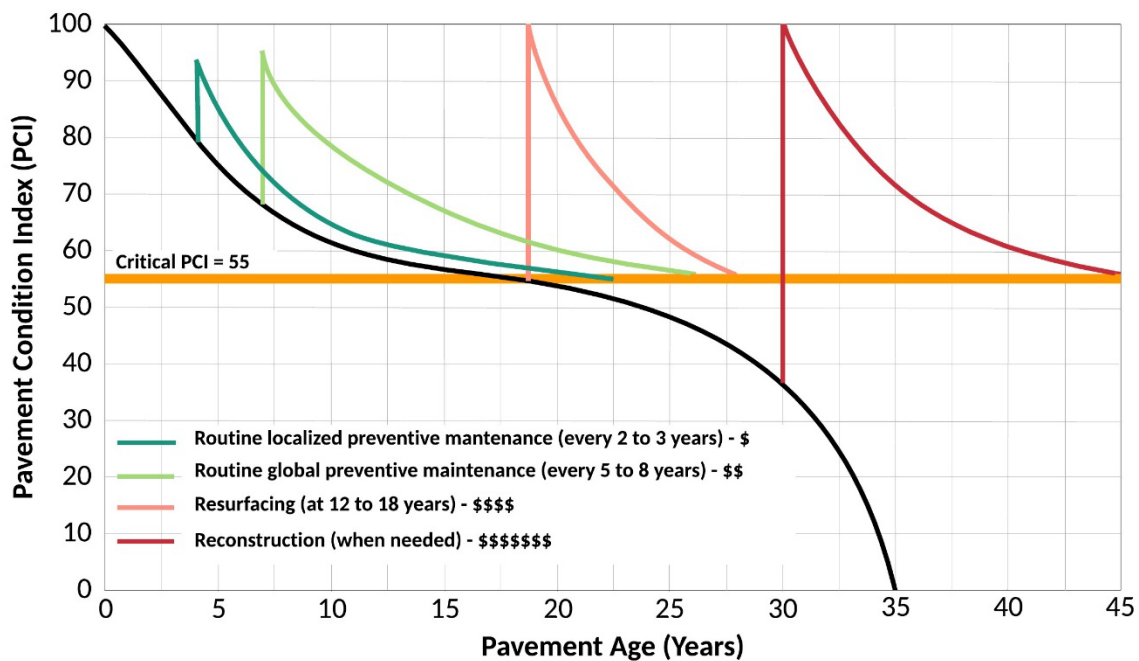


Figure 3. Example of the increasing prices and decreasing benefits of M&R.

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

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

2.5 Benefits and costs of implementing a pavement management system

Pavement management systems provide:

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

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

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

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

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

2.6 Incorporating pavement preservation strategies

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

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

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

The FHWA adds that preventive maintenance:

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

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

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

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

2.7 Summary

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

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

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

3 PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

3.1 Foreword

This section discusses the first task of this project: Implementing a pavement management system. One of the CMAP’s primary desires was to have a non-proprietary pavement management system for participating agencies. This section provides an overview of PAVER, a brief description of the modules available to the Village in PAVER, and insight into the PAVER database development.

(Note: The information presented in the section may be supplemented by the PAVER User Manual, which is available as a navigable PDF file in the PAVER software.)



3.2 Objective

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

3.3 PAVER Pavement Management System overview

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

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

PAVER modules include:

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

A brief description of these modules is presented in the following sub-sections.

Note: Upon request by the municipality, a one-year PAVER license shall be purchased by CMAP for the municipality from Colorado State University (CSU). The PAVER license does not expire. However, after the first year, the municipality will be responsible for purchasing software updates and technical support, if desired. Current pricing for PAVER may be found at: www.paver.colostate.edu.

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

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

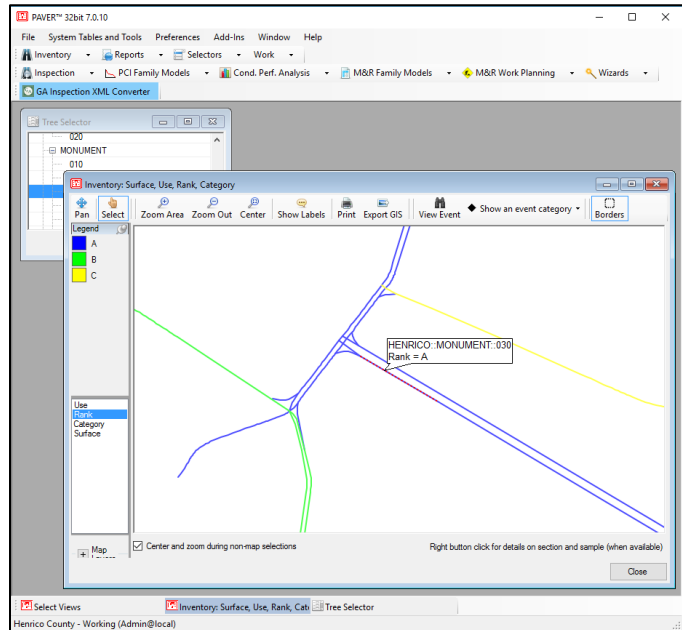


Figure 4. Example roadway functional classifications (ranks) stored in the Inventory module.

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

3.3.2 Inspection module

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

3.3.3 Prediction modeling module

The **Prediction Modeling** module in PAVER enables the user to group pavements of similar construction that are subjected to similar traffic, weather, and any other factors affecting pavement performance into “families.” Historical pavement condition

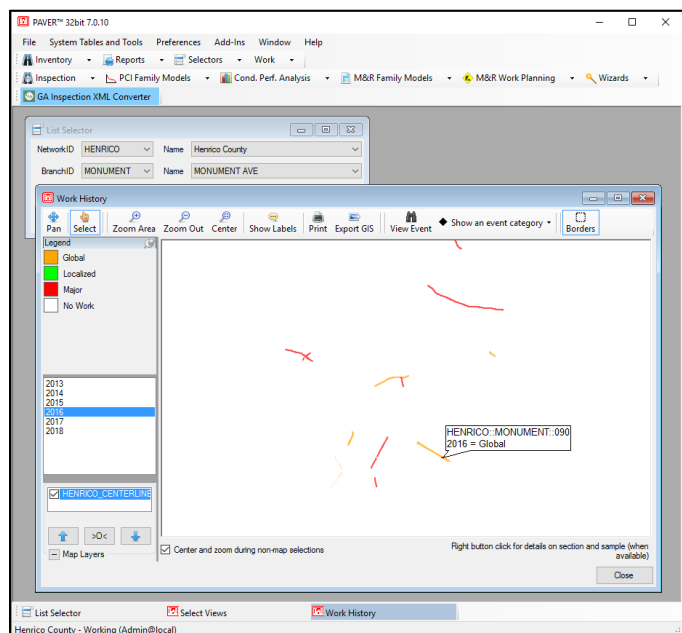


Figure 5. Example historical M&R records stored in the M&R History module.

data are used to build models that can be used to predict future pavement performance. The **Prediction Modeling** module is a hands-on module and prediction models should be updated by the Village following each condition survey. If historical pavement condition data are not available, PAVER provides default pavement prediction curves (shown in Figure 7) and allows the user to develop site specific prediction models.

3.3.4 Condition analysis module

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

3.3.5 M&R planning module

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

3.3.6 Reporting module

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

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

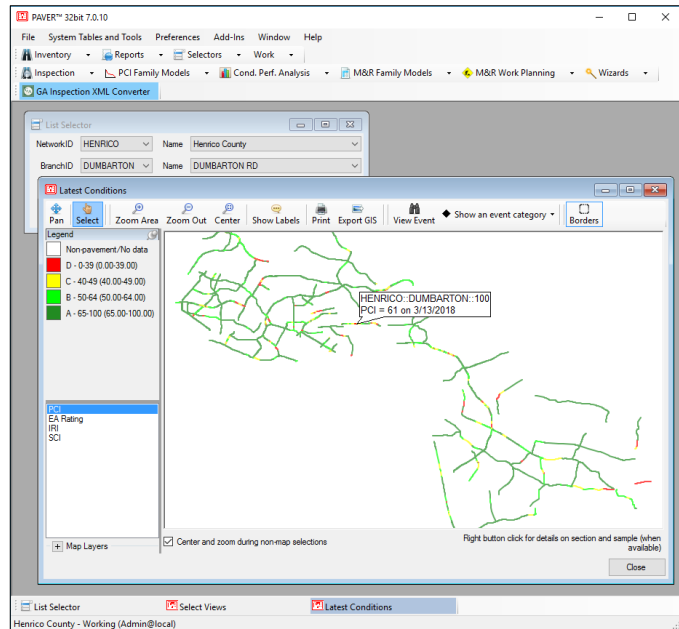


Figure 6. Example PCI values in the Inspection module.

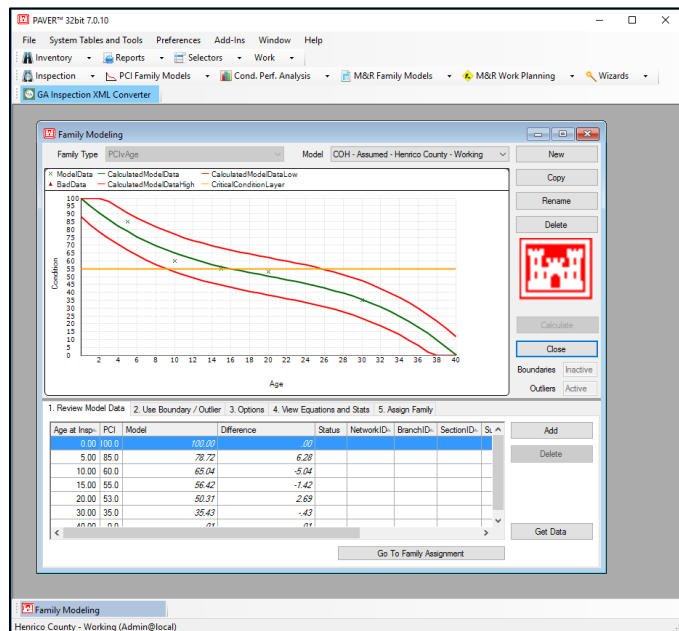


Figure 7. Example deterioration trend developed using the Prediction Modeling module.

- Branch Condition – *Summary of overall pavement condition data*
- Section Condition – *Summary of individual section data*

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

3.4 Summary

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

4 PAVEMENT INVENTORY

4.1 Foreword

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

4.2 Objective

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

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

4.3 PAVER inventory development

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

Roadways were also assigned “ranks” (i.e., priorities) of primary (P), secondary (S), and tertiary (T). Federal aid eligible roads were assigned the rank of primary, since these tend to be the more heavily trafficked roadways. Residential roads were assigned the rank of secondary, and unpaved roadways and roadways in industrial zones were assigned the rank of tertiary. Based on these definitions, the Village does not have any tertiary roadways.

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

4.4 Inventory summary

The Village’s roadway network consists of approximately 32 centerline miles of predominantly asphalt surfaced, two-lane roadways. Table 2 shows the distribution of the Village’s roadway network in mileage and area by pavement rank, and Table 3 shows the distribution by pavement surface type.

Table 2. Roadway summary data by pavement rank.

Rank	Centerline Miles	Lane Miles	Area (SY)
Primary, P	6.0	12.5	124,748
Secondary, S	26.0	50.7	397,577
Total	32.0	63.2	522,326

Table 3. Roadway summary data by pavement surface type.

Surface Type	Centerline Miles	Lane Miles	Area (SY)
Asphalt, AC	31.8	62.8	518,644
Concrete, PCC	0.1	0.2	1,490
Brick, BR	0.1	0.3	2,192
Total	32.0	63.2	522,326

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

5 PAVEMENT CONDITION INSPECTION

5.1 Foreword

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

5.2 Objective

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

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

5.3 Pavement condition data acquisition

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

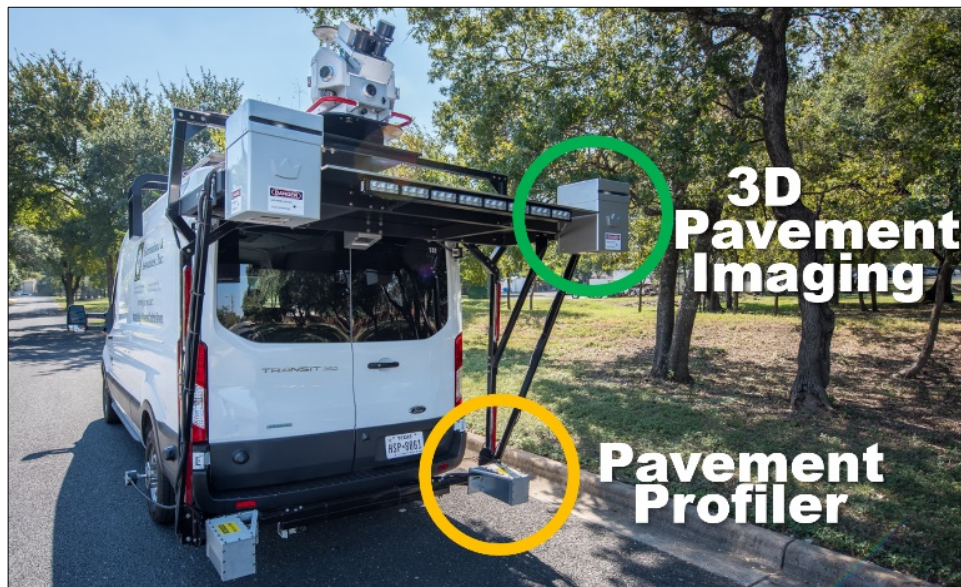


Figure 8. PathRunner pavement condition data collection system.

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

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

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

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

5.4 Pavement Condition Index (PCI) method

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

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

Table 4. Asphalt and concrete pavement distress types.

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

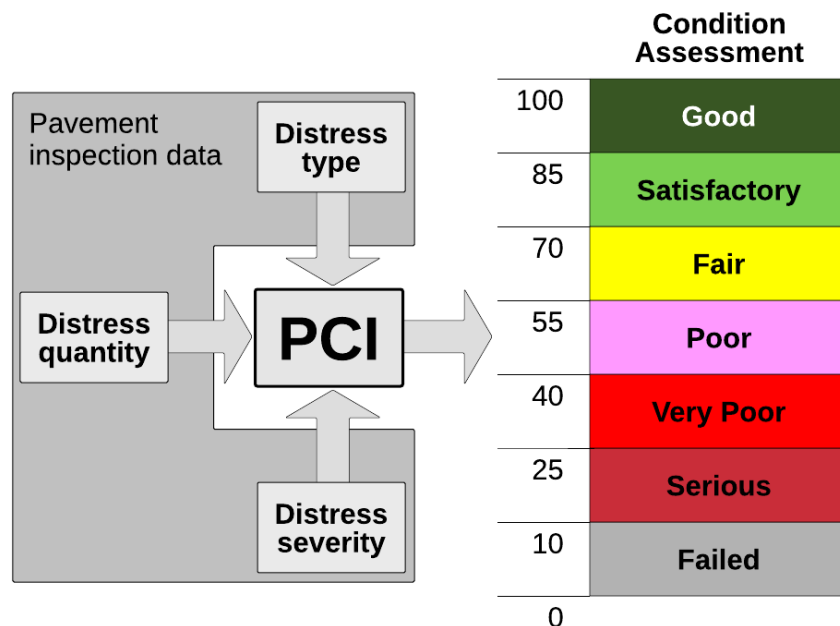


Figure 9. PCI inputs and the Village’s assessment scale.

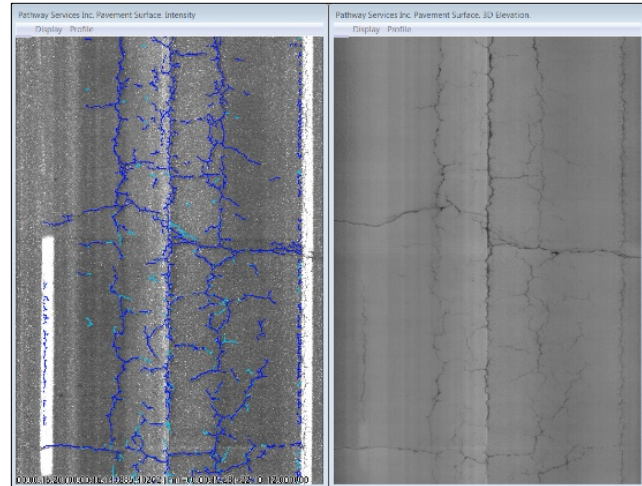
If properly designed and constructed, a new pavement begins its service life with a PCI of 100. Because of distress caused by vehicle loads, environmental factors, and aging, a pavement deteriorates over time. For each combination of distress type, severity level, and quantity observed during the inspection,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

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

5.5 Pavement Condition Index (PCI) data interpretation

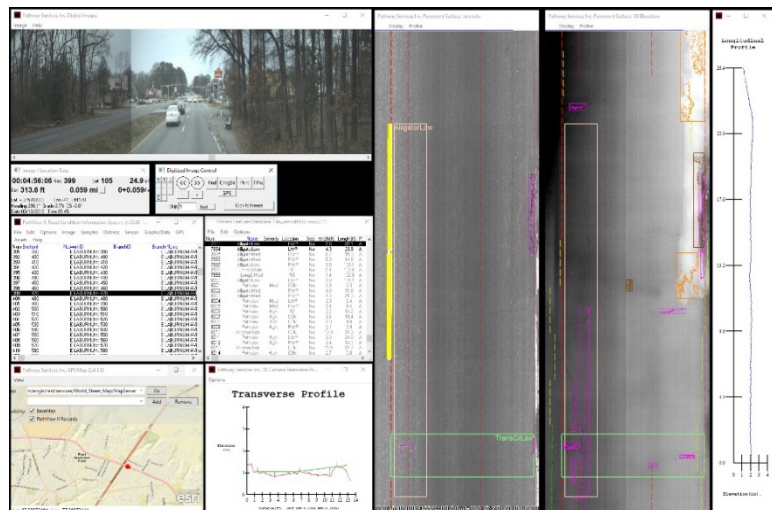
The PathRunner system captures 2D and 3D images of the roadway surface from which pavement surface distresses are evaluated. During the data collection effort, G&AI extracted pavement distress data from georeferenced digital images and rutting measurements from transverse profile measurement to determine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

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



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

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



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

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

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

5.6 Existing pavement conditions and field observations

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

Table 5. Village’s pavement condition categories.

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

At the time of G&AI’s inspection, the Village’s pavements were found to be in overall “satisfactory” condition and have an average PCI of 75. The condition distribution of the Village’s pavements at the time of inspection is shown in Figure 10, and detailed condition maps can be found in Appendix A.

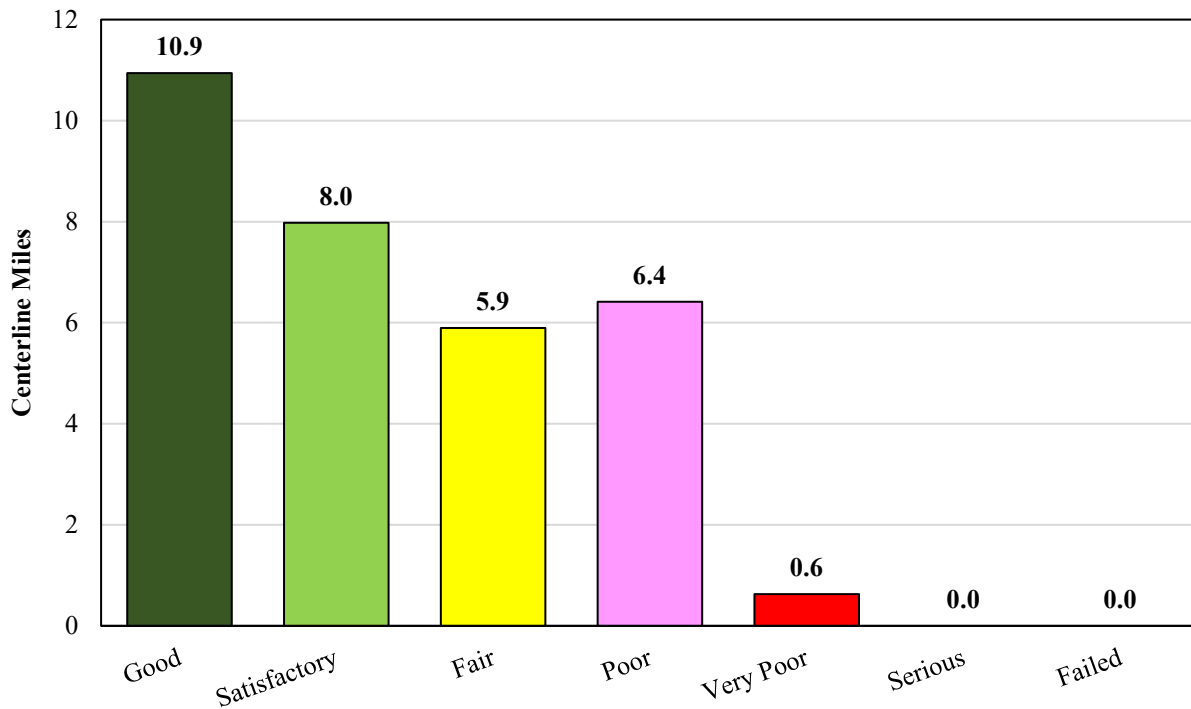


Figure 10. Village's roadway pavement condition distribution by PCI category.
 (Note: Excludes brick roadways.)

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

Table 6. Roadway summary condition data by pavement rank.

Rank	Centerline Miles	Lane Miles	Area (SY)	PCI	IRI
Primary, P	6.0	12.5	124,748	81	209
Secondary, S	26.0	50.7	397,577	74	317
Total	32.0	63.2	522,326	75	291

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

Surface Type	Centerline Miles	Lane Miles	Area (SY)	PCI	IRI
Asphalt, AC	31.8	62.8	518,644	75	291
Concrete, PCC	0.1	0.2	1,490	81	651
Brick, BR	0.1	0.3	2,192	--*	--*
Total	32.0	63.2	522,326	75	291

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

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

- Vehicle load related.
- Climate/durability related.

- Other (construction defects and material issues).

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

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

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

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

Table 8: Village’s IRI assessment criteria.







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

At the time of G&AI’s inspection, the Village’s pavements were found to be in overall “marginally rough” condition, with an average IRI of 291. Detailed condition maps can be found in Appendix A.

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

5.7 Example pavement conditions through the Village

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

	Location + History	PCI (IRI)	Recommended M&R Activity (Typical)
	Jackson Ave. (Section 60) Last resurfacing date 2018	94 (317)	Preventive maintenance Seal joints between pavement and curb and gutter.
	Augusta St. (Section 70) Last resurfacing date unknown	73 (256)	Preventive maintenance Seal cracks as well as paving lane joint and joints between pavement and curb and gutter + surface treatment.
	Franklin Ave. (Section 130) Last resurfacing date unknown	57 (285)	Preventive maintenance Localized structural patching + cold mill and overlay <u>or</u> reconstruction.
	Ashland Ave. (Section 110) Last resurfacing date unknown	48 (358)	Major M&R Localized structural patching + cold mill and overlay <u>or</u> reconstruction.
	Park Ave. (Section 110) Last resurfacing date unknown	40 (266)	Major M&R Localized structural patching + cold mill and overlay <u>or</u> reconstruction.


	<p>Clinton Pl. <i>(Section 20)</i></p> <p><i>Last resurfacing date unknown</i></p>	<p>37 <i>(263)</i></p>	<p>Major M&R</p> <p><i>Localized structural patching + cold mill and overlay <u>or</u> reconstruction.</i></p>
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Figure 11. Pavement conditions observed during PCI inspection.

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

5.8 Summary

This section presented an overview of the methodology used to perform the 2019/2020 pavement condition survey and the results of the survey. A state-of-the-art PathRunner pavement condition survey system was deployed to collect pavement imagery and profile data on the Village’s roadways. The collected data were analyzed, and PCI values and IRI values were determined for each of the roadways surveyed. The Village’s roadways were found to be in overall “satisfactory” condition with an average PCI of 75. Furthermore, the Village’s roadways were found to be in overall “marginally rough” condition, with an average IRI of 291 inches/mile.

6 MAINTENANCE AND REHABILITATION FUNDING ANALYSES

6.1 Foreword

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

6.2 Objective

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

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

- A series of **five-year analyses** was performed to determine the impact of several funding levels on overall roadway conditions. The analyses included:
 - Assessing the impact of the Village’s existing funding level.
 - Determining the annual funding level needed to maintain the Village’s existing overall average roadway condition.
 - Determining the annual funding level needed to modestly increase the Village’s overall average roadway condition to approximately 80.
 - Determining the annual funding level needed to eliminate the Village’s major M&R backlog over a five-year period.
- A **one-year analysis** was performed to identify pavements that may benefit from preventive maintenance activities, such as crack sealing or localized patching. Only pavements with a PCI of 65 or better were considered in this analysis.

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

6.3 Assumptions

The M&R analyses were based on the results of the fall of 2019 and spring of 2020 Pavement Condition Index (PCI) survey and the pavement inventory and historical work records provided by the Village and stored in the Village’s PAVER database. The following assumptions were made in our analyses.

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

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

- A pavement deterioration rate of roughly 6.5 points per year was used based on the performance of the Village’s resurfaced roads, which equates to a pavement life between resurfacings of approximately seven years. This deterioration rate will be refined as more historical work records are entered in PAVER and more PCI inspection data become available over time.
- A Critical PCI value (the PCI value below which a pavement is considered a candidate for major M&R) of 55 was assumed for all pavement sections. Pavements at or below the Critical PCI during the five-year analysis period triggered major M&R recommendations. *(Note: A PCI value of 55 has been initially chosen for all the Village’s roadways as this numerical value straddles the “Fair” to “Poor” condition categories in the Village’s PCI scale. Performing major M&R on pavements that are closer to a PCI of 55, rather than waiting for these pavements to deteriorate further is generally more cost effective.)*
- Unit costs used in these analyses were based on bid tabs provided by the Village and by costs reported by nearby municipalities.
 - ✓ Asphalt resurfacing ranged from approximately \$1.50 to more than \$5.00 a square foot depending roadway condition (i.e., lower PCI values may result in more patching and thicker resurfacing). Reconstruction was set at \$6.50 a square foot.
 - ✓ Concrete slab replacement costs ranged from \$5.00 to \$15.00 a square foot depending on roadway condition (i.e., lower PCI values result in more slab replacement). Reconstruction was set at \$20.00 a square foot.
- All analyses began in the fall of 2020 (November 1 start date), and an inflation rate of 3% was assumed.

6.4 Results

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

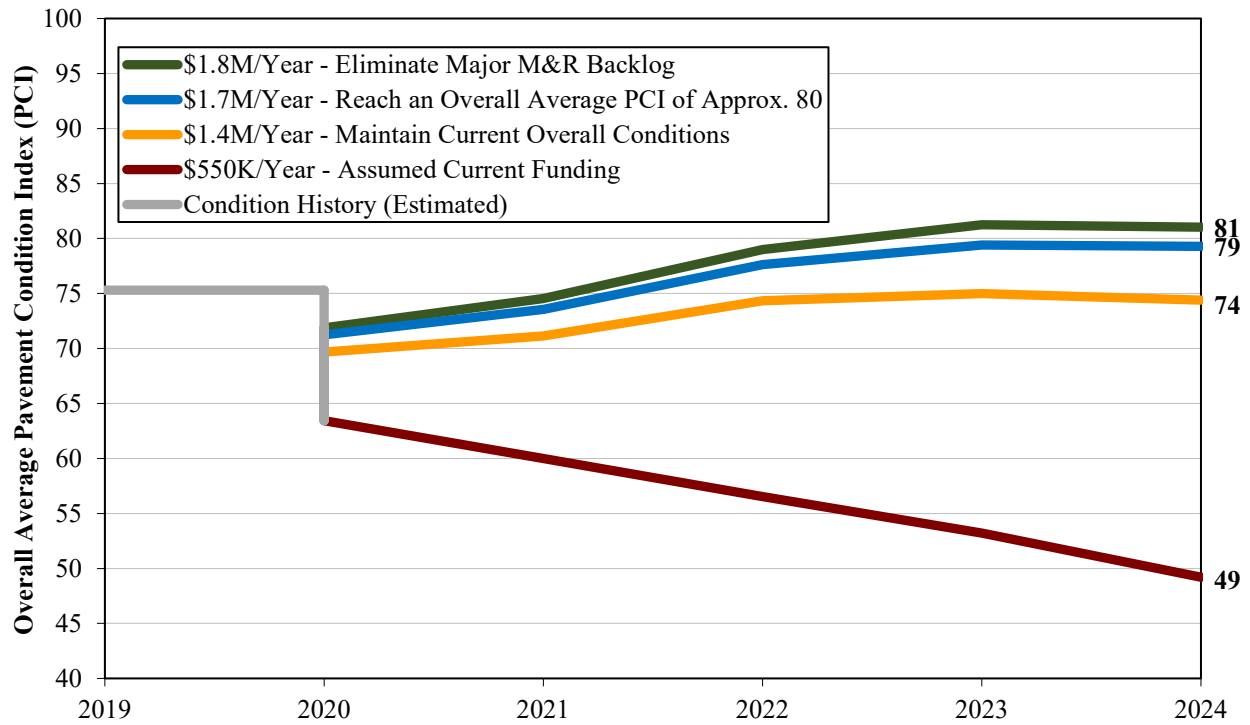


Figure 12: Impact of funding levels on overall pavement conditions by year.

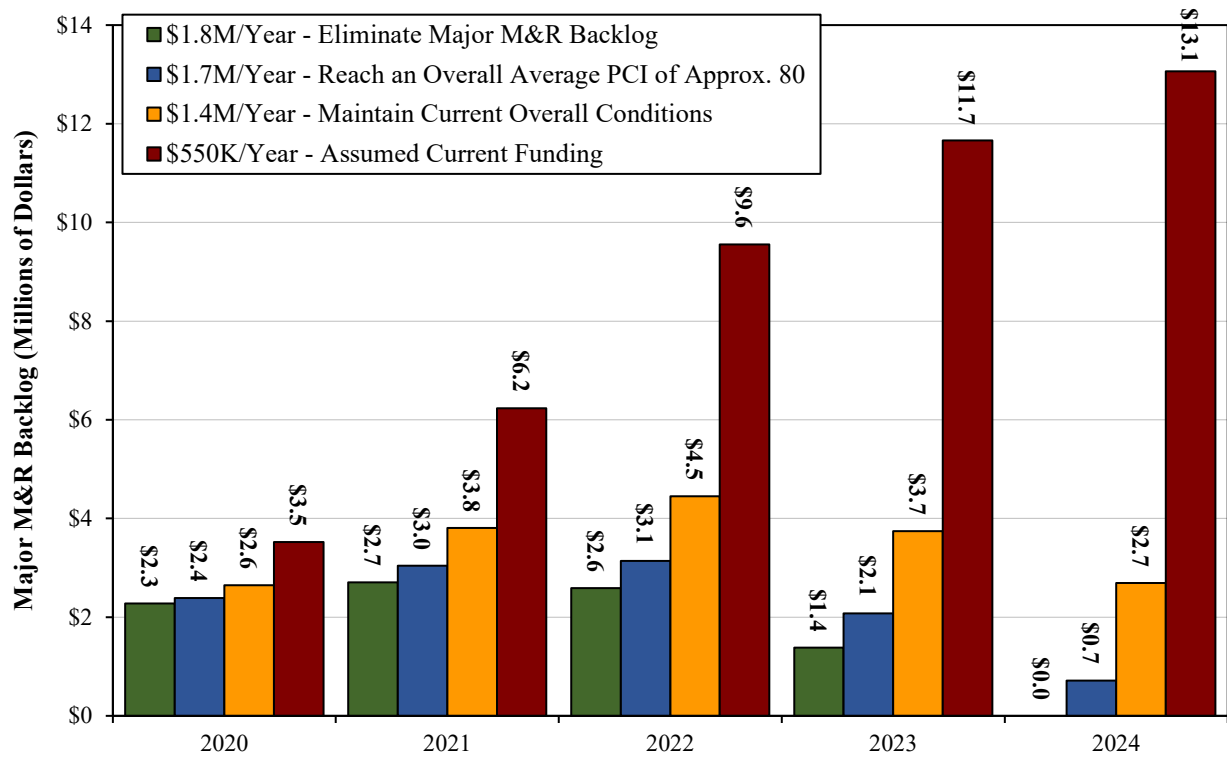


Figure 13: Impact of funding levels on major M&R backlog by year.

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

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

Funding Scenario	Total Five-Year M&R Costs (2020-2024)	Remaining M&R Backlog ¹⁾ (2024)	Total Five-Year Cost ²⁾	Projected PCI (2024)
\$550K/YR (Assumed Current Funding)	\$2.8M	\$13.1M	\$15.8M	49
Maintain Existing Overall Average Conditions (\$1.4M/YR)	\$7.1M	\$2.7M	\$9.8M	74
Increase Overall Average PCI to Approximately 80 (\$1.7M/YR)	\$8.4M	\$0.7M	\$9.1M	79
Backlog Elimination (\$1.8M/YR)	\$8.9M	\$0	\$8.9M	81

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

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

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

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

Appendix E presents tabular data showing one-year estimated costs to apply preventive maintenance to each of the candidate roadways (i.e., roadways with PCI values of 65 or better). The total one-year preventive maintenance cost is estimated to be approximately \$220,395, as shown in Table 10. *The estimated costs presented in Appendix E should be considered rough estimates based on the assumed unit costs only and should not be considered engineering estimates.*

Table 10. Preventive Maintenance Summary

Maintenance Type	Quantity	Units	Est. Cost
Crack Sealing - AC	116,336	FT	\$116,334
Patching - AC Shallow	1,177	SF	\$6,474
Patching - AC Deep	7,935	SF	\$87,287
Joint Seal (Localized)	981	FT	\$1,471
Slab Replacement - PCC	430	SF	\$8,594
Crack Sealing - PCC	156	FT	\$234
Total:			\$220,395

7 SUMMARY AND RECOMMENDATIONS

7.1 Summary

A pavement condition survey was performed in the fall of 2019 and spring of 2020 on the Village’s roadways. The results of the survey provide a snapshot of roadway conditions at the time of the survey. PAVER was implemented for the Village’s roadways and was populated with collected pavement condition data and available M&R history data provided by the Village.

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

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

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

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

7.2 Recommendations

7.2.1 Continue to implement pavement preservation techniques

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

7.2.2 Determine when pavements should be reconstructed rather than resurfaced

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

7.2.3 Perform regular pavement condition inspections – every three years

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

1. Better track the deterioration of its pavements over time,

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

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

7.2.4 Routinely update PAVER

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

7.2.5 Increase funding for pavement M&R

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

7.2.6 Prioritize existing M&R funding to maximize shared benefit

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

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

Map A-1: Pavement Ranks

Map A-2: Pavement Surface Types

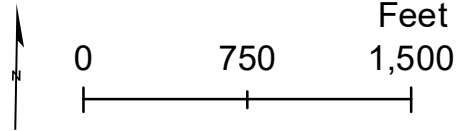
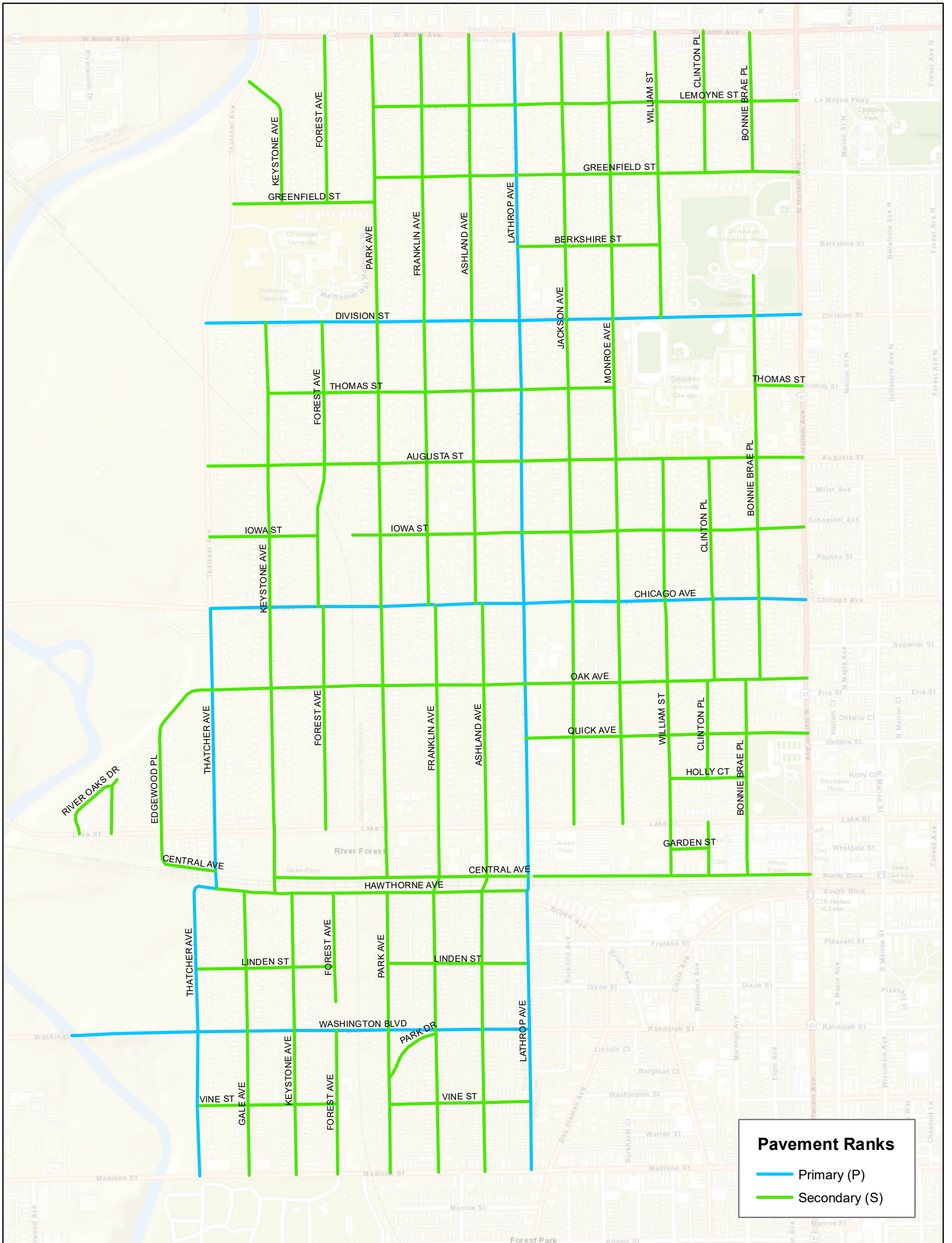
Map A-3: Pavement Condition Index (PCI) values

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

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

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

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



Map A-1:
Pavement Ranks

River Forest, Illinois

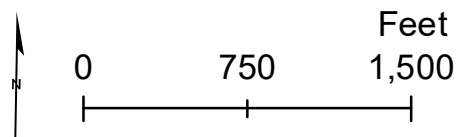
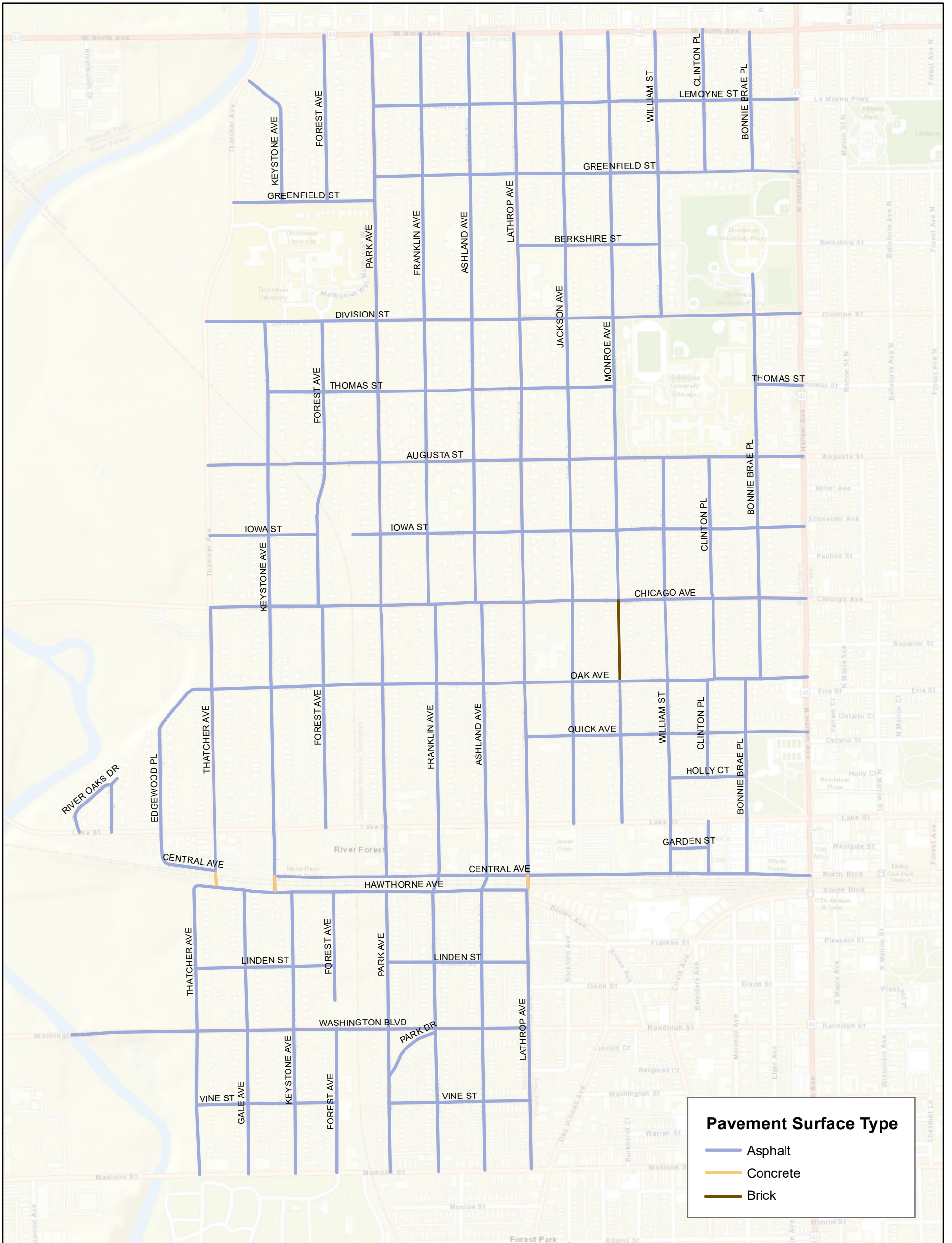
Pavement Management Program



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Map A-2:
Pavement Surface Types

River Forest, Illinois

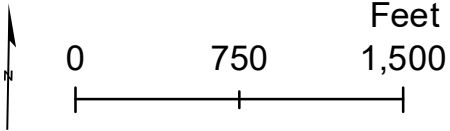
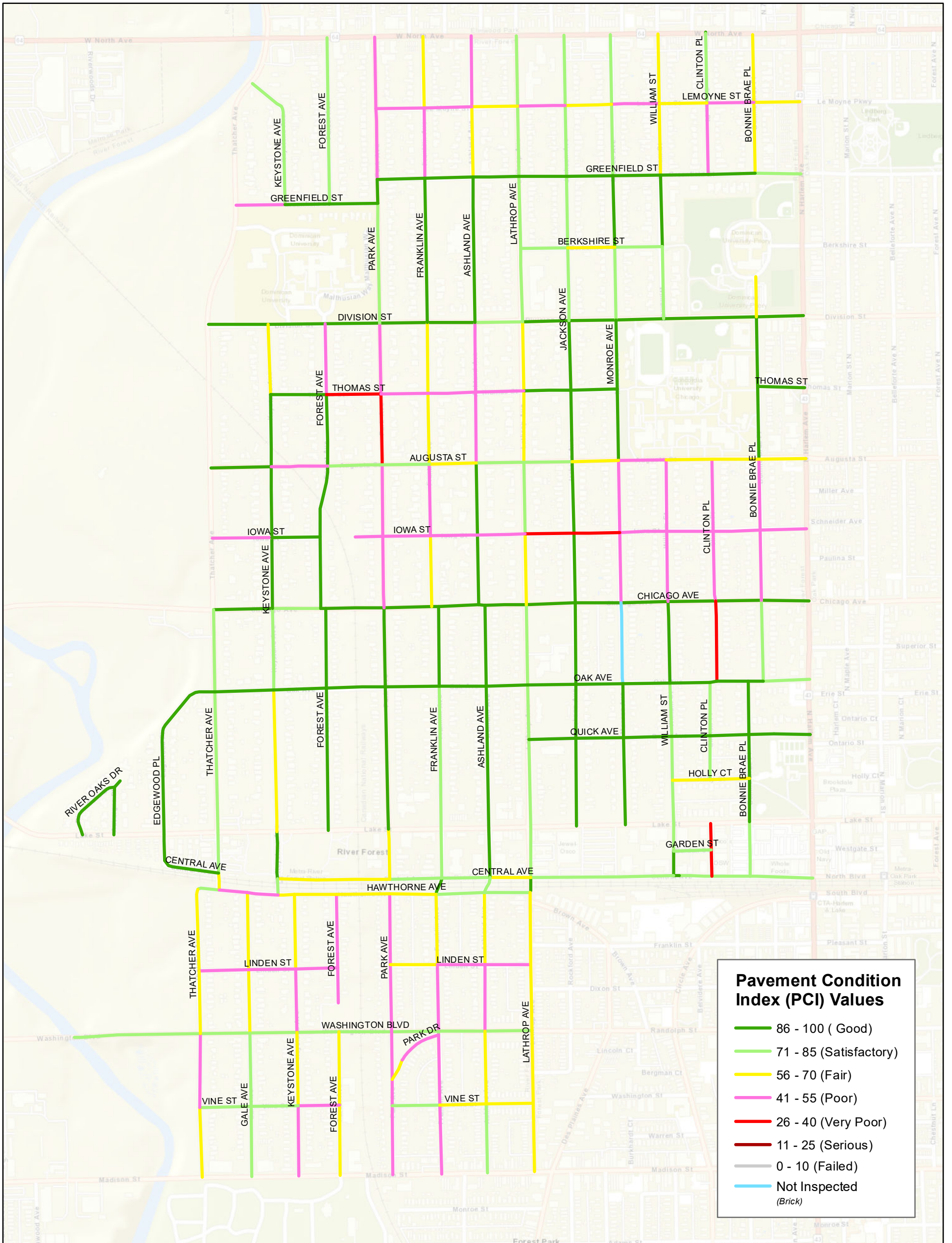
Pavement Management Program



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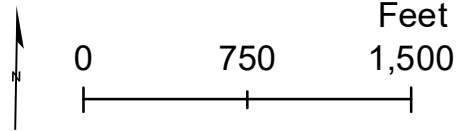
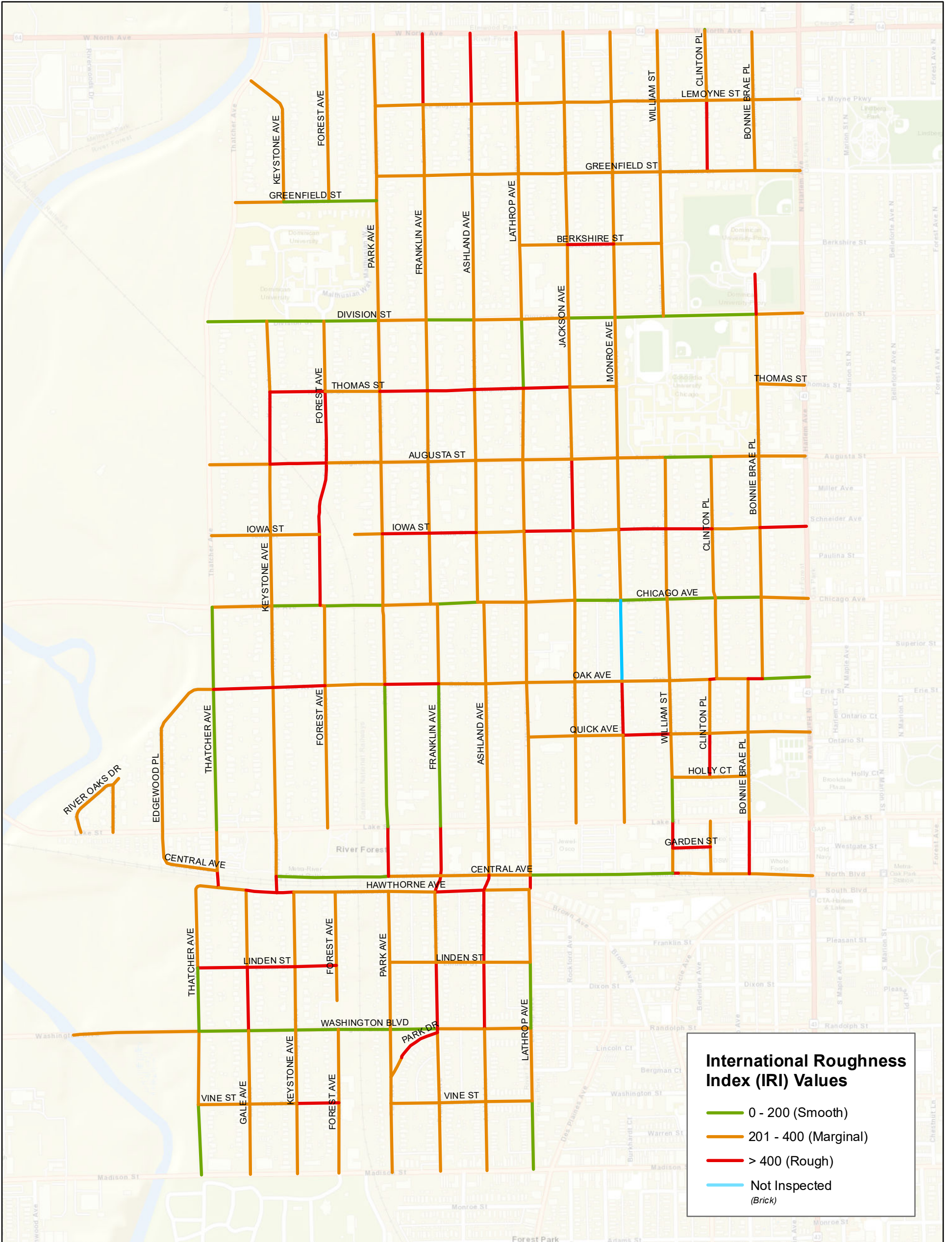


Map A-3:
Pavement Condition Index
(PCI) Values

River Forest, Illinois

Pavement Management Program





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

River Forest, Illinois

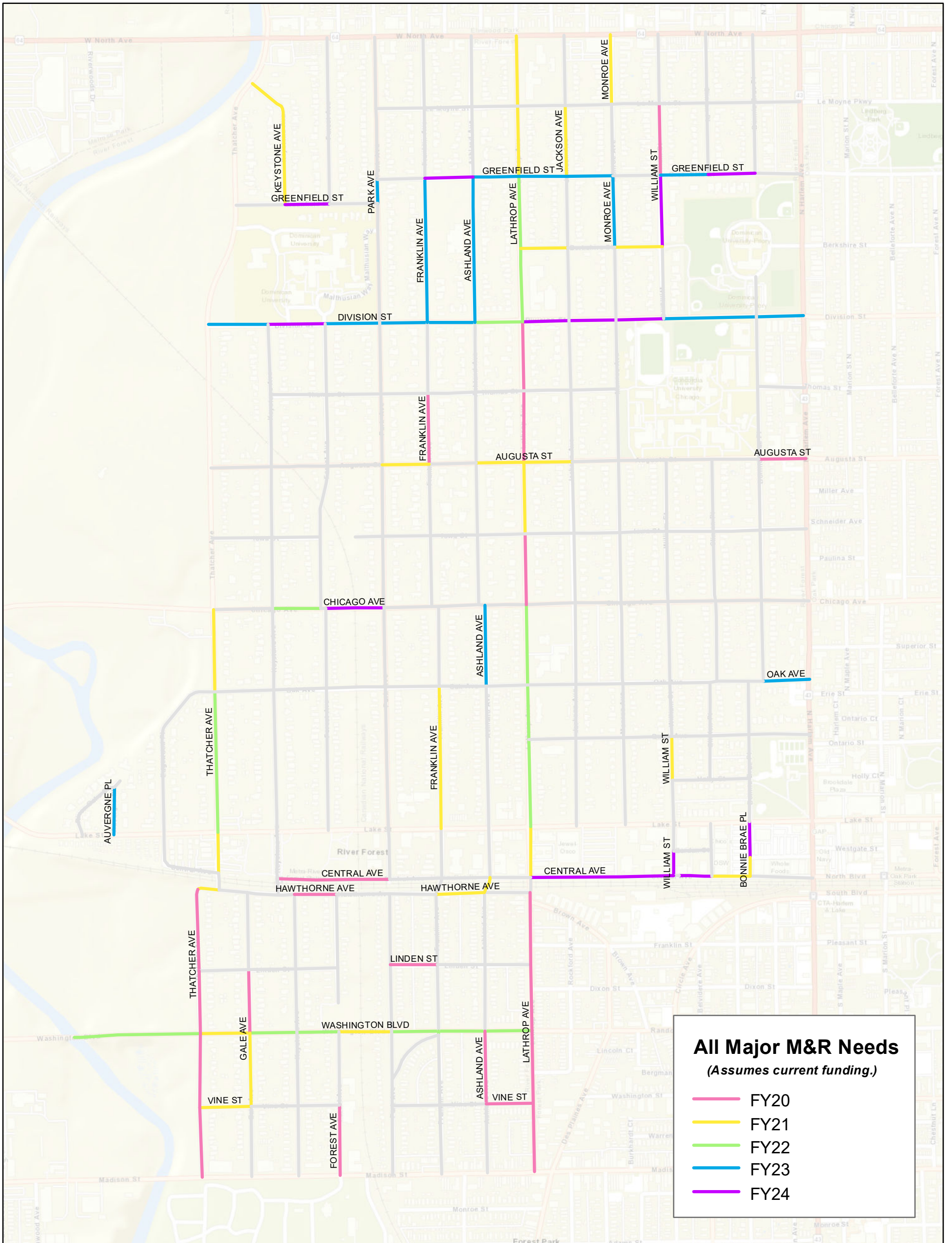
Pavement Management Program



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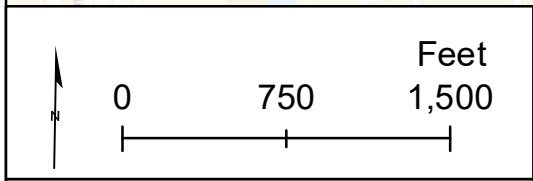


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All Major M&R Needs
(Assumes current funding.)

- FY20
- FY21
- FY22
- FY23
- FY24

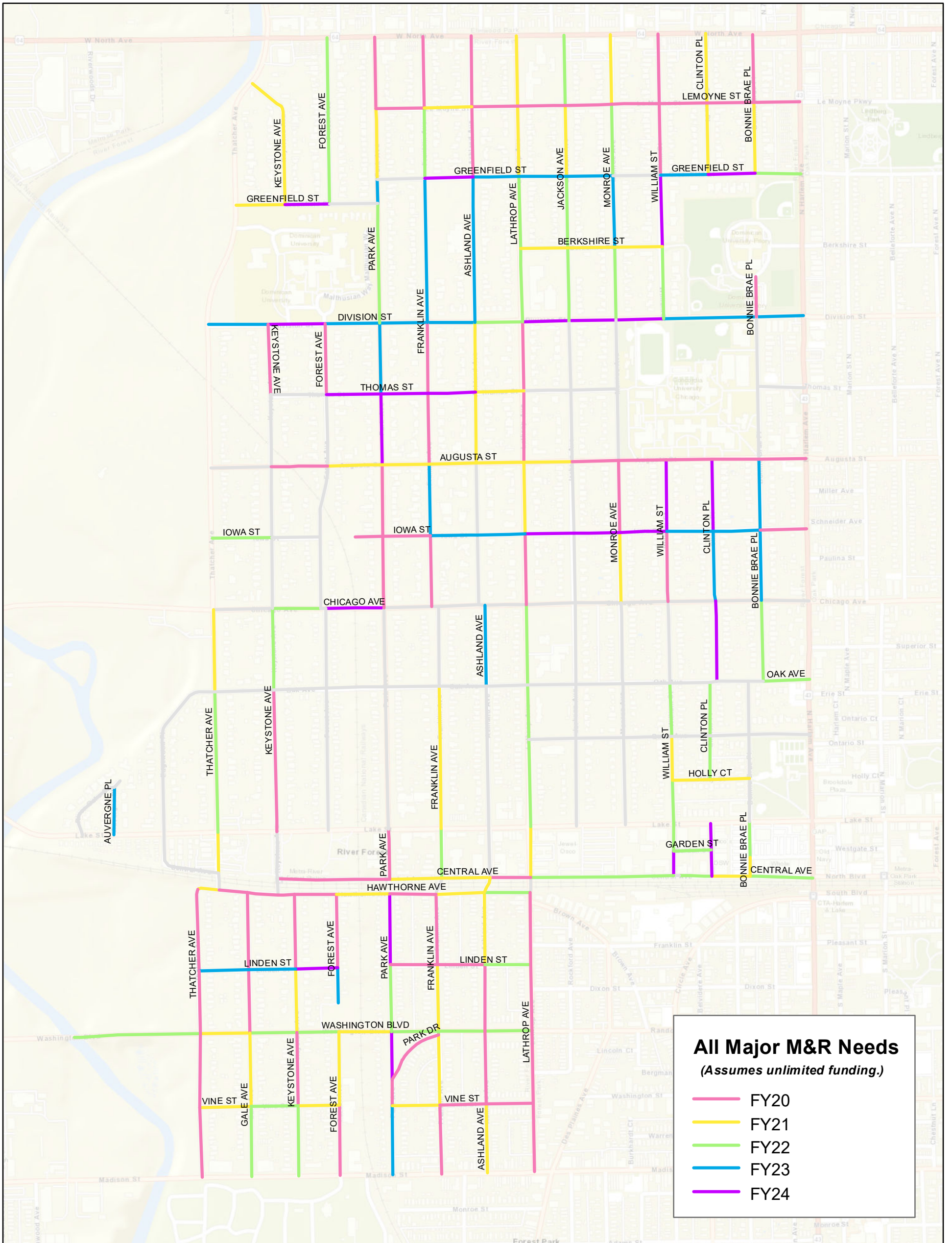


Map A-5:
All Major M&R Needs
(Assumes current funding.)

River Forest, Illinois

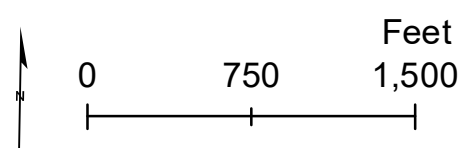
Pavement Management Program





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

- FY20
- FY21
- FY22
- FY23
- FY24

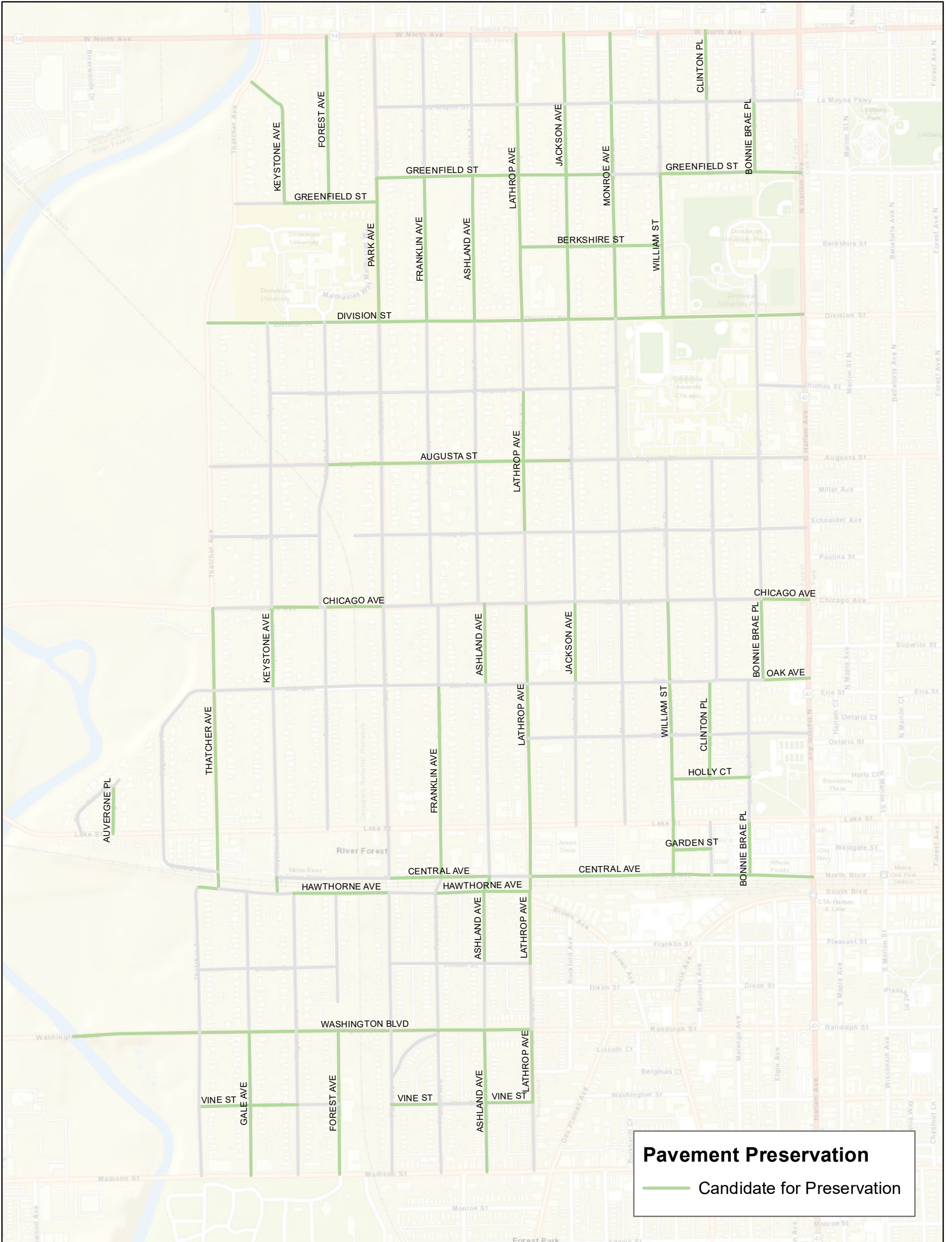


River Forest, Illinois

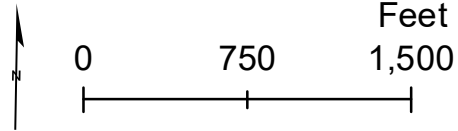
Pavement Management Program



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



Pavement Preservation
 — Candidate for Preservation



Map A-7:
 Pavement Preservation
 Candidates

River Forest, Illinois

Pavement Management Program



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

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
RVFT::AGST ST::120	AUGUSTA STREET	BONNIE BRAE PLACE	HARLEM AVENUE	11,368	53	2020	\$14,769
RVFT::ASHLND AVE::20	ASHLAND AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,808	54	2020	\$21,425
RVFT::CNTRL AVE::30	CENTRAL AVENUE	KEYSTONE AVENUE	PARK AVENUE	27,383	51	2020	\$39,255
RVFT::FRNKLN AVE::120	FRANKLIN AVENUE	AUGUSTA STREET	THOMAS STREET	17,217	51	2020	\$24,682
RVFT::FRST AVE::10	FOREST AVENUE	MADISON STREET	VINE STREET	17,159	53	2020	\$21,482
RVFT::GL AVE::30	GALE AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	15,384	52	2020	\$20,692
RVFT::HWTHRN AVE::50	HAWTHORNE AVENUE	KEYSTONE AVENUE	FOREST AVENUE	10,088	54	2020	\$12,137
RVFT::LNDN ST::40	LINDEN STREET	PARK AVENUE	FRANKLIN AVENUE	11,400	52	2020	\$15,332
RVFT::LTHRP AVE::10	LATHROP AVENUE	MADISON STREET	VINE STREET	22,402	48	2020	\$37,798
RVFT::LTHRP AVE::100	LATHROP AVENUE	CHICAGO AVENUE	IOWA STREET	19,885	53	2020	\$25,834
RVFT::LTHRP AVE::120	LATHROP AVENUE	AUGUSTA STREET	THOMAS STREET	20,063	55	2020	\$23,144
RVFT::LTHRP AVE::130	LATHROP AVENUE	THOMAS STREET	DIVISION STREET	19,425	51	2020	\$27,847
RVFT::LTHRP AVE::20	LATHROP AVENUE	VINE STREET	WASHINGTON BOULEVARD	23,770	53	2020	\$29,758
RVFT::LTHRP AVE::30	LATHROP AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	21,628	47	2020	\$38,655
RVFT::LTHRP AVE::40	LATHROP AVENUE	LINDEN STREET	HAWTHORNE AVENUE	23,762	54	2020	\$28,588
RVFT::THTCHR AVE::03	THATCHER AVENUE	MADISON STREET	VINE STREET	19,682	51	2020	\$27,359
RVFT::THTCHR AVE::05	THATCHER AVENUE	VINE STREET	WASHINGTON BOULEVARD	20,771	45	2020	\$41,277
RVFT::THTCHR AVE::07	THATCHER AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	17,656	51	2020	\$25,311
RVFT::THTCHR AVE::10	THATCHER AVENUE	LINDEN STREET	HAWTHORNE AVENUE	22,877	53	2020	\$29,722
RVFT::VN ST::60	VINE STREET	ASHLAND AVENUE	LATHROP AVENUE	11,370	54	2020	\$13,679
RVFT::WLLM ST::110	WILLIAM STREET	GREENFIELD STREET	LEMOYNE STREET	17,402	51	2020	\$24,189
RVFT::AGST ST::40	AUGUSTA STREET	PARK AVENUE	FRANKLIN AVENUE	11,511	51	2021	\$16,668
RVFT::AGST ST::60	AUGUSTA STREET	ASHLAND AVENUE	LATHROP AVENUE	11,514	52	2021	\$15,835
RVFT::AGST ST::70	AUGUSTA STREET	LATHROP AVENUE	JACKSON AVENUE	11,835	50	2021	\$18,900
RVFT::ASHLND AVE::45	ASHLAND AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	3,894	52	2021	\$5,355
RVFT::BNN BR PL::10	BONNIE BRAE PLACE	CENTRAL AVENUE	BONNIE BRAE PLACE	4,541	51	2021	\$6,575
RVFT::BRKSHR ST::10	BERKSHIRE STREET	LATHROP AVENUE	JACKSON AVENUE	11,536	54	2021	\$14,046
RVFT::BRKSHR ST::30	BERKSHIRE STREET	MONROE AVENUE	WILLIAM STREET	11,671	54	2021	\$14,210
RVFT::CNTRL AVE::100	CENTRAL AVENUE	CLINTON PLACE	BONNIE BRAE PLACE	9,341	54	2021	\$11,373
RVFT::FRNKLN AVE::80	FRANKLIN AVENUE	LAKE STREET	OAK AVENUE	34,613	50	2021	\$55,272
RVFT::GL AVE::20	GALE AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,941	50	2021	\$27,227
RVFT::HWTHRN AVE::10	HAWTHORNE AVENUE	THATCHER AVENUE	THATCHER AVENUE	5,327	48	2021	\$9,390
RVFT::HWTHRN AVE::80	HAWTHORNE AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	11,795	51	2021	\$17,079
RVFT::JCKSN AVE::100	JACKSON AVENUE	GREENFIELD STREET	LEMOYNE STREET	17,286	53	2021	\$22,450
RVFT::KYSTN AVE::130	KEYSTONE AVENUE	GREENFIELD STREET	THATCHER AVENUE	33,023	54	2021	\$40,208
RVFT::LTHRP AVE::110	LATHROP AVENUE	IOWA STREET	AUGUSTA STREET	20,148	48	2021	\$35,514
RVFT::LTHRP AVE::160	LATHROP AVENUE	GREENFIELD STREET	LEMOYNE STREET	19,796	52	2021	\$27,225
RVFT::LTHRP AVE::170	LATHROP AVENUE	LEMOYNE STREET	NORTH AVENUE	19,833	53	2021	\$25,758
RVFT::LTHRP AVE::60	LATHROP AVENUE	CENTRAL AVENUE	LAKE STREET	16,618	51	2021	\$24,063
RVFT::MNR AVE::110	MONROE AVENUE	LEMOYNE STREET	NORTH AVENUE	17,012	52	2021	\$23,397
RVFT::THTCHR AVE::30	THATCHER AVENUE	CENTRAL AVENUE	LAKE STREET	12,207	53	2021	\$15,853
RVFT::THTCHR AVE::50	THATCHER AVENUE	OAK AVENUE	CHICAGO AVENUE	24,596	50	2021	\$37,326
RVFT::VN ST::10	VINE STREET	THATCHER AVENUE	GALE AVENUE	12,462	54	2021	\$15,174
RVFT::WLLM ST::40	WILLIAM STREET	HOLLY COURT	QUICK AVENUE	10,587	54	2021	\$12,890
RVFT::WSHTN BLVD::20	WASHINGTON BOULEVARD	THATCHER AVENUE	GALE AVENUE	18,632	54	2021	\$22,685
RVFT::WSHTN BLVD::50	WASHINGTON BOULEVARD	FOREST AVENUE	PARK AVENUE	19,586	50	2021	\$31,277
RVFT::CHCG AVE::20	CHICAGO AVENUE	KEYSTONE AVENUE	FOREST AVENUE	16,717	47	2022	\$32,123
RVFT::DVSN ST::60	DIVISION STREET	ASHLAND AVENUE	LATHROP AVENUE	17,892	53	2022	\$24,761
RVFT::FRNKLN AVE::30	FRANKLIN AVENUE	PARK DRIVE	WASHINGTON BOULEVARD	870	47	2022	\$1,672
RVFT::LTHRP AVE::140	LATHROP AVENUE	DIVISION STREET	BERKSHIRE STREET	20,712	50	2022	\$34,045
RVFT::LTHRP AVE::150	LATHROP AVENUE	BERKSHIRE STREET	GREENFIELD STREET	20,149	51	2022	\$30,485
RVFT::LTHRP AVE::70	LATHROP AVENUE	LAKE STREET	QUICK AVENUE	24,576	46	2022	\$50,301
RVFT::LTHRP AVE::80	LATHROP AVENUE	QUICK AVENUE	OAK AVENUE	15,240	46	2022	\$31,192
RVFT::LTHRP AVE::90	LATHROP AVENUE	OAK AVENUE	CHICAGO AVENUE	22,635	50	2022	\$37,206
RVFT::THTCHR AVE::40	THATCHER AVENUE	LAKE STREET	OAK AVENUE	42,138	51	2022	\$63,751
RVFT::WSHTN BLVD::10	WASHINGTON BOULEVARD	WASHINGTON BOULEVARD	THATCHER AVENUE	58,985	50	2022	\$96,955
RVFT::WSHTN BLVD::30	WASHINGTON BOULEVARD	GALE AVENUE	KEYSTONE AVENUE	17,587	50	2022	\$28,908
RVFT::WSHTN BLVD::40	WASHINGTON BOULEVARD	KEYSTONE AVENUE	FOREST AVENUE	15,846	46	2022	\$32,432
RVFT::WSHTN BLVD::60	WASHINGTON BOULEVARD	PARK AVENUE	FRANKLIN AVENUE	17,658	47	2022	\$33,931
RVFT::WSHTN BLVD::70	WASHINGTON BOULEVARD	FRANKLIN AVENUE	ASHLAND AVENUE	17,547	50	2022	\$28,843

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
RVFT::WSHTN BLVD::80	WASHINGTON BOULEVARD	ASHLAND AVENUE	LATHROP AVENUE	17,551	54	2022	\$21,787
RVFT::ASHLND AVE::120	ASHLAND AVENUE	DIVISION STREET	GREENFIELD STREET	35,354	47	2023	\$70,437
RVFT::ASHLND AVE::70	ASHLAND AVENUE	OAK AVENUE	CHICAGO AVENUE	19,754	49	2023	\$34,459
RVFT::AVRGN PL::10	AUVERGNE PLACE	LAKE STREET	RIVER OAKS DRIVE	11,652	55	2023	\$14,659
RVFT::DVSN ST::10	DIVISION STREET	THATCHER AVENUE	KEYSTONE AVENUE	22,212	52	2023	\$33,429
RVFT::DVSN ST::100	DIVISION STREET	WILLIAM STREET	BONNIE BRAE PLACE	34,801	52	2023	\$52,376
RVFT::DVSN ST::110	DIVISION STREET	BONNIE BRAE PLACE	HARLEM AVENUE	21,889	49	2023	\$38,183
RVFT::DVSN ST::30	DIVISION STREET	FOREST AVENUE	PARK AVENUE	20,504	49	2023	\$35,767
RVFT::DVSN ST::40	DIVISION STREET	PARK AVENUE	FRANKLIN AVENUE	17,826	52	2023	\$26,828
RVFT::DVSN ST::50	DIVISION STREET	FRANKLIN AVENUE	ASHLAND AVENUE	17,798	52	2023	\$26,786
RVFT::FRNKLN AVE::140	FRANKLIN AVENUE	DIVISION STREET	GREENFIELD STREET	35,212	49	2023	\$61,423
RVFT::GRNFLD ST::100	GREENFIELD STREET	WILLIAM STREET	CLINTON PLACE	11,498	47	2023	\$22,908
RVFT::GRNFLD ST::60	GREENFIELD STREET	ASHLAND AVENUE	LATHROP AVENUE	11,278	47	2023	\$22,469
RVFT::GRNFLD ST::70	GREENFIELD STREET	LATHROP AVENUE	JACKSON AVENUE	11,531	55	2023	\$14,507
RVFT::GRNFLD ST::80	GREENFIELD STREET	JACKSON AVENUE	MONROE AVENUE	11,379	49	2023	\$19,849
RVFT::MNR AVE::90	MONROE AVENUE	BERKSHIRE STREET	GREENFIELD STREET	17,421	47	2023	\$34,708
RVFT::OK AVE::140	OAK AVENUE	BONNIE BRAE PLACE	HARLEM AVENUE	11,379	45	2023	\$25,170
RVFT::PRK AVE::150	PARK AVENUE	GREENFIELD STREET	GREENFIELD STREET	5,946	49	2023	\$10,372
RVFT::BNN BR PL::20	BONNIE BRAE PLACE	BONNIE BRAE PLACE	LAKE STREET	8,669	35	2024	\$36,345
RVFT::CHCG AVE::40	CHICAGO AVENUE	FOREST AVENUE	PARK AVENUE	20,119	48	2024	\$37,596
RVFT::CNTRL AVE::70	CENTRAL AVENUE	LATHROP AVENUE	JACKSON AVENUE	40,149	33	2024	\$188,551
RVFT::CNTRL AVE::90	CENTRAL AVENUE	CENTRAL AVENUE	CLINTON PLACE	7,983	35	2024	\$33,467
RVFT::DVSN ST::20	DIVISION STREET	KEYSTONE AVENUE	FOREST AVENUE	21,366	48	2024	\$39,926
RVFT::DVSN ST::70	DIVISION STREET	LATHROP AVENUE	JACKSON AVENUE	17,605	48	2024	\$32,899
RVFT::DVSN ST::80	DIVISION STREET	JACKSON AVENUE	MONROE AVENUE	17,452	52	2024	\$26,390
RVFT::DVSN ST::90	DIVISION STREET	MONROE AVENUE	WILLIAM STREET	18,021	48	2024	\$33,677
RVFT::GRNFLD ST::110	GREENFIELD STREET	CLINTON PLACE	BONNIE BRAE PLACE	11,539	48	2024	\$21,563
RVFT::GRNFLD ST::20	GREENFIELD STREET	KEYSTONE AVENUE	FOREST AVENUE	10,954	52	2024	\$16,564
RVFT::GRNFLD ST::50	GREENFIELD STREET	FRANKLIN AVENUE	ASHLAND AVENUE	11,649	52	2024	\$17,615
RVFT::WLLM ST::10	WILLIAM STREET	CENTRAL AVENUE	GARDEN STREET	6,034	52	2024	\$9,124
RVFT::WLLM ST::100	WILLIAM STREET	BERKSHIRE STREET	GREENFIELD STREET	17,417	52	2024	\$26,337

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

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
RVFT::AGST ST::100	AUGUSTA STREET	WILLIAM STREET	CLINTON PLACE	11,121	50	2020	\$16,418
RVFT::AGST ST::110	AUGUSTA STREET	CLINTON PLACE	BONNIE BRAE PLACE	11,589	51	2020	\$16,614
RVFT::AGST ST::120	AUGUSTA STREET	BONNIE BRAE PLACE	HARLEM AVENUE	11,368	53	2020	\$14,769
RVFT::AGST ST::20	AUGUSTA STREET	KEYSTONE AVENUE	FOREST AVENUE	13,747	44	2020	\$28,692
RVFT::AGST ST::80	AUGUSTA STREET	JACKSON AVENUE	MONROE AVENUE	11,254	50	2020	\$17,144
RVFT::AGST ST::90	AUGUSTA STREET	MONROE AVENUE	WILLIAM STREET	11,592	45	2020	\$23,036
RVFT::ASHLND AVE::130	ASHLAND AVENUE	GREENFIELD STREET	LEMOYNE STREET	17,128	48	2020	\$28,900
RVFT::ASHLND AVE::140	ASHLAND AVENUE	LEMOYNE STREET	NORTH AVENUE	17,250	45	2020	\$34,279
RVFT::ASHLND AVE::20	ASHLAND AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,808	54	2020	\$21,425
RVFT::ASHLND AVE::30	ASHLAND AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	16,131	44	2020	\$33,668
RVFT::BNN BR PL::110	BONNIE BRAE PLACE	DIVISION STREET	END	9,728	49	2020	\$15,442
RVFT::BNN BR PL::130	BONNIE BRAE PLACE	LEMOYNE STREET	NORTH AVENUE	16,559	49	2020	\$26,285
RVFT::CNTRL AVE::30	CENTRAL AVENUE	KEYSTONE AVENUE	PARK AVENUE	27,383	51	2020	\$39,255
RVFT::CNTRL AVE::60	CENTRAL AVENUE	ASHLAND AVENUE	LATHROP AVENUE	11,544	50	2020	\$17,043
RVFT::FRNKLN AVE::10	FRANKLIN AVENUE	MADISON STREET	VINE STREET	16,774	44	2020	\$35,009
RVFT::FRNKLN AVE::100	FRANKLIN AVENUE	CHICAGO AVENUE	IOWA STREET	17,186	50	2020	\$25,372
RVFT::FRNKLN AVE::120	FRANKLIN AVENUE	AUGUSTA STREET	THOMAS STREET	17,217	51	2020	\$24,682
RVFT::FRNKLN AVE::130	FRANKLIN AVENUE	THOMAS STREET	DIVISION STREET	17,212	48	2020	\$29,042
RVFT::FRNKLN AVE::160	FRANKLIN AVENUE	LEMOYNE STREET	NORTH AVENUE	17,316	50	2020	\$26,378
RVFT::FRNKLN AVE::50	FRANKLIN AVENUE	LINDEN STREET	HAWTHORNE AVENUE	17,198	48	2020	\$29,018
RVFT::FRST AVE::10	FOREST AVENUE	MADISON STREET	VINE STREET	17,159	53	2020	\$21,482
RVFT::FRST AVE::100	FOREST AVENUE	THOMAS STREET	DIVISION STREET	17,240	43	2020	\$37,706
RVFT::FRST AVE::40	FOREST AVENUE	LINDEN STREET	HAWTHORNE AVENUE	17,950	43	2020	\$39,260
RVFT::GL AVE::30	GALE AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	15,384	52	2020	\$20,692
RVFT::GL AVE::40	GALE AVENUE	LINDEN STREET	HAWTHORNE AVENUE	18,804	50	2020	\$27,762
RVFT::HWTHRN AVE::20	HAWTHORNE AVENUE	THATCHER AVENUE	GALE AVENUE	6,781	44	2020	\$14,152
RVFT::HWTHRN AVE::30	HAWTHORNE AVENUE	GALE AVENUE	KEYSTONE AVENUE	7,525	42	2020	\$17,211
RVFT::HWTHRN AVE::40	HAWTHORNE AVENUE	KEYSTONE AVENUE	KEYSTONE AVENUE	4,120	47	2020	\$7,364
RVFT::HWTHRN AVE::50	HAWTHORNE AVENUE	KEYSTONE AVENUE	FOREST AVENUE	10,088	54	2020	\$12,137
RVFT::HWTHRN AVE::70	HAWTHORNE AVENUE	PARK AVENUE	FRANKLIN AVENUE	11,319	49	2020	\$17,967
RVFT::IW ST::120	IOWA STREET	BONNIE BRAE PLACE	HARLEM AVENUE	11,303	43	2020	\$24,722
RVFT::IW ST::30	IOWA STREET	PARK AVENUE	END	6,686	43	2020	\$14,623
RVFT::IW ST::40	IOWA STREET	PARK AVENUE	FRANKLIN AVENUE	11,539	43	2020	\$25,237
RVFT::KYSTN AVE::120	KEYSTONE AVENUE	THOMAS STREET	DIVISION STREET	17,262	50	2020	\$26,297
RVFT::KYSTN AVE::20	KEYSTONE AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,904	49	2020	\$28,420
RVFT::KYSTN AVE::40	KEYSTONE AVENUE	LINDEN STREET	HAWTHORNE AVENUE	18,087	50	2020	\$27,553
RVFT::KYSTN AVE::70	KEYSTONE AVENUE	LAKE STREET	OAK AVENUE	34,590	49	2020	\$54,906
RVFT::LMYN ST::10	LEMOYNE STREET	PARK AVENUE	FRANKLIN AVENUE	11,725	43	2020	\$25,644
RVFT::LMYN ST::30	LEMOYNE STREET	ASHLAND AVENUE	LATHROP AVENUE	11,154	50	2020	\$16,467
RVFT::LMYN ST::40	LEMOYNE STREET	LATHROP AVENUE	JACKSON AVENUE	11,526	43	2020	\$25,209
RVFT::LMYN ST::50	LEMOYNE STREET	JACKSON AVENUE	MONROE AVENUE	11,393	51	2020	\$15,837
RVFT::LMYN ST::60	LEMOYNE STREET	MONROE AVENUE	WILLIAM STREET	11,587	46	2020	\$21,867
RVFT::LMYN ST::70	LEMOYNE STREET	WILLIAM STREET	CLINTON PLACE	11,615	48	2020	\$19,598
RVFT::LMYN ST::80	LEMOYNE STREET	CLINTON PLACE	BONNIE BRAE PLACE	11,434	45	2020	\$22,721
RVFT::LMYN ST::90	LEMOYNE STREET	BONNIE BRAE PLACE	HARLEM AVENUE	11,235	48	2020	\$18,956
RVFT::LNDN ST::40	LINDEN STREET	PARK AVENUE	FRANKLIN AVENUE	11,400	52	2020	\$15,332
RVFT::LNDN ST::50	LINDEN STREET	FRANKLIN AVENUE	ASHLAND AVENUE	11,592	45	2020	\$23,037
RVFT::LTHRP AVE::10	LATHROP AVENUE	MADISON STREET	VINE STREET	22,402	48	2020	\$37,798
RVFT::LTHRP AVE::100	LATHROP AVENUE	CHICAGO AVENUE	IOWA STREET	19,885	53	2020	\$25,834
RVFT::LTHRP AVE::120	LATHROP AVENUE	AUGUSTA STREET	THOMAS STREET	20,063	55	2020	\$23,144
RVFT::LTHRP AVE::130	LATHROP AVENUE	THOMAS STREET	DIVISION STREET	19,425	51	2020	\$27,847
RVFT::LTHRP AVE::20	LATHROP AVENUE	VINE STREET	WASHINGTON BOULEVARD	23,770	53	2020	\$29,758
RVFT::LTHRP AVE::30	LATHROP AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	21,628	47	2020	\$38,655
RVFT::LTHRP AVE::40	LATHROP AVENUE	LINDEN STREET	HAWTHORNE AVENUE	23,762	54	2020	\$28,588
RVFT::MNR AVE::50	MONROE AVENUE	IOWA STREET	AUGUSTA STREET	17,439	43	2020	\$38,141
RVFT::PRK AVE::100	PARK AVENUE	IOWA STREET	AUGUSTA STREET	17,439	46	2020	\$32,912
RVFT::PRK AVE::170	PARK AVENUE	LEMOYNE STREET	NORTH AVENUE	17,382	45	2020	\$34,542
RVFT::PRK AVE::20	PARK AVENUE	VINE STREET	PARK DRIVE	6,419	44	2020	\$13,398
RVFT::PRK AVE::60	PARK AVENUE	CENTRAL AVENUE	LAKE STREET	12,099	48	2020	\$20,414
RVFT::PRK AVE::90	PARK AVENUE	CHICAGO AVENUE	IOWA STREET	17,373	41	2020	\$41,470
RVFT::PRK DR::10	PARK DRIVE	PARK AVENUE	PARK DRIVE	5,490	49	2020	\$8,714

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
RVFT::PRK DR::20	PARK DRIVE	PARK DRIVE	FRANKLIN AVENUE	10,979	44	2020	\$22,916
RVFT::THTCHR AVE::03	THATCHER AVENUE	MADISON STREET	VINE STREET	19,682	51	2020	\$27,359
RVFT::THTCHR AVE::05	THATCHER AVENUE	VINE STREET	WASHINGTON BOULEVARD	20,771	45	2020	\$41,277
RVFT::THTCHR AVE::07	THATCHER AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	17,656	51	2020	\$25,311
RVFT::THTCHR AVE::10	THATCHER AVENUE	LINDEN STREET	HAWTHORNE AVENUE	22,877	53	2020	\$29,722
RVFT::VN ST::50	VINE STREET	FRANKLIN AVENUE	ASHLAND AVENUE	11,331	48	2020	\$19,120
RVFT::VN ST::60	VINE STREET	ASHLAND AVENUE	LATHROP AVENUE	11,370	54	2020	\$13,679
RVFT::WLLM ST::110	WILLIAM STREET	GREENFIELD STREET	LEMOYNE STREET	17,402	51	2020	\$24,189
RVFT::WLLM ST::120	WILLIAM STREET	LEMOYNE STREET	NORTH AVENUE	16,987	50	2020	\$25,078
RVFT::WLLM ST::70	WILLIAM STREET	CHICAGO AVENUE	IOWA STREET	17,111	45	2020	\$34,004
RVFT::AGST ST::30	AUGUSTA STREET	FOREST AVENUE	PARK AVENUE	13,302	48	2021	\$23,448
RVFT::AGST ST::40	AUGUSTA STREET	PARK AVENUE	FRANKLIN AVENUE	11,511	51	2021	\$16,668
RVFT::AGST ST::50	AUGUSTA STREET	FRANKLIN AVENUE	ASHLAND AVENUE	11,527	47	2021	\$21,233
RVFT::AGST ST::60	AUGUSTA STREET	ASHLAND AVENUE	LATHROP AVENUE	11,514	52	2021	\$15,835
RVFT::AGST ST::70	AUGUSTA STREET	LATHROP AVENUE	JACKSON AVENUE	11,835	50	2021	\$18,900
RVFT::ASHLND AVE::10	ASHLAND AVENUE	MADISON STREET	VINE STREET	16,807	48	2021	\$29,625
RVFT::ASHLND AVE::100	ASHLAND AVENUE	AUGUSTA STREET	THOMAS STREET	17,255	31	2021	\$86,644
RVFT::ASHLND AVE::110	ASHLAND AVENUE	THOMAS STREET	DIVISION STREET	17,069	30	2021	\$89,227
RVFT::ASHLND AVE::40	ASHLAND AVENUE	LINDEN STREET	HAWTHORNE AVENUE	17,561	47	2021	\$32,347
RVFT::ASHLND AVE::45	ASHLAND AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	3,894	52	2021	\$5,355
RVFT::BNN BR PL::10	BONNIE BRAE PLACE	CENTRAL AVENUE	BONNIE BRAE PLACE	4,541	51	2021	\$6,575
RVFT::BNN BR PL::120	BONNIE BRAE PLACE	GREENFIELD STREET	LEMOYNE STREET	17,224	46	2021	\$34,278
RVFT::BRKSHR ST::10	BERKSHIRE STREET	LATHROP AVENUE	JACKSON AVENUE	11,536	54	2021	\$14,046
RVFT::BRKSHR ST::20	BERKSHIRE STREET	JACKSON AVENUE	MONROE AVENUE	11,365	47	2021	\$20,934
RVFT::BRKSHR ST::30	BERKSHIRE STREET	MONROE AVENUE	WILLIAM STREET	11,671	54	2021	\$14,210
RVFT::CLNTN PL::80	CLINTON PLACE	GREENFIELD STREET	LEMOYNE STREET	17,367	30	2021	\$90,784
RVFT::CLNTN PL::90	CLINTON PLACE	LEMOYNE STREET	CLINTON PLACE	16,901	50	2021	\$26,989
RVFT::CNTRL AVE::100	CENTRAL AVENUE	CLINTON PLACE	BONNIE BRAE PLACE	9,341	54	2021	\$11,373
RVFT::CNTRL AVE::40	CENTRAL AVENUE	PARK AVENUE	FRANKLIN AVENUE	12,685	49	2021	\$21,327
RVFT::CNTRL AVE::50	CENTRAL AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	11,720	49	2021	\$19,705
RVFT::FRNKLN AVE::20	FRANKLIN AVENUE	VINE STREET	PARK DRIVE	17,088	31	2021	\$85,802
RVFT::FRNKLN AVE::40	FRANKLIN AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	16,187	32	2021	\$77,112
RVFT::FRNKLN AVE::80	FRANKLIN AVENUE	LAKE STREET	OAK AVENUE	34,613	50	2021	\$55,272
RVFT::FRST AVE::20	FOREST AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,804	46	2021	\$34,132
RVFT::GL AVE::20	GALE AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,941	50	2021	\$27,227
RVFT::GRNFLD ST::10	GREENFIELD STREET	THATCHER AVENUE	KEYSTONE AVENUE	11,834	30	2021	\$61,858
RVFT::HLLY CT::10	HOLLY COURT	WILLIAM STREET	CLINTON PLACE	9,171	46	2021	\$18,252
RVFT::HLLY CT::20	HOLLY COURT	CLINTON PLACE	BONNIE BRAE PLACE	9,541	46	2021	\$18,988
RVFT::HWTHRN AVE::10	HAWTHORNE AVENUE	THATCHER AVENUE	THATCHER AVENUE	5,327	48	2021	\$9,390
RVFT::HWTHRN AVE::60	HAWTHORNE AVENUE	FOREST AVENUE	PARK AVENUE	13,056	46	2021	\$25,983
RVFT::HWTHRN AVE::80	HAWTHORNE AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	11,795	51	2021	\$17,079
RVFT::JCKSN AVE::100	JACKSON AVENUE	GREENFIELD STREET	LEMOYNE STREET	17,286	53	2021	\$22,450
RVFT::KYSTN AVE::130	KEYSTONE AVENUE	GREENFIELD STREET	THATCHER AVENUE	33,023	54	2021	\$40,208
RVFT::KYSTN AVE::30	KEYSTONE AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	15,447	32	2021	\$73,586
RVFT::LMYN ST::20	LEMOYNE STREET	FRANKLIN AVENUE	ASHLAND AVENUE	11,678	28	2021	\$64,653
RVFT::LTHRP AVE::110	LATHROP AVENUE	IOWA STREET	AUGUSTA STREET	20,148	48	2021	\$35,514
RVFT::LTHRP AVE::160	LATHROP AVENUE	GREENFIELD STREET	LEMOYNE STREET	19,796	52	2021	\$27,225
RVFT::LTHRP AVE::170	LATHROP AVENUE	LEMOYNE STREET	NORTH AVENUE	19,833	53	2021	\$25,758
RVFT::LTHRP AVE::60	LATHROP AVENUE	CENTRAL AVENUE	LAKE STREET	16,618	51	2021	\$24,063
RVFT::MNR AVE::110	MONROE AVENUE	LEMOYNE STREET	NORTH AVENUE	17,012	52	2021	\$23,397
RVFT::MNR AVE::40	MONROE AVENUE	CHICAGO AVENUE	IOWA STREET	17,166	31	2021	\$86,196
RVFT::PRK AVE::160	PARK AVENUE	GREENFIELD STREET	LEMOYNE STREET	17,236	30	2021	\$90,100
RVFT::THMS ST::50	THOMAS STREET	ASHLAND AVENUE	LATHROP AVENUE	11,801	32	2021	\$56,219
RVFT::THTCHR AVE::30	THATCHER AVENUE	CENTRAL AVENUE	LAKE STREET	12,207	53	2021	\$15,853
RVFT::THTCHR AVE::50	THATCHER AVENUE	OAK AVENUE	CHICAGO AVENUE	24,596	50	2021	\$37,326
RVFT::VN ST::10	VINE STREET	THATCHER AVENUE	GALE AVENUE	12,462	54	2021	\$15,174
RVFT::VN ST::30	VINE STREET	KEYSTONE AVENUE	FOREST AVENUE	10,178	32	2021	\$48,485
RVFT::VN ST::40	VINE STREET	PARK AVENUE	FRANKLIN AVENUE	11,657	50	2021	\$18,614
RVFT::WLLM ST::40	WILLIAM STREET	HOLLY COURT	QUICK AVENUE	10,587	54	2021	\$12,890
RVFT::WSHTN BLVD::20	WASHINGTON BOULEVARD	THATCHER AVENUE	GALE AVENUE	18,632	54	2021	\$22,685
RVFT::WSHTN BLVD::50	WASHINGTON BOULEVARD	FOREST AVENUE	PARK AVENUE	19,586	50	2021	\$31,277

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
RVFT::BNN BR PL::20	BONNIE BRAE PLACE	BONNIE BRAE PLACE	LAKE STREET	8,669	54	2022	\$10,761
RVFT::BNN BR PL::60	BONNIE BRAE PLACE	OAK AVENUE	CHICAGO AVENUE	19,730	53	2022	\$27,304
RVFT::CHCG AVE::20	CHICAGO AVENUE	KEYSTONE AVENUE	FOREST AVENUE	16,717	47	2022	\$32,123
RVFT::CLNTN PL::30	CLINTON PLACE	HOLLY COURT	QUICK AVENUE	10,739	47	2022	\$20,635
RVFT::CLNTN PL::40	CLINTON PLACE	QUICK AVENUE	OAK AVENUE	13,001	50	2022	\$21,371
RVFT::CNTRL AVE::110	CENTRAL AVENUE	BONNIE BRAE PLACE	HARLEM AVENUE	15,322	47	2022	\$29,443
RVFT::CNTRL AVE::70	CENTRAL AVENUE	LATHROP AVENUE	JACKSON AVENUE	40,149	53	2022	\$55,563
RVFT::CNTRL AVE::90	CENTRAL AVENUE	CENTRAL AVENUE	CLINTON PLACE	7,983	54	2022	\$9,909
RVFT::DVSJN ST::60	DIVISION STREET	ASHLAND AVENUE	LATHROP AVENUE	17,892	53	2022	\$24,761
RVFT::FRNKLN AVE::150	FRANKLIN AVENUE	GREENFIELD STREET	LEMOYNE STREET	17,182	19	2022	\$118,492
RVFT::FRNKLN AVE::30	FRANKLIN AVENUE	PARK DRIVE	WASHINGTON BOULEVARD	870	47	2022	\$1,672
RVFT::FRNKLN AVE::70	FRANKLIN AVENUE	CENTRAL AVENUE	LAKE STREET	12,124	47	2022	\$23,298
RVFT::FRST AVE::110	FOREST AVENUE	GREENFIELD STREET	NORTH AVENUE	40,544	48	2022	\$72,491
RVFT::GL AVE::10	GALE AVENUE	MADISON STREET	VINE STREET	17,125	47	2022	\$32,907
RVFT::GRDN ST::10	GARDEN STREET	WILLIAM STREET	CLINTON PLACE	9,209	48	2022	\$16,465
RVFT::GRNFLD ST::120	GREENFIELD STREET	BONNIE BRAE PLACE	HARLEM AVENUE	11,120	47	2022	\$21,369
RVFT::HWTHRN AVE::90	HAWTHORNE AVENUE	ASHLAND AVENUE	LATHROP AVENUE	11,075	48	2022	\$19,801
RVFT::IW ST::10	IOWA STREET	THATCHER AVENUE	KEYSTONE AVENUE	14,469	19	2022	\$99,781
RVFT::JCKSN AVE::110	JACKSON AVENUE	LEMOYNE STREET	NORTH AVENUE	17,094	51	2022	\$25,862
RVFT::JCKSN AVE::80	JACKSON AVENUE	DIVISION STREET	BERKSHIRE STREET	17,856	53	2022	\$24,711
RVFT::JCKSN AVE::90	JACKSON AVENUE	BERKSHIRE STREET	GREENFIELD STREET	17,424	50	2022	\$28,640
RVFT::KYSTN AVE::10	KEYSTONE AVENUE	MADISON STREET	VINE STREET	17,161	18	2022	\$118,348
RVFT::KYSTN AVE::80	KEYSTONE AVENUE	OAK AVENUE	CHICAGO AVENUE	19,817	51	2022	\$29,981
RVFT::LNDN ST::60	LINDEN STREET	ASHLAND AVENUE	LATHROP AVENUE	11,250	18	2022	\$77,580
RVFT::LTHRP AVE::140	LATHROP AVENUE	DIVISION STREET	BERKSHIRE STREET	20,712	50	2022	\$34,045
RVFT::LTHRP AVE::150	LATHROP AVENUE	BERKSHIRE STREET	GREENFIELD STREET	20,149	51	2022	\$30,485
RVFT::LTHRP AVE::70	LATHROP AVENUE	LAKE STREET	QUICK AVENUE	24,576	46	2022	\$50,301
RVFT::LTHRP AVE::80	LATHROP AVENUE	QUICK AVENUE	OAK AVENUE	15,240	46	2022	\$31,192
RVFT::LTHRP AVE::90	LATHROP AVENUE	OAK AVENUE	CHICAGO AVENUE	22,635	50	2022	\$37,206
RVFT::MNR AVE::100	MONROE AVENUE	GREENFIELD STREET	LEMOYNE STREET	17,356	48	2022	\$31,033
RVFT::MNR AVE::80	MONROE AVENUE	DIVISION STREET	BERKSHIRE STREET	17,763	50	2022	\$29,198
RVFT::OK AVE::140	OAK AVENUE	BONNIE BRAE PLACE	HARLEM AVENUE	11,379	54	2022	\$14,126
RVFT::PRK AVE::130	PARK AVENUE	DIVISION STREET	MALTHUSIAN WAY	22,564	46	2022	\$46,182
RVFT::PRK AVE::140	PARK AVENUE	MALTHUSIAN WAY	GREENFIELD STREET	6,560	48	2022	\$11,729
RVFT::PRK AVE::40	PARK AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	16,241	19	2022	\$112,001
RVFT::THTCHR AVE::40	THATCHER AVENUE	LAKE STREET	OAK AVENUE	42,138	51	2022	\$63,751
RVFT::VN ST::20	VINE STREET	GALE AVENUE	KEYSTONE AVENUE	11,467	47	2022	\$22,034
RVFT::WLLM ST::20	WILLIAM STREET	GARDEN STREET	LAKE STREET	6,599	46	2022	\$13,506
RVFT::WLLM ST::30	WILLIAM STREET	LAKE STREET	HOLLY COURT	10,677	47	2022	\$20,517
RVFT::WLLM ST::50	WILLIAM STREET	QUICK AVENUE	OAK AVENUE	13,084	47	2022	\$25,143
RVFT::WLLM ST::90	WILLIAM STREET	DIVISION STREET	BERKSHIRE STREET	17,668	51	2022	\$26,730
RVFT::WSHTN BLVD::10	WASHINGTON BOULEVARD	WASHINGTON BOULEVARD	THATCHER AVENUE	58,985	50	2022	\$96,955
RVFT::WSHTN BLVD::30	WASHINGTON BOULEVARD	GALE AVENUE	KEYSTONE AVENUE	17,587	50	2022	\$28,908
RVFT::WSHTN BLVD::40	WASHINGTON BOULEVARD	KEYSTONE AVENUE	FOREST AVENUE	15,846	46	2022	\$32,432
RVFT::WSHTN BLVD::60	WASHINGTON BOULEVARD	PARK AVENUE	FRANKLIN AVENUE	17,658	47	2022	\$33,931
RVFT::WSHTN BLVD::70	WASHINGTON BOULEVARD	FRANKLIN AVENUE	ASHLAND AVENUE	17,547	50	2022	\$28,843
RVFT::WSHTN BLVD::80	WASHINGTON BOULEVARD	ASHLAND AVENUE	LATHROP AVENUE	17,551	54	2022	\$21,787
RVFT::ASHLND AVE::120	ASHLAND AVENUE	DIVISION STREET	GREENFIELD STREET	35,354	47	2023	\$70,437
RVFT::ASHLND AVE::70	ASHLAND AVENUE	OAK AVENUE	CHICAGO AVENUE	19,754	49	2023	\$34,459
RVFT::AVRGN PL::10	AUVERGNE PLACE	LAKE STREET	RIVER OAKS DRIVE	11,652	55	2023	\$14,659
RVFT::BNN BR PL::70	BONNIE BRAE PLACE	CHICAGO AVENUE	IOWA STREET	17,010	5	2023	\$120,823
RVFT::BNN BR PL::80	BONNIE BRAE PLACE	IOWA STREET	AUGUSTA STREET	17,371	5	2023	\$123,389
RVFT::CLNTN PL::60	CLINTON PLACE	CHICAGO AVENUE	IOWA STREET	16,941	8	2023	\$120,337
RVFT::DVSJN ST::10	DIVISION STREET	THATCHER AVENUE	KEYSTONE AVENUE	22,212	52	2023	\$33,429
RVFT::DVSJN ST::100	DIVISION STREET	WILLIAM STREET	BONNIE BRAE PLACE	34,801	52	2023	\$52,376
RVFT::DVSJN ST::110	DIVISION STREET	BONNIE BRAE PLACE	HARLEM AVENUE	21,889	49	2023	\$38,183
RVFT::DVSJN ST::30	DIVISION STREET	FOREST AVENUE	PARK AVENUE	20,504	49	2023	\$35,767
RVFT::DVSJN ST::40	DIVISION STREET	PARK AVENUE	FRANKLIN AVENUE	17,826	52	2023	\$26,828
RVFT::DVSJN ST::50	DIVISION STREET	FRANKLIN AVENUE	ASHLAND AVENUE	17,798	52	2023	\$26,786
RVFT::FRNKLN AVE::110	FRANKLIN AVENUE	IOWA STREET	AUGUSTA STREET	17,500	7	2023	\$124,309
RVFT::FRNKLN AVE::140	FRANKLIN AVENUE	DIVISION STREET	GREENFIELD STREET	35,212	49	2023	\$61,423

Pavement ID	Road Name	From	To	Area	PCI	Year	Cost
RVFT::FRST AVE::30	FOREST AVENUE	LINDEN STREET	END	8,468	5	2023	\$60,151
RVFT::GRNFLD ST::100	GREENFIELD STREET	WILLIAM STREET	CLINTON PLACE	11,498	47	2023	\$22,908
RVFT::GRNFLD ST::60	GREENFIELD STREET	ASHLAND AVENUE	LATHROP AVENUE	11,278	47	2023	\$22,469
RVFT::GRNFLD ST::70	GREENFIELD STREET	LATHROP AVENUE	JACKSON AVENUE	11,531	55	2023	\$14,507
RVFT::GRNFLD ST::80	GREENFIELD STREET	JACKSON AVENUE	MONROE AVENUE	11,379	49	2023	\$19,849
RVFT::IW ST::100	IOWA STREET	WILLIAM STREET	CLINTON PLACE	11,325	6	2023	\$80,443
RVFT::IW ST::110	IOWA STREET	CLINTON PLACE	BONNIE BRAE PLACE	11,548	5	2023	\$82,029
RVFT::IW ST::50	IOWA STREET	FRANKLIN AVENUE	ASHLAND AVENUE	11,508	6	2023	\$81,745
RVFT::IW ST::60	IOWA STREET	ASHLAND AVENUE	LATHROP AVENUE	11,578	5	2023	\$82,237
RVFT::LNDN ST::10	LINDEN STREET	THATCHER AVENUE	GALE AVENUE	12,115	5	2023	\$86,054
RVFT::LNDN ST::20	LINDEN STREET	GALE AVENUE	KEYSTONE AVENUE	11,508	6	2023	\$81,740
RVFT::MNR AVE::90	MONROE AVENUE	BERKSHIRE STREET	GREENFIELD STREET	17,421	47	2023	\$34,708
RVFT::PRK AVE::10	PARK AVENUE	MADISON STREET	VINE STREET	16,739	8	2023	\$118,899
RVFT::PRK AVE::120	PARK AVENUE	THOMAS STREET	DIVISION STREET	17,225	7	2023	\$122,352
RVFT::PRK AVE::150	PARK AVENUE	GREENFIELD STREET	GREENFIELD STREET	5,946	49	2023	\$10,372
RVFT::CHCG AVE::40	CHICAGO AVENUE	FOREST AVENUE	PARK AVENUE	20,119	48	2024	\$37,596
RVFT::CLNTN PL::10	CLINTON PLACE	CENTRAL AVENUE	GARDEN STREET	6,440	0	2024	\$47,117
RVFT::CLNTN PL::20	CLINTON PLACE	GARDEN STREET	LAKE STREET	6,385	0	2024	\$46,713
RVFT::CLNTN PL::50	CLINTON PLACE	OAK AVENUE	CHICAGO AVENUE	19,685	0	2024	\$144,023
RVFT::CLNTN PL::70	CLINTON PLACE	IOWA STREET	AUGUSTA STREET	17,514	0	2024	\$128,140
RVFT::DVSN ST::20	DIVISION STREET	KEYSTONE AVENUE	FOREST AVENUE	21,366	48	2024	\$39,926
RVFT::DVSN ST::70	DIVISION STREET	LATHROP AVENUE	JACKSON AVENUE	17,605	48	2024	\$32,899
RVFT::DVSN ST::80	DIVISION STREET	JACKSON AVENUE	MONROE AVENUE	17,452	52	2024	\$26,390
RVFT::DVSN ST::90	DIVISION STREET	MONROE AVENUE	WILLIAM STREET	18,021	48	2024	\$33,677
RVFT::GRNFLD ST::110	GREENFIELD STREET	CLINTON PLACE	BONNIE BRAE PLACE	11,539	48	2024	\$21,563
RVFT::GRNFLD ST::20	GREENFIELD STREET	KEYSTONE AVENUE	FOREST AVENUE	10,954	52	2024	\$16,564
RVFT::GRNFLD ST::50	GREENFIELD STREET	FRANKLIN AVENUE	ASHLAND AVENUE	11,649	52	2024	\$17,615
RVFT::IW ST::70	IOWA STREET	LATHROP AVENUE	JACKSON AVENUE	11,911	0	2024	\$87,144
RVFT::IW ST::80	IOWA STREET	JACKSON AVENUE	MONROE AVENUE	11,208	0	2024	\$82,003
RVFT::IW ST::90	IOWA STREET	MONROE AVENUE	WILLIAM STREET	11,412	0	2024	\$83,497
RVFT::LNDN ST::30	LINDEN STREET	KEYSTONE AVENUE	FOREST AVENUE	10,158	0	2024	\$74,316
RVFT::PRK AVE::110	PARK AVENUE	AUGUSTA STREET	THOMAS STREET	17,310	0	2024	\$126,642
RVFT::PRK AVE::30	PARK AVENUE	PARK DRIVE	WASHINGTON BOULEVARD	11,690	0	2024	\$85,526
RVFT::PRK AVE::50	PARK AVENUE	LINDEN STREET	HAWTHORNE AVENUE	17,349	0	2024	\$126,929
RVFT::THMS ST::20	THOMAS STREET	FOREST AVENUE	PARK AVENUE	13,271	0	2024	\$97,094
RVFT::THMS ST::30	THOMAS STREET	PARK AVENUE	FRANKLIN AVENUE	11,547	0	2024	\$84,481
RVFT::THMS ST::40	THOMAS STREET	FRANKLIN AVENUE	ASHLAND AVENUE	11,547	0	2024	\$84,481
RVFT::WLLM ST::10	WILLIAM STREET	CENTRAL AVENUE	GARDEN STREET	6,034	52	2024	\$9,124
RVFT::WLLM ST::100	WILLIAM STREET	BERKSHIRE STREET	GREENFIELD STREET	17,417	52	2024	\$26,337
RVFT::WLLM ST::80	WILLIAM STREET	IOWA STREET	AUGUSTA STREET	17,452	0	2024	\$127,687

APPENDIX D – PAVEMENT MAINTENANCE POLICIES AND UNIT COSTS

Table D-1. Recommended Asphalt Pavement Maintenance Policy.

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

Table D-2. Recommended Concrete Pavement Maintenance Policy.

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

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

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

APPENDIX E – TABULATED PREVENTIVE MAINTENANCE RECOMMENDATIONS

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RVFT::ASHLND AVE::10	ASHLAND AVENUE	MADISON STREET	VINE STREET	16,807	L & T CR	10.8%	Crack Sealing - AC	\$1,820
RVFT::ASHLND AVE::10	ASHLAND AVENUE	MADISON STREET	VINE STREET	16,807	ALLIGATOR CR	1.8%	Patching - AC Deep	\$4,213
RVFT::ASHLND AVE::20	ASHLAND AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,808	ALLIGATOR CR	0.2%	Crack Sealing - AC	\$20
RVFT::ASHLND AVE::20	ASHLAND AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,808	L & T CR	9.9%	Crack Sealing - AC	\$1,766
RVFT::ASHLND AVE::20	ASHLAND AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,808	ALLIGATOR CR	1.2%	Patching - AC Deep	\$2,988
RVFT::ASHLND AVE::20	ASHLAND AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,808	RUTTING	0.1%	Patching - AC Shallow	\$128
RVFT::ASHLND AVE::40	ASHLAND AVENUE	LINDEN STREET	HAWTHORNE AVENUE	17,561	L & T CR	5.7%	Crack Sealing - AC	\$1,008
RVFT::ASHLND AVE::40	ASHLAND AVENUE	LINDEN STREET	HAWTHORNE AVENUE	17,561	RUTTING	0.0%	Patching - AC Deep	\$50
RVFT::ASHLND AVE::40	ASHLAND AVENUE	LINDEN STREET	HAWTHORNE AVENUE	17,561	ALLIGATOR CR	1.7%	Patching - AC Deep	\$4,157
RVFT::ASHLND AVE::40	ASHLAND AVENUE	LINDEN STREET	HAWTHORNE AVENUE	17,561	RUTTING	0.1%	Patching - AC Shallow	\$64
RVFT::ASHLND AVE::45	ASHLAND AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	3,894	ALLIGATOR CR	2.7%	Crack Sealing - AC	\$45
RVFT::ASHLND AVE::45	ASHLAND AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	3,894	L & T CR	0.4%	Crack Sealing - AC	\$13
RVFT::ASHLND AVE::45	ASHLAND AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	3,894	L & T CR	0.7%	Crack Sealing - AC	\$26
RVFT::ASHLND AVE::70	ASHLAND AVENUE	OAK AVENUE	CHICAGO AVENUE	19,754	L & T CR	3.3%	Crack Sealing - AC	\$652
RVFT::ASHLND AVE::70	ASHLAND AVENUE	OAK AVENUE	CHICAGO AVENUE	19,754	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$16
RVFT::ASHLND AVE::70	ASHLAND AVENUE	OAK AVENUE	CHICAGO AVENUE	19,754	RUTTING	0.0%	Patching - AC Shallow	\$38
RVFT::ASHLND AVE::120	ASHLAND AVENUE	DIVISION STREET	GREENFIELD STREET	35,354	L & T CR	3.2%	Crack Sealing - AC	\$1,132
RVFT::ASHLND AVE::120	ASHLAND AVENUE	DIVISION STREET	GREENFIELD STREET	35,354	ALLIGATOR CR	0.6%	Crack Sealing - AC	\$82
RVFT::ASHLND AVE::120	ASHLAND AVENUE	DIVISION STREET	GREENFIELD STREET	35,354	ALLIGATOR CR	0.0%	Patching - AC Deep	\$255
RVFT::ASHLND AVE::120	ASHLAND AVENUE	DIVISION STREET	GREENFIELD STREET	35,354	RUTTING	0.0%	Patching - AC Shallow	\$16
RVFT::AGST ST::30	AUGUSTA STREET	FOREST AVENUE	PARK AVENUE	13,302	L & T CR	11.9%	Crack Sealing - AC	\$1,581
RVFT::AGST ST::30	AUGUSTA STREET	FOREST AVENUE	PARK AVENUE	13,302	ALLIGATOR CR	0.5%	Patching - AC Deep	\$1,044
RVFT::AGST ST::40	AUGUSTA STREET	PARK AVENUE	FRANKLIN AVENUE	11,511	L & T CR	11.4%	Crack Sealing - AC	\$1,312
RVFT::AGST ST::40	AUGUSTA STREET	PARK AVENUE	FRANKLIN AVENUE	11,511	ALLIGATOR CR	0.2%	Patching - AC Deep	\$447
RVFT::AGST ST::50	AUGUSTA STREET	FRANKLIN AVENUE	ASHLAND AVENUE	11,527	BLOCK CR	13.7%	Crack Sealing - AC	\$481
RVFT::AGST ST::50	AUGUSTA STREET	FRANKLIN AVENUE	ASHLAND AVENUE	11,527	L & T CR	5.8%	Crack Sealing - AC	\$667
RVFT::AGST ST::50	AUGUSTA STREET	FRANKLIN AVENUE	ASHLAND AVENUE	11,527	ALLIGATOR CR	1.1%	Patching - AC Deep	\$1,868
RVFT::AGST ST::60	AUGUSTA STREET	ASHLAND AVENUE	LATHROP AVENUE	11,514	L & T CR	12.6%	Crack Sealing - AC	\$1,448
RVFT::AGST ST::60	AUGUSTA STREET	ASHLAND AVENUE	LATHROP AVENUE	11,514	ALLIGATOR CR	0.2%	Patching - AC Deep	\$513
RVFT::AGST ST::70	AUGUSTA STREET	LATHROP AVENUE	JACKSON AVENUE	11,835	L & T CR	13.7%	Crack Sealing - AC	\$1,623
RVFT::AGST ST::70	AUGUSTA STREET	LATHROP AVENUE	JACKSON AVENUE	11,835	BLOCK CR	5.7%	Crack Sealing - AC	\$207
RVFT::AGST ST::70	AUGUSTA STREET	LATHROP AVENUE	JACKSON AVENUE	11,835	ALLIGATOR CR	0.3%	Patching - AC Deep	\$644
RVFT::AVRGN PL::10	AUVERGNE PLACE	LAKE STREET	RIVER OAKS DRIVE	11,652	L & T CR	0.2%	Crack Sealing - AC	\$21
RVFT::AVRGN PL::10	AUVERGNE PLACE	LAKE STREET	RIVER OAKS DRIVE	11,652	RUTTING	0.0%	Patching - AC Shallow	\$25
RVFT::BRKSHR ST::10	BERKSHIRE STREET	LATHROP AVENUE	JACKSON AVENUE	11,536	L & T CR	10.7%	Crack Sealing - AC	\$1,229
RVFT::BRKSHR ST::10	BERKSHIRE STREET	LATHROP AVENUE	JACKSON AVENUE	11,536	RUTTING	0.0%	Patching - AC Deep	\$22
RVFT::BRKSHR ST::20	BERKSHIRE STREET	JACKSON AVENUE	MONROE AVENUE	11,365	L & T CR	12.0%	Crack Sealing - AC	\$1,365
RVFT::BRKSHR ST::20	BERKSHIRE STREET	JACKSON AVENUE	MONROE AVENUE	11,365	ALLIGATOR CR	0.7%	Patching - AC Deep	\$1,320
RVFT::BRKSHR ST::20	BERKSHIRE STREET	JACKSON AVENUE	MONROE AVENUE	11,365	RUTTING	0.0%	Patching - AC Shallow	\$17
RVFT::BRKSHR ST::30	BERKSHIRE STREET	MONROE AVENUE	WILLIAM STREET	11,671	L & T CR	9.6%	Crack Sealing - AC	\$1,125
RVFT::BRKSHR ST::30	BERKSHIRE STREET	MONROE AVENUE	WILLIAM STREET	11,671	RUTTING	0.1%	Patching - AC Shallow	\$56

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RVFT::BNN BR PL::10	BONNIE BRAE PLACE	CENTRAL AVENUE	BONNIE BRAE PLACE	4,541	L & T CR	6.1%	Crack Sealing - AC	\$275
RVFT::BNN BR PL::10	BONNIE BRAE PLACE	CENTRAL AVENUE	BONNIE BRAE PLACE	4,541	ALLIGATOR CR	0.8%	Patching - AC Deep	\$733
RVFT::BNN BR PL::20	BONNIE BRAE PLACE	BONNIE BRAE PLACE	LAKE STREET	8,669	BLOCK CR	7.0%	Crack Sealing - AC	\$185
RVFT::BNN BR PL::20	BONNIE BRAE PLACE	BONNIE BRAE PLACE	LAKE STREET	8,669	L & T CR	5.1%	Crack Sealing - AC	\$442
RVFT::BNN BR PL::60	BONNIE BRAE PLACE	OAK AVENUE	CHICAGO AVENUE	19,730	L & T CR	0.1%	Crack Sealing - AC	\$19
RVFT::BNN BR PL::60	BONNIE BRAE PLACE	OAK AVENUE	CHICAGO AVENUE	19,730	L & T CR	3.8%	Crack Sealing - AC	\$748
RVFT::BNN BR PL::60	BONNIE BRAE PLACE	OAK AVENUE	CHICAGO AVENUE	19,730	ALLIGATOR CR	0.1%	Patching - AC Deep	\$578
RVFT::BNN BR PL::60	BONNIE BRAE PLACE	OAK AVENUE	CHICAGO AVENUE	19,730	RUTTING	0.0%	Patching - AC Shallow	\$16
RVFT::BNN BR PL::120	BONNIE BRAE PLACE	GREENFIELD STREET	LEMOYNE STREET	17,224	BLOCK CR	8.4%	Crack Sealing - AC	\$439
RVFT::BNN BR PL::120	BONNIE BRAE PLACE	GREENFIELD STREET	LEMOYNE STREET	17,224	BLOCK CR	28.6%	Crack Sealing - AC	\$1,503
RVFT::BNN BR PL::120	BONNIE BRAE PLACE	GREENFIELD STREET	LEMOYNE STREET	17,224	L & T CR	1.4%	Crack Sealing - AC	\$234
RVFT::BNN BR PL::120	BONNIE BRAE PLACE	GREENFIELD STREET	LEMOYNE STREET	17,224	RUTTING	0.0%	Patching - AC Deep	\$27
RVFT::BNN BR PL::120	BONNIE BRAE PLACE	GREENFIELD STREET	LEMOYNE STREET	17,224	ALLIGATOR CR	0.5%	Patching - AC Deep	\$1,470
RVFT::CNTRL AVE::40	CENTRAL AVENUE	PARK AVENUE	FRANKLIN AVENUE	12,685	L & T CR	9.1%	Crack Sealing - AC	\$1,152
RVFT::CNTRL AVE::40	CENTRAL AVENUE	PARK AVENUE	FRANKLIN AVENUE	12,685	ALLIGATOR CR	0.4%	Patching - AC Deep	\$983
RVFT::CNTRL AVE::40	CENTRAL AVENUE	PARK AVENUE	FRANKLIN AVENUE	12,685	RUTTING	0.1%	Patching - AC Shallow	\$62
RVFT::CNTRL AVE::50	CENTRAL AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	11,720	L & T CR	9.2%	Crack Sealing - AC	\$1,074
RVFT::CNTRL AVE::50	CENTRAL AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	11,720	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$9
RVFT::CNTRL AVE::50	CENTRAL AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	11,720	ALLIGATOR CR	0.8%	Patching - AC Deep	\$1,555
RVFT::CNTRL AVE::70	CENTRAL AVENUE	LATHROP AVENUE	JACKSON AVENUE	40,149	BLOCK CR	1.1%	Crack Sealing - AC	\$128
RVFT::CNTRL AVE::70	CENTRAL AVENUE	LATHROP AVENUE	JACKSON AVENUE	40,149	L & T CR	0.1%	Crack Sealing - AC	\$21
RVFT::CNTRL AVE::70	CENTRAL AVENUE	LATHROP AVENUE	JACKSON AVENUE	40,149	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$26
RVFT::CNTRL AVE::70	CENTRAL AVENUE	LATHROP AVENUE	JACKSON AVENUE	40,149	L & T CR	4.6%	Crack Sealing - AC	\$1,861
RVFT::CNTRL AVE::70	CENTRAL AVENUE	LATHROP AVENUE	JACKSON AVENUE	40,149	ALLIGATOR CR	0.2%	Patching - AC Deep	\$1,107
RVFT::CNTRL AVE::80	CENTRAL AVENUE	WILLIAM STREET	CENTRAL AVENUE	1,330	L & T CR	0.7%	Crack Sealing - AC	\$9
RVFT::CNTRL AVE::90	CENTRAL AVENUE	CENTRAL AVENUE	CLINTON PLACE	7,983	L & T CR	4.2%	Crack Sealing - AC	\$335
RVFT::CNTRL AVE::90	CENTRAL AVENUE	CENTRAL AVENUE	CLINTON PLACE	7,983	ALLIGATOR CR	0.4%	Crack Sealing - AC	\$19
RVFT::CNTRL AVE::100	CENTRAL AVENUE	CLINTON PLACE	BONNIE BRAE PLACE	9,341	L & T CR	4.9%	Crack Sealing - AC	\$459
RVFT::CNTRL AVE::100	CENTRAL AVENUE	CLINTON PLACE	BONNIE BRAE PLACE	9,341	ALLIGATOR CR	0.8%	Crack Sealing - AC	\$35
RVFT::CNTRL AVE::100	CENTRAL AVENUE	CLINTON PLACE	BONNIE BRAE PLACE	9,341	ALLIGATOR CR	0.4%	Patching - AC Deep	\$710
RVFT::CNTRL AVE::110	CENTRAL AVENUE	BONNIE BRAE PLACE	HARLEM AVENUE	15,322	L & T CR	5.7%	Crack Sealing - AC	\$867
RVFT::CNTRL AVE::110	CENTRAL AVENUE	BONNIE BRAE PLACE	HARLEM AVENUE	15,322	EDGE CR	0.1%	Crack Sealing - AC	\$9
RVFT::CNTRL AVE::110	CENTRAL AVENUE	BONNIE BRAE PLACE	HARLEM AVENUE	15,322	ALLIGATOR CR	0.4%	Crack Sealing - AC	\$31
RVFT::CNTRL AVE::110	CENTRAL AVENUE	BONNIE BRAE PLACE	HARLEM AVENUE	15,322	ALLIGATOR CR	0.2%	Patching - AC Deep	\$708
RVFT::CHCG AVE::20	CHICAGO AVENUE	KEYSTONE AVENUE	FOREST AVENUE	16,717	L & T CR	0.2%	Crack Sealing - AC	\$29
RVFT::CHCG AVE::20	CHICAGO AVENUE	KEYSTONE AVENUE	FOREST AVENUE	16,717	L & T CR	3.0%	Crack Sealing - AC	\$506
RVFT::CHCG AVE::40	CHICAGO AVENUE	FOREST AVENUE	PARK AVENUE	20,119	L & T CR	0.5%	Crack Sealing - AC	\$100
RVFT::CHCG AVE::40	CHICAGO AVENUE	FOREST AVENUE	PARK AVENUE	20,119	L & T CR	1.0%	Crack Sealing - AC	\$200
RVFT::CHCG AVE::150	CHICAGO AVENUE	BONNIE BRAE PLACE	HARLEM AVENUE	16,361	L & T CR	0.2%	Crack Sealing - AC	\$28
RVFT::CLNTN PL::30	CLINTON PLACE	HOLLY COURT	QUICK AVENUE	10,739	L & T CR	1.4%	Crack Sealing - AC	\$147
RVFT::CLNTN PL::30	CLINTON PLACE	HOLLY COURT	QUICK AVENUE	10,739	RUTTING	0.0%	Patching - AC Deep	\$25

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RVFT::CLNTN PL::30	CLINTON PLACE	HOLLY COURT	QUICK AVENUE	10,739	RUTTING	0.4%	Patching - AC Shallow	\$261
RVFT::CLNTN PL::40	CLINTON PLACE	QUICK AVENUE	OAK AVENUE	13,001	BLOCK CR	4.0%	Crack Sealing - AC	\$157
RVFT::CLNTN PL::40	CLINTON PLACE	QUICK AVENUE	OAK AVENUE	13,001	L & T CR	0.5%	Crack Sealing - AC	\$66
RVFT::CLNTN PL::40	CLINTON PLACE	QUICK AVENUE	OAK AVENUE	13,001	RUTTING	0.2%	Patching - AC Shallow	\$146
RVFT::CLNTN PL::90	CLINTON PLACE	LEMOYNE STREET	CLINTON PLACE	16,901	L & T CR	5.4%	Crack Sealing - AC	\$918
RVFT::CLNTN PL::90	CLINTON PLACE	LEMOYNE STREET	CLINTON PLACE	16,901	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$12
RVFT::CLNTN PL::90	CLINTON PLACE	LEMOYNE STREET	CLINTON PLACE	16,901	ALLIGATOR CR	2.0%	Patching - AC Deep	\$4,472
RVFT::CLNTN PL::100	CLINTON PLACE	CLINTON PLACE	NORTH AVENUE	394	L & T CR	0.7%	Crack Sealing - AC	\$3
RVFT::DVSN ST::10	DIVISION STREET	THATCHER AVENUE	KEYSTONE AVENUE	22,212	L & T CR	2.3%	Crack Sealing - AC	\$516
RVFT::DVSN ST::10	DIVISION STREET	THATCHER AVENUE	KEYSTONE AVENUE	22,212	ALLIGATOR CR	0.6%	Crack Sealing - AC	\$59
RVFT::DVSN ST::20	DIVISION STREET	KEYSTONE AVENUE	FOREST AVENUE	21,366	L & T CR	3.6%	Crack Sealing - AC	\$758
RVFT::DVSN ST::30	DIVISION STREET	FOREST AVENUE	PARK AVENUE	20,504	L & T CR	4.1%	Crack Sealing - AC	\$840
RVFT::DVSN ST::30	DIVISION STREET	FOREST AVENUE	PARK AVENUE	20,504	L & T CR	0.3%	Crack Sealing - AC	\$56
RVFT::DVSN ST::30	DIVISION STREET	FOREST AVENUE	PARK AVENUE	20,504	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$10
RVFT::DVSN ST::40	DIVISION STREET	PARK AVENUE	FRANKLIN AVENUE	17,826	L & T CR	0.5%	Crack Sealing - AC	\$93
RVFT::DVSN ST::40	DIVISION STREET	PARK AVENUE	FRANKLIN AVENUE	17,826	L & T CR	3.0%	Crack Sealing - AC	\$540
RVFT::DVSN ST::50	DIVISION STREET	FRANKLIN AVENUE	ASHLAND AVENUE	17,798	L & T CR	3.2%	Crack Sealing - AC	\$572
RVFT::DVSN ST::50	DIVISION STREET	FRANKLIN AVENUE	ASHLAND AVENUE	17,798	ALLIGATOR CR	0.3%	Crack Sealing - AC	\$25
RVFT::DVSN ST::60	DIVISION STREET	ASHLAND AVENUE	LATHROP AVENUE	17,892	ALLIGATOR CR	0.4%	Crack Sealing - AC	\$36
RVFT::DVSN ST::60	DIVISION STREET	ASHLAND AVENUE	LATHROP AVENUE	17,892	L & T CR	4.4%	Crack Sealing - AC	\$791
RVFT::DVSN ST::70	DIVISION STREET	LATHROP AVENUE	JACKSON AVENUE	17,605	L & T CR	3.1%	Crack Sealing - AC	\$537
RVFT::DVSN ST::70	DIVISION STREET	LATHROP AVENUE	JACKSON AVENUE	17,605	L & T CR	0.2%	Crack Sealing - AC	\$30
RVFT::DVSN ST::80	DIVISION STREET	JACKSON AVENUE	MONROE AVENUE	17,452	L & T CR	3.2%	Crack Sealing - AC	\$559
RVFT::DVSN ST::90	DIVISION STREET	MONROE AVENUE	WILLIAM STREET	18,021	L & T CR	3.0%	Crack Sealing - AC	\$548
RVFT::DVSN ST::100	DIVISION STREET	WILLIAM STREET	BONNIE BRAE PLACE	34,801	L & T CR	2.9%	Crack Sealing - AC	\$997
RVFT::DVSN ST::100	DIVISION STREET	WILLIAM STREET	BONNIE BRAE PLACE	34,801	L & T CR	0.1%	Crack Sealing - AC	\$30
RVFT::DVSN ST::100	DIVISION STREET	WILLIAM STREET	BONNIE BRAE PLACE	34,801	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$25
RVFT::DVSN ST::110	DIVISION STREET	BONNIE BRAE PLACE	HARLEM AVENUE	21,889	L & T CR	0.2%	Crack Sealing - AC	\$38
RVFT::DVSN ST::110	DIVISION STREET	BONNIE BRAE PLACE	HARLEM AVENUE	21,889	L & T CR	3.2%	Crack Sealing - AC	\$701
RVFT::FRST AVE::10	FOREST AVENUE	MADISON STREET	VINE STREET	17,159	BLOCK CR	8.8%	Crack Sealing - AC	\$461
RVFT::FRST AVE::10	FOREST AVENUE	MADISON STREET	VINE STREET	17,159	L & T CR	9.6%	Crack Sealing - AC	\$1,643
RVFT::FRST AVE::10	FOREST AVENUE	MADISON STREET	VINE STREET	17,159	ALLIGATOR CR	2.0%	Crack Sealing - AC	\$130
RVFT::FRST AVE::10	FOREST AVENUE	MADISON STREET	VINE STREET	17,159	ALLIGATOR CR	1.5%	Patching - AC Deep	\$3,490
RVFT::FRST AVE::20	FOREST AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,804	L & T CR	13.8%	Crack Sealing - AC	\$2,464
RVFT::FRST AVE::20	FOREST AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,804	ALLIGATOR CR	0.8%	Patching - AC Deep	\$2,101
RVFT::FRST AVE::20	FOREST AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,804	RUTTING	0.0%	Patching - AC Shallow	\$18
RVFT::FRST AVE::110	FOREST AVENUE	GREENFIELD STREET	NORTH AVENUE	40,544	L & T CR	0.6%	Crack Sealing - AC	\$241
RVFT::FRST AVE::110	FOREST AVENUE	GREENFIELD STREET	NORTH AVENUE	40,544	L & T CR	1.4%	Crack Sealing - AC	\$548
RVFT::FRST AVE::110	FOREST AVENUE	GREENFIELD STREET	NORTH AVENUE	40,544	RUTTING	0.0%	Patching - AC Deep	\$46
RVFT::FRST AVE::110	FOREST AVENUE	GREENFIELD STREET	NORTH AVENUE	40,544	ALLIGATOR CR	0.3%	Patching - AC Deep	\$1,775
RVFT::FRST AVE::110	FOREST AVENUE	GREENFIELD STREET	NORTH AVENUE	40,544	RUTTING	0.1%	Patching - AC Shallow	\$154

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RVFT::FRNKLN AVE::30	FRANKLIN AVENUE	PARK DRIVE	WASHINGTON BOULEVARD	870	L & T CR	0.7%	Crack Sealing - AC	\$6
RVFT::FRNKLN AVE::30	FRANKLIN AVENUE	PARK DRIVE	WASHINGTON BOULEVARD	870	L & T CR	0.7%	Crack Sealing - AC	\$6
RVFT::FRNKLN AVE::30	FRANKLIN AVENUE	PARK DRIVE	WASHINGTON BOULEVARD	870	ALLIGATOR CR	0.5%	Patching - AC Deep	\$181
RVFT::FRNKLN AVE::70	FRANKLIN AVENUE	CENTRAL AVENUE	LAKE STREET	12,124	L & T CR	1.4%	Crack Sealing - AC	\$166
RVFT::FRNKLN AVE::70	FRANKLIN AVENUE	CENTRAL AVENUE	LAKE STREET	12,124	ALLIGATOR CR	0.4%	Patching - AC Deep	\$958
RVFT::FRNKLN AVE::70	FRANKLIN AVENUE	CENTRAL AVENUE	LAKE STREET	12,124	RUTTING	0.1%	Patching - AC Shallow	\$74
RVFT::FRNKLN AVE::80	FRANKLIN AVENUE	LAKE STREET	OAK AVENUE	34,613	L & T CR	6.1%	Crack Sealing - AC	\$2,103
RVFT::FRNKLN AVE::80	FRANKLIN AVENUE	LAKE STREET	OAK AVENUE	34,613	BLOCK CR	1.8%	Crack Sealing - AC	\$194
RVFT::FRNKLN AVE::80	FRANKLIN AVENUE	LAKE STREET	OAK AVENUE	34,613	ALLIGATOR CR	1.3%	Patching - AC Deep	\$6,038
RVFT::FRNKLN AVE::80	FRANKLIN AVENUE	LAKE STREET	OAK AVENUE	34,613	RUTTING	0.0%	Patching - AC Shallow	\$48
RVFT::FRNKLN AVE::140	FRANKLIN AVENUE	DIVISION STREET	GREENFIELD STREET	35,212	ALLIGATOR CR	0.3%	Crack Sealing - AC	\$40
RVFT::FRNKLN AVE::140	FRANKLIN AVENUE	DIVISION STREET	GREENFIELD STREET	35,212	L & T CR	4.6%	Crack Sealing - AC	\$1,602
RVFT::GL AVE::10	GAIL AVENUE	MADISON STREET	VINE STREET	17,125	L & T CR	9.1%	Crack Sealing - AC	\$1,550
RVFT::GL AVE::10	GAIL AVENUE	MADISON STREET	VINE STREET	17,125	RUTTING	0.0%	Patching - AC Deep	\$19
RVFT::GL AVE::10	GAIL AVENUE	MADISON STREET	VINE STREET	17,125	RUTTING	0.0%	Patching - AC Shallow	\$17
RVFT::GL AVE::20	GAIL AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,941	L & T CR	12.2%	Crack Sealing - AC	\$2,187
RVFT::GL AVE::20	GAIL AVENUE	VINE STREET	WASHINGTON BOULEVARD	17,941	RUTTING	0.3%	Patching - AC Shallow	\$267
RVFT::GRDN ST::10	GARDEN STREET	WILLIAM STREET	CLINTON PLACE	9,209	L & T CR	2.4%	Crack Sealing - AC	\$222
RVFT::GRDN ST::10	GARDEN STREET	WILLIAM STREET	CLINTON PLACE	9,209	ALLIGATOR CR	0.6%	Patching - AC Deep	\$978
RVFT::GRNFLD ST::20	GREENFIELD STREET	KEYSTONE AVENUE	FOREST AVENUE	10,954	L & T CR	2.7%	Crack Sealing - AC	\$295
RVFT::GRNFLD ST::30	GREENFIELD STREET	FOREST AVENUE	PARK AVENUE	11,674	L & T CR	1.2%	Crack Sealing - AC	\$138
RVFT::GRNFLD ST::30	GREENFIELD STREET	FOREST AVENUE	PARK AVENUE	11,674	RUTTING	0.0%	Patching - AC Shallow	\$25
RVFT::GRNFLD ST::40	GREENFIELD STREET	PARK AVENUE	FRANKLIN AVENUE	11,661	L & T CR	1.7%	Crack Sealing - AC	\$196
RVFT::GRNFLD ST::50	GREENFIELD STREET	FRANKLIN AVENUE	ASHLAND AVENUE	11,649	L & T CR	2.7%	Crack Sealing - AC	\$314
RVFT::GRNFLD ST::60	GREENFIELD STREET	ASHLAND AVENUE	LATHROP AVENUE	11,278	L & T CR	3.0%	Crack Sealing - AC	\$343
RVFT::GRNFLD ST::60	GREENFIELD STREET	ASHLAND AVENUE	LATHROP AVENUE	11,278	RUTTING	0.0%	Patching - AC Shallow	\$17
RVFT::GRNFLD ST::70	GREENFIELD STREET	LATHROP AVENUE	JACKSON AVENUE	11,531	L & T CR	3.4%	Crack Sealing - AC	\$389
RVFT::GRNFLD ST::70	GREENFIELD STREET	LATHROP AVENUE	JACKSON AVENUE	11,531	L & T CR	0.2%	Crack Sealing - AC	\$20
RVFT::GRNFLD ST::80	GREENFIELD STREET	JACKSON AVENUE	MONROE AVENUE	11,379	ALLIGATOR CR	0.2%	Crack Sealing - AC	\$12
RVFT::GRNFLD ST::80	GREENFIELD STREET	JACKSON AVENUE	MONROE AVENUE	11,379	L & T CR	3.0%	Crack Sealing - AC	\$346
RVFT::GRNFLD ST::80	GREENFIELD STREET	JACKSON AVENUE	MONROE AVENUE	11,379	RUTTING	0.0%	Patching - AC Shallow	\$19
RVFT::GRNFLD ST::100	GREENFIELD STREET	WILLIAM STREET	CLINTON PLACE	11,498	L & T CR	4.2%	Crack Sealing - AC	\$484
RVFT::GRNFLD ST::100	GREENFIELD STREET	WILLIAM STREET	CLINTON PLACE	11,498	RUTTING	0.0%	Patching - AC Shallow	\$17
RVFT::GRNFLD ST::110	GREENFIELD STREET	CLINTON PLACE	BONNIE BRAE PLACE	11,539	L & T CR	2.9%	Crack Sealing - AC	\$331
RVFT::GRNFLD ST::120	GREENFIELD STREET	BONNIE BRAE PLACE	HARLEM AVENUE	11,120	L & T CR	3.3%	Crack Sealing - AC	\$362
RVFT::GRNFLD ST::120	GREENFIELD STREET	BONNIE BRAE PLACE	HARLEM AVENUE	11,120	ALLIGATOR CR	0.6%	Patching - AC Deep	\$1,140
RVFT::GRNFLD ST::120	GREENFIELD STREET	BONNIE BRAE PLACE	HARLEM AVENUE	11,120	RUTTING	0.0%	Patching - AC Deep	\$16
RVFT::GRNFLD ST::120	GREENFIELD STREET	BONNIE BRAE PLACE	HARLEM AVENUE	11,120	RUTTING	0.1%	Patching - AC Shallow	\$51
RVFT::HWTHRN AVE::10	HAWTHORNE AVENUE	THATCHER AVENUE	THATCHER AVENUE	5,327	BLOCK CR	13.6%	Crack Sealing - AC	\$221
RVFT::HWTHRN AVE::10	HAWTHORNE AVENUE	THATCHER AVENUE	THATCHER AVENUE	5,327	L & T CR	0.7%	Crack Sealing - AC	\$37
RVFT::HWTHRN AVE::10	HAWTHORNE AVENUE	THATCHER AVENUE	THATCHER AVENUE	5,327	L & T CR	8.5%	Crack Sealing - AC	\$452

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RVFT::HWTHRN AVE::10	HAWTHORNE AVENUE	THATCHER AVENUE	THATCHER AVENUE	5,327	RUTTING	0.1%	Patching - AC Deep	\$56
RVFT::HWTHRN AVE::10	HAWTHORNE AVENUE	THATCHER AVENUE	THATCHER AVENUE	5,327	RUTTING	0.6%	Patching - AC Shallow	\$169
RVFT::HWTHRN AVE::50	HAWTHORNE AVENUE	KEYSTONE AVENUE	FOREST AVENUE	10,088	L & T CR	0.2%	Crack Sealing - AC	\$18
RVFT::HWTHRN AVE::50	HAWTHORNE AVENUE	KEYSTONE AVENUE	FOREST AVENUE	10,088	L & T CR	7.0%	Crack Sealing - AC	\$710
RVFT::HWTHRN AVE::50	HAWTHORNE AVENUE	KEYSTONE AVENUE	FOREST AVENUE	10,088	BLOCK CR	23.0%	Crack Sealing - AC	\$706
RVFT::HWTHRN AVE::50	HAWTHORNE AVENUE	KEYSTONE AVENUE	FOREST AVENUE	10,088	ALLIGATOR CR	0.8%	Patching - AC Deep	\$1,258
RVFT::HWTHRN AVE::50	HAWTHORNE AVENUE	KEYSTONE AVENUE	FOREST AVENUE	10,088	RUTTING	0.1%	Patching - AC Shallow	\$58
RVFT::HWTHRN AVE::60	HAWTHORNE AVENUE	FOREST AVENUE	PARK AVENUE	13,056	BLOCK CR	14.8%	Crack Sealing - AC	\$589
RVFT::HWTHRN AVE::60	HAWTHORNE AVENUE	FOREST AVENUE	PARK AVENUE	13,056	L & T CR	11.0%	Crack Sealing - AC	\$1,434
RVFT::HWTHRN AVE::60	HAWTHORNE AVENUE	FOREST AVENUE	PARK AVENUE	13,056	RUTTING	0.0%	Patching - AC Deep	\$14
RVFT::HWTHRN AVE::60	HAWTHORNE AVENUE	FOREST AVENUE	PARK AVENUE	13,056	ALLIGATOR CR	0.5%	Patching - AC Deep	\$1,162
RVFT::HWTHRN AVE::60	HAWTHORNE AVENUE	FOREST AVENUE	PARK AVENUE	13,056	RUTTING	0.1%	Patching - AC Shallow	\$101
RVFT::HWTHRN AVE::80	HAWTHORNE AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	11,795	L & T CR	5.4%	Crack Sealing - AC	\$636
RVFT::HWTHRN AVE::80	HAWTHORNE AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	11,795	ALLIGATOR CR	0.9%	Patching - AC Deep	\$1,727
RVFT::HWTHRN AVE::80	HAWTHORNE AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	11,795	RUTTING	0.0%	Patching - AC Shallow	\$20
RVFT::HWTHRN AVE::90	HAWTHORNE AVENUE	ASHLAND AVENUE	LATHROP AVENUE	11,075	L & T CR	10.2%	Crack Sealing - AC	\$1,133
RVFT::HLLY CT::10	HOLLY COURT	WILLIAM STREET	CLINTON PLACE	9,171	L & T CR	0.6%	Crack Sealing - AC	\$53
RVFT::HLLY CT::10	HOLLY COURT	WILLIAM STREET	CLINTON PLACE	9,171	L & T CR	3.8%	Crack Sealing - AC	\$352
RVFT::HLLY CT::10	HOLLY COURT	WILLIAM STREET	CLINTON PLACE	9,171	RUTTING	0.3%	Patching - AC Shallow	\$164
RVFT::HLLY CT::20	HOLLY COURT	CLINTON PLACE	BONNIE BRAE PLACE	9,541	L & T CR	3.3%	Crack Sealing - AC	\$317
RVFT::HLLY CT::20	HOLLY COURT	CLINTON PLACE	BONNIE BRAE PLACE	9,541	ALLIGATOR CR	0.3%	Patching - AC Deep	\$591
RVFT::HLLY CT::20	HOLLY COURT	CLINTON PLACE	BONNIE BRAE PLACE	9,541	RUTTING	0.1%	Patching - AC Deep	\$53
RVFT::HLLY CT::20	HOLLY COURT	CLINTON PLACE	BONNIE BRAE PLACE	9,541	RUTTING	0.3%	Patching - AC Shallow	\$142
RVFT::JCKSN AVE::30	JACKSON AVENUE	OAK AVENUE	CHICAGO AVENUE	19,859	L & T CR	0.1%	Crack Sealing - AC	\$18
RVFT::JCKSN AVE::80	JACKSON AVENUE	DIVISION STREET	BERKSHIRE STREET	17,856	L & T CR	5.8%	Crack Sealing - AC	\$1,037
RVFT::JCKSN AVE::80	JACKSON AVENUE	DIVISION STREET	BERKSHIRE STREET	17,856	RUTTING	0.0%	Patching - AC Shallow	\$15
RVFT::JCKSN AVE::90	JACKSON AVENUE	BERKSHIRE STREET	GREENFIELD STREET	17,424	L & T CR	7.4%	Crack Sealing - AC	\$1,296
RVFT::JCKSN AVE::90	JACKSON AVENUE	BERKSHIRE STREET	GREENFIELD STREET	17,424	RUTTING	0.0%	Patching - AC Shallow	\$17
RVFT::JCKSN AVE::100	JACKSON AVENUE	GREENFIELD STREET	LEMOYNE STREET	17,286	L & T CR	6.6%	Crack Sealing - AC	\$1,147
RVFT::JCKSN AVE::100	JACKSON AVENUE	GREENFIELD STREET	LEMOYNE STREET	17,286	RUTTING	0.1%	Patching - AC Deep	\$190
RVFT::JCKSN AVE::100	JACKSON AVENUE	GREENFIELD STREET	LEMOYNE STREET	17,286	RUTTING	0.2%	Patching - AC Shallow	\$193
RVFT::JCKSN AVE::110	JACKSON AVENUE	LEMOYNE STREET	NORTH AVENUE	17,094	L & T CR	5.3%	Crack Sealing - AC	\$902
RVFT::JCKSN AVE::110	JACKSON AVENUE	LEMOYNE STREET	NORTH AVENUE	17,094	RUTTING	0.0%	Patching - AC Deep	\$68
RVFT::JCKSN AVE::110	JACKSON AVENUE	LEMOYNE STREET	NORTH AVENUE	17,094	RUTTING	0.1%	Patching - AC Shallow	\$121
RVFT::KYSTN AVE::50	KEYSTONE AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	3,939	LINEAR CR	33.3%	Crack Sealing - PCC	\$156
RVFT::KYSTN AVE::50	KEYSTONE AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	3,939	DIVIDED SLAB	8.3%	Crack Sealing - PCC	\$78
RVFT::KYSTN AVE::50	KEYSTONE AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	3,939	JT SEAL DMG	100.0%	Joint Seal (Localized)	\$679
RVFT::KYSTN AVE::80	KEYSTONE AVENUE	OAK AVENUE	CHICAGO AVENUE	19,817	L & T CR	6.2%	Crack Sealing - AC	\$1,219
RVFT::KYSTN AVE::80	KEYSTONE AVENUE	OAK AVENUE	CHICAGO AVENUE	19,817	RUTTING	0.1%	Patching - AC Shallow	\$90
RVFT::KYSTN AVE::130	KEYSTONE AVENUE	GREENFIELD STREET	THATCHER AVENUE	33,023	L & T CR	6.5%	Crack Sealing - AC	\$2,156
RVFT::KYSTN AVE::130	KEYSTONE AVENUE	GREENFIELD STREET	THATCHER AVENUE	33,023	L & T CR	0.1%	Crack Sealing - AC	\$20

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RVFT::KYSTN AVE::130	KEYSTONE AVENUE	GREENFIELD STREET	THATCHER AVENUE	33,023	RUTTING	0.0%	Patching - AC Deep	\$79
RVFT::KYSTN AVE::130	KEYSTONE AVENUE	GREENFIELD STREET	THATCHER AVENUE	33,023	RUTTING	0.3%	Patching - AC Shallow	\$587
RVFT::LTHRP AVE::20	LATHROP AVENUE	VINE STREET	WASHINGTON BOULEVARD	23,770	L & T CR	5.9%	Crack Sealing - AC	\$1,407
RVFT::LTHRP AVE::20	LATHROP AVENUE	VINE STREET	WASHINGTON BOULEVARD	23,770	ALLIGATOR CR	3.8%	Crack Sealing - AC	\$313
RVFT::LTHRP AVE::20	LATHROP AVENUE	VINE STREET	WASHINGTON BOULEVARD	23,770	EDGE CR	0.1%	Crack Sealing - AC	\$26
RVFT::LTHRP AVE::20	LATHROP AVENUE	VINE STREET	WASHINGTON BOULEVARD	23,770	ALLIGATOR CR	2.7%	Patching - AC Deep	\$8,285
RVFT::LTHRP AVE::20	LATHROP AVENUE	VINE STREET	WASHINGTON BOULEVARD	23,770	RUTTING	0.0%	Patching - AC Shallow	\$39
RVFT::LTHRP AVE::40	LATHROP AVENUE	LINDEN STREET	HAWTHORNE AVENUE	23,762	L & T CR	5.6%	Crack Sealing - AC	\$1,332
RVFT::LTHRP AVE::40	LATHROP AVENUE	LINDEN STREET	HAWTHORNE AVENUE	23,762	ALLIGATOR CR	1.5%	Crack Sealing - AC	\$130
RVFT::LTHRP AVE::40	LATHROP AVENUE	LINDEN STREET	HAWTHORNE AVENUE	23,762	L & T CR	0.8%	Crack Sealing - AC	\$194
RVFT::LTHRP AVE::40	LATHROP AVENUE	LINDEN STREET	HAWTHORNE AVENUE	23,762	EDGE CR	0.2%	Crack Sealing - AC	\$39
RVFT::LTHRP AVE::40	LATHROP AVENUE	LINDEN STREET	HAWTHORNE AVENUE	23,762	ALLIGATOR CR	1.5%	Patching - AC Deep	\$4,741
RVFT::LTHRP AVE::40	LATHROP AVENUE	LINDEN STREET	HAWTHORNE AVENUE	23,762	RUTTING	0.0%	Patching - AC Shallow	\$41
RVFT::LTHRP AVE::50	LATHROP AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	4,284	JT SEAL DMG	100.0%	Joint Seal (Localized)	\$792
RVFT::LTHRP AVE::60	LATHROP AVENUE	CENTRAL AVENUE	LAKE STREET	16,618	L & T CR	6.0%	Crack Sealing - AC	\$991
RVFT::LTHRP AVE::60	LATHROP AVENUE	CENTRAL AVENUE	LAKE STREET	16,618	ALLIGATOR CR	1.2%	Patching - AC Deep	\$2,811
RVFT::LTHRP AVE::70	LATHROP AVENUE	LAKE STREET	QUICK AVENUE	24,576	L & T CR	6.4%	Crack Sealing - AC	\$1,569
RVFT::LTHRP AVE::70	LATHROP AVENUE	LAKE STREET	QUICK AVENUE	24,576	ALLIGATOR CR	0.1%	Patching - AC Deep	\$617
RVFT::LTHRP AVE::70	LATHROP AVENUE	LAKE STREET	QUICK AVENUE	24,576	RUTTING	0.0%	Patching - AC Deep	\$18
RVFT::LTHRP AVE::70	LATHROP AVENUE	LAKE STREET	QUICK AVENUE	24,576	RUTTING	0.1%	Patching - AC Shallow	\$153
RVFT::LTHRP AVE::80	LATHROP AVENUE	QUICK AVENUE	OAK AVENUE	15,240	L & T CR	0.1%	Crack Sealing - AC	\$21
RVFT::LTHRP AVE::80	LATHROP AVENUE	QUICK AVENUE	OAK AVENUE	15,240	L & T CR	5.5%	Crack Sealing - AC	\$841
RVFT::LTHRP AVE::80	LATHROP AVENUE	QUICK AVENUE	OAK AVENUE	15,240	RUTTING	0.1%	Patching - AC Shallow	\$61
RVFT::LTHRP AVE::90	LATHROP AVENUE	OAK AVENUE	CHICAGO AVENUE	22,635	L & T CR	4.2%	Crack Sealing - AC	\$956
RVFT::LTHRP AVE::90	LATHROP AVENUE	OAK AVENUE	CHICAGO AVENUE	22,635	ALLIGATOR CR	0.3%	Patching - AC Deep	\$1,041
RVFT::LTHRP AVE::110	LATHROP AVENUE	IOWA STREET	AUGUSTA STREET	20,148	L & T CR	12.0%	Crack Sealing - AC	\$2,407
RVFT::LTHRP AVE::110	LATHROP AVENUE	IOWA STREET	AUGUSTA STREET	20,148	ALLIGATOR CR	0.1%	Patching - AC Deep	\$569
RVFT::LTHRP AVE::110	LATHROP AVENUE	IOWA STREET	AUGUSTA STREET	20,148	RUTTING	0.1%	Patching - AC Deep	\$190
RVFT::LTHRP AVE::110	LATHROP AVENUE	IOWA STREET	AUGUSTA STREET	20,148	RUTTING	0.4%	Patching - AC Shallow	\$489
RVFT::LTHRP AVE::120	LATHROP AVENUE	AUGUSTA STREET	THOMAS STREET	20,063	L & T CR	12.7%	Crack Sealing - AC	\$2,552
RVFT::LTHRP AVE::120	LATHROP AVENUE	AUGUSTA STREET	THOMAS STREET	20,063	ALLIGATOR CR	0.6%	Patching - AC Deep	\$1,861
RVFT::LTHRP AVE::120	LATHROP AVENUE	AUGUSTA STREET	THOMAS STREET	20,063	RUTTING	0.1%	Patching - AC Deep	\$207
RVFT::LTHRP AVE::120	LATHROP AVENUE	AUGUSTA STREET	THOMAS STREET	20,063	RUTTING	0.4%	Patching - AC Shallow	\$407
RVFT::LTHRP AVE::140	LATHROP AVENUE	DIVISION STREET	BERKSHIRE STREET	20,712	L & T CR	4.7%	Crack Sealing - AC	\$980
RVFT::LTHRP AVE::140	LATHROP AVENUE	DIVISION STREET	BERKSHIRE STREET	20,712	RUTTING	0.0%	Patching - AC Shallow	\$36
RVFT::LTHRP AVE::150	LATHROP AVENUE	BERKSHIRE STREET	GREENFIELD STREET	20,149	L & T CR	6.0%	Crack Sealing - AC	\$1,209
RVFT::LTHRP AVE::150	LATHROP AVENUE	BERKSHIRE STREET	GREENFIELD STREET	20,149	RUTTING	0.0%	Patching - AC Shallow	\$43
RVFT::LTHRP AVE::160	LATHROP AVENUE	GREENFIELD STREET	LEMOYNE STREET	19,796	L & T CR	10.1%	Crack Sealing - AC	\$1,990
RVFT::LTHRP AVE::160	LATHROP AVENUE	GREENFIELD STREET	LEMOYNE STREET	19,796	RUTTING	0.0%	Patching - AC Deep	\$92
RVFT::LTHRP AVE::160	LATHROP AVENUE	GREENFIELD STREET	LEMOYNE STREET	19,796	RUTTING	0.2%	Patching - AC Shallow	\$215
RVFT::LTHRP AVE::170	LATHROP AVENUE	LEMOYNE STREET	NORTH AVENUE	19,833	L & T CR	8.2%	Crack Sealing - AC	\$1,629

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RVFT::LTHRP AVE::170	LATHROP AVENUE	LEMOYNE STREET	NORTH AVENUE	19,833	RUTTING	0.0%	Patching - AC Deep	\$93
RVFT::LTHRP AVE::170	LATHROP AVENUE	LEMOYNE STREET	NORTH AVENUE	19,833	RUTTING	0.1%	Patching - AC Shallow	\$105
RVFT::MNR AVE::80	MONROE AVENUE	DIVISION STREET	BERKSHIRE STREET	17,763	ALLIGATOR CR	0.0%	Crack Sealing - AC	\$5
RVFT::MNR AVE::80	MONROE AVENUE	DIVISION STREET	BERKSHIRE STREET	17,763	L & T CR	4.1%	Crack Sealing - AC	\$724
RVFT::MNR AVE::80	MONROE AVENUE	DIVISION STREET	BERKSHIRE STREET	17,763	ALLIGATOR CR	0.1%	Patching - AC Deep	\$337
RVFT::MNR AVE::80	MONROE AVENUE	DIVISION STREET	BERKSHIRE STREET	17,763	RUTTING	0.0%	Patching - AC Shallow	\$29
RVFT::MNR AVE::90	MONROE AVENUE	BERKSHIRE STREET	GREENFIELD STREET	17,421	L & T CR	4.3%	Crack Sealing - AC	\$745
RVFT::MNR AVE::100	MONROE AVENUE	GREENFIELD STREET	LEMOYNE STREET	17,356	L & T CR	1.5%	Crack Sealing - AC	\$256
RVFT::MNR AVE::100	MONROE AVENUE	GREENFIELD STREET	LEMOYNE STREET	17,356	ALLIGATOR CR	1.6%	Crack Sealing - AC	\$106
RVFT::MNR AVE::100	MONROE AVENUE	GREENFIELD STREET	LEMOYNE STREET	17,356	ALLIGATOR CR	0.0%	Patching - AC Deep	\$253
RVFT::MNR AVE::110	MONROE AVENUE	LEMOYNE STREET	NORTH AVENUE	17,012	BLOCK CR	4.7%	Crack Sealing - AC	\$244
RVFT::MNR AVE::110	MONROE AVENUE	LEMOYNE STREET	NORTH AVENUE	17,012	ALLIGATOR CR	1.3%	Crack Sealing - AC	\$88
RVFT::MNR AVE::110	MONROE AVENUE	LEMOYNE STREET	NORTH AVENUE	17,012	L & T CR	2.5%	Crack Sealing - AC	\$421
RVFT::MNR AVE::110	MONROE AVENUE	LEMOYNE STREET	NORTH AVENUE	17,012	RUTTING	0.0%	Patching - AC Shallow	\$26
RVFT::OK AVE::140	OAK AVENUE	BONNIE BRAE PLACE	HARLEM AVENUE	11,379	L & T CR	5.8%	Crack Sealing - AC	\$654
RVFT::PRK AVE::130	PARK AVENUE	DIVISION STREET	MALTHUSIAN WAY	22,564	L & T CR	7.5%	Crack Sealing - AC	\$1,699
RVFT::PRK AVE::130	PARK AVENUE	DIVISION STREET	MALTHUSIAN WAY	22,564	ALLIGATOR CR	0.4%	Patching - AC Deep	\$1,391
RVFT::PRK AVE::140	PARK AVENUE	MALTHUSIAN WAY	GREENFIELD STREET	6,560	L & T CR	6.8%	Crack Sealing - AC	\$444
RVFT::PRK AVE::140	PARK AVENUE	MALTHUSIAN WAY	GREENFIELD STREET	6,560	RUTTING	0.0%	Patching - AC Deep	\$19
RVFT::PRK AVE::150	PARK AVENUE	GREENFIELD STREET	GREENFIELD STREET	5,946	L & T CR	5.4%	Crack Sealing - AC	\$320
RVFT::THTCHR AVE::20	THATCHER AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	5,184	DIVIDED SLAB	8.3%	Slab Replacement - PCC	\$8,594
RVFT::THTCHR AVE::30	THATCHER AVENUE	CENTRAL AVENUE	LAKE STREET	12,207	L & T CR	2.2%	Crack Sealing - AC	\$263
RVFT::THTCHR AVE::30	THATCHER AVENUE	CENTRAL AVENUE	LAKE STREET	12,207	L & T CR	0.7%	Crack Sealing - AC	\$89
RVFT::THTCHR AVE::30	THATCHER AVENUE	CENTRAL AVENUE	LAKE STREET	12,207	ALLIGATOR CR	0.5%	Crack Sealing - AC	\$28
RVFT::THTCHR AVE::30	THATCHER AVENUE	CENTRAL AVENUE	LAKE STREET	12,207	RUTTING	0.2%	Patching - AC Shallow	\$106
RVFT::THTCHR AVE::40	THATCHER AVENUE	LAKE STREET	OAK AVENUE	42,138	ALLIGATOR CR	1.3%	Crack Sealing - AC	\$202
RVFT::THTCHR AVE::40	THATCHER AVENUE	LAKE STREET	OAK AVENUE	42,138	L & T CR	2.9%	Crack Sealing - AC	\$1,218
RVFT::THTCHR AVE::40	THATCHER AVENUE	LAKE STREET	OAK AVENUE	42,138	L & T CR	0.1%	Crack Sealing - AC	\$44
RVFT::THTCHR AVE::40	THATCHER AVENUE	LAKE STREET	OAK AVENUE	42,138	RUTTING	0.0%	Patching - AC Shallow	\$34
RVFT::THTCHR AVE::50	THATCHER AVENUE	OAK AVENUE	CHICAGO AVENUE	24,596	L & T CR	4.5%	Crack Sealing - AC	\$1,108
RVFT::THTCHR AVE::50	THATCHER AVENUE	OAK AVENUE	CHICAGO AVENUE	24,596	ALLIGATOR CR	3.3%	Crack Sealing - AC	\$280
RVFT::THTCHR AVE::50	THATCHER AVENUE	OAK AVENUE	CHICAGO AVENUE	24,596	ALLIGATOR CR	0.5%	Patching - AC Deep	\$1,824
RVFT::THTCHR AVE::50	THATCHER AVENUE	OAK AVENUE	CHICAGO AVENUE	24,596	RUTTING	0.0%	Patching - AC Deep	\$19
RVFT::THTCHR AVE::50	THATCHER AVENUE	OAK AVENUE	CHICAGO AVENUE	24,596	RUTTING	0.0%	Patching - AC Shallow	\$19
RVFT::VN ST::10	VINE STREET	THATCHER AVENUE	GALE AVENUE	12,462	L & T CR	5.9%	Crack Sealing - AC	\$740
RVFT::VN ST::10	VINE STREET	THATCHER AVENUE	GALE AVENUE	12,462	ALLIGATOR CR	0.3%	Patching - AC Deep	\$679
RVFT::VN ST::10	VINE STREET	THATCHER AVENUE	GALE AVENUE	12,462	RUTTING	0.1%	Patching - AC Shallow	\$71
RVFT::VN ST::20	VINE STREET	GALE AVENUE	KEYSTONE AVENUE	11,467	L & T CR	4.9%	Crack Sealing - AC	\$560
RVFT::VN ST::20	VINE STREET	GALE AVENUE	KEYSTONE AVENUE	11,467	RUTTING	0.1%	Patching - AC Deep	\$80
RVFT::VN ST::20	VINE STREET	GALE AVENUE	KEYSTONE AVENUE	11,467	RUTTING	0.3%	Patching - AC Shallow	\$163
RVFT::VN ST::40	VINE STREET	PARK AVENUE	FRANKLIN AVENUE	11,657	L & T CR	11.2%	Crack Sealing - AC	\$1,302

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RVFT::VN ST::40	VINE STREET	PARK AVENUE	FRANKLIN AVENUE	11,657	ALLIGATOR CR	0.7%	Patching - AC Deep	\$1,408
RVFT::VN ST::60	VINE STREET	ASHLAND AVENUE	LATHROP AVENUE	11,370	BLOCK CR	56.3%	Crack Sealing - AC	\$1,950
RVFT::VN ST::60	VINE STREET	ASHLAND AVENUE	LATHROP AVENUE	11,370	L & T CR	4.9%	Crack Sealing - AC	\$560
RVFT::VN ST::60	VINE STREET	ASHLAND AVENUE	LATHROP AVENUE	11,370	ALLIGATOR CR	0.7%	Patching - AC Deep	\$1,344
RVFT::WSHTN BLVD::10	WASHINGTON BOULEVARD	WASHINGTON BOULEVARD	THATCHER AVENUE	58,985	L & T CR	5.0%	Crack Sealing - AC	\$2,937
RVFT::WSHTN BLVD::10	WASHINGTON BOULEVARD	WASHINGTON BOULEVARD	THATCHER AVENUE	58,985	RUTTING	0.0%	Patching - AC Deep	\$146
RVFT::WSHTN BLVD::10	WASHINGTON BOULEVARD	WASHINGTON BOULEVARD	THATCHER AVENUE	58,985	ALLIGATOR CR	0.1%	Patching - AC Deep	\$1,190
RVFT::WSHTN BLVD::10	WASHINGTON BOULEVARD	WASHINGTON BOULEVARD	THATCHER AVENUE	58,985	RUTTING	0.1%	Patching - AC Shallow	\$262
RVFT::WSHTN BLVD::20	WASHINGTON BOULEVARD	THATCHER AVENUE	GALE AVENUE	18,632	L & T CR	8.3%	Crack Sealing - AC	\$1,546
RVFT::WSHTN BLVD::20	WASHINGTON BOULEVARD	THATCHER AVENUE	GALE AVENUE	18,632	ALLIGATOR CR	0.2%	Patching - AC Deep	\$575
RVFT::WSHTN BLVD::20	WASHINGTON BOULEVARD	THATCHER AVENUE	GALE AVENUE	18,632	RUTTING	0.1%	Patching - AC Shallow	\$59
RVFT::WSHTN BLVD::30	WASHINGTON BOULEVARD	GALE AVENUE	KEYSTONE AVENUE	17,587	L & T CR	6.1%	Crack Sealing - AC	\$1,070
RVFT::WSHTN BLVD::30	WASHINGTON BOULEVARD	GALE AVENUE	KEYSTONE AVENUE	17,587	RUTTING	0.1%	Patching - AC Deep	\$100
RVFT::WSHTN BLVD::30	WASHINGTON BOULEVARD	GALE AVENUE	KEYSTONE AVENUE	17,587	RUTTING	0.1%	Patching - AC Shallow	\$100
RVFT::WSHTN BLVD::40	WASHINGTON BOULEVARD	KEYSTONE AVENUE	FOREST AVENUE	15,846	L & T CR	8.4%	Crack Sealing - AC	\$1,336
RVFT::WSHTN BLVD::40	WASHINGTON BOULEVARD	KEYSTONE AVENUE	FOREST AVENUE	15,846	ALLIGATOR CR	0.1%	Patching - AC Deep	\$454
RVFT::WSHTN BLVD::40	WASHINGTON BOULEVARD	KEYSTONE AVENUE	FOREST AVENUE	15,846	RUTTING	0.0%	Patching - AC Deep	\$24
RVFT::WSHTN BLVD::40	WASHINGTON BOULEVARD	KEYSTONE AVENUE	FOREST AVENUE	15,846	RUTTING	0.0%	Patching - AC Shallow	\$24
RVFT::WSHTN BLVD::50	WASHINGTON BOULEVARD	FOREST AVENUE	PARK AVENUE	19,586	L & T CR	8.8%	Crack Sealing - AC	\$1,715
RVFT::WSHTN BLVD::50	WASHINGTON BOULEVARD	FOREST AVENUE	PARK AVENUE	19,586	ALLIGATOR CR	0.6%	Patching - AC Deep	\$1,854
RVFT::WSHTN BLVD::50	WASHINGTON BOULEVARD	FOREST AVENUE	PARK AVENUE	19,586	RUTTING	0.1%	Patching - AC Shallow	\$133
RVFT::WSHTN BLVD::60	WASHINGTON BOULEVARD	PARK AVENUE	FRANKLIN AVENUE	17,658	L & T CR	7.9%	Crack Sealing - AC	\$1,401
RVFT::WSHTN BLVD::60	WASHINGTON BOULEVARD	PARK AVENUE	FRANKLIN AVENUE	17,658	RUTTING	0.2%	Patching - AC Shallow	\$149
RVFT::WSHTN BLVD::70	WASHINGTON BOULEVARD	FRANKLIN AVENUE	ASHLAND AVENUE	17,547	L & T CR	5.9%	Crack Sealing - AC	\$1,039
RVFT::WSHTN BLVD::70	WASHINGTON BOULEVARD	FRANKLIN AVENUE	ASHLAND AVENUE	17,547	RUTTING	0.1%	Patching - AC Shallow	\$56
RVFT::WSHTN BLVD::80	WASHINGTON BOULEVARD	ASHLAND AVENUE	LATHROP AVENUE	17,551	L & T CR	3.4%	Crack Sealing - AC	\$592
RVFT::WSHTN BLVD::80	WASHINGTON BOULEVARD	ASHLAND AVENUE	LATHROP AVENUE	17,551	RUTTING	0.3%	Patching - AC Shallow	\$252
RVFT::WLLM ST::10	WILLIAM STREET	CENTRAL AVENUE	GARDEN STREET	6,034	ALLIGATOR CR	0.1%	Crack Sealing - AC	\$6
RVFT::WLLM ST::10	WILLIAM STREET	CENTRAL AVENUE	GARDEN STREET	6,034	L & T CR	2.0%	Crack Sealing - AC	\$122
RVFT::WLLM ST::20	WILLIAM STREET	GARDEN STREET	LAKE STREET	6,599	L & T CR	5.1%	Crack Sealing - AC	\$335
RVFT::WLLM ST::20	WILLIAM STREET	GARDEN STREET	LAKE STREET	6,599	ALLIGATOR CR	0.4%	Crack Sealing - AC	\$16
RVFT::WLLM ST::20	WILLIAM STREET	GARDEN STREET	LAKE STREET	6,599	ALLIGATOR CR	0.5%	Patching - AC Deep	\$639
RVFT::WLLM ST::30	WILLIAM STREET	LAKE STREET	HOLLY COURT	10,677	L & T CR	5.1%	Crack Sealing - AC	\$539
RVFT::WLLM ST::30	WILLIAM STREET	LAKE STREET	HOLLY COURT	10,677	ALLIGATOR CR	0.4%	Patching - AC Deep	\$738
RVFT::WLLM ST::30	WILLIAM STREET	LAKE STREET	HOLLY COURT	10,677	RUTTING	0.1%	Patching - AC Shallow	\$75
RVFT::WLLM ST::40	WILLIAM STREET	HOLLY COURT	QUICK AVENUE	10,587	L & T CR	5.2%	Crack Sealing - AC	\$554
RVFT::WLLM ST::40	WILLIAM STREET	HOLLY COURT	QUICK AVENUE	10,587	ALLIGATOR CR	0.4%	Crack Sealing - AC	\$21
RVFT::WLLM ST::40	WILLIAM STREET	HOLLY COURT	QUICK AVENUE	10,587	ALLIGATOR CR	0.8%	Patching - AC Deep	\$1,367
RVFT::WLLM ST::50	WILLIAM STREET	QUICK AVENUE	OAK AVENUE	13,084	ALLIGATOR CR	0.8%	Crack Sealing - AC	\$46
RVFT::WLLM ST::50	WILLIAM STREET	QUICK AVENUE	OAK AVENUE	13,084	L & T CR	2.6%	Crack Sealing - AC	\$334
RVFT::WLLM ST::50	WILLIAM STREET	QUICK AVENUE	OAK AVENUE	13,084	BLOCK CR	4.4%	Crack Sealing - AC	\$177

Pavement ID	Road Name	From	To	Area	Distress Type	Density	Maint. Activity	Cost
RVFT::WLLM ST::50	WILLIAM STREET	QUICK AVENUE	OAK AVENUE	13,084	ALLIGATOR CR	0.2%	Patching - AC Deep	\$492
RVFT::WLLM ST::50	WILLIAM STREET	QUICK AVENUE	OAK AVENUE	13,084	RUTTING	0.0%	Patching - AC Shallow	\$29
RVFT::WLLM ST::60	WILLIAM STREET	OAK AVENUE	CHICAGO AVENUE	19,787	L & T CR	0.1%	Crack Sealing - AC	\$18
RVFT::WLLM ST::60	WILLIAM STREET	OAK AVENUE	CHICAGO AVENUE	19,787	RUTTING	0.0%	Patching - AC Shallow	\$47
RVFT::WLLM ST::90	WILLIAM STREET	DIVISION STREET	BERKSHIRE STREET	17,668	L & T CR	3.8%	Crack Sealing - AC	\$678
RVFT::WLLM ST::90	WILLIAM STREET	DIVISION STREET	BERKSHIRE STREET	17,668	ALLIGATOR CR	1.1%	Crack Sealing - AC	\$74
RVFT::WLLM ST::100	WILLIAM STREET	BERKSHIRE STREET	GREENFIELD STREET	17,417	L & T CR	2.6%	Crack Sealing - AC	\$451
RVFT::WLLM ST::100	WILLIAM STREET	BERKSHIRE STREET	GREENFIELD STREET	17,417	RUTTING	0.0%	Patching - AC Shallow	\$39

APPENDIX F – PAVEMENT INVENTORY AND CONDITION TABULAR DATA

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RVFT::AGST ST::10	AUGUSTA STREET	THATCHER AVENUE	KEYSTONE AVENUE	Asphalt	S	564	26	14,667	100	283
RVFT::AGST ST::100	AUGUSTA STREET	WILLIAM STREET	CLINTON PLACE	Asphalt	S	428	26	11,121	60	162
RVFT::AGST ST::110	AUGUSTA STREET	CLINTON PLACE	BONNIE BRAE PLACE	Asphalt	S	446	26	11,589	61	217
RVFT::AGST ST::120	AUGUSTA STREET	BONNIE BRAE PLACE	HARLEM AVENUE	Asphalt	S	437	26	11,368	64	315
RVFT::AGST ST::20	AUGUSTA STREET	KEYSTONE AVENUE	FOREST AVENUE	Asphalt	S	529	26	13,747	53	498
RVFT::AGST ST::30	AUGUSTA STREET	FOREST AVENUE	PARK AVENUE	Asphalt	S	512	26	13,302	71	334
RVFT::AGST ST::40	AUGUSTA STREET	PARK AVENUE	FRANKLIN AVENUE	Asphalt	S	443	26	11,511	75	327
RVFT::AGST ST::50	AUGUSTA STREET	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	S	443	26	11,527	70	303
RVFT::AGST ST::60	AUGUSTA STREET	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	S	443	26	11,514	76	277
RVFT::AGST ST::70	AUGUSTA STREET	LATHROP AVENUE	JACKSON AVENUE	Asphalt	S	455	26	11,835	73	256
RVFT::AGST ST::80	AUGUSTA STREET	JACKSON AVENUE	MONROE AVENUE	Asphalt	S	433	26	11,254	59	254
RVFT::AGST ST::90	AUGUSTA STREET	MONROE AVENUE	WILLIAM STREET	Asphalt	S	446	26	11,592	54	276
RVFT::ASHLND AVE::10	ASHLAND AVENUE	MADISON STREET	VINE STREET	Asphalt	S	646	26	16,807	71	244
RVFT::ASHLND AVE::100	ASHLAND AVENUE	AUGUSTA STREET	THOMAS STREET	Asphalt	S	664	26	17,255	49	344
RVFT::ASHLND AVE::110	ASHLAND AVENUE	THOMAS STREET	DIVISION STREET	Asphalt	S	657	26	17,069	48	358
RVFT::ASHLND AVE::120	ASHLAND AVENUE	DIVISION STREET	GREENFIELD STREET	Asphalt	S	1,360	26	35,354	86	218
RVFT::ASHLND AVE::130	ASHLAND AVENUE	GREENFIELD STREET	LEMOYNE STREET	Asphalt	S	659	26	17,128	57	321
RVFT::ASHLND AVE::140	ASHLAND AVENUE	LEMOYNE STREET	NORTH AVENUE	Asphalt	S	663	26	17,250	54	402
RVFT::ASHLND AVE::20	ASHLAND AVENUE	VINE STREET	WASHINGTON BOULEVARD	Asphalt	S	685	26	17,808	66	349
RVFT::ASHLND AVE::30	ASHLAND AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	Asphalt	S	620	26	16,131	53	416
RVFT::ASHLND AVE::40	ASHLAND AVENUE	LINDEN STREET	HAWTHORNE AVENUE	Asphalt	S	675	26	17,561	70	417
RVFT::ASHLND AVE::45	ASHLAND AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	Asphalt	S	150	26	3,894	76	796
RVFT::ASHLND AVE::50	ASHLAND AVENUE	CENTRAL AVENUE	LAKE STREET	Asphalt	S	467	26	12,144	100	352
RVFT::ASHLND AVE::60	ASHLAND AVENUE	LAKE STREET	OAK AVENUE	Asphalt	S	1,329	26	34,564	100	253
RVFT::ASHLND AVE::70	ASHLAND AVENUE	OAK AVENUE	CHICAGO AVENUE	Asphalt	S	760	26	19,754	87	288
RVFT::ASHLND AVE::80	ASHLAND AVENUE	CHICAGO AVENUE	IOWA STREET	Asphalt	S	655	26	17,024	100	266
RVFT::ASHLND AVE::90	ASHLAND AVENUE	IOWA STREET	AUGUSTA STREET	Asphalt	S	674	26	17,523	100	305
RVFT::AVRGN PL::10	AUVERGNE PLACE	LAKE STREET	RIVER OAKS DRIVE	Asphalt	S	448	26	11,652	89	270
RVFT::BNN BR PL::10	BONNIE BRAE PLACE	CENTRAL AVENUE	BONNIE BRAE PLACE	Asphalt	S	175	26	4,541	75	500
RVFT::BNN BR PL::100	BONNIE BRAE PLACE	THOMAS STREET	DIVISION STREET	Asphalt	S	655	26	17,036	94	226
RVFT::BNN BR PL::110	BONNIE BRAE PLACE	DIVISION STREET	END	Asphalt	S	374	26	9,728	58	910
RVFT::BNN BR PL::120	BONNIE BRAE PLACE	GREENFIELD STREET	LEMOYNE STREET	Asphalt	S	662	26	17,224	68	381
RVFT::BNN BR PL::130	BONNIE BRAE PLACE	LEMOYNE STREET	NORTH AVENUE	Asphalt	S	637	26	16,559	58	316
RVFT::BNN BR PL::20	BONNIE BRAE PLACE	BONNIE BRAE PLACE	LAKE STREET	Asphalt	S	333	26	8,669	85	489
RVFT::BNN BR PL::30	BONNIE BRAE PLACE	LAKE STREET	HOLLY COURT	Asphalt	S	408	26	10,605	100	244
RVFT::BNN BR PL::40	BONNIE BRAE PLACE	HOLLY COURT	QUICK AVENUE	Asphalt	S	411	26	10,691	100	292
RVFT::BNN BR PL::50	BONNIE BRAE PLACE	QUICK AVENUE	OAK AVENUE	Asphalt	S	502	26	13,041	100	265
RVFT::BNN BR PL::60	BONNIE BRAE PLACE	OAK AVENUE	CHICAGO AVENUE	Asphalt	S	759	26	19,730	84	267
RVFT::BNN BR PL::70	BONNIE BRAE PLACE	CHICAGO AVENUE	IOWA STREET	Asphalt	S	654	26	17,010	43	285
RVFT::BNN BR PL::80	BONNIE BRAE PLACE	IOWA STREET	AUGUSTA STREET	Asphalt	S	668	26	17,371	43	258
RVFT::BNN BR PL::90	BONNIE BRAE PLACE	AUGUSTA STREET	THOMAS STREET	Asphalt	S	677	26	17,591	100	290
RVFT::BRKSHR ST::10	BERKSHIRE STREET	LATHROP AVENUE	JACKSON AVENUE	Asphalt	S	444	26	11,536	78	319
RVFT::BRKSHR ST::20	BERKSHIRE STREET	JACKSON AVENUE	MONROE AVENUE	Asphalt	S	437	26	11,365	70	423

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RVFT::BRKSHR ST::30	BERKSHIRE STREET	MONROE AVENUE	WILLIAM STREET	Asphalt	S	449	26	11,671	78	354
RVFT::CHCG AVE::10	CHICAGO AVENUE	THATCHER AVENUE	KEYSTONE AVENUE	Asphalt	P	556	37	20,590	100	217
RVFT::CHCG AVE::100	CHICAGO AVENUE	LATHROP AVENUE	JACKSON AVENUE	Asphalt	P	458	37	16,955	100	217
RVFT::CHCG AVE::110	CHICAGO AVENUE	JACKSON AVENUE	MONROE AVENUE	Asphalt	P	429	37	15,888	100	188
RVFT::CHCG AVE::120	CHICAGO AVENUE	MONROE AVENUE	WILLIAM STREET	Asphalt	P	437	37	16,174	100	184
RVFT::CHCG AVE::130	CHICAGO AVENUE	WILLIAM STREET	CLINTON PLACE	Asphalt	P	450	37	16,649	100	200
RVFT::CHCG AVE::140	CHICAGO AVENUE	CLINTON PLACE	BONNIE BRAE PLACE	Asphalt	P	431	37	15,936	100	136
RVFT::CHCG AVE::150	CHICAGO AVENUE	BONNIE BRAE PLACE	HARLEM AVENUE	Asphalt	P	442	37	16,361	94	232
RVFT::CHCG AVE::20	CHICAGO AVENUE	KEYSTONE AVENUE	FOREST AVENUE	Asphalt	P	452	37	16,717	80	186
RVFT::CHCG AVE::30	CHICAGO AVENUE	FOREST AVENUE	FOREST AVENUE	Asphalt	P	46	37	1,716	95	276
RVFT::CHCG AVE::40	CHICAGO AVENUE	FOREST AVENUE	PARK AVENUE	Asphalt	P	544	37	20,119	90	186
RVFT::CHCG AVE::50	CHICAGO AVENUE	PARK AVENUE	FRANKLIN AVENUE	Asphalt	P	446	37	16,517	100	222
RVFT::CHCG AVE::60	CHICAGO AVENUE	FRANKLIN AVENUE	FRANKLIN AVENUE	Asphalt	P	66	37	2,446	93	374
RVFT::CHCG AVE::70	CHICAGO AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	P	375	37	13,876	95	136
RVFT::CHCG AVE::80	CHICAGO AVENUE	ASHLAND AVENUE	ASHLAND AVENUE	Asphalt	P	61	37	2,247	100	366
RVFT::CHCG AVE::90	CHICAGO AVENUE	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	P	390	37	14,421	100	208
RVFT::CLNTN PL::10	CLINTON PLACE	CENTRAL AVENUE	GARDEN STREET	Asphalt	S	248	26	6,440	40	244
RVFT::CLNTN PL::100	CLINTON PLACE	CLINTON PLACE	NORTH AVENUE	Asphalt	S	15	26	394	94	-
RVFT::CLNTN PL::20	CLINTON PLACE	GARDEN STREET	LAKE STREET	Asphalt	S	246	26	6,385	37	263
RVFT::CLNTN PL::30	CLINTON PLACE	HOLLY COURT	QUICK AVENUE	Asphalt	S	413	26	10,739	80	471
RVFT::CLNTN PL::40	CLINTON PLACE	QUICK AVENUE	OAK AVENUE	Asphalt	S	500	26	13,001	82	233
RVFT::CLNTN PL::50	CLINTON PLACE	OAK AVENUE	CHICAGO AVENUE	Asphalt	S	757	26	19,685	33	299
RVFT::CLNTN PL::60	CLINTON PLACE	CHICAGO AVENUE	IOWA STREET	Asphalt	S	652	26	16,941	46	380
RVFT::CLNTN PL::70	CLINTON PLACE	IOWA STREET	AUGUSTA STREET	Asphalt	S	674	26	17,514	42	379
RVFT::CLNTN PL::80	CLINTON PLACE	GREENFIELD STREET	LEMOYNE STREET	Asphalt	S	668	26	17,367	48	434
RVFT::CLNTN PL::90	CLINTON PLACE	LEMOYNE STREET	CLINTON PLACE	Asphalt	S	650	26	16,901	73	349
RVFT::CNTRL AVE::10	CENTRAL AVENUE	THATCHER AVENUE	EDGEWOOD PLACE	Asphalt	S	535	26	13,897	100	289
RVFT::CNTRL AVE::100	CENTRAL AVENUE	CLINTON PLACE	BONNIE BRAE PLACE	Asphalt	S	359	26	9,341	78	267
RVFT::CNTRL AVE::110	CENTRAL AVENUE	BONNIE BRAE PLACE	HARLEM AVENUE	Asphalt	S	589	26	15,322	80	315
RVFT::CNTRL AVE::30	CENTRAL AVENUE	KEYSTONE AVENUE	PARK AVENUE	Asphalt	S	1,053	26	27,383	61	186
RVFT::CNTRL AVE::40	CENTRAL AVENUE	PARK AVENUE	FRANKLIN AVENUE	Asphalt	S	488	26	12,685	72	229
RVFT::CNTRL AVE::50	CENTRAL AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	S	451	26	11,720	72	354
RVFT::CNTRL AVE::60	CENTRAL AVENUE	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	S	385	30	11,544	60	326
RVFT::CNTRL AVE::70	CENTRAL AVENUE	LATHROP AVENUE	JACKSON AVENUE	Asphalt	S	1,338	30	40,149	84	199
RVFT::CNTRL AVE::80	CENTRAL AVENUE	WILLIAM STREET	CENTRAL AVENUE	Asphalt	S	51	26	1,330	94	405
RVFT::CNTRL AVE::90	CENTRAL AVENUE	CENTRAL AVENUE	CLINTON PLACE	Asphalt	S	307	26	7,983	85	269
RVFT::DVSNS ST::10	DIVISION STREET	THATCHER AVENUE	KEYSTONE AVENUE	Asphalt	P	555	40	22,212	88	151
RVFT::DVSNS ST::100	DIVISION STREET	WILLIAM STREET	BONNIE BRAE PLACE	Asphalt	P	870	40	34,801	88	114
RVFT::DVSNS ST::110	DIVISION STREET	BONNIE BRAE PLACE	HARLEM AVENUE	Asphalt	P	438	50	21,889	87	225
RVFT::DVSNS ST::20	DIVISION STREET	KEYSTONE AVENUE	FOREST AVENUE	Asphalt	P	534	40	21,366	90	108
RVFT::DVSNS ST::30	DIVISION STREET	FOREST AVENUE	PARK AVENUE	Asphalt	P	513	40	20,504	87	159
RVFT::DVSNS ST::40	DIVISION STREET	PARK AVENUE	FRANKLIN AVENUE	Asphalt	P	446	40	17,826	88	201
RVFT::DVSNS ST::50	DIVISION STREET	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	P	445	40	17,798	88	159

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RVFT::DVSN ST::60	DIVISION STREET	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	P	447	40	17,892	84	212
RVFT::DVSN ST::70	DIVISION STREET	LATHROP AVENUE	JACKSON AVENUE	Asphalt	P	440	40	17,605	90	202
RVFT::DVSN ST::80	DIVISION STREET	JACKSON AVENUE	MONROE AVENUE	Asphalt	P	436	40	17,452	91	175
RVFT::DVSN ST::90	DIVISION STREET	MONROE AVENUE	WILLIAM STREET	Asphalt	P	451	40	18,021	90	142
RVFT::EDGWD PL::10	EDGEWOOD PLACE	CENTRAL AVENUE	LAKE STREET	Asphalt	S	247	26	6,421	100	333
RVFT::EDGWD PL::20	EDGEWOOD PLACE	LAKE STREET	THATCHER AVENUE	Asphalt	S	1,626	26	42,271	100	225
RVFT::FRNKLN AVE::10	FRANKLIN AVENUE	MADISON STREET	VINE STREET	Asphalt	S	645	26	16,774	53	345
RVFT::FRNKLN AVE::100	FRANKLIN AVENUE	CHICAGO AVENUE	IOWA STREET	Asphalt	S	661	26	17,186	60	374
RVFT::FRNKLN AVE::110	FRANKLIN AVENUE	IOWA STREET	AUGUSTA STREET	Asphalt	S	673	26	17,500	45	303
RVFT::FRNKLN AVE::120	FRANKLIN AVENUE	AUGUSTA STREET	THOMAS STREET	Asphalt	S	662	26	17,217	61	271
RVFT::FRNKLN AVE::130	FRANKLIN AVENUE	THOMAS STREET	DIVISION STREET	Asphalt	S	662	26	17,212	57	285
RVFT::FRNKLN AVE::140	FRANKLIN AVENUE	DIVISION STREET	GREENFIELD STREET	Asphalt	S	1,354	26	35,212	87	219
RVFT::FRNKLN AVE::150	FRANKLIN AVENUE	GREENFIELD STREET	LEMOYNE STREET	Asphalt	S	661	26	17,182	47	284
RVFT::FRNKLN AVE::160	FRANKLIN AVENUE	LEMOYNE STREET	NORTH AVENUE	Asphalt	S	666	26	17,316	59	475
RVFT::FRNKLN AVE::20	FRANKLIN AVENUE	VINE STREET	PARK DRIVE	Asphalt	S	657	26	17,088	49	265
RVFT::FRNKLN AVE::30	FRANKLIN AVENUE	PARK DRIVE	WASHINGTON BOULEVARD	Asphalt	S	33	26	870	80	799
RVFT::FRNKLN AVE::40	FRANKLIN AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	Asphalt	S	623	26	16,187	50	491
RVFT::FRNKLN AVE::50	FRANKLIN AVENUE	LINDEN STREET	HAWTHORNE AVENUE	Asphalt	S	661	26	17,198	57	280
RVFT::FRNKLN AVE::60	FRANKLIN AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	Asphalt	S	160	26	4,161	100	723
RVFT::FRNKLN AVE::70	FRANKLIN AVENUE	CENTRAL AVENUE	LAKE STREET	Asphalt	S	466	26	12,124	80	428
RVFT::FRNKLN AVE::80	FRANKLIN AVENUE	LAKE STREET	OAK AVENUE	Asphalt	S	1,331	26	34,613	73	191
RVFT::FRNKLN AVE::90	FRANKLIN AVENUE	OAK AVENUE	CHICAGO AVENUE	Asphalt	S	750	26	19,503	100	250
RVFT::FRST AVE::10	FOREST AVENUE	MADISON STREET	VINE STREET	Asphalt	S	660	26	17,159	65	231
RVFT::FRST AVE::100	FOREST AVENUE	THOMAS STREET	DIVISION STREET	Asphalt	S	663	26	17,240	52	354
RVFT::FRST AVE::110	FOREST AVENUE	GREENFIELD STREET	NORTH AVENUE	Asphalt	S	1,559	26	40,544	81	221
RVFT::FRST AVE::20	FOREST AVENUE	VINE STREET	WASHINGTON BOULEVARD	Asphalt	S	685	26	17,804	69	217
RVFT::FRST AVE::30	FOREST AVENUE	LINDEN STREET	END	Asphalt	S	326	26	8,468	43	304
RVFT::FRST AVE::40	FOREST AVENUE	LINDEN STREET	HAWTHORNE AVENUE	Asphalt	S	690	26	17,950	52	244
RVFT::FRST AVE::50	FOREST AVENUE	LAKE STREET	OAK AVENUE	Asphalt	S	1,334	26	34,676	100	246
RVFT::FRST AVE::60	FOREST AVENUE	OAK AVENUE	CHICAGO AVENUE	Asphalt	S	748	26	19,441	100	248
RVFT::FRST AVE::70	FOREST AVENUE	CHICAGO AVENUE	IOWA STREET	Asphalt	S	666	26	17,305	100	438
RVFT::FRST AVE::80	FOREST AVENUE	IOWA STREET	AUGUSTA STREET	Asphalt	S	676	26	17,589	100	527
RVFT::FRST AVE::90	FOREST AVENUE	AUGUSTA STREET	THOMAS STREET	Asphalt	S	670	26	17,408	100	424
RVFT::GL AVE::10	GALE AVENUE	MADISON STREET	VINE STREET	Asphalt	S	659	26	17,125	80	348
RVFT::GL AVE::20	GALE AVENUE	VINE STREET	WASHINGTON BOULEVARD	Asphalt	S	690	26	17,941	74	396
RVFT::GL AVE::30	GALE AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	Asphalt	S	592	26	15,384	63	435
RVFT::GL AVE::40	GALE AVENUE	LINDEN STREET	HAWTHORNE AVENUE	Asphalt	S	723	26	18,804	60	368
RVFT::GRDN ST::10	GARDEN STREET	WILLIAM STREET	CLINTON PLACE	Asphalt	S	354	26	9,209	81	585
RVFT::GRNFLD ST::10	GREENFIELD STREET	THATCHER AVENUE	KEYSTONE AVENUE	Asphalt	S	455	26	11,834	48	217
RVFT::GRNFLD ST::100	GREENFIELD STREET	WILLIAM STREET	CLINTON PLACE	Asphalt	S	442	26	11,498	86	214
RVFT::GRNFLD ST::110	GREENFIELD STREET	CLINTON PLACE	BONNIE BRAE PLACE	Asphalt	S	444	26	11,539	90	225
RVFT::GRNFLD ST::120	GREENFIELD STREET	BONNIE BRAE PLACE	HARLEM AVENUE	Asphalt	S	428	26	11,120	80	228
RVFT::GRNFLD ST::20	GREENFIELD STREET	KEYSTONE AVENUE	FOREST AVENUE	Asphalt	S	421	26	10,954	91	192

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RVFT::GRNFLD ST::30	GREENFIELD STREET	FOREST AVENUE	PARK AVENUE	Asphalt	S	449	26	11,674	92	196
RVFT::GRNFLD ST::40	GREENFIELD STREET	PARK AVENUE	FRANKLIN AVENUE	Asphalt	S	449	26	11,661	92	275
RVFT::GRNFLD ST::50	GREENFIELD STREET	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	S	448	26	11,649	91	285
RVFT::GRNFLD ST::60	GREENFIELD STREET	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	S	434	26	11,278	86	289
RVFT::GRNFLD ST::70	GREENFIELD STREET	LATHROP AVENUE	JACKSON AVENUE	Asphalt	S	444	26	11,531	89	304
RVFT::GRNFLD ST::80	GREENFIELD STREET	JACKSON AVENUE	MONROE AVENUE	Asphalt	S	438	26	11,379	87	220
RVFT::GRNFLD ST::90	GREENFIELD STREET	MONROE AVENUE	WILLIAM STREET	Asphalt	S	447	26	11,629	93	217
RVFT::HLLY CT::10	HOLLY COURT	WILLIAM STREET	CLINTON PLACE	Asphalt	S	353	26	9,171	68	368
RVFT::HLLY CT::20	HOLLY COURT	CLINTON PLACE	BONNIE BRAE PLACE	Asphalt	S	367	26	9,541	68	289
RVFT::HWTHRN AVE::10	HAWTHORNE AVENUE	THATCHER AVENUE	THATCHER AVENUE	Asphalt	P	205	26	5,327	71	297
RVFT::HWTHRN AVE::20	HAWTHORNE AVENUE	THATCHER AVENUE	GALE AVENUE	Asphalt	S	261	26	6,781	53	335
RVFT::HWTHRN AVE::30	HAWTHORNE AVENUE	GALE AVENUE	KEYSTONE AVENUE	Asphalt	S	289	26	7,525	51	514
RVFT::HWTHRN AVE::40	HAWTHORNE AVENUE	KEYSTONE AVENUE	KEYSTONE AVENUE	Asphalt	S	158	26	4,120	56	602
RVFT::HWTHRN AVE::50	HAWTHORNE AVENUE	KEYSTONE AVENUE	FOREST AVENUE	Asphalt	S	388	26	10,088	66	372
RVFT::HWTHRN AVE::60	HAWTHORNE AVENUE	FOREST AVENUE	PARK AVENUE	Asphalt	S	502	26	13,056	68	308
RVFT::HWTHRN AVE::70	HAWTHORNE AVENUE	PARK AVENUE	FRANKLIN AVENUE	Asphalt	S	435	26	11,319	58	298
RVFT::HWTHRN AVE::80	HAWTHORNE AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	S	454	26	11,795	75	497
RVFT::HWTHRN AVE::90	HAWTHORNE AVENUE	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	S	426	26	11,075	81	332
RVFT::IW ST::10	IOWA STREET	THATCHER AVENUE	KEYSTONE AVENUE	Asphalt	S	556	26	14,469	47	285
RVFT::IW ST::100	IOWA STREET	WILLIAM STREET	CLINTON PLACE	Asphalt	S	436	26	11,325	44	440
RVFT::IW ST::110	IOWA STREET	CLINTON PLACE	BONNIE BRAE PLACE	Asphalt	S	444	26	11,548	43	344
RVFT::IW ST::120	IOWA STREET	BONNIE BRAE PLACE	HARLEM AVENUE	Asphalt	S	435	26	11,303	52	489
RVFT::IW ST::20	IOWA STREET	KEYSTONE AVENUE	FOREST AVENUE	Asphalt	S	456	26	11,849	100	368
RVFT::IW ST::30	IOWA STREET	PARK AVENUE	END	Asphalt	S	257	26	6,686	52	279
RVFT::IW ST::40	IOWA STREET	PARK AVENUE	FRANKLIN AVENUE	Asphalt	S	444	26	11,539	52	417
RVFT::IW ST::50	IOWA STREET	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	S	443	26	11,508	44	445
RVFT::IW ST::60	IOWA STREET	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	S	445	26	11,578	43	377
RVFT::IW ST::70	IOWA STREET	LATHROP AVENUE	JACKSON AVENUE	Asphalt	S	458	26	11,911	40	523
RVFT::IW ST::80	IOWA STREET	JACKSON AVENUE	MONROE AVENUE	Asphalt	S	431	26	11,208	35	380
RVFT::IW ST::90	IOWA STREET	MONROE AVENUE	WILLIAM STREET	Asphalt	S	439	26	11,412	43	432
RVFT::JCKSN AVE::10	JACKSON AVENUE	LAKE STREET	QUICK AVENUE	Asphalt	S	818	26	21,266	100	285
RVFT::JCKSN AVE::100	JACKSON AVENUE	GREENFIELD STREET	LEMOYNE STREET	Asphalt	S	665	26	17,286	77	346
RVFT::JCKSN AVE::110	JACKSON AVENUE	LEMOYNE STREET	NORTH AVENUE	Asphalt	S	657	26	17,094	83	311
RVFT::JCKSN AVE::20	JACKSON AVENUE	QUICK AVENUE	OAK AVENUE	Asphalt	S	507	26	13,181	94	262
RVFT::JCKSN AVE::30	JACKSON AVENUE	OAK AVENUE	CHICAGO AVENUE	Asphalt	S	764	26	19,859	94	291
RVFT::JCKSN AVE::40	JACKSON AVENUE	CHICAGO AVENUE	IOWA STREET	Asphalt	S	653	26	16,965	100	399
RVFT::JCKSN AVE::50	JACKSON AVENUE	IOWA STREET	AUGUSTA STREET	Asphalt	S	673	26	17,499	100	411
RVFT::JCKSN AVE::60	JACKSON AVENUE	AUGUSTA STREET	THOMAS STREET	Asphalt	S	671	26	17,442	94	317
RVFT::JCKSN AVE::70	JACKSON AVENUE	THOMAS STREET	DIVISION STREET	Asphalt	S	647	26	16,824	94	333
RVFT::JCKSN AVE::80	JACKSON AVENUE	DIVISION STREET	BERKSHIRE STREET	Asphalt	S	687	26	17,856	84	330
RVFT::JCKSN AVE::90	JACKSON AVENUE	BERKSHIRE STREET	GREENFIELD STREET	Asphalt	S	670	26	17,424	82	285
RVFT::KYSTN AVE::10	KEYSTONE AVENUE	MADISON STREET	VINE STREET	Asphalt	S	660	26	17,161	46	214
RVFT::KYSTN AVE::100	KEYSTONE AVENUE	IOWA STREET	AUGUSTA STREET	Asphalt	S	666	26	17,317	100	296

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RVFT::KYSTN AVE::110	KEYSTONE AVENUE	AUGUSTA STREET	THOMAS STREET	Asphalt	S	673	26	17,505	100	442
RVFT::KYSTN AVE::120	KEYSTONE AVENUE	THOMAS STREET	DIVISION STREET	Asphalt	S	664	26	17,262	59	280
RVFT::KYSTN AVE::130	KEYSTONE AVENUE	GREENFIELD STREET	THATCHER AVENUE	Asphalt	S	1,270	26	33,023	78	235
RVFT::KYSTN AVE::20	KEYSTONE AVENUE	VINE STREET	WASHINGTON BOULEVARD	Asphalt	S	689	26	17,904	58	335
RVFT::KYSTN AVE::30	KEYSTONE AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	Asphalt	S	594	26	15,447	50	378
RVFT::KYSTN AVE::40	KEYSTONE AVENUE	LINDEN STREET	HAWTHORNE AVENUE	Asphalt	S	696	26	18,087	59	308
RVFT::KYSTN AVE::50	KEYSTONE AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	Concrete	S	152	26	3,939	80	-
RVFT::KYSTN AVE::60	KEYSTONE AVENUE	CENTRAL AVENUE	LAKE STREET	Asphalt	S	441	26	11,459	100	385
RVFT::KYSTN AVE::70	KEYSTONE AVENUE	LAKE STREET	OAK AVENUE	Asphalt	S	1,330	26	34,590	58	280
RVFT::KYSTN AVE::80	KEYSTONE AVENUE	OAK AVENUE	CHICAGO AVENUE	Asphalt	S	762	26	19,817	83	303
RVFT::KYSTN AVE::90	KEYSTONE AVENUE	CHICAGO AVENUE	IOWA STREET	Asphalt	S	662	26	17,216	100	254
RVFT::LMYN ST::10	LEMOYNE STREET	PARK AVENUE	FRANKLIN AVENUE	Asphalt	S	451	26	11,725	52	318
RVFT::LMYN ST::20	LEMOYNE STREET	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	S	449	26	11,678	46	257
RVFT::LMYN ST::30	LEMOYNE STREET	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	S	429	26	11,154	60	387
RVFT::LMYN ST::40	LEMOYNE STREET	LATHROP AVENUE	JACKSON AVENUE	Asphalt	S	443	26	11,526	52	244
RVFT::LMYN ST::50	LEMOYNE STREET	JACKSON AVENUE	MONROE AVENUE	Asphalt	S	438	26	11,393	62	260
RVFT::LMYN ST::60	LEMOYNE STREET	MONROE AVENUE	WILLIAM STREET	Asphalt	S	446	26	11,587	55	205
RVFT::LMYN ST::70	LEMOYNE STREET	WILLIAM STREET	CLINTON PLACE	Asphalt	S	447	26	11,615	57	242
RVFT::LMYN ST::80	LEMOYNE STREET	CLINTON PLACE	BONNIE BRAE PLACE	Asphalt	S	440	26	11,434	54	260
RVFT::LMYN ST::90	LEMOYNE STREET	BONNIE BRAE PLACE	HARLEM AVENUE	Asphalt	S	432	26	11,235	57	261
RVFT::LNDN ST::10	LINDEN STREET	THATCHER AVENUE	GALE AVENUE	Asphalt	S	466	26	12,115	43	449
RVFT::LNDN ST::20	LINDEN STREET	GALE AVENUE	KEYSTONE AVENUE	Asphalt	S	443	26	11,508	44	513
RVFT::LNDN ST::30	LINDEN STREET	KEYSTONE AVENUE	FOREST AVENUE	Asphalt	S	391	26	10,158	41	450
RVFT::LNDN ST::40	LINDEN STREET	PARK AVENUE	FRANKLIN AVENUE	Asphalt	S	438	26	11,400	63	325
RVFT::LNDN ST::50	LINDEN STREET	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	S	446	26	11,592	54	378
RVFT::LNDN ST::60	LINDEN STREET	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	S	433	26	11,250	46	333
RVFT::LTHRP AVE::10	LATHROP AVENUE	MADISON STREET	VINE STREET	Asphalt	P	640	35	22,402	57	168
RVFT::LTHRP AVE::100	LATHROP AVENUE	CHICAGO AVENUE	IOWA STREET	Asphalt	P	663	30	19,885	64	264
RVFT::LTHRP AVE::110	LATHROP AVENUE	IOWA STREET	AUGUSTA STREET	Asphalt	P	672	30	20,148	71	234
RVFT::LTHRP AVE::120	LATHROP AVENUE	AUGUSTA STREET	THOMAS STREET	Asphalt	P	669	30	20,063	67	221
RVFT::LTHRP AVE::130	LATHROP AVENUE	THOMAS STREET	DIVISION STREET	Asphalt	P	647	30	19,425	61	191
RVFT::LTHRP AVE::140	LATHROP AVENUE	DIVISION STREET	BERKSHIRE STREET	Asphalt	P	690	30	20,712	82	284
RVFT::LTHRP AVE::150	LATHROP AVENUE	BERKSHIRE STREET	GREENFIELD STREET	Asphalt	P	672	30	20,149	83	236
RVFT::LTHRP AVE::160	LATHROP AVENUE	GREENFIELD STREET	LEMOYNE STREET	Asphalt	P	660	30	19,796	76	297
RVFT::LTHRP AVE::170	LATHROP AVENUE	LEMOYNE STREET	NORTH AVENUE	Asphalt	P	661	30	19,833	77	409
RVFT::LTHRP AVE::20	LATHROP AVENUE	VINE STREET	WASHINGTON BOULEVARD	Asphalt	P	679	35	23,770	65	206
RVFT::LTHRP AVE::30	LATHROP AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	Asphalt	P	618	35	21,628	56	142
RVFT::LTHRP AVE::40	LATHROP AVENUE	LINDEN STREET	HAWTHORNE AVENUE	Asphalt	P	679	35	23,762	66	290
RVFT::LTHRP AVE::50	LATHROP AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	Concrete	P	122	35	4,284	96	-
RVFT::LTHRP AVE::60	LATHROP AVENUE	CENTRAL AVENUE	LAKE STREET	Asphalt	P	475	35	16,618	75	392
RVFT::LTHRP AVE::70	LATHROP AVENUE	LAKE STREET	QUICK AVENUE	Asphalt	P	819	30	24,576	79	254
RVFT::LTHRP AVE::80	LATHROP AVENUE	QUICK AVENUE	OAK AVENUE	Asphalt	P	508	30	15,240	79	261
RVFT::LTHRP AVE::90	LATHROP AVENUE	OAK AVENUE	CHICAGO AVENUE	Asphalt	P	754	30	22,635	82	283

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RVFT::MNR AVE::10	MONROE AVENUE	LAKE STREET	QUICK AVENUE	Asphalt	S	817	26	21,243	100	372
RVFT::MNR AVE::100	MONROE AVENUE	GREENFIELD STREET	LEMOYNE STREET	Asphalt	S	668	26	17,356	81	345
RVFT::MNR AVE::110	MONROE AVENUE	LEMOYNE STREET	NORTH AVENUE	Asphalt	S	654	26	17,012	76	348
RVFT::MNR AVE::20	MONROE AVENUE	QUICK AVENUE	OAK AVENUE	Asphalt	S	506	26	13,152	100	476
RVFT::MNR AVE::30	MONROE AVENUE	OAK AVENUE	CHICAGO AVENUE	Brick	S	759	26	19,728	Brick	Brick
RVFT::MNR AVE::40	MONROE AVENUE	CHICAGO AVENUE	IOWA STREET	Asphalt	S	660	26	17,166	49	322
RVFT::MNR AVE::50	MONROE AVENUE	IOWA STREET	AUGUSTA STREET	Asphalt	S	671	26	17,439	52	353
RVFT::MNR AVE::60	MONROE AVENUE	AUGUSTA STREET	THOMAS STREET	Asphalt	S	670	26	17,423	100	316
RVFT::MNR AVE::70	MONROE AVENUE	THOMAS STREET	DIVISION STREET	Asphalt	S	650	26	16,888	100	265
RVFT::MNR AVE::80	MONROE AVENUE	DIVISION STREET	BERKSHIRE STREET	Asphalt	S	683	26	17,763	82	375
RVFT::MNR AVE::90	MONROE AVENUE	BERKSHIRE STREET	GREENFIELD STREET	Asphalt	S	670	26	17,421	86	288
RVFT::OK AVE::10	OAK AVENUE	THATCHER AVENUE	KEYSTONE AVENUE	Asphalt	S	555	26	14,430	100	462
RVFT::OK AVE::100	OAK AVENUE	WILLIAM STREET	CLINTON PLACE	Asphalt	S	375	26	9,744	100	310
RVFT::OK AVE::110	OAK AVENUE	CLINTON PLACE	CLINTON PLACE	Asphalt	S	64	26	1,676	100	461
RVFT::OK AVE::120	OAK AVENUE	CLINTON PLACE	BONNIE BRAE PLACE	Asphalt	S	295	26	7,671	100	325
RVFT::OK AVE::130	OAK AVENUE	BONNIE BRAE PLACE	BONNIE BRAE PLACE	Asphalt	S	137	26	3,566	100	475
RVFT::OK AVE::140	OAK AVENUE	BONNIE BRAE PLACE	HARLEM AVENUE	Asphalt	S	438	26	11,379	85	129
RVFT::OK AVE::20	OAK AVENUE	KEYSTONE AVENUE	FOREST AVENUE	Asphalt	S	493	26	12,817	100	454
RVFT::OK AVE::30	OAK AVENUE	FOREST AVENUE	PARK AVENUE	Asphalt	S	554	26	14,400	100	382
RVFT::OK AVE::40	OAK AVENUE	PARK AVENUE	FRANKLIN AVENUE	Asphalt	S	506	26	13,157	100	462
RVFT::OK AVE::50	OAK AVENUE	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	S	440	26	11,430	100	339
RVFT::OK AVE::60	OAK AVENUE	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	S	387	26	10,051	100	342
RVFT::OK AVE::70	OAK AVENUE	LATHROP AVENUE	JACKSON AVENUE	Asphalt	S	452	26	11,760	100	343
RVFT::OK AVE::80	OAK AVENUE	JACKSON AVENUE	MONROE AVENUE	Asphalt	S	439	26	11,415	100	323
RVFT::OK AVE::90	OAK AVENUE	MONROE AVENUE	WILLIAM STREET	Asphalt	S	446	26	11,592	100	344
RVFT::PRK AVE::10	PARK AVENUE	MADISON STREET	VINE STREET	Asphalt	S	644	26	16,739	46	298
RVFT::PRK AVE::100	PARK AVENUE	IOWA STREET	AUGUSTA STREET	Asphalt	S	671	26	17,439	55	284
RVFT::PRK AVE::110	PARK AVENUE	AUGUSTA STREET	THOMAS STREET	Asphalt	S	666	26	17,310	40	266
RVFT::PRK AVE::120	PARK AVENUE	THOMAS STREET	DIVISION STREET	Asphalt	S	662	26	17,225	45	306
RVFT::PRK AVE::130	PARK AVENUE	DIVISION STREET	MALTHUSIAN WAY	Asphalt	S	868	26	22,564	79	243
RVFT::PRK AVE::140	PARK AVENUE	MALTHUSIAN WAY	GREENFIELD STREET	Asphalt	S	252	26	6,560	81	269
RVFT::PRK AVE::150	PARK AVENUE	GREENFIELD STREET	GREENFIELD STREET	Asphalt	S	229	26	5,946	87	342
RVFT::PRK AVE::160	PARK AVENUE	GREENFIELD STREET	LEMOYNE STREET	Asphalt	S	663	26	17,236	48	216
RVFT::PRK AVE::170	PARK AVENUE	LEMOYNE STREET	NORTH AVENUE	Asphalt	S	669	26	17,382	54	237
RVFT::PRK AVE::20	PARK AVENUE	VINE STREET	PARK DRIVE	Asphalt	S	247	26	6,419	53	301
RVFT::PRK AVE::30	PARK AVENUE	PARK DRIVE	WASHINGTON BOULEVARD	Asphalt	S	450	26	11,690	42	336
RVFT::PRK AVE::40	PARK AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	Asphalt	S	625	26	16,241	47	335
RVFT::PRK AVE::50	PARK AVENUE	LINDEN STREET	HAWTHORNE AVENUE	Asphalt	S	667	26	17,349	42	249
RVFT::PRK AVE::60	PARK AVENUE	CENTRAL AVENUE	LAKE STREET	Asphalt	S	465	26	12,099	57	437
RVFT::PRK AVE::70	PARK AVENUE	LAKE STREET	OAK AVENUE	Asphalt	S	1,337	26	34,768	100	150
RVFT::PRK AVE::80	PARK AVENUE	OAK AVENUE	CHICAGO AVENUE	Asphalt	S	741	26	19,262	100	263
RVFT::PRK AVE::90	PARK AVENUE	CHICAGO AVENUE	IOWA STREET	Asphalt	S	668	26	17,373	50	271
RVFT::PRK DR::10	PARK DRIVE	PARK AVENUE	PARK DRIVE	Asphalt	S	211	26	5,490	58	314

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RVFT::PRK DR::20	PARK DRIVE	PARK DRIVE	FRANKLIN AVENUE	Asphalt	S	422	26	10,979	53	428
RVFT::QCK AVE::10	QUICK AVENUE	LATHROP AVENUE	JACKSON AVENUE	Asphalt	S	442	26	11,496	100	350
RVFT::QCK AVE::20	QUICK AVENUE	JACKSON AVENUE	MONROE AVENUE	Asphalt	S	445	26	11,581	100	236
RVFT::QCK AVE::30	QUICK AVENUE	MONROE AVENUE	WILLIAM STREET	Asphalt	S	448	26	11,660	100	430
RVFT::QCK AVE::40	QUICK AVENUE	WILLIAM STREET	CLINTON PLACE	Asphalt	S	363	26	9,430	100	397
RVFT::QCK AVE::50	QUICK AVENUE	CLINTON PLACE	BONNIE BRAE PLACE	Asphalt	S	363	26	9,449	100	315
RVFT::QCK AVE::60	QUICK AVENUE	BONNIE BRAE PLACE	QUICK AVENUE	Asphalt	S	236	26	6,148	100	262
RVFT::QCK AVE::70	QUICK AVENUE	QUICK AVENUE	HARLEM AVENUE	Asphalt	S	341	26	8,863	100	238
RVFT::RVR K DR::10	RIVER OAKS DRIVE	LAKE STREET	AUVERGNE PLACE	Asphalt	S	627	26	16,301	100	379
RVFT::RVR K DR::20	RIVER OAKS DRIVE	AUVERGNE PLACE	END	Asphalt	S	74	26	1,934	100	301
RVFT::THMS ST::10	THOMAS STREET	KEYSTONE AVENUE	FOREST AVENUE	Asphalt	S	520	26	13,525	100	405
RVFT::THMS ST::20	THOMAS STREET	FOREST AVENUE	PARK AVENUE	Asphalt	S	510	26	13,271	36	381
RVFT::THMS ST::30	THOMAS STREET	PARK AVENUE	FRANKLIN AVENUE	Asphalt	S	444	26	11,547	41	404
RVFT::THMS ST::40	THOMAS STREET	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	S	444	26	11,547	43	421
RVFT::THMS ST::50	THOMAS STREET	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	S	454	26	11,801	50	451
RVFT::THMS ST::60	THOMAS STREET	LATHROP AVENUE	JACKSON AVENUE	Asphalt	S	439	26	11,411	100	404
RVFT::THMS ST::70	THOMAS STREET	JACKSON AVENUE	MONROE AVENUE	Asphalt	S	435	26	11,300	100	368
RVFT::THMS ST::80	THOMAS STREET	BONNIE BRAE PLACE	HARLEM AVENUE	Asphalt	S	440	26	11,447	100	251
RVFT::THTCHR AVE::03	THATCHER AVENUE	MADISON STREET	VINE STREET	Asphalt	P	656	30	19,682	62	199
RVFT::THTCHR AVE::05	THATCHER AVENUE	VINE STREET	WASHINGTON BOULEVARD	Asphalt	P	692	30	20,771	54	225
RVFT::THTCHR AVE::07	THATCHER AVENUE	WASHINGTON BOULEVARD	LINDEN STREET	Asphalt	P	589	30	17,656	61	187
RVFT::THTCHR AVE::10	THATCHER AVENUE	LINDEN STREET	HAWTHORNE AVENUE	Asphalt	P	763	30	22,877	64	200
RVFT::THTCHR AVE::20	THATCHER AVENUE	HAWTHORNE AVENUE	CENTRAL AVENUE	Concrete	P	162	32	5,184	70	651
RVFT::THTCHR AVE::30	THATCHER AVENUE	CENTRAL AVENUE	LAKE STREET	Asphalt	P	381	32	12,207	77	366
RVFT::THTCHR AVE::40	THATCHER AVENUE	LAKE STREET	OAK AVENUE	Asphalt	P	1,317	32	42,138	83	122
RVFT::THTCHR AVE::50	THATCHER AVENUE	OAK AVENUE	CHICAGO AVENUE	Asphalt	P	769	32	24,596	74	186
RVFT::VN ST::10	VINE STREET	THATCHER AVENUE	GALE AVENUE	Asphalt	S	479	26	12,462	78	296
RVFT::VN ST::20	VINE STREET	GALE AVENUE	KEYSTONE AVENUE	Asphalt	S	441	26	11,467	80	384
RVFT::VN ST::30	VINE STREET	KEYSTONE AVENUE	FOREST AVENUE	Asphalt	S	391	26	10,178	50	434
RVFT::VN ST::40	VINE STREET	PARK AVENUE	FRANKLIN AVENUE	Asphalt	S	448	26	11,657	73	323
RVFT::VN ST::50	VINE STREET	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	S	436	26	11,331	57	317
RVFT::VN ST::60	VINE STREET	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	S	437	26	11,370	66	362
RVFT::WLLM ST::10	WILLIAM STREET	CENTRAL AVENUE	GARDEN STREET	Asphalt	S	232	26	6,034	91	217
RVFT::WLLM ST::100	WILLIAM STREET	BERKSHIRE STREET	GREENFIELD STREET	Asphalt	S	670	26	17,417	91	270
RVFT::WLLM ST::110	WILLIAM STREET	GREENFIELD STREET	LEMOYNE STREET	Asphalt	S	669	26	17,402	62	342
RVFT::WLLM ST::120	WILLIAM STREET	LEMOYNE STREET	NORTH AVENUE	Asphalt	S	653	26	16,987	60	383
RVFT::WLLM ST::20	WILLIAM STREET	GARDEN STREET	LAKE STREET	Asphalt	S	254	26	6,599	79	464
RVFT::WLLM ST::30	WILLIAM STREET	LAKE STREET	HOLLY COURT	Asphalt	S	411	26	10,677	80	195
RVFT::WLLM ST::40	WILLIAM STREET	HOLLY COURT	QUICK AVENUE	Asphalt	S	407	26	10,587	78	249
RVFT::WLLM ST::50	WILLIAM STREET	QUICK AVENUE	OAK AVENUE	Asphalt	S	503	26	13,084	80	314
RVFT::WLLM ST::60	WILLIAM STREET	OAK AVENUE	CHICAGO AVENUE	Asphalt	S	761	26	19,787	93	269
RVFT::WLLM ST::70	WILLIAM STREET	CHICAGO AVENUE	IOWA STREET	Asphalt	S	658	26	17,111	54	314
RVFT::WLLM ST::80	WILLIAM STREET	IOWA STREET	AUGUSTA STREET	Asphalt	S	671	26	17,452	42	258

Pavement ID	Road Name	From	To	Surface	Rank	Length (FT)	Width (FT)	Area (SF)	PCI	IRI
RVFT::WLLM ST::90	WILLIAM STREET	DIVISION STREET	BERKSHIRE STREET	Asphalt	S	680	26	17,668	83	251
RVFT::WSHTN BLVD::10	WASHINGTON BOULEVARD	WASHINGTON BOULEVARD	THATCHER AVENUE	Asphalt	P	1,180	50	58,985	82	208
RVFT::WSHTN BLVD::20	WASHINGTON BOULEVARD	THATCHER AVENUE	GALE AVENUE	Asphalt	P	466	40	18,632	78	144
RVFT::WSHTN BLVD::30	WASHINGTON BOULEVARD	GALE AVENUE	KEYSTONE AVENUE	Asphalt	P	440	40	17,587	82	148
RVFT::WSHTN BLVD::40	WASHINGTON BOULEVARD	KEYSTONE AVENUE	FOREST AVENUE	Asphalt	P	396	40	15,846	79	183
RVFT::WSHTN BLVD::50	WASHINGTON BOULEVARD	FOREST AVENUE	PARK AVENUE	Asphalt	P	490	40	19,586	73	165
RVFT::WSHTN BLVD::60	WASHINGTON BOULEVARD	PARK AVENUE	FRANKLIN AVENUE	Asphalt	P	441	40	17,658	80	183
RVFT::WSHTN BLVD::70	WASHINGTON BOULEVARD	FRANKLIN AVENUE	ASHLAND AVENUE	Asphalt	P	439	40	17,547	82	248
RVFT::WSHTN BLVD::80	WASHINGTON BOULEVARD	ASHLAND AVENUE	LATHROP AVENUE	Asphalt	P	439	40	17,551	85	211