Pavement Data Collection and Pavement Management System Implementation for Village of Volo, IL

FINAL REPORT

Prepared for
Village of Volo, Illinois
In Association with
Chicago Metropolitan Agency for Planning

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Table of Contents

1. INTRODUCTION 3
1.1 Background 3
1.2 Project Kick-off and Records Review 3
1.3 Network Segmentation 3
1.4 Traffic Data 4
2. FIELD DATA COLLECTION AND ASSESSMENT 6
2.1 Digital Survey Vehicle (DSV) 6
2.2 Pavement Condition Index Procedure 8
2.3 Pavement Network and Current Condition 11
3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION 13
3.1 PAVER™ Pavement Management System Overview 14
3.2 Pavement Performance Model 15
3.3 Treatment Matrix 16
3.4 Unit Costs 18
3.5 Annual Budget 18
4. MAINTENANCE AND REHABILITATION ANALYSIS 19
4.1 Funding Scenario Results 19
4.2 Consequence of Local Distress Maintenance 24
5. SUMMARY AND RECOMMENDATION 25
5.1 Summary 25
5.2 Recommendations 26
5.2.1 Better utilization of available funds by performing timely repairs 26
5.2.2 Routine update of PAVER™ pavement management system 26
5.2.3 Routine pavement condition survey 26
6. PAVEMENT PRESERVATION 27
APPENDIX — A 34

List of Acronyms

Acronym	Explanation
AADT -	Annual Average Daily Traffic
AC -	Asphalt Concrete
ADT -	Average Daily Traffic
AECOM -	The organization AECOM
ARA -	Applied Research Associates
ASTM -	American Society for Testing and Materials
CMAP -	Chicago Metropolitan Agency for Planning
DSV -	Digital Survey Vehicle
FHWA -	Federal Highway Administration
GIS -	Geographic Information System
GPS -	GLOBAL Positioning System
HMA -	Hot Mix Asphalt
IDOT -	Illinois Department of Transportation
IRI -	International Roughness Index
LCMS -	Laser Crack Measurement System
LTR -	Load Transfer Restoration
PCC -	Portland Cement Concrete
PCI -	Pavement Condition Index
PMS -	Pavement Management System
RSL -	Remaining Service Life
STA -	State Transportation Agencies

1. INTRODUCTION

1.1 Background

Chicago Metropolitan Agency for Planning (CMAP) selected ARA 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 pavements, 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 and AECOM staff managed the development of the pavement management plans in conjunction with the Village of Volo.

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

1.2 Project Kick-off and Records Review

ARA met with the Village of Volo, CMAP, and AECOM representatives for a project kick-off meeting on August 26, 2020. Based on the kick-off meeting and documents provided by the Village and CMAP, pavement data was collected between September 21 and 30, 2020. The GIS shapefile was provided by the CMAP and was used as the base map for the field data collection. The network segmentation provided in the GIS shapefile was the primary source of roadway inventory for the pavement management database. The Village responded with valuable information to the questionnaire that ARA developed for an understanding of the PMS inputs available from the Village and any specific project requirements. In addition, the Village provided a list of projects planned for 2020, pavement age, and treatment unit cost information and their annual budget from 2020 through 2024 to plan future M&R activities. The following documents were reviewed as part of this effort:

- GIS shapefile for the local agency (CMAP)
- Network Segmentation for collection (CMAP)
- Review of network segmentation (Village of Volo)
- Completed Questionnaire (Village of Volo)

1.3 Network Segmentation

The Village of Volo manages approximately 18.04 miles of roadway pavements, consisting primarily of asphalt pavements. The pavement network was divided into 182 segments based on the feedback provided by the Village. Figure 1 shows the network segmentation that was approved by the Village.

However, not all of the segments were either accessible or suitable for data collection. Hence, only 181 segments were used in the analysis process.

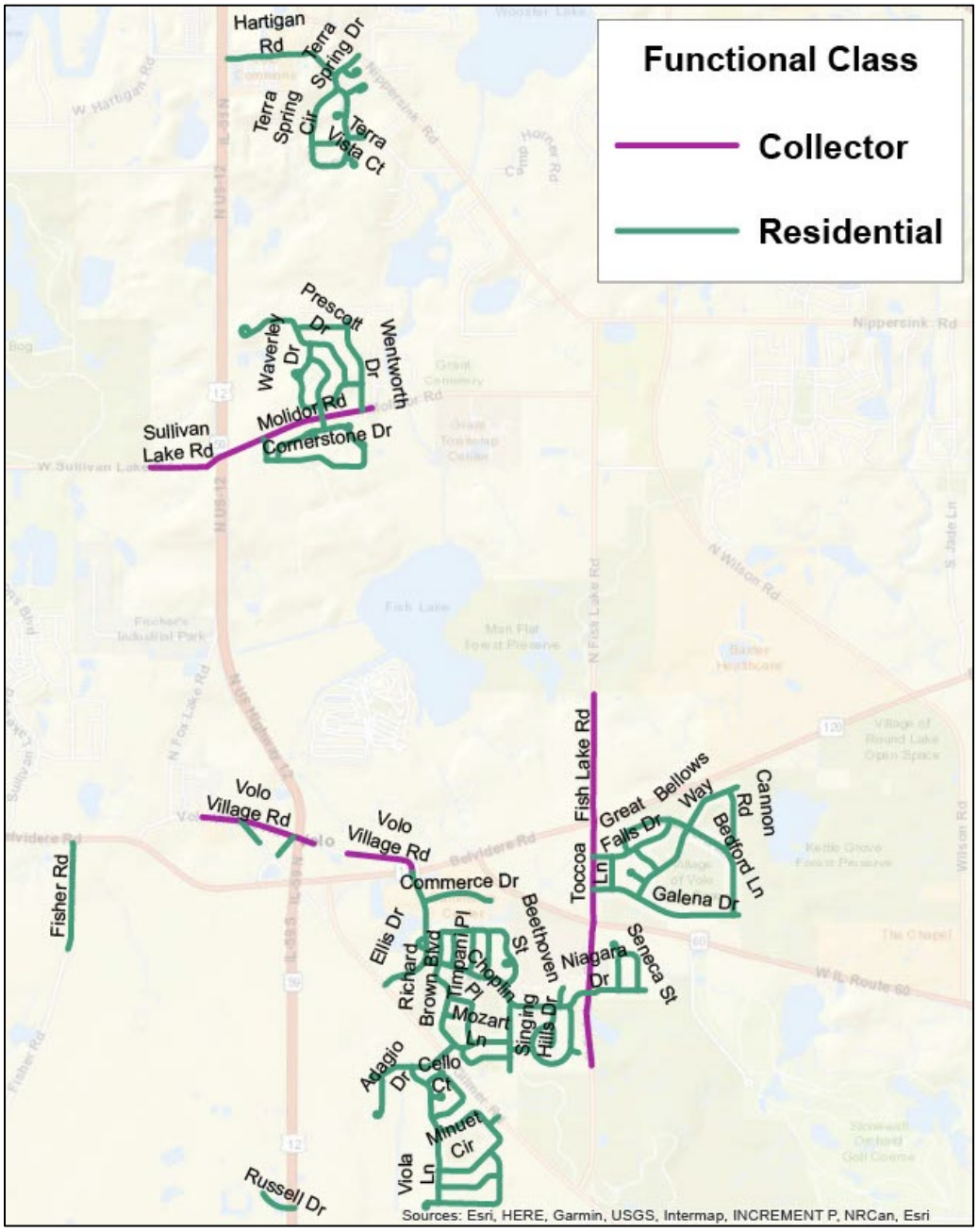


Figure 1. Village of Volo's roadway network segmentation.

1.4 Traffic Data

Table 1 displays the distribution of network length based on functional class. As observed in Table 1, the majority of the roadway network is comprised of residential streets.

Collectors gather traffic from local roads and funnel it to the arterial network. Collectors serve primarily intra-county travel and typical travel distances are shorter than on arterial routes. Collectors are broken down into two categories: Major Collectors and Minor Collectors. Generally, major collector routes are longer in length; have lower driveway densities; have higher speed limits; are spaced at greater intervals; have higher traffic volumes; and may have more travel lanes than their minor collector counterparts.

The minimum spacing between two collector roadways in suburban areas of Illinois is ½ or 1 mile typically. In a densely populated urban area, two collector roadways might be found at ¼ mile spacing or less, but in most areas within the Chicago metropolitan region ¼ mile is considered an absolute minimum and requires significant justification in terms of the traffic patterns and land uses served. An exception is the case of paired one-way roads serving traffic moving in the opposite direction of each other. Projects on roadways with a minor collector functional classification and located outside of the adjusted urbanized area boundary are not eligible for federal-aid funding.

Local/residential roads primarily provide access to property and connect with higher classified routes. Design speeds are low, stub sections are common, and the main consideration is given to access needs. They offer the lowest level of mobility, have the shortest trip lengths, and through traffic is often deliberately discouraged. Local roads and streets are typically not eligible for federal-aid funding, though some bicycle and pedestrian projects on local roads and streets may be eligible for federal-aid funding.

Average daily traffic (ADT) data for the Village of Volo network was obtained from the following two resources:

- Illinois Department of Transportation (IDOT) transportation management system: http://www.gettingaroundillinois.com/gai.htm?mt=aadt.
- IDOT Traffic Count Database Systems: https://idot.ms2soft.com/tcds/tsearch.asp?loc=Idot&mod=

The maximum traffic volume in the Village's network is 4,850 vehicles per day. Figure 2 shows the annual average daily traffic (AADT) data for the individual pavement sections.

Table 1. Village of Volo's roadway network distribution.

Network/Functional Class	Length	Unit	Maximum AADT in 2020	Minimum AADT in 2020
Collector	2.67	miles	3,750	1,700
Residential	15.37	miles	4,850	225
Total Network	18.04	miles		

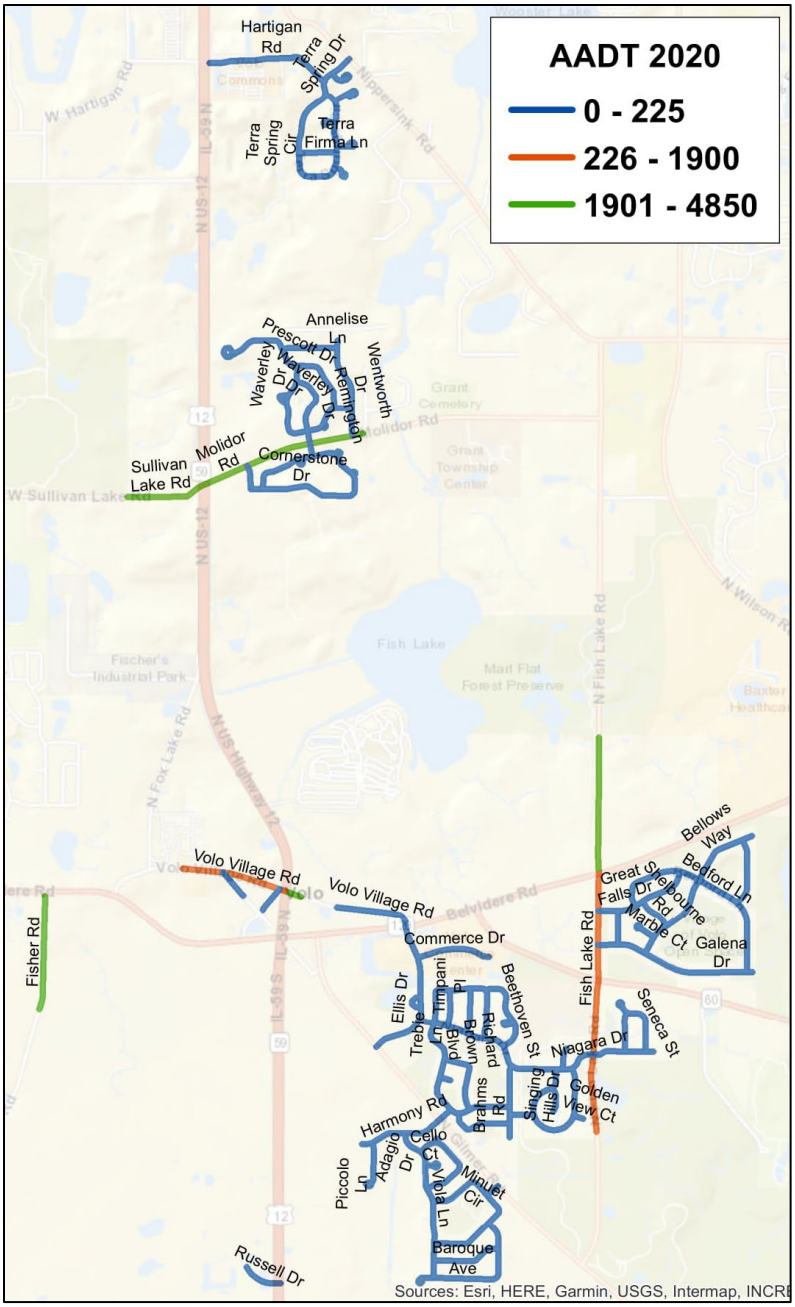


Figure 2. Village of Volo's annual average daily traffic data.

2. FIELD DATA COLLECTION AND ASSESSMENT

2.1 Digital Survey Vehicle (DSV)

ARA collected geo-referenced images of the entire Village of Volo roadway network using the DSV between September 21 and 30, 2020. 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 Village highways, ARA collected images in a single direction. In four-lane pavement sections, data was collected in the outermost lane in both directions.

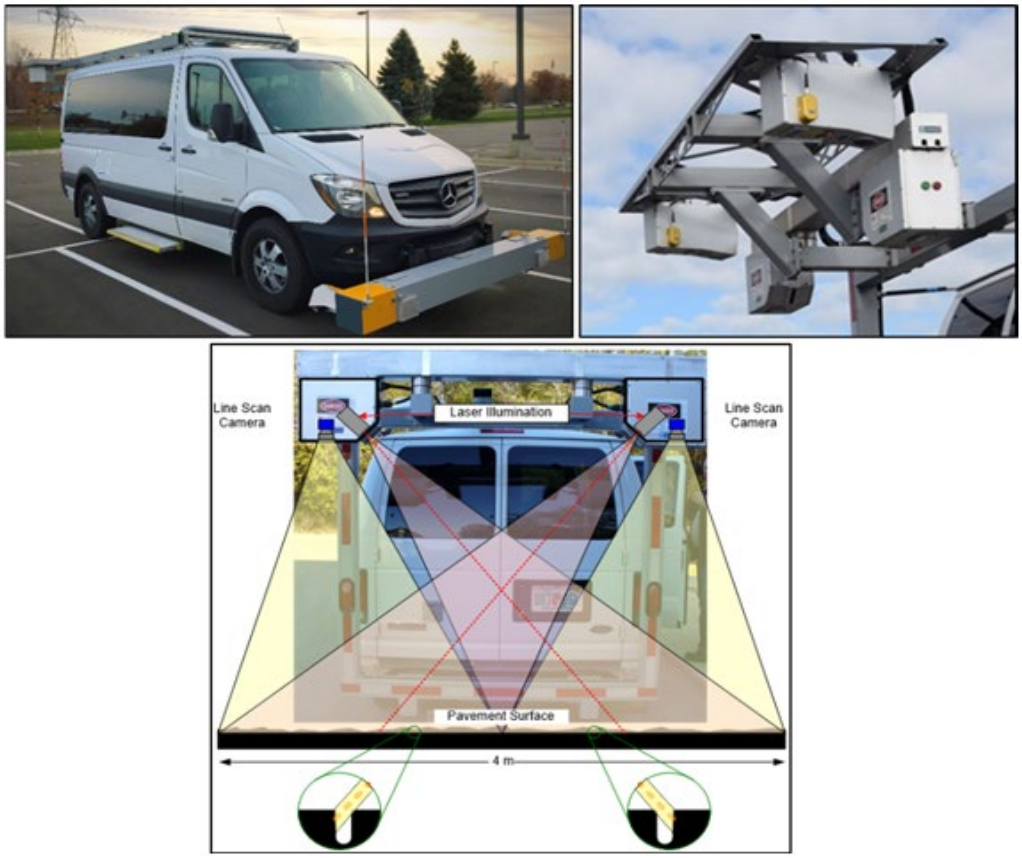


Figure 3. ARA's laser crack measurement system.

The LCMS captures enhanced right-of-way images using a right-of-way 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 collected data were collected including the International Roughness Index (IRI) and rutting for all the segments. The weighted average IRI value of the Village network is 210 inch/mile, which indicates the network is in 'Rough' condition in terms of pavement roughness. See Figure 4 for the rating scale of IRI values. IRI is an index to express pavement roughness, which is an expression of the irregularities in a pavement surface that adversely affect the ride quality of a vehicle.

IRI (in/mile)	Condition
0 – 95	**Smooth**
96 – 170	**Marginal**
171 – 220	**Rough**
Over 220	**Unacceptable**

Figure 4: Pavement condition rating scale based on 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. 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	
85	Good
70	Satisfactory
55	Fair
40	Poor
25	Very Poor
10	Serious
0	Failed

Figure 5. Pavement condition category based on the 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 6. Some sample pavement surface images with representative PCI values are shown in Figure 7.

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.

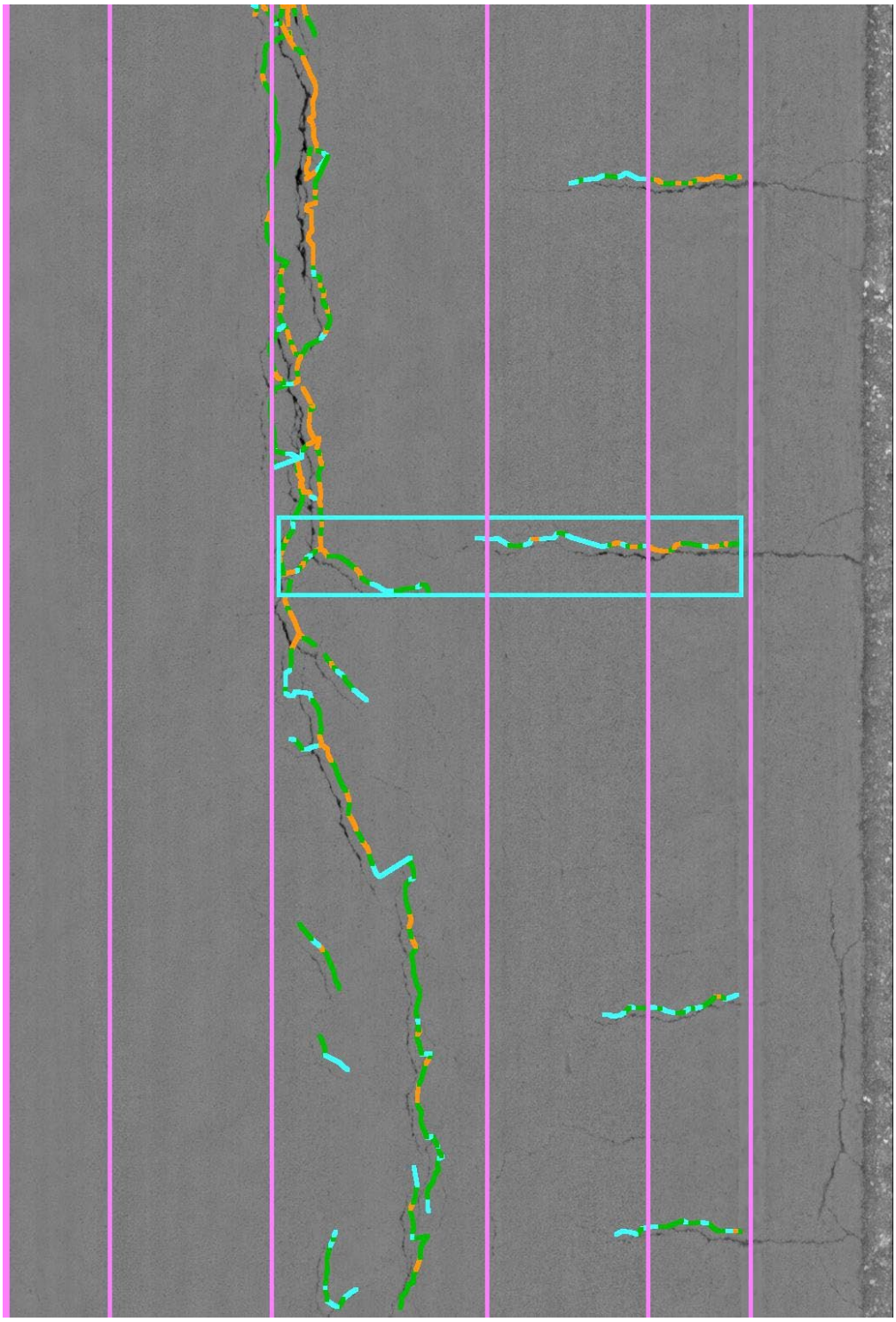


Figure 6. Pavement distress detection using LCMS system.

Figure 7. Sample pavement 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. Only a small 60-ft segment of Russell Dr. that crosses US 12 was left without inspection because the segment was situated entirely on highway.

Based on the September 2020 pavement condition survey, the weighted average PCI of the network is 71.3, which represents a pavement network is in "satisfactory" condition. ARA discussed the results of the PCI survey on November 16, 2020. Table 2 shows the pavement condition, percent area, number of sections, and number of sections by pavement surface type.

Table 2. Pavement condition, percent area, and the number of sections by pavement surface type.

Surface Type	Wt. Avg PCI	Pavement Area (SqFt)	% Area	Number of Sections
Asphalt Concrete (AC)	71.3	2,671,188.69	100	181

Figure 8 shows the distribution of network pavement area based on pavement current conditions. In Figure 8, it can be observed that none of the network pavement areas is in "failed" condition, and only about 0.4% is in 'serious' condition. It can also be seen that about 27% of the network is in 'poor' or 'very poor' condition whereas about 57% of the network is in 'satisfactory' or 'good' condition. Figure 9 shows the detail distribution of pavement conditions based on the functional class of the streets.

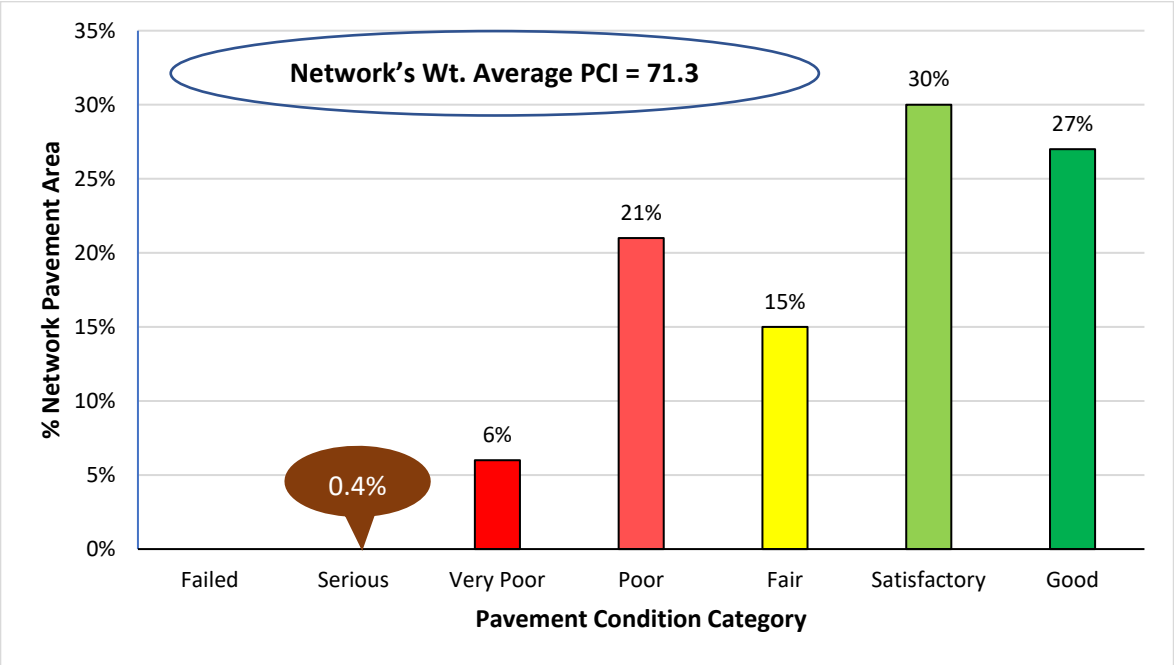


Figure 8. Distribution of network pavement area based on pavement condition.

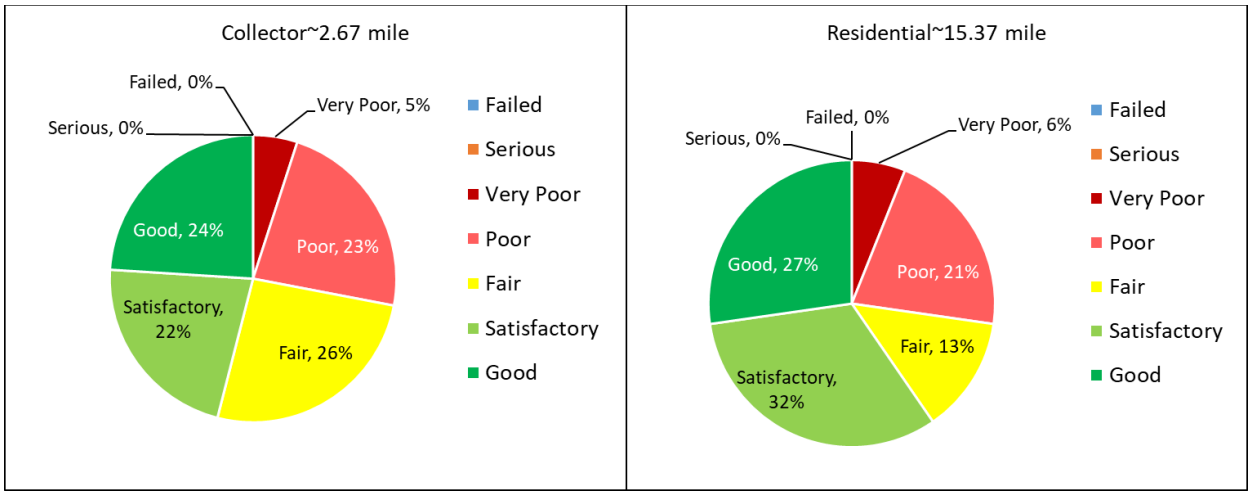


Figure 9. Pavement condition distribution based on functional class.

Figure 10 shows the average pavement condition based on functional class. The Collector pavement sections comprise about 14.8% of the network and is in "fair" condition with an average PCI value of 70.2. The major part (85.2%) of the network consists of residential streets with an average PCI value of 71.5. The GIS map with pavement condition for individual segments is shown in Figure 11.

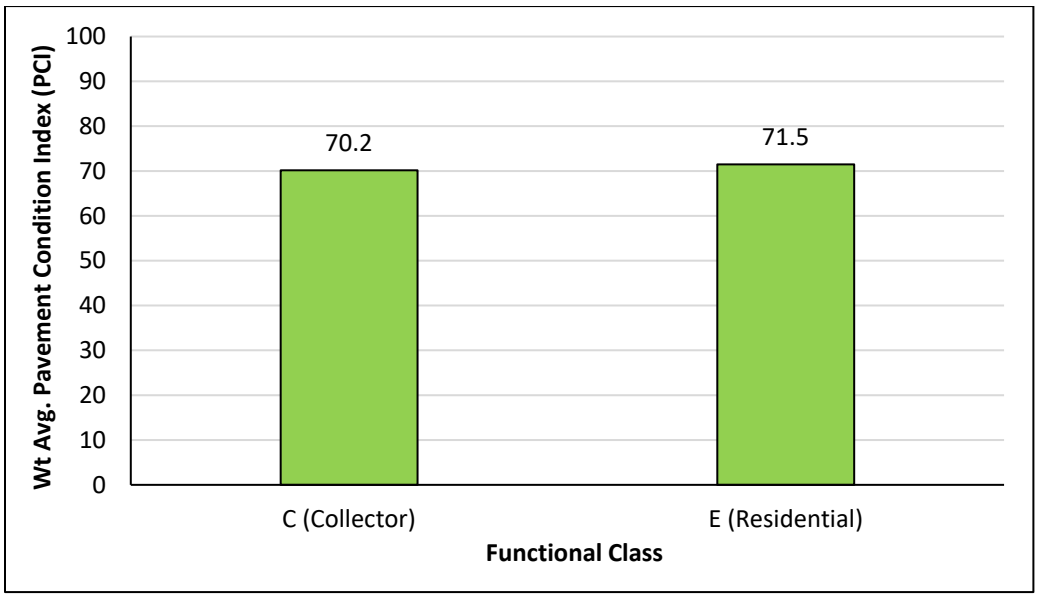


Figure 10. Average pavement condition index (PCI) based on functional class.

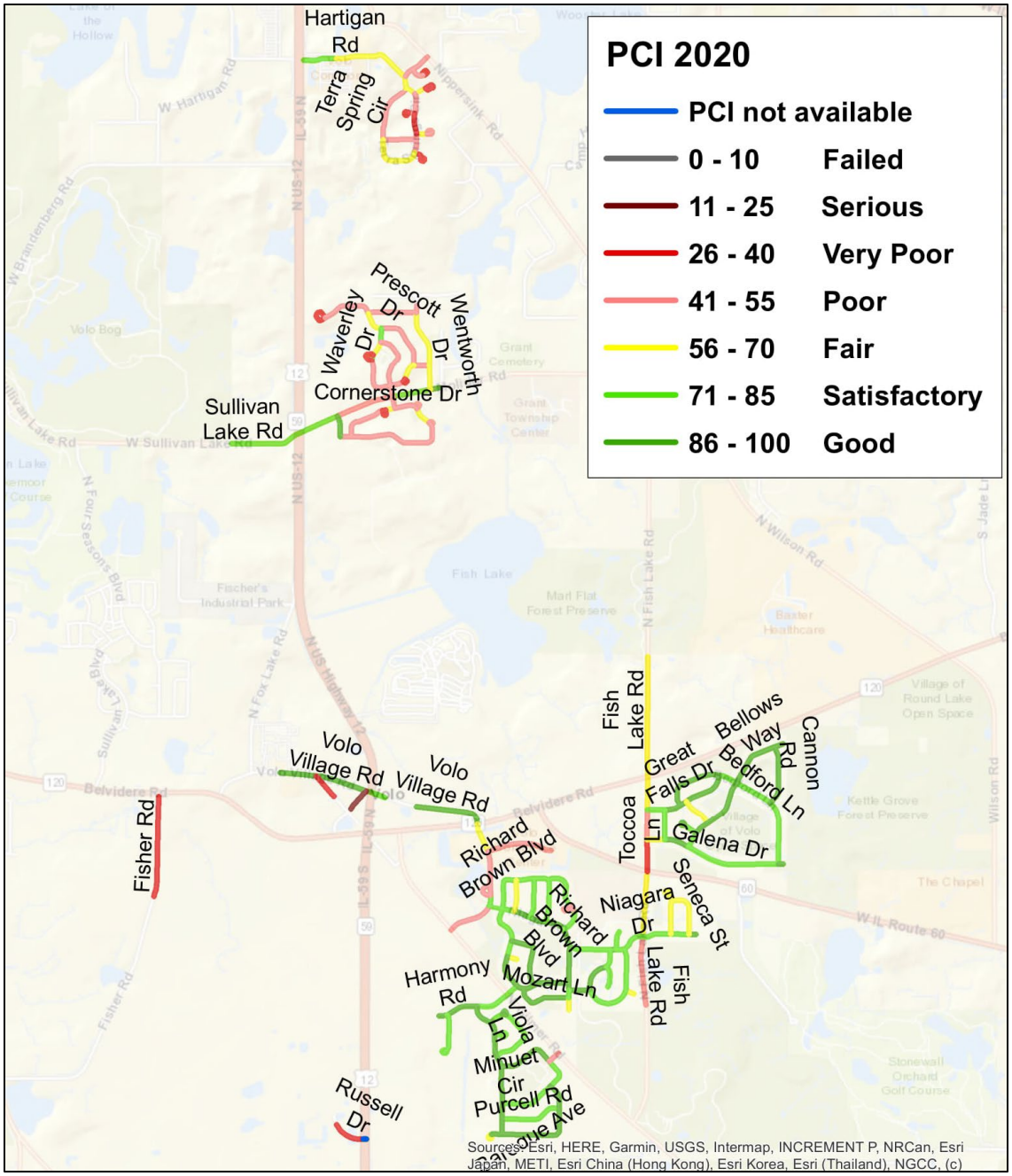


Figure 11. Village of Volo's current pavement condition ratings.

3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

ARA discussed the PMS analysis with the Village, CMAP, and AECOM on January 07, 2021. ARA discussed pavement performance models, treatment matrix, unit costs, and consequences of several funding scenarios. Based on the Village's feedback on PMS analysis, ARA prepared the PMS analysis and results are presented in this section.

ARA used PAVER™ pavement management software to implement a pavement management system (PMS) for the Village of Volo. 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 a pavement performance model. 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 a consequence of the 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.

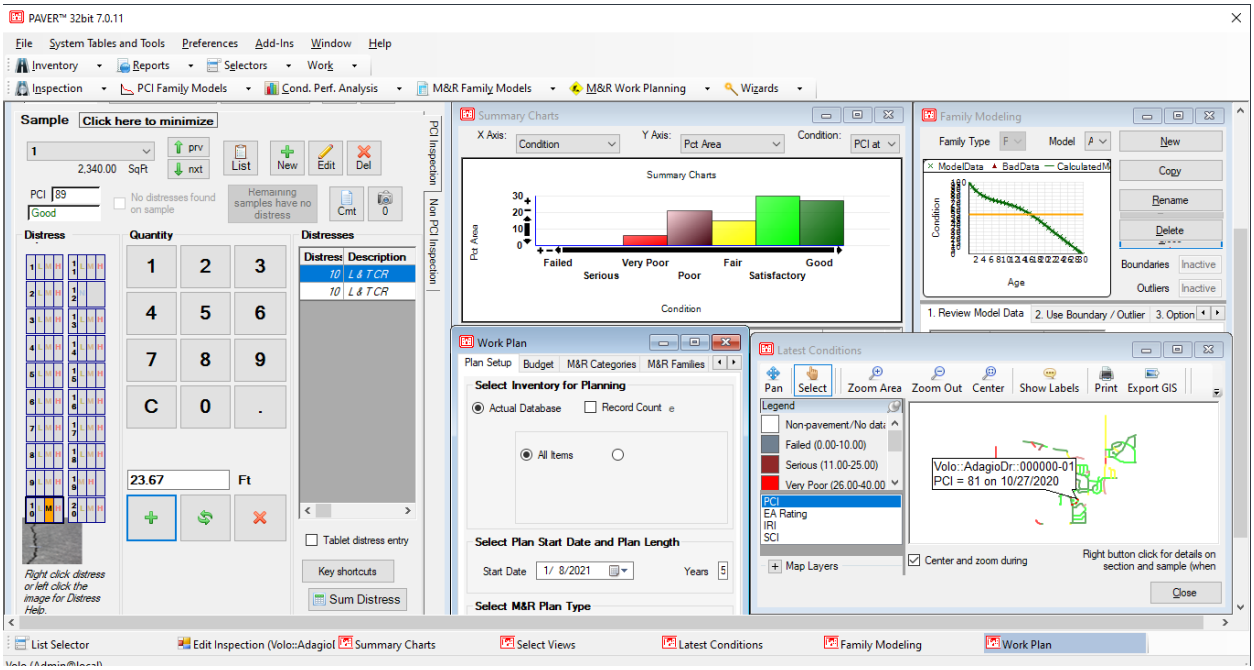


Figure 12. PAVER™ overview.

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.

For the Village of Volo, a PCI family model was developed for the asphalt surfaced pavement. The pavement performance model for the Village of Volo was developed based on the available age data. The reliability of the pavement performance model is expected to increase with future pavement inspection and age data. Figure 13 shows the PCI family model for the asphalt surfaced streets.

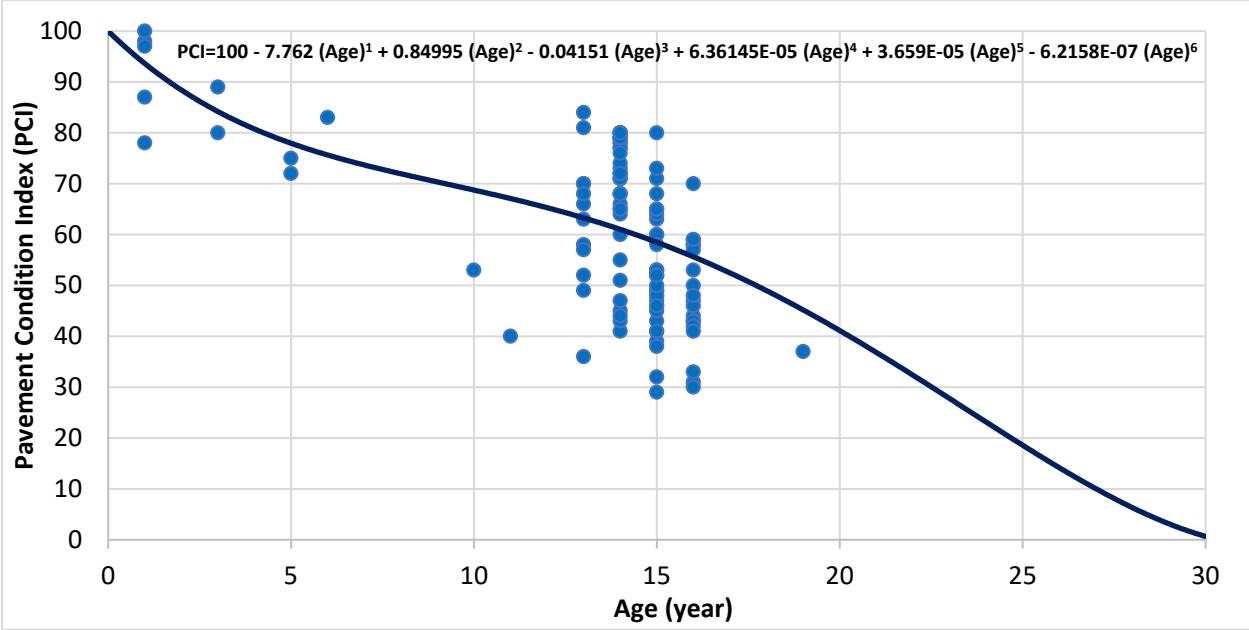


Figure 13. PCI family model for asphalt surfaced streets.

3.3 Treatment Matrix

Based on the pavement preservation and rehabilitation techniques currently used in the Village of Volo, and discussion with the Village, ARA developed a treatment matrix that defines when a treatment will be performed based on PCI values and functional class. 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. The M&R Family Assignment Tool is used to designate sections to receive specific M&R work, including:

- Localized Stopgap
- Localized Preventive
- Major M&R, and
- Pavement Preservation

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 Preventive* 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 preventive work. Applying any preventive work where the PCI is still above critical will save money and improve the pavement life. The *Major M&R* option allows PAVER™ to plan any overlay or other major work where the resulting pavement has s a PCI of 100.

Table 3. Treatment matrix for the Village of Volo's Residential Roads.

Treatment Matrix for Residential Roads				
PCI	Localized Preventive	Localized Stop Gap	Pavement Preservation	Major M&R
0 10	No Localized Preventive Treatment Recommended	Patching and Repair	No Preservation Work Recommended	Reconstruction
25				3.0" Mill & Overlay
55				2.0" Mill & Overlay
65	Crack Seal and Distress Repair	No Localized Stop Gap/ Major M&R Recommended		No Major M&R Recommended
80			Rejuvenator, Slurry Seal, Microsurfacting, Thin AC Overlay, etc.	
100			No Preservation Work Recommended	

Table 4. Treatment matrix for the Village of Volo's Collector Roads.

Treatment Matrix for Collector Roads				
PCI	Localized Preventive	Localized Stop Gap	Pavement Preservation	Major M&R
0 10	No Localized Preventive Treatment Recommended	Patching and Repair	No Preservation Work Recommended	Reconstruction
25				4.0" Mill & Overlay
55				3.0" Mill & Overlay
65	Crack Seal and Distress Repair	No Localized Stop Gap/ Major M&R Recommended		No Major M&R Recommended
80			Rejuvenator, Slurry Seal, Microsurfacting, Thin AC Overlay, etc.	
100			No Preservation Work Recommended	

As observed in Table 3 and Table 4, Residential and Collector pavement sections with PCI greater than the critical PCI (55) 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. Under major M&R category, 2-inch and 3-inch Mill and Overlays are considered for the Residential Roads. The Collector roads are set to receive robust M&R treatments through 3-inch and 4-inch Mill and Overlays beyond the critical PCI. Moreover, some pavement preservation activities such as Rejuvenation, Slurry Seal, Microsurfacing are recommended between PCI 65-80. These treatments will ensure uniform application of treatment over a pavement section and suppress some forms of potential distresses.

3.4 Unit Costs

The Village of Volo provided the unit costs for most of the treatments listed in Table 5. For the other treatments, ARA determined the typical unit costs for each M&R item based on ARA's experience with agencies in the Chicagoland area. These costs were discussed with the Village during the PMS analysis results meeting on January 7, 2021. Costs were determined based on a square yard or linear foot basis. The unit costs used for PAVER™ analysis for 2020, 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.

Table 5. Treatment unit costs for the Village of Volo.

Treatment Type	Residential	Collector	Units
No Localized M & R	$0.00		SqYd
Crack Sealing - AC	$1.50		Ft
Patching - AC Partial Depth	$25.02		SqYd
Patching - AC Full Depth	$50.40		SqYd
Slurry Seal	$2.70	$2.70	SqYd
Thin Overlay	$5.94	$5.94	SqYd
Microsurfacing	$3.15	$3.15	SqYd
2.00" Mill and Overlay	$21.96	N/A	SqYd
3.00" Mill and Overlay	$24.03	$24.03	SqYd
4.00" Mill and Overlay	N/A	$35.73	SqYd
Reconstruction	$99.00	$99.00	SqYd

3.5 Annual Budget

The Village of Volo provided their annual budget from 2020-2024 as shown below:

- 2020 - $500K
- 2021 - $500K
- 2022 - $500K
- 2023 - $500K
- 2024 - $500K

As a conservative estimate, ARA assumed the budget from 2025 to 2030 as $500K. Per discussion with the village, ARA assumed $50,000 per year for preventive maintenance activities, $50,000 per year for pavement preservation activities and $400,000 for Major M&R activities. The assumed budget allocation from 2021 to 2030 is shown below in Figure 14.

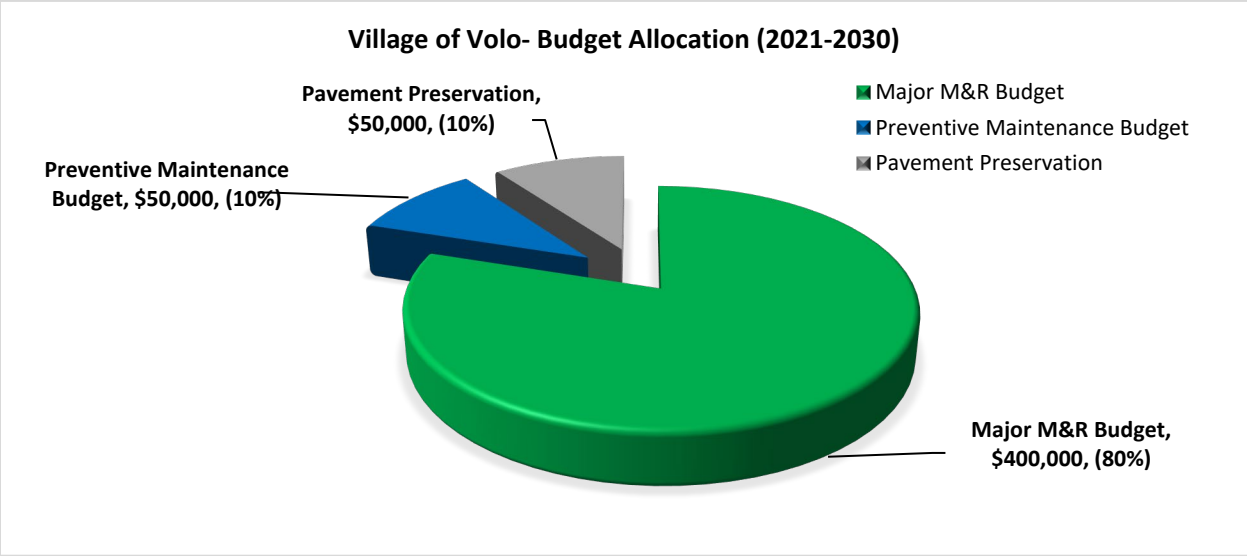


Figure 14. Assumed budget allocation for 10 years (2021-2030).

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 by specifying a target PCI.

For the Village of Volo, the M&R funding analyses were based on the roadway inventory approved by the Village, unit costs discussed with the Village, and the Village's existing Major M&R policies were used in the analyses. 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 set to 55 for both Residential and Collector roads. The critical PCI value represents the condition at or below which Major M&R is recommended. The following five-year M&R funding scenarios were evaluated:

- Eliminate backlogs (pavements in fair or better condition at the end of analysis period)
- Maintain current condition (PCI = 71.3)
- Keep funding level current ($393K/year)
- Do nothing ($0/year)

4.1 Funding Scenario Results

Using the M&R Working Plans module, the funding level scenarios were generated. Based on the current overall funding level ($500K/year), it was assumed that $50,000/year would be allocated for stopgap and localized preventive distress maintenance, $50,000/year for pavement preservation activities, about $393,000/year would be spent for major M&R activities. Table 6 and Figure 15 display the effect of different funding levels on the average pavement condition of the Village of Volo network.

From Table 6 and Figure 15, it can be observed that the current major M&R funding level ($393K /year) is less than required ($435K/year) to maintain the current condition over ten years. Providing budget to eliminate backlogs results in an average PCI of 72.2 after ten years, while not spending any funds on the M&R program will deteriorate the network to an average PCI of 43.8 after ten years.

Table 6. Predicted PCI based on funding scenarios.

Year	Eliminate Backlogs	Maintain Current Condition	Maintain Current Funding	Do Nothing
2020	71.3	71.3	71.3	71.3
2021	73.5	73.3	73.0	70.2
2022	72.7	72.4	72.0	66.6
2023	72.9	72.4	71.4	63.3
2024	73.6	72.8	71.5	60.2
2025	74.5	73.5	71.8	57.4
2026	75.1	74.3	72.1	54.6
2027	73.7	73.4	73.1	52.0
2028	73.5	73.1	72.6	49.3
2029	73.0	72.6	71.9	46.6
2030	72.2	71.7	70.8	43.8

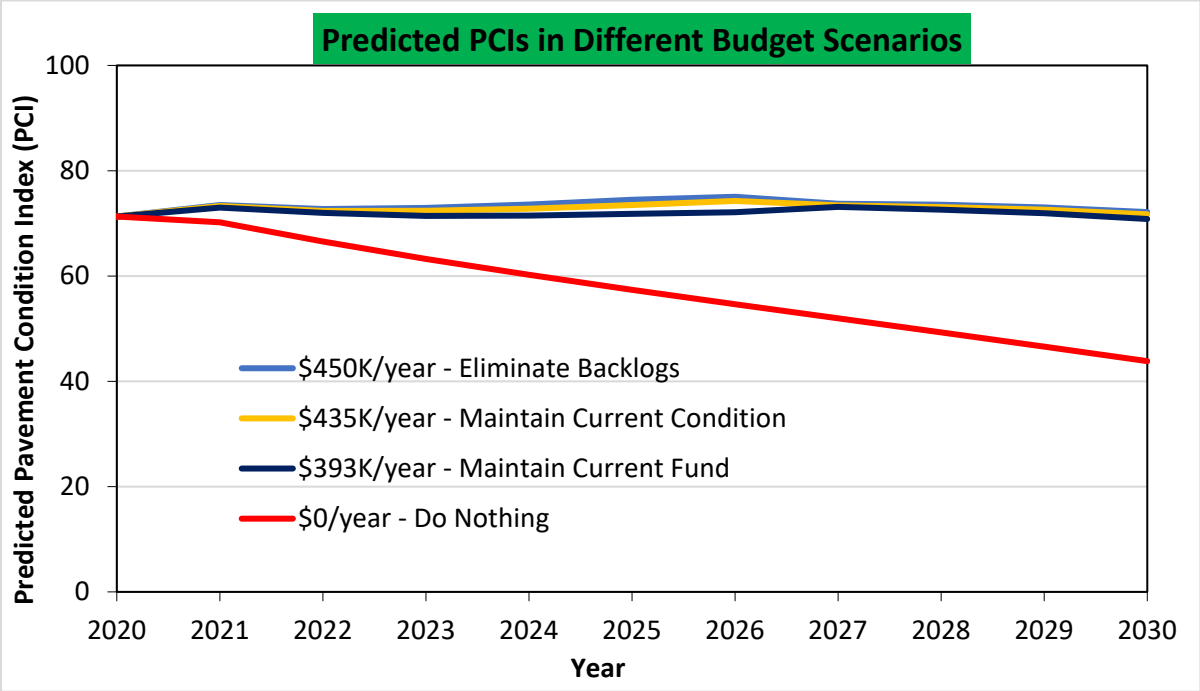


Figure 15. Effect of funding level on Village's pavement condition.

Table 7 and Figure 16 show the amount of funding required to achieve target PCI values for the various funding scenarios. To eliminate backlogs, it is required to invest about $450 K/year for the major M&R over the next ten years. It requires about $435 K/year for the major M&R to maintain current conditions over the next ten years.

Table 7: Total funded per year based on funding scenarios.

Year	Eliminate Backlogs	Maintain Current Condition	Maintain Current Funding	Do Nothing
2021	$460,163	$436,713	$397,894	$0
2022	$459,978	$435,164	$398,984	$0
2023	$456,830	$438,828	$397,238	$0
2024	$460,049	$435,400	$397,826	$0
2025	$460,205	$434,929	$394,462	$0
2026	$431,187	$434,651	$397,244	$0
2027	$437,718	$438,610	$395,165	$0
2028	$452,118	$436,707	$382,928	$0
2029	$421,792	$421,792	$395,343	$0
2030	$444,600	$439,144	$372,454	$0

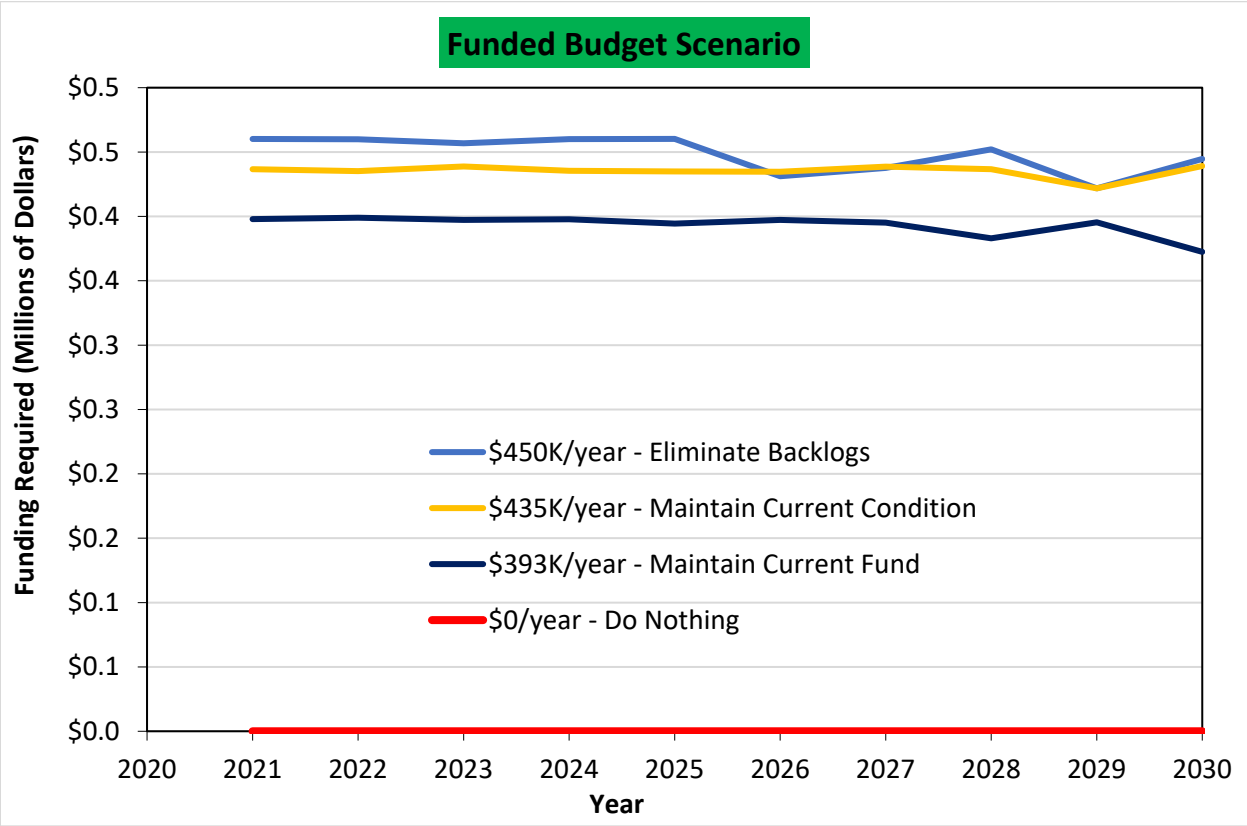


Figure 16. Total funded per year based on funding scenarios.

Table 8 and Figure 17 shows the total unfunded budget per year based on the funding scenarios. It can be seen that about $1.4 M is required in 2021 to eliminate the backlogs, while doing nothing will generate a backlog of $9.5 M by 2030. Current major M&R funding will sustain a backlog of $778 K by 2030.

Table 8. Total unfunded per year based on funding scenarios.

Year	Eliminate Backlogs	Maintain Current Condition	Maintain Current Funding	Do Nothing
2021	$1,369,651	$1,393,102	$1,431,920	$1,829,815
2022	$1,374,823	$1,423,791	$1,499,954	$2,308,770
2023	$1,120,668	$1,189,107	$1,309,145	$2,539,463
2024	$855,651	$950,792	$1,112,004	$2,777,058
2025	$723,489	$849,891	$1,055,651	$3,165,875
2026	$880,807	$1,007,537	$1,266,837	$3,867,553
2027	$640,726	$870,672	$1,181,195	$4,325,841
2028	$528,183	$780,439	$1,168,477	$5,777,374
2029	$360,541	$620,364	$1,046,492	$7,251,173
2030	$0	$273,074	$778,675	$9,530,439

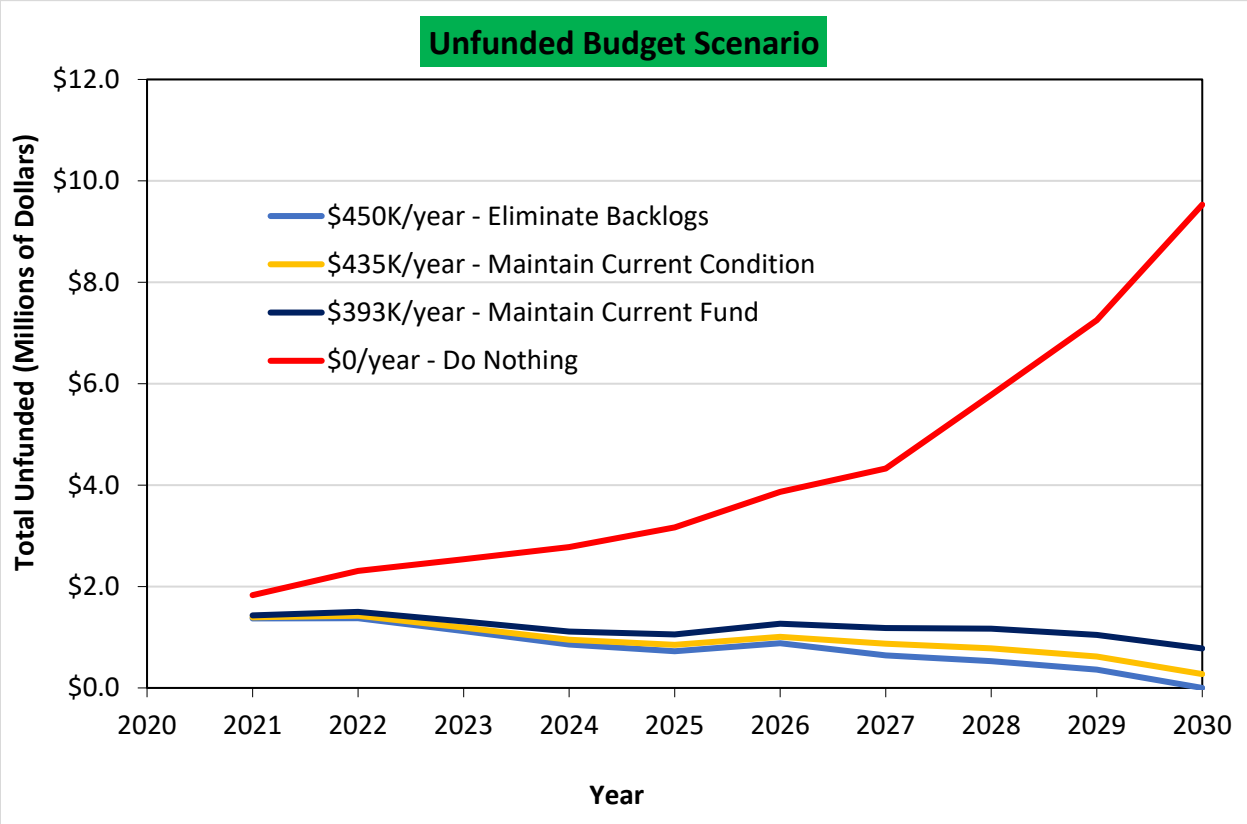


Figure 17. Total unfunded per year based on funding scenarios.

The 10-Year major M&R plan based on the current funding and 2021 localized distress maintenance plans are provided in Appendix A. Figure 18 shows the network condition distribution for the next ten years with the current funding level. Currently, there is about 27.4% of the pavement network is in 'poor' or worse condition. Moreover, with current funding, the average PCI of the network is expected to be 70.8 in 2030; a decrease of 0.5 PCI points from the 2020 average PCI with only about 2% in 'failed' category and rest in 'fair' or better condition.

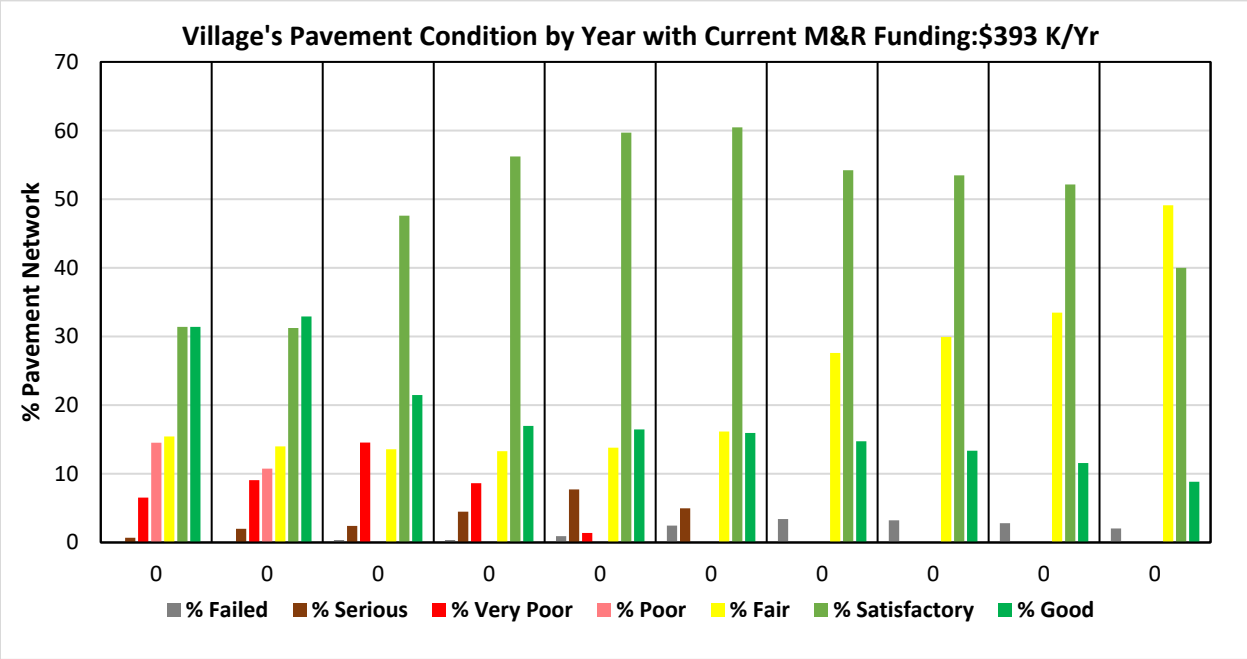


Figure 18. Pavement condition by year with current major M&R funding.

Table 9 presents the total ten year costs for the funded projects and the remaining M&R backlogs in 2030.

Table 9. Total 10-Year Costs for Various Funding Scenarios

Funding Scenario	Total 10-Year Costs (2021-2030)	Remaining M&R Backlogs in 2030[1]	Total 10-Year Costs[2]	Predicted PCI in 2030
Eliminate Backlogs ($450 K/year)	$4.5 M	$0	$4.5 M	72.2
Maintain Current Condition ($435 K/year)	$4.4 M	$0.3 M	$4.6 M	71.7
Maintain Current Fund ($393 K/year)	$3.9 M	$0.8 M	$4.7 M	70.8
Do Nothing ($0/year)	$0	$9.5 M	$9.5 M	43.8

1. 'M&R Backlogs' refers to the amount required to resurface/reconstruct all pavements at or below their critical PCI value.
2. 'Total 10-Year Costs' refers to the sum of 10-year major M&R expenses and remaining backlogs at the end of 10-year period.

4.2 Consequence of Local Distress Maintenance

The consequence of a localized distress maintenance plan calculates the cost and resulting condition of immediate implementation of local M&R, for the year of the most recent inspection. Based on the 2020 pavement condition survey, the localized preventive plan estimated that PCI of 121 sections would increase by 4.2 points with an investment of $53,174.32. Also, the localized stopgap estimated that PCI of 3 sections would increase by 5.6 points with an investment of about only $897.93. The details of the localized distress maintenance plan based on the 2020 condition survey can be found in Appendix A. Table 10 shows the cost and pavement condition data of the consequence of the local distress maintenance plan. Table 11 shows the details of the local distress maintenance plan 2021.

Table 10. Details of the consequence of local distress maintenance plan.

Number Sections	Policy Cost	Wt. Avg. of PCI before Maintenance	Wt. Avg. of PCI after Maintenance
121 (Localized Preventive)	$53,174	80.4	84.6
3 (Localized Stopgap)	$898	23.9	29.5

Table 11. Details of the local distress maintenance plan 2021.

Local Distress Maintenance-2021			
Work Description	**Work Quantity**	**Work Units**	**Work Cost**
Patching - AC Shallow	1,613	SqFt	$4,485
Crack Sealing - AC	13,307	Ft	$19,960
Patching – AC Deep	5,291	SqFt	$29,627
		Total =	$54,072

4.3 Pavement Preservation/ Global M&R

The pavement preservation/global M&R plan considers all work types that are applied over a larger area of pavement. The Global M&R table in PAVER includes the application interval that work would be reapplied, and the change in age of the pavement. This change is the time (in years) it would take for the condition of the pavement to return to where it was prior to application of the global treatment. Pavement preservation can be applied in pavements between PCI values 65-80. Table 12 includes some preservation work suggestions for ten years from 2021 to 2030.

Table 12. Details of the pavement preservation plan (2021-2030).

Pavement Preservation Plan (2021-2030)				
Year	Work Description		Work Quantity	Work Cost
	Overlay-AC Thin (Global)	Surface Treatment - Slurry Seal		
2021	✓	-	75,502	$49,832
2022	✓	-	71,274	$48,452
2023	✓	✓	69,476	$48,107
2024	✓	-	68,494	$49,398
2025	✓	-	66,779	$49,606
2026	✓	-	63,240	$48,387
2027	✓	-	63,021	$49,665
2028	✓	-	61,306	$49,763
2029	✓	✓	57,628	$47,536
2030	✓	-	55,745	$48,005

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 Village of Volo, pavement data was collected with a state-of-the-art digital survey vehicle equipped with a 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 September 2020 survey, the average pavement condition index (PCI) value for the Village is about 71.3, which indicates the pavement network is in overall 'satisfactory' condition. Based on the Village's recommendation, several ten-year M&R funding analyses were performed using PAVER™ including (a) do nothing ($0/year), (b) keep funding level current ($393K/year), (c) maintain current condition, and (d) eliminate backlogs.

It was found that the Village's existing funding level is very close to the fund required to maintain the current pavement condition level for the next ten years. Currently, about 6.4% of the pavement network

is in 'very poor' or 'serious' condition. The Village can plan on adding about $57 K/year to its existing M&R budget in order to eliminate all the backlogs.

5.2 Recommendations

5.2.1 Better utilization of available funds by performing timely repairs

Currently, about 6.4% of the pavement area is in 'very poor' or 'serious' condition and 21% area is in 'poor' condition. At the current funding level, the overall condition is expected to improve to 'fair' or better condition over the next ten years. However, some (2-3%) of the pavement area is expected emerge as 'failed' pavement because of prioritization. It was determined that $435 K/year funding is needed to maintain the current condition of the pavement network. It is recommended that the Village should focus on applying routine preventive maintenance and pavement preservation activities to the pavement sections in 'satisfactory' and 'good' condition. Preventive maintenance activities, such as crack sealing and localized patching, can cost-effectively extend the life of a pavement.

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

5.2.3 Routine pavement condition survey

For the Village of Volo, it is an excellent initiative to establish a pavement management system with the cooperation of the Chicago Metropolitan Agency for Planning (CMAP). To realize the greatest benefit from this holistic effort, it is recommended that the Village of Volo continue to perform pavement condition surveys on a three to a 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. The various pavement preservation techniques used in the state are also available in the local roads and streets manual (*https://idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Split/Local-Roads-and-Streets/Chapter%2045.pdf*) of IDOT. 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 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 Village of Volo 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.	• 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 reverse the effects of aging due to environmental damage from sunlight and 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:** • 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.	• 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** • 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.	• 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.			

Asphalt Patching	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Asphalt Patches are common method of treating localized distress. HMA patches can either be Full-depth or partial-depth. Full-depth patches are necessary where the entire depth of pavement is distressed. Partial-depth patches are necessary where the distress is only limited to the pavement surface	Preferably during dryer and warmer months. Cold patches can be used for temporary pothole fixes.	Traffic control is needed. Reduced roadway capacity should be evaluated. Traffic can return to a patched pavement once it cools off to 140^0F	**Partial Depth Repairs** • Shallow potholes • Weathering and Ravelling • Block Cracking **Full Depth Repairs** • Depressions • Pumping • Bottom-up fatigue cracking (thin pavement structure) • Underlying stripping	• Thermal cracking • Extensive pavement deterioration, little or no remaining life
Site Restrictions	Appropriate traffic control			
Construction Considerations	• Patch boundary should be clearly defined • Remove distressed materials and repair saturated subgrade soil or correct the main cause of distress • Repair should extend 12 inches into the non-distressed pavement • Apply tack coat on all the vertical and horizontal surfaces before placing the patch and compact the patch. • Compact quickly after placing the patch to ensure maximum compaction • Avoiding vibratory compaction under 175^0F • Maximum lift thickness is 3 inch. • Avoid leaving a thin strip of asphalt pavement (less than 18 inches wide) along the pavement edge. It is better to extend the repair to the pavement edge. • For small patches, use a jackhammer with a spade bit or a masonry saw. Make vertical cuts through the full depth of the asphalt pavement surface. If a jackhammer is used, work from the center of the patch area outward to avoid damaging good pavement. • For medium to large patches, use a diamond-bladed saw to cut the edges. If the distress is only at the surface and the pavement is thick enough, consider a partial-depth cut for thick asphalt pavement surfaces to retain some interlock with the remaining structure.			
Expected Life	A provisional maintenance before major M&R. A patch itself can last longer without increasing the overall life of an entire pavement section. Therefore, the expected life should be evaluated on a case by case basis.			
Typical Costs	• AC Patch –Partial Depth - \$20.00-25.00/yd^2 • AC Patch –Full depth - \$40.00-50.00/ yd^2			

Microsurfacing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Microsurfacing is basically a slurry seal with an accelerated setting capability. It consists of the application of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and chemical additives to an existing asphalt concrete pavement surface. Polymer is commonly added to the asphalt emulsion to provide better mixture properties. The major difference between slurry seal and Microsurfacing is in how they "break" or harden.	• Not applicable during a rain event. • Not applicable in excessively cold temperature. • Atmospheric temperature is at least. 10^0C (50^0F) and rising. • Pavement that have a lot of shade.	• Applicable to high traffic situations. • Traffic can be allowed to roll when a person's full weight can be placed on the pavement without the aggregates sticking to the shoe.	• Low to Moderate level of distress. • Structurally sound pavement.	• Highly distressed pavement. • High longitudinal roughness. • Structurally deficient pavement. • Subgrade rut. • Ruts above 2-in deep.
Site Restrictions	Lane closure is needed.			
Construction Considerations	• Spread microsurfacing materials only when the atmospheric temperature is at least 10^0C (50^0F) and rising. • Throughly cleaned surface and slightly dampened prior placing the mixture. • Ruts deeper than ½-in shall be filled separately.			
Expected Life	6-8 years			
Typical Costs	\$2.75/ yd^2			

Slurry Seal	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
A slurry seal is the application of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and additives to an existing asphalt pavement surface. This combined mixture of the emulsion and aggregates represents "slurry." Polymer is commonly added to the asphalt emulsion to provide better mixture properties. Slurry seals are generally used on residential streets	• Not applicable during a rain event. • Not applicable in excessively cold temperature. Requires sun exposure.	• Traffic can be allowed after 4-5 hours since the application. Wait for traffic opening until it turns black.	• Low to Moderate level of distress. Structurally sound pavement.	• Highly distressed pavement. • High longitudinal roughness. • Structurally deficient pavement. • Subgrade rut. Ruts above 2-in deep.
Site Restrictions	Lane closure is needed.			
Construction Considerations	• Spread materials only when the atmospheric temperature is at least 10^0C (50^0F) and rising, humidity is 60% or less. • Not applicable to nighttime construction. • Throughly cleaned surface is required.			
Expected Life	3-5 years			
Typical Costs	\$2.50/ yd^2			

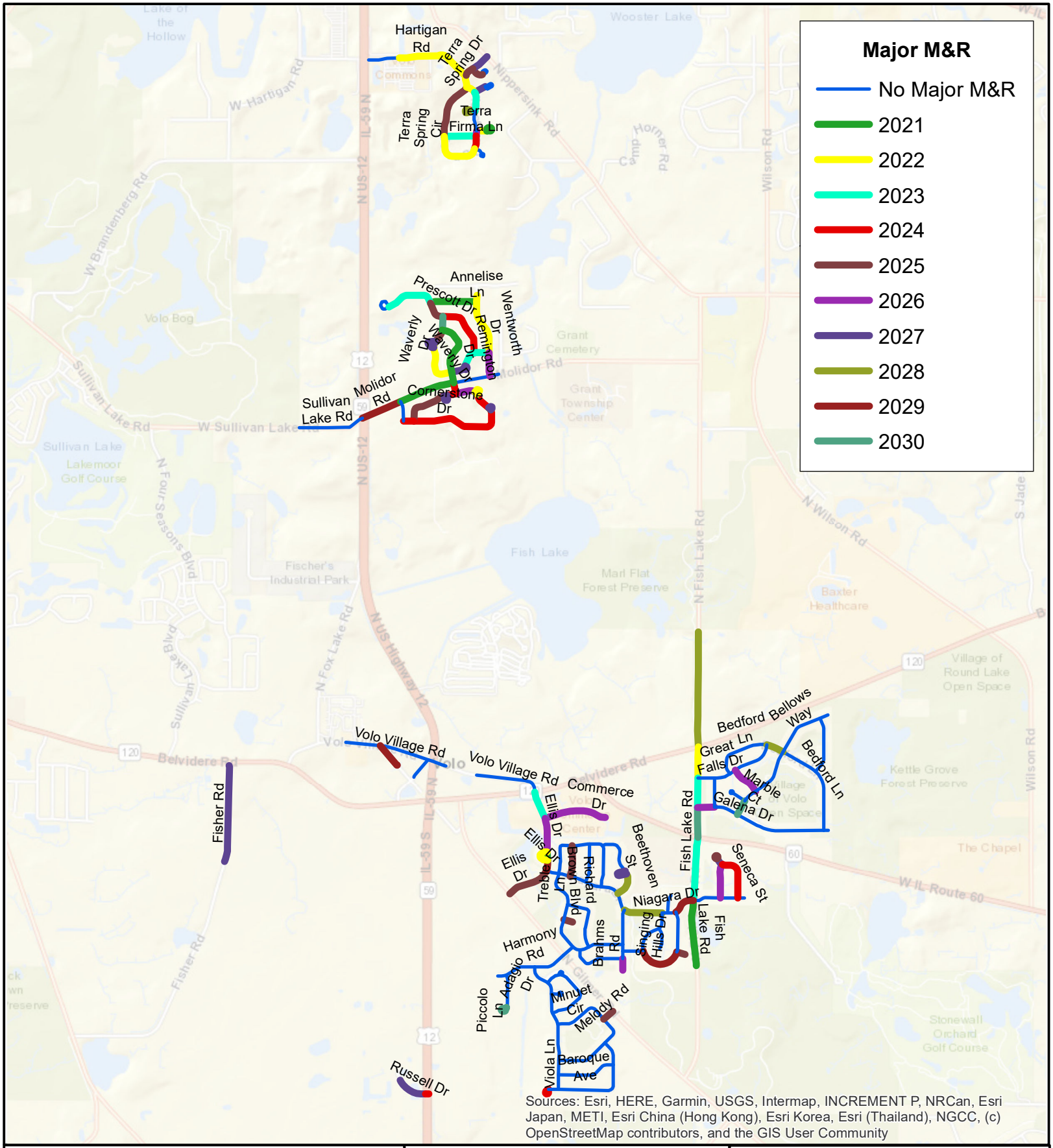
Joint Resealing and Crack Sealing	Evaluation Factors			
	Climate	Traffic	Pavement Condition	Not Applicable To
Resealing of transverse joints and sealing of cracks in PCC pavements is intended to minimize the infiltration of surface water into the underlying pavement structure and to prevent the intrusion 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.	• 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.	**Functional/Other** ngitudinal and transverse acking (L) sealed or partially sealed nts. **Structural** 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.	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.	**Functional/Other** It can prevent the development of a rough ride caused by faulting. **Structural** 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.	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 performances of undersealing in different environmental conditions.	Performance is not known to be affected by different levels of ADT or percent trucks.	**Functional/Other** Anticipates the development of roughness from faulting. **Structural** Fills voids that, if left unfilled, will lead to faulting and other structural deterioration. Performs best before faulting starts to develop.	Significant faulting, or other signs of structural failure (such as pumping, mid-panel cracking, or corner breaks), suggest structural failure requiring more extensive rehabilitation. Additional strategies, such as dowel retrofitting, may be required for pavements without load transfer.
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. 2021-2030 Major M&R Plan Based on Current Funding
2. 2021 Localized Distress Maintenance Plan
3. 2021-2030 Major M&R Plan Based on "Eliminate Backlog" Funding
4. 2021-2030 Pavement Preservation Based on Current Funding
5. Pavement Surface Type
6. 2020 International Roughness Index (IRI)
7. List of Sections Selected for 2021-2030 Major M&R Plan Based on Current Funding
8. List of Sections Selected for 2021-2030 Pavement Preservation/Global M&R
9. List of Pavement Sections with 2020 PCI and IRI values
10. Details of the 2021 Localized Distress Maintenance Plan



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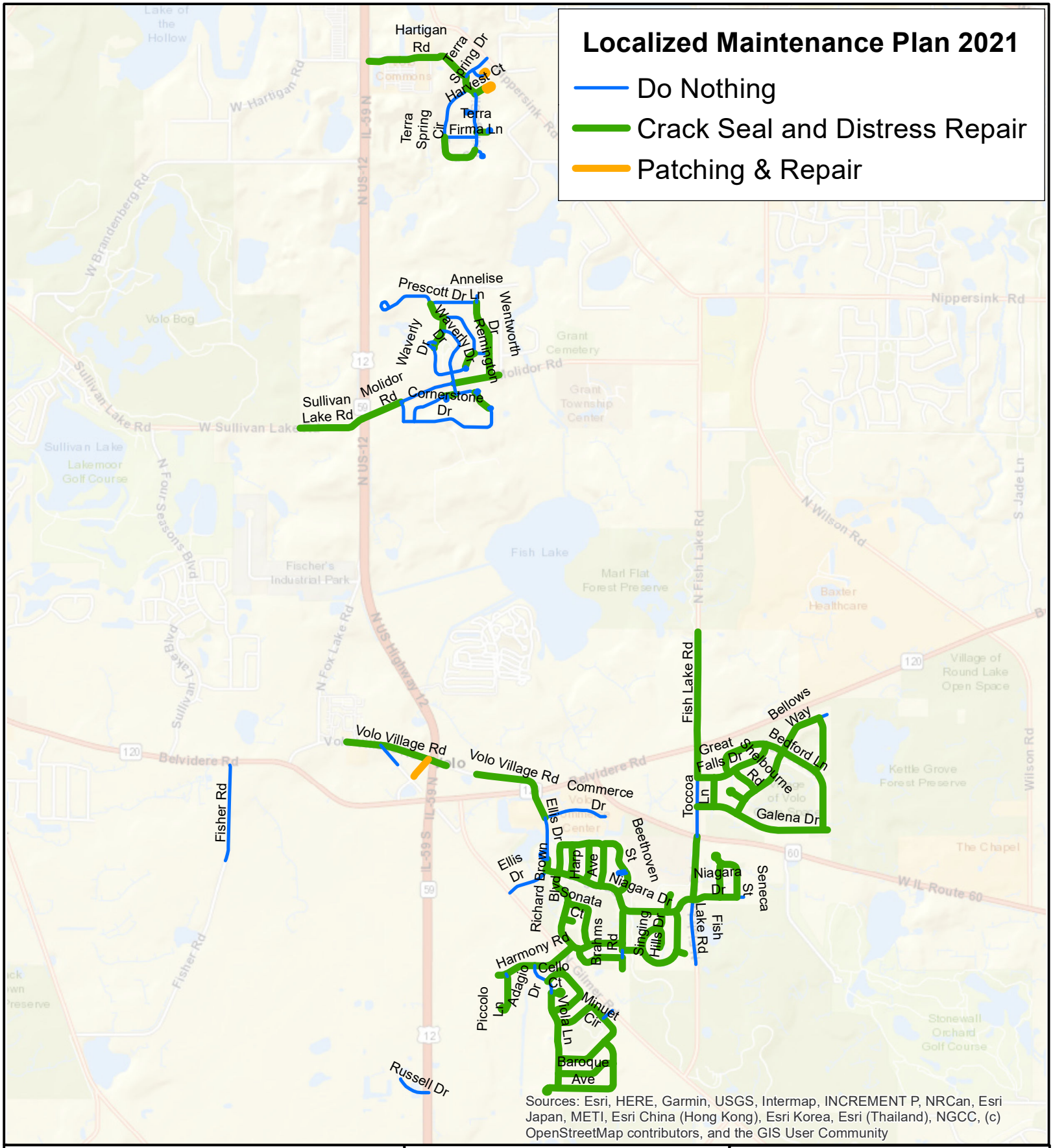
Major M&R 2021-2030
Based on Current Funding

Village of Volo



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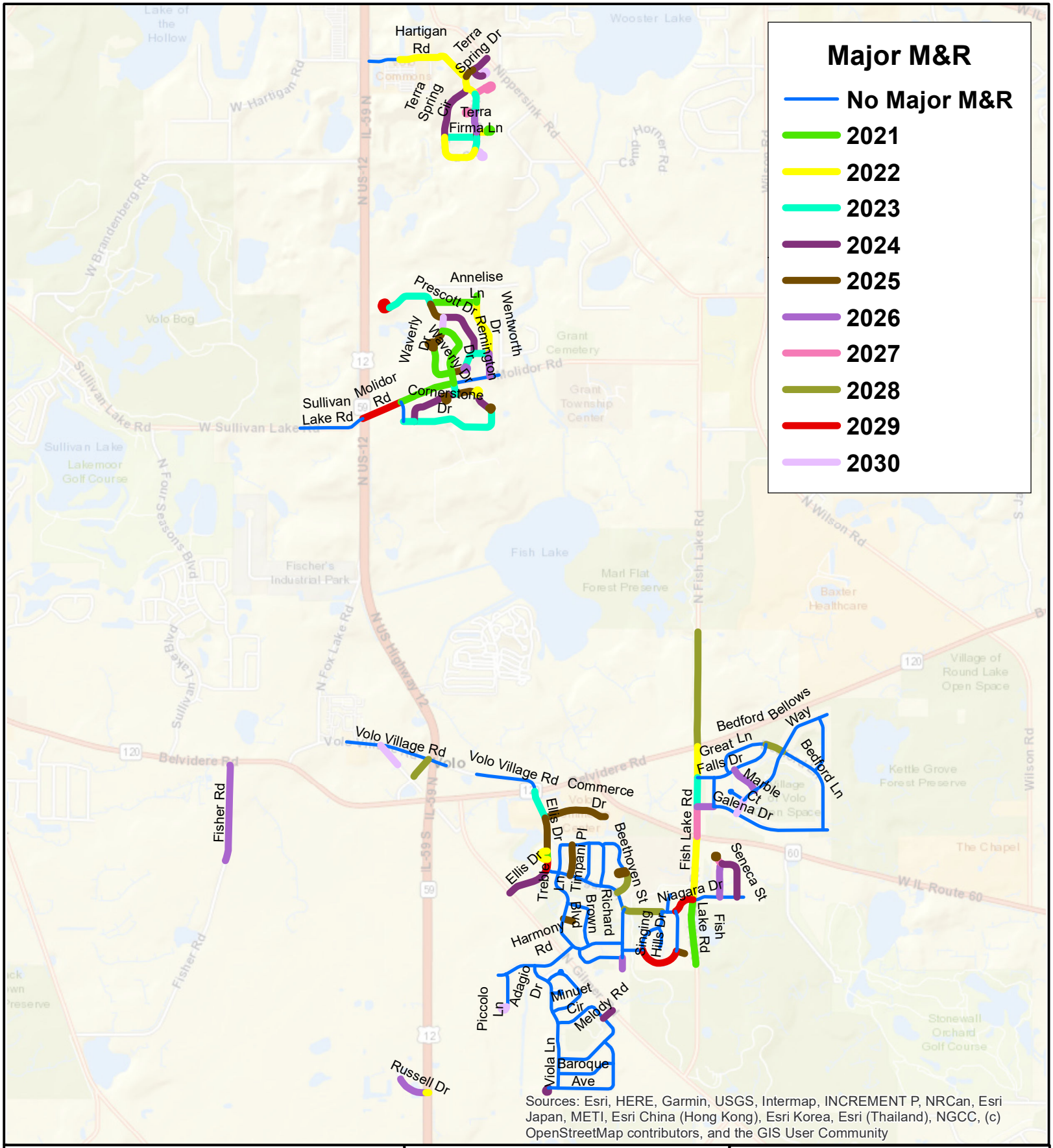
Localized Maintenance Plan 2021

Village of Volo



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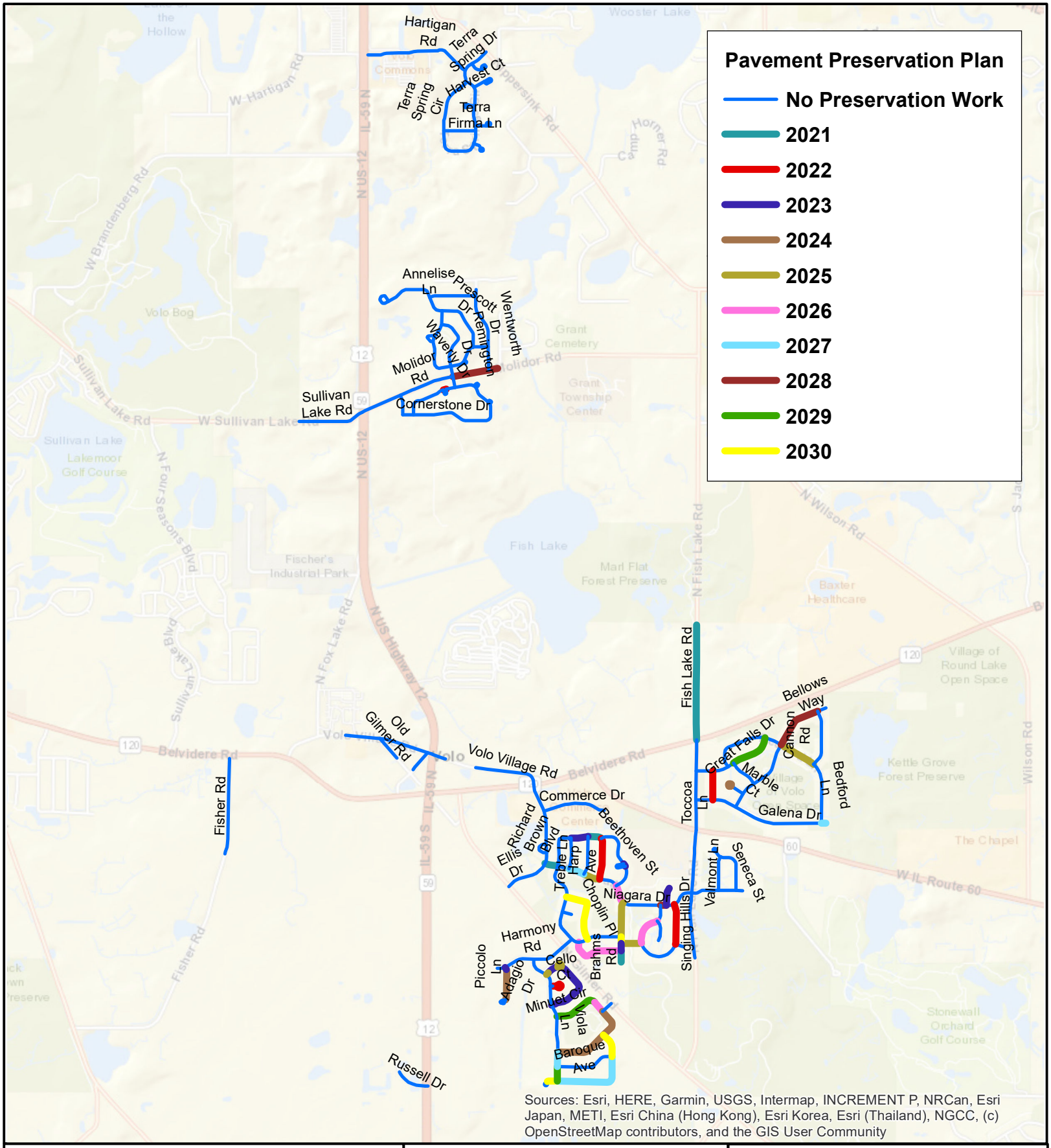
Major M&R 2021-2030
Based on
"Eliminate Backlog" Funding

Village of Volo



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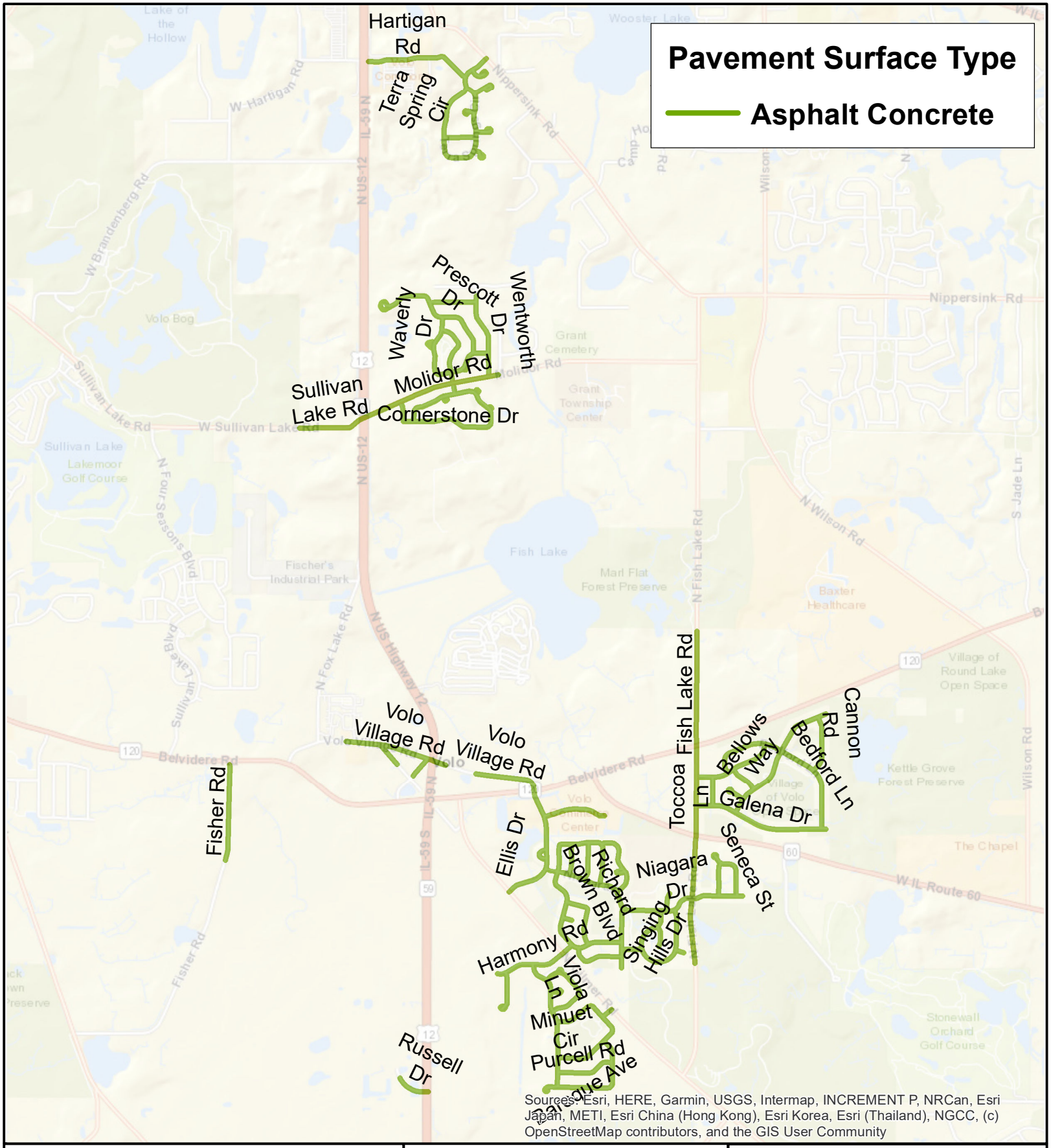
Pavement Preservation 2021-2030
Based on Current Funding

Village of Volo

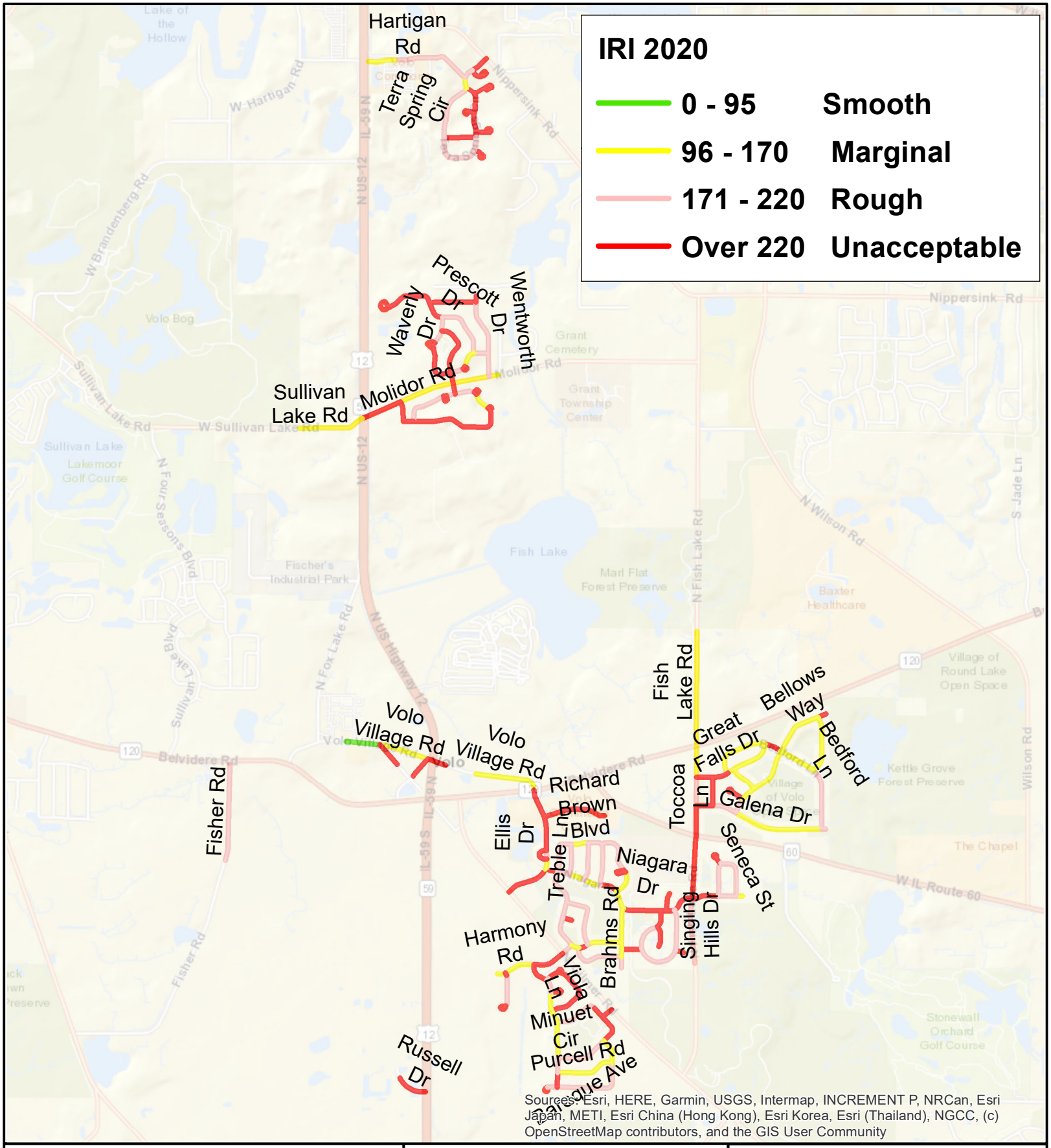
ARA



0 1,750 3,500 Feet

Pavement Surface Type

Village of Volo



0 1,750 3,500 Feet

IRI 2020

Village of Volo

List of Sections Selected for 2021-2030 Major M&R Plan Based on Current Funding

Year	Branch ID	Section ID	From	To	Length (ft)	Width (ft)	Functional Class	Surface Type	PCI Before	Cost	Work Type
2021	AnneliseLn	173018	Prescott Dr	Wentworth Dr	920	27	Residential	AC	51.0	$60,626.20	2.00" Mill & Overlay
2021	ChestertDr	173192	Chesterton Dr	Chesterton Dr	56	27	Residential	AC	52.1	$3,712.99	2.00" Mill & Overlay
2021	CornerstDr	173287	S Cornerstone Dr	S Cornerstone Dr	58	27	Residential	AC	47.0	$3,800.18	2.00" Mill & Overlay
2021	EllisDr	175138	Ellis Dr	Ellis Dr	162	30	Residential	AC	54.1	$11,849.21	2.00" Mill & Overlay
2021	FishLakRd	018335	Niagara Dr	End	1294	34	Collector	AC	51.0	$117,478.27	3.00" mill & Overlay
2021	GrandvieCt	172540	Grandview Ct	Grandview Ct	275	22	Residential	AC	52.1	$14,748.11	2.00" Mill & Overlay
2021	MolidorRd	018345	Middle Fork	Remington Dr	1114	34	Collector	AC	52.1	$101,154.76	3.00" mill & Overlay
2021	RemingtoDr	173656	Waverly Dr	Chesterton Dr	1069	27	Residential	AC	52.1	$70,442.82	2.00" Mill & Overlay
2021	RemingtoDr	173658	Chesterton Dr	Molidor Rd	214	27	Residential	AC	52.1	$14,081.94	2.00" Mill & Overlay
2022	CornerstDr	173305	S Cornerstone Dr	N Cornerstone Dr	204	27	Residential	AC	47.2	$13,865.85	2.00" Mill & Overlay
2022	EllisDr	175159	Ellis Dr	Ellis Dr	371	28	Residential	AC	46.1	$26,116.77	2.00" Mill & Overlay
2022	FishLakRd	018333	Belvidere Rd	Great Falls Dr	618	24	Collector	AC	53.9	$40,822.54	3.00" mill & Overlay
2022	GrandvieCt	172539	Terra Spring Cir	Grandview Ct	211	22	Residential	AC	53.9	$11,676.52	2.00" Mill & Overlay
2022	HartiganRd	172151	Stop Sign	Terra Spring Dr	1487	24	Residential	AC	55.0	$89,683.73	2.00" Mill & Overlay
2022	TerrSprDr	172758	Hartigan Rd	Terra Spring Cir	238	22	Residential	AC	53.9	$13,184.49	2.00" Mill & Overlay
2022	TerSprCir	172751	Harvest Ct	Terra Spring Dr	201	22	Residential	AC	52.7	$11,089.15	2.00" Mill & Overlay
2022	TerSprCir	172756	Terra Firma Ln	Terra Vista Ct	1000	22	Residential	AC	55.0	$55,271.53	2.00" Mill & Overlay
2022	WaverlyDr	173581	Waverly Dr	Remington Dr	817	27	Residential	AC	47.2	$55,399.28	2.00" Mill & Overlay
2022	WentwortDr	173720	Annelise Ln	Chesterton Dr	1078	27	Residential	AC	53.9	$73,136.65	2.00" Mill & Overlay
2022	WenworthDr	000000-07	Annelise Ln	End	129	27	Residential	AC	40.8	$8,737.65	2.00" Mill & Overlay
2023	ChestertDr	173190	Prescott Dr	Wentworth Dr	295	27	Residential	AC	39.9	$20,648.24	2.00" Mill & Overlay
2023	ChestertDr	173191	Chesterton Dr	Prescott Dr	329	27	Residential	AC	52.7	$22,978.69	2.00" Mill & Overlay
2023	CornerstDr	173289	S Cornerstone Dr	N Cornerstone Dr	61	27	Residential	AC	52.7	$4,295.41	2.00" Mill & Overlay
2023	EllisDr	175135	Belvidere Rd	Commerce Dr	563	30	Residential	AC	52.7	$43,731.77	2.00" Mill & Overlay
2023	FishLakRd	018334	IL Route 60	Niagara Dr	1249	35	Collector	AC	49.1	$123,860.39	3.00" mill & Overlay
2023	FishLakRd	018337	Great Falls Dr	Galena Dr	577	34	Collector	AC	39.9	$55,561.26	3.00" mill & Overlay
2023	PrescottDr	173107	Prescott Dr	Annelise Ln	978	27	Residential	AC	41.0	$68,350.73	2.00" Mill & Overlay
2023	TerrFirLn	172608	Terra Spring Cir	Terra Spring Cir	632	22	Residential	AC	41.0	$35,993.23	2.00" Mill & Overlay
2023	TerSprCir	172754	Terra Meadow Cir	Harvest Ct	383	22	Residential	AC	38.8	$21,818.52	2.00" Mill & Overlay
2024	BaroqueAve	175004	Baroque Ave	Baroque Ave	237	28	Residential	AC	54.7	$17,727.21	2.00" Mill & Overlay
2024	CornerstDr	173282	N Cornerstone Dr	S Cornerstone Dr	1877	27	Residential	AC	35.6	$135,136.15	2.00" Mill & Overlay
2024	CornerstDr	173285	Remington Dr	N Cornerstone Dr	175	27	Residential	AC	54.7	$12,581.31	2.00" Mill & Overlay
2024	CornerstDr	173286	S Cornerstone Dr	N Cornerstone Dr	366	27	Residential	AC	53.2	$26,318.89	2.00" Mill & Overlay
2024	CornerstDr	173290	Middle Fork	N Cornerstone Dr	212	27	Residential	AC	32.3	$15,224.41	2.00" Mill & Overlay
2024	PrescottDr	173108	Waverly Dr	Chesterton Dr	1117	27	Residential	AC	34.5	$80,412.72	2.00" Mill & Overlay
2024	RemingtoDr	173657	Molidor Rd	Cornerstone Dr	219	27	Residential	AC	31.2	$15,747.33	2.00" Mill & Overlay
2024	RussellDr	178627	Russell Dr	US Route 12	61	32	Residential	AC	31.3	$5,175.13	2.00" Mill & Overlay
2024	SenecaSt	175855	Valmont Ln	Niagara Dr	893	28	Residential	AC	53.2	$66,654.96	2.00" Mill & Overlay
2024	TerMeaCir	172450	Terra Meadow Cir	Terra Spring Cir	133	22	Residential	AC	29.1	$7,777.69	2.00" Mill & Overlay

List of Sections Selected for 2021-2030 Major M&R Plan Based on Current Funding

Year	Branch ID	Section ID	From	To	Length (ft)	Width (ft)	Functional Class	Surface Type	PCI Before	Cost	Work Type
2024	TerSprCir	172753	Terra Vista Ct	Terra Firma Ln	257	22	Residential	AC	33.4	$15,070.24	2.00" Mill & Overlay
2025	CornerstDr	173284	N Cornerstone Dr	S Cornerstone Dr	875	27	Residential	AC	29.1	$64,906.82	2.00" Mill & Overlay
2025	EllisDr	175136	Niagara Dr	Gilmer Rd	880	30	Residential	AC	29.1	$72,489.82	2.00" Mill & Overlay
2025	GoldVieCt	174730	Singing Hills Dr	End	169	28	Residential	AC	54.4	$13,000.60	2.00" Mill & Overlay
2025	MelodyRd	174891	Minuet Cir	Gilmer Rd	237	32	Residential	AC	25.9	$20,980.34	3.00" Mill & Overlay
2025	OakKnolCt	172277	Terra Spring Dr	Oak Knoll Ct	248	22	Residential	AC	25.9	$15,083.10	3.00" Mill & Overlay
2025	PrescottDr	173109	Annelise Ln	Waverly Dr	405	27	Residential	AC	52.8	$30,013.70	2.00" Mill & Overlay
2025	SenecaSt	175856	Seneca St	Seneca St	191	28	Residential	AC	54.4	$14,720.09	2.00" Mill & Overlay
2025	SonataCt	174514	Richard Brown Blvd	End	185	28	Residential	AC	52.8	$14,253.27	2.00" Mill & Overlay
2025	TerrSprDr	172759	Oak Knoll Ct	Hartigan Rd	188	22	Residential	AC	23.9	$12,408.20	3.00" Mill & Overlay
2025	TerSprCir	172750	Terra Spring Dr	Terra Firma Ln	1135	22	Residential	AC	28.0	$68,564.07	2.00" Mill & Overlay
2025	TrebleLn	175392	Richard Brown Blvd	Niagara Dr	612	28	Residential	AC	52.8	$47,028.77	2.00" Mill & Overlay
2025	WaverlyDr	173582	Remington Dr	Waverly Dr	283	27	Residential	AC	52.8	$21,013.02	2.00" Mill & Overlay
2026	BrahmsRd	175628	Mozart Ln	End	224	28	Residential	AC	54.7	$17,765.58	2.00" Mill & Overlay
2026	CommerceDr	174372	Ellis Dr	End	1243	30	Residential	AC	22.8	$115,422.95	3.00" Mill & Overlay
2026	CornerstDr	173288	N Cornerstone Dr	Remington Dr	386	27	Residential	AC	20.7	$32,290.28	3.00" Mill & Overlay
2026	EllisDr	175139	Commerce Dr	Ellis Dr	666	30	Residential	AC	20.7	$61,832.39	3.00" Mill & Overlay
2026	GalenaDr	174104	Fish Lake Rd	Toccoa Ln	331	30	Residential	AC	54.7	$28,044.06	2.00" Mill & Overlay
2026	ShelbourRd	173942	Great Falls Dr	Bellows Way	587	28	Residential	AC	54.7	$46,476.53	2.00" Mill & Overlay
2026	TerSprCir	172752	Terra Firma Ln	Grandview Ct	100	22	Residential	AC	18.8	$6,784.58	3.00" Mill & Overlay
2026	ValmontLn	175814	Seneca St	Niagara Dr	675	28	Residential	AC	54.7	$53,474.21	2.00" Mill & Overlay
2026	WentwortDr	173721	Chesterton Dr	Molidor Rd	460	27	Residential	AC	54.7	$35,153.82	2.00" Mill & Overlay
2027	CantataCt	175595	Beethoven St	Beethoven St	367	28	Residential	AC	14.7	$32,778.62	3.00" Mill & Overlay
2027	ChestertDr	173189	Remington Dr	Chesterton Dr	253	27	Residential	AC	14.7	$21,763.16	3.00" Mill & Overlay
2027	ChestertDr	173211	Chesterton Dr	Chesterton Dr	157	27	Residential	AC	6.4	$55,695.75	Reconstruction
2027	CornerstDr	173304	S Cornerstone Dr	S Cornerstone Dr	143	27	Residential	AC	14.7	$12,295.87	3.00" Mill & Overlay
2027	CornerstDr	173306	N Cornerstone Dr	N Cornerstone Dr	231	27	Residential	AC	12.9	$19,922.40	3.00" Mill & Overlay
2027	FisherRd	178721	Belvidere Rd	End	1901	21	Residential	AC	13.8	$127,248.55	3.00" Mill & Overlay
2027	HarvestCt	172371	Terra Spring Cir	Harvest Ct	239	22	Residential	AC	55.6	$5,509.73	Do Nothing
2027	RussellDr	178626	Begin	Russell Dr	609	32	Residential	AC	11.0	$62,177.63	3.00" Mill & Overlay
2027	SenecaSt	175854	Seneca St	Valmont Ln	160	28	Residential	AC	55.6	$4,703.54	Do Nothing
2027	TerrSprDr	172757	Nippersink Rd	Oak Knoll Ct	369	22	Residential	AC	16.7	$25,881.14	3.00" Mill & Overlay
2027	WaverlyDr	173598	Waverly Dr	Waverly Dr	316	27	Residential	AC	11.9	$27,188.64	3.00" Mill & Overlay
2028	BedfordLn	173794	Great Falls Dr	Bellows Way	354	28	Residential	AC	54.7	$29,742.52	2.00" Mill & Overlay
2028	BeethoveSt	175577	Cantata Ct	Niagara Dr	478	28	Residential	AC	54.7	$40,159.02	2.00" Mill & Overlay
2028	FishLakRd	018332	Begin	Belvidere Rd	2272	24	Collector	AC	52.2	$179,032.61	3.00" mill & Overlay
2028	NiagaraDr	174453	Brahms Rd	Singing Hills Dr	749	28	Residential	AC	54.7	$62,928.37	2.00" Mill & Overlay
2028	TerMeaCir	172451	Terra Meadow Cir	Terra Meadow Cir	210	22	Residential	AC	0.4	$62,573.89	Reconstruction
2028	WaverlyDr	173580	Waverly Dr	Waverly Dr	105	27	Residential	AC	54.7	$8,491.34	2.00" Mill & Overlay

List of Sections Selected for 2021-2030 Major M&R Plan Based on Current Funding

Year	Branch ID	Section ID	From	To	Length (ft)	Width (ft)	Functional Class	Surface Type	PCI Before	Cost	Work Type
2029	EllisDr	175137	Ellis Dr	Niagara Dr	217	30	Residential	AC	53.7	$20,153.34	2.00" Mill & Overlay
2029	MolidorRd	018342	US Route 12	Middle Fork	827	36	Collector	AC	53.7	$100,664.31	3.00" mill & Overlay
2029	NiagaraDr	174457	Singing Hills Dr	Fish Lake Rd	455	28	Residential	AC	53.7	$39,363.50	2.00" Mill & Overlay
2029	OldGilmRd	178315	Volo Village Rd	End	512	22	Residential	AC	0.0	$157,039.73	Reconstruction
2029	SingHilDr	175673	Deerpass Dr	Golden View Ct	903	28	Residential	AC	53.7	$78,122.44	2.00" Mill & Overlay
2030	BellowsWay	174239	Marble Ct	Galena Dr	306	28	Residential	AC	52.7	$27,317.01	2.00" Mill & Overlay
2030	FishLakRd	018336	Galena Dr	IL Route 60	596	35	Collector	AC	0.0	$299,210.91	3.00" mill & Overlay
2030	PiccoloLn	000000-06	Piccolo Ln	Piccolo Ln	286	28	Residential	AC	55.1	$22,979.52	Do Nothing
2030	WaverlyDr	173579	Prescott Dr	Remington Dr	267	27	Residential	AC	52.7	$22,946.20	2.00" Mill & Overlay

List of Sections Selected for 2021-2030 Pavement Preservation/ Global M&R Based on Current Funding

Year	Branch ID	Section ID	From	To	Length (ft)	Width (ft)	Functional Class	Surface Type	PCI Before	Cost	Work Type
2021	BrahmsRd	175628	Mozart Ln	End	224	28	Residential	AC	67.5	$4,146	Overlay - AC Thin (Global)
2021	FishLakRd	18332	Begin	Belvidere Rd	2272	24	Collector	AC	69.6	$35,983	Overlay - AC Thin (Global)
2021	NiagaraDr	174447	Ellis Dr	Richard Brown Blvd	254	28	Residential	AC	79.3	$4,694	Overlay - AC Thin (Global)
2021	RicBroBlv	175258	Harp Ave	Timpani Pl	271	28	Residential	AC	78.3	$5,008	Overlay - AC Thin (Global)
2022	CelloCt	000000-03	Viola Ln	End	310	28	Residential	AC	76.9	$5,898	Overlay - AC Thin (Global)
2022	CornerstDr	173283	Cornerstone Dr	Cornerstone Dr	59	20	Residential	AC	76.9	$799	Overlay - AC Thin (Global)
2022	HarpAve	175540	Richard Brown Blvd	Niagara Dr	818	28	Residential	AC	76.1	$15,572	Overlay - AC Thin (Global)
2022	SingHilDr	175674	Golden View Ct	Niagara Dr	799	28	Residential	AC	73.9	$15,211	Overlay - AC Thin (Global)
2022	ToccoaLn	174164	Great Falls Dr	Galena Dr	576	28	Residential	AC	76.9	$10,973	Overlay - AC Thin (Global)
2023	AdagioDr	000000-01	Adagio Dr	Viola Ln	1526	28	Residential	AC	75.6	$29,916	Overlay - AC Thin (Global)
2023	AutuOakCt	175778	Begin	Niagara Dr	353	28	Residential	AC	76.1	$6,917	Overlay - AC Thin (Global)
2023	BeethoveSt	175578	Cantata Ct	Cantata Ct	62	28	Residential	AC	78.4	$1,219	Overlay - AC Thin (Global)
2023	BrahmsRd	175629	Deerpass Dr	Mozart Ln	146	28	Residential	AC	76.1	$2,865	Overlay - AC Thin (Global)
2023	PiccoloLn	175060	Harmony Rd	Piccolo Ln	50	28	Residential	AC	77.8	$450	Surface Treatment - Slurry Seal
2023	RicBroBlv	175262	Timpani Pl	Trebie Ln	344	28	Residential	AC	76.1	$6,739	Overlay - AC Thin (Global)
2024	MarbleCt	174028	Marble Ct	Marble Ct	185	28	Residential	AC	77.0	$3,727	Overlay - AC Thin (Global)
2024	MinuetCir	174823	Baroque Ave	Viola Ln	1047	28	Residential	AC	73.9	$21,146	Overlay - AC Thin (Global)
2024	MinuetCir	174824	Melody Rd	Baroque Ave	609	28	Residential	AC	75.3	$12,290	Overlay - AC Thin (Global)
2024	PiccoloLn	000000-05	Piccolo Ln	Piccolo Ln	606	28	Residential	AC	74.8	$12,235	Overlay - AC Thin (Global)
2025	AdagioDr	175334	Viola Ln	Adagio Dr	51	28	Residential	AC	76.1	$1,057	Overlay - AC Thin (Global)
2025	AdagioDr	000000-02	Adagio Dr	Adagio Dr	168	28	Residential	AC	74.7	$3,492	Overlay - AC Thin (Global)
2025	BedfordLn	173792	Bellows Way	Cannon Rd	749	28	Residential	AC	74.0	$15,584	Overlay - AC Thin (Global)
2025	BrahmsRd	175626	Niagara Dr	Richard Brown Blvd	685	28	Residential	AC	75.1	$14,248	Overlay - AC Thin (Global)
2025	DeerpassDr	174691	Brahms Rd	Singing Hills Dr	403	28	Residential	AC	74.4	$8,373	Overlay - AC Thin (Global)
2025	NiagaraDr	174450	Timpani Pl	Harp Ave	329	28	Residential	AC	74.4	$6,853	Overlay - AC Thin (Global)
2026	MinuetCir	174822	Minuet Cir	Melody Rd	239	28	Residential	AC	74.1	$5,114	Overlay - AC Thin (Global)
2026	MozartLn	174626	Richard Brown Blvd	Brahms Rd	1057	28	Residential	AC	73.8	$22,640	Overlay - AC Thin (Global)
2026	NiagaraDr	174452	Beethoven St	Brahms Rd	364	28	Residential	AC	73.5	$7,788	Overlay - AC Thin (Global)
2026	SingHilDr	175675	Autumn Grove Ct	Deerpass Dr	600	28	Residential	AC	74.1	$12,845	Overlay - AC Thin (Global)
2027	BaroqueAve	175006	Viola Ln	Purcell Rd	1554	28	Residential	AC	73.4	$34,290	Overlay - AC Thin (Global)
2027	GalenaDr	174106	Bedford Ln	End	89	28	Residential	AC	74.9	$1,953	Overlay - AC Thin (Global)
2027	NiagaraDr	174455	Trebie Ln	Timpani Pl	318	28	Residential	AC	72.4	$7,015	Overlay - AC Thin (Global)
2027	ViolaLn	175198	Minuet Cir	Purcell Rd	290	28	Residential	AC	73.4	$6,408	Overlay - AC Thin (Global)
2028	BellowsWay	174241	Cannon Rd	Bedford Ln	1039	28	Residential	AC	72.4	$23,620	Overlay - AC Thin (Global)
2028	MolidorRd	018343	Remington Dr	Wentworth Dr	727	32	Collector	AC	67.5	$18,892	Overlay - AC Thin (Global)
2028	MolidorRd	018344	Wentworth Dr	Kelly Ln	180	32	Collector	AC	71.0	$4,670	Overlay - AC Thin (Global)
2028	NiagaraDr	174458	Singing Hills Dr	Autumn Oaks Ct	114	28	Residential	AC	72.8	$2,580	Overlay - AC Thin (Global)
2029	GreaFalDr	173867	Shelbourne Rd	Bedford Ln	852	28	Residential	AC	70.4	$19,939	Overlay - AC Thin (Global)
2029	MinuetCir	000000-04	Viola Ln	Minuet Cir	867	28	Residential	AC	70.4	$20,287	Overlay - AC Thin (Global)
2029	PiccoloLn	175060	Harmony Rd	Piccolo Ln	50	28	Residential	AC	72.6	$537	Surface Treatment - Slurry Seal
2029	ViolaLn	175197	Purcell Rd	Baroque Ave	289	28	Residential	AC	70.4	$6,772	Overlay - AC Thin (Global)

List of Sections Selected for 2021-2030 Pavement Preservation/ Global M&R Based on Current Funding

Year	Branch ID	Section ID	From	To	Length (ft)	Width (ft)	Functional Class	Surface Type	PCI Before	Cost	Work Type
2030	BaroqueAve	175005	Baroque Ave	Viola Ln	194	28	Residential	AC	68.6	$4,688	Overlay - AC Thin (Global)
2030	BaroqueAve	175007	Purcell Rd	Minuet Cir	491	28	Residential	AC	69.4	$11,848	Overlay - AC Thin (Global)
2030	BrahmsRd	175627	Richard Brown Blvd	Deerpass Dr	136	28	Residential	AC	68.9	$3,269	Overlay - AC Thin (Global)
2030	ChoplinPl	175477	Richard Brown Blvd	Richard Brown Blvd	1170	28	Residential	AC	69.1	$28,200	Overlay - AC Thin (Global)

List of Pavement Sections with 2020 PCI and IRI Values

BranchID	SectionID	Functional Class	Length	Width	Surface Type	Date	IRI	PCI	PCI Category
AdagioDr	175334	Residential	51	28	AC	10-27-2020	212	91	Good
AdagioDr	000000-01	Residential	1,526	28	AC	10-27-2020	224	81	Satisfactory
AdagioDr	000000-02	Residential	168	28	AC	10-27-2020	486	87	Good
AnneliseLn	173018	Residential	920	27	AC	10-27-2020	233	52	Poor
AutuGroCt	175725	Residential	413	28	AC	10-27-2020	320	79	Satisfactory
AutuOakCt	175778	Residential	353	28	AC	10-27-2020	398	82	Satisfactory
BaroqueAve	175004	Residential	237	28	AC	10-27-2020	311	64	Fair
BaroqueAve	175005	Residential	194	28	AC	10-27-2020	203	91	Good
BaroqueAve	175006	Residential	1,554	28	AC	10-27-2020	192	93	Good
BaroqueAve	175007	Residential	491	28	AC	10-27-2020	167	94	Good
BedfordLn	173791	Residential	1,195	28	AC	10-27-2020	168	96	Good
BedfordLn	173792	Residential	749	28	AC	10-27-2020	138	85	Satisfactory
BedfordLn	173793	Residential	1,212	28	AC	10-27-2020	187	78	Satisfactory
BedfordLn	173794	Residential	354	28	AC	10-27-2020	249	71	Satisfactory
BeethoveSt	175576	Residential	853	28	AC	10-27-2020	201	80	Satisfactory
BeethoveSt	175577	Residential	478	28	AC	10-27-2020	168	71	Satisfactory
BeethoveSt	175578	Residential	62	28	AC	10-27-2020	215	86	Good
BellowsWay	174237	Residential	175	28	AC	10-27-2020	264	99	Good
BellowsWay	174238	Residential	983	28	AC	10-27-2020	151	94	Good
BellowsWay	174239	Residential	306	28	AC	10-27-2020	185	73	Satisfactory
BellowsWay	174240	Residential	290	28	AC	10-27-2020	139	100	Good
BellowsWay	174241	Residential	1,039	28	AC	10-27-2020	140	95	Good
BrahmsRd	175626	Residential	685	28	AC	10-27-2020	152	88	Good
BrahmsRd	175627	Residential	136	28	AC	10-27-2020	133	92	Good
BrahmsRd	175628	Residential	224	28	AC	10-27-2020	216	68	Fair
BrahmsRd	175629	Residential	146	28	AC	10-27-2020	122	82	Satisfactory
CannonRd	174300	Residential	1,121	28	AC	10-27-2020	163	97	Good
CantataCt	175595	Residential	367	28	AC	10-27-2020	295	41	Poor
CelloCt	174773	Residential	51	28	AC	10-27-2020	419	78	Satisfactory
CelloCt	000000-03	Residential	310	28	AC	10-27-2020	278	80	Satisfactory
ChestertDr	173189	Residential	253	27	AC	10-27-2020	172	41	Poor
ChestertDr	173190	Residential	295	27	AC	10-27-2020	180	49	Poor
ChestertDr	173191	Residential	329	27	AC	10-27-2020	157	60	Fair
ChestertDr	173192	Residential	56	27	AC	10-27-2020	136	53	Poor
ChestertDr	173211	Residential	157	27	AC	10-27-2020	377	32	Very Poor
ChoplinPl	175477	Residential	1,170	28	AC	10-27-2020	175	93	Good
CommerceDr	174372	Residential	1,243	30	AC	10-27-2020	226	45	Poor
CornerstDr	173282	Residential	1,877	27	AC	10-27-2020	230	49	Poor
CornerstDr	173283	Residential	59	20	AC	10-27-2020	135	80	Satisfactory
CornerstDr	173284	Residential	875	27	AC	10-27-2020	182	47	Poor
CornerstDr	173285	Residential	175	27	AC	10-27-2020	197	64	Fair
CornerstDr	173286	Residential	366	27	AC	10-27-2020	167	63	Fair
CornerstDr	173287	Residential	58	27	AC	10-27-2020	235	48	Poor
CornerstDr	173288	Residential	386	27	AC	10-27-2020	197	43	Poor
CornerstDr	173289	Residential	61	27	AC	10-27-2020	271	60	Fair

List of Pavement Sections with 2020 PCI and IRI Values

BranchID	SectionID	Functional Class	Length	Width	Surface Type	Date	IRI	PCI	PCI Category
CornerstDr	173290	Residential	212	27	AC	10-27-2020	302	46	Poor
CornerstDr	173304	Residential	143	27	AC	10-27-2020	539	41	Poor
CornerstDr	173305	Residential	204	27	AC	10-27-2020	488	52	Poor
CornerstDr	173306	Residential	231	27	AC	10-27-2020	311	39	Very Poor
DeerpassDr	174691	Residential	403	28	AC	10-27-2020	259	86	Good
EllisDr	175135	Residential	563	30	AC	10-27-2020	343	60	Fair
EllisDr	175136	Residential	880	30	AC	10-27-2020	274	47	Poor
EllisDr	175137	Residential	217	30	AC	10-27-2020	134	72	Satisfactory
EllisDr	175138	Residential	162	30	AC	10-27-2020	179	55	Poor
EllisDr	175139	Residential	666	30	AC	10-27-2020	326	43	Poor
EllisDr	175159	Residential	371	28	AC	10-27-2020	302	51	Poor
FisherRd	178721	Residential	1,901	21	AC	10-27-2020	182	40	Very Poor
FishLakRd	018332	Collector	2,272	24	AC	10-27-2020	125	70	Fair
FishLakRd	018333	Collector	618	24	AC	10-27-2020	165	58	Fair
FishLakRd	018334	Collector	1,249	35	AC	10-27-2020	225	57	Fair
FishLakRd	018335	Collector	1,294	34	AC	10-27-2020	186	52	Poor
FishLakRd	018336	Collector	596	35	AC	10-27-2020	234	36	Very Poor
FishLakRd	018337	Collector	577	34	AC	10-27-2020	214	49	Poor
GalenaDr	174104	Residential	331	30	AC	10-27-2020	227	68	Fair
GalenaDr	174105	Residential	1,782	28	AC	10-27-2020	159	81	Satisfactory
GalenaDr	174106	Residential	89	28	AC	10-27-2020	198	100	Good
GalenaDr	174107	Residential	483	28	AC	10-27-2020	201	99	Good
GoldVieCt	174730	Residential	169	28	AC	10-27-2020	363	66	Fair
GrandvieCt	172539	Residential	211	22	AC	10-27-2020	237	58	Fair
GrandvieCt	172540	Residential	275	22	AC	10-27-2020	224	53	Poor
GreaFalDr	173865	Residential	326	30	AC	10-27-2020	321	79	Satisfactory
GreaFalDr	173866	Residential	129	28	AC	10-27-2020	161	94	Good
GreaFalDr	173867	Residential	852	28	AC	10-27-2020	145	92	Good
GreaFalDr	173868	Residential	320	28	AC	10-27-2020	225	97	Good
HarmonyRd	174566	Residential	165	32	AC	10-27-2020	145	99	Good
HarmonyRd	174567	Residential	248	32	AC	10-27-2020	213	84	Satisfactory
HarmonyRd	174568	Residential	643	32	AC	10-27-2020	232	81	Satisfactory
HarmonyRd	174569	Residential	611	32	AC	10-27-2020	134	98	Good
HarpAve	175540	Residential	818	28	AC	10-27-2020	179	79	Satisfactory
HartiganRd	172150	Residential	614	70	AC	10-27-2020	166	83	Satisfactory
HartiganRd	172151	Residential	1,487	24	AC	10-27-2020	189	59	Fair
HarvestCt	172371	Residential	239	22	AC	10-27-2020	283	70	Fair
HarvestCt	172372	Residential	370	22	AC	10-27-2020	430	31	Very Poor
MarbleCt	174027	Residential	282	28	AC	10-27-2020	232	81	Satisfactory
MarbleCt	174028	Residential	185	28	AC	10-27-2020	347	88	Good
McnallyLn	178685	Residential	443	22	AC	10-27-2020	462	16	Serious
MelodyRd	174891	Residential	237	32	AC	10-27-2020	269	44	Poor
MiddleFork	173399	Residential	396	40	AC	10-27-2020	232	100	Good
MinuetCir	174822	Residential	239	28	AC	10-27-2020	385	90	Good
MinuetCir	174823	Residential	1,047	28	AC	10-27-2020	171	81	Satisfactory

List of Pavement Sections with 2020 PCI and IRI Values

BranchID	SectionID	Functional Class	Length	Width	Surface Type	Date	IRI	PCI	PCI Category
MinuetCir	174824	Residential	609	28	AC	10-27-2020	273	84	Satisfactory
MinuetCir	000000-04	Residential	867	28	AC	10-27-2020	205	92	Good
MolidorRd	018342	Collector	827	36	AC	10-27-2020	291	72	Satisfactory
MolidorRd	018343	Collector	727	32	AC	10-27-2020	164	80	Satisfactory
MolidorRd	018344	Collector	180	32	AC	10-27-2020	160	89	Good
MolidorRd	018345	Collector	1,114	34	AC	10-27-2020	154	53	Poor
MozartLn	174626	Residential	1,057	28	AC	10-27-2020	191	89	Good
NiagaraDr	174447	Residential	254	28	AC	10-27-2020	232	80	Satisfactory
NiagaraDr	174448	Residential	544	28	AC	10-27-2020	239	81	Satisfactory
NiagaraDr	174449	Residential	233	28	AC	10-27-2020	175	84	Satisfactory
NiagaraDr	174450	Residential	329	28	AC	10-27-2020	161	86	Good
NiagaraDr	174451	Residential	370	28	AC	10-27-2020	221	86	Good
NiagaraDr	174452	Residential	364	28	AC	10-27-2020	145	88	Good
NiagaraDr	174453	Residential	749	28	AC	10-27-2020	228	71	Satisfactory
NiagaraDr	174454	Residential	161	28	AC	10-27-2020	264	80	Satisfactory
NiagaraDr	174455	Residential	318	28	AC	10-27-2020	153	89	Good
NiagaraDr	174456	Residential	342	28	AC	10-27-2020	195	84	Satisfactory
NiagaraDr	174457	Residential	455	28	AC	10-27-2020	344	72	Satisfactory
NiagaraDr	174458	Residential	114	28	AC	10-27-2020	309	97	Good
NiagaraDr	174459	Residential	131	28	AC	10-27-2020	160	100	Good
OakKnolCt	172276	Residential	285	22	AC	10-27-2020	485	27	Very Poor
OakKnolCt	172277	Residential	248	22	AC	10-27-2020	286	44	Poor
OldGilmRd	178315	Residential	512	22	AC	10-27-2020	284	29	Very Poor
PiccoloLn	175060	Residential	50	28	AC	10-27-2020	238	85	Satisfactory
PiccoloLn	000000-05	Residential	606	28	AC	10-27-2020	212	83	Satisfactory
PiccoloLn	000000-06	Residential	286	28	AC	10-27-2020	362	74	Satisfactory
PrescottDr	173106	Residential	488	27	AC	10-27-2020	367	29	Very Poor
PrescottDr	173107	Residential	978	27	AC	10-27-2020	222	50	Poor
PrescottDr	173108	Residential	1,117	27	AC	10-27-2020	182	48	Poor
PrescottDr	173109	Residential	405	27	AC	10-27-2020	236	65	Fair
PurcellRd	174962	Residential	1,159	28	AC	10-27-2020	156	80	Satisfactory
RemingtoDr	173656	Residential	1,069	27	AC	10-27-2020	238	53	Poor
RemingtoDr	173657	Residential	219	27	AC	10-27-2020	245	45	Poor
RemingtoDr	173658	Residential	214	27	AC	10-27-2020	501	53	Poor
RicBroBlv	175258	Residential	271	28	AC	10-27-2020	208	79	Satisfactory
RicBroBlv	175259	Residential	720	28	AC	10-27-2020	191	77	Satisfactory
RicBroBlv	175260	Residential	679	28	AC	10-27-2020	165	96	Good
RicBroBlv	175261	Residential	308	28	AC	10-27-2020	193	79	Satisfactory
RicBroBlv	175262	Residential	344	28	AC	10-27-2020	169	82	Satisfactory
RicBroBlv	175263	Residential	634	28	AC	10-27-2020	196	99	Good
RicBroBlv	175264	Residential	189	28	AC	10-27-2020	234	96	Good
RicBroBlv	175265	Residential	778	28	AC	10-27-2020	200	77	Satisfactory
RicBroBlv	175266	Residential	151	28	AC	10-27-2020	159	98	Good
RussellDr	178626	Residential	609	32	AC	10-27-2020	331	37	Very Poor
RussellDr	178627	Residential	61	32	AC	N/A	N/A	N/A	N/A

List of Pavement Sections with 2020 PCI and IRI Values

BranchID	SectionID	Functional Class	Length	Width	Surface Type	Date	IRI	PCI	PCI Category
SenecaSt	175854	Residential	160	28	AC	10-27-2020	394	70	Fair
SenecaSt	175855	Residential	893	28	AC	10-27-2020	181	63	Fair
SenecaSt	175856	Residential	191	28	AC	10-27-2020	414	66	Fair
ShelbourRd	173942	Residential	587	28	AC	10-27-2020	152	68	Fair
SingHilDr	175672	Residential	333	28	AC	10-27-2020	291	81	Satisfactory
SingHilDr	175673	Residential	903	28	AC	10-27-2020	205	72	Satisfactory
SingHilDr	175674	Residential	799	28	AC	10-27-2020	188	76	Satisfactory
SingHilDr	175675	Residential	600	28	AC	10-27-2020	205	90	Good
SonataCt	174514	Residential	185	28	AC	10-27-2020	321	65	Fair
SullLakRd	018346	Collector	1,300	24	AC	10-27-2020	152	75	Satisfactory
TerMeaCir	172450	Residential	133	22	AC	10-27-2020	366	43	Poor
TerMeaCir	172451	Residential	210	22	AC	10-27-2020	340	30	Very Poor
TerrFirLn	172608	Residential	632	22	AC	10-27-2020	226	50	Poor
TerrSprDr	172757	Residential	369	22	AC	10-27-2020	328	43	Poor
TerrSprDr	172758	Residential	238	22	AC	10-27-2020	162	58	Fair
TerrSprDr	172759	Residential	188	22	AC	10-27-2020	174	42	Poor
TerrVisCt	172668	Residential	204	22	AC	10-27-2020	428	26	Very Poor
TerrVisCt	172669	Residential	175	22	AC	10-27-2020	498	26	Very Poor
TerSprCir	172750	Residential	1,135	22	AC	10-27-2020	194	46	Poor
TerSprCir	172751	Residential	201	22	AC	10-27-2020	235	57	Fair
TerSprCir	172752	Residential	100	22	AC	10-27-2020	231	41	Poor
TerSprCir	172753	Residential	257	22	AC	10-27-2020	194	47	Poor
TerSprCir	172754	Residential	383	22	AC	10-27-2020	229	48	Poor
TerSprCir	172755	Residential	391	22	AC	10-27-2020	269	33	Very Poor
TerSprCir	172756	Residential	1,000	22	AC	10-27-2020	214	59	Fair
TimpaniPl	175438	Residential	765	28	AC	10-27-2020	193	79	Satisfactory
ToccoaLn	174164	Residential	576	28	AC	10-27-2020	288	80	Satisfactory
TrebleLn	175392	Residential	612	28	AC	10-27-2020	220	65	Fair
ValmontLn	175814	Residential	675	28	AC	10-27-2020	204	68	Fair
ViolaLn	175194	Residential	437	28	AC	10-27-2020	229	100	Good
ViolaLn	175195	Residential	1,336	28	AC	10-27-2020	165	97	Good
ViolaLn	175196	Residential	252	28	AC	10-27-2020	176	99	Good
ViolaLn	175197	Residential	289	28	AC	10-27-2020	247	92	Good
ViolaLn	175198	Residential	290	28	AC	10-27-2020	173	93	Good
VoloVilRd	018045	Collector	679	34	AC	10-27-2020	79	100	Good
VoloVilRd	018046	Collector	291	34	AC	10-27-2020	273	78	Satisfactory
VoloVilRd	018047	Collector	84	34	AC	10-27-2020	321	87	Good
VoloVilRd	018048	Collector	991	34	AC	10-27-2020	111	98	Good
VoloVilRd	018049	Collector	1,299	30	AC	10-27-2020	129	97	Good
WaverlyDr	173579	Residential	267	27	AC	10-27-2020	202	73	Satisfactory
WaverlyDr	173580	Residential	105	27	AC	10-27-2020	175	71	Satisfactory
WaverlyDr	173581	Residential	817	27	AC	10-27-2020	255	52	Poor
WaverlyDr	173582	Residential	283	27	AC	10-27-2020	200	65	Fair
WaverlyDr	173598	Residential	316	27	AC	10-27-2020	322	38	Very Poor
WentworthDr	173720	Residential	1,078	27	AC	10-27-2020	179	58	Fair
WentworthDr	173721	Residential	460	27	AC	10-27-2020	191	68	Fair
WentworthDr	000000-07	Residential	129	27	AC	10-27-2020	398	46	Poor

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
AdagioDr	000000-01	ALLIGATOR CR	Medium	10	SqFt	0.03	Patching - AC Deep	AC	27	SqFt	$5.60	$153
AdagioDr	000000-01	L & T CR	Medium	609	Ft	2.00	Crack Sealing - AC	AC	609	Ft	$1.50	$914
AdagioDr	000000-02	L & T CR	Medium	41	Ft	1.21	Crack Sealing - AC	AC	41	Ft	$1.50	$61
AdagioDr	175334	ALLIGATOR CR	Medium	0	SqFt	0.02	Patching - AC Deep	AC	6	SqFt	$5.60	$35
AdagioDr	175334	L & T CR	Medium	2	Ft	0.23	Crack Sealing - AC	AC	2	Ft	$1.50	$4
AutuGroCt	175725	L & T CR	Medium	90	Ft	1.08	Crack Sealing - AC	AC	90	Ft	$1.50	$134
AutuGroCt	175725	ALLIGATOR CR	Medium	22	SqFt	0.26	Patching - AC Deep	AC	44	SqFt	$5.60	$248
AutuOakCt	175778	L & T CR	Medium	59	Ft	0.84	Crack Sealing - AC	AC	59	Ft	$1.50	$88
AutuOakCt	175778	ALLIGATOR CR	Medium	2	SqFt	0.03	Patching - AC Deep	AC	13	SqFt	$5.60	$71
BaroqueAve	175004	ALLIGATOR CR	Medium	52	SqFt	1.09	Patching - AC Deep	AC	85	SqFt	$5.60	$476
BaroqueAve	175004	L & T CR	Medium	139	Ft	2.94	Crack Sealing - AC	AC	139	Ft	$1.50	$209
BaroqueAve	175005	L & T CR	Medium	33	Ft	0.86	Crack Sealing - AC	AC	33	Ft	$1.50	$50
BaroqueAve	175006	L & T CR	Medium	110	Ft	0.35	Crack Sealing - AC	AC	110	Ft	$1.50	$164
BaroqueAve	175006	ALLIGATOR CR	Medium	25	SqFt	0.08	Patching - AC Deep	AC	48	SqFt	$5.60	$272
BaroqueAve	175007	L & T CR	Medium	2	Ft	0.02	Crack Sealing - AC	AC	2	Ft	$1.50	$2
BaroqueAve	175007	ALLIGATOR CR	Medium	0	SqFt	0.00	Patching - AC Deep	AC	4	SqFt	$5.60	$24
BedfordLn	173791	ALLIGATOR CR	Medium	1	SqFt	0.01	Patching - AC Deep	AC	10	SqFt	$5.60	$55
BedfordLn	173791	L & T CR	Medium	33	Ft	0.14	Crack Sealing - AC	AC	33	Ft	$1.50	$50
BedfordLn	173792	ALLIGATOR CR	Medium	3	SqFt	0.02	Patching - AC Deep	AC	13	SqFt	$5.60	$75
BedfordLn	173792	L & T CR	Medium	25	Ft	0.17	Crack Sealing - AC	AC	25	Ft	$1.50	$37
BedfordLn	173793	L & T CR	Medium	409	Ft	1.69	Crack Sealing - AC	AC	409	Ft	$1.50	$614
BedfordLn	173793	ALLIGATOR CR	Medium	140	SqFt	0.58	Patching - AC Deep	AC	192	SqFt	$5.60	$1,071
BedfordLn	173794	L & T CR	Medium	39	Ft	0.55	Crack Sealing - AC	AC	39	Ft	$1.50	$59
BedfordLn	173794	ALLIGATOR CR	Medium	34	SqFt	0.49	Patching - AC Deep	AC	62	SqFt	$5.60	$347
BeethoveSt	175576	L & T CR	Medium	147	Ft	0.86	Crack Sealing - AC	AC	147	Ft	$1.50	$220
BeethoveSt	175576	ALLIGATOR CR	Medium	27	SqFt	0.16	Patching - AC Deep	AC	52	SqFt	$5.60	$292
BeethoveSt	175577	L & T CR	Medium	79	Ft	0.83	Crack Sealing - AC	AC	79	Ft	$1.50	$119
BeethoveSt	175577	ALLIGATOR CR	Medium	13	SqFt	0.13	Patching - AC Deep	AC	31	SqFt	$5.60	$174
BeethoveSt	175578	L & T CR	Medium	0	Ft	0.04	Crack Sealing - AC	AC	0	Ft	$1.50	$1
BellowsWay	174238	L & T CR	Medium	19	Ft	0.10	Crack Sealing - AC	AC	19	Ft	$1.50	$28
BellowsWay	174238	ALLIGATOR CR	Medium	1	SqFt	0.00	Patching - AC Deep	AC	8	SqFt	$5.60	$41
BellowsWay	174239	L & T CR	Medium	21	Ft	0.34	Crack Sealing - AC	AC	21	Ft	$1.50	$31
BellowsWay	174239	ALLIGATOR CR	Medium	6	SqFt	0.09	Patching - AC Deep	AC	19	SqFt	$5.60	$108
BellowsWay	174239	RUTTING	Medium	91	SqFt	1.48	Patching - AC Shallow	AC	90	SqFt	$2.78	$252
BellowsWay	174240	L & T CR	Medium	1	Ft	0.01	Crack Sealing - AC	AC	1	Ft	$1.50	$1
BellowsWay	174241	L & T CR	Medium	66	Ft	0.32	Crack Sealing - AC	AC	66	Ft	$1.50	$99

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
BrahmsRd	175626	ALLIGATOR CR	Medium	8	SqFt	0.06	Patching - AC Deep	AC	24	SqFt	$5.60	$135
BrahmsRd	175626	L & T CR	High	6	Ft	0.04	Patching - AC Shallow	AC	20	SqFt	$2.78	$56
BrahmsRd	175626	L & T CR	Medium	58	Ft	0.42	Crack Sealing - AC	AC	58	Ft	$1.50	$87
BrahmsRd	175626	ALLIGATOR CR	High	2	SqFt	0.02	Patching - AC Deep	AC	12	SqFt	$5.60	$68
BrahmsRd	175627	L & T CR	Medium	1	Ft	0.03	Crack Sealing - AC	AC	1	Ft	$1.50	$1
BrahmsRd	175628	ALLIGATOR CR	Medium	8	SqFt	0.18	Patching - AC Deep	AC	24	SqFt	$5.60	$132
BrahmsRd	175628	L & T CR	Medium	171	Ft	3.81	Crack Sealing - AC	AC	171	Ft	$1.50	$257
CannonRd	174300	L & T CR	Medium	55	Ft	0.25	Crack Sealing - AC	AC	55	Ft	$1.50	$82
CelloCt	000000-03	L & T CR	Medium	29	Ft	0.46	Crack Sealing - AC	AC	29	Ft	$1.50	$43
CelloCt	000000-03	ALLIGATOR CR	Medium	1	SqFt	0.02	Patching - AC Deep	AC	10	SqFt	$5.60	$55
CelloCt	174773	L & T CR	Medium	18	Ft	1.82	Crack Sealing - AC	AC	18	Ft	$1.50	$28
CelloCt	174773	ALLIGATOR CR	Medium	4	SqFt	0.39	Patching - AC Deep	AC	16	SqFt	$5.60	$89
ChestertDr	173191	ALLIGATOR CR	Medium	22	SqFt	0.33	Patching - AC Deep	AC	44	SqFt	$5.60	$248
ChestertDr	173191	L & T CR	Medium	274	Ft	4.17	Crack Sealing - AC	AC	274	Ft	$1.50	$411
ChoplinPl	175477	RUTTING	Medium	93	SqFt	0.40	Patching - AC Shallow	AC	93	SqFt	$2.78	$258
ChoplinPl	175477	L & T CR	Medium	10	Ft	0.04	Crack Sealing - AC	AC	10	Ft	$1.50	$15
CornerstDr	173283	L & T CR	Medium	6	Ft	0.50	Crack Sealing - AC	AC	6	Ft	$1.50	$9
CornerstDr	173285	ALLIGATOR CR	Medium	16	SqFt	0.44	Patching - AC Deep	AC	36	SqFt	$5.60	$198
CornerstDr	173285	L & T CR	Medium	74	Ft	2.11	Crack Sealing - AC	AC	74	Ft	$1.50	$111
CornerstDr	173286	L & T CR	Medium	95	Ft	1.30	Crack Sealing - AC	AC	95	Ft	$1.50	$143
CornerstDr	173286	ALLIGATOR CR	Medium	24	SqFt	0.33	Patching - AC Deep	AC	47	SqFt	$5.60	$265
CornerstDr	173289	L & T CR	Medium	14	Ft	1.11	Crack Sealing - AC	AC	14	Ft	$1.50	$21
CornerstDr	173289	ALLIGATOR CR	Medium	4	SqFt	0.36	Patching - AC Deep	AC	17	SqFt	$5.60	$94
DeerpassDr	174691	ALLIGATOR CR	Medium	6	SqFt	0.07	Patching - AC Deep	AC	19	SqFt	$5.60	$110
DeerpassDr	174691	L & T CR	Medium	50	Ft	0.62	Crack Sealing - AC	AC	50	Ft	$1.50	$74
EllisDr	175135	ALLIGATOR CR	Medium	114	SqFt	1.01	Patching - AC Deep	AC	161	SqFt	$5.60	$901
EllisDr	175135	L & T CR	Medium	364	Ft	3.23	Crack Sealing - AC	AC	364	Ft	$1.50	$546
EllisDr	175137	L & T CR	Medium	15	Ft	0.35	Crack Sealing - AC	AC	15	Ft	$1.50	$23
EllisDr	175137	ALLIGATOR CR	Medium	4	SqFt	0.10	Patching - AC Deep	AC	17	SqFt	$5.60	$95
FishLakRd	018332	RUTTING	Medium	90	SqFt	0.20	Patching - AC Shallow	AC	90	SqFt	$2.78	$251
FishLakRd	018332	L & T CR	High	0	Ft	0.00	Patching - AC Shallow	AC	1	SqFt	$2.78	$4
FishLakRd	018332	L & T CR	Medium	1150	Ft	2.53	Crack Sealing - AC	AC	1150	Ft	$1.50	$1,725
FishLakRd	018332	ALLIGATOR CR	High	0	SqFt	0.00	Patching - AC Deep	AC	4	SqFt	$5.60	$24
FishLakRd	018332	ALLIGATOR CR	Medium	33	SqFt	0.07	Patching - AC Deep	AC	60	SqFt	$5.60	$339
FishLakRd	018333	L & T CR	Medium	99	Ft	0.80	Crack Sealing - AC	AC	99	Ft	$1.50	$148
FishLakRd	018333	RUTTING	Medium	275	SqFt	2.22	Patching - AC Shallow	AC	274	SqFt	$2.78	$764

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
FishLakRd	018333	ALLIGATOR CR	Medium	34	SqFt	0.28	Patching - AC Deep	AC	61	SqFt	$5.60	$345
FishLakRd	018334	ALLIGATOR CR	Medium	239	SqFt	0.96	Patching - AC Deep	AC	306	SqFt	$5.60	$1,711
FishLakRd	018334	L & T CR	Medium	431	Ft	1.72	Crack Sealing - AC	AC	431	Ft	$1.50	$646
FishLakRd	018334	RUTTING	Medium	91	SqFt	0.36	Patching - AC Shallow	AC	91	SqFt	$2.78	$253
GalenaDr	174104	ALLIGATOR CR	Medium	77	SqFt	1.16	Patching - AC Deep	AC	115	SqFt	$5.60	$648
GalenaDr	174104	L & T CR	Medium	96	Ft	1.45	Crack Sealing - AC	AC	96	Ft	$1.50	$144
GalenaDr	174105	ALLIGATOR CR	Medium	26	SqFt	0.07	Patching - AC Deep	AC	50	SqFt	$5.60	$279
GalenaDr	174105	RUTTING	Medium	90	SqFt	0.25	Patching - AC Shallow	AC	90	SqFt	$2.78	$250
GalenaDr	174105	L & T CR	Medium	235	Ft	0.66	Crack Sealing - AC	AC	236	Ft	$1.50	$353
GalenaDr	174106	L & T CR	Medium	2	Ft	0.11	Crack Sealing - AC	AC	2	Ft	$1.50	$3
GalenaDr	174107	L & T CR	Medium	2	Ft	0.02	Crack Sealing - AC	AC	2	Ft	$1.50	$3
GoldVieCt	174730	ALLIGATOR CR	Medium	5	SqFt	0.14	Patching - AC Deep	AC	17	SqFt	$5.60	$97
GoldVieCt	174730	RUTTING	Medium	75	SqFt	2.22	Patching - AC Shallow	AC	75	SqFt	$2.78	$209
GoldVieCt	174730	L & T CR	Medium	18	Ft	0.54	Crack Sealing - AC	AC	18	Ft	$1.50	$27
GrandvieCt	172539	ALLIGATOR CR	Medium	24	SqFt	0.56	Patching - AC Deep	AC	47	SqFt	$5.60	$266
GrandvieCt	172539	L & T CR	Medium	172	Ft	4.07	Crack Sealing - AC	AC	172	Ft	$1.50	$258
GreaFalDr	173865	L & T CR	Medium	32	Ft	0.49	Crack Sealing - AC	AC	32	Ft	$1.50	$47
GreaFalDr	173865	ALLIGATOR CR	Medium	8	SqFt	0.13	Patching - AC Deep	AC	24	SqFt	$5.60	$134
GreaFalDr	173866	L & T CR	Medium	4	Ft	0.15	Crack Sealing - AC	AC	4	Ft	$1.50	$6
GreaFalDr	173867	L & T CR	Medium	60	Ft	0.35	Crack Sealing - AC	AC	60	Ft	$1.50	$90
GreaFalDr	173868	L & T CR	Medium	4	Ft	0.07	Crack Sealing - AC	AC	4	Ft	$1.50	$7
HarmonyRd	174566	L & T CR	Medium	2	Ft	0.05	Crack Sealing - AC	AC	2	Ft	$1.50	$3
HarmonyRd	174567	ALLIGATOR CR	Medium	11	SqFt	0.22	Patching - AC Deep	AC	28	SqFt	$5.60	$158
HarmonyRd	174567	L & T CR	Medium	34	Ft	0.68	Crack Sealing - AC	AC	34	Ft	$1.50	$51
HarmonyRd	174568	ALLIGATOR CR	Medium	152	SqFt	1.18	Patching - AC Deep	AC	206	SqFt	$5.60	$1,154
HarmonyRd	174568	L & T CR	Medium	172	Ft	1.34	Crack Sealing - AC	AC	173	Ft	$1.50	$259
HarmonyRd	174569	L & T CR	Medium	1	Ft	0.00	Crack Sealing - AC	AC	1	Ft	$1.50	$1
HarpAve	175540	L & T CR	Medium	183	Ft	1.12	Crack Sealing - AC	AC	183	Ft	$1.50	$275
HarpAve	175540	ALLIGATOR CR	Medium	12	SqFt	0.07	Patching - AC Deep	AC	30	SqFt	$5.60	$167
HartiganRd	172150	ALLIGATOR CR	Medium	19	SqFt	0.15	Patching - AC Deep	AC	40	SqFt	$5.60	$225
HartiganRd	172150	L & T CR	Medium	115	Ft	0.94	Crack Sealing - AC	AC	115	Ft	$1.50	$173
HartiganRd	172151	L & T CR	High	2	Ft	0.01	Patching - AC Shallow	AC	8	SqFt	$2.78	$20
HartiganRd	172151	ALLIGATOR CR	High	1	SqFt	0.00	Patching - AC Deep	AC	8	SqFt	$5.60	$43
HartiganRd	172151	ALLIGATOR CR	Medium	435	SqFt	1.46	Patching - AC Deep	AC	523	SqFt	$5.60	$2,929
HartiganRd	172151	L & T CR	Medium	1223	Ft	4.11	Crack Sealing - AC	AC	1223	Ft	$1.50	$1,835
HartiganRd	172151	RUTTING	Medium	91	SqFt	0.30	Patching - AC Shallow	AC	90	SqFt	$2.78	$252

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
HarvestCt	172371	ALLIGATOR CR	Medium	6	SqFt	0.12	Patching - AC Deep	AC	19	SqFt	$5.60	$108
HarvestCt	172371	L & T CR	Medium	60	Ft	1.26	Crack Sealing - AC	AC	60	Ft	$1.50	$90
HarvestCt	172372	RUTTING	High	110	SqFt	1.48	Patching - AC Shallow	AC	110	SqFt	$2.78	$305
MarbleCt	174027	L & T CR	Medium	81	Ft	1.43	Crack Sealing - AC	AC	80	Ft	$1.50	$121
MarbleCt	174027	ALLIGATOR CR	Medium	17	SqFt	0.30	Patching - AC Deep	AC	38	SqFt	$5.60	$211
MarbleCt	174028	ALLIGATOR CR	Medium	1	SqFt	0.02	Patching - AC Deep	AC	9	SqFt	$5.60	$48
MarbleCt	174028	L & T CR	Medium	10	Ft	0.27	Crack Sealing - AC	AC	10	Ft	$1.50	$15
McnallyLn	178685	RUTTING	High	98	SqFt	1.11	Patching - AC Shallow	AC	98	SqFt	$2.78	$274
MinuetCir	000000-04	ALLIGATOR CR	Medium	2	SqFt	0.01	Patching - AC Deep	AC	12	SqFt	$5.60	$69
MinuetCir	000000-04	L & T CR	Medium	57	Ft	0.33	Crack Sealing - AC	AC	57	Ft	$1.50	$86
MinuetCir	174822	L & T CR	Medium	5	Ft	0.10	Crack Sealing - AC	AC	5	Ft	$1.50	$7
MinuetCir	174822	ALLIGATOR CR	Medium	0	SqFt	0.00	Patching - AC Deep	AC	6	SqFt	$5.60	$34
MinuetCir	174823	ALLIGATOR CR	Medium	10	SqFt	0.05	Patching - AC Deep	AC	26	SqFt	$5.60	$146
MinuetCir	174823	L & T CR	Medium	158	Ft	0.76	Crack Sealing - AC	AC	158	Ft	$1.50	$237
MinuetCir	174824	ALLIGATOR CR	Medium	8	SqFt	0.06	Patching - AC Deep	AC	23	SqFt	$5.60	$129
MinuetCir	174824	L & T CR	Medium	138	Ft	1.14	Crack Sealing - AC	AC	138	Ft	$1.50	$208
MolidorRd	018342	L & T CR	Medium	156	Ft	0.94	Crack Sealing - AC	AC	156	Ft	$1.50	$234
MolidorRd	018342	ALLIGATOR CR	Medium	94	SqFt	0.57	Patching - AC Deep	AC	137	SqFt	$5.60	$768
MolidorRd	018343	ALLIGATOR CR	Medium	7	SqFt	0.05	Patching - AC Deep	AC	23	SqFt	$5.60	$124
MolidorRd	018343	L & T CR	Medium	143	Ft	0.98	Crack Sealing - AC	AC	143	Ft	$1.50	$215
MolidorRd	018344	L & T CR	Medium	1	Ft	0.03	Crack Sealing - AC	AC	1	Ft	$1.50	$2
MolidorRd	018344	ALLIGATOR CR	Medium	0	SqFt	0.00	Patching - AC Deep	AC	5	SqFt	$5.60	$27
MozartLn	174626	ALLIGATOR CR	Medium	10	SqFt	0.05	Patching - AC Deep	AC	26	SqFt	$5.60	$146
MozartLn	174626	L & T CR	Medium	87	Ft	0.41	Crack Sealing - AC	AC	87	Ft	$1.50	$130
NiagaraDr	174447	L & T CR	Medium	16	Ft	0.31	Crack Sealing - AC	AC	16	Ft	$1.50	$24
NiagaraDr	174447	ALLIGATOR CR	Medium	1	SqFt	0.01	Patching - AC Deep	AC	8	SqFt	$5.60	$45
NiagaraDr	174448	ALLIGATOR CR	Medium	6	SqFt	0.05	Patching - AC Deep	AC	19	SqFt	$5.60	$108
NiagaraDr	174448	L & T CR	Medium	28	Ft	0.26	Crack Sealing - AC	AC	29	Ft	$1.50	$43
NiagaraDr	174449	ALLIGATOR CR	Medium	2	SqFt	0.03	Patching - AC Deep	AC	11	SqFt	$5.60	$60
NiagaraDr	174449	L & T CR	Medium	2	Ft	0.05	Crack Sealing - AC	AC	2	Ft	$1.50	$3
NiagaraDr	174450	L & T CR	Medium	7	Ft	0.11	Crack Sealing - AC	AC	7	Ft	$1.50	$11
NiagaraDr	174450	ALLIGATOR CR	Medium	0	SqFt	0.00	Patching - AC Deep	AC	5	SqFt	$5.60	$32
NiagaraDr	174451	ALLIGATOR CR	Medium	1	SqFt	0.02	Patching - AC Deep	AC	10	SqFt	$5.60	$57
NiagaraDr	174451	L & T CR	Medium	7	Ft	0.10	Crack Sealing - AC	AC	8	Ft	$1.50	$11
NiagaraDr	174452	L & T CR	Medium	8	Ft	0.12	Crack Sealing - AC	AC	9	Ft	$1.50	$13
NiagaraDr	174452	ALLIGATOR CR	Medium	0	SqFt	0.01	Patching - AC Deep	AC	6	SqFt	$5.60	$39

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
NiagaraDr	174453	L & T CR	Medium	198	Ft	1.32	Crack Sealing - AC	AC	198	Ft	$1.50	$297
NiagaraDr	174453	ALLIGATOR CR	Medium	143	SqFt	0.95	Patching - AC Deep	AC	195	SqFt	$5.60	$1,090
NiagaraDr	174454	ALLIGATOR CR	Medium	1	SqFt	0.03	Patching - AC Deep	AC	10	SqFt	$5.60	$53
NiagaraDr	174454	L & T CR	Medium	3	Ft	0.10	Crack Sealing - AC	AC	3	Ft	$1.50	$5
NiagaraDr	174455	ALLIGATOR CR	Medium	0	SqFt	0.00	Patching - AC Deep	AC	4	SqFt	$5.60	$26
NiagaraDr	174455	L & T CR	Medium	5	Ft	0.08	Crack Sealing - AC	AC	5	Ft	$1.50	$8
NiagaraDr	174456	L & T CR	Medium	12	Ft	0.18	Crack Sealing - AC	AC	12	Ft	$1.50	$19
NiagaraDr	174457	ALLIGATOR CR	Medium	14	SqFt	0.15	Patching - AC Deep	AC	32	SqFt	$5.60	$183
NiagaraDr	174457	L & T CR	Medium	122	Ft	1.34	Crack Sealing - AC	AC	122	Ft	$1.50	$183
NiagaraDr	174458	L & T CR	Medium	0	Ft	0.02	Crack Sealing - AC	AC	0	Ft	$1.50	$1
OakKnolCt	172276	RUTTING	High	115	SqFt	2.02	Patching - AC Shallow	AC	115	SqFt	$2.78	$320
PiccoloLn	000000-05	L & T CR	Medium	36	Ft	0.29	Crack Sealing - AC	AC	36	Ft	$1.50	$53
PiccoloLn	000000-05	ALLIGATOR CR	Medium	1	SqFt	0.01	Patching - AC Deep	AC	9	SqFt	$5.60	$47
PiccoloLn	000000-06	L & T CR	Medium	61	Ft	1.07	Crack Sealing - AC	AC	61	Ft	$1.50	$92
PiccoloLn	000000-06	ALLIGATOR CR	Medium	7	SqFt	0.12	Patching - AC Deep	AC	22	SqFt	$5.60	$118
PrescottDr	173109	ALLIGATOR CR	Medium	18	SqFt	0.22	Patching - AC Deep	AC	39	SqFt	$5.60	$218
PrescottDr	173109	L & T CR	Medium	78	Ft	0.96	Crack Sealing - AC	AC	78	Ft	$1.50	$117
PurcellRd	174962	L & T CR	Medium	158	Ft	0.68	Crack Sealing - AC	AC	158	Ft	$1.50	$237
PurcellRd	174962	ALLIGATOR CR	Medium	61	SqFt	0.26	Patching - AC Deep	AC	96	SqFt	$5.60	$538
RicBroBlv	175258	L & T CR	Medium	92	Ft	1.70	Crack Sealing - AC	AC	92	Ft	$1.50	$138
RicBroBlv	175258	ALLIGATOR CR	Medium	2	SqFt	0.03	Patching - AC Deep	AC	11	SqFt	$5.60	$60
RicBroBlv	175259	ALLIGATOR CR	Medium	19	SqFt	0.13	Patching - AC Deep	AC	41	SqFt	$5.60	$230
RicBroBlv	175259	L & T CR	Medium	86	Ft	0.60	Crack Sealing - AC	AC	86	Ft	$1.50	$129
RicBroBlv	175260	L & T CR	Medium	19	Ft	0.14	Crack Sealing - AC	AC	19	Ft	$1.50	$28
RicBroBlv	175261	ALLIGATOR CR	Medium	2	SqFt	0.04	Patching - AC Deep	AC	13	SqFt	$5.60	$72
RicBroBlv	175261	L & T CR	Medium	52	Ft	0.84	Crack Sealing - AC	AC	52	Ft	$1.50	$78
RicBroBlv	175262	L & T CR	Medium	29	Ft	0.43	Crack Sealing - AC	AC	29	Ft	$1.50	$44
RicBroBlv	175262	ALLIGATOR CR	Medium	1	SqFt	0.02	Patching - AC Deep	AC	10	SqFt	$5.60	$52
RicBroBlv	175263	L & T CR	Medium	3	Ft	0.02	Crack Sealing - AC	AC	3	Ft	$1.50	$4
RicBroBlv	175264	L & T CR	Medium	1	Ft	0.02	Crack Sealing - AC	AC	1	Ft	$1.50	$1
RicBroBlv	175265	ALLIGATOR CR	Medium	31	SqFt	0.20	Patching - AC Deep	AC	58	SqFt	$5.60	$324
RicBroBlv	175265	L & T CR	Medium	184	Ft	1.18	Crack Sealing - AC	AC	184	Ft	$1.50	$276
RicBroBlv	175266	L & T CR	Medium	0	Ft	0.01	Crack Sealing - AC	AC	0	Ft	$1.50	$0
SenecaSt	175854	L & T CR	Medium	29	Ft	0.90	Crack Sealing - AC	AC	29	Ft	$1.50	$43
SenecaSt	175854	ALLIGATOR CR	Medium	7	SqFt	0.21	Patching - AC Deep	AC	22	SqFt	$5.60	$119
SenecaSt	175855	ALLIGATOR CR	Medium	93	SqFt	0.52	Patching - AC Deep	AC	137	SqFt	$5.60	$763

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
SenecaSt	175855	L & T CR	Medium	297	Ft	1.66	Crack Sealing - AC	AC	297	Ft	$1.50	$445
SenecaSt	175856	ALLIGATOR CR	Medium	22	SqFt	0.57	Patching - AC Deep	AC	44	SqFt	$5.60	$249
SenecaSt	175856	L & T CR	Medium	63	Ft	1.65	Crack Sealing - AC	AC	63	Ft	$1.50	$95
ShelbourRd	173942	L & T CR	Medium	54	Ft	0.46	Crack Sealing - AC	AC	54	Ft	$1.50	$81
ShelbourRd	173942	RUTTING	Medium	193	SqFt	1.65	Patching - AC Shallow	AC	194	SqFt	$2.78	$537
ShelbourRd	173942	ALLIGATOR CR	Medium	6	SqFt	0.05	Patching - AC Deep	AC	19	SqFt	$5.60	$109
SingHilDr	175672	L & T CR	Medium	27	Ft	0.40	Crack Sealing - AC	AC	27	Ft	$1.50	$40
SingHilDr	175672	ALLIGATOR CR	Medium	28	SqFt	0.42	Patching - AC Deep	AC	54	SqFt	$5.60	$299
SingHilDr	175673	L & T CR	Medium	277	Ft	1.54	Crack Sealing - AC	AC	277	Ft	$1.50	$416
SingHilDr	175673	ALLIGATOR CR	Medium	105	SqFt	0.58	Patching - AC Deep	AC	150	SqFt	$5.60	$840
SingHilDr	175674	RUTTING	Medium	93	SqFt	0.58	Patching - AC Shallow	AC	94	SqFt	$2.78	$260
SingHilDr	175674	L & T CR	Medium	82	Ft	0.51	Crack Sealing - AC	AC	82	Ft	$1.50	$123
SingHilDr	175674	ALLIGATOR CR	Medium	4	SqFt	0.03	Patching - AC Deep	AC	17	SqFt	$5.60	$94
SingHilDr	175675	ALLIGATOR CR	Medium	0	SqFt	0.00	Patching - AC Deep	AC	8	SqFt	$5.60	$40
SingHilDr	175675	L & T CR	Medium	44	Ft	0.36	Crack Sealing - AC	AC	44	Ft	$1.50	$65
SonataCt	174514	L & T CR	Medium	49	Ft	1.32	Crack Sealing - AC	AC	49	Ft	$1.50	$73
SonataCt	174514	RUTTING	Medium	75	SqFt	2.02	Patching - AC Shallow	AC	75	SqFt	$2.78	$208
SonataCt	174514	ALLIGATOR CR	Medium	12	SqFt	0.34	Patching - AC Deep	AC	30	SqFt	$5.60	$171
SullLakRd	018346	L & T CR	Medium	390	Ft	1.50	Crack Sealing - AC	AC	390	Ft	$1.50	$585
SullLakRd	018346	ALLIGATOR CR	High	1	SqFt	0.00	Patching - AC Deep	AC	9	SqFt	$5.60	$47
SullLakRd	018346	L & T CR	High	1	Ft	0.00	Patching - AC Shallow	AC	4	SqFt	$2.78	$12
SullLakRd	018346	ALLIGATOR CR	Medium	309	SqFt	1.19	Patching - AC Deep	AC	384	SqFt	$5.60	$2,151
TerrSprDr	172758	L & T CR	Medium	118	Ft	2.47	Crack Sealing - AC	AC	118	Ft	$1.50	$177
TerrSprDr	172758	ALLIGATOR CR	Medium	41	SqFt	0.86	Patching - AC Deep	AC	71	SqFt	$5.60	$396
TerSprCir	172751	ALLIGATOR CR	Medium	22	SqFt	0.55	Patching - AC Deep	AC	45	SqFt	$5.60	$253
TerSprCir	172751	L & T CR	Medium	107	Ft	2.65	Crack Sealing - AC	AC	107	Ft	$1.50	$160
TerSprCir	172756	ALLIGATOR CR	High	0	SqFt	0.00	Patching - AC Deep	AC	4	SqFt	$5.60	$24
TerSprCir	172756	L & T CR	High	0	Ft	0.00	Patching - AC Shallow	AC	0	SqFt	$2.78	$1
TerSprCir	172756	L & T CR	Medium	685	Ft	3.43	Crack Sealing - AC	AC	685	Ft	$1.50	$1,028
TerSprCir	172756	ALLIGATOR CR	Medium	104	SqFt	0.52	Patching - AC Deep	AC	149	SqFt	$5.60	$833
TimpaniPl	175438	L & T CR	High	0	Ft	0.00	Patching - AC Shallow	AC	0	SqFt	$2.78	$1
TimpaniPl	175438	L & T CR	Medium	169	Ft	1.10	Crack Sealing - AC	AC	169	Ft	$1.50	$253
TimpaniPl	175438	ALLIGATOR CR	Medium	37	SqFt	0.24	Patching - AC Deep	AC	66	SqFt	$5.60	$368
TimpaniPl	175438	ALLIGATOR CR	High	0	SqFt	0.00	Patching - AC Deep	AC	4	SqFt	$5.60	$26
ToccoaLn	174164	ALLIGATOR CR	Medium	7	SqFt	0.06	Patching - AC Deep	AC	23	SqFt	$5.60	$125
ToccoaLn	174164	L & T CR	Medium	126	Ft	1.10	Crack Sealing - AC	AC	126	Ft	$1.50	$190

Details of Localized Distress Maintenance Plan 2021

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Surface Type	Work Qty	Work Unit	Unit Cost	Work Cost
TrebleLn	175392	L & T CR	Medium	309	Ft	2.53	Crack Sealing - AC	AC	309	Ft	$1.50	$464
TrebleLn	175392	ALLIGATOR CR	Medium	75	SqFt	0.61	Patching - AC Deep	AC	114	SqFt	$5.60	$638
ValmontLn	175814	ALLIGATOR CR	Medium	89	SqFt	0.66	Patching - AC Deep	AC	131	SqFt	$5.60	$733
ValmontLn	175814	L & T CR	Medium	155	Ft	1.15	Crack Sealing - AC	AC	155	Ft	$1.50	$232
ViolaLn	175195	L & T CR	Medium	1	Ft	0.01	Crack Sealing - AC	AC	2	Ft	$1.50	$2
ViolaLn	175197	L & T CR	Medium	8	Ft	0.14	Crack Sealing - AC	AC	8	Ft	$1.50	$12
ViolaLn	175197	ALLIGATOR CR	Medium	16	SqFt	0.28	Patching - AC Deep	AC	37	SqFt	$5.60	$204
ViolaLn	175198	L & T CR	Medium	9	Ft	0.16	Crack Sealing - AC	AC	10	Ft	$1.50	$14
VoloVilRd	018045	L & T CR	Medium	0	Ft	0.00	Crack Sealing - AC	AC	0	Ft	$1.50	$1
VoloVilRd	018046	L & T CR	Medium	99	Ft	1.70	Crack Sealing - AC	AC	99	Ft	$1.50	$148
VoloVilRd	018046	ALLIGATOR CR	Medium	8	SqFt	0.13	Patching - AC Deep	AC	23	SqFt	$5.60	$129
VoloVilRd	018047	L & T CR	Medium	0	Ft	0.02	Crack Sealing - AC	AC	0	Ft	$1.50	$0
VoloVilRd	018047	ALLIGATOR CR	Medium	0	SqFt	0.01	Patching - AC Deep	AC	5	SqFt	$5.60	$33
VoloVilRd	018048	L & T CR	Medium	7	Ft	0.04	Crack Sealing - AC	AC	7	Ft	$1.50	$11
VoloVilRd	018049	L & T CR	Medium	47	Ft	0.18	Crack Sealing - AC	AC	47	Ft	$1.50	$71
VoloVilRd	018049	ALLIGATOR CR	Medium	0	SqFt	0.00	Patching - AC Deep	AC	5	SqFt	$5.60	$28
WaverlyDr	173579	L & T CR	Medium	48	Ft	0.91	Crack Sealing - AC	AC	48	Ft	$1.50	$73
WaverlyDr	173579	ALLIGATOR CR	Medium	7	SqFt	0.13	Patching - AC Deep	AC	22	SqFt	$5.60	$119
WaverlyDr	173580	L & T CR	Medium	8	Ft	0.40	Crack Sealing - AC	AC	9	Ft	$1.50	$13
WaverlyDr	173580	ALLIGATOR CR	Medium	1	SqFt	0.04	Patching - AC Deep	AC	9	SqFt	$5.60	$47
WaverlyDr	173582	L & T CR	Medium	90	Ft	1.58	Crack Sealing - AC	AC	90	Ft	$1.50	$135
WaverlyDr	173582	ALLIGATOR CR	Medium	14	SqFt	0.25	Patching - AC Deep	AC	33	SqFt	$5.60	$186
WentworthDr	173720	L & T CR	Medium	577	Ft	2.68	Crack Sealing - AC	AC	577	Ft	$1.50	$866
WentworthDr	173720	ALLIGATOR CR	Medium	118	SqFt	0.55	Patching - AC Deep	AC	166	SqFt	$5.60	$929
WentworthDr	173721	L & T CR	Medium	130	Ft	1.41	Crack Sealing - AC	AC	130	Ft	$1.50	$195
WentworthDr	173721	ALLIGATOR CR	Medium	11	SqFt	0.12	Patching - AC Deep	AC	29	SqFt	$5.60	$160