



Pavement Data Collection and Pavement Management System Implementation for Will County

Prepared for
Will County, Illinois
In Association with
Chicago Metropolitan Agency for Planning

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1. INTRODUCTION

1.1 Background

Chicago Metropolitan Agency for Planning (CMAP) selected the ARA team to develop pavement management plans for a selected number of local agencies from the CMAP region, including additional data collection for non-Federal Aid routes. The pavement management plans will provide participating local agencies with a document that describes the importance and types of pavement preservation, the current condition of pavement network, scenarios evaluating the cost to meet different network-level pavement conditions, and a recommended capital plan based on the selected pavement condition/spending scenario. The pavement management plan includes summary tables, charts, graphics, and maps depicting current pavement conditions and forecasted pavement conditions under different scenarios. CMAP staff managed the development of the pavement management plans in conjunction with Will County.

As part of this project, ARA has evaluated the current condition of Will County's roadway pavement network, implemented pavement management system (PMS) using PAVER™ software, forecasted condition, generated budget scenario, and recommended future maintenance and rehabilitation (M&R) plans.

1.2 Project Kick-off and Records Review

The ARA team met with the Will County and CMAP representatives for a project kick-off meeting on July 3, 2018. Based on the kick-off meeting and documents provided by the County and CMAP, pavement data was collected on September 9-11, 2018 and November 7, 2018. The GIS shapefile was provided by CMAP and was used as the base map for the field data collection. Will County provided roadway network segmentation which was the primary source of roadway inventory for the pavement management database. The County responded with valuable information to the questionnaire that ARA developed for an understanding of the PMS inputs available from the County and any specific project requirements. The County also provided other pavement related attributes such as length, width, presence of curb and sidewalk, functional class, resurfacing year, crack seal application year, and rejuvenator application year. In addition, the County provided the work activities performed in 2019 and their annual M&R budget from 2019 through 2023 to plan future activities. The following documents were reviewed as part of this effort:

- GIS shapefile for the local agency (CMAP)
- Pavement information spreadsheet (Will County)
- Network Segmentation for collection (CMAP)
- Completed Questionnaire (Will County)
- Review of network segmentation for PMS implementation (Will County)

1.3 Network Segmentation

The Will County manages approximately 255.5 miles of roadway pavements, consisting primarily of asphalt pavements. The pavement network was divided into 165 sections based on the feedback provided by the County. Figure 1 shows the network segmentation that was approved by the County.

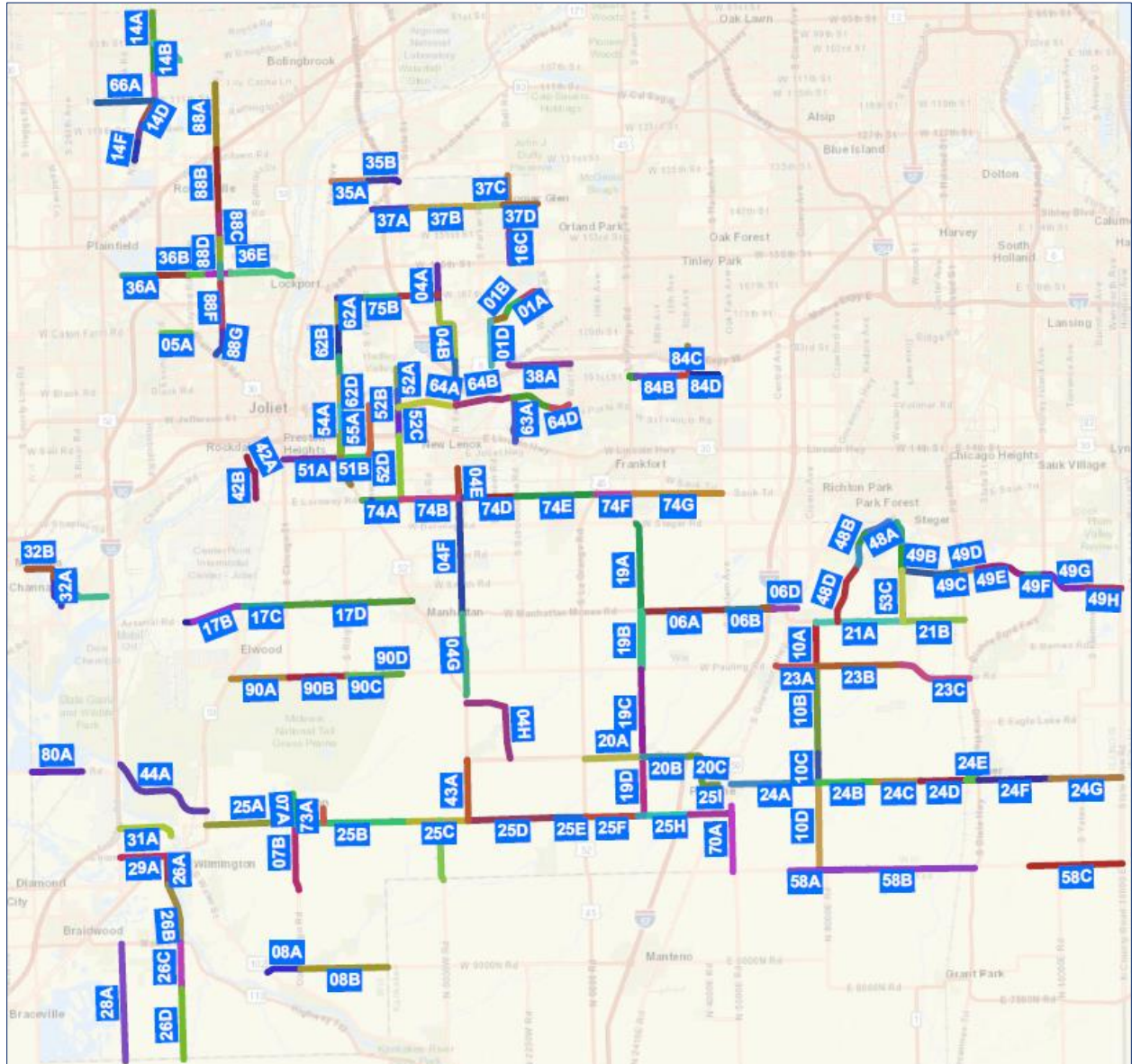


Figure 1. Pavement network segmentation of Will County (numbers represent Will County highway).

1.4 Traffic Data

Average daily traffic (ADT) data for the Will County network was obtained from the Illinois Department of Transportation (IDOT) transportation management system (<http://www.gettingaroundillinois.com/gai.htm?mt=aadt>). Table 1 shows traffic data based on the

traffic volume category of the streets. Traffic volumes range from 250 to 34,500 vehicles per day. Figure 2 shows the annual average daily traffic (AADT) data for the individual pavement sections.

Table 1. Summary of Will County traffic data.

Traffic Category	AADT Range	Length (mile)	Maximum AADT	Minimum AADT
I	AADT < 1,500	45.3	1,400	250
II	1,500 < AADT < 4,000	65.7	3,800	1,500
III	4,000 < AADT < 7,000	40.4	6,600	4,000
IV	7,000 > AADT	102.2	35,400	7,050

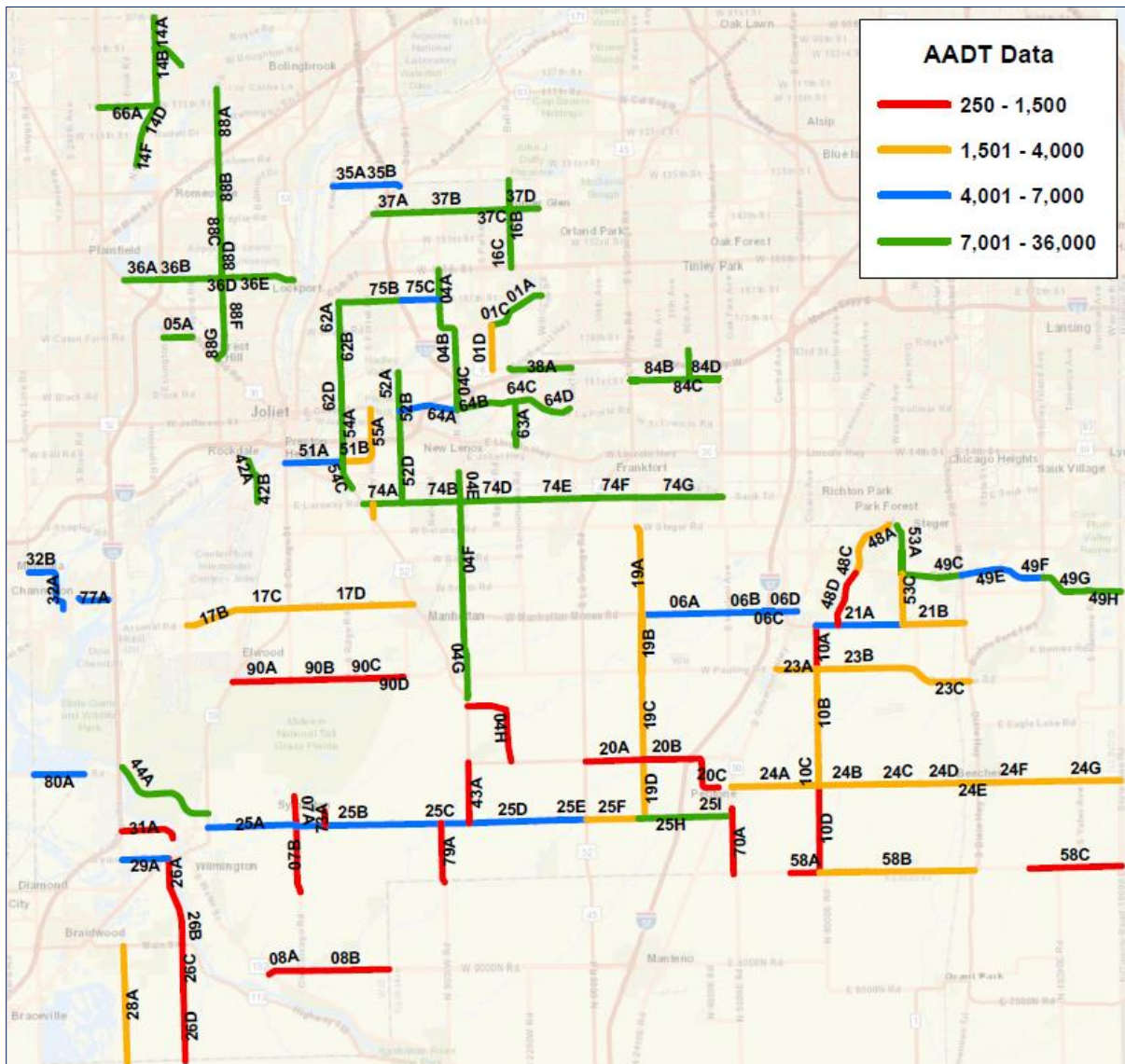


Figure 2. Will County’s annual average daily traffic data (numbers represent Will County highway).

2. FIELD DATA COLLECTION AND ASSESSMENT

2.1 Digital Survey Vehicle (DSV)

ARA collected geo-referenced images of the entire Will County roadway network using the DSV on September 9-11, 2018 and November 7, 2018. ARA's DSV equipped with the Laser Crack Measurement System (LCMS), shown in Figure 3, captures images at 20-ft intervals. Each image is linearly referenced with the DSV's onboard distance measuring instrument (DMI) and associated global positioning system (GPS) coordinates. For two-lane County highways, ARA collected images in a single direction. In four-lane pavement sections, data was collected in the outermost lane in both directions.



Figure 3. ARA's laser crack measurement system.

The LCMS captures enhanced right-of-way images using a 360° camera system. The images were used to assess the surface condition of the pavement using the Pavement Condition Index (PCI) methodology in accordance with ASTM D6433. In addition to the images, sensor data was collected including the International Roughness Index (IRI) and rutting for all the segments. The weighted average IRI value of Will County network is 112 inch/mile, which indicates the network is in 'marginal' condition in terms of pavement roughness (see Appendix A for full scale of IRI values).

2.2 Pavement Condition Index Procedure

The pavement condition index (PCI) is a measurement of pavement condition which ranges from 0 to 100. This is an industry standard defined in ASTM D6433. The PCI value and corresponding pavement condition rating are shown in Figure 4. A newly constructed pavement will have a PCI of 100 whereas a failed pavement will have a PCI of 10 or less. After the construction of pavements, the condition of pavement starts deteriorating with time due to traffic loads and volumes, climate, construction materials, and age. Examples of common traffic load related distresses are fatigue cracking, corner break, etc. whereas block cracking, longitudinal and transverse cracking, etc. are climate related distresses.

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

Figure 4. Pavement condition category based on PCI value.

A PCI survey allows users to compare all pavements on a common scale and provides an index for monitoring pavement deterioration and treatment selection during the PMS analysis. Typically, PCI surveys are conducted foot-on-ground in the field. The modified version allows the use of digital images to perform the survey in an office environment and still provides the highest detail of distress rating.

ARA's LCMS system identifies the pavement distresses and reports the type, severity, and extent of key pavement distresses as shown in Figure 5. Some sample pavement surface images with representative PCI values are shown in Figure 6.

Ten percent of the surveyed sections were subjected to an internal quality assurance survey by an independent surveyor. After completion of the PCI calculation, visual checks were performed to ensure that the PCI values are representative of the surveyed images.

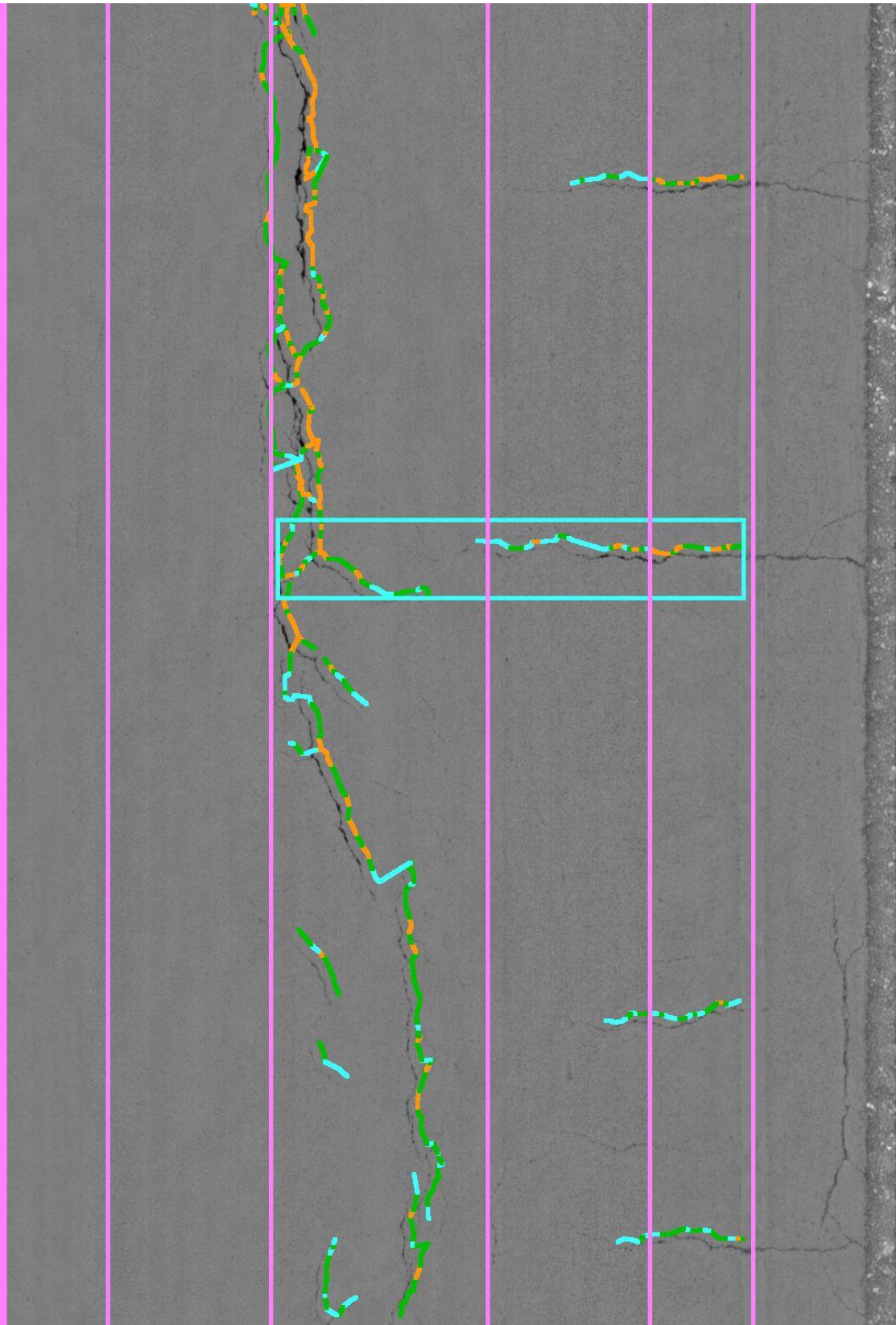


Figure 5. Pavement distress detection using LCMS system.



Figure 6. Sample pavement distress images with different PCI values.

2.3 Pavement Network and Current Condition

After performing an automated condition survey with the collected images, the inspection data was imported into the PAVER™ software. The ARA team presented the pavement condition results to the County and CMAP on October 21, 2019. Based on the October 2018 pavement condition survey, the weighted average PCI of the network is 78.8 which represents the pavement network is in satisfactory condition.

Table 2 shows the pavement condition, percent area, number of sections, and average age by pavement surface type. Figure 7 displays average pavement condition by pavement surface type. From Table 2, it can be seen that 99% of the pavement surface of Will County network is built with asphalt concrete (AC). There are eight Portland cement concrete (PCC) sections and one section with asphalt overlay over portland cement concrete (APC) in the County’s network.

Table 2. Pavement condition, percent area, and age by pavement surface type.

Surface Type	Wt. Avg PCI	Pavement Area (SqFt)	% Area	Number of Sections	Wt. Avg Age
Asphalt Concrete (AC)	78.5	36,051,625	98.5	156	6.0
Asphalt Over PCC (APC)	100.0	82,129	0.2	1	6.0
Portland Cement Concrete (PCC)	94.4	465,585	1.3	8	7.0

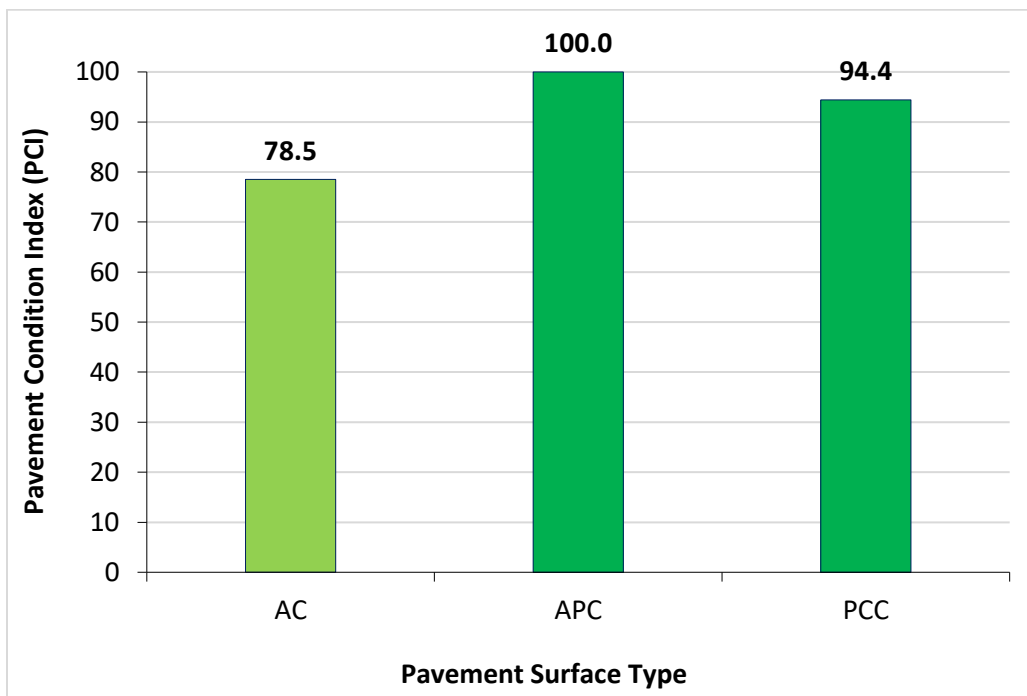


Figure 7. Average pavement condition by pavement surface type.

The pavement sections with category I traffic are in good condition with an average PCI value of 85.3. The traffic category II, III, and IV pavement sections which comprise 208.3 miles of the network are in

satisfactory condition with an average PCI value of 76.9, 75.7, and 78.5, respectively. The current pavement condition based on the traffic volume category can be summarized as shown in Table 3. Figure 8 shows the distribution of network pavement areas based on pavement current conditions.

Table 3. Pavement traffic volume category and current PCI.

Traffic Category	AADT Range	Length, mile	Wt. Avg. PCI
I	AADT < 1,500	45.3	85.3
II	1,500 < AADT < 4,000	65.7	76.9
III	4,000 < AADT < 7,000	40.4	75.7
IV	7,000 > AADT	100.6	78.2

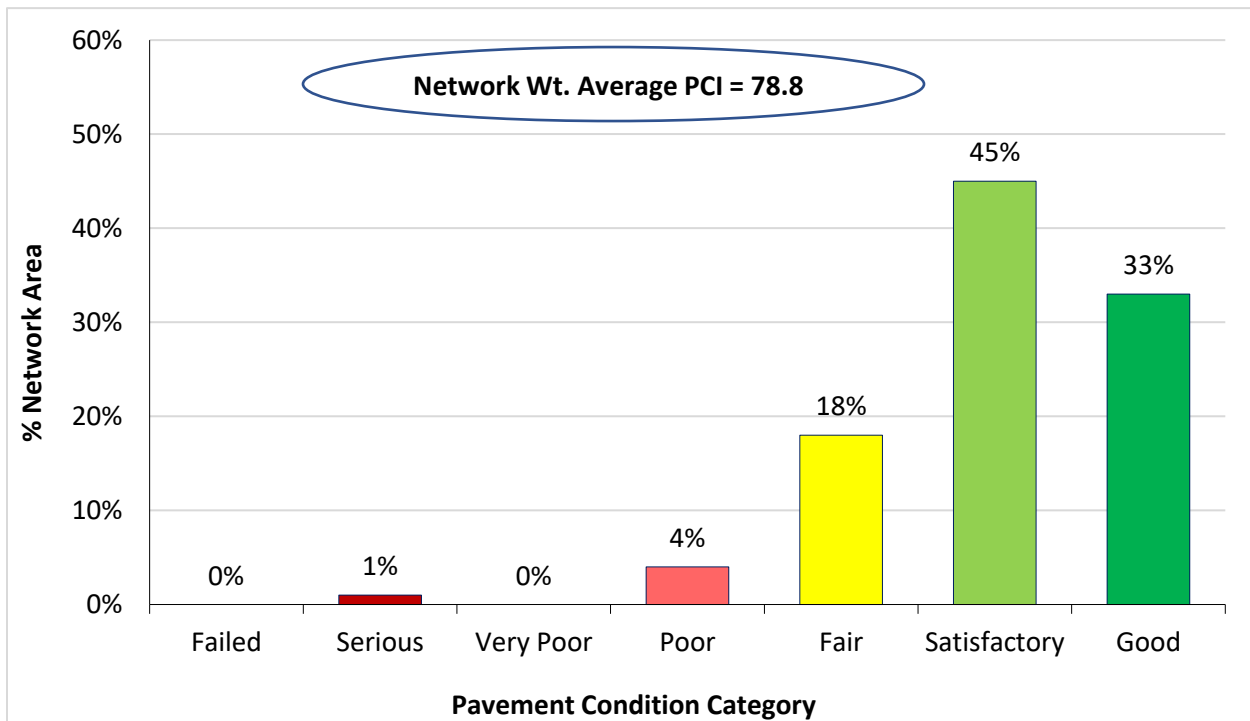


Figure 8. Distribution of network pavement area based on pavement condition.

In Figure 8, it can be observed that about 1% of the network pavement area is in ‘serious’ condition. About 4% of the pavement area is in poor condition. It can also be seen that about 18% of the network is in ‘fair’ condition whereas about 78% of the network is in ‘satisfactory’ and ‘good’ condition. Figure 9 displays the percent (area weighted) of a traffic volume category-based current pavement condition distributions.

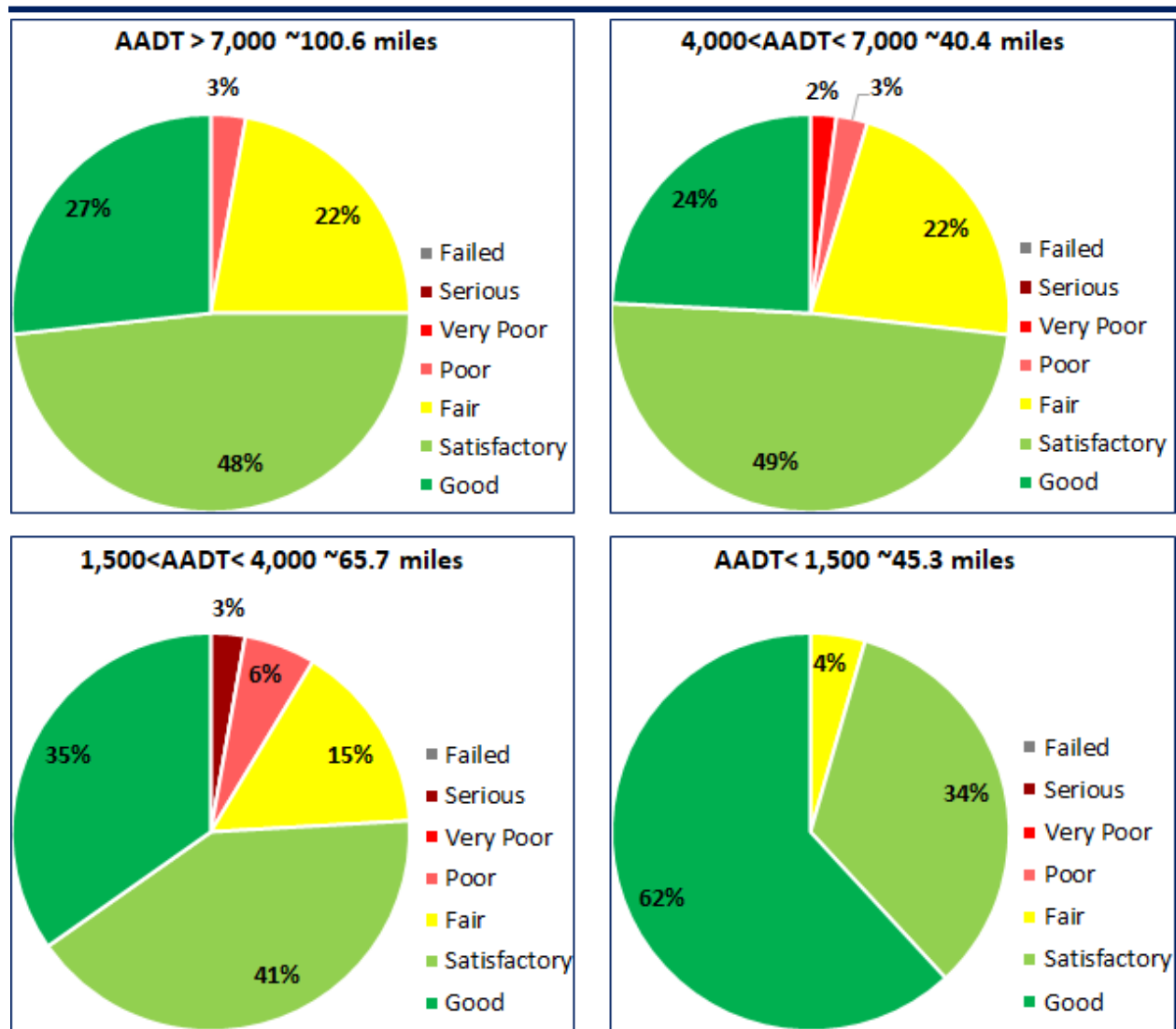


Figure 9. Pavement condition displaying percent area of the traffic volume category.

Figure 10 shows the pavement condition rating category for the Will County pavement sections. From Figure 10, it can be seen that major roads with more than 20,000 AADT such as part of Weber Road, Plainfield-Naperville Road, and part of 191st Street are in ‘satisfactory’ or ‘good’ condition whereas part of 191st Street is in ‘poor’ condition.

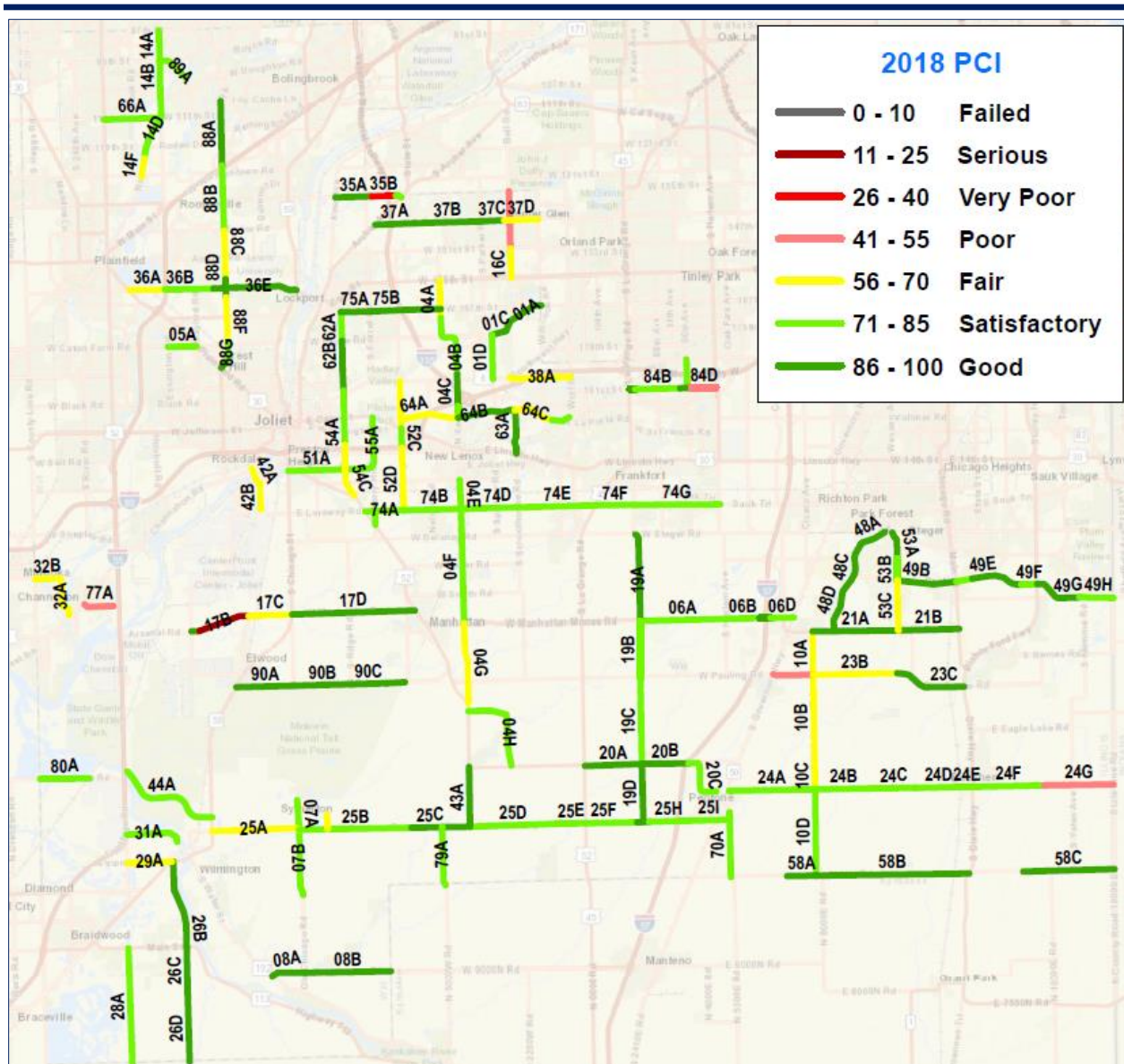


Figure 10. Will County’s current pavement condition ratings (numbers represent Will County highway).

Figure 11 shows the distribution of network pavement area based on pavement current condition and average pavement condition based on functional class, respectively.

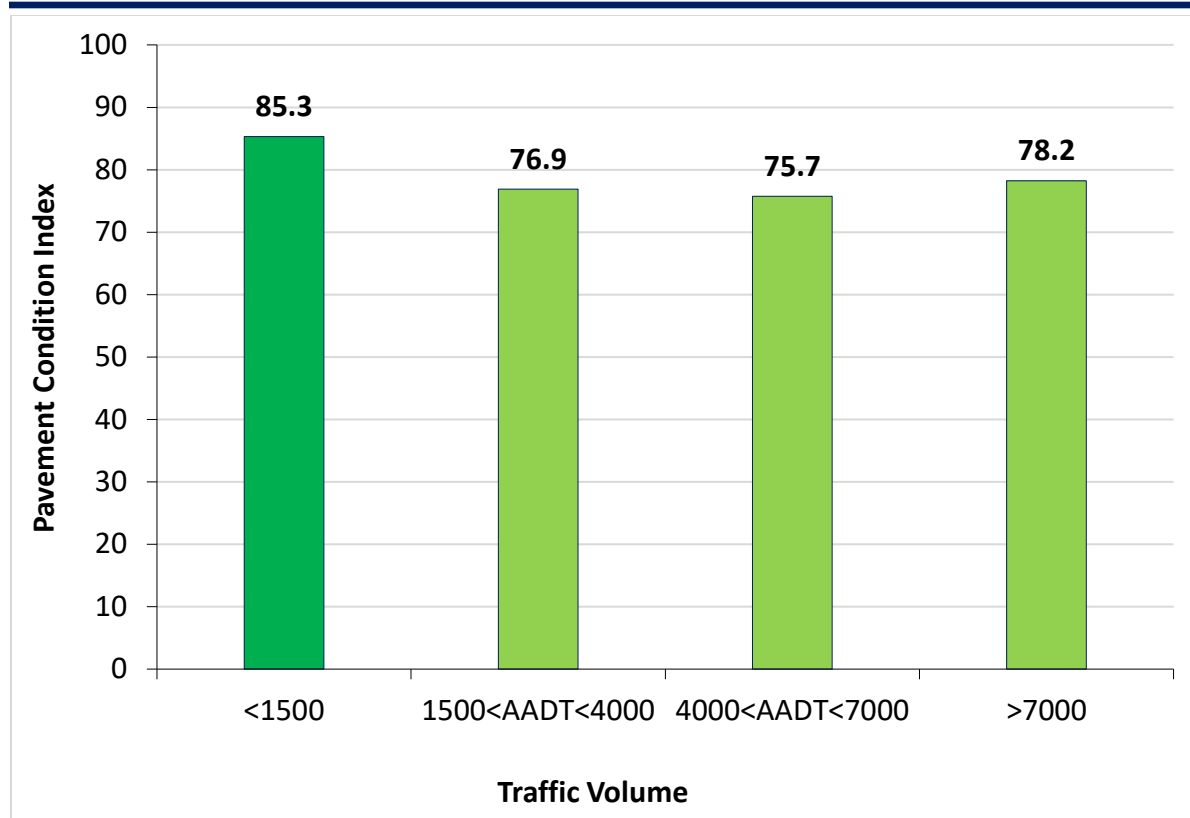


Figure 11. Weighted average pavement condition index (PCI) based on traffic volume.

3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

While presenting the pavement condition data to the Will County and CMAP, the ARA team discussed the scope of PMS analysis October 21, 2019. ARA team discussed pavement performance models, treatment matrix, unit costs, and consequences of several funding scenarios. Based on the County’s feedback on PMS analysis, the ARA team completed the PMS analysis and results are presented in this section.

ARA used PAVER™ pavement management software to implement a pavement management system (PMS) for Will County. PAVER™ provides pavement management capabilities to (a) develop and organize the pavement inventory, (b) assess the current condition of pavements, (c) develop models to predict future conditions, (d) report on past and future pavement performance, (e) develop scenarios for M&R based on budget or condition requirements, and (f) plan projects.

3.1 PAVER™ Pavement Management System Overview

Figure 12 shows the various modules of the PAVER™ software which includes:

- Inventory — The inventory module is designed based on a hierarchical structure including network, branch, and sections where a section is the smallest pavement unit managed by the agency. This structure allows users to easily organize their inventory while providing numerous fields and levels for storing pavement data.
- Work History — Similar to the inventory module, the work history module also follows the hierarchical structure. To updated a pavement section’s attribute or work history, it is required to have the network, branch, and section information.
- Inspection — In the inspection module, pavement can be surveyed manually or the automated survey data can be imported and modified, and finally PCI is being calculated.
- PCI Family Model— The PCI family model module is used to create pavement performance models. Basically, it uses historical pavement condition and age data.
- Condition Analysis — The condition analysis module is used to analyze or predict the condition of the entire or part of the network. This feature reports past conditions based on prior interpolated values between previous inspections and projected conditions based on prediction models.
- M&R Family Models — M&R Family Models module is used to select treatment, treatment consequences, unit costs, and treatment matrix.
- M&R Working Plans — M&R working plans module allows creating multi-year network and project level M&R planning, scheduling, and budgeting. This module allows the users to create consequence of current funding level and generates funding scenarios for targeted PCI, backlog eliminations, etc.
- Reports — This module facilitates the generation of summary charts, latest condition maps, and user-defined reports. The users can pick and choose the attributes fields to create a report.

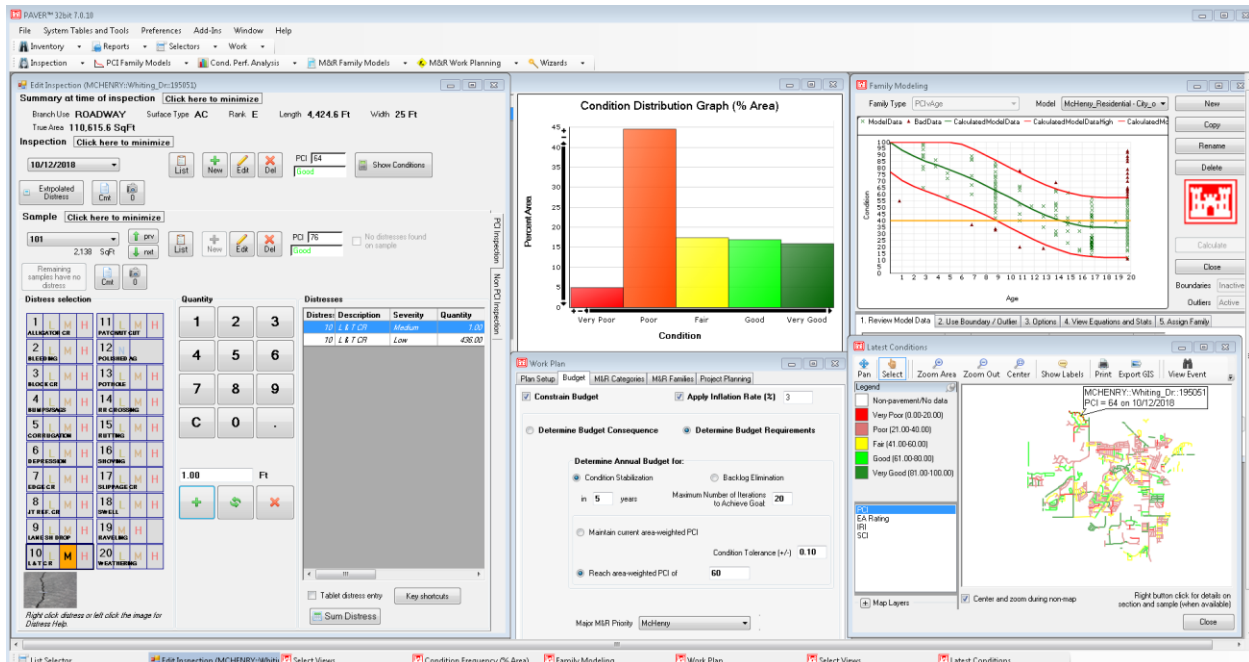


Figure 12. An overview of PAVER™.

3.2 Pavement Performance Model

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

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

Pavement performance models were created based on pavement condition Index (PCI) and Will County provided pavement surface age data, as shown in Figure 13. All pavement segments with various traffic volume categories and pavement structures were considered in this model.

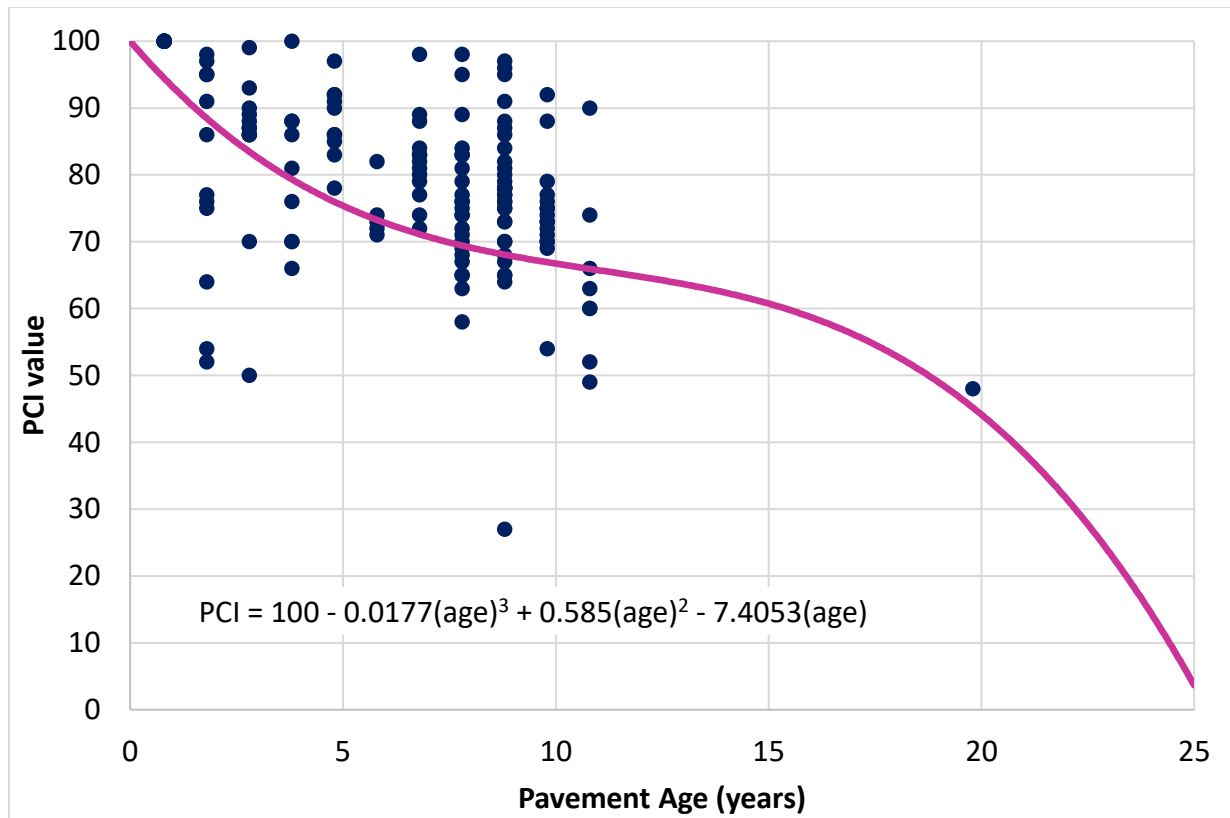


Figure 13. Pavement performance model for the asphalt pavements.

There are only eight pavement sections in the Will County network with concrete surface. Therefore, a default pavement performance model from the PAVER™ has been used for the concrete pavement.

3.3 Treatment Matrix

Based on the pavement preservation and rehabilitation techniques currently used in Will County, and discussion with the County, ARA developed a treatment matrix that defines when a treatment will be performed based on PCI values and traffic volume category. In PAVER™, critical PCI is defined as the PCI value at which the rate of PCI loss increases with time and the cost of applying localized preventive maintenance increases significantly. For Will County, a PCI value of 60 has been selected as critical PCI value. The M&R Family Assignment Tool is used to designate sections to receive specific M&R work, including:

- Localized Stopgap
- Localized Preventative, and
- Major M&R

The *Localized Stopgap* (PCI<Critical) option is used to indicate the use of Safety M&R policies, which allows PAVER™ to plan localized stopgap M&R work (pothole filling, etc.) on areas where the PCI is below the critical level. The *Localized Preventative* M&R (PCI>= Critical) option allows PAVER™ to plan M&R work in localized areas where the PCI is above critical. In this option, life-extending credit, in years, can be given to any localized preventative work. Applying any preventative work where the PCI is still above critical will save money and improve the pavements' life. The *Major M&R* option allows PAVER™ to plan any overlay or other major work where the resulting pavement has a PCI of 100.

Table 4. Treatment matrix for Will County pavements.

PCI Value	PCI Rating	Traffic		
		Low (AADT≤4,000)	Medium (4,000<AADT≤7,000)	High (AADT>7,000)
85-100	Good	Crack Seal		
70-85	Satisfactory			
60-70	Fair	Crack Seal and Distress Repair		
55-60	Fair	1.5" Mill and Overlay	2" Mill and Overlay	
40-55	Poor	1.5" Mill and Overlay	2" Mill and Overlay	
25-40	Very Poor	2.25" Mill and Overlay	2.5" Mill and Overlay	
10-25	Serious	3" Mill and Overlay	4" Mill and Overlay	
0-10	Failed	Reconstruction		

As observed from Table 4, pavement sections with PCI greater than the critical PCI (60) are selected for localized preventive treatment such as crack sealing or patching. Sections with PCI values less than critical PCI are assigned to stopgap policies related M&R works such as patching and repair. For major M&R, 1.5-inch mill and overlay and reconstruction are considered for the pavements with less than 4,000 AADT. However, 2-inch, 2.5-inch, and 4-inch mill and overlay options were planned for the pavements with more than 4,000 AADT.

3.4 Unit Costs

Will County provided the unit cost of 1.5-inch mill and overlay. For the other treatments, ARA determined the typical unit costs for each M&R item, listed in Table 5, based on ARA's experience with agencies in the Chicagoland area. These costs were discussed with the County during the meeting on June 4, 2019. Costs were determined based on a square foot or linear foot basis. The unit costs used for PAVER™ analysis for 2019, are shown in Table 5. To run the PMS analysis in the future, the unit costs can be updated based on the available unit price of materials and construction in Will County area.

Table 5. Treatment unit costs for Will County.

Code	Treatment Name	Cost	Units
NONE	No Localized M & R	\$0.00	SqFt
CS-AC	Crack Sealing - AC	\$1.50	Ft
CS-PC	Crack Sealing - PCC	\$1.50	Ft
GR-PP	Grinding (Localized)	\$4.00	Ft
PA-AD	Patching - AC Deep	\$14.00	SqFt
PA-AL	Patching - AC Leveling	\$1.20	SqFt
PA-AS	Patching - AC Shallow	\$7.00	SqFt
PA-PF	Patching - PCC Full Depth	\$25.00	SqFt
PA-PP	Patching - PCC Partial Depth	\$11.00	SqFt
SL-PC	Slab Replacement - PCC	\$25.00	SqFt
CR-AC	Complete Reconstruction - AC	\$6.50	SqFt
CR-PC	Complete Reconstruction - PCC	\$17.50	SqFt
CM-OL-1.5	1.5 in Cold Mill & Overlay	\$1.09	SqFt
CM-OL-2.0	2.0 in Cold Mill & Overlay	\$1.45	SqFt
CM-OL-2.25	2.25 in Cold Mill & Overlay	\$1.64	SqFt
CM-OL-2.5	2.5 in Cold Mill & Overlay	\$1.82	SqFt
CM-OL-3.0	3.0 in Cold Mill & Overlay	\$2.18	SqFt
CM-OL-4.0	4.0 in Cold Mill & Overlay	\$2.91	SqFt

4. MAINTENANCE AND REHABILITATION ANALYSIS

Maintenance and rehabilitation (M&R) analysis can be performed in PAVER™ to generate an optimized work plan by assuming an annual funding level or specifying a target PCI.

For Will County, the M&R funding analyses were based on the roadway inventory approved by the County, unit costs discussed with the County and the County's existing Major M&R policies. An inflation rate of 3% was used for all analyses. PCI family curves were developed based on existing pavement age and collected condition data. The critical PCI value was assumed to be 60 for both asphalt and concrete pavements. The critical PCI value represents the condition at or below which Major M&R is recommended. The following five-year M&R funding scenarios, in order of highest cost option to lowest cost option, were evaluated on the County's pavements:

- Eliminate backlogs (Pavements in fair or better condition)
- Maintain current condition
- Keep funding level current (\$29 M/year)
- Do nothing (\$0/year)

4.1 Funding Scenario Results

Using the M&R Working Plans module and based on the recommendation, the funding level scenarios were generated for a five-year period for only major M&R activities. For the current funding level (\$29M/year), it was assumed that \$6.0M/year would be allocated for stopgap and localized preventive distress maintenance, whereas \$23.0M/year would be spent for major M&R activities. The budget includes costs for installation and maintaining traffic signals, drainage, sidewalks, pavement markings and other right-of-way assets. Figure 14 displays the effect of different funding levels on the average pavement condition of Will County network.

Although the current funding level for the major M&R was set to \$23M/year, the actual spending on average is about \$2.0M/year based on the current condition of the network, provided unit costs, critical PCI, and treatment matrix. Moreover, this major M&R budget does not include localized M&R, which has been discussed in Section 4.2. Because of the current condition of the network, there is minimal required rehabilitation work during 2020-2024. However, about 61% of the network will be in fair condition in 2024 based on current spending, which will likely result in higher rehabilitation needs network-wide post 2024.

Table 6 and Figure 14 show the predicted PCI with the different funding scenarios. From Figure 14, it can be seen that the current funding level is sufficient to eliminate backlogs over the next five years. Providing budget to eliminate backlogs results in an average PCI value of 72.2 after five years, while not spending any funds on the M&R program will deteriorate the network to an average PCI of 63.2 after five years.

At the time of pavement data collection, the network average PCI was 78.8. However, as of Feb 28, 2020, the current condition of the network would be 73.8 based on the pavement performance model. Therefore, the 'maintain current condition' scenario showing the budgets and predicted PCI's over the next five years based on the current PCI value of 73.8.

It can be seen that both 'eliminate backlog' and 'maintain current condition' scenarios are generating same budget and PCI over the next five years; therefore, 'green' and 'orange' lines are overlapped.

Table 6. Predicted PCI based on budget scenarios.

Year	Eliminate Backlogs	Maintain Current Condition	Current Funding	Do Nothing
2020	76.7	76.6	77.5	74.0
2021	74.7	74.7	75.3	70.8
2022	73.1	73.1	73.7	68.1
2023	72.4	72.4	72.3	65.6
2024	72.2	72.2	72.1	63.2

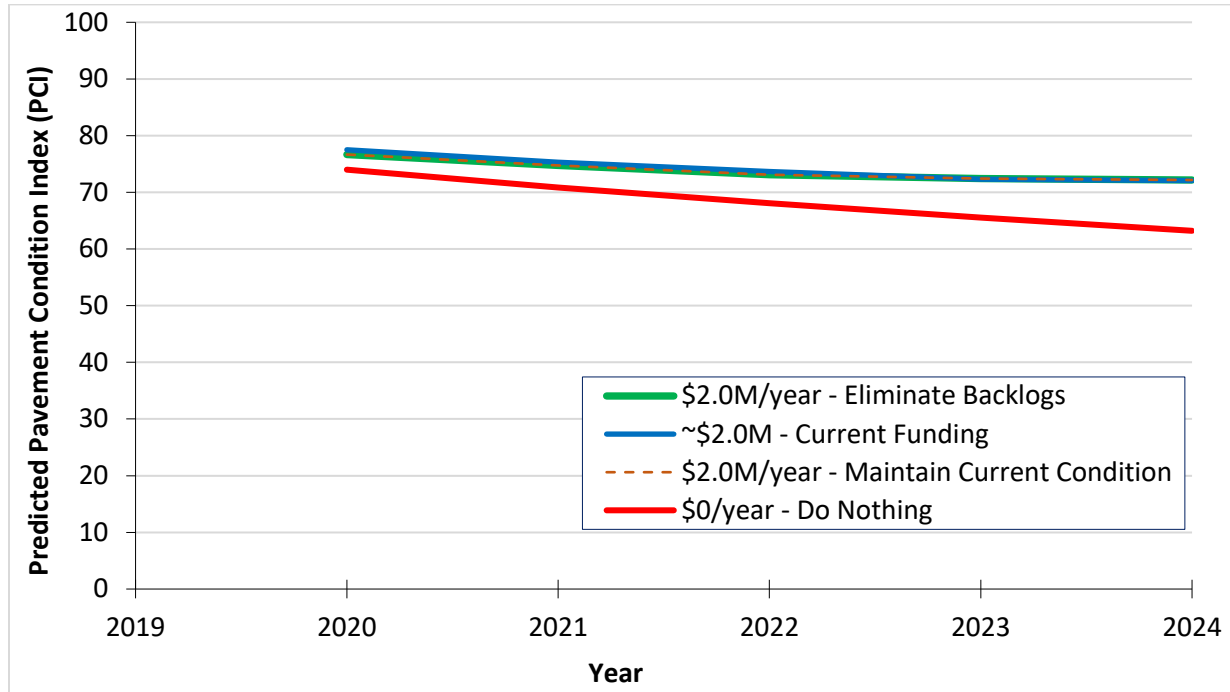


Figure 14. Effect of funding levels on County’s pavement condition.

Table 7 and Figure 15 show the amount of funding required for the funding scenarios. To eliminate backlogs, it is required to invest about \$10M for the major M&R over the next five years.

Table 7. Required funding for the different funding scenarios.

Year	Eliminate Backlogs	Maintain Current Condition	Current Funding	Do Nothing
2020	\$2,587,217	\$2,587,217	\$4,404,002	-
2021	\$1,838,576	\$1,838,576	\$1,119,571	-
2022	\$1,258,263	\$1,258,263	\$1,258,263	-
2023	\$2,667,371	\$2,667,371	\$1,022,473	-
2024	\$1,614,308	\$1,614,308	\$1,614,308	-
Total	\$9,965,735	\$9,965,735	\$9,418,616	-

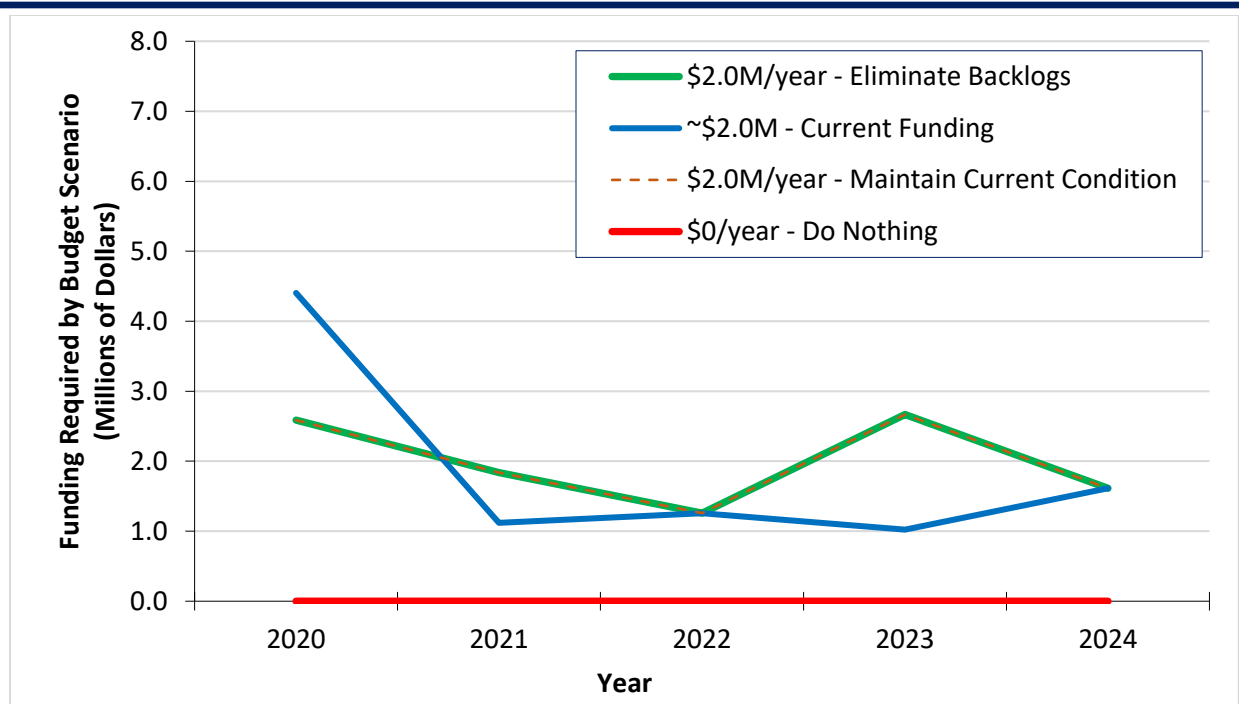


Figure 15. Required funding per year based on funding scenarios.

Table 8 and Figure 16 show the total unfunded amount per year based on the funding scenarios. It can be seen that there will be no funded budget with the current funding level whereas do nothing plan would generate the unfunded budget to the amount of \$15.3M in 2024. With the eliminate backlog plan, there will not be any unfunded budget after 2022.

Table 8. Total unfunded by year based on the funding scenarios.

Year	Eliminate Backlogs	Maintain Current Condition	Current Funding	Do Nothing
2020	\$1,816,785	\$1,816,784	-	\$4,404,002
2021	\$1,550,475	\$1,550,474	-	\$6,529,888
2022	\$1,596,989	\$1,596,988	-	\$8,533,579
2023	-	-	-	\$10,760,954
2024	-	-	-	\$15,341,857

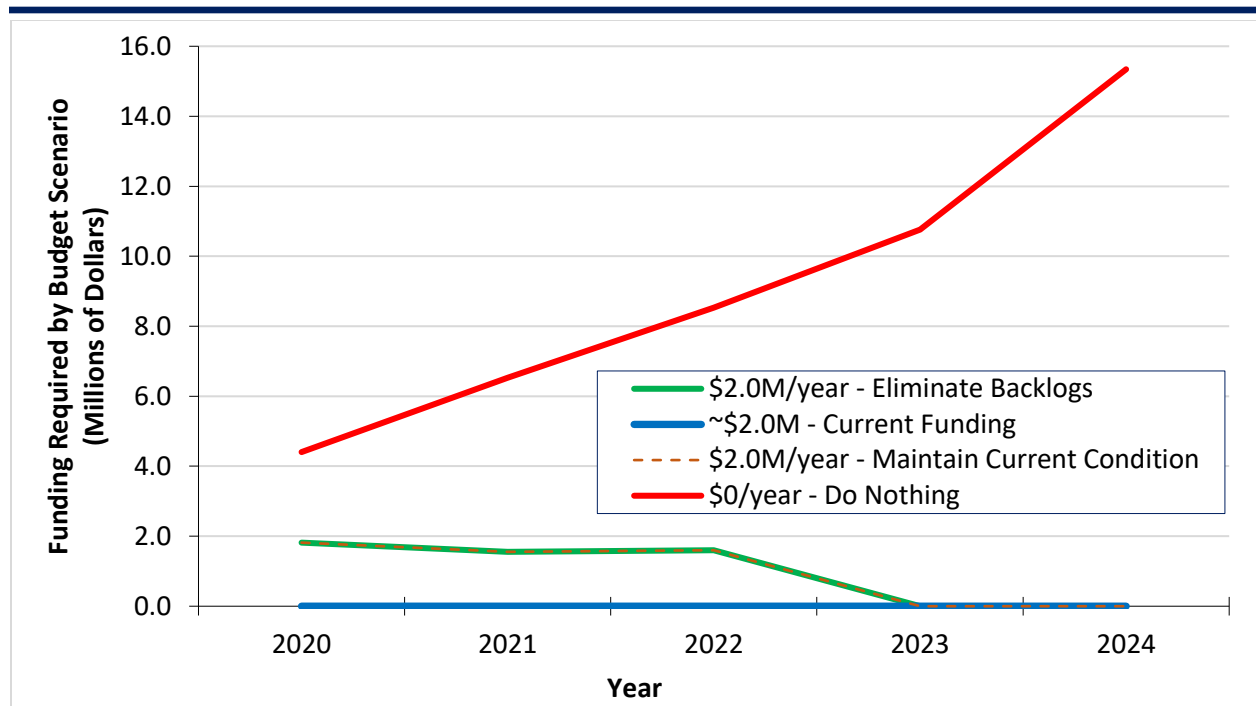


Figure 16. Total unfunded per year based on funding scenarios.

The 2019 M&R plan, 5-Year major M&R plan, and consequence of localized distress M&R plan are provided in Appendix A. Figure 17 shows the network condition distribution for the next five years with the current funding level (~\$2.0M/year).

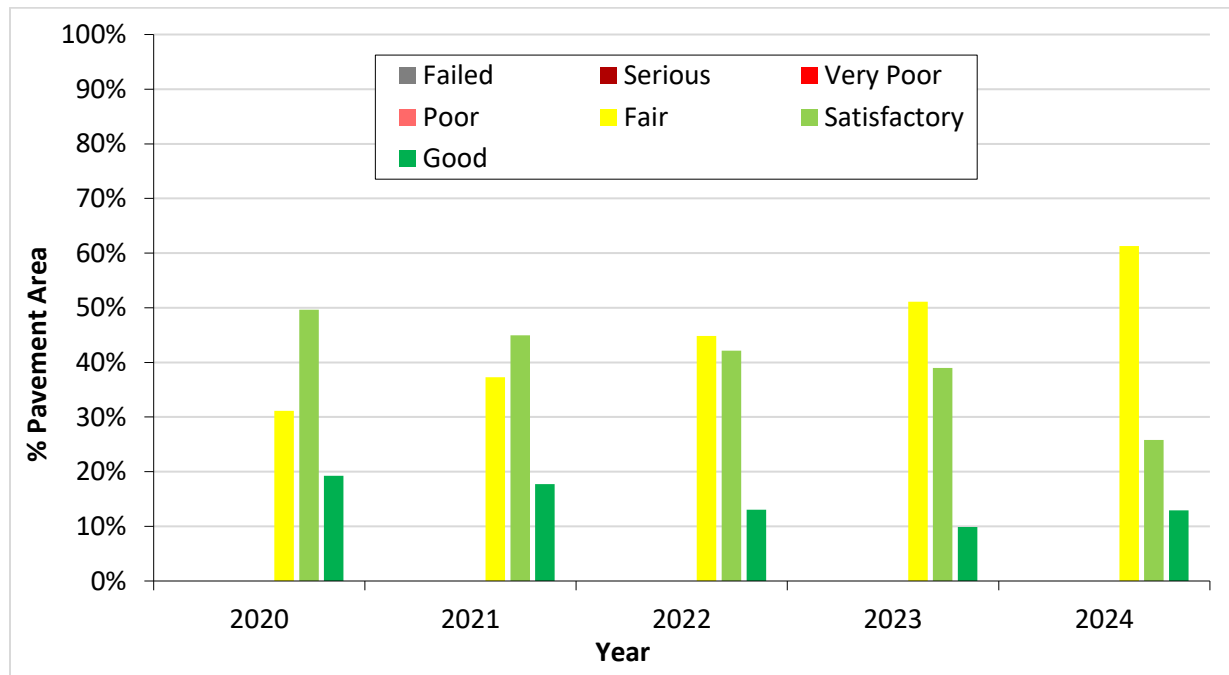


Figure 17. County’s pavement condition by year with current major M&R funding level.

Figure 8 shows that currently about 18% of the pavement network is in ‘fair’ condition, and this would keep increasing over the next five years. By 2024, about 61% network would be in fair condition.

However, the average PCI of the network is expected to be 72.1 in 2024 with the current funding level; a decrease of 6.7 PCI points from the 2018 average PCI. Moreover, with the current funding level, there will not be any pavement section in 'poor' condition by 2024.

4.2 Consequence of Local Distress Maintenance

The consequence of the Localized Distress Maintenance plan calculates the cost and resulting condition of the immediate implementation of local M&R, for the year of the most recent inspection. Table 9 shows the cost and pavement condition data of the consequence of local distress maintenance plan. Based on the 2018 pavement condition survey, preventive policy plan with preventive maintenances (crack seal, AC patching, and PCC slab replacement) estimated that the PCI of 137 sections would increase by 1.3 points with an investment of about \$5.0M in 2020. Put another way, the local M&R plan adds approximately an additional 4 months of life (based on the performance models) to about 91% of the network area. The safety policy plan with stopgap maintenance (AC patching) estimated that the PCI of another 10 sections would increase by 0.8 points. Details of the localized distress maintenance plan based on the 2018 condition survey can be found in Appendix A. Table 10 shows the amount of maintenance work required in 2020 based on the 2018 pavement condition survey.

Table 9. Details of consequence of local distress maintenance plan.

Policy	Number Sections	Policy Cost	Avg of Start PCI	Avg of End PCI
Preventive	137	\$4,950,394	79.4	80.7
Safety	10	\$56,457	47.7	48.5

Table 10. Amount of maintenance work required in 2020.

Work Description	Work Quantity	Work Units	Work Cost
Crack Sealing - AC	3,008,455.36	Ft	\$4,512,719.87
Patching - AC Shallow	40,637.77	SqFt	\$284,464.50
Patching - AC Deep	10,322.55	SqFt	\$144,515.68
Crack Sealing - PCC	318.22	Ft	\$477.34
Patching - AC Deep	4,032.71	SqFt	\$56,457.91
Patching - PCC Partial Depth	240.60	SqFt	\$2,646.57
Grinding (Localized)	84.00	Ft	\$336.00
Slab Replacement - PCC	209.39	SqFt	\$5,234.69
		Total Cost	\$5,006,852.56

5. SUMMARY AND RECOMMENDATION

5.1 Summary

Pavement management can be defined as the systematic process of maintaining pavements cost-effectively. The investment in pavement management system is rational considering pavement management not only provides a consistent and rational management method to make decisions but also helps in optimal use of funds and reduces pavement rehabilitation, which results in extended pavement life and increased credibility with stakeholders.

In this effort to implement a pavement management system for the Will County, pavement data was collected with a state-of-the-art digital survey vehicle equipped with laser crack measurement system. Pavement images were used in an automated condition survey process to assess the type, severity, and extent of the distresses. The pavement inspection data was imported to the PAVER™ software to determine the pavement condition index (PCI) and analyze the pavement network. This PAVER database provides a comprehensive inventory of pavement sections with all attributes that are required for pavement management.

Based on the October 2018 survey, the average pavement condition index (PCI) value for the Will County is about 78.8, which indicates the pavement network is in overall ‘satisfactory’ condition. Based on the County’s recommendation several five-year M&R funding analyses were performed using PAVER™ including (a) do nothing (\$0/year), (b) keep funding level current (\$23M/year), (c) maintain current condition, and (d) eliminate backlogs. It was found that no pavement section will be in ‘poor’ condition with the County’s existing funding level.

5.2 Recommendations

5.2.1 Maintain current funding

Based on the analysis, Will County would need to invest \$4.4M for major M&R and 5.0M for localized distress repair in 2020. Currently, about 18% of the network area is in ‘fair’ condition which will increase to 61% by 2024. It is recommended that the County should focus on applying routine preventive maintenance to pavement sections in ‘satisfactory’ and ‘good’ condition so that it would delay the transition to the ‘fair’ condition. Preventive maintenance activities, such as crack sealing and localized patching, can cost-effectively extend the life of a pavement. Because of the current condition of the network, there is minimal required rehabilitation work during 2020-2024. However, about 61% of the network will be in fair condition in 2024 based on current spending, which will likely result in higher rehabilitation needs network-wide post 2024.

5.2.2 Routine update of PAVER™ pavement management system

ARA recommends updating the PAVER pavement management system annually to record the major M&R, stopgap and localized preventive maintenance activities, and pavement inventory changes (i.e., section split, new roads, jurisdictional changes, etc.). Based on the yearly updates of M&R activities, the

County can perform M&R analysis with an updated funding level (if available), accounting for previous year(s) actual projects.

5.2.3 Routine pavement condition survey

For Will County, it is an excellent initiative to establish a pavement management system with the cooperation of Chicago Metropolitan Agency for Planning (CMAP). To realize the greatest benefit from this holistic effort, it is recommended that Will County continue to perform pavement condition surveys on a three to four-year cycle. The benefits of performing routine PCI surveys are many folded including:

- (a) A survey provides the current condition of the pavement network and helps to determine the effectiveness of completed M&R activities performed in the last few years,
- (b) Pavement performance models would be more accurate to predict the future condition, and
- (c) Appropriate treatment and optimal funding allocation are possible to repair localized distresses based on the survey

6. PAVEMENT PRESERVATION

Pavement preservation is a proactive method to keep pavements in good condition with lower costs. This approach includes work that is planned and performed to improve or retain the condition of the pavement in a state of good repair. Preservation activities generally do not increase the structural strength but do restore pavements' overall condition. The intended purpose of a pavement preservation program is to maintain or restore the surface characteristics of pavements and to extend service life of the pavements being managed. However, the improvements are such that there is no increase in capacity or strength but they can have a positive impact on the structural capacity by slowing deterioration. The Federal Highway Administration (FHWA) Office of Asset Management provided the following guidance regarding pavement preservation definitions in a memorandum dated September 12, 2005:

Pavement preservation represents a proactive approach to maintain our existing highways. It enables State Transportation agencies (STAs) to reduce costly, time-consuming rehabilitation and reconstruction projects and the associated traffic disruptions. With timely preservation, we can provide the traveling public with improved safety and mobility, reduced congestion, and smoother, longer-lasting pavements. This is the true goal of pavement preservation, a goal in which the FHWA, through its partnership with the States, local agencies, industry organizations, and other interested stakeholders, is committed to achieving.

The main component of pavement preservation is preventive maintenance. As defined by FHWA, preventive maintenance is a planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system (without significantly increasing the structural capacity). The general philosophy of the use of preventive maintenance treatments is to “apply the right treatment, to the right pavement, at the right time.” These practices result in an outcome of “keeping good roads in good condition.”

When activities (e.g., crack sealing, filling, application of seal coats) are placed on the pavement at the right time they are examples of preventive maintenance treatments. Preventive maintenance should be applied to pavements in good condition having significant remaining service life (RSL). It applies cost-effective treatments to the surface or near-surface of structurally sound pavements. Examples include the following:

- Asphalt crack sealing
- Chip sealing
- Concrete joint sealing
- Diamond grinding
- Dowel-bar retrofit
- Isolated, partial and/or full-depth concrete repairs to restore the functionality of the slab

Based on the pavement condition assessment results the following treatment has been selected to describe in this section:

- Bituminous-Surfaced Pavements
 - Asphalt Rejuvenator i.e. reclamite
 - This treatment can be applied globally in the Will County network at the very early stage of newly constructed pavement or after placing a new surface.
 - Crack Filling/Crack Sealing
 - Sealing/filling cracks in asphalt pavement prevent the intrusion of water into the pavement structure and decrease the deterioration of pavement conditions.
 - Chip Seals
 - Chip seals can be applied on low volume roads across the network.
- Concrete-Surfaced Pavements
 - Joint/Crack Sealing
 - Cracking sealing in concrete pavement prevents the entry of water beneath the concrete slab and helps to prevent pumping.
 - Undersealing
 - Undersealing fills the voids under the concrete slabs, thereby reducing deflections and, consequently, deflection-related distresses such as pumping or faulting
 - Load Transfer Restoration
 - Poor load transfer can lead to pumping, joint faulting, and corner breaks

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

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

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

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

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

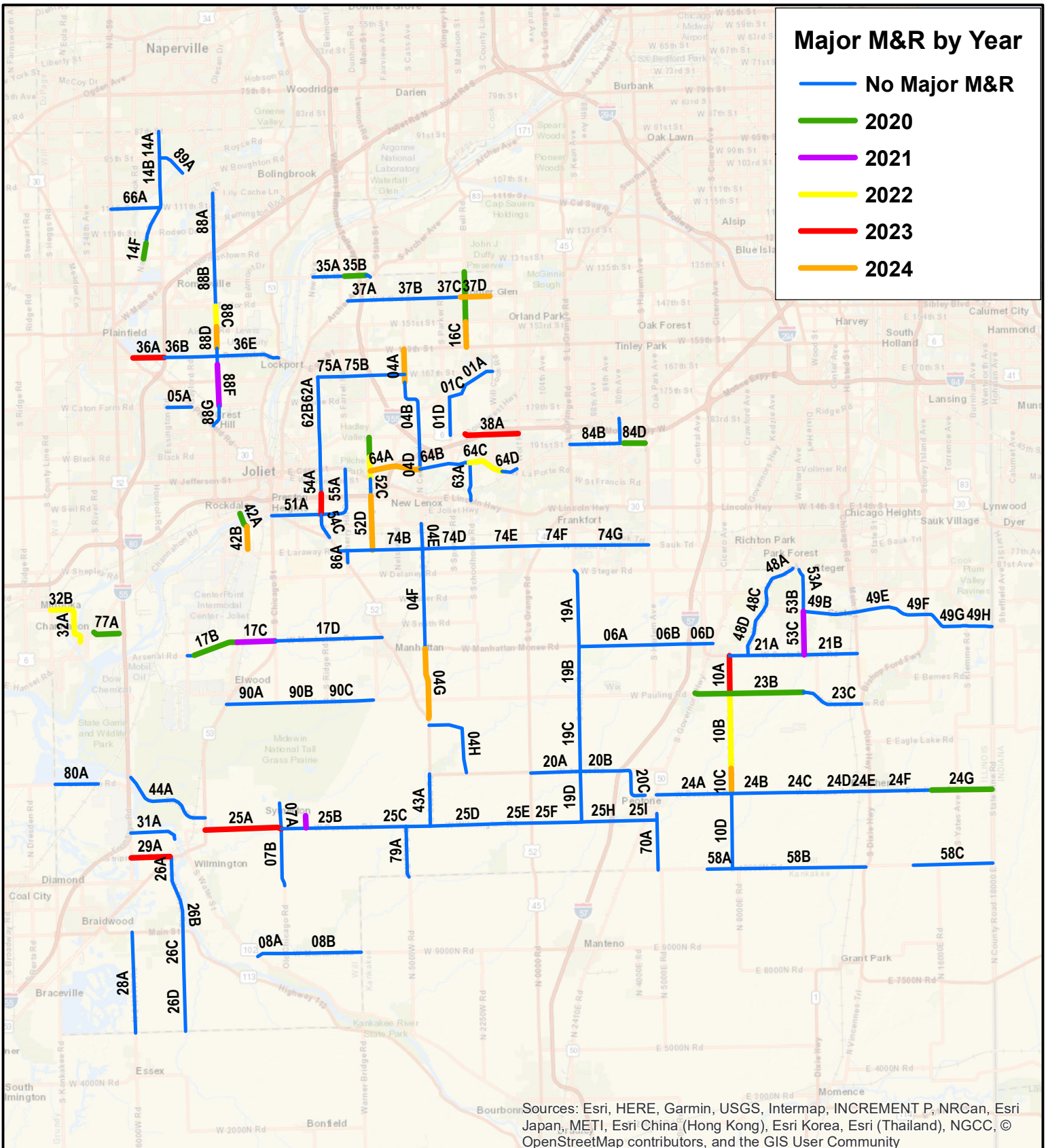
Undersealing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Undersealing is the pressure insertion of a flowable material beneath a PCC slab to fill voids between the slab and base, thereby reducing deflections and, consequently, deflection-related distresses such as pumping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

Appendix — A

1. 2020-2024 Major M&R Plan
2. Local Distress Maintenance Plan 2020 based on 2018 Survey
3. Pavement Surface Type
4. 2018 International Roughness Index (IRI)
5. List of Sections Selected for 2020-2024 Major M&R Plan
6. List of Pavement Sections with PCI and IRI values
7. Details of local distress maintenance plan

Major M&R by Year

- No Major M&R
- 2020
- 2021
- 2022
- 2023
- 2024



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



Major M&R by Year

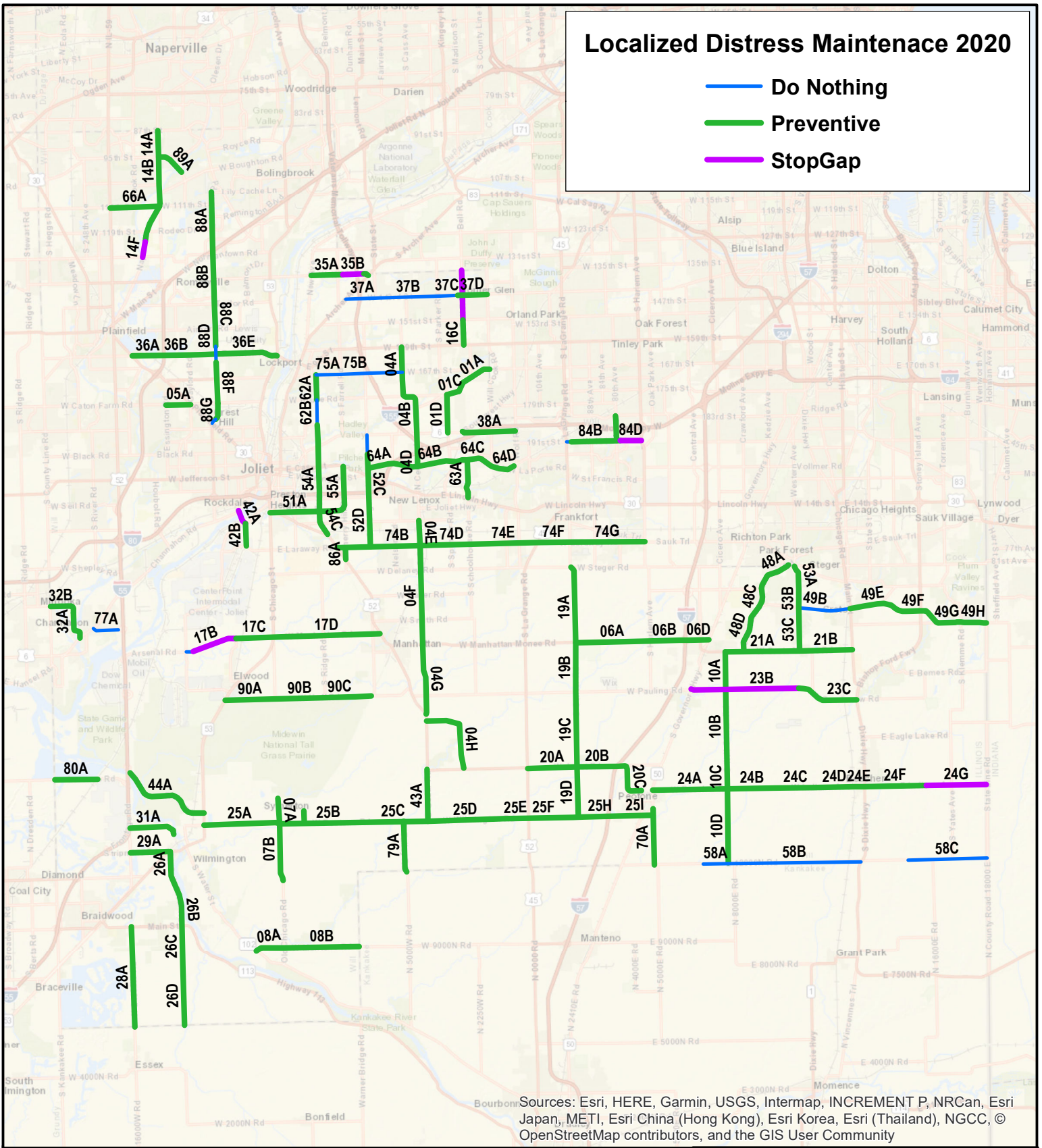
Will County, Illinois



Map # 1

Localized Distress Maintenance 2020

- Do Nothing
- Preventive
- StopGap



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

0 2.5 5 Miles

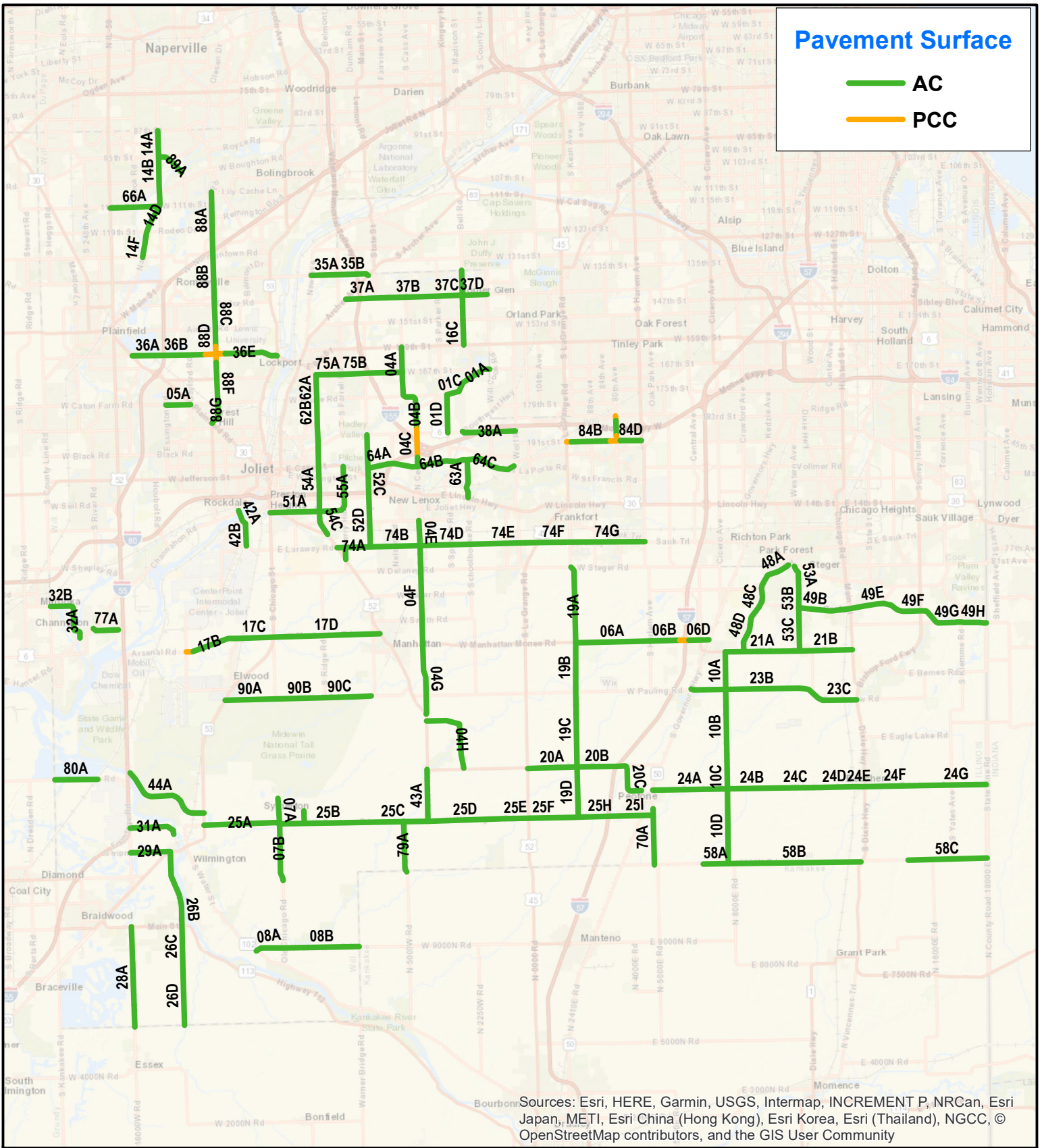


Will County, Illinois

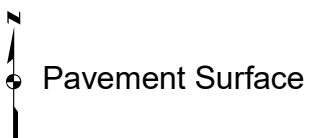
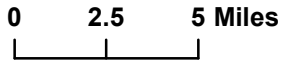


Pavement Surface

- AC
- PCC



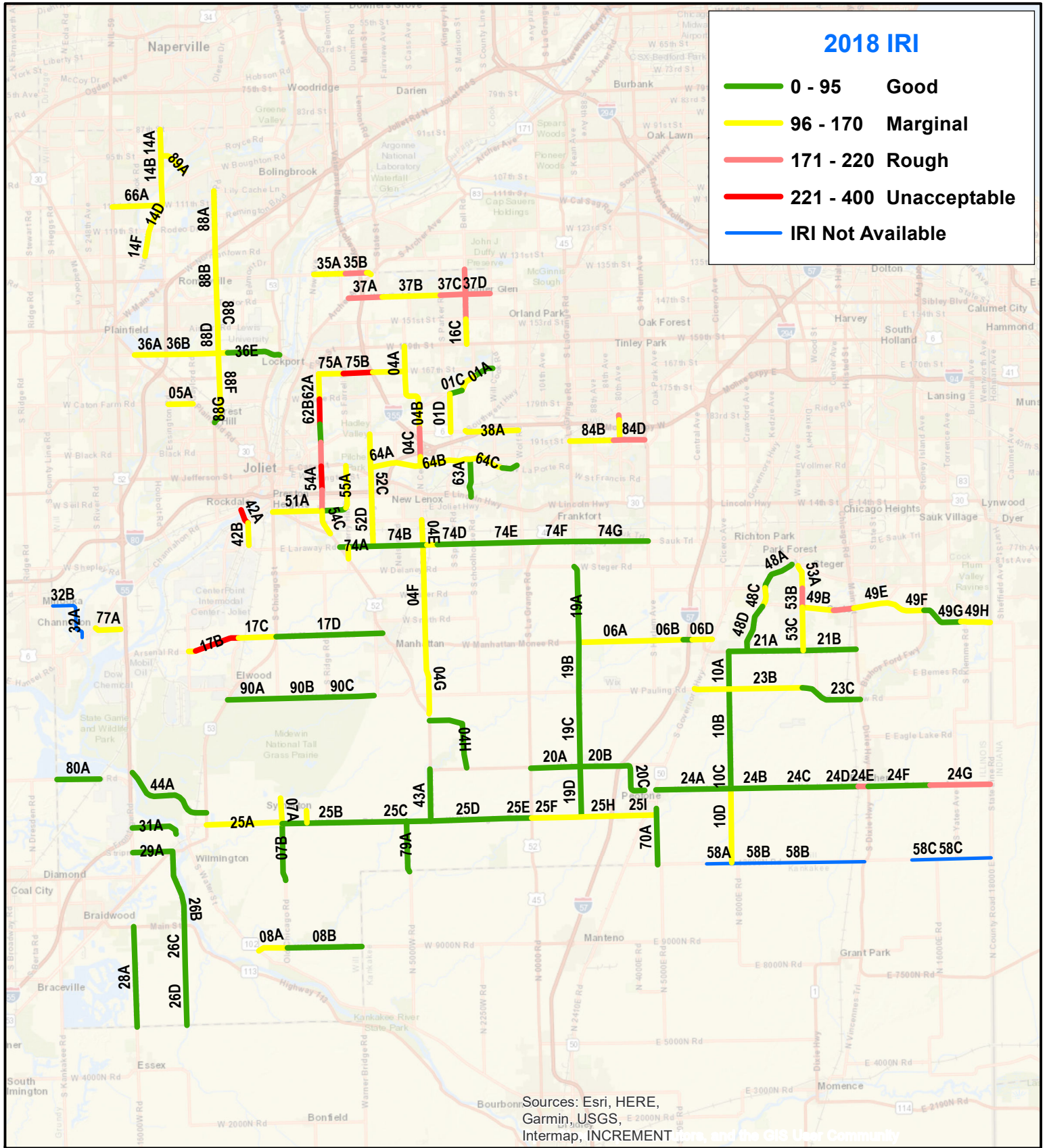
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



Will County, Illinois



Map# 3



2018 IRI

- 0 - 95 **Good**
- 96 - 170 **Marginal**
- 171 - 220 **Rough**
- 221 - 400 **Unacceptable**
- IRI Not Available

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT

0 2.5 5 Miles

IRI 2018

Will County, Illinois

Map # 4

List of Pavement Sections for 2020-2024 Major M&R

Year	Branch ID	Section ID	Length, ft	Width, ft	From	To	PCI Before	Surface Type	Cost	Work Type
2020	14	14F	3,314	24	2250 ft S of 119th St	127th St	53.14	AC	\$116,156.47	2.0 in Mill & Overlay
2020	16	16A	6,208	60	0.2 M N of Beaver Lake	143rd St	45.86	AC	\$543,953.92	2.0 in Mill & Overlay
2020	16	16B	4,361	24	143rd St	151st St	44.42	AC	\$152,869.77	2.0 in Mill & Overlay
2020	17	17B	9,649	24	700ft E Baseline Rd	Brandon Rd	7.16	AC	\$1,505,315.19	Reconstruction
2020	23	23A	7,375	24	IL Route 50	CH10	47.31	AC	\$192,875.34	1.5 in Mill & Overlay
2020	23	23B	15,535	24	CH10	Range line	58.32	AC	\$406,307.03	1.5 in Mill & Overlay
2020	24	24G	12,804	24	Stony Island	State Line Road	42.99	AC	\$334,883.35	1.5 in Mill & Overlay
2020	35	35B	4,474	24	1000ft E of Smith Rd	300ft E of Emily Ln	13.48	AC	\$311,469.52	4.0 in Mill & Overlay
2020	42	42A	3,207	24	US Route 6	Patterson Rd	58.32	AC	\$112,402.11	2.0 in Mill & Overlay
2020	52	52A	4,139	24	US Route 6	0.8mi S of US6	58.32	AC	\$145,070.64	2.0 in Mill & Overlay
2020	77	77A	5,434	24	US Route 6	West Frontage Rd	47.31	AC	\$190,475.83	2.0 in Mill & Overlay
2020	84	84D	4,476	60	425ft E 80th Ave	S Harlem Ave	41.56	AC	\$392,222.86	2.0 in Mill & Overlay
2021	17	17C	7,942	24	Brandon Rd	IL Route 53	60.71	AC	\$62,043.44	1.5 in Mill & Overlay
2021	53	53C	9,169	24	Exchange St	CH21	59.92	AC	\$247,001.89	1.5 in Mill & Overlay
2021	73	73A	2,608	24	Commercial St	Wilmington-Peotone Rd	60.71	AC	\$20,370.95	1.5 in Mill & Overlay
2021	88	88F	8,755	60	200ft N of McGilvray Dr	Caton Farm Rd	59.92	AC	\$790,154.61	2.0 in Mill & Overlay
2022	10	10B	15,806	24	Pauling Rd	Church Rd	60.22	AC	\$342,085.50	1.5 in Mill & Overlay
2022	32	32A	6,156	24	Bell Rd	Chipwood Ln	60.40	AC	\$137,349.87	2.0 in Mill & Overlay
2022	32	32B	6,138	24	Chipwood Ln	US6	59.89	AC	\$228,240.64	2.0 in Mill & Overlay
2022	52	52B	4,641	24	0.8mi S of US6	US30	60.89	AC	\$18,984.78	2.0 in Mill & Overlay
2022	64	64C	7,473	24	Schoolhouse Rd	Glennell Ave	60.22	AC	\$216,750.54	2.0 in Mill & Overlay
2022	88	88C	4,342	60	Taylor Rd	1100ft N of Airport Rd	60.22	AC	\$314,851.30	2.0 in Mill & Overlay
2023	10	10A	8,022	24	Court St	Pauling Rd	60.88	AC	\$27,511.82	1.5 in Mill & Overlay
2023	25	25A	16,091	24	IL Route 53	CH7	60.30	AC	\$431,400.78	2.0 in Mill & Overlay
2023	29	29A	8,140	24	State Route 129	State Route 53	59.69	AC	\$311,765.24	2.0 in Mill & Overlay
2023	36	36A	6,696	24	US30	I-55 bridge (E abutment)	60.30	AC	\$179,510.97	2.0 in Mill & Overlay
2023	38	38A	11,327	24	US Route 6	Wolf Road	60.88	AC	\$52,060.46	2.0 in Mill & Overlay
2023	54	54B	4,400	24	I-80 WB Ramps	Mills Rd	60.88	AC	\$20,223.47	2.0 in Mill & Overlay
2024	10	10C	5,288	24	Church Rd	Peotone-Beecher Rd	60.72	AC	\$43,585.71	1.5 in Mill & Overlay

Year	Branch ID	Section ID	Length, ft	Width, ft	From	To	PCI Before	Surface Type	Cost	Work Type
2024	16	16C	5,336	24	151st St	IL Route 7	60.72	AC	\$58,943.42	2.0 in Mill & Overlay
2024	37	37D	6,250	60	1000ft W of Bell Rd	Will-Cook Rd	60.72	AC	\$172,605.17	2.0 in Mill & Overlay
2024	4	04A	6,929	24	IL Route 7	Ashton Ln	60.72	AC	\$76,533.65	2.0 in Mill & Overlay
2024	4	04G	14,769	24	Manhattan-Monee Rd	US Route 52	60.21	AC	\$460,278.74	2.0 in Mill & Overlay
2024	42	42B	4,805	24	Patterson Rd	Laraway Rd	60.72	AC	\$53,074.85	2.0 in Mill & Overlay
2024	52	52D	11,446	24	I-80 bridge (S abutment)	Laraway Rd	60.72	AC	\$126,430.93	2.0 in Mill & Overlay
2024	64	64A	10,641	24	Gougar Rd	Cedar Rd	60.72	AC	\$117,541.57	2.0 in Mill & Overlay
2024	88	88D	4,578	85	1100ft N of Airport Rd	Gaskin Dr	60.21	AC	\$505,313.66	2.0 in Mill & Overlay

List of Will County Pavement Section with 2018 PCI

BranchID	Branch Name	SectionID	Length (ft)	Width (ft)	From	To	Surface Type	AADT	IRI (in./mi)	PCI	PCI Category
1	Hadley Rd	01A	4,491	24	Cook County line	Bell Rd	AC	7200	95	96	Good
1	Hadley Rd	01B	4,047	24	Bell Rd	Lauffer Rd	AC	7200	96	97	Good
1	Hadley Rd	01C	2,697	24	Lauffer Rd	Parker Rd	AC	7200	91	95	Good
1	Hadley Rd	01D	8,145	24	Hadley Rd	US6	AC	3800	115	75	Satisfactory
4	Cedar Rd	04A	6,929	24	IL Route 7	Ashton Ln	AC	8150	160	70	Fair
4	Cedar Rd	04B	12,548	24	Ashton Ln	700ft N of US6	AC	8800	99	75	Satisfactory
4	Cedar Rd	04C	6,111	24	700ft N of US6	125ft N of Lenox Ave	PCC	9000	170	95	Good
4	Cedar Rd	04D	1,872	24	125ft N of Lenox Ave	Francis Rd	AC	9000	113	71	Satisfactory
4	Cedar Rd	04E	5,345	24	Illinois Hwy	Laraway Rd	AC	7300	132	71	Satisfactory
4	Cedar Rd	04F	21,102	24	Laraway Rd	Manhattan-Monee Rd	AC	7900	105	72	Satisfactory
4	Cedar Rd	04G	14,769	24	Manhattan-Monee Rd	US Route 52	AC	7900	105	69	Fair
4	Cedar Rd	04H	16,611	24	US52 at Offner	US52 at 128th Av	AC	400	78	75	Satisfactory
5	Caton Farm Rd	05A	5,285	24	Essington Rd	Gaylord Rd/US30	AC	9550	133	83	Satisfactory
6	Manhattan-Monee Rd	06A	15,774	24	Center Rd	Harlem Ave	AC	4900	100	84	Satisfactory
6	Manhattan-Monee Rd	06B	6,415	24	Harlem Ave	600ft W of Sunset Dr	AC	5250	102	76	Satisfactory
6	Manhattan-Monee Rd	06C	1,965	24	600ft W of Sunset Dr	Hamilton Rd	PCC	5250	71	98	Good
6	Manhattan-Monee Rd	06D	4,179	24	IL Route 50	Hamilton Rd	AC	4450	163	72	Satisfactory
7	Old Chicago Rd	07A	5,415	24	W South Arsenal Rd	Wilmington Peotone Rd	AC	575	105	73	Satisfactory
7	Old Chicago Rd	07B	12,170	24	Wilmington Peotone Rd	Township line	AC	1500	70	81	Satisfactory
8	Manteno Rd	08A	6,194	24	W Route 102	Old Chicago Rd	AC	550	102	86	Good
8	Manteno Rd	08B	15,862	24	Old Chicago Rd	Warner Bridge Rd	AC	850	78	91	Good
10	Will Center Rd	10A	8,022	24	Court St	Pauling Rd	AC	1400	64	68	Fair
10	Will Center Rd	10B	15,806	24	Pauling Rd	Church Rd	AC	1550	67	65	Fair
10	Will Center Rd	10C	5,288	24	Church Rd	Peotone-Beecher Rd	AC	1550	68	70	Fair
10	Will Center Rd	10D	15,776	24	Peotone-Beecher Rd	Kankakee Co. Line	AC	950	102	77	Satisfactory
14	Plainfield-Naperville Rd	14A	5,581	60	87th St	95th St	AC	22600	126	73	Satisfactory
14	Plainfield-Naperville Rd	14B	5,909	60	95th St	104th St	AC	17400	112	81	Satisfactory
14	Plainfield-Naperville Rd	14C	4,653	60	104th St	Hassert Blvd	AC	18800	157	72	Satisfactory
14	Plainfield-Naperville Rd	14D	4,851	24	Hassert Blvd	750ft N of 119th St	AC	10350	114	76	Satisfactory
14	Plainfield-Naperville Rd	14E	3,339	24	750ft N of 119th St	2250 ft S of 119th St	AC	10350	145	78	Satisfactory
14	Plainfield-Naperville Rd	14F	3,314	24	2250 ft S of 119th St	127th St	AC	8800	147	56	Fair
16	Bell Rd	16A	6,208	60	0.2 M N of Beaver Lake	143rd St	AC	15100	181	51	Poor
16	Bell Rd	16B	4,361	24	143rd St	151st St	AC	15100	174	50	Poor
16	Bell Rd	16C	5,336	24	151st St	IL Route 7	AC	10700	118	70	Fair
17	Manhattan-Arsenal Rd	17A	700	72	Baseline Rd	700ft E Baseline Rd	PCC	1750	110	99	Good

BranchID	Branch Name	SectionID	Length (ft)	Width (ft)	From	To	Surface Type	AADT	IRI (in./mi)	PCI	PCI Category
17	Manhattan-Arsenal Rd	17B	9,649	24	700ft E Baseline Rd	Brandon Rd	AC	1750	319	22	Serious
17	Manhattan-Arsenal Rd	17C	7,942	24	Brandon Rd	IL Route 53	AC	2900	135	64	Fair
17	Manhattan-Arsenal Rd	17D	22,700	24	IL Route 53	US Route 52	AC	2800	72	86	Good
19	Center Rd	19A	16,312	24	Steger Rd	Manhattan-Monee Rd	AC	3450	69	87	Good
19	Center Rd	19B	10,423	24	Manhattan-Monee Rd	Pauling Rd	AC	3200	77	80	Satisfactory
19	Center Rd	19C	15,926	24	Pauling Rd	CH20	AC	2300	78	79	Satisfactory
19	Center Rd	19D	10,724	24	CH20	CH25	AC	2300	77	99	Good
20	Joliet Rd	20A	10,525	24	US Route 45	CH19	AC	1350	91	90	Good
20	Joliet Rd	20B	8,670	24	CH19	I-57 bridge (E abutment)	AC	1200	90	92	Good
20	Joliet Rd	20C	9,675	24	I-57 bridge (E abutment)	West St	AC	1200	91	81	Satisfactory
21	Crete-Monee Rd	21A	15,813	24	Will Center Rd	Western Ave	AC	4250	73	90	Good
21	Crete-Monee Rd	21B	11,159	24	Western Ave	IL Route 1	AC	3500	94	93	Good
23	Pauling Rd	23A	7,375	24	IL Route 50	CH10	AC	3000	107	52	Poor
23	Pauling Rd	23B	15,535	24	CH10	Range line	AC	3000	100	60	Fair
23	Pauling Rd	23C	13,115	24	Range line	IL Route 1	AC	3000	86	89	Good
24	Peotone-Beecher Rd	24A	15,917	24	State Route 50	CH10	AC	2300	86	73	Satisfactory
24	Peotone-Beecher Rd	24B	10,525	24	CH10	Kedzie Ave	AC	2550	80	72	Satisfactory
24	Peotone-Beecher Rd	24C	8,072	24	Kedzie Ave	1/2 mi W of Ashland Av	AC	2600	95	71	Satisfactory
24	Peotone-Beecher Rd	24D	8,431	24	1/2 mi W of Ashland Av	Woodward St	AC	2600	94	82	Satisfactory
24	Peotone-Beecher Rd	24E	2,121	24	Woodward St	IL Route 1	AC	2600	176	74	Satisfactory
24	Peotone-Beecher Rd	24F	13,176	24	IL Route 1	Stony Island	AC	2250	83	83	Satisfactory
24	Peotone-Beecher Rd	24G	12,804	24	Stony Island	State Line Road	AC	2300	203	49	Poor
25	Wilmington-Peotone Rd	25A	16,091	24	IL Route 53	CH7	AC	5100	119	67	Fair
25	Wilmington-Peotone Rd	25B	20,835	24	CH7	Bridge just W of Gougar	AC	5200	95	71	Satisfactory
25	Wilmington-Peotone Rd	25C	10,747	24	Bridge just W of Gougar	Wilton Center Road	AC	5200	86	87	Good
25	Wilmington-Peotone Rd	25D	15,987	24	Wilton Center Road	120th Av	AC	5000	86	71	Satisfactory
25	Wilmington-Peotone Rd	25E	5,400	24	120th Av	US Route 45	AC	5000	86	74	Satisfactory
25	Wilmington-Peotone Rd	25F	9,468	24	US Route 45	1000ft W of CH19	AC	4000	105	77	Satisfactory
25	Wilmington-Peotone Rd	25G	2,240	24	1000ft W of CH19	1000ft E of CH19	AC	7050	95	92	Good
25	Wilmington-Peotone Rd	25H	7,134	24	1000ft E of CH19	Gull View Dr	AC	7050	135	76	Satisfactory
25	Wilmington-Peotone Rd	25I	7,630	24	Gull View Dr	Drecksler Rd	AC	7050	137	79	Satisfactory
26	West River Rd	26A	5,242	24	State Route 53	Coal City Rd	AC	1050	70	88	Good
26	West River Rd	26B	10,919	24	Coal City Rd	Route 113	AC	1050	81	86	Good
26	West River Rd	26C	8,555	24	Route 113	3000ft S of Smiley Rd	AC	1050	60	87	Good
26	West River Rd	26D	12,702	24	3000ft S of Smiley Rd	Kankakee Co. Line	AC	1050	64	86	Good
28	Essex Rd	28A	21,271	24	Route 113	W County Line Rd	AC	1700	70	73	Satisfactory
29	Strip Mine Rd	29A	8,140	24	State Route 129	State Route 53	AC	4450	86	66	Fair

BranchID	Branch Name	SectionID	Length (ft)	Width (ft)	From	To	Surface Type	AADT	IRI (in./mi)	PCI	PCI Category
31	Widows Road	31A	10,275	24	E Frontage Rd	.25 mi N of Stevens Ln	AC	1400	68	83	Satisfactory
32	Channahon-Minooka Rd	32A	6,156	24	Bell Rd	Chipwood Ln	AC	4700	N/A	70	Fair
32	Channahon-Minooka Rd	32B	6,138	24	Chipwood Ln	US6	AC	4700	N/A	69	Fair
35	135th St	35A	6,767	24	S New Ave	1000ft E of Smith Rd	AC	6300	154	86	Good
35	135th St	35B	4,474	24	1000ft E of Smith Rd	300ft E of Emily Ln	AC	6300	183	27	Very Poor
35	135th St	35C	1,047	24	300ft E of Emily Ln	IL-171	AC	5050	164	78	Satisfactory
36	Renwick Rd	36A	6,696	24	US30	I-55 bridge (E abutment)	AC	12400	150	67	Fair
36	Renwick Rd	36B	5,456	24	I-55 bridge (E abutment)	Gaylord Rd	AC	12400	137	78	Satisfactory
36	Renwick Rd	36C	3,467	24	Gaylord Rd	1200ft W of Aberdeen	AC	14400	133	76	Satisfactory
36	Renwick Rd	36D	4,216	36	1200ft W of Aberdeen	Borio Dr	PCC	10300	134	98	Good
36	Renwick Rd	36E	11,191	24	Borio Dr	IL-53	AC	13100	94	88	Good
37	143rd St	37A	7,132	24	S Archer Ave	1400ft E of Lemont Rd	AC	16500	205	100	Good
37	143rd St	37B	12,320	24	1400ft E of Lemont Rd	Parker Rd	AC	16500	129	100	Good
37	143rd St	37C	4,333	24	Parker Rd	1000ft W of Bell Rd	AC	16500	176	100	Good
37	143rd St	37D	6,250	60	1000ft W of Bell Rd	Will-Cook Rd	AC	14700	192	70	Fair
38	Marley Road	38A	11,327	24	US Route 6	Wolf Road	AC	9150	115	68	Fair
42	Brandon Rd	42A	3,207	24	US Route 6	Patterson Rd	AC	7800	265	60	Fair
42	Brandon Rd	42B	4,805	24	Patterson Rd	Laraway Rd	AC	7450	100	70	Fair
43	Wilton Center Road	43A	11,059	24	US Route 52	Wilmington-Peotone Rd	AC	1350	70	88	Good
44	River Rd	44A	19,974	24	0.13 Mi E of E Frontage	State Route 53	AC	7450	76	83	Satisfactory
48	Old Monee Rd	48A	5,274	24	0.1 Mi NE of Blackhawk	Tamarack Ln	AC	1700	66	95	Good
48	Old Monee Rd	48B	2,808	24	Tamarack Ln	Stuenkel Rd	AC	1700	72	98	Good
48	Old Monee Rd	48C	4,114	24	Stuenkel Rd	University Pkwy	AC	1700	115	95	Good
48	Old Monee Rd	48D	10,332	24	University Pkwy	Crete-Monee Rd	AC	1350	60	97	Good
49	Exchange St	49B	6,649	40	Western Ave	600ft W of Independence	AC	8700	151	100	Good
49	Exchange St	49C	4,301	24	600ft W of Independence	IL Route 1	AC	8650	206	100	Good
49	Exchange St	49D	3,000	24	IL Route 1	200ft E of Dairy Ln	AC	6050	168	78	Satisfactory
49	Exchange St	49E	9,454	24	200ft E of Dairy Ln	Country Lane	AC	6050	121	86	Good
49	Exchange St	49F	3,012	24	Country Lane	IL-394	AC	6050	98	84	Satisfactory
49	Exchange St	49G	8,866	24	IL-394	Bridge just W of Klemme	AC	11200	60	97	Good
49	Exchange St	49H	6,244	24	Bridge just W of Klemme	State Line Road	AC	11200	126	78	Satisfactory
51	Mills Rd	51A	10,535	24	IL Route 53	Briggs St	AC	4100	159	77	Satisfactory
51	Mills Rd	51B	5,246	24	Briggs St	Cherry Hill Rd	AC	2000	95	78	Satisfactory
52	Gougar Rd	52A	4,139	24	US Route 6	0.8mi S of US6	AC	9350	137	60	Fair
52	Gougar Rd	52B	4,641	24	0.8mi S of US6	US30	AC	12100	170	66	Fair
52	Gougar Rd	52C	3,585	24	US30	I-80 bridge (S abutment)	AC	10350	140	76	Satisfactory
52	Gougar Rd	52D	11,446	24	I-80 bridge (S abutment)	Laraway Rd	AC	9050	130	70	Fair

BranchID	Branch Name	SectionID	Length (ft)	Width (ft)	From	To	Surface Type	AADT	IRI (in./mi)	PCI	PCI Category
53	Western Ave	53A	5,044	60	Steger Rd	Norfolk Ln	AC	9900	102	91	Good
53	Western Ave	53B	4,086	60	Norfolk Ln	Exchange St	AC	9900	197	78	Satisfactory
53	Western Ave	53C	9,169	24	Exchange St	CH21	AC	2150	113	63	Fair
54	Briggs St	54A	5,114	48	US Route 30	I-80 WB ramps	AC	13600	235	78	Satisfactory
54	Briggs St	54B	4,400	24	I-80 WB Ramps	Mills Rd	AC	13600	216	68	Fair
54	Briggs St	54C	5,322	24	Mills Rd	US Route 52	AC	8900	114	70	Fair
55	Cherry Hill Road	55A	8,918	24	Mills Road	US30	AC	2300	148	75	Satisfactory
58	County Line Rd	58A	5,354	24	Egyptian Trl	Will Center Rd	AC	1500	N/A	100	Good
58	County Line Rd	58B	28,197	24	Will Center Rd	IL Route 1	AC	2300	N/A	100	Good
58	County Line Rd	58C	16,878	24	N 15000E Rd	State Line Road	AC	1050	N/A	100	Good
62	Briggs St	62A	5,289	24	Division St	Bruce Rd	AC	8200	98	79	Satisfactory
62	Briggs St	62B	5,387	24	Bruce Rd	Rosalind Ave	AC	8050	290	89	Good
62	Briggs St	62C	3,859	24	Rosalind Ave	Valley View Ln	AC	8050	67	89	Good
62	Briggs St	62D	5,000	24	Valley View Ln	US30	AC	10400	174	75	Satisfactory
63	Schoolhouse Rd	63A	8,102	24	Francis Rd	US Route 30	AC	10050	91	92	Good
64	Francis Rd	64A	10,641	24	Gougar Rd	Cedar Rd	AC	4300	118	70	Fair
64	Francis Rd	64B	10,699	24	Cedar Rd	Schoolhouse Rd	AC	9950	101	91	Good
64	Francis Rd	64C	7,473	24	Schoolhouse Rd	Glennell Ave	AC	9700	140	65	Fair
64	Francis Rd	64D	3,411	24	Glennell Ave	0.13 mi NE of Laporte Rd	AC	9700	75	84	Satisfactory
66	Hassert Blvd	66A	10,477	60	State Route 59	Plainfield-Naperville Rd	AC	19400	139	83	Satisfactory
70	Drecksler Rd	70A	11,935	24	State Route 50	County Line Rd	AC	1400	92	85	Satisfactory
73	Symerton Rd	73A	2,608	24	Commercial St	Wilmington-Peotone Rd	AC	250	107	64	Fair
74	Laraway Rd	74A	7,057	24	US Route 52	Gougar Rd	AC	9400	83	76	Satisfactory
74	Laraway Rd	74B	11,402	24	Gougar Rd	1000ft E of Cedar	AC	15600	85	82	Satisfactory
74	Laraway Rd	74C	2,190	85	1000ft E of Cedar	250ft W of Whitehall	AC	15600	148	74	Satisfactory
74	Laraway Rd	74D	7,482	24	250ft W of Whitehall	Schoolhouse Rd	AC	15600	85	83	Satisfactory
74	Laraway Rd	74E	14,499	24	Schoolhouse Rd	US45	AC	13000	79	82	Satisfactory
74	Laraway Rd	74F	6,887	24	US45	Center Rd	AC	9500	82	80	Satisfactory
74	Laraway Rd	74G	15,898	24	Center Rd	Harlem Ave	AC	9700	79	79	Satisfactory
75	Division St	75A	5,256	24	Briggs St	Farrell Rd	AC	9650	144	100	Good
75	Division St	75B	6,248	24	Farrell Rd	I-355 bridge (E abutment)	AC	7100	220	100	Good
75	Division St	75C	6,925	24	I-355 bridge (E abutment)	Cedar Rd	AC	6400	151	100	Good
77	Bluff Rd	77A	5,434	24	US Route 6	West Frontage Rd	AC	6600	147	52	Poor
79	Tulley Rd	79A	10,800	24	Wilmington-Peotone Rd	County Line Rd	AC	1250	80	78	Satisfactory
80	Lorenzo Rd	80A	9,098	24	S Will Rd	0.1 Mi E of Cottage Rd	AC	5900	88	76	Satisfactory
83	80th Ave	83A	250	50	183rd St	250ft S of 183rd St	PCC	17100	187	77	Satisfactory
83	80th Ave	83B	3,278	24	250ft S of 183rd St	350ft N of 191st St	AC	17100	165	75	Satisfactory

BranchID	Branch Name	SectionID	Length (ft)	Width (ft)	From	To	Surface Type	AADT	IRI (in./mi)	PCI	PCI Category
83	80th Ave	83C	325	50	350ft N of 191st St	W 191st St	PCC	17100	135	76	Satisfactory
84	191st St	84A	1,098	24	US Route 45	850ft W of US45	PCC	18500	109	99	Good
84	191st St	84B	8,192	60	850ft W of US45	600ft W of 80th Ave	AC	18500	127	74	Satisfactory
84	191st St	84C	1,025	75	600ft W of 80th Ave	425ft E 80th Ave	PCC	18500	195	90	Good
84	191st St	84D	4,476	60	425ft E 80th Ave	S Harlem Ave	AC	15500	211	48	Poor
86	Cherry Hill Rd	86A	2,485	24	W Laraway Rd	US Route 52	AC	2300	113	77	Satisfactory
88	Weber Rd	88A	11,870	70	Lily Cache Ln	I-55 bridge (N abutment)	AC	35400	100	88	Good
88	Weber Rd	88B	11,992	60	I-55 bridge (N abutment)	Taylor Rd	AC	35400	96	74	Satisfactory
88	Weber Rd	88C	4,342	60	Taylor Rd	1100ft N of Airport Rd	AC	32400	162	65	Fair
88	Weber Rd	88D	4,578	85	1100ft N of Airport Rd	Gaskin Dr	AC	33400	149	69	Fair
88	Weber Rd	88E	3,422	24	Gaskin Dr	200ft N of McGilvray Dr	APC	33400	116	100	Good
88	Weber Rd	88F	8,755	60	200ft N of McGilvray Dr	Caton Farm Rd	AC	24600	121	63	Fair
88	Weber Rd	88G	3,542	60	Caton Farm Rd	1000ft N of US30	AC	20900	140	74	Satisfactory
88	Weber Rd	88H	1,133	60	1000ft N of US30	US30	AC	20900	60	100	Good
89	95th St	89A	6,243	60	Plainfield-Naperville Rd	0.2 Mi N of Alan Deatherage	AC	8800	129	81	Satisfactory
90	Hoff Rd	90A	10,576	24	State Route 53	Chicago Rd	AC	350	61	89	Good
90	Hoff Rd	90B	10,647	24	Chicago Rd	Ridge Rd	AC	400	60	86	Good
90	Hoff Rd	90C	6,433	24	Ridge Rd	0.37 Mi E of Cherry Hill Rd	AC	400	60	87	Good
90	Hoff Rd	90D	3,369	24	0.37 Mi E of Cherry Hill Rd	Wauponsee Bike Trail	AC	425	85	88	Good

Details of Localized Distress Maintenance Plan 2020

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
1	01A	L & T CR	Medium	44.06	Ft	0.04	Crack Sealing - AC	43.96	Ft	\$ 1.50	\$ 66.10
1	01A	L & T CR	Low	2234.88	Ft	2.07	Crack Sealing - AC	2234.91	Ft	\$ 1.50	\$ 3,352.34
1	01B	L & T CR	Medium	9.38	Ft	0.01	Crack Sealing - AC	9.51	Ft	\$ 1.50	\$ 14.07
1	01B	L & T CR	Low	1229.63	Ft	1.27	Crack Sealing - AC	1229.66	Ft	\$ 1.50	\$ 1,844.47
1	01C	ALLIGATOR CR	Low	26.80	SqFt	0.04	Crack Sealing - AC	15.75	Ft	\$ 1.50	\$ 23.60
1	01C	L & T CR	Low	957.78	Ft	1.48	Crack Sealing - AC	957.68	Ft	\$ 1.50	\$ 1,436.69
1	01C	L & T CR	Medium	21.29	Ft	0.03	Crack Sealing - AC	21.33	Ft	\$ 1.50	\$ 31.95
1	01C	RUTTING	Medium	31.22	SqFt	0.05	Patching - AC Shallow	31.22	SqFt	\$ 7.00	\$ 218.49
1	01D	ALLIGATOR CR	Low	759.82	SqFt	0.39	Crack Sealing - AC	266.73	Ft	\$ 1.50	\$ 399.97
1	01D	ALLIGATOR CR	Medium	8.61	SqFt	0	Patching - AC Deep	24.76	SqFt	\$ 14.00	\$ 341.57
1	01D	L & T CR	Low	34758.27	Ft	17.78	Crack Sealing - AC	34758.2	Ft	\$ 1.50	\$ 52,137.85
1	01D	L & T CR	Medium	577.43	Ft	0.3	Crack Sealing - AC	577.43	Ft	\$ 1.50	\$ 866.13
4	04A	ALLIGATOR CR	Low	1780.35	SqFt	1.07	Crack Sealing - AC	595.47	Ft	\$ 1.50	\$ 893.46
4	04A	ALLIGATOR CR	Medium	64.48	SqFt	0.04	Patching - AC Deep	101.18	SqFt	\$ 14.00	\$ 1,411.93
4	04A	L & T CR	Medium	1771.88	Ft	1.07	Crack Sealing - AC	1771.98	Ft	\$ 1.50	\$ 2,657.85
4	04A	L & T CR	Low	26696.42	Ft	16.05	Crack Sealing - AC	26696.52	Ft	\$ 1.50	\$ 40,044.96
4	04A	RUTTING	Medium	254.46	SqFt	0.15	Patching - AC Shallow	254.03	SqFt	\$ 7.00	\$ 1,781.11
4	04B	ALLIGATOR CR	Medium	4.95	SqFt	0	Patching - AC Deep	18.3	SqFt	\$ 14.00	\$ 249.68
4	04B	ALLIGATOR CR	Low	128.52	SqFt	0.04	Crack Sealing - AC	54.13	Ft	\$ 1.50	\$ 81.45
4	04B	L & T CR	Medium	762.86	Ft	0.25	Crack Sealing - AC	762.8	Ft	\$ 1.50	\$ 1,144.29
4	04B	L & T CR	Low	51708.37	Ft	17.17	Crack Sealing - AC	51708.33	Ft	\$ 1.50	\$ 77,563.18
4	04B	RUTTING	Medium	91.71	SqFt	0.03	Patching - AC Shallow	91.49	SqFt	\$ 7.00	\$ 642.11
4	04C	DIVIDED SLAB	Medium	1.16	Slabs	0.26	Slab Replacement - PCC	209.9	SqFt	\$ 25.00	\$ 5,234.69
4	04C	JOINT SPALL	Medium	1.16	Slabs	0.26	Patching - PCC Partial Depth	3.23	SqFt	\$ 11.00	\$ 34.43
4	04C	LINEAR CR	Medium	3.49	Slabs	0.77	Crack Sealing - PCC	47.24	Ft	\$ 1.50	\$ 70.67
4	04D	ALLIGATOR CR	Low	169.64	SqFt	0.38	Crack Sealing - AC	68.9	Ft	\$ 1.50	\$ 103.34
4	04D	L & T CR	Low	2854.99	Ft	6.35	Crack Sealing - AC	2854.99	Ft	\$ 1.50	\$ 4,282.54
4	04D	L & T CR	Medium	461.32	Ft	1.03	Crack Sealing - AC	461.29	Ft	\$ 1.50	\$ 691.97
4	04D	RUTTING	Medium	142.84	SqFt	0.32	Patching - AC Shallow	143.16	SqFt	\$ 7.00	\$ 999.86
4	04E	ALLIGATOR CR	Low	5830.49	SqFt	4.55	Crack Sealing - AC	1872.05	Ft	\$ 1.50	\$ 2,808.07

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
4	04E	L & T CR	Low	11660.99	Ft	9.09	Crack Sealing - AC	11661.09	Ft	\$ 1.50	\$ 17,491.63
4	04F	ALLIGATOR CR	Low	1330.53	SqFt	0.26	Crack Sealing - AC	451.44	Ft	\$ 1.50	\$ 677.27
4	04F	ALLIGATOR CR	Medium	72.01	SqFt	0.01	Patching - AC Deep	109.79	SqFt	\$ 14.00	\$ 1,542.28
4	04F	L & T CR	Medium	1539.83	Ft	0.3	Crack Sealing - AC	1539.7	Ft	\$ 1.50	\$ 2,309.75
4	04F	L & T CR	Low	86097.97	Ft	17	Crack Sealing - AC	86098.1	Ft	\$ 1.50	\$ 129,148.00
4	04F	RUTTING	Medium	645.08	SqFt	0.13	Patching - AC Shallow	644.76	SqFt	\$ 7.00	\$ 4,515.69
4	04F	RUTTING	High	322.59	SqFt	0.06	Patching - AC Deep	322.92	SqFt	\$ 14.00	\$ 4,515.68
4	04G	ALLIGATOR CR	Medium	13.56	SqFt	0	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 452.85
4	04G	ALLIGATOR CR	Low	2979.99	SqFt	0.84	Crack Sealing - AC	976.38	Ft	\$ 1.50	\$ 1,464.74
4	04G	L & T CR	Low	111680.48	Ft	31.51	Crack Sealing - AC	111680.45	Ft	\$ 1.50	\$ 167,522.08
4	04G	L & T CR	Medium	1227.43	Ft	0.35	Crack Sealing - AC	1227.36	Ft	\$ 1.50	\$ 1,841.15
4	04G	RUTTING	Medium	64.37	SqFt	0.02	Patching - AC Shallow	64.58	SqFt	\$ 7.00	\$ 450.70
4	04H	ALLIGATOR CR	Medium	88.91	SqFt	0.02	Patching - AC Deep	131.32	SqFt	\$ 14.00	\$ 1,832.78
4	04H	ALLIGATOR CR	Low	212.91	SqFt	0.05	Crack Sealing - AC	83.99	Ft	\$ 1.50	\$ 126.05
4	04H	L & T CR	Medium	931.20	Ft	0.23	Crack Sealing - AC	931.1	Ft	\$ 1.50	\$ 1,396.83
4	04H	L & T CR	Low	84817.16	Ft	21.27	Crack Sealing - AC	84817.26	Ft	\$ 1.50	\$ 127,226.78
5	05A	ALLIGATOR CR	Medium	14.32	SqFt	0.01	Patching - AC Deep	33.37	SqFt	\$ 14.00	\$ 470.21
5	05A	ALLIGATOR CR	Low	568.23	SqFt	0.45	Crack Sealing - AC	203.74	Ft	\$ 1.50	\$ 305.46
5	05A	L & T CR	Low	7543.31	Ft	5.95	Crack Sealing - AC	7543.31	Ft	\$ 1.50	\$ 11,315.06
5	05A	L & T CR	Medium	474.51	Ft	0.37	Crack Sealing - AC	474.41	Ft	\$ 1.50	\$ 711.76
5	05A	RUTTING	High	31.75	SqFt	0.03	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 444.97
5	05A	RUTTING	Medium	127.12	SqFt	0.1	Patching - AC Shallow	127.01	SqFt	\$ 7.00	\$ 889.93
6	06A	ALLIGATOR CR	Medium	1.94	SqFt	0	Patching - AC Deep	11.84	SqFt	\$ 14.00	\$ 162.20
6	06A	ALLIGATOR CR	Low	2951.68	SqFt	0.78	Crack Sealing - AC	967.52	Ft	\$ 1.50	\$ 1,451.34
6	06A	L & T CR	Low	23738.85	Ft	6.27	Crack Sealing - AC	23738.85	Ft	\$ 1.50	\$ 35,608.54
6	06A	L & T CR	Medium	760.04	Ft	0.2	Crack Sealing - AC	760.17	Ft	\$ 1.50	\$ 1,140.08
6	06A	RUTTING	Medium	63.61	SqFt	0.02	Patching - AC Shallow	63.51	SqFt	\$ 7.00	\$ 445.05
6	06B	ALLIGATOR CR	Medium	6.67	SqFt	0	Patching - AC Deep	21.53	SqFt	\$ 14.00	\$ 294.66
6	06B	ALLIGATOR CR	Low	213.88	SqFt	0.14	Crack Sealing - AC	84.32	Ft	\$ 1.50	\$ 126.52
6	06B	L & T CR	Low	8676.67	Ft	5.64	Crack Sealing - AC	8676.84	Ft	\$ 1.50	\$ 13,015.12
6	06B	L & T CR	Medium	696.59	Ft	0.45	Crack Sealing - AC	696.52	Ft	\$ 1.50	\$ 1,044.88
6	06B	RUTTING	Medium	259.73	SqFt	0.17	Patching - AC Shallow	259.41	SqFt	\$ 7.00	\$ 1,818.18
6	06C	CORNER BREAK	Medium	1.04	Slabs	0.4	Crack Sealing - PCC	8.53	Ft	\$ 1.50	\$ 12.79

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
6	06D	ALLIGATOR CR	Low	584.70	SqFt	0.58	Crack Sealing - AC	208.99	Ft	\$ 1.50	\$ 313.65
6	06D	L & T CR	Medium	368.73	Ft	0.37	Crack Sealing - AC	368.77	Ft	\$ 1.50	\$ 553.09
6	06D	L & T CR	Low	7135.83	Ft	7.12	Crack Sealing - AC	7135.83	Ft	\$ 1.50	\$ 10,703.82
6	06D	RUTTING	High	95.48	SqFt	0.1	Patching - AC Deep	95.8	SqFt	\$ 14.00	\$ 1,336.73
6	06D	RUTTING	Medium	413.76	SqFt	0.41	Patching - AC Shallow	413.33	SqFt	\$ 7.00	\$ 2,896.24
7	07A	ALLIGATOR CR	Medium	10.87	SqFt	0.01	Patching - AC Deep	27.99	SqFt	\$ 14.00	\$ 394.06
7	07A	ALLIGATOR CR	Low	378.57	SqFt	0.29	Crack Sealing - AC	140.42	Ft	\$ 1.50	\$ 210.69
7	07A	L & T CR	Low	15276.64	Ft	11.76	Crack Sealing - AC	15276.57	Ft	\$ 1.50	\$ 22,915.15
7	07A	L & T CR	Medium	908.30	Ft	0.7	Crack Sealing - AC	908.14	Ft	\$ 1.50	\$ 1,362.45
7	07A	RUTTING	Medium	32.08	SqFt	0.02	Patching - AC Shallow	32.29	SqFt	\$ 7.00	\$ 224.90
7	07B	ALLIGATOR CR	Low	575.12	SqFt	0.2	Crack Sealing - AC	206.04	Ft	\$ 1.50	\$ 308.93
7	07B	L & T CR	Low	32120.08	Ft	11	Crack Sealing - AC	32120.08	Ft	\$ 1.50	\$ 48,180.52
7	07B	L & T CR	Medium	331.07	Ft	0.11	Crack Sealing - AC	331.04	Ft	\$ 1.50	\$ 496.61
7	07B	RUTTING	High	36.60	SqFt	0.01	Patching - AC Deep	36.6	SqFt	\$ 14.00	\$ 512.27
7	07B	RUTTING	Medium	36.60	SqFt	0.01	Patching - AC Shallow	36.6	SqFt	\$ 7.00	\$ 256.13
8	08A	ALLIGATOR CR	Low	11.52	SqFt	0.01	Crack Sealing - AC	8.86	Ft	\$ 1.50	\$ 13.36
8	08A	L & T CR	Medium	194.75	Ft	0.13	Crack Sealing - AC	194.88	Ft	\$ 1.50	\$ 292.11
8	08A	L & T CR	Low	3912.24	Ft	2.63	Crack Sealing - AC	3912.07	Ft	\$ 1.50	\$ 5,868.40
8	08A	RUTTING	Medium	128.63	SqFt	0.09	Patching - AC Shallow	129.17	SqFt	\$ 7.00	\$ 900.66
8	08A	RUTTING	High	96.55	SqFt	0.06	Patching - AC Deep	96.88	SqFt	\$ 14.00	\$ 1,350.98
8	08B	L & T CR	Low	6803.67	Ft	1.79	Crack Sealing - AC	6803.81	Ft	\$ 1.50	\$ 10,205.58
8	08B	L & T CR	Medium	21.88	Ft	0.01	Crack Sealing - AC	21.98	Ft	\$ 1.50	\$ 32.81
10	10A	ALLIGATOR CR	Low	6775.24	SqFt	3.52	Crack Sealing - AC	2167.32	Ft	\$ 1.50	\$ 3,250.97
10	10A	ALLIGATOR CR	Medium	169.96	SqFt	0.09	Patching - AC Deep	226.04	SqFt	\$ 14.00	\$ 3,169.75
10	10A	L & T CR	Low	32413.81	Ft	16.84	Crack Sealing - AC	32413.71	Ft	\$ 1.50	\$ 48,621.13
10	10A	L & T CR	Medium	1810.27	Ft	0.94	Crack Sealing - AC	1810.37	Ft	\$ 1.50	\$ 2,715.43
10	10A	RUTTING	Medium	484.27	SqFt	0.25	Patching - AC Shallow	484.38	SqFt	\$ 7.00	\$ 3,389.72
10	10A	RUTTING	High	32.29	SqFt	0.02	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 451.96
10	10B	ALLIGATOR CR	Low	13755.74	SqFt	3.63	Crack Sealing - AC	4337.93	Ft	\$ 1.50	\$ 6,506.81
10	10B	ALLIGATOR CR	Medium	11.41	SqFt	0	Patching - AC Deep	29.06	SqFt	\$ 14.00	\$ 405.59
10	10B	L & T CR	Low	78286.75	Ft	20.64	Crack Sealing - AC	78286.75	Ft	\$ 1.50	\$ 117,431.09
10	10B	L & T CR	Medium	5011.29	Ft	1.32	Crack Sealing - AC	5011.15	Ft	\$ 1.50	\$ 7,516.98
10	10B	RUTTING	High	32.29	SqFt	0.01	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 452.77

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
10	10B	RUTTING	Medium	32.29	SqFt	0.01	Patching - AC Shallow	32.29	SqFt	\$ 7.00	\$ 226.39
10	10C	ALLIGATOR CR	Medium	14.64	SqFt	0.01	Patching - AC Deep	34.44	SqFt	\$ 14.00	\$ 475.76
10	10C	ALLIGATOR CR	Low	3816.67	SqFt	3.01	Crack Sealing - AC	1240.49	Ft	\$ 1.50	\$ 1,860.52
10	10C	L & T CR	Low	19020.18	Ft	14.99	Crack Sealing - AC	19020.34	Ft	\$ 1.50	\$ 28,530.51
10	10C	L & T CR	Medium	1300.92	Ft	1.03	Crack Sealing - AC	1300.85	Ft	\$ 1.50	\$ 1,951.39
10	10D	ALLIGATOR CR	Low	845.51	SqFt	0.22	Crack Sealing - AC	294.62	Ft	\$ 1.50	\$ 441.90
10	10D	ALLIGATOR CR	Medium	28.95	SqFt	0.01	Patching - AC Deep	54.9	SqFt	\$ 14.00	\$ 765.23
10	10D	L & T CR	Low	56319.85	Ft	14.87	Crack Sealing - AC	56319.88	Ft	\$ 1.50	\$ 84,480.47
10	10D	L & T CR	Medium	1084.71	Ft	0.29	Crack Sealing - AC	1084.65	Ft	\$ 1.50	\$ 1,627.09
10	10D	RUTTING	Medium	63.72	SqFt	0.02	Patching - AC Shallow	63.51	SqFt	\$ 7.00	\$ 446.07
14	14A	ALLIGATOR CR	Medium	11.73	SqFt	0.01	Patching - AC Deep	29.06	SqFt	\$ 14.00	\$ 413.47
14	14A	ALLIGATOR CR	Low	3344.78	SqFt	2.5	Crack Sealing - AC	1091.54	Ft	\$ 1.50	\$ 1,637.52
14	14A	L & T CR	Medium	2081.10	Ft	1.55	Crack Sealing - AC	2081.04	Ft	\$ 1.50	\$ 3,121.68
14	14A	L & T CR	Low	17388.16	Ft	12.98	Crack Sealing - AC	17388.12	Ft	\$ 1.50	\$ 26,082.47
14	14A	RUTTING	Medium	293.64	SqFt	0.22	Patching - AC Shallow	293.85	SqFt	\$ 7.00	\$ 2,055.83
14	14B	ALLIGATOR CR	Low	55.43	SqFt	0.04	Crack Sealing - AC	27.23	Ft	\$ 1.50	\$ 40.86
14	14B	L & T CR	Low	12033.99	Ft	8.49	Crack Sealing - AC	12034.12	Ft	\$ 1.50	\$ 18,051.11
14	14B	L & T CR	Medium	444.46	Ft	0.31	Crack Sealing - AC	444.55	Ft	\$ 1.50	\$ 666.68
14	14C	ALLIGATOR CR	Medium	45.53	SqFt	0.04	Patching - AC Deep	76.42	SqFt	\$ 14.00	\$ 1,073.47
14	14C	ALLIGATOR CR	Low	158.34	SqFt	0.14	Crack Sealing - AC	64.96	Ft	\$ 1.50	\$ 97.35
14	14C	L & T CR	Low	12939.07	Ft	11.59	Crack Sealing - AC	12938.98	Ft	\$ 1.50	\$ 19,408.78
14	14C	L & T CR	Medium	496.26	Ft	0.44	Crack Sealing - AC	496.39	Ft	\$ 1.50	\$ 744.40
14	14C	RUTTING	Medium	109.68	SqFt	0.1	Patching - AC Shallow	109.79	SqFt	\$ 7.00	\$ 767.56
14	14D	ALLIGATOR CR	Low	195.15	SqFt	0.17	Crack Sealing - AC	77.76	Ft	\$ 1.50	\$ 116.77
14	14D	ALLIGATOR CR	Medium	1.61	SqFt	0	Patching - AC Deep	10.76	SqFt	\$ 14.00	\$ 151.83
14	14D	L & T CR	Medium	123.20	Ft	0.11	Crack Sealing - AC	123.03	Ft	\$ 1.50	\$ 184.78
14	14D	L & T CR	Low	16978.35	Ft	14.58	Crack Sealing - AC	16978.35	Ft	\$ 1.50	\$ 25,467.71
14	14D	RUTTING	Medium	32.40	SqFt	0.03	Patching - AC Shallow	32.29	SqFt	\$ 7.00	\$ 226.56
14	14E	ALLIGATOR CR	Medium	7.53	SqFt	0.01	Patching - AC Deep	22.6	SqFt	\$ 14.00	\$ 317.14
14	14E	ALLIGATOR CR	Low	23.79	SqFt	0.03	Crack Sealing - AC	14.44	Ft	\$ 1.50	\$ 21.69
14	14E	L & T CR	Medium	117.98	Ft	0.15	Crack Sealing - AC	118.11	Ft	\$ 1.50	\$ 176.95
14	14E	L & T CR	Low	9102.56	Ft	11.36	Crack Sealing - AC	9102.69	Ft	\$ 1.50	\$ 13,653.97
14	14E	RUTTING	Medium	158.23	SqFt	0.2	Patching - AC Shallow	158.23	SqFt	\$ 7.00	\$ 1,107.90

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
14	14F	RUTTING	High	186.00	SqFt	0.23	Patching - AC Deep	186.22	SqFt	\$ 14.00	\$ 2,603.50
16	16A	RUTTING	High	63.40	SqFt	0.04	Patching - AC Deep	63.51	SqFt	\$ 14.00	\$ 887.47
16	16B	RUTTING	High	31.75	SqFt	0.03	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 444.76
16	16C	ALLIGATOR CR	Medium	13.89	SqFt	0.01	Patching - AC Deep	33.37	SqFt	\$ 14.00	\$ 459.80
16	16C	ALLIGATOR CR	Low	1907.90	SqFt	1.49	Crack Sealing - AC	636.48	Ft	\$ 1.50	\$ 954.49
16	16C	L & T CR	Medium	3401.02	Ft	2.66	Crack Sealing - AC	3400.92	Ft	\$ 1.50	\$ 5,101.57
16	16C	L & T CR	Low	14544.75	Ft	11.36	Crack Sealing - AC	14544.62	Ft	\$ 1.50	\$ 21,817.30
16	16C	RUTTING	Medium	63.51	SqFt	0.05	Patching - AC Shallow	63.51	SqFt	\$ 7.00	\$ 444.69
16	16C	RUTTING	High	31.75	SqFt	0.02	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 444.69
17	17B	RUTTING	High	867.36	SqFt	0.37	Patching - AC Deep	867.57	SqFt	\$ 14.00	\$ 12,143.19
17	17C	ALLIGATOR CR	Medium	134.87	SqFt	0.07	Patching - AC Deep	185.14	SqFt	\$ 14.00	\$ 2,597.98
17	17C	ALLIGATOR CR	Low	3927.00	SqFt	2.06	Crack Sealing - AC	1274.93	Ft	\$ 1.50	\$ 1,912.59
17	17C	L & T CR	Low	44488.29	Ft	23.34	Crack Sealing - AC	44488.19	Ft	\$ 1.50	\$ 66,732.98
17	17C	L & T CR	Medium	744.03	Ft	0.39	Crack Sealing - AC	744.09	Ft	\$ 1.50	\$ 1,116.04
17	17C	RUTTING	Medium	580.50	SqFt	0.3	Patching - AC Shallow	580.17	SqFt	\$ 7.00	\$ 4,063.20
17	17C	RUTTING	High	64.48	SqFt	0.03	Patching - AC Deep	64.58	SqFt	\$ 14.00	\$ 902.93
17	17D	ALLIGATOR CR	Medium	13.78	SqFt	0	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 458.69
17	17D	ALLIGATOR CR	Low	167.92	SqFt	0.03	Crack Sealing - AC	68.24	Ft	\$ 1.50	\$ 102.44
17	17D	L & T CR	Medium	203.48	Ft	0.04	Crack Sealing - AC	203.41	Ft	\$ 1.50	\$ 305.23
17	17D	L & T CR	Low	38188.45	Ft	7.01	Crack Sealing - AC	38188.32	Ft	\$ 1.50	\$ 57,283.16
19	19A	ALLIGATOR CR	Medium	2.69	SqFt	0	Patching - AC Deep	12.92	SqFt	\$ 14.00	\$ 186.90
19	19A	ALLIGATOR CR	Low	24.43	SqFt	0.01	Crack Sealing - AC	14.76	Ft	\$ 1.50	\$ 22.07
19	19A	L & T CR	Low	24642.39	Ft	6.29	Crack Sealing - AC	24642.39	Ft	\$ 1.50	\$ 36,963.90
19	19A	L & T CR	Medium	620.57	Ft	0.16	Crack Sealing - AC	620.73	Ft	\$ 1.50	\$ 930.86
19	19A	RUTTING	Medium	32.40	SqFt	0.01	Patching - AC Shallow	32.29	SqFt	\$ 7.00	\$ 227.01
19	19B	ALLIGATOR CR	Medium	12.16	SqFt	0	Patching - AC Deep	30.14	SqFt	\$ 14.00	\$ 423.32
19	19B	ALLIGATOR CR	Low	275.45	SqFt	0.11	Crack Sealing - AC	105.64	Ft	\$ 1.50	\$ 158.33
19	19B	L & T CR	Medium	967.09	Ft	0.39	Crack Sealing - AC	967.19	Ft	\$ 1.50	\$ 1,450.66
19	19B	L & T CR	Low	27601.71	Ft	11.03	Crack Sealing - AC	27601.71	Ft	\$ 1.50	\$ 41,402.89
19	19B	RUTTING	Medium	95.80	SqFt	0.04	Patching - AC Shallow	95.8	SqFt	\$ 7.00	\$ 670.61
19	19C	ALLIGATOR CR	Low	277.39	SqFt	0.07	Crack Sealing - AC	106.3	Ft	\$ 1.50	\$ 159.32
19	19C	ALLIGATOR CR	Medium	3.12	SqFt	0	Patching - AC Deep	13.99	SqFt	\$ 14.00	\$ 199.34
19	19C	L & T CR	Medium	1476.25	Ft	0.39	Crack Sealing - AC	1476.38	Ft	\$ 1.50	\$ 2,214.37

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
19	19C	L & T CR	Low	52074.15	Ft	13.62	Crack Sealing - AC	52074.15	Ft	\$ 1.50	\$ 78,111.86
19	19C	RUTTING	Medium	95.80	SqFt	0.03	Patching - AC Shallow	95.8	SqFt	\$ 7.00	\$ 670.46
19	19D	L & T CR	Low	1043.67	Ft	0.41	Crack Sealing - AC	1043.64	Ft	\$ 1.50	\$ 1,565.52
19	19D	L & T CR	Medium	14.40	Ft	0.01	Crack Sealing - AC	14.44	Ft	\$ 1.50	\$ 21.61
20	20A	ALLIGATOR CR	Low	1.51	SqFt	0	Crack Sealing - AC	3.28	Ft	\$ 1.50	\$ 4.80
20	20A	ALLIGATOR CR	Medium	3.55	SqFt	0	Patching - AC Deep	15.07	SqFt	\$ 14.00	\$ 210.44
20	20A	L & T CR	Medium	204.27	Ft	0.08	Crack Sealing - AC	204.4	Ft	\$ 1.50	\$ 306.38
20	20A	L & T CR	Low	11984.19	Ft	4.74	Crack Sealing - AC	11984.25	Ft	\$ 1.50	\$ 17,976.41
20	20A	RUTTING	Medium	127.55	SqFt	0.05	Patching - AC Shallow	127.01	SqFt	\$ 7.00	\$ 892.49
20	20B	ALLIGATOR CR	Low	16.04	SqFt	0.01	Crack Sealing - AC	11.15	Ft	\$ 1.50	\$ 16.56
20	20B	ALLIGATOR CR	Medium	76.53	SqFt	0.04	Patching - AC Deep	116.25	SqFt	\$ 14.00	\$ 1,620.25
20	20B	L & T CR	Low	5951.18	Ft	2.86	Crack Sealing - AC	5951.12	Ft	\$ 1.50	\$ 8,926.86
20	20B	L & T CR	Medium	143.96	Ft	0.07	Crack Sealing - AC	144.03	Ft	\$ 1.50	\$ 215.93
20	20B	RUTTING	Medium	162.21	SqFt	0.08	Patching - AC Shallow	162.54	SqFt	\$ 7.00	\$ 1,135.37
20	20B	RUTTING	High	32.40	SqFt	0.02	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 454.15
20	20C	ALLIGATOR CR	Low	1749.35	SqFt	0.75	Crack Sealing - AC	585.63	Ft	\$ 1.50	\$ 878.59
20	20C	L & T CR	Medium	694.26	Ft	0.3	Crack Sealing - AC	694.23	Ft	\$ 1.50	\$ 1,041.37
20	20C	L & T CR	Low	20360.33	Ft	8.77	Crack Sealing - AC	20360.24	Ft	\$ 1.50	\$ 30,540.75
20	20C	RUTTING	High	31.75	SqFt	0.01	Patching - AC Deep	31.22	SqFt	\$ 14.00	\$ 444.33
20	20C	RUTTING	Medium	126.91	SqFt	0.05	Patching - AC Shallow	127.01	SqFt	\$ 7.00	\$ 888.65
21	21A	ALLIGATOR CR	Low	1821.79	SqFt	0.48	Crack Sealing - AC	608.92	Ft	\$ 1.50	\$ 913.31
21	21A	ALLIGATOR CR	Medium	6.35	SqFt	0	Patching - AC Deep	20.45	SqFt	\$ 14.00	\$ 286.14
21	21A	L & T CR	Low	18007.38	Ft	4.74	Crack Sealing - AC	18007.55	Ft	\$ 1.50	\$ 27,011.31
21	21A	L & T CR	Medium	2965.22	Ft	0.78	Crack Sealing - AC	2965.22	Ft	\$ 1.50	\$ 4,447.86
21	21A	RUTTING	Medium	64.91	SqFt	0.02	Patching - AC Shallow	64.58	SqFt	\$ 7.00	\$ 454.05
21	21B	ALLIGATOR CR	Low	262.64	SqFt	0.1	Crack Sealing - AC	101.05	Ft	\$ 1.50	\$ 151.75
21	21B	ALLIGATOR CR	Medium	114.42	SqFt	0.04	Patching - AC Deep	161.46	SqFt	\$ 14.00	\$ 2,261.52
21	21B	L & T CR	Low	6850.85	Ft	2.56	Crack Sealing - AC	6850.72	Ft	\$ 1.50	\$ 10,276.37
21	21B	L & T CR	Medium	438.25	Ft	0.16	Crack Sealing - AC	438.32	Ft	\$ 1.50	\$ 657.39
21	21B	RUTTING	Medium	96.66	SqFt	0.04	Patching - AC Shallow	96.88	SqFt	\$ 7.00	\$ 676.60
21	21B	RUTTING	High	64.48	SqFt	0.02	Patching - AC Deep	64.58	SqFt	\$ 14.00	\$ 902.13
23	23A	RUTTING	High	483.51	SqFt	0.27	Patching - AC Deep	483.3	SqFt	\$ 14.00	\$ 6,769.69
23	23B	RUTTING	High	32.40	SqFt	0.01	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 452.95

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
23	23C	ALLIGATOR CR	Medium	12.27	SqFt	0	Patching - AC Deep	30.14	SqFt	\$ 14.00	\$ 425.85
23	23C	ALLIGATOR CR	Low	1990.35	SqFt	0.63	Crack Sealing - AC	662.73	Ft	\$ 1.50	\$ 993.92
23	23C	L & T CR	Low	13474.54	Ft	4.28	Crack Sealing - AC	13474.41	Ft	\$ 1.50	\$ 20,211.95
23	23C	L & T CR	Medium	1144.13	Ft	0.36	Crack Sealing - AC	1144.03	Ft	\$ 1.50	\$ 1,716.23
23	23C	RUTTING	Medium	68.57	SqFt	0.02	Patching - AC Shallow	68.89	SqFt	\$ 7.00	\$ 479.75
24	24A	ALLIGATOR CR	Low	532.81	SqFt	0.14	Crack Sealing - AC	191.93	Ft	\$ 1.50	\$ 287.90
24	24A	ALLIGATOR CR	Medium	15.72	SqFt	0	Patching - AC Deep	35.52	SqFt	\$ 14.00	\$ 499.79
24	24A	L & T CR	Medium	1486.58	Ft	0.39	Crack Sealing - AC	1486.55	Ft	\$ 1.50	\$ 2,229.91
24	24A	L & T CR	Low	76240.88	Ft	19.96	Crack Sealing - AC	76240.81	Ft	\$ 1.50	\$ 114,362.27
24	24A	RUTTING	Medium	291.70	SqFt	0.08	Patching - AC Shallow	291.7	SqFt	\$ 7.00	\$ 2,041.81
24	24A	RUTTING	High	356.50	SqFt	0.09	Patching - AC Deep	356.29	SqFt	\$ 14.00	\$ 4,991.09
24	24B	ALLIGATOR CR	Medium	8.40	SqFt	0	Patching - AC Deep	23.68	SqFt	\$ 14.00	\$ 337.83
24	24B	ALLIGATOR CR	Low	653.37	SqFt	0.26	Crack Sealing - AC	231.63	Ft	\$ 1.50	\$ 347.59
24	24B	L & T CR	Low	66856.79	Ft	26.47	Crack Sealing - AC	66856.63	Ft	\$ 1.50	\$ 100,285.98
24	24B	L & T CR	Medium	1122.38	Ft	0.44	Crack Sealing - AC	1122.38	Ft	\$ 1.50	\$ 1,683.58
24	24C	ALLIGATOR CR	Low	400.20	SqFt	0.21	Crack Sealing - AC	147.64	Ft	\$ 1.50	\$ 221.60
24	24C	L & T CR	Low	55097.11	Ft	28.44	Crack Sealing - AC	55097.11	Ft	\$ 1.50	\$ 82,646.33
24	24C	L & T CR	Medium	705.91	Ft	0.36	Crack Sealing - AC	706.04	Ft	\$ 1.50	\$ 1,058.86
24	24D	ALLIGATOR CR	Medium	107.85	SqFt	0.05	Patching - AC Deep	153.92	SqFt	\$ 14.00	\$ 2,151.97
24	24D	ALLIGATOR CR	Low	185.89	SqFt	0.09	Crack Sealing - AC	74.48	Ft	\$ 1.50	\$ 111.94
24	24D	L & T CR	Low	19402.40	Ft	9.59	Crack Sealing - AC	19402.23	Ft	\$ 1.50	\$ 29,103.83
24	24D	L & T CR	Medium	227.46	Ft	0.11	Crack Sealing - AC	227.36	Ft	\$ 1.50	\$ 341.18
24	24E	ALLIGATOR CR	Medium	36.06	SqFt	0.07	Patching - AC Deep	64.58	SqFt	\$ 14.00	\$ 899.06
24	24E	ALLIGATOR CR	Low	151.02	SqFt	0.3	Crack Sealing - AC	62.34	Ft	\$ 1.50	\$ 93.50
24	24E	L & T CR	Low	6555.28	Ft	12.88	Crack Sealing - AC	6555.12	Ft	\$ 1.50	\$ 9,832.99
24	24E	L & T CR	Medium	156.33	Ft	0.31	Crack Sealing - AC	156.17	Ft	\$ 1.50	\$ 234.49
24	24E	RUTTING	Medium	585.13	SqFt	1.15	Patching - AC Shallow	585.56	SqFt	\$ 7.00	\$ 4,096.15
24	24E	RUTTING	High	32.51	SqFt	0.06	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 455.13
24	24F	ALLIGATOR CR	Medium	0.65	SqFt	0	Patching - AC Deep	7.53	SqFt	\$ 14.00	\$ 110.91
24	24F	ALLIGATOR CR	Low	48.55	SqFt	0.02	Crack Sealing - AC	24.61	Ft	\$ 1.50	\$ 36.86
24	24F	L & T CR	Medium	460.37	Ft	0.15	Crack Sealing - AC	460.3	Ft	\$ 1.50	\$ 690.58
24	24F	L & T CR	Low	29999.64	Ft	9.49	Crack Sealing - AC	29999.67	Ft	\$ 1.50	\$ 44,999.84
24	24G	RUTTING	High	2074.21	SqFt	0.67	Patching - AC Deep	2074.21	SqFt	\$ 14.00	\$ 29,038.93

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
25	25A	ALLIGATOR CR	Low	2149.88	SqFt	0.56	Crack Sealing - AC	713.25	Ft	\$ 1.50	\$ 1,070.08
25	25A	ALLIGATOR CR	Medium	52.85	SqFt	0.01	Patching - AC Deep	86.11	SqFt	\$ 14.00	\$ 1,205.26
25	25A	L & T CR	Low	62997.57	Ft	16.31	Crack Sealing - AC	62997.7	Ft	\$ 1.50	\$ 94,497.15
25	25A	L & T CR	Medium	1778.08	Ft	0.46	Crack Sealing - AC	1778.22	Ft	\$ 1.50	\$ 2,667.15
25	25A	RUTTING	Medium	3414.31	SqFt	0.88	Patching - AC Shallow	3414.31	SqFt	\$ 7.00	\$ 23,900.45
25	25A	RUTTING	High	32.51	SqFt	0.01	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 455.25
25	25B	ALLIGATOR CR	Low	1963.01	SqFt	0.39	Crack Sealing - AC	653.87	Ft	\$ 1.50	\$ 980.88
25	25B	ALLIGATOR CR	Medium	7.10	SqFt	0	Patching - AC Deep	21.53	SqFt	\$ 14.00	\$ 304.35
25	25B	L & T CR	Medium	684.35	Ft	0.14	Crack Sealing - AC	684.38	Ft	\$ 1.50	\$ 1,026.51
25	25B	L & T CR	Low	103070.83	Ft	20.61	Crack Sealing - AC	103070.87	Ft	\$ 1.50	\$ 154,607.51
25	25B	RUTTING	Medium	257.80	SqFt	0.05	Patching - AC Shallow	258.33	SqFt	\$ 7.00	\$ 1,804.69
25	25C	RUTTING	Medium	875.32	SqFt	0.34	Patching - AC Shallow	875.11	SqFt	\$ 7.00	\$ 6,127.06
25	25D	ALLIGATOR CR	Low	2302.51	SqFt	0.6	Crack Sealing - AC	761.81	Ft	\$ 1.50	\$ 1,142.84
25	25D	ALLIGATOR CR	Medium	68.14	SqFt	0.02	Patching - AC Deep	105.49	SqFt	\$ 14.00	\$ 1,475.50
25	25D	L & T CR	Medium	1486.09	Ft	0.39	Crack Sealing - AC	1486.22	Ft	\$ 1.50	\$ 2,229.13
25	25D	L & T CR	Low	54397.24	Ft	14.18	Crack Sealing - AC	54397.31	Ft	\$ 1.50	\$ 81,596.55
25	25D	RUTTING	Medium	1326.01	SqFt	0.35	Patching - AC Shallow	1326.11	SqFt	\$ 7.00	\$ 9,282.14
25	25E	ALLIGATOR CR	Low	19.81	SqFt	0.02	Crack Sealing - AC	12.8	Ft	\$ 1.50	\$ 19.11
25	25E	ALLIGATOR CR	Medium	0.11	SqFt	0	Patching - AC Deep	5.38	SqFt	\$ 14.00	\$ 73.57
25	25E	L & T CR	Low	15273.06	Ft	11.79	Crack Sealing - AC	15272.97	Ft	\$ 1.50	\$ 22,909.77
25	25E	L & T CR	Medium	124.57	Ft	0.1	Crack Sealing - AC	124.67	Ft	\$ 1.50	\$ 186.87
25	25E	RUTTING	Medium	627.00	SqFt	0.48	Patching - AC Shallow	627.54	SqFt	\$ 7.00	\$ 4,389.16
25	25E	RUTTING	High	123.78	SqFt	0.1	Patching - AC Deep	123.78	SqFt	\$ 14.00	\$ 1,732.56
25	25F	ALLIGATOR CR	Low	202.04	SqFt	0.09	Crack Sealing - AC	80.38	Ft	\$ 1.50	\$ 120.33
25	25F	L & T CR	Medium	393.01	Ft	0.17	Crack Sealing - AC	393.04	Ft	\$ 1.50	\$ 589.50
25	25F	L & T CR	Low	25076.61	Ft	11.04	Crack Sealing - AC	25076.44	Ft	\$ 1.50	\$ 37,615.20
25	25F	RUTTING	Medium	32.40	SqFt	0.01	Patching - AC Shallow	32.29	SqFt	\$ 7.00	\$ 226.85
25	25G	ALLIGATOR CR	Low	1.40	SqFt	0	Crack Sealing - AC	2.95	Ft	\$ 1.50	\$ 4.59
25	25G	L & T CR	Low	2022.51	Ft	3.76	Crack Sealing - AC	2022.64	Ft	\$ 1.50	\$ 3,033.78
25	25G	L & T CR	Medium	5.31	Ft	0.01	Crack Sealing - AC	5.25	Ft	\$ 1.50	\$ 7.99
25	25H	ALLIGATOR CR	Low	110.22	SqFt	0.06	Crack Sealing - AC	47.57	Ft	\$ 1.50	\$ 71.53
25	25H	ALLIGATOR CR	Medium	14.21	SqFt	0.01	Patching - AC Deep	33.37	SqFt	\$ 14.00	\$ 466.37
25	25H	L & T CR	Medium	438.35	Ft	0.26	Crack Sealing - AC	438.32	Ft	\$ 1.50	\$ 657.55

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
25	25H	L & T CR	Low	13675.13	Ft	7.99	Crack Sealing - AC	13675.2	Ft	\$ 1.50	\$ 20,512.86
25	25H	RUTTING	Medium	987.91	SqFt	0.58	Patching - AC Shallow	988.13	SqFt	\$ 7.00	\$ 6,915.65
25	25H	RUTTING	High	31.86	SqFt	0.02	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 446.17
25	25I	ALLIGATOR CR	Medium	43.81	SqFt	0.02	Patching - AC Deep	74.27	SqFt	\$ 14.00	\$ 1,042.71
25	25I	ALLIGATOR CR	Low	299.02	SqFt	0.16	Crack Sealing - AC	113.52	Ft	\$ 1.50	\$ 170.37
25	25I	L & T CR	Medium	499.77	Ft	0.27	Crack Sealing - AC	499.67	Ft	\$ 1.50	\$ 749.66
25	25I	L & T CR	Low	15511.19	Ft	8.47	Crack Sealing - AC	15511.15	Ft	\$ 1.50	\$ 23,266.97
25	25I	RUTTING	Medium	64.48	SqFt	0.04	Patching - AC Shallow	64.58	SqFt	\$ 7.00	\$ 450.99
25	25I	RUTTING	High	64.48	SqFt	0.04	Patching - AC Deep	64.58	SqFt	\$ 14.00	\$ 901.97
26	26A	ALLIGATOR CR	Low	4.41	SqFt	0	Crack Sealing - AC	5.25	Ft	\$ 1.50	\$ 7.71
26	26A	L & T CR	Medium	37.37	Ft	0.03	Crack Sealing - AC	37.4	Ft	\$ 1.50	\$ 56.07
26	26A	L & T CR	Low	8335.56	Ft	6.63	Crack Sealing - AC	8335.63	Ft	\$ 1.50	\$ 12,503.47
26	26B	ALLIGATOR CR	Low	57.37	SqFt	0.02	Crack Sealing - AC	27.89	Ft	\$ 1.50	\$ 41.98
26	26B	L & T CR	Medium	42.03	Ft	0.02	Crack Sealing - AC	41.99	Ft	\$ 1.50	\$ 63.04
26	26B	L & T CR	Low	19051.08	Ft	7.27	Crack Sealing - AC	19051.18	Ft	\$ 1.50	\$ 28,576.86
26	26B	RUTTING	Medium	32.29	SqFt	0.01	Patching - AC Shallow	32.29	SqFt	\$ 7.00	\$ 225.81
26	26C	ALLIGATOR CR	Low	57.80	SqFt	0.03	Crack Sealing - AC	28.22	Ft	\$ 1.50	\$ 42.27
26	26C	L & T CR	Medium	46.33	Ft	0.02	Crack Sealing - AC	46.26	Ft	\$ 1.50	\$ 69.47
26	26C	L & T CR	Low	14579.53	Ft	7.1	Crack Sealing - AC	14579.4	Ft	\$ 1.50	\$ 21,869.48
26	26C	RUTTING	Medium	32.51	SqFt	0.02	Patching - AC Shallow	32.29	SqFt	\$ 7.00	\$ 227.78
26	26D	L & T CR	Low	22679.00	Ft	7.44	Crack Sealing - AC	22679.13	Ft	\$ 1.50	\$ 34,018.78
26	26D	L & T CR	Medium	63.06	Ft	0.02	Crack Sealing - AC	62.99	Ft	\$ 1.50	\$ 94.57
28	28A	ALLIGATOR CR	Medium	23.57	SqFt	0	Patching - AC Deep	47.36	SqFt	\$ 14.00	\$ 658.62
28	28A	ALLIGATOR CR	Low	1423.85	SqFt	0.28	Crack Sealing - AC	481.63	Ft	\$ 1.50	\$ 722.24
28	28A	L & T CR	Low	107146.59	Ft	20.99	Crack Sealing - AC	107146.65	Ft	\$ 1.50	\$ 160,721.20
28	28A	L & T CR	Medium	2134.71	Ft	0.42	Crack Sealing - AC	2134.84	Ft	\$ 1.50	\$ 3,202.09
28	28A	RUTTING	Medium	130.46	SqFt	0.03	Patching - AC Shallow	130.24	SqFt	\$ 7.00	\$ 913.06
29	29A	ALLIGATOR CR	Low	415.06	SqFt	0.21	Crack Sealing - AC	152.56	Ft	\$ 1.50	\$ 229.08
29	29A	ALLIGATOR CR	Medium	0.97	SqFt	0	Patching - AC Deep	8.61	SqFt	\$ 14.00	\$ 123.08
29	29A	L & T CR	Medium	1366.90	Ft	0.7	Crack Sealing - AC	1366.8	Ft	\$ 1.50	\$ 2,050.37
29	29A	L & T CR	Low	15160.99	Ft	7.76	Crack Sealing - AC	15161.09	Ft	\$ 1.50	\$ 22,741.68
29	29A	RUTTING	Medium	31.75	SqFt	0.02	Patching - AC Shallow	32.29	SqFt	\$ 7.00	\$ 222.46
31	31A	ALLIGATOR CR	Medium	0.65	SqFt	0	Patching - AC Deep	7.53	SqFt	\$ 14.00	\$ 110.93

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
31	31A	ALLIGATOR CR	Low	258.98	SqFt	0.11	Crack Sealing - AC	99.74	Ft	\$ 1.50	\$ 149.84
31	31A	L & T CR	Low	22947.77	Ft	9.31	Crack Sealing - AC	22947.83	Ft	\$ 1.50	\$ 34,421.95
31	31A	L & T CR	Medium	477.30	Ft	0.19	Crack Sealing - AC	477.36	Ft	\$ 1.50	\$ 715.93
32	32A	ALLIGATOR CR	Low	11819.85	SqFt	8	Crack Sealing - AC	3737.2	Ft	\$ 1.50	\$ 5,605.95
32	32B	ALLIGATOR CR	Low	13391.92	SqFt	9.09	Crack Sealing - AC	4225.07	Ft	\$ 1.50	\$ 6,337.63
35	35A	ALLIGATOR CR	Medium	1.08	SqFt	0	Patching - AC Deep	9.69	SqFt	\$ 14.00	\$ 129.92
35	35A	ALLIGATOR CR	Low	231.32	SqFt	0.14	Crack Sealing - AC	90.22	Ft	\$ 1.50	\$ 135.57
35	35A	L & T CR	Low	3364.53	Ft	2.07	Crack Sealing - AC	3364.5	Ft	\$ 1.50	\$ 5,046.85
35	35A	L & T CR	Medium	239.99	Ft	0.15	Crack Sealing - AC	239.83	Ft	\$ 1.50	\$ 359.98
35	35B	RUTTING	High	130.03	SqFt	0.12	Patching - AC Deep	130.24	SqFt	\$ 14.00	\$ 1,820.60
35	35C	ALLIGATOR CR	Low	37.78	SqFt	0.15	Crack Sealing - AC	20.34	Ft	\$ 1.50	\$ 30.41
35	35C	L & T CR	Medium	148.82	Ft	0.59	Crack Sealing - AC	148.95	Ft	\$ 1.50	\$ 223.22
35	35C	L & T CR	Low	910.20	Ft	3.62	Crack Sealing - AC	910.1	Ft	\$ 1.50	\$ 1,365.31
36	36A	ALLIGATOR CR	Low	2684.20	SqFt	1.67	Crack Sealing - AC	882.87	Ft	\$ 1.50	\$ 1,324.37
36	36A	L & T CR	Low	22523.88	Ft	14.02	Crack Sealing - AC	22523.95	Ft	\$ 1.50	\$ 33,786.09
36	36A	L & T CR	Medium	3071.06	Ft	1.91	Crack Sealing - AC	3071.19	Ft	\$ 1.50	\$ 4,606.64
36	36A	RUTTING	Medium	96.44	SqFt	0.06	Patching - AC Shallow	96.88	SqFt	\$ 7.00	\$ 675.42
36	36B	ALLIGATOR CR	Medium	10.01	SqFt	0.01	Patching - AC Deep	26.91	SqFt	\$ 14.00	\$ 374.31
36	36B	ALLIGATOR CR	Low	91.49	SqFt	0.07	Crack Sealing - AC	40.68	Ft	\$ 1.50	\$ 61.25
36	36B	L & T CR	Medium	437.43	Ft	0.33	Crack Sealing - AC	437.34	Ft	\$ 1.50	\$ 656.14
36	36B	L & T CR	Low	13984.94	Ft	10.68	Crack Sealing - AC	13984.91	Ft	\$ 1.50	\$ 20,977.57
36	36C	ALLIGATOR CR	Low	37.46	SqFt	0.05	Crack Sealing - AC	20.01	Ft	\$ 1.50	\$ 30.25
36	36C	L & T CR	Low	6038.45	Ft	7.26	Crack Sealing - AC	6038.39	Ft	\$ 1.50	\$ 9,057.77
36	36C	L & T CR	Medium	156.76	Ft	0.19	Crack Sealing - AC	156.82	Ft	\$ 1.50	\$ 235.16
36	36D	CORNER SPALL	Medium	2.14	Slabs	0.24	Patching - PCC Partial Depth	5.38	SqFt	\$ 11.00	\$ 63.43
36	36D	JOINT SPALL	Medium	1.07	Slabs	0.12	Patching - PCC Partial Depth	3.23	SqFt	\$ 11.00	\$ 31.72
36	36D	LINEAR CR	Medium	1.07	Slabs	0.12	Crack Sealing - PCC	14.44	Ft	\$ 1.50	\$ 21.70
36	36E	ALLIGATOR CR	Low	223.57	SqFt	0.08	Crack Sealing - AC	87.6	Ft	\$ 1.50	\$ 131.58
36	36E	L & T CR	Low	8775.69	Ft	3.27	Crack Sealing - AC	8775.59	Ft	\$ 1.50	\$ 13,163.66
36	36E	L & T CR	Medium	320.28	Ft	0.12	Crack Sealing - AC	320.21	Ft	\$ 1.50	\$ 480.41
37	37D	ALLIGATOR CR	Medium	49.51	SqFt	0.03	Patching - AC Deep	81.81	SqFt	\$ 14.00	\$ 1,145.22
37	37D	ALLIGATOR CR	Low	8805.74	SqFt	5.87	Crack Sealing - AC	2800.2	Ft	\$ 1.50	\$ 4,200.51
37	37D	L & T CR	Low	17021.29	Ft	11.35	Crack Sealing - AC	17021.33	Ft	\$ 1.50	\$ 25,532.17

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
37	37D	L & T CR	Medium	5506.82	Ft	3.67	Crack Sealing - AC	5506.89	Ft	\$ 1.50	\$ 8,260.30
37	37D	RUTTING	Medium	641.96	SqFt	0.43	Patching - AC Shallow	641.53	SqFt	\$ 7.00	\$ 4,493.37
38	38A	ALLIGATOR CR	Medium	85.36	SqFt	0.03	Patching - AC Deep	127.01	SqFt	\$ 14.00	\$ 1,772.18
38	38A	ALLIGATOR CR	Low	3168.25	SqFt	1.17	Crack Sealing - AC	1036.09	Ft	\$ 1.50	\$ 1,553.95
38	38A	L & T CR	Low	54943.90	Ft	20.21	Crack Sealing - AC	54943.9	Ft	\$ 1.50	\$ 82,416.52
38	38A	L & T CR	Medium	1762.34	Ft	0.65	Crack Sealing - AC	1762.47	Ft	\$ 1.50	\$ 2,643.53
38	38A	RUTTING	High	159.52	SqFt	0.06	Patching - AC Deep	159.31	SqFt	\$ 14.00	\$ 2,233.28
38	38A	RUTTING	Medium	638.08	SqFt	0.23	Patching - AC Shallow	638.3	SqFt	\$ 7.00	\$ 4,466.57
42	42A	RUTTING	High	67.92	SqFt	0.09	Patching - AC Deep	67.81	SqFt	\$ 14.00	\$ 950.36
42	42B	ALLIGATOR CR	Low	577.70	SqFt	0.5	Crack Sealing - AC	206.69	Ft	\$ 1.50	\$ 310.16
42	42B	L & T CR	Medium	269.69	Ft	0.23	Crack Sealing - AC	269.69	Ft	\$ 1.50	\$ 404.51
42	42B	L & T CR	Low	26364.40	Ft	22.86	Crack Sealing - AC	26364.5	Ft	\$ 1.50	\$ 39,546.95
43	43A	L & T CR	Low	17852.89	Ft	6.73	Crack Sealing - AC	17853.02	Ft	\$ 1.50	\$ 26,779.53
43	43A	L & T CR	Medium	174.05	Ft	0.07	Crack Sealing - AC	174.21	Ft	\$ 1.50	\$ 261.09
44	44A	ALLIGATOR CR	Medium	112.38	SqFt	0.02	Patching - AC Deep	159.31	SqFt	\$ 14.00	\$ 2,226.99
44	44A	ALLIGATOR CR	Low	538.95	SqFt	0.11	Crack Sealing - AC	193.9	Ft	\$ 1.50	\$ 290.95
44	44A	L & T CR	Low	39727.23	Ft	8.29	Crack Sealing - AC	39727.36	Ft	\$ 1.50	\$ 59,591.34
44	44A	L & T CR	Medium	997.51	Ft	0.21	Crack Sealing - AC	997.38	Ft	\$ 1.50	\$ 1,496.28
44	44A	RUTTING	Medium	2699.59	SqFt	0.56	Patching - AC Shallow	2699.59	SqFt	\$ 7.00	\$ 18,896.95
44	44A	RUTTING	High	96.44	SqFt	0.02	Patching - AC Deep	96.88	SqFt	\$ 14.00	\$ 1,349.78
48	48A	ALLIGATOR CR	Low	61.03	SqFt	0.05	Crack Sealing - AC	29.53	Ft	\$ 1.50	\$ 44.08
48	48A	ALLIGATOR CR	Medium	0.86	SqFt	0	Patching - AC Deep	8.61	SqFt	\$ 14.00	\$ 120.72
48	48A	L & T CR	Low	3239.24	Ft	2.56	Crack Sealing - AC	3239.17	Ft	\$ 1.50	\$ 4,858.90
48	48A	L & T CR	Medium	172.38	Ft	0.14	Crack Sealing - AC	172.24	Ft	\$ 1.50	\$ 258.59
48	48B	L & T CR	Medium	4.63	Ft	0.01	Crack Sealing - AC	4.59	Ft	\$ 1.50	\$ 6.96
48	48B	L & T CR	Low	628.05	Ft	0.93	Crack Sealing - AC	627.95	Ft	\$ 1.50	\$ 942.07
48	48C	ALLIGATOR CR	Low	202.68	SqFt	0.21	Crack Sealing - AC	80.38	Ft	\$ 1.50	\$ 120.68
48	48C	ALLIGATOR CR	Medium	0.54	SqFt	0	Patching - AC Deep	7.53	SqFt	\$ 14.00	\$ 104.16
48	48C	L & T CR	Medium	104.72	Ft	0.11	Crack Sealing - AC	104.66	Ft	\$ 1.50	\$ 157.09
48	48C	L & T CR	Low	1775.07	Ft	1.8	Crack Sealing - AC	1774.93	Ft	\$ 1.50	\$ 2,662.62
48	48C	RUTTING	Medium	12.81	SqFt	0.01	Patching - AC Shallow	12.92	SqFt	\$ 7.00	\$ 89.54
48	48D	ALLIGATOR CR	Low	62.43	SqFt	0.03	Crack Sealing - AC	29.86	Ft	\$ 1.50	\$ 44.92
48	48D	L & T CR	Medium	64.93	Ft	0.03	Crack Sealing - AC	64.96	Ft	\$ 1.50	\$ 97.37

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
48	48D	L & T CR	Low	2736.84	Ft	1.1	Crack Sealing - AC	2736.88	Ft	\$ 1.50	\$ 4,105.28
49	49D	ALLIGATOR CR	Low	193.21	SqFt	0.27	Crack Sealing - AC	77.1	Ft	\$ 1.50	\$ 115.72
49	49D	L & T CR	Medium	262.47	Ft	0.36	Crack Sealing - AC	262.47	Ft	\$ 1.50	\$ 393.72
49	49D	L & T CR	Low	3847.87	Ft	5.34	Crack Sealing - AC	3847.77	Ft	\$ 1.50	\$ 5,771.83
49	49D	RUTTING	Medium	31.65	SqFt	0.04	Patching - AC Shallow	31.22	SqFt	\$ 7.00	\$ 221.18
49	49E	ALLIGATOR CR	Low	7.97	SqFt	0	Crack Sealing - AC	7.22	Ft	\$ 1.50	\$ 10.69
49	49E	L & T CR	Medium	128.84	Ft	0.06	Crack Sealing - AC	128.94	Ft	\$ 1.50	\$ 193.25
49	49E	L & T CR	Low	13303.77	Ft	5.86	Crack Sealing - AC	13303.81	Ft	\$ 1.50	\$ 19,955.82
49	49E	RUTTING	Medium	65.01	SqFt	0.03	Patching - AC Shallow	64.58	SqFt	\$ 7.00	\$ 455.19
49	49F	ALLIGATOR CR	Low	41.98	SqFt	0.06	Crack Sealing - AC	21.98	Ft	\$ 1.50	\$ 32.95
49	49F	L & T CR	Medium	147.24	Ft	0.2	Crack Sealing - AC	147.31	Ft	\$ 1.50	\$ 220.87
49	49F	L & T CR	Low	5505.28	Ft	7.61	Crack Sealing - AC	5505.25	Ft	\$ 1.50	\$ 8,257.99
49	49G	L & T CR	Low	2836.81	Ft	1.33	Crack Sealing - AC	2836.94	Ft	\$ 1.50	\$ 4,255.27
49	49G	L & T CR	Medium	13.52	Ft	0.01	Crack Sealing - AC	13.45	Ft	\$ 1.50	\$ 20.26
49	49H	ALLIGATOR CR	Medium	28.20	SqFt	0.02	Patching - AC Deep	53.82	SqFt	\$ 14.00	\$ 750.88
49	49H	ALLIGATOR CR	Low	621.40	SqFt	0.41	Crack Sealing - AC	221.13	Ft	\$ 1.50	\$ 331.81
49	49H	L & T CR	Low	9101.94	Ft	6.07	Crack Sealing - AC	9102.03	Ft	\$ 1.50	\$ 13,652.99
49	49H	L & T CR	Medium	972.97	Ft	0.65	Crack Sealing - AC	973.1	Ft	\$ 1.50	\$ 1,459.47
49	49H	RUTTING	Medium	162.00	SqFt	0.11	Patching - AC Shallow	161.46	SqFt	\$ 7.00	\$ 1,133.91
51	51A	ALLIGATOR CR	Low	655.20	SqFt	0.26	Crack Sealing - AC	232.28	Ft	\$ 1.50	\$ 348.51
51	51A	ALLIGATOR CR	Medium	8.61	SqFt	0	Patching - AC Deep	24.76	SqFt	\$ 14.00	\$ 341.26
51	51A	L & T CR	Low	31136.09	Ft	12.31	Crack Sealing - AC	31136.15	Ft	\$ 1.50	\$ 46,704.53
51	51A	L & T CR	Medium	790.62	Ft	0.31	Crack Sealing - AC	790.68	Ft	\$ 1.50	\$ 1,185.92
51	51A	RUTTING	Medium	289.66	SqFt	0.11	Patching - AC Shallow	289.55	SqFt	\$ 7.00	\$ 2,027.93
51	51B	ALLIGATOR CR	Low	448.64	SqFt	0.36	Crack Sealing - AC	164.04	Ft	\$ 1.50	\$ 245.93
51	51B	L & T CR	Low	17108.20	Ft	13.59	Crack Sealing - AC	17108.27	Ft	\$ 1.50	\$ 25,662.50
51	51B	L & T CR	Medium	290.55	Ft	0.23	Crack Sealing - AC	290.68	Ft	\$ 1.50	\$ 435.82
52	52B	ALLIGATOR CR	Medium	453.16	SqFt	0.41	Patching - AC Deep	542.5	SqFt	\$ 14.00	\$ 7,599.40
52	52B	ALLIGATOR CR	Low	1559.69	SqFt	1.4	Crack Sealing - AC	524.93	Ft	\$ 1.50	\$ 787.60
52	52B	L & T CR	Medium	1418.08	Ft	1.27	Crack Sealing - AC	1417.98	Ft	\$ 1.50	\$ 2,127.11
52	52B	L & T CR	Low	24210.96	Ft	21.73	Crack Sealing - AC	24210.96	Ft	\$ 1.50	\$ 36,316.76
52	52B	RUTTING	High	226.37	SqFt	0.2	Patching - AC Deep	226.04	SqFt	\$ 14.00	\$ 3,169.53
52	52B	RUTTING	Medium	582.11	SqFt	0.52	Patching - AC Shallow	582.33	SqFt	\$ 7.00	\$ 4,075.12

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
52	52C	ALLIGATOR CR	Low	162.00	SqFt	0.19	Crack Sealing - AC	66.27	Ft	\$ 1.50	\$ 99.29
52	52C	ALLIGATOR CR	Medium	117.65	SqFt	0.14	Patching - AC Deep	165.76	SqFt	\$ 14.00	\$ 2,314.18
52	52C	L & T CR	Low	3093.08	Ft	3.6	Crack Sealing - AC	3093.18	Ft	\$ 1.50	\$ 4,639.63
52	52C	L & T CR	Medium	517.81	Ft	0.6	Crack Sealing - AC	517.72	Ft	\$ 1.50	\$ 776.73
52	52C	RUTTING	High	32.08	SqFt	0.04	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 449.23
52	52C	RUTTING	Medium	160.49	SqFt	0.19	Patching - AC Shallow	160.38	SqFt	\$ 7.00	\$ 1,123.09
52	52D	ALLIGATOR CR	Low	671.13	SqFt	0.24	Crack Sealing - AC	237.53	Ft	\$ 1.50	\$ 356.32
52	52D	ALLIGATOR CR	Medium	152.74	SqFt	0.06	Patching - AC Deep	206.67	SqFt	\$ 14.00	\$ 2,890.61
52	52D	L & T CR	Low	32514.60	Ft	11.84	Crack Sealing - AC	32514.76	Ft	\$ 1.50	\$ 48,772.31
52	52D	L & T CR	Medium	1169.75	Ft	0.43	Crack Sealing - AC	1169.62	Ft	\$ 1.50	\$ 1,754.63
52	52D	RUTTING	Medium	3238.21	SqFt	1.18	Patching - AC Shallow	3237.78	SqFt	\$ 7.00	\$ 22,667.52
52	52D	RUTTING	High	416.78	SqFt	0.15	Patching - AC Deep	416.56	SqFt	\$ 14.00	\$ 5,835.20
53	53A	ALLIGATOR CR	Low	3.55	SqFt	0	Crack Sealing - AC	4.59	Ft	\$ 1.50	\$ 6.97
53	53A	ALLIGATOR CR	Medium	0.97	SqFt	0	Patching - AC Deep	8.61	SqFt	\$ 14.00	\$ 126.22
53	53A	L & T CR	Low	3923.85	Ft	3.24	Crack Sealing - AC	3923.88	Ft	\$ 1.50	\$ 5,885.81
53	53A	L & T CR	Medium	31.10	Ft	0.03	Crack Sealing - AC	31.17	Ft	\$ 1.50	\$ 46.66
53	53A	RUTTING	Medium	81.05	SqFt	0.07	Patching - AC Shallow	80.73	SqFt	\$ 7.00	\$ 567.03
53	53B	ALLIGATOR CR	Medium	2.26	SqFt	0	Patching - AC Deep	12.92	SqFt	\$ 14.00	\$ 173.74
53	53B	ALLIGATOR CR	Low	162.32	SqFt	0.17	Crack Sealing - AC	66.27	Ft	\$ 1.50	\$ 99.49
53	53B	L & T CR	Low	14141.04	Ft	14.42	Crack Sealing - AC	14141.08	Ft	\$ 1.50	\$ 21,211.72
53	53B	L & T CR	Medium	236.38	Ft	0.24	Crack Sealing - AC	236.22	Ft	\$ 1.50	\$ 354.57
53	53C	ALLIGATOR CR	Low	3234.99	SqFt	1.47	Crack Sealing - AC	1057.09	Ft	\$ 1.50	\$ 1,585.56
53	53C	ALLIGATOR CR	Medium	6.14	SqFt	0	Patching - AC Deep	20.45	SqFt	\$ 14.00	\$ 281.43
53	53C	L & T CR	Low	56833.73	Ft	25.83	Crack Sealing - AC	56833.66	Ft	\$ 1.50	\$ 85,251.28
53	53C	L & T CR	Medium	1131.76	Ft	0.51	Crack Sealing - AC	1131.89	Ft	\$ 1.50	\$ 1,697.66
53	53C	RUTTING	Medium	1967.54	SqFt	0.89	Patching - AC Shallow	1967.64	SqFt	\$ 7.00	\$ 13,772.92
53	53C	RUTTING	High	290.30	SqFt	0.13	Patching - AC Deep	290.63	SqFt	\$ 14.00	\$ 4,064.14
54	54A	L & T CR	Low	18.44	Ft	0.02	Crack Sealing - AC	18.37	Ft	\$ 1.50	\$ 27.68
54	54A	L & T CR	Medium	9.45	Ft	0.01	Crack Sealing - AC	9.51	Ft	\$ 1.50	\$ 14.17
54	54A	RUTTING	High	84.28	SqFt	0.07	Patching - AC Deep	83.96	SqFt	\$ 14.00	\$ 1,179.85
54	54A	RUTTING	Medium	1382.09	SqFt	1.13	Patching - AC Shallow	1382.09	SqFt	\$ 7.00	\$ 9,674.81
54	54B	ALLIGATOR CR	Low	566.94	SqFt	0.54	Crack Sealing - AC	203.08	Ft	\$ 1.50	\$ 304.84
54	54B	ALLIGATOR CR	Medium	68.46	SqFt	0.06	Patching - AC Deep	105.49	SqFt	\$ 14.00	\$ 1,480.00

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
54	54B	L & T CR	Medium	354.20	Ft	0.34	Crack Sealing - AC	354.33	Ft	\$ 1.50	\$ 531.33
54	54B	L & T CR	Low	3141.34	Ft	2.97	Crack Sealing - AC	3141.4	Ft	\$ 1.50	\$ 4,712.07
54	54B	RUTTING	High	385.46	SqFt	0.37	Patching - AC Deep	385.35	SqFt	\$ 14.00	\$ 5,396.83
54	54B	RUTTING	Medium	1670.45	SqFt	1.58	Patching - AC Shallow	1670.56	SqFt	\$ 7.00	\$ 11,693.14
54	54C	ALLIGATOR CR	Medium	69.32	SqFt	0.05	Patching - AC Deep	106.56	SqFt	\$ 14.00	\$ 1,495.24
54	54C	ALLIGATOR CR	Low	49.73	SqFt	0.04	Crack Sealing - AC	24.93	Ft	\$ 1.50	\$ 37.53
54	54C	L & T CR	Medium	92.75	Ft	0.07	Crack Sealing - AC	92.85	Ft	\$ 1.50	\$ 139.14
54	54C	L & T CR	Low	2952.69	Ft	2.31	Crack Sealing - AC	2952.76	Ft	\$ 1.50	\$ 4,429.07
54	54C	RUTTING	Medium	566.50	SqFt	0.44	Patching - AC Shallow	566.18	SqFt	\$ 7.00	\$ 3,965.78
54	54C	RUTTING	High	94.40	SqFt	0.07	Patching - AC Deep	94.72	SqFt	\$ 14.00	\$ 1,321.92
55	55A	ALLIGATOR CR	Medium	60.71	SqFt	0.03	Patching - AC Deep	95.8	SqFt	\$ 14.00	\$ 1,345.65
55	55A	ALLIGATOR CR	Low	849.16	SqFt	0.4	Crack Sealing - AC	295.93	Ft	\$ 1.50	\$ 443.69
55	55A	L & T CR	Low	33141.40	Ft	15.48	Crack Sealing - AC	33141.4	Ft	\$ 1.50	\$ 49,712.53
55	55A	L & T CR	Medium	1236.84	Ft	0.58	Crack Sealing - AC	1236.88	Ft	\$ 1.50	\$ 1,855.28
55	55A	RUTTING	Medium	128.63	SqFt	0.06	Patching - AC Shallow	129.17	SqFt	\$ 7.00	\$ 900.70
55	55A	RUTTING	High	32.18	SqFt	0.02	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 450.35
62	62A	ALLIGATOR CR	Low	102.36	SqFt	0.08	Crack Sealing - AC	44.95	Ft	\$ 1.50	\$ 67.22
62	62A	ALLIGATOR CR	Medium	22.71	SqFt	0.02	Patching - AC Deep	46.28	SqFt	\$ 14.00	\$ 642.34
62	62A	L & T CR	Low	7794.85	Ft	6.14	Crack Sealing - AC	7794.95	Ft	\$ 1.50	\$ 11,692.35
62	62A	L & T CR	Medium	187.63	Ft	0.15	Crack Sealing - AC	187.66	Ft	\$ 1.50	\$ 281.46
62	62A	RUTTING	Medium	629.47	SqFt	0.5	Patching - AC Shallow	629.69	SqFt	\$ 7.00	\$ 4,406.24
62	62C	ALLIGATOR CR	Medium	4.84	SqFt	0.01	Patching - AC Deep	17.22	SqFt	\$ 14.00	\$ 247.81
62	62C	ALLIGATOR CR	Low	15.28	SqFt	0.02	Crack Sealing - AC	10.83	Ft	\$ 1.50	\$ 16.01
62	62C	L & T CR	Low	4124.64	Ft	4.45	Crack Sealing - AC	4124.67	Ft	\$ 1.50	\$ 6,187.01
62	62C	L & T CR	Medium	45.73	Ft	0.05	Crack Sealing - AC	45.6	Ft	\$ 1.50	\$ 68.58
62	62D	ALLIGATOR CR	Medium	5.49	SqFt	0	Patching - AC Deep	19.38	SqFt	\$ 14.00	\$ 264.02
62	62D	ALLIGATOR CR	Low	403.00	SqFt	0.34	Crack Sealing - AC	148.62	Ft	\$ 1.50	\$ 223.00
62	62D	L & T CR	Low	16021.13	Ft	13.35	Crack Sealing - AC	16021	Ft	\$ 1.50	\$ 24,031.90
62	62D	L & T CR	Medium	339.63	Ft	0.28	Crack Sealing - AC	339.57	Ft	\$ 1.50	\$ 509.44
62	62D	RUTTING	High	62.65	SqFt	0.05	Patching - AC Deep	62.43	SqFt	\$ 14.00	\$ 876.31
62	62D	RUTTING	Medium	250.37	SqFt	0.21	Patching - AC Shallow	250.8	SqFt	\$ 7.00	\$ 1,752.61
63	63A	ALLIGATOR CR	Low	179.86	SqFt	0.09	Crack Sealing - AC	72.51	Ft	\$ 1.50	\$ 108.72
63	63A	ALLIGATOR CR	Medium	15.50	SqFt	0.01	Patching - AC Deep	35.52	SqFt	\$ 14.00	\$ 495.73

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
63	63A	L & T CR	Medium	203.31	Ft	0.1	Crack Sealing - AC	203.41	Ft	\$ 1.50	\$ 304.98
63	63A	L & T CR	Low	4126.18	Ft	2.12	Crack Sealing - AC	4126.31	Ft	\$ 1.50	\$ 6,189.31
63	63A	RUTTING	Medium	292.24	SqFt	0.15	Patching - AC Shallow	291.7	SqFt	\$ 7.00	\$ 2,045.67
63	63A	RUTTING	High	64.91	SqFt	0.03	Patching - AC Deep	64.58	SqFt	\$ 14.00	\$ 909.19
64	64A	ALLIGATOR CR	Low	3395.91	SqFt	1.33	Crack Sealing - AC	1107.94	Ft	\$ 1.50	\$ 1,661.70
64	64A	ALLIGATOR CR	Medium	86.00	SqFt	0.03	Patching - AC Deep	127.01	SqFt	\$ 14.00	\$ 1,782.44
64	64A	L & T CR	Medium	3723.10	Ft	1.46	Crack Sealing - AC	3723.1	Ft	\$ 1.50	\$ 5,584.71
64	64A	L & T CR	Low	25679.79	Ft	10.06	Crack Sealing - AC	25679.79	Ft	\$ 1.50	\$ 38,520.01
64	64A	RUTTING	Medium	1326.65	SqFt	0.52	Patching - AC Shallow	1327.19	SqFt	\$ 7.00	\$ 9,286.79
64	64A	RUTTING	High	173.08	SqFt	0.07	Patching - AC Deep	173.3	SqFt	\$ 14.00	\$ 2,422.64
64	64B	ALLIGATOR CR	Low	219.91	SqFt	0.09	Crack Sealing - AC	86.29	Ft	\$ 1.50	\$ 129.64
64	64B	L & T CR	Medium	167.85	Ft	0.07	Crack Sealing - AC	167.98	Ft	\$ 1.50	\$ 251.79
64	64B	L & T CR	Low	15425.26	Ft	6.01	Crack Sealing - AC	15425.2	Ft	\$ 1.50	\$ 23,138.10
64	64B	RUTTING	Medium	32.18	SqFt	0.01	Patching - AC Shallow	32.29	SqFt	\$ 7.00	\$ 225.11
64	64C	ALLIGATOR CR	Medium	12.59	SqFt	0.01	Patching - AC Deep	31.22	SqFt	\$ 14.00	\$ 432.05
64	64C	ALLIGATOR CR	Low	3452.52	SqFt	1.92	Crack Sealing - AC	1125.66	Ft	\$ 1.50	\$ 1,688.45
64	64C	L & T CR	Medium	853.74	Ft	0.48	Crack Sealing - AC	853.67	Ft	\$ 1.50	\$ 1,280.64
64	64C	L & T CR	Low	28622.87	Ft	15.96	Crack Sealing - AC	28622.7	Ft	\$ 1.50	\$ 42,934.64
64	64C	RUTTING	Medium	1576.27	SqFt	0.88	Patching - AC Shallow	1575.84	SqFt	\$ 7.00	\$ 11,033.99
64	64D	ALLIGATOR CR	Low	65.44	SqFt	0.08	Crack Sealing - AC	31.17	Ft	\$ 1.50	\$ 46.66
64	64D	L & T CR	Low	6533.60	Ft	7.98	Crack Sealing - AC	6533.46	Ft	\$ 1.50	\$ 9,800.49
64	64D	L & T CR	Medium	151.41	Ft	0.18	Crack Sealing - AC	151.57	Ft	\$ 1.50	\$ 227.13
66	66A	ALLIGATOR CR	Medium	79.44	SqFt	0.03	Patching - AC Deep	119.48	SqFt	\$ 14.00	\$ 1,670.30
66	66A	ALLIGATOR CR	Low	268.24	SqFt	0.11	Crack Sealing - AC	103.02	Ft	\$ 1.50	\$ 154.60
66	66A	L & T CR	Low	19508.99	Ft	7.76	Crack Sealing - AC	19508.86	Ft	\$ 1.50	\$ 29,263.74
66	66A	L & T CR	Medium	300.52	Ft	0.12	Crack Sealing - AC	300.52	Ft	\$ 1.50	\$ 450.81
66	66A	RUTTING	Medium	272.54	SqFt	0.11	Patching - AC Shallow	272.33	SqFt	\$ 7.00	\$ 1,907.83
66	66A	RUTTING	High	112.27	SqFt	0.04	Patching - AC Deep	111.94	SqFt	\$ 14.00	\$ 1,571.16
70	70A	ALLIGATOR CR	Low	61.89	SqFt	0.02	Crack Sealing - AC	29.86	Ft	\$ 1.50	\$ 44.58
70	70A	L & T CR	Medium	89.99	Ft	0.03	Crack Sealing - AC	89.9	Ft	\$ 1.50	\$ 135.01
70	70A	L & T CR	Low	24689.83	Ft	8.62	Crack Sealing - AC	24689.96	Ft	\$ 1.50	\$ 37,035.04
73	73A	ALLIGATOR CR	Medium	19.16	SqFt	0.03	Patching - AC Deep	40.9	SqFt	\$ 14.00	\$ 571.62
73	73A	ALLIGATOR CR	Low	1363.36	SqFt	2.18	Crack Sealing - AC	461.94	Ft	\$ 1.50	\$ 693.11

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
73	73A	L & T CR	Medium	2248.79	Ft	3.59	Crack Sealing - AC	2248.69	Ft	\$ 1.50	\$ 3,373.20
73	73A	L & T CR	Low	10103.74	Ft	16.14	Crack Sealing - AC	10103.67	Ft	\$ 1.50	\$ 15,155.74
73	73A	RUTTING	Medium	61.68	SqFt	0.1	Patching - AC Shallow	61.35	SqFt	\$ 7.00	\$ 431.91
74	74A	ALLIGATOR CR	Low	435.29	SqFt	0.26	Crack Sealing - AC	159.45	Ft	\$ 1.50	\$ 239.26
74	74A	L & T CR	Low	21310.56	Ft	12.58	Crack Sealing - AC	21310.7	Ft	\$ 1.50	\$ 31,966.12
74	74A	L & T CR	Medium	156.86	Ft	0.09	Crack Sealing - AC	156.82	Ft	\$ 1.50	\$ 235.31
74	74B	ALLIGATOR CR	Medium	2.91	SqFt	0	Patching - AC Deep	13.99	SqFt	\$ 14.00	\$ 191.75
74	74B	ALLIGATOR CR	Low	376.20	SqFt	0.14	Crack Sealing - AC	139.76	Ft	\$ 1.50	\$ 209.53
74	74B	L & T CR	Medium	515.75	Ft	0.19	Crack Sealing - AC	515.75	Ft	\$ 1.50	\$ 773.62
74	74B	L & T CR	Low	21974.18	Ft	8.03	Crack Sealing - AC	21974.08	Ft	\$ 1.50	\$ 32,961.53
74	74B	RUTTING	High	64.69	SqFt	0.02	Patching - AC Deep	64.58	SqFt	\$ 14.00	\$ 905.24
74	74B	RUTTING	Medium	1131.50	SqFt	0.41	Patching - AC Shallow	1131.29	SqFt	\$ 7.00	\$ 7,920.82
74	74C	ALLIGATOR CR	Low	624.84	SqFt	1.19	Crack Sealing - AC	222.44	Ft	\$ 1.50	\$ 333.49
74	74C	ALLIGATOR CR	Medium	38.32	SqFt	0.07	Patching - AC Deep	66.74	SqFt	\$ 14.00	\$ 940.96
74	74C	L & T CR	Low	7064.83	Ft	13.44	Crack Sealing - AC	7064.96	Ft	\$ 1.50	\$ 10,597.34
74	74C	L & T CR	Medium	351.74	Ft	0.67	Crack Sealing - AC	351.71	Ft	\$ 1.50	\$ 527.62
74	74C	RUTTING	Medium	60.82	SqFt	0.12	Patching - AC Shallow	60.28	SqFt	\$ 7.00	\$ 425.63
74	74C	RUTTING	High	60.82	SqFt	0.12	Patching - AC Deep	60.28	SqFt	\$ 14.00	\$ 851.27
74	74D	ALLIGATOR CR	Low	3.23	SqFt	0	Crack Sealing - AC	4.59	Ft	\$ 1.50	\$ 6.65
74	74D	L & T CR	Medium	65.94	Ft	0.04	Crack Sealing - AC	65.94	Ft	\$ 1.50	\$ 98.93
74	74D	L & T CR	Low	9975.69	Ft	5.56	Crack Sealing - AC	9975.72	Ft	\$ 1.50	\$ 14,963.68
74	74E	ALLIGATOR CR	Low	23.57	SqFt	0.01	Crack Sealing - AC	14.44	Ft	\$ 1.50	\$ 21.56
74	74E	L & T CR	Medium	222.51	Ft	0.06	Crack Sealing - AC	222.44	Ft	\$ 1.50	\$ 333.78
74	74E	L & T CR	Low	22858.37	Ft	6.57	Crack Sealing - AC	22858.27	Ft	\$ 1.50	\$ 34,287.81
74	74E	RUTTING	Medium	745.51	SqFt	0.21	Patching - AC Shallow	745.94	SqFt	\$ 7.00	\$ 5,218.45
74	74F	ALLIGATOR CR	Medium	12.06	SqFt	0.01	Patching - AC Deep	30.14	SqFt	\$ 14.00	\$ 419.54
74	74F	ALLIGATOR CR	Low	261.67	SqFt	0.16	Crack Sealing - AC	100.72	Ft	\$ 1.50	\$ 151.22
74	74F	L & T CR	Medium	660.96	Ft	0.4	Crack Sealing - AC	661.09	Ft	\$ 1.50	\$ 991.46
74	74F	L & T CR	Low	17869.23	Ft	10.81	Crack Sealing - AC	17869.09	Ft	\$ 1.50	\$ 26,804.08
74	74F	RUTTING	Medium	64.69	SqFt	0.04	Patching - AC Shallow	64.58	SqFt	\$ 7.00	\$ 452.98
74	74G	ALLIGATOR CR	Medium	3.12	SqFt	0	Patching - AC Deep	13.99	SqFt	\$ 14.00	\$ 200.40
74	74G	ALLIGATOR CR	Low	271.68	SqFt	0.07	Crack Sealing - AC	104.33	Ft	\$ 1.50	\$ 156.35
74	74G	L & T CR	Low	51510.37	Ft	13.5	Crack Sealing - AC	51510.5	Ft	\$ 1.50	\$ 77,266.20

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
74	74G	L & T CR	Medium	1459.22	Ft	0.38	Crack Sealing - AC	1459.32	Ft	\$ 1.50	\$ 2,188.87
74	74G	RUTTING	Medium	96.88	SqFt	0.03	Patching - AC Shallow	96.88	SqFt	\$ 7.00	\$ 678.04
79	79A	ALLIGATOR CR	Medium	17.55	SqFt	0.01	Patching - AC Deep	38.75	SqFt	\$ 14.00	\$ 538.54
79	79A	ALLIGATOR CR	Low	709.88	SqFt	0.27	Crack Sealing - AC	250.33	Ft	\$ 1.50	\$ 375.42
79	79A	L & T CR	Medium	812.93	Ft	0.31	Crack Sealing - AC	812.99	Ft	\$ 1.50	\$ 1,219.42
79	79A	L & T CR	Low	33158.33	Ft	12.79	Crack Sealing - AC	33158.46	Ft	\$ 1.50	\$ 49,737.92
79	79A	RUTTING	Medium	64.26	SqFt	0.02	Patching - AC Shallow	64.58	SqFt	\$ 7.00	\$ 450.14
80	80A	ALLIGATOR CR	Medium	381.47	SqFt	0.17	Patching - AC Deep	463.92	SqFt	\$ 14.00	\$ 6,496.50
80	80A	ALLIGATOR CR	Low	57.26	SqFt	0.03	Crack Sealing - AC	27.89	Ft	\$ 1.50	\$ 41.95
80	80A	L & T CR	Medium	2135.24	Ft	0.98	Crack Sealing - AC	2135.17	Ft	\$ 1.50	\$ 3,202.89
80	80A	L & T CR	Low	25171.92	Ft	11.53	Crack Sealing - AC	25171.92	Ft	\$ 1.50	\$ 37,758.20
80	80A	RUTTING	High	323.89	SqFt	0.15	Patching - AC Deep	323.99	SqFt	\$ 14.00	\$ 4,534.12
80	80A	RUTTING	Medium	291.49	SqFt	0.13	Patching - AC Shallow	291.7	SqFt	\$ 7.00	\$ 2,040.36
83	83A	LINEAR CR	Medium	10.00	Slabs	33.33	Crack Sealing - PCC	160.1	Ft	\$ 1.50	\$ 240.00
83	83B	ALLIGATOR CR	Low	893.19	SqFt	1.14	Crack Sealing - AC	310.04	Ft	\$ 1.50	\$ 465.22
83	83B	ALLIGATOR CR	Medium	122.06	SqFt	0.16	Patching - AC Deep	170.07	SqFt	\$ 14.00	\$ 2,387.87
83	83B	L & T CR	Medium	1248.39	Ft	1.59	Crack Sealing - AC	1248.36	Ft	\$ 1.50	\$ 1,872.58
83	83B	L & T CR	Low	3278.05	Ft	4.17	Crack Sealing - AC	3278.22	Ft	\$ 1.50	\$ 4,917.14
83	83B	RUTTING	Medium	371.03	SqFt	0.47	Patching - AC Shallow	371.35	SqFt	\$ 7.00	\$ 2,597.46
83	83C	FAULTING	Medium	7.00	Slabs	11.11	Grinding (Localized)	83.99	Ft	\$ 4.00	\$ 336.00
83	83C	JOINT SPALL	Medium	9.00	Slabs	14.29	Patching - PCC Partial Depth	23.68	SqFt	\$ 11.00	\$ 266.41
84	84B	ALLIGATOR CR	Medium	2.58	SqFt	0	Patching - AC Deep	12.92	SqFt	\$ 14.00	\$ 183.17
84	84B	ALLIGATOR CR	Low	233.47	SqFt	0.12	Crack Sealing - AC	91.21	Ft	\$ 1.50	\$ 136.69
84	84B	L & T CR	Low	32722.44	Ft	16.64	Crack Sealing - AC	32722.44	Ft	\$ 1.50	\$ 49,084.05
84	84B	L & T CR	Medium	836.81	Ft	0.43	Crack Sealing - AC	836.94	Ft	\$ 1.50	\$ 1,255.23
84	84B	RUTTING	Medium	162.10	SqFt	0.08	Patching - AC Shallow	162.54	SqFt	\$ 7.00	\$ 1,134.43
84	84C	JOINT SPALL	Medium	3.26	Slabs	1.26	Patching - PCC Partial Depth	8.61	SqFt	\$ 11.00	\$ 96.60
84	84C	LINEAR CR	Medium	6.53	Slabs	2.51	Crack Sealing - PCC	88.25	Ft	\$ 1.50	\$ 132.18
84	84C	LINEAR CR	High	1.09	Slabs	0.42	Patching - PCC Partial Depth	195.9	SqFt	\$ 11.00	\$ 2,153.97
84	84D	RUTTING	High	96.12	SqFt	0.09	Patching - AC Deep	95.8	SqFt	\$ 14.00	\$ 1,346.46
86	86A	ALLIGATOR CR	Medium	7.00	SqFt	0.01	Patching - AC Deep	21.53	SqFt	\$ 14.00	\$ 302.17
86	86A	ALLIGATOR CR	Low	479.86	SqFt	0.8	Crack Sealing - AC	174.21	Ft	\$ 1.50	\$ 261.53
86	86A	L & T CR	Low	9862.20	Ft	16.54	Crack Sealing - AC	9862.2	Ft	\$ 1.50	\$ 14,793.41

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
86	86A	L & T CR	Medium	133.20	Ft	0.22	Crack Sealing - AC	133.2	Ft	\$ 1.50	\$ 199.82
86	86A	RUTTING	Medium	32.29	SqFt	0.05	Patching - AC Shallow	32.29	SqFt	\$ 7.00	\$ 226.29
88	88A	ALLIGATOR CR	Medium	18.08	SqFt	0.01	Patching - AC Deep	38.75	SqFt	\$ 14.00	\$ 549.20
88	88A	ALLIGATOR CR	Low	127.34	SqFt	0.04	Crack Sealing - AC	53.81	Ft	\$ 1.50	\$ 80.82
88	88A	L & T CR	Low	5829.76	Ft	2.05	Crack Sealing - AC	5829.72	Ft	\$ 1.50	\$ 8,744.69
88	88A	L & T CR	Medium	2540.16	Ft	0.89	Crack Sealing - AC	2540.03	Ft	\$ 1.50	\$ 3,810.28
88	88A	RUTTING	High	64.37	SqFt	0.02	Patching - AC Deep	64.58	SqFt	\$ 14.00	\$ 901.32
88	88A	RUTTING	Medium	321.95	SqFt	0.11	Patching - AC Shallow	321.84	SqFt	\$ 7.00	\$ 2,253.31
88	88B	ALLIGATOR CR	Low	6340.16	SqFt	2.2	Crack Sealing - AC	2031.5	Ft	\$ 1.50	\$ 3,047.12
88	88B	ALLIGATOR CR	Medium	60.28	SqFt	0.02	Patching - AC Deep	95.8	SqFt	\$ 14.00	\$ 1,337.93
88	88B	L & T CR	Medium	3657.81	Ft	1.27	Crack Sealing - AC	3657.81	Ft	\$ 1.50	\$ 5,486.77
88	88B	L & T CR	Low	28625.92	Ft	9.95	Crack Sealing - AC	28625.98	Ft	\$ 1.50	\$ 42,939.23
88	88B	RUTTING	High	31.97	SqFt	0.01	Patching - AC Deep	32.29	SqFt	\$ 14.00	\$ 446.95
88	88B	RUTTING	Medium	941.73	SqFt	0.33	Patching - AC Shallow	941.84	SqFt	\$ 7.00	\$ 6,592.48
88	88C	ALLIGATOR CR	Medium	1.94	SqFt	0	Patching - AC Deep	11.84	SqFt	\$ 14.00	\$ 161.86
88	88C	ALLIGATOR CR	Low	1055.51	SqFt	1.01	Crack Sealing - AC	362.86	Ft	\$ 1.50	\$ 544.22
88	88C	L & T CR	Low	15333.89	Ft	14.71	Crack Sealing - AC	15333.99	Ft	\$ 1.50	\$ 23,001.04
88	88C	L & T CR	Medium	3218.67	Ft	3.09	Crack Sealing - AC	3218.5	Ft	\$ 1.50	\$ 4,828.03
88	88C	RUTTING	Medium	300.42	SqFt	0.29	Patching - AC Shallow	300.31	SqFt	\$ 7.00	\$ 2,103.27
88	88D	ALLIGATOR CR	Low	1674.76	SqFt	1.52	Crack Sealing - AC	562.01	Ft	\$ 1.50	\$ 842.85
88	88D	ALLIGATOR CR	Medium	42.84	SqFt	0.04	Patching - AC Deep	73.19	SqFt	\$ 14.00	\$ 1,025.47
88	88D	L & T CR	Medium	1761.98	Ft	1.6	Crack Sealing - AC	1762.14	Ft	\$ 1.50	\$ 2,642.99
88	88D	L & T CR	Low	7648.16	Ft	6.96	Crack Sealing - AC	7648.29	Ft	\$ 1.50	\$ 11,472.35
88	88D	RUTTING	High	16.15	SqFt	0.01	Patching - AC Deep	16.15	SqFt	\$ 14.00	\$ 225.35
88	88D	RUTTING	Medium	370.17	SqFt	0.34	Patching - AC Shallow	370.28	SqFt	\$ 7.00	\$ 2,591.49
88	88F	ALLIGATOR CR	Low	4111.71	SqFt	1.96	Crack Sealing - AC	1333.01	Ft	\$ 1.50	\$ 1,999.73
88	88F	ALLIGATOR CR	Medium	51.13	SqFt	0.02	Patching - AC Deep	83.96	SqFt	\$ 14.00	\$ 1,173.85
88	88F	L & T CR	Medium	3844.91	Ft	1.83	Crack Sealing - AC	3844.82	Ft	\$ 1.50	\$ 5,767.44
88	88F	L & T CR	Low	27264.17	Ft	12.98	Crack Sealing - AC	27264.11	Ft	\$ 1.50	\$ 40,896.59
88	88F	RUTTING	Medium	2287.76	SqFt	1.09	Patching - AC Shallow	2287.33	SqFt	\$ 7.00	\$ 16,014.30
88	88F	RUTTING	High	80.51	SqFt	0.04	Patching - AC Deep	80.73	SqFt	\$ 14.00	\$ 1,127.77
88	88G	ALLIGATOR CR	Low	354.89	SqFt	0.42	Crack Sealing - AC	132.55	Ft	\$ 1.50	\$ 198.72
88	88G	ALLIGATOR CR	Medium	2.69	SqFt	0	Patching - AC Deep	12.92	SqFt	\$ 14.00	\$ 187.52

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
88	88G	L & T CR	Medium	544.09	Ft	0.64	Crack Sealing - AC	543.96	Ft	\$ 1.50	\$ 816.13
88	88G	L & T CR	Low	4062.53	Ft	4.78	Crack Sealing - AC	4062.66	Ft	\$ 1.50	\$ 6,093.83
88	88G	RUTTING	Medium	473.72	SqFt	0.56	Patching - AC Shallow	473.61	SqFt	\$ 7.00	\$ 3,316.08
89	89A	ALLIGATOR CR	Low	63.18	SqFt	0.04	Crack Sealing - AC	30.18	Ft	\$ 1.50	\$ 45.34
89	89A	L & T CR	Medium	1159.38	Ft	0.77	Crack Sealing - AC	1159.45	Ft	\$ 1.50	\$ 1,739.07
89	89A	L & T CR	Low	13792.68	Ft	9.2	Crack Sealing - AC	13792.65	Ft	\$ 1.50	\$ 20,689.18
89	89A	RUTTING	Medium	82.99	SqFt	0.06	Patching - AC Shallow	82.88	SqFt	\$ 7.00	\$ 581.03
90	90A	ALLIGATOR CR	Low	5.92	SqFt	0	Crack Sealing - AC	5.91	Ft	\$ 1.50	\$ 9.05
90	90A	L & T CR	Medium	32.74	Ft	0.01	Crack Sealing - AC	32.81	Ft	\$ 1.50	\$ 49.12
90	90A	L & T CR	Low	13363.91	Ft	5.26	Crack Sealing - AC	13363.85	Ft	\$ 1.50	\$ 20,046.02
90	90B	L & T CR	Low	18800.82	Ft	7.36	Crack Sealing - AC	18800.85	Ft	\$ 1.50	\$ 28,201.46
90	90B	L & T CR	Medium	32.64	Ft	0.01	Crack Sealing - AC	32.48	Ft	\$ 1.50	\$ 48.96
90	90C	ALLIGATOR CR	Low	62.22	SqFt	0.04	Crack Sealing - AC	29.86	Ft	\$ 1.50	\$ 44.78
90	90C	ALLIGATOR CR	Medium	55.97	SqFt	0.04	Patching - AC Deep	90.42	SqFt	\$ 14.00	\$ 1,260.26
90	90C	L & T CR	Low	7960.79	Ft	5.16	Crack Sealing - AC	7960.63	Ft	\$ 1.50	\$ 11,941.29
90	90C	L & T CR	Medium	196.39	Ft	0.13	Crack Sealing - AC	196.52	Ft	\$ 1.50	\$ 294.57
90	90C	RUTTING	High	126.80	SqFt	0.08	Patching - AC Deep	127.01	SqFt	\$ 14.00	\$ 1,775.16
90	90C	RUTTING	Medium	190.20	SqFt	0.12	Patching - AC Shallow	190.52	SqFt	\$ 7.00	\$ 1,331.37
90	90D	ALLIGATOR CR	Medium	24.22	SqFt	0.03	Patching - AC Deep	48.44	SqFt	\$ 14.00	\$ 673.27
90	90D	ALLIGATOR CR	Low	59.95	SqFt	0.07	Crack Sealing - AC	28.87	Ft	\$ 1.50	\$ 43.47
90	90D	L & T CR	Medium	59.81	Ft	0.07	Crack Sealing - AC	59.71	Ft	\$ 1.50	\$ 89.73
90	90D	L & T CR	Low	3797.47	Ft	4.7	Crack Sealing - AC	3797.57	Ft	\$ 1.50	\$ 5,696.24
90	90D	RUTTING	Medium	122.92	SqFt	0.15	Patching - AC Shallow	122.71	SqFt	\$ 7.00	\$ 860.28