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

## FINAL REPORT

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

Prepared by

**Applied Research Associates, Inc.**
100 Trade Centre Drive, Suite 200
Champaign, Illinois 61820
Tel. (217) 356-4500
Fax (217) 356-3088

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# 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 Elburn.

As part of this project, ARA has evaluated the current condition of the Village of Elburn's roadway 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 Elburn, 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 developed by ARA, which provided an understanding of the PMS inputs available from the Village and other specific project requirements. In addition, the Village provided a list of projects planned for 2021, 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 Elburn)
- Completed Questionnaire (Village of Elburn)

## 1.3 Network Segmentation

The Village of Elburn manages approximately 35.6 miles of roadway pavements, consisting primarily of asphalt pavements. The pavement network was divided into 347 segments based on the feedback provided by the Village. Figure 1 shows the network segmentation approved by the Village.

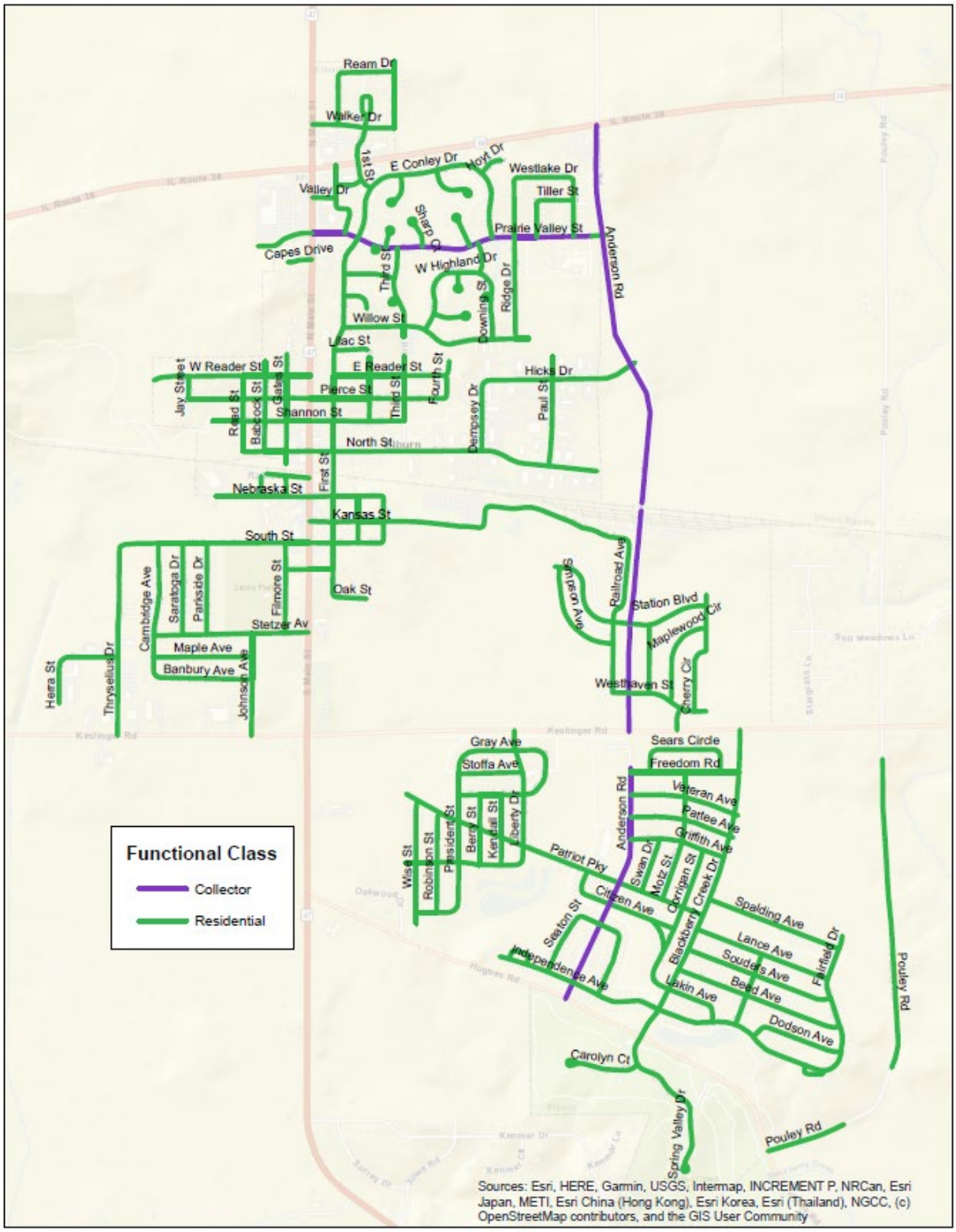



**Figure 1. Village of Elburn's roadway network segmentation.**

## 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. 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 Elburn network was obtained from the Illinois Department of Transportation (IDOT) transportation management system (http://www.gettingaroundillinois.com/gai.htm?mt=aadt). The maximum traffic volume in the Village's network is 1,800 vehicles per day. Figure 2 shows the average daily traffic (ADT) data for the individual pavement sections.

**Table 1. Village of Elburn's roadway network distribution.**

| Network/Functional Class | Length, mile | Maximum ADT | Minimum ADT |
|---|---|---|---|
| Collector | 2.99 | 1,800 | 1,400 |
| Residential | 32.63 | 1,800 | N/A[1] |

[1] *No information was available from the sources mentioned in the text.*

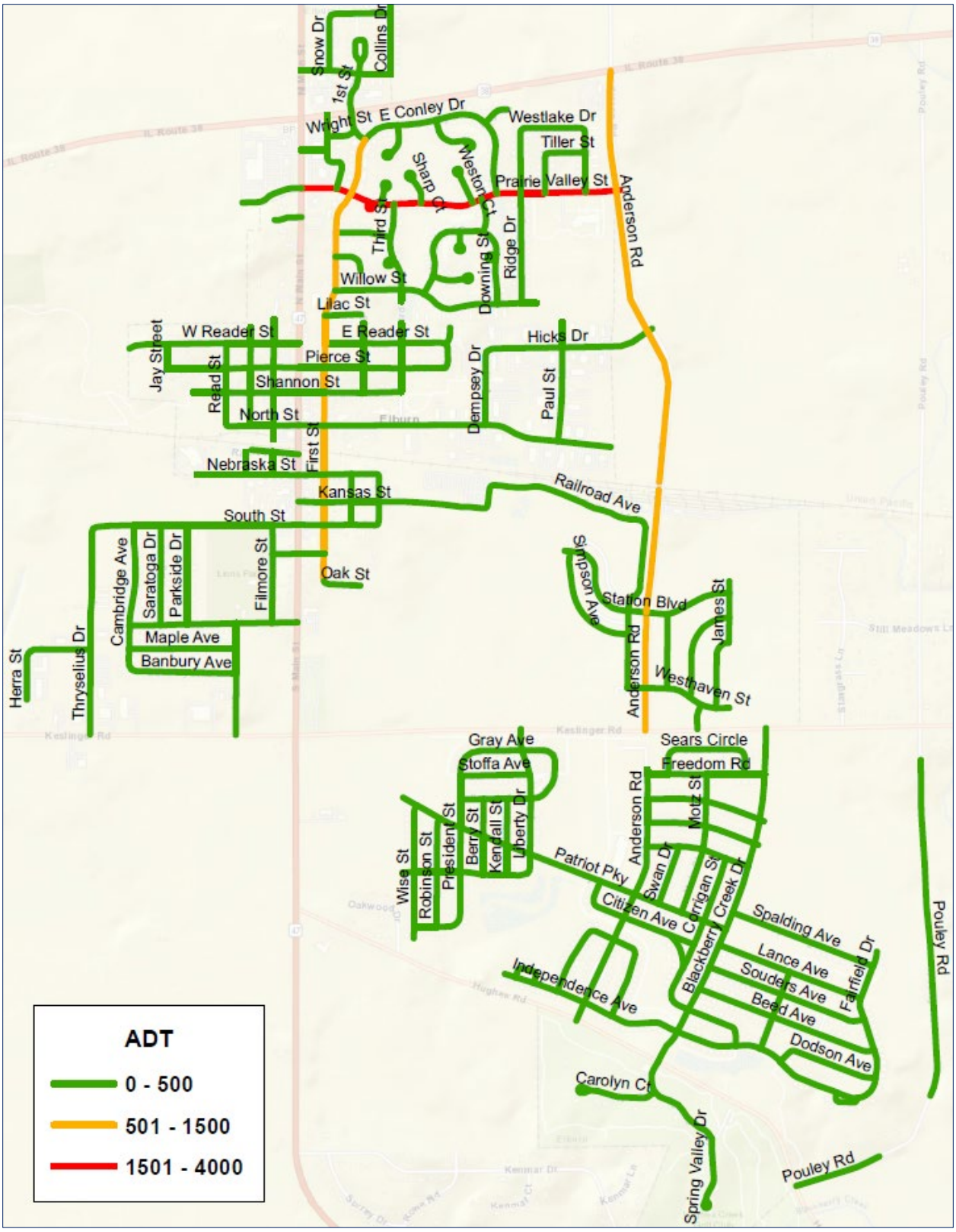



**Figure 2. Village of Elburn's annual average daily traffic data.**

# 2. FIELD DATA COLLECTION AND ASSESSMENT

## 2.1 Digital Survey Vehicle (DSV)

ARA collected geo-referenced images of the entire Village of Elburn 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.

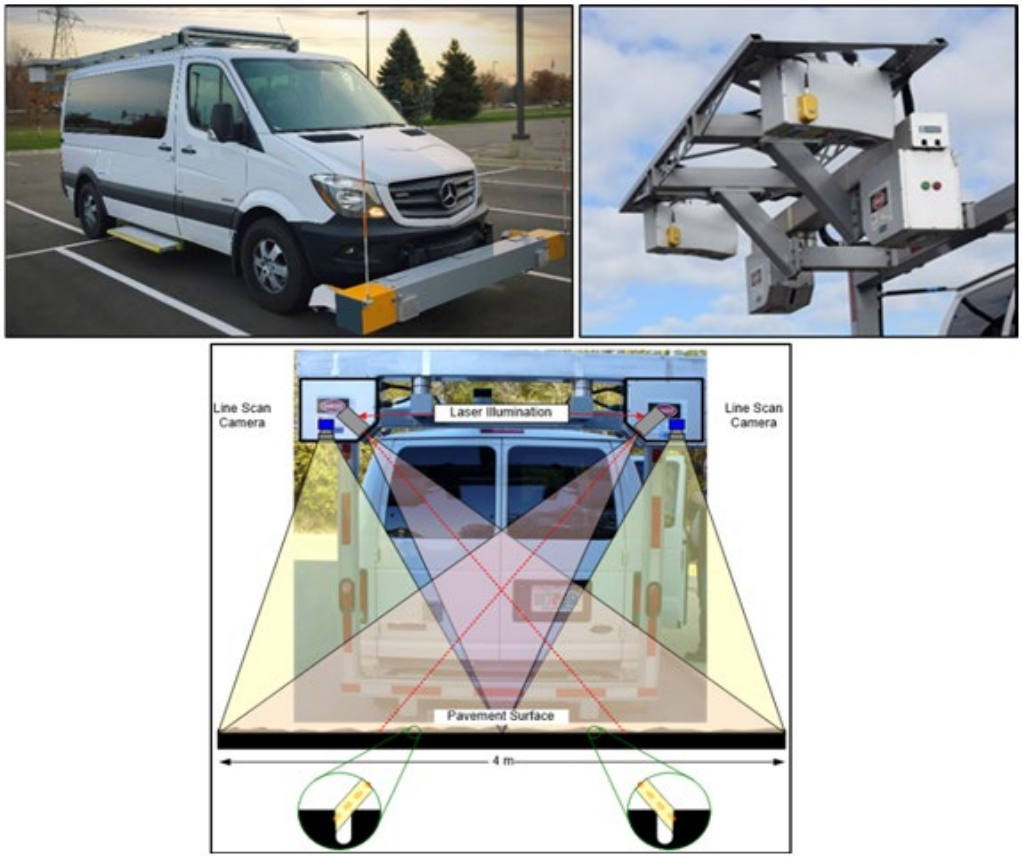



**Figure 3. ARA's laser crack measurement system.**

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 255 inch/mile, which indicates the network is in 'unacceptable' condition in terms of pavement roughness (see Figure 4 for the full 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 5. Some sample pavement surface images with representative PCI values are shown in Figure 6.

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

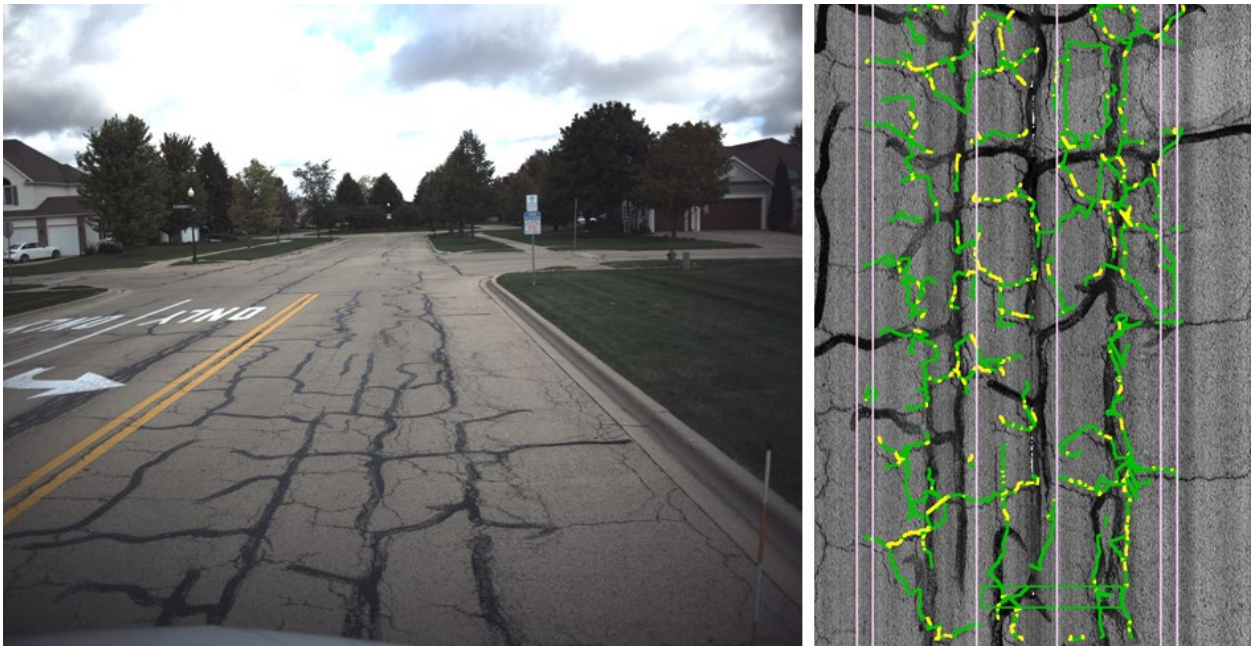


**Figure 6. Pavement distress detection using LCMS system.**

**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. However, one section (SectionID 000000-01) was inaccessible for

data collection. Based on the September 2020 pavement condition survey, the weighted average PCI of the network is 63.5 which represents a pavement network in 'fair' condition. ARA discussed the results of the PCI survey with the Village, CMAP and AECOM on November 20, 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) | 63.5 | 5,101,096 | 100 | 347 |

Figure 7 shows the distribution of network pavement area based on current pavement conditions. From

Figure 7, it can be observed that about 6% of the network pavement area is in 'serious' condition. It can also be seen that about 37% of the network is in 'poor' and 'very poor' condition whereas about 46% of the network is in 'satisfactory' and 'good' condition. Figure 8 shows the detail distribution of pavement conditions based on the functional class.

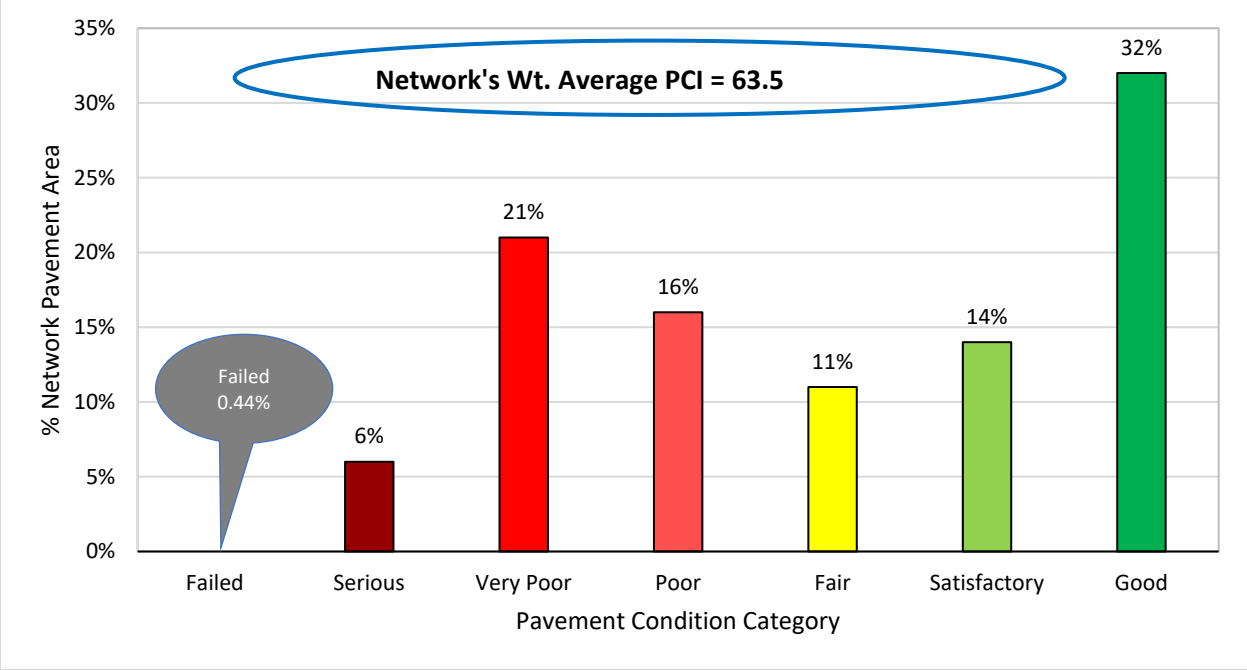



**Figure 8. Distribution of network pavement area based on pavement condition.**

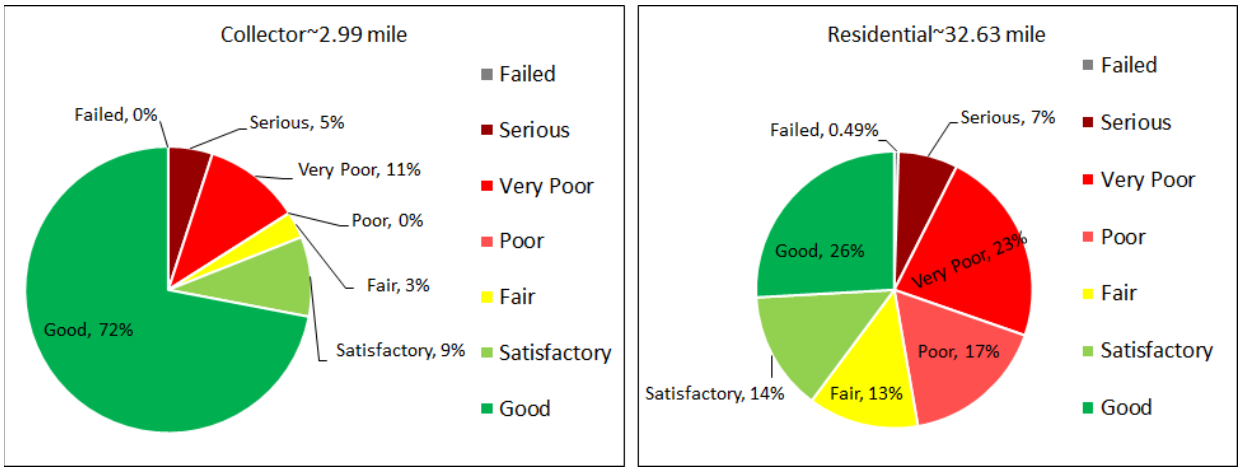



**Figure 9. Pavement condition distribution based on functional class.**

Figure 9 shows the average pavement condition based on functional class. The collector pavement sections comprise 8.4% of the network and is in 'satisfactory' condition with an average PCI value of 79.4. The major part of the network consists of residential streets with an average PCI value of 61.8. The GIS map with pavement condition for individual segments is shown in Figure 10.

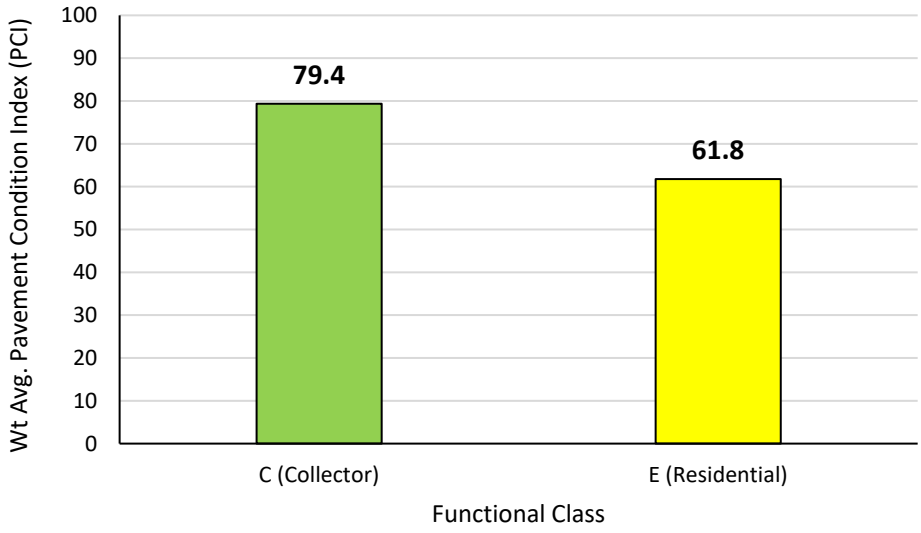



**Figure 10. Average pavement condition index (PCI) based on functional class.**

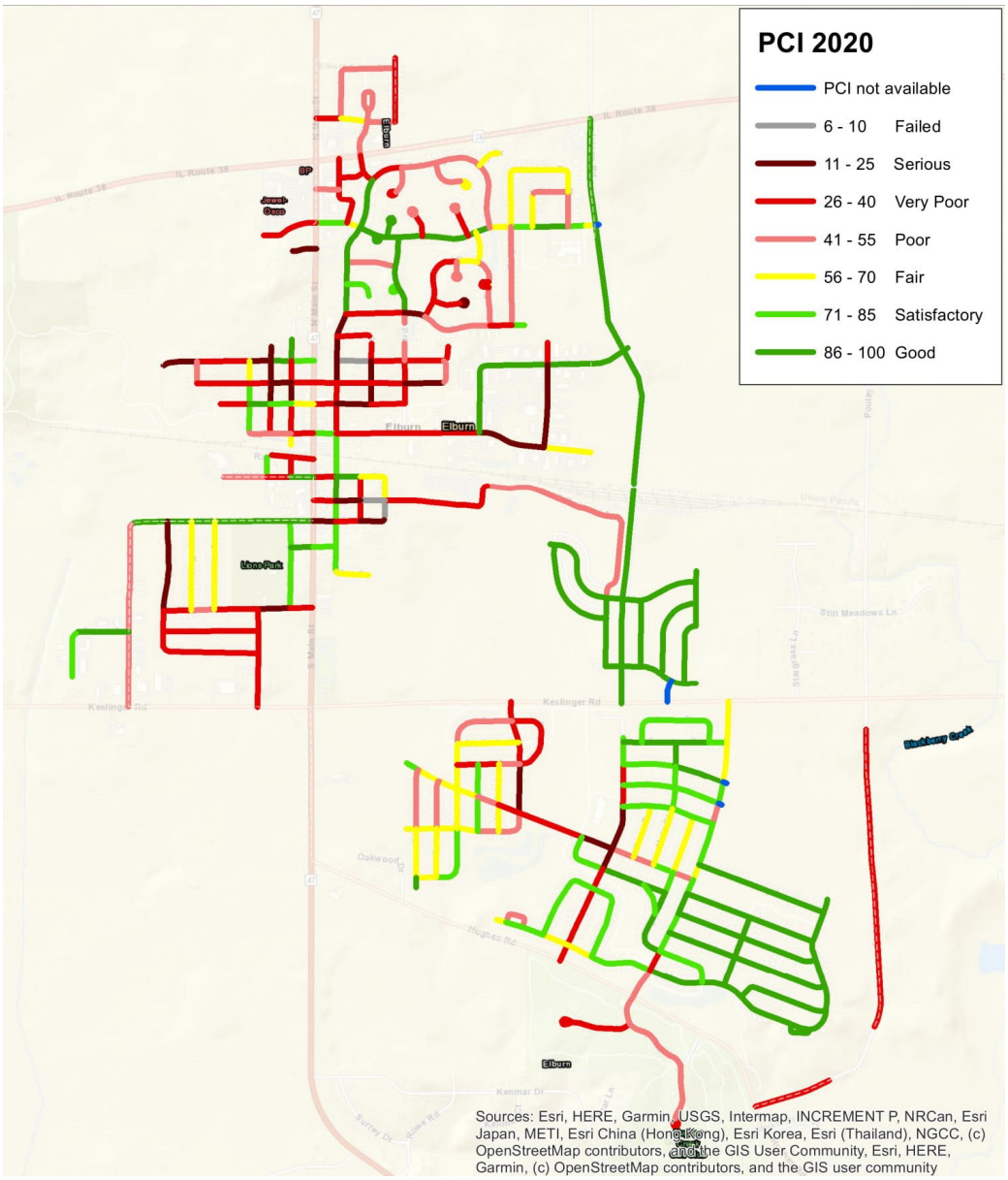



**Figure 11. Village of Elburn's current pavement condition ratings.**

## 3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

ARA discussed the PMS analysis with the Village, CMAP, and AECOM on December 18, 2020. ARA discussed pavement performance models, treatment matrix, unit costs, and consequences of several funding scenarios. Based on the Village's feedback, ARA prepared the PMS analysis and the results are presented in this section.

ARA used PAVER™ pavement management software to implement a pavement management system (PMS) for the Village of Elburn. 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 11 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.

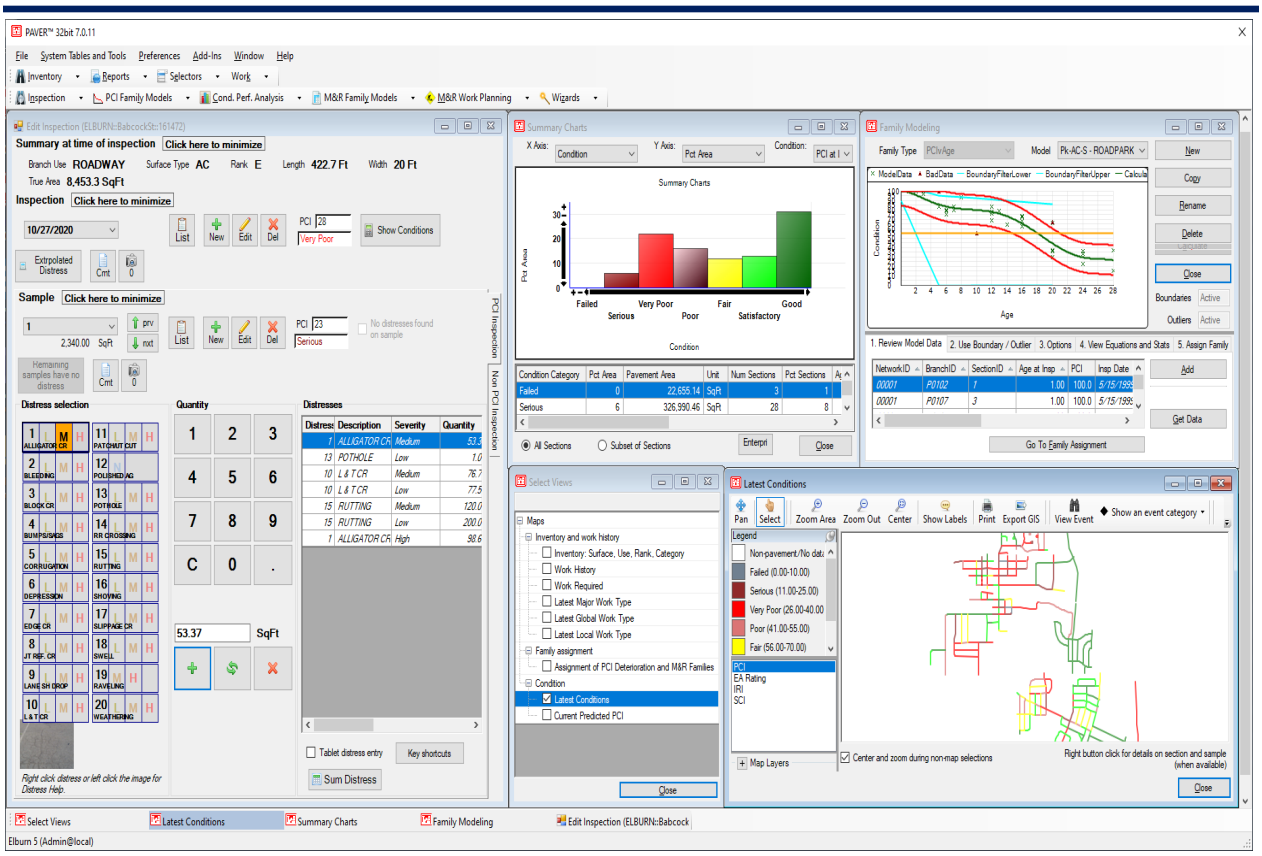



**Figure 12. PAVER™ overview.**

## 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 Elburn, a PCI family model was developed for the asphalt surfaced pavement. The pavement performance model for the Village of Elburn 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 12 shows the PCI family model for the asphalt surfaced streets.

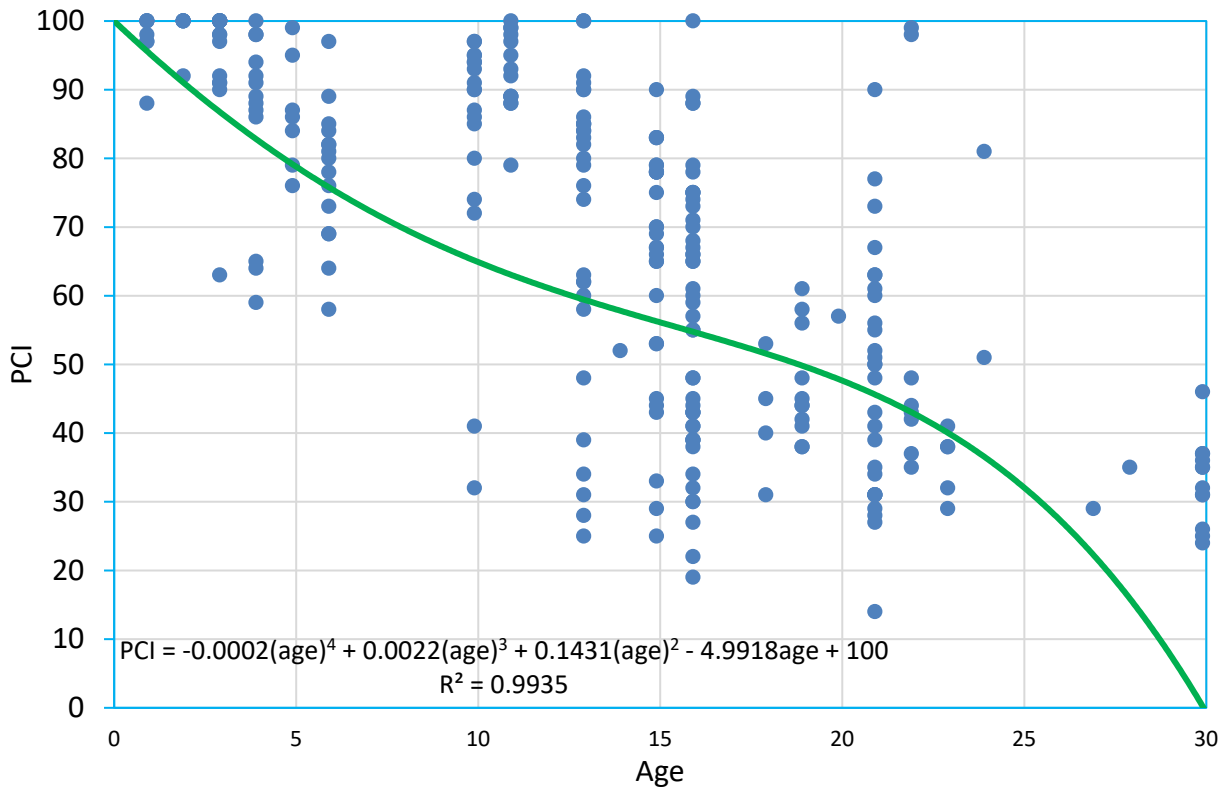



**Figure 13. PCI family model for asphalt surfaced streets.**

## 3.3 Treatment Matrix

Based on the pavement preservation and rehabilitation techniques currently used in the Village of Elburn, 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, and
- Major M&R

The *Localized Stopgap* (PCI<Critical) option is used to indicate the use of Safety M&R policies, which allows PAVER™ to plan localized stopgap M&R work (pothole filling, etc.) on areas where the PCI is below the critical level. The *Localized 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 Elburn's Residential streets.**

| Treatment Matrix for Residential Roads | | | |
|---|---|---|---|
| PCI | Localized Preventive | Localized Stop Gap | Major M&R |
| 0<br>10 | No Localized Preventive Treatment Recommended | Patching and Repair | Reconstruction |
| 40 | | | 3.0" Mill & Overlay |
| 50 | | | 2.0" Mill & Overlay |
| 100 | Crack Seal and Distress Repair | No Localized Stop Gap/ Major M&R Recommended | |

**Table 4. Treatment matrix for the Village of Elburn's Collector streets.**

| Treatment Matrix for Collector Roads | | | |
|---|---|---|---|
| PCI | Localized Preventive | Localized Stop Gap | Major M&R |
| 0<br>10 | No Localized Preventive Treatment Recommended | Patching and Repair | Reconstruction |
| 40 | | | 4.0" Mill & Overlay |
| 50 | | | 2.0" Mill & Overlay |
| 100 | Crack Seal and Distress Repair | No Localized Stop Gap/ Major M&R Recommended | |

As observed from Table 3 and Table 4, 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. For major M&R, 2 and 4-inch mill and overlay and reconstruction are considered for the collector streets. However, based on the Village's recommendation, 2-inch and 3-inch mill and overlay options were planned for the residential streets.

## 3.4 Unit Costs

The Village of Elburn 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 December 18, 2020. Costs were determined based on a square foot 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 Elburn.**

| Treatment Type | Cost | 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 | $50.4 | SqYd |
| 2 in Mill & Overlay (Rural-Residential) | $18.00 | SqYd |
| 2 in Mill & Overlay(Urban-Residential) | $21.96 | SqYd |
| 3 in Mill & Overlay(Rural-Residential) | $19.98 | SqYd |
| 3 in Mill & Overlay(Urban-Residential) | $24.03 | SqYd |
| 4 in Mill & Overlay (Collector) | $29.97 | SqYd |
| Complete Reconstruction – AC (Collector) | $99.00 | SqYd |
| Complete Reconstruction – AC (Rural-Residential) | $94.50 | SqYd |
| Complete Reconstruction – AC (Urban-Residential) | $99.00 | SqYd |

## 3.5 Annual Budget

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

- 2020 - $550K
- 2021 – $1.2M
- 2022 - $1.7M
- 2023 - $230K
- 2024 - $230K

As part of this budget, the village estimates spending $50K per year for crack sealing and $25K per year for patching. As a conservative estimate, ARA assumed the budget from 2025 to 2030 as $230K. This

230K was split between Major M&R and Preventive Maintenance as $155K and $75K. The assumed budget allocation from 2021 to 2030 is shown below in Figure 13.

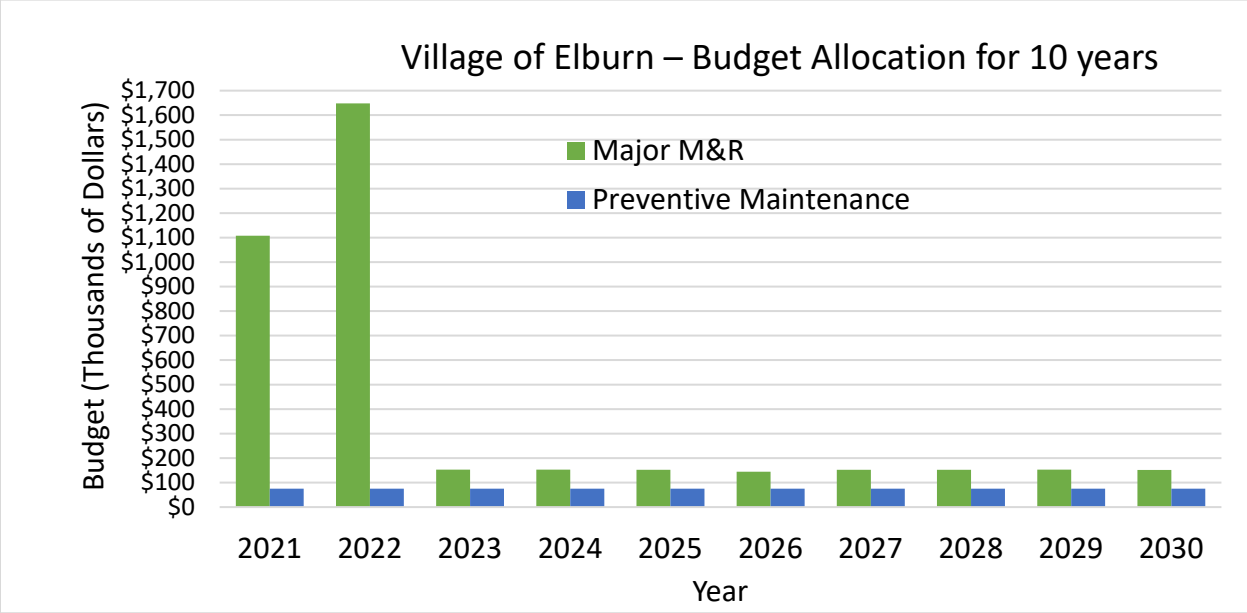



**Figure 14. Assume budget allocation for 10 years (2021-2030).**

## 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 Elburn, 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 all streets. 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)
- Funds to meet potential performance targets (PCI = 65)
- Maintain current condition (PCI = 63.5)
- Add moderate funding relative to current levels ($200K/year; Y1 - $1.2M, Y2 - $1.7M, Y3-Y10 - $200K/Yr)
- Keep funding level current ($155K/year; Y1 - $1.2M, Y2 - $1.7M, Y3-Y10 - $155K/Yr)
- 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 funding level (Y1 - $1.2M, Y2 - $1.7M, Y3-Y10 - $230K/Yr), it was assumed that $75K/year would be allocated for stopgap and localized preventive distress maintenance, while $155K/year would be spent for major M&R activities. Table 6 and Figure 14 display the effect of different funding levels on the average pavement condition of the Village of Elburn network. From Table 6 and Figure 14, it can be observed that the current major M&R funding level ($155K/year) is insufficient to maintain the current condition ($875K/year) over ten years. Increasing the major M&R funding to $200K/year will result in a decrease in average network PCI by 7.0 points after 10 years, as compared to the 2020 PCI. Providing budget to eliminate backlogs results in an average PCI of 71.2 after ten years, while not spending any funds on the M&R program will deteriorate the network to an average PCI of 35.1 after ten years.

**Table 6. Predicted PCI based on funding scenarios.**

| Year | Eliminate Backlogs | Target PCI 65 | Maintain Current Condition | Increase Funding | Maintain Current Funding | Do Nothing |
|---|---|---|---|---|---|---|
| 2021 | 68.1 | 67.0 | 66.65 | 67.9 | 67.9 | 62.4 |
| 2022 | 70.1 | 67.5 | 66.81 | 72.1 | 72.1 | 58.7 |
| 2023 | 72.6 | 68.3 | 67.38 | 69.2 | 68.9 | 55.0 |
| 2024 | 74.1 | 69.7 | 68.37 | 66.5 | 65.9 | 51.3 |
| 2025 | 73.1 | 68.0 | 67.18 | 64.1 | 63.2 | 47.9 |
| 2026 | 72.3 | 67.3 | 66.3 | 62.3 | 61.1 | 44.7 |
| 2027 | 72.1 | 66.9 | 65.9 | 60.7 | 59.4 | 41.8 |
| 2028 | 72.0 | 65.9 | 64.8 | 58.8 | 57.4 | 39.2 |
| 2029 | 71.4 | 65.7 | 64.5 | 57.6 | 56.1 | 37.1 |
| 2030 | 71.2 | 65.0 | 63.8 | 56.5 | 54.9 | 35.1 |

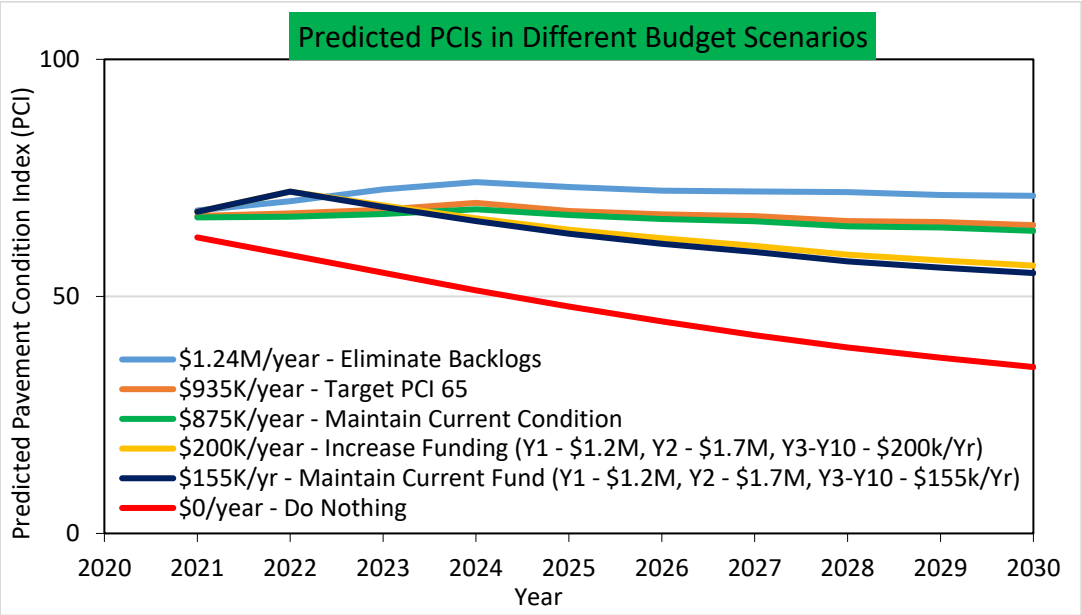



**Figure 15. Effect of funding level on Village's pavement condition.**

Table 7 and Figure 15 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 $1.24M/year for the major M&R over the next ten years. To achieve an average network PCI of 65, the required investment is approximately $933K/year for the major M&R over the next ten years, whereas it requires about $873K/year for the major M&R to maintain current conditions over the next ten years.

**Table 7. Total funded per year for sections based on funding scenarios.**

| Year | Eliminate Backlogs | Target PCI 65 | Maintain Current Condition | Increase Funding | Maintain Current Funding | Do Nothing |
|---|---|---|---|---|---|---|
| 2021 | $1,267,286 | $937,048 | $870,483 | $1,107,491 | $1,107,491 | 0 |
| 2022 | $1,264,845 | $935,921 | $877,417 | $1,647,938 | $1,647,938 | 0 |
| 2023 | $1,261,821 | $932,461 | $875,903 | $199,868 | $153,201 | 0 |
| 2024 | $1,249,451 | $929,382 | $878,800 | $197,839 | $152,782 | 0 |
| 2025 | $1,259,879 | $923,222 | $877,116 | $193,447 | $152,475 | 0 |
| 2026 | $1,250,490 | $927,723 | $841,185 | $197,910 | $144,726 | 0 |
| 2027 | $1,270,381 | $934,748 | $876,018 | $198,500 | $151,997 | 0 |
| 2028 | $1,269,664 | $933,777 | $878,946 | $197,894 | $152,505 | 0 |
| 2029 | $1,268,857 | $937,830 | $876,684 | $192,066 | $152,734 | 0 |
| 2030 | $1,068,896 | $937,924 | $879,093 | $196,512 | $151,287 | 0 |

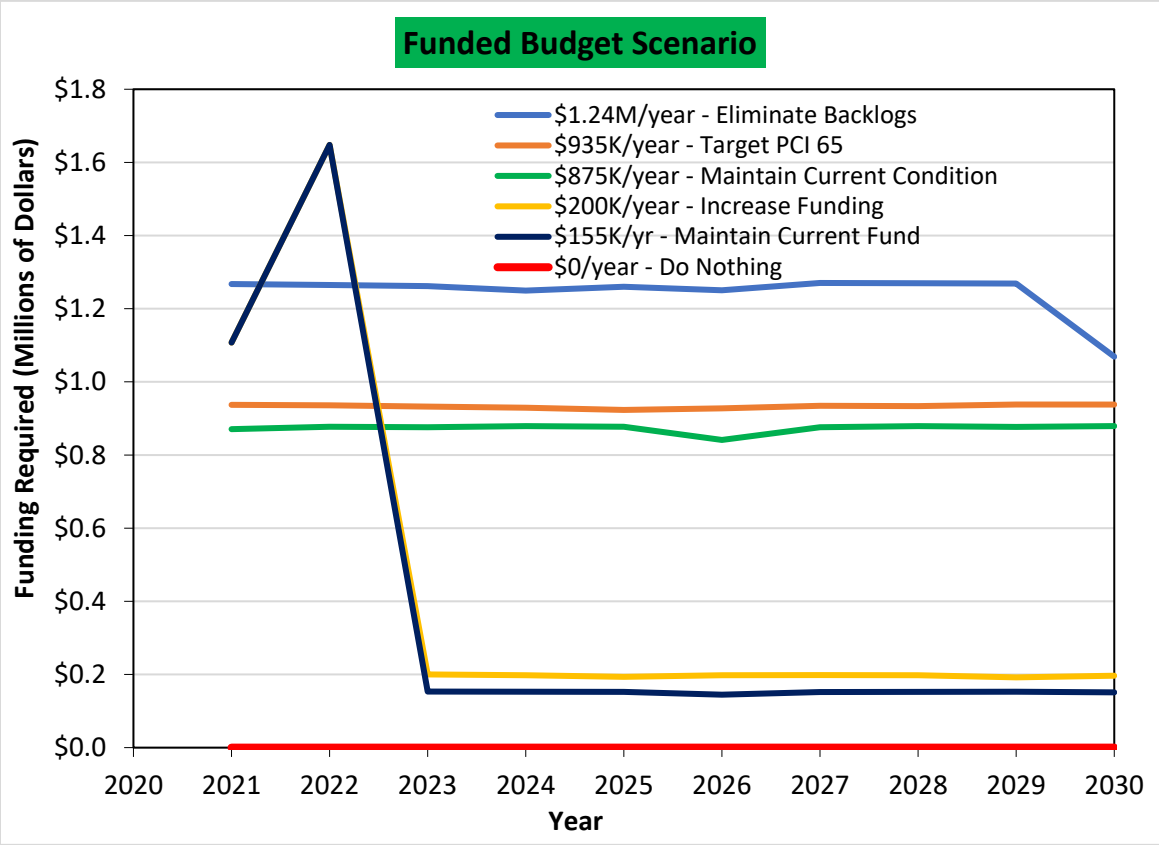



**Figure 16. Total funded per year based on funding scenarios.**

Table 8 and Figure 16 shows the total unfunded budget per year based on the funding scenarios. It can be seen that about $4.4M is required in 2021 to eliminate the backlogs, while doing nothing will generate a backlog of $28.1M by 2030. Current major M&R funding will sustain a backlog of $10.1M by 2030.

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

| Year | Eliminate Backlogs | Target PCI 65 | Maintain Current Condition | Increase Funding | Maintain Current Funding | Do Nothing |
|---|---|---|---|---|---|---|
| 2021 | $4,348,127 | $4,177,114 | $4,243,679 | $4,198,419 | $4,198,419 | $5,114,162 |
| 2022 | $3,789,648 | $4,037,105 | $4,168,634 | $3,206,953 | $3,206,953 | $5,989,814 |
| 2023 | $4,804,682 | $5,370,898 | $5,562,931 | $4,450,475 | $4,497,143 | $8,425,194 |
| 2024 | $5,800,222 | $6,702,028 | $6,950,403 | $5,717,909 | $5,809,633 | $10,869,750 |
| 2025 | $4,860,326 | $7,623,017 | $8,310,939 | $7,094,088 | $7,258,947 | $13,379,251 |
| 2026 | $3,871,168 | $7,056,346 | $7,851,444 | $8,563,620 | $8,781,663 | $16,501,835 |
| 2027 | $3,080,540 | $6,452,805 | $7,330,487 | $9,299,511 | $9,835,840 | $19,797,462 |
| 2028 | $1,969,884 | $5,727,111 | $6,685,954 | $9,113,405 | $10,037,967 | $23,025,930 |
| 2029 | $845,655 | $5,372,353 | $6,421,109 | $9,164,361 | $10,128,254 | $25,933,849 |
| 2030 | $0.00 | $4,724,040 | $5,863,090 | $9,066,288 | $10,075,406 | $28,128,907 |

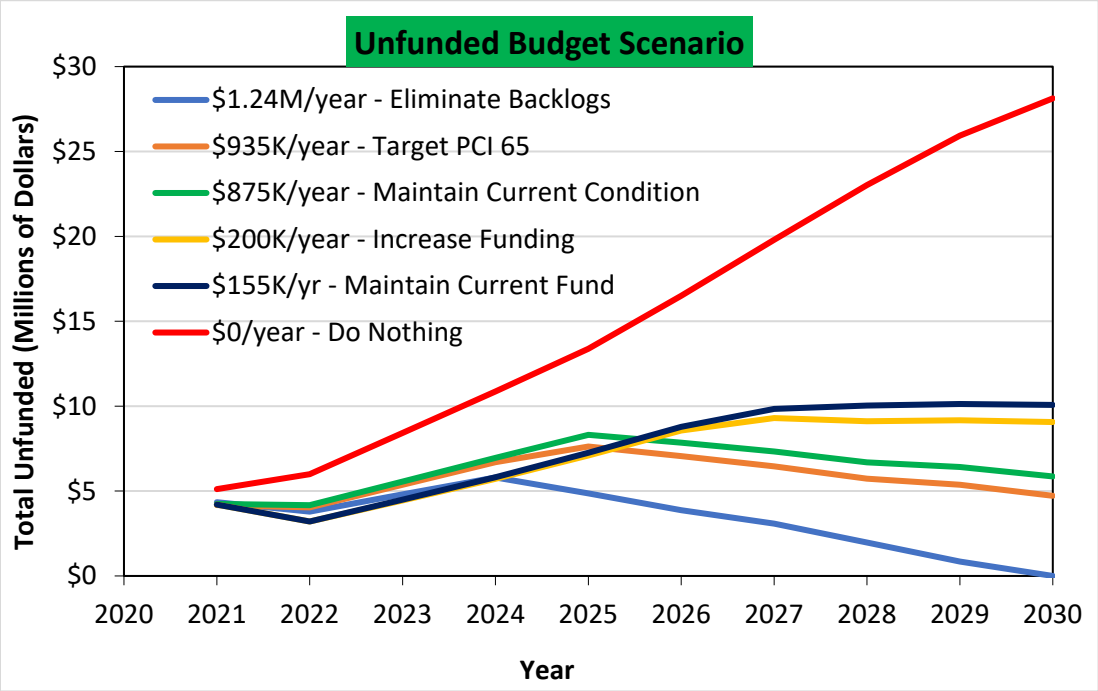



**Figure 17. Total unfunded per year based on funding scenarios.**

The 10-Year major M&R plan based on the current funding and 2021 localized distress maintenance plans are provided in Appendix A. Figure 17 shows the network condition distribution for the next ten years with the current funding level. Currently, about 43% of the pavement network is in 'poor' or worse condition with only less than 1% in "failed" condition. However, 19% of the network is predicted to be in

"failed" condition by 2030. Moreover, with current funding, the average PCI of the network is expected to be 54.9 in 2030; a decrease of 8.6 PCI points from the 2020 average PCI.

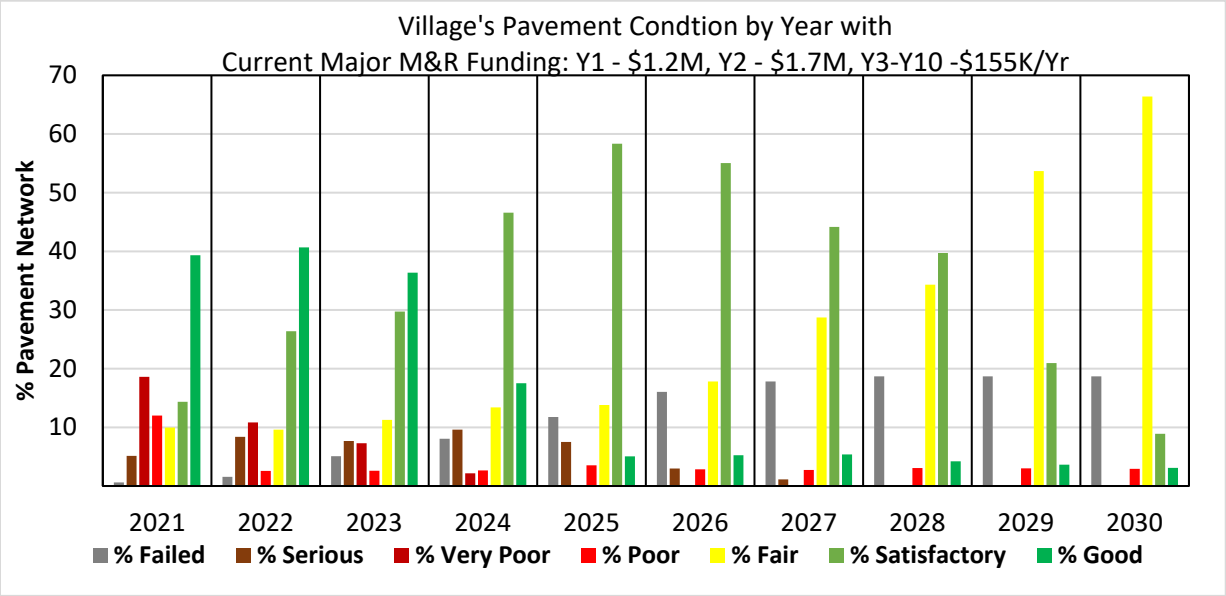



**Figure 18. Pavement condition by year with current major M&R funding.**

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 ($1.24M/year) | $12.4 M | $0 | $12.4 M | 71.2 |
| Target PCI 65 ($935K/year) | $9.3 M | $4.7 M | $14.0 M | 65.0 |
| Maintain Current Condition ($875K/year) | $8.7 M | $5.9 M | $14.6 M | 63.8 |
| Increase Funding ($200K/year; Y1 - $1.2M, Y2 - $1.7M, Y3-Y10 - $200K/Yr) | $4.3 M | $9.1 M | $13.4 M | 56.5 |
| Maintain Current Fund ($155K/year; Y1 - $1.2M, Y2 - $1.7M, Y3-Y10 - $155K/Yr) | $3.96 M | $10.1 M | $14.1 M | 54.9 |
| Do Nothing ($0/year) | $0 | $28.1 M | $28.1 M | 35.1 |

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 stopgap estimated that PCI of 16 sections would increase by

3.9 points with an investment of about $12,024. Also, the localized preventive plan estimated that PCI of 169 sections would increase by 2.8 points with an investment of $49,575. 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 for 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 |
|---|---|---|---|
| 16 (Localized Stopgap) | $12,023.36 | 32.6 | 36.5 |
| 169 (Localized Preventive) | $49,574.65 | 82.7 | 85.5 |

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

| Local Distress Maintenance-2021 | | | |
|---|---|---|---|
| **Work Description** | **Work Quantity** | **Work Units** | **Work Cost** |
| Patching - AC Shallow | 5,827 | SqFt | $16,200.16 |
| Crack Sealing - AC | 8,507 | Ft | $12,760.64 |
| Patching – AC Deep | 5,828 | SqFt | $32,637.20 |
| | | Total = | $61,598.00 |

# 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 Elburn, 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 63.5, which indicates the pavement network is in overall 'fair' 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 ($155K/year; Y1 - $1.2M, Y2 - $1.7M, Y3-Y10 - $155K/Yr), (c) add moderate funding relative to current levels ($200K/year; Y1 - $1.2M, Y2 - $1.7M, Y3-Y10 - $200K/Yr), (d) maintain current condition, (e) funds to meet potential performance targets (PCI = 65), and (f) eliminate backlogs.

It was found that the Village's existing funding level is not adequate to maintain the current pavement condition level for the next ten years. Currently, about 27% of the pavement area is in 'very poor' and 'serious' condition.

## 5.2 Recommendations

### 5.2.1 Better utilization of available funds by performing timely repairs

Currently, about 27% of the pavement area is in 'very poor' or 'serious' condition and 16% area is in 'poor' condition. The backlog is expected to increase every year with the current level of funding. It was determined that $0.875M/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 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. Section 6 has details on various pavement preservation activities and associated costs.

### 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 Elburn, 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 Elburn 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 IDOT'S Pavement Preservation Manual adds to that by stating, "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 treatments have 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 Elburn 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.<br>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<br>• 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:**<br>• Longitudinal cracking<br>• Minor block cracking<br>• Transverse cracking<br><br>**Structural:**<br>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)<br>• 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**<br>• Longitudinal, transverse and block cracking<br>• Raveling/weathering (loose surface material must be removed)<br>• Friction loss, roughness (L)<br>• Bleeding (L)<br>• Moisture infiltration<br>**Structural**<br>Adds almost no structural capavillage. However, effective at sealing fatigue cracks (M) in comparison with other treatments. | • Structural failure (extensive fatigue cracking and/or deep rutting)<br>• Thermal cracking (H)<br>• Extensive pavement deterioration, little or no remaining life<br>• 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 $140^0$F | **Partial Depth Repairs**<br>• Shallow potholes<br>• Weathering and Ravelling<br>• Block Cracking<br><br>**Full Depth Repairs**<br>• Depressions<br>• Pumping<br>• Bottom-up fatigue cracking (thin pavement structure)<br>• Underlying stripping | • Thermal cracking<br>• Extensive pavement deterioration, little or no remaining life |
| **Site Restrictions** | Appropriate traffic control | | | |
| **Construction Considerations** | • Patch boundary should be clearly defined<br>• Remove distressed materials and repair saturated subgrade soil or correct the main cause of distress<br>• Repair should extend 12 inches into the non-distressed pavement<br>• Apply tack coat on all the vertical and horizontal surfaces before placing the patch and compact the patch.<br>• Compact quickly after placing the patch to ensure maximum compaction<br>• Avoiding vibratory compaction under $175^0$F<br>• Maximum lift thickness is 3 inch.<br>• 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.<br>• 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.<br>• 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/SY<br>• AC Patch –Full depth - $40.00-50.00/SY | | | |

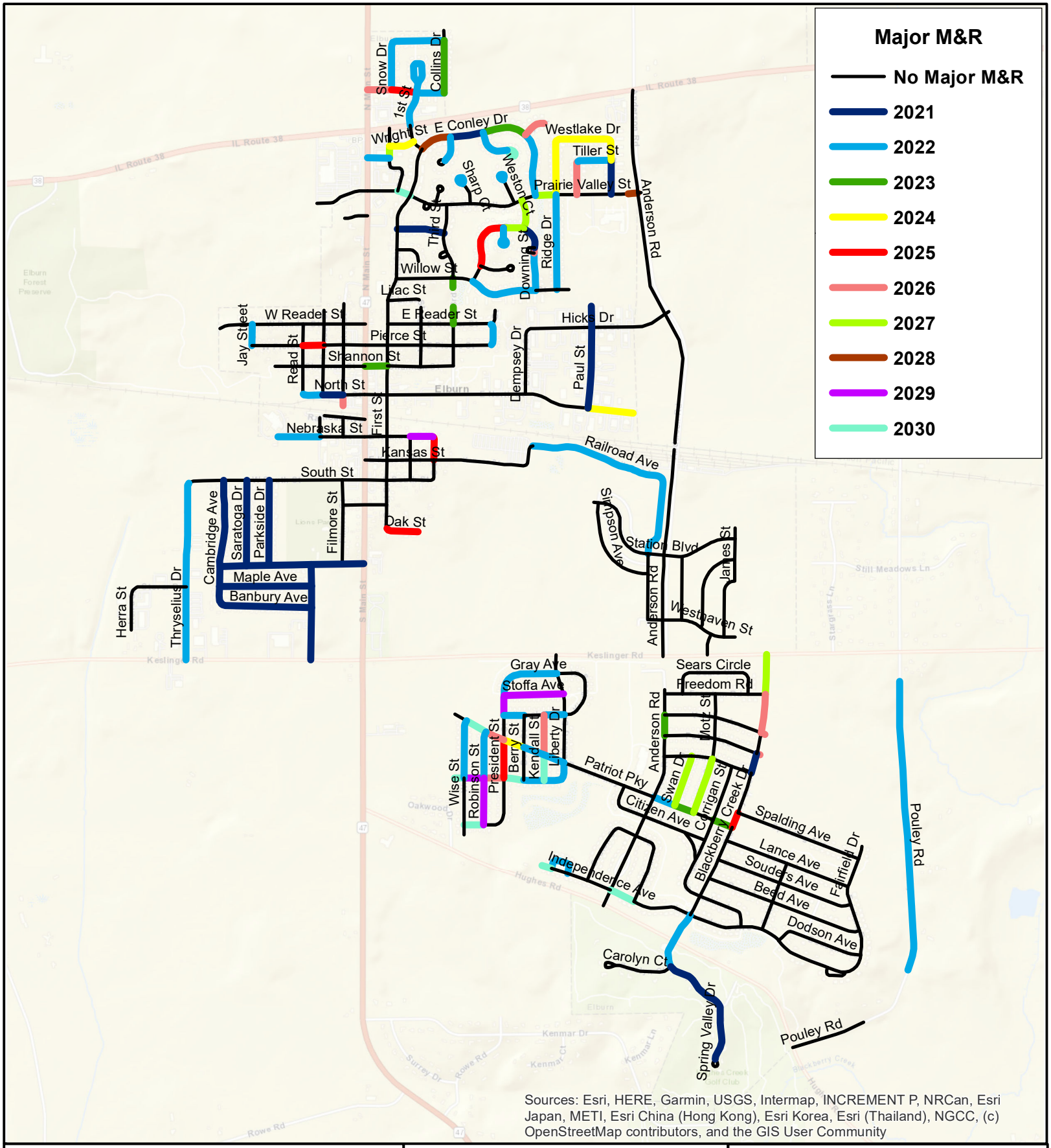
| Joint Resealing and Crack Sealing | Evaluation Factors | | | |
|---|---|---|---|---|
| | Climate | Traffic | Pavement Condition | Not Applicable To |
| Resealing of transverse joints and sealing of cracks in PCC pavements is intended to minimize the infiltration of surface water into the underlying 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.<br>• Silicone sealants that are not properly recessed are more likely to fail in the wheel path. | **Functional/Other**<br>• Longitudinal and transverse cracking (L)<br>• Unsealed or partially sealed joints.<br><br>**Structural**<br>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**<br>It can prevent the development of a rough ride caused by faulting.<br>**Structural**<br>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 performance of undersealing in different environmental conditions. | Performance is not known to be affected by different levels of ADT or percent trucks. | **Functional/Other**<br>Anticipates the development of roughness from faulting.<br><br>**Structural**<br>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.<br><br>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. Pavement Surface Type
5. 2021 International Roughness Index (IRI)
6. List of Sections Selected for 2021-2030 Major M&R Plan Based on Current Funding
7. List of Pavement Sections with 2020 PCI and IRI values
8. Details of the 2021 Localized Distress Maintenance Plan



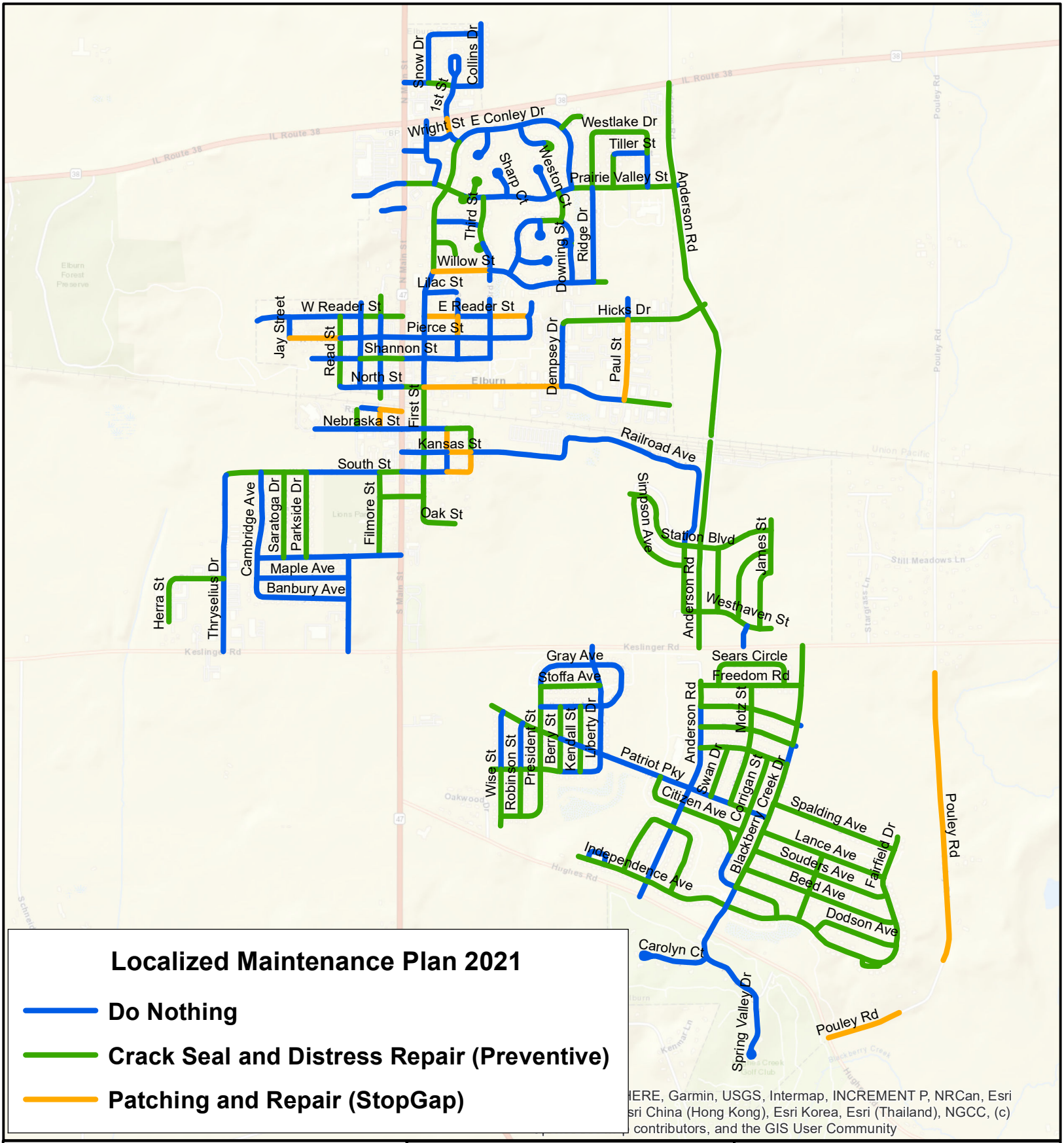

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

0 1,300 2,600 Feet

**Major M&R 2021-2030 Plan Based on Current Funding**

**Village of Elburn**

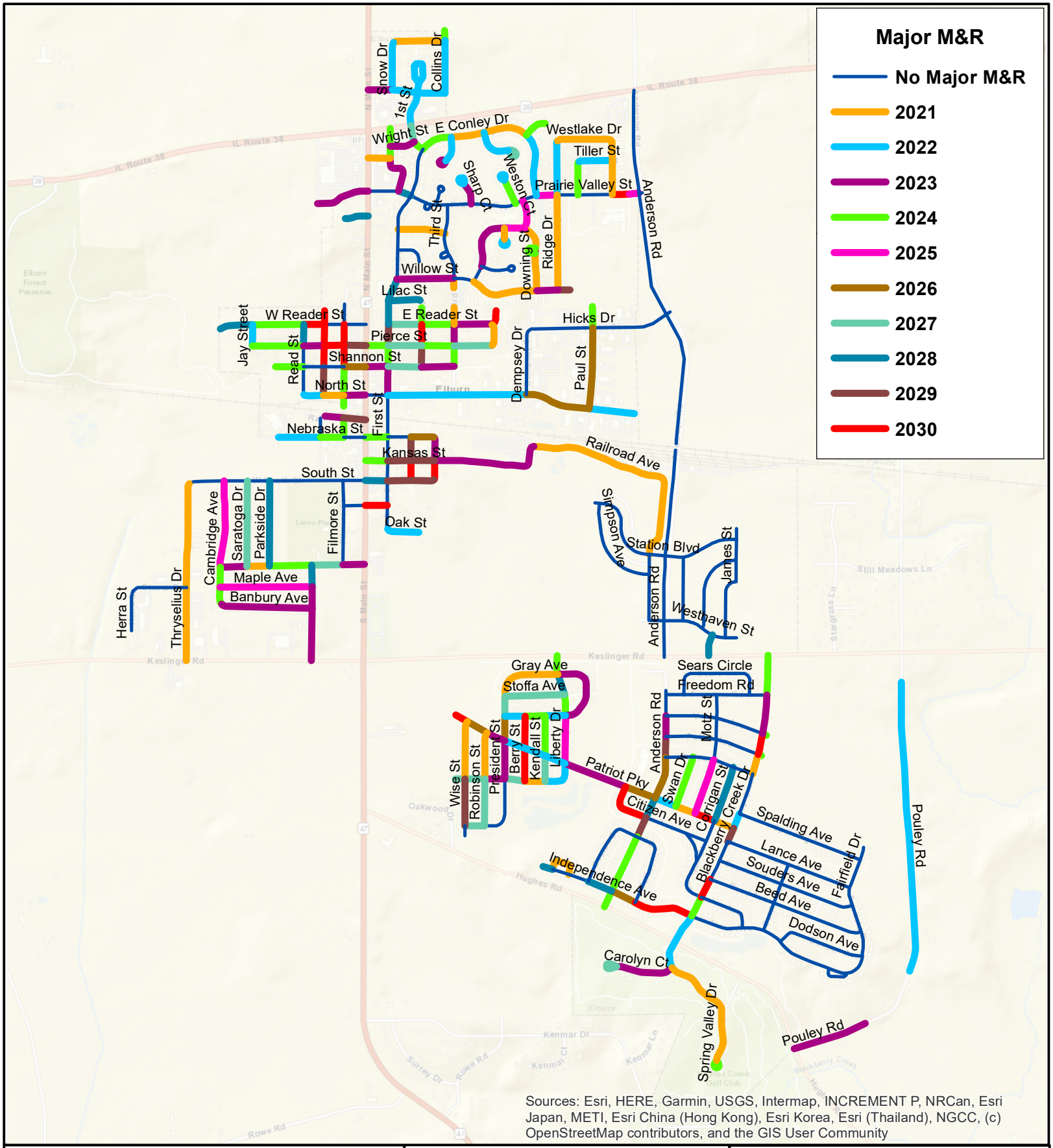
ARA




0 1,300 2,600 Feet

Localized Maintenance Plan 2021

**Village of Elburn**



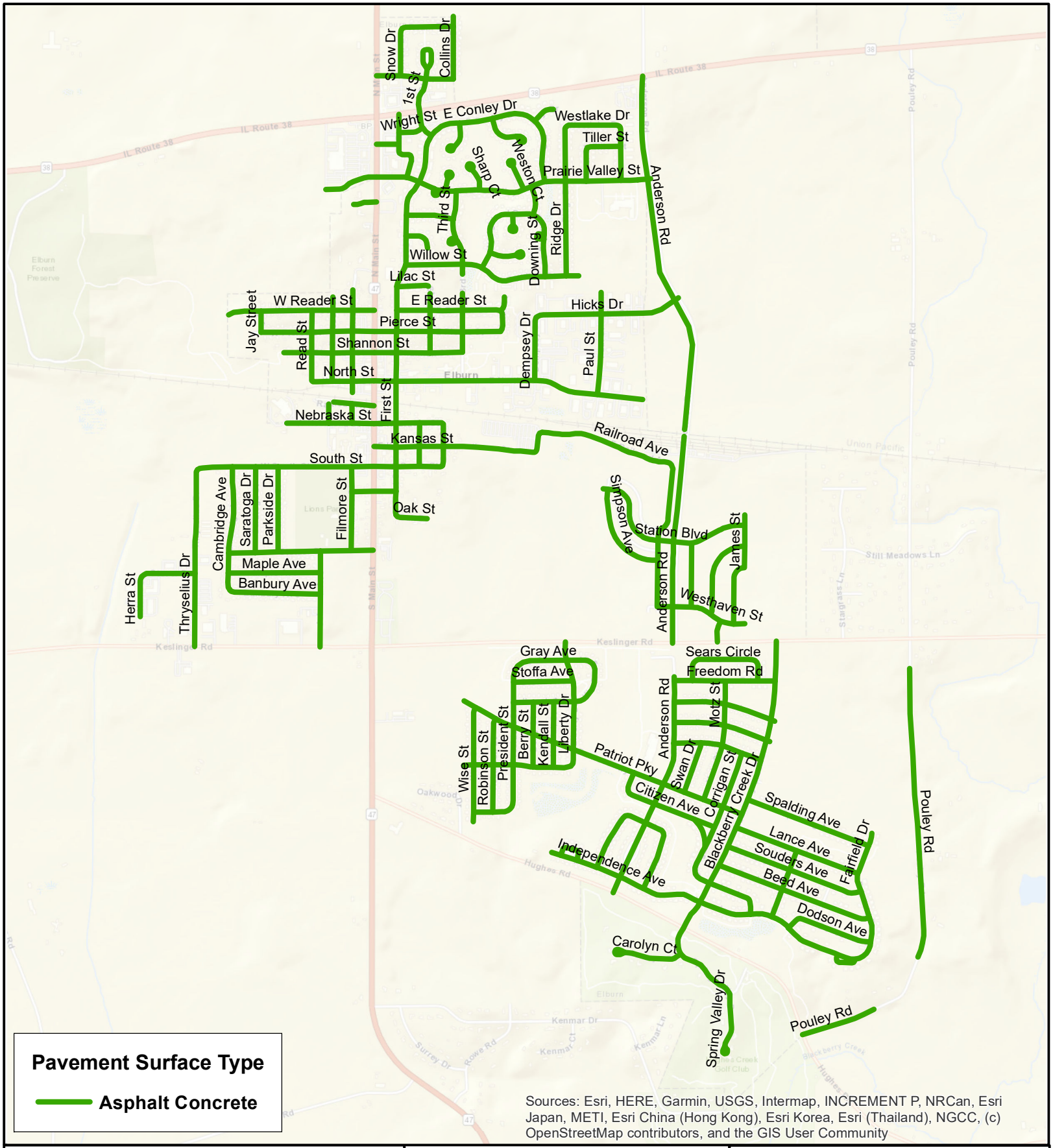

0 1,300 2,600 Feet

N

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

**Village of Elburn**

ARA



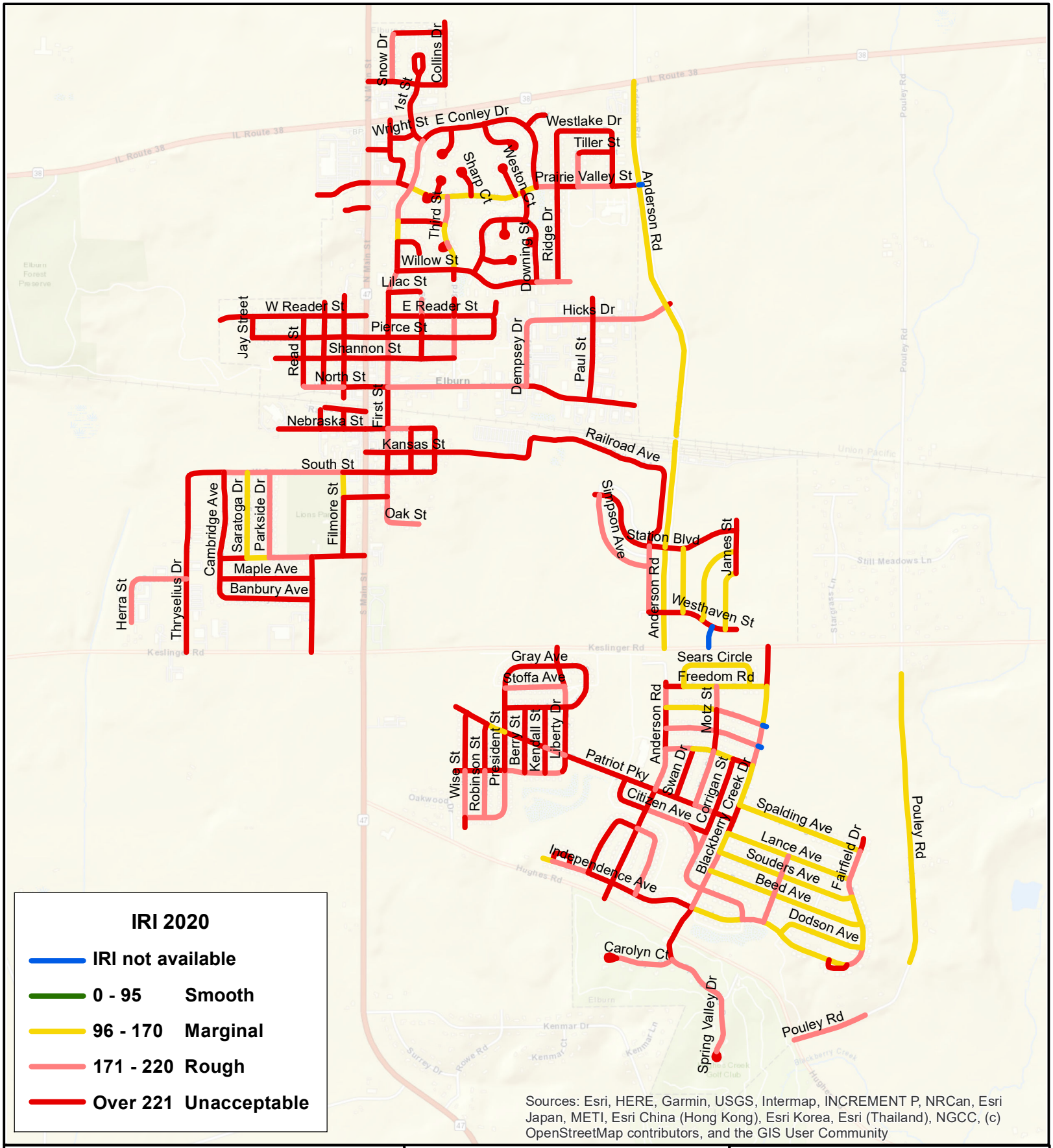

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

0 1,300 2,600 Feet

N

**Pavement Surface Type**

**Village of Elburn**




0 1,300 2,600 Feet

IRI 2020

**Village of Elburn**

## 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 | Street Type | PCI Before | Cost | Work Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021 | BanburyAve | 166506 | Cambridge Av | Johnson Av | 1,351 | 28 | Residential | AC | Urban | 36.16 | $101,015.00 | 3.0" Mill & Overlay |
| 2021 | BlacCreDr | 154679 | Pattee Av | Griffith Av | 301 | 32 | Residential | AC | Urban | 47.42 | $23,470.56 | 2.0" Mill & Overlay |
| 2021 | CambridAve | 166501 | South St | Stetzer St | 1,287 | 28 | Residential | AC | Urban | 23.61 | $96,184.99 | 3.0" Mill & Overlay |
| 2021 | CambridAve | 166502 | Maple Av | Banbury Av | 258 | 28 | Residential | AC | Urban | 29.91 | $19,291.77 | 3.0" Mill & Overlay |
| 2021 | CambridAve | 166503 | Stetzer St | Maple Av | 298 | 28 | Residential | AC | Urban | 30.95 | $22,307.52 | 3.0" Mill & Overlay |
| 2021 | DowningSt | 153092 | W Highland Dr | Downing Ct | 357 | 28 | Residential | AC | Urban | 49.45 | $24,390.26 | 2.0" Mill & Overlay |
| 2021 | EConleyDr | 152726 | Warne Ct | Merril Ln | 490 | 28 | Residential | AC | Urban | 49.45 | $33,498.98 | 2.0" Mill & Overlay |
| 2021 | JohnsonAve | 166542 | Stetzer St | Maple Av | 320 | 28 | Residential | AC | Rural | 24.66 | $19,873.46 | 3.0" Mill & Overlay |
| 2021 | JohnsonAve | 166543 | Banbury Av | Keslinger Rd | 781 | 28 | Residential | AC | Rural | 35.12 | $48,561.42 | 3.0" Mill & Overlay |
| 2021 | JohnsonAve | 166544 | Maple Av | Banbury Av | 316 | 28 | Residential | AC | Rural | 34.08 | $19,669.38 | 3.0" Mill & Overlay |
| 2021 | LaverneSt | 153440 | N 1st St | N 3rd St | 702 | 28 | Residential | AC | Urban | 50.45 | $39,297.69 | 2.0" Mill & Overlay |
| 2021 | MapleAve | 166514 | Cambridge Av | Johnson Av | 1,369 | 28 | Residential | AC | Urban | 27.81 | $102,315.63 | 3.0" Mill & Overlay |
| 2021 | NorthSt | 163238 | Babcock St | Gates St | 302 | 28 | Residential | AC | Rural | 50.45 | $16,899.54 | 2.0" Mill & Overlay |
| 2021 | ParksideDr | 166443 | South St | Stetzer St | 1,265 | 28 | Residential | AC | Urban | 69.41 | $94,589.36 | 2.0" Mill & Overlay |
| 2021 | PaulSt | 166469 | Begin | Hicks Dr | 315 | 28 | Residential | AC | Rural | 33.04 | $19,573.03 | 3.0" Mill & Overlay |
| 2021 | PaulSt | 166470 | Hicks Dr | North St | 1,198 | 28 | Residential | AC | Rural | 21.50 | $74,481.99 | 3.0" Mill & Overlay |
| 2021 | SaratogaDr | 166416 | South St | Stetzer St | 1,271 | 28 | Residential | AC | Urban | 65.48 | $95,040.99 | 2.0" Mill & Overlay |
| 2021 | ShepherdLn | 153396 | Prairie Valley St | Tiller St | 506 | 28 | Residential | AC | Urban | 50.45 | $34,544.24 | 2.0" Mill & Overlay |
| 2021 | SpriValDr | 155097 | Carolyn Ct | Spring Valley Dr | 1,758 | 28 | Residential | AC | Rural | 47.42 | $98,472.24 | 2.0" Mill & Overlay |
| 2021 | StetzerAv | 166390 | Cambridge Av | Saratoga St | 397 | 28 | Residential | AC | Urban | 36.16 | $29,648.28 | 3.0" Mill & Overlay |
| 2021 | StetzerAv | 166391 | Johnson Av | Filmore St | 459 | 28 | Residential | AC | Urban | 22.55 | $34,292.05 | 3.0" Mill & Overlay |
| 2021 | StetzerAv | 166392 | Filmore St | IL Route 47 | 323 | 28 | Residential | AC | Urban | 34.08 | $24,161.41 | 3.0" Mill & Overlay |
| 2021 | StetzerSt | 166393 | Saratoga St | Parkside Dr | 334 | 28 | Residential | AC | Urban | 45.39 | $24,982.78 | 2.0" Mill & Overlay |
| 2021 | StetzerSt | 166394 | Parkside Dr | Johnson Av | 629 | 28 | Residential | AC | Urban | 29.91 | $47,013.19 | 3.0" Mill & Overlay |
| 2022 | 1stSt | 152495 | IL Route 38 | Walker Dr | 512 | 34 | Residential | AC | Urban | 39.69 | $46,459.98 | 3.0" Mill & Overlay |
| 2022 | AvonCt | 154319 | Independence Av | Independence Av | 479 | 28 | Residential | AC | Urban | 50.44 | $32,745.39 | 2.0" Mill & Overlay |
| 2022 | BlacCreDr | 154680 | Independence Av | Hughes Rd | 469 | 32 | Residential | AC | Urban | 37.41 | $40,069.94 | 3.0" Mill & Overlay |
| 2022 | DowningSt | 153090 | Downing Ct | Willow St | 555 | 28 | Residential | AC | Urban | 49.40 | $37,903.36 | 2.0" Mill & Overlay |
| 2022 | EConleyDr | 152727 | Hoyt Dr | Prairie Valley St | 944 | 28 | Residential | AC | Urban | 39.69 | $70,608.13 | 3.0" Mill & Overlay |
| 2022 | FourthSt | 166451 | E Reader St | Pierce St | 319 | 20 | Residential | AC | Urban | 43.02 | $15,543.57 | 2.0" Mill & Overlay |
| 2022 | GrayAve | 153865 | Liberty Dr | Stoffa Av | 1,000 | 28 | Residential | AC | Urban | 45.18 | $68,305.84 | 2.0" Mill & Overlay |
| 2022 | HighviewCt | 153167 | Highland Ct | Highland Ct | 269 | 28 | Residential | AC | Urban | 40.81 | $18,675.35 | 2.0" Mill & Overlay |
| 2022 | HighviewCt | 153168 | W Highland Dr | Highland Ct | 164 | 28 | Residential | AC | Urban | 45.18 | $11,183.23 | 2.0" Mill & Overlay |
| 2022 | HolbrooAve | 153930 | President St | Berry St | 297 | 28 | Residential | AC | Urban | 36.25 | $22,206.53 | 3.0" Mill & Overlay |
| 2022 | HolbrooAve | 153932 | Kendall St | Liberty Dr | 301 | 28 | Residential | AC | Urban | 38.56 | $22,524.27 | 3.0" Mill & Overlay |
| 2022 | JayStreet | 161040 | W Reader St | Pierce St | 314 | 20 | Residential | AC | Rural | 38.56 | $13,937.79 | 3.0" Mill & Overlay |
| 2022 | LibertyDr | 153760 | Patriot Pkwy | Republic Av | 258 | 28 | Residential | AC | Urban | 39.69 | $19,251.73 | 3.0" Mill & Overlay |
| 2022 | MerrilLn | 152823 | E Conley Dr | Merril Ln | 524 | 28 | Residential | AC | Urban | 37.41 | $39,185.26 | 3.0" Mill & Overlay |
| 2022 | NebraskaSt | 165670 | Begin | Johnson Av | 620 | 20 | Residential | AC | Rural | 37.41 | $27,538.69 | 3.0" 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 | Street Type | PCI Before | Cost | Work Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2022 | NorthSt | 163232 | Read St | Babcock St | 300 | 28 | Residential | AC | Rural | 41.92 | $16,794.25 | 2.0" Mill & Overlay |
| 2022 | PatriotPky | 154041 | Berry St | Kendall St | 321 | 32 | Residential | AC | Urban | 37.41 | $27,419.07 | 3.0" Mill & Overlay |
| 2022 | PatriotPky | 154042 | Anderson Rd | Swan Dr | 334 | 32 | Residential | AC | Urban | 40.81 | $26,522.35 | 2.0" Mill & Overlay |
| 2022 | PatriotPky | 154043 | Kendall St | Liberty Dr | 318 | 32 | Residential | AC | Urban | 35.08 | $27,141.54 | 3.0" Mill & Overlay |
| 2022 | PouleyRd | 167636 | Begin | End | 4,299 | 20 | Residential | AC | Rural | 36.25 | $190,901.16 | 3.0" Mill & Overlay |
| 2022 | RailroaAve | 153648 | Kansas St | Simpson Av | 3,196 | 20 | Residential | AC | Rural | 49.40 | $127,867.42 | 2.0" Mill & Overlay |
| 2022 | ReamDr | 152206 | Snow Dr | Collins Dr | 764 | 28 | Residential | AC | Urban | 50.44 | $52,205.31 | 2.0" Mill & Overlay |
| 2022 | RepubliAve | 153724 | Liberty Dr | Kendall St | 262 | 28 | Residential | AC | Urban | 39.69 | $19,571.22 | 3.0" Mill & Overlay |
| 2022 | RepubliAve | 153729 | Kendall St | Berry St | 301 | 28 | Residential | AC | Urban | 41.92 | $20,535.37 | 2.0" Mill & Overlay |
| 2022 | RidgeDr | 153307 | Prairie Valley St | Willow St | 1,407 | 28 | Residential | AC | Urban | 41.92 | $96,112.08 | 2.0" Mill & Overlay |
| 2022 | RobinsonSt | 154109 | Patriot Pkwy | Republic Av | 692 | 28 | Residential | AC | Urban | 50.44 | $47,271.67 | 2.0" Mill & Overlay |
| 2022 | SharpCt | 152996 | Sharp Ct | Sharp Ct | 276 | 28 | Residential | AC | Urban | 38.56 | $20,597.99 | 3.0" Mill & Overlay |
| 2022 | SnowDr | 152266 | Walker Dr | Ream Dr | 707 | 28 | Residential | AC | Urban | 38.56 | $52,826.45 | 3.0" Mill & Overlay |
| 2022 | SpriValDr | 155096 | Hughes Rd | Carolyn Ct | 404 | 28 | Residential | AC | Rural | 39.69 | $25,100.43 | 3.0" Mill & Overlay |
| 2022 | ThryseliDr | 166546 | South St | Keslinger Rd | 2,628 | 28 | Residential | AC | Rural | 41.92 | $147,162.47 | 2.0" Mill & Overlay |
| 2022 | TillerSt | 153270 | Shepherd Ln | Dover St | 494 | 28 | Residential | AC | Urban | 40.81 | $34,337.28 | 2.0" Mill & Overlay |
| 2022 | ValleyDr | 152637 | IL Route 47 | Center Av | 331 | 28 | Residential | AC | Urban | 45.18 | $22,588.76 | 2.0" Mill & Overlay |
| 2022 | WalkerCt | 152450 | Walker Dr | Walker Ct | 143 | 28 | Residential | AC | Urban | 40.81 | $9,920.56 | 2.0" Mill & Overlay |
| 2022 | WalkerCt | 152451 | Walker Ct | Walker Ct | 703 | 28 | Residential | AC | Urban | 37.41 | $52,574.26 | 3.0" Mill & Overlay |
| 2022 | WalkerDr | 152338 | N 1st St | Collins Dr | 408 | 28 | Residential | AC | Urban | 41.92 | $27,867.61 | 2.0" Mill & Overlay |
| 2022 | WarneCt | 152778 | E Conley Dr | Warne Ct | 379 | 28 | Residential | AC | Urban | 39.69 | $28,364.53 | 3.0" Mill & Overlay |
| 2022 | WestonCt | 153046 | Weston Ct | Weston Ct | 254 | 28 | Residential | AC | Urban | 37.41 | $19,019.13 | 3.0" Mill & Overlay |
| 2022 | WillowSt | 164099 | W Highland Dr | Downing St | 1,004 | 28 | Residential | AC | Urban | 45.18 | $68,563.89 | 2.0" Mill & Overlay |
| 2022 | WiseSt | 154080 | Patriot Pkwy | Republic Av | 860 | 28 | Residential | AC | Urban | 41.92 | $58,722.93 | 2.0" Mill & Overlay |
| 2023 | AndersonRd | 154285 | Veteran Av | Pattee Av | 306 | 28 | Collector | AC | Urban | 31.44 | $19,051.09 | 4.0" Mill & Overlay |
| 2023 | CollinsDr | 152389 | Ream Dr | Walker Dr | 781 | 28 | Residential | AC | Urban | 32.81 | $58,411.87 | 3.0" Mill & Overlay |
| 2023 | EConleyDr | 152725 | Merril Ln | Hoyt Dr | 664 | 28 | Residential | AC | Urban | 50.49 | $45,384.71 | 2.0" Mill & Overlay |
| 2023 | PatriotPky | 154044 | Corrigan St | Blackberry Creek Dr | 303 | 32 | Residential | AC | Urban | 50.49 | $23,653.47 | 2.0" Mill & Overlay |
| 2023 | PatriotPky | 154049 | Swan Dr | Motz St | 304 | 32 | Residential | AC | Urban | 50.49 | $23,751.20 | 2.0" Mill & Overlay |
| 2023 | ShannonSt | 163419 | IL Route 47 | N 1st St | 327 | 20 | Residential | AC | Rural | 30.06 | $14,535.83 | 3.0" Mill & Overlay |
| 2023 | ThirdSt | 160113 | Willow St | E Reader St | 399 | 28 | Residential | AC | Urban | 50.49 | $27,233.44 | 2.0" Mill & Overlay |
| 2024 | NorthSt | 163237 | Paul St | End | 674 | 28 | Residential | AC | Rural | 50.58 | $37,764.80 | 2.0" Mill & Overlay |
| 2024 | PatriotPky | 154040 | President St | Berry St | 315 | 32 | Residential | AC | Urban | 50.58 | $24,626.21 | 2.0" Mill & Overlay |
| 2024 | RidgeDr | 153306 | Westlake Dr | Prairie Valley St | 805 | 28 | Residential | AC | Urban | 50.58 | $54,985.83 | 2.0" Mill & Overlay |
| 2024 | ShepherdLn | 153397 | Tiller St | Westlake Dr | 305 | 28 | Residential | AC | Urban | 49.49 | $20,803.79 | 2.0" Mill & Overlay |
| 2024 | WestlakeDr | 153343 | Shepherd Ln | Ridge Dr | 802 | 28 | Residential | AC | Urban | 49.49 | $54,792.21 | 2.0" Mill & Overlay |
| 2024 | WrightSt | 152601 | Center Av | N 1st St | 373 | 28 | Residential | AC | Urban | 25.47 | $27,890.93 | 3.0" Mill & Overlay |
| 2025 | BlacCreDr | 154683 | Spalding Av | Patriot Pkwy | 233 | 32 | Residential | AC | Urban | 49.60 | $18,181.57 | 2.0" Mill & Overlay |
| 2025 | OakSt | 166272 | S 1st St | End | 476 | 20 | Residential | AC | Rural | 49.60 | $19,025.43 | 2.0" 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 | Street Type | PCI Before | Cost | Work Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2025 | PierceSt | 163607 | Read St | Babcock St | 306 | 20 | Residential | AC | Rural | 17.81 | $13,608.98 | 3.0" Mill & Overlay |
| 2025 | PresidenSt | 153823 | Patriot Pkwy | Republic Av | 568 | 28 | Residential | AC | Urban | 50.70 | $38,804.88 | 2.0" Mill & Overlay |
| 2025 | ThirdSt | 160053 | Nebraska St | Kansas St | 355 | 20 | Residential | AC | Rural | 50.70 | $14,187.44 | 2.0" Mill & Overlay |
| 2025 | WalkerDr | 152339 | Snow Dr | N 1st St | 374 | 28 | Residential | AC | Urban | 49.60 | $25,569.09 | 2.0" Mill & Overlay |
| 2025 | WHighlaDr | 153141 | Highview Ct | Erickson Ct | 805 | 28 | Residential | AC | Urban | 21.93 | $60,193.97 | 3.0" Mill & Overlay |
| 2026 | BlacCreDr | 154688 | Freedom Rd | Veteran Av | 580 | 32 | Residential | AC | Urban | 49.74 | $45,289.06 | 2.0" Mill & Overlay |
| 2026 | DoverSt | 153236 | Tiller St | Prairie Valley St | 500 | 28 | Residential | AC | Urban | 50.85 | $34,169.44 | 2.0" Mill & Overlay |
| 2026 | DowningSt | 153091 | Downing Ct | Downing Ct | 76 | 28 | Residential | AC | Urban | 49.74 | $5,214.40 | 2.0" Mill & Overlay |
| 2026 | GatesSt | 161283 | North St | Depot St | 163 | 20 | Residential | AC | Rural | 50.85 | $6,536.25 | 2.0" Mill & Overlay |
| 2026 | HoytDr | 152887 | E Conley Dr | End | 345 | 28 | Residential | AC | Urban | 50.85 | $23,579.61 | 2.0" Mill & Overlay |
| 2026 | KendallSt | 154011 | Holbrook Av | Patriot Pkwy | 593 | 28 | Residential | AC | Urban | 50.85 | $40,501.30 | 2.0" Mill & Overlay |
| 2026 | PatriotPky | 154045 | Robinson St | President St | 289 | 32 | Residential | AC | Urban | 49.74 | $22,554.20 | 2.0" Mill & Overlay |
| 2026 | PatteeAve | 154517 | Blackberry Creek Dr | End | 53 | 28 | Residential | AC | Urban | 50.33 | $3,624.08 | 2.0" Mill & Overlay |
| 2026 | RepubliAve | 153726 | President St | Robinson St | 297 | 28 | Residential | AC | Urban | 49.74 | $20,291.72 | 2.0" Mill & Overlay |
| 2026 | VeteranAve | 154561 | Blackberry Creek Dr | End | 59 | 28 | Residential | AC | Urban | 50.33 | $4,006.01 | 2.0" Mill & Overlay |
| 2026 | WalkerDr | 152337 | IL Route 47 | Snow Dr | 358 | 32 | Residential | AC | Urban | 13.08 | $30,549.36 | 3.0" Mill & Overlay |
| 2027 | BlacCreDr | 154678 | Keslinger Rd | Freedom Rd | 591 | 32 | Residential | AC | Urban | 49.89 | $46,124.80 | 2.0" Mill & Overlay |
| 2027 | CenterAve | 152543 | Wright St | Valley Dr | 177 | 28 | Residential | AC | Urban | .00 | $51,903.18 | Reconstruction |
| 2027 | DowningSt | 153089 | Prairie Valley St | W Highland Dr | 439 | 28 | Residential | AC | Urban | 50.99 | $29,961.24 | 2.0" Mill & Overlay |
| 2027 | MotzSt | 154646 | Griffith Av | Patriot Pkwy | 844 | 28 | Residential | AC | Urban | 50.99 | $57,631.30 | 2.0" Mill & Overlay |
| 2027 | PraiValSt | 016627 | E Conley Dr | Ridge Dr | 308 | 34 | Collector | AC | Urban | 50.99 | $25,544.01 | 4.0" Mill & Overlay |
| 2027 | SwanDr | 154447 | Griffith Av | Patriot Pkwy | 771 | 28 | Residential | AC | Urban | 49.89 | $52,675.66 | 2.0" Mill & Overlay |
| 2027 | WHighlaDr | 153139 | Downing St | Highview Ct | 305 | 28 | Residential | AC | Urban | 50.99 | $20,824.45 | 2.0" Mill & Overlay |
| 2028 | EConleyDr | 152724 | N 1st St | Warne Ct | 479 | 28 | Residential | AC | Urban | .00 | $140,715.89 | Reconstruction |
| 2028 | PraiValSt | 152683 | Begin | Anderson Rd | 144 | 34 | Residential | AC | Urban | 50.01 | $11,788.69 | 2.0" Mill & Overlay |
| 2029 | NebraskaSt | 165675 | S 2nd St | S 3rd St | 338 | 20 | Residential | AC | Rural | 49.00 | $13,516.11 | 2.0" Mill & Overlay |
| 2029 | PresidenSt | 153821 | Stoffa Av | Holbrook Av | 298 | 28 | Residential | AC | Urban | 50.06 | $19,140.20 | 2.0" Mill & Overlay |
| 2029 | RepubliAve | 153725 | Robinson St | Wise St | 292 | 28 | Residential | AC | Urban | 50.06 | $18,739.71 | 2.0" Mill & Overlay |
| 2029 | RobinsonSt | 154110 | Republic Av | Richmond Av | 698 | 28 | Residential | AC | Urban | 50.06 | $44,825.18 | 2.0" Mill & Overlay |
| 2029 | StoffaAve | 153896 | President St | Liberty Dr | 880 | 28 | Residential | AC | Urban | 50.06 | $56,513.06 | 2.0" Mill & Overlay |
| 2030 | IndepenAve | 154348 | Begin | Avon Ct | 142 | 28 | Residential | AC | Urban | 50.99 | $9,675.75 | 2.0" Mill & Overlay |
| 2030 | IndepenAve | 154350 | Anderson Rd | Melbourne St | 389 | 28 | Residential | AC | Urban | 46.84 | $26,596.38 | 2.0" Mill & Overlay |
| 2030 | KendallSt | 154012 | Patriot Pkwy | Republic Av | 381 | 28 | Residential | AC | Urban | 50.02 | $25,515.80 | 2.0" Mill & Overlay |
| 2030 | MerrilLn | 152822 | Merril Ln | Merril Ln | 336 | 28 | Residential | AC | Urban | 49.01 | $22,967.35 | 2.0" Mill & Overlay |
| 2030 | PatriotPky | 154048 | Wise St | Robinson St | 336 | 32 | Residential | AC | Urban | 46.84 | $26,251.43 | 2.0" Mill & Overlay |
| 2030 | PraiValSt | 016633 | Center Av | N 1st St | 197 | 34 | Collector | AC | Urban | 50.99 | $16,376.44 | 4.0" Mill & Overlay |
| 2030 | PresidenSt | 153824 | Robinson St | Wise St | 289 | 28 | Residential | AC | Urban | 49.01 | $19,731.29 | 2.0" Mill & Overlay |
| 2030 | RepubliAve | 153727 | Wise St | End | 143 | 28 | Residential | AC | Urban | 49.01 | $9,776.08 | 2.0" Mill & Overlay |
| 2030 | RepubliAve | 153728 | Berry St | President St | 296 | 28 | Residential | AC | Urban | 49.01 | $20,217.44 | 2.0" Mill & Overlay |

## List of Pavement Sections with 2020 PCI and IRI value

| BranchID | SectionID | Length | Width | Functional Class | Street Type | Surface Type | Inspection Date | IRI (in./mi) | PCI | PCI Category |
|---|---|---|---|---|---|---|---|---|---|---|
| 1stSt | 152496 | 243 | 34 | Residential | Urban | AC | 10-27-2020 | 584 | 27 | Very Poor |
| 1stSt | 152497 | 174 | 34 | Residential | Urban | AC | 10-27-2020 | 479 | 29 | Very Poor |
| 1stSt | 152495 | 512 | 34 | Residential | Urban | AC | 10-27-2020 | 391 | 43 | Poor |
| AndersonRd | 154280 | 312 | 28 | Collector | Urban | AC | 10-27-2020 | 313 | 29 | Very Poor |
| AndersonRd | 167783 | 1,508 | 28 | Collector | Urban | AC | 10-27-2020 | 130 | 87 | Good |
| AndersonRd | 167781 | 1,536 | 40 | Collector | Urban | AC | 10-27-2020 | 131 | 88 | Good |
| AndersonRd | 154282 | 889 | 28 | Collector | Urban | AC | 10-27-2020 | 241 | 31 | Very Poor |
| AndersonRd | 154281 | 254 | 28 | Collector | Urban | AC | 10-27-2020 | 242 | 33 | Very Poor |
| AndersonRd | 167784-02 | 1,980 | 34 | Collector | Urban | AC | 10-27-2020 | 136 | 92 | Good |
| AndersonRd | 167782 | 1,863 | 34 | Collector | Urban | AC | 10-27-2020 | 114 | 89 | Good |
| AndersonRd | 154286 | 633 | 28 | Collector | Urban | AC | 10-27-2020 | 205 | 25 | Serious |
| AndersonRd | 154284 | 315 | 28 | Collector | Urban | AC | 10-27-2020 | 176 | 84 | Satisfactory |
| AndersonRd | 167784-01 | 1,568 | 34 | Collector | Urban | AC | 10-27-2020 | 133 | 91 | Good |
| AndersonRd | 154278 | 60 | 28 | Collector | Urban | AC | 10-27-2020 | 230 | 84 | Satisfactory |
| AndersonRd | 154285 | 306 | 28 | Collector | Urban | AC | 10-27-2020 | 285 | 39 | Very Poor |
| AndersonRd | 154279 | 321 | 28 | Collector | Urban | AC | 10-27-2020 | 230 | 25 | Serious |
| AndersonRd | 154283 | 309 | 28 | Collector | Urban | AC | 10-27-2020 | 230 | 28 | Very Poor |
| AnonymouRd | 000000-01 | 319 | 28 | Residential | Urban | AC | 01-01-1900 | | | N/A |
| AvonCt | 154319 | 479 | 28 | Residential | Urban | AC | 10-27-2020 | 328 | 53 | Poor |
| BabcockSt | 161472 | 423 | 20 | Residential | Rural | AC | 10-27-2020 | 306 | 28 | Very Poor |
| BabcockSt | 161473 | 316 | 20 | Residential | Rural | AC | 10-27-2020 | 325 | 20 | Serious |
| BabcockSt | 161471 | 316 | 20 | Residential | Rural | AC | 10-27-2020 | 418 | 21 | Serious |
| BabcockSt | 161470 | 200 | 20 | Residential | Rural | AC | 10-27-2020 | 365 | 18 | Serious |
| BanburyAve | 166506 | 1,351 | 28 | Residential | Urban | AC | 10-27-2020 | 353 | 37 | Very Poor |
| BeedAve | 154857 | 1,375 | 28 | Residential | Urban | AC | 10-27-2020 | 157 | 97 | Good |
| BeedAve | 154856 | 1,005 | 28 | Residential | Urban | AC | 10-27-2020 | 128 | 95 | Good |
| BerrySt | 153979 | 490 | 28 | Residential | Urban | AC | 10-27-2020 | 271 | 74 | Satisfactory |
| BerrySt | 153978 | 474 | 28 | Residential | Urban | AC | 10-27-2020 | 223 | 75 | Satisfactory |
| BirchSt | 164299 | 431 | 28 | Residential | Urban | AC | 10-27-2020 | 337 | 80 | Satisfactory |
| BlacCreDr | 154679 | 301 | 32 | Residential | Urban | AC | 10-27-2020 | 206 | 48 | Poor |
| BlacCreDr | 154678 | 591 | 32 | Residential | Urban | AC | 10-27-2020 | 236 | 62 | Fair |
| BlacCreDr | 154680 | 469 | 32 | Residential | Urban | AC | 10-27-2020 | 223 | 41 | Poor |
| BlacCreDr | 154683 | 233 | 32 | Residential | Urban | AC | 10-27-2020 | 316 | 58 | Fair |
| BlacCreDr | 154686 | 307 | 32 | Residential | Urban | AC | 10-27-2020 | 187 | 85 | Satisfactory |
| BlacCreDr | 154682 | 311 | 32 | Residential | Urban | AC | 10-27-2020 | 195 | 32 | Very Poor |
| BlacCreDr | 154688 | 580 | 32 | Residential | Urban | AC | 10-27-2020 | 165 | 60 | Fair |
| BlacCreDr | 154685 | 307 | 32 | Residential | Urban | AC | 10-27-2020 | 149 | 87 | Good |
| BlacCreDr | 154687 | 302 | 32 | Residential | Urban | AC | 10-27-2020 | 183 | 74 | Satisfactory |
| BlacCreDr | 154681 | 314 | 32 | Residential | Urban | AC | 10-27-2020 | 177 | 74 | Satisfactory |
| BlacCreDr | 154689 | 621 | 32 | Residential | Urban | AC | 10-27-2020 | 150 | 76 | Satisfactory |
| BlacCreDr | 154684 | 215 | 32 | Residential | Urban | AC | 10-27-2020 | 242 | 72 | Satisfactory |

| BranchID | SectionID | Length | Width | Functional Class | Street Type | Surface Type | Inspection Date | IRI (in./mi) | PCI | PCI Category |
|---|---|---|---|---|---|---|---|---|---|---|
| CambridAve | 166501 | 1,287 | 28 | Residential | Urban | AC | 10-27-2020 | 496 | 25 | Serious |
| CambridAve | 166502 | 258 | 28 | Residential | Urban | AC | 10-27-2020 | 501 | 31 | Very Poor |
| CambridAve | 166503 | 298 | 28 | Residential | Urban | AC | 10-27-2020 | 431 | 32 | Very Poor |
| CapesDrive | 164593 | 344 | 28 | Residential | Urban | AC | 10-27-2020 | 504 | 16 | Serious |
| CarolynCt | 155073 | 361 | 28 | Residential | Rural | AC | 10-27-2020 | 315 | 29 | Very Poor |
| CarolynCt | 155072 | 859 | 28 | Residential | Rural | AC | 10-27-2020 | 202 | 38 | Very Poor |
| CenterAve | 152543 | 177 | 28 | Residential | Urban | AC | 10-27-2020 | 297 | 31 | Very Poor |
| CenterAve | 152542 | 269 | 28 | Residential | Urban | AC | 10-27-2020 | 518 | 34 | Very Poor |
| CenterAve | 152544 | 642 | 28 | Residential | Urban | AC | 10-27-2020 | 480 | 35 | Very Poor |
| CherryCir | 000000-02 | 921 | 28 | Residential | Urban | AC | 10-27-2020 | 117 | 98 | Good |
| CitizenAve | 154213 | 728 | 28 | Residential | Urban | AC | 10-27-2020 | 307 | 75 | Satisfactory |
| CitizenAve | 154214 | 634 | 28 | Residential | Urban | AC | 10-27-2020 | 189 | 88 | Good |
| CitizenAve | 154215 | 326 | 28 | Residential | Urban | AC | 10-27-2020 | 328 | 89 | Good |
| CollinsDr | 152389 | 781 | 28 | Residential | Urban | AC | 10-27-2020 | 303 | 40 | Very Poor |
| CollinsDr | 152388 | 147 | 28 | Residential | Urban | AC | 10-27-2020 | 410 | 31 | Very Poor |
| CorriganSt | 154143 | 843 | 28 | Residential | Urban | AC | 10-27-2020 | 289 | 70 | Fair |
| CorriganSt | 154145 | 333 | 28 | Residential | Urban | AC | 10-27-2020 | 174 | 88 | Good |
| CorriganSt | 154144 | 322 | 28 | Residential | Urban | AC | 10-27-2020 | 235 | 78 | Satisfactory |
| CorriganSt | 154146 | 689 | 28 | Residential | Urban | AC | 10-27-2020 | 208 | 100 | Good |
| DempseyDr | 166454 | 938 | 28 | Residential | Rural | AC | 10-27-2020 | 175 | 95 | Good |
| DodsonAve | 154959 | 1,333 | 28 | Residential | Urban | AC | 10-27-2020 | 161 | 88 | Good |
| DoverSt | 153236 | 500 | 28 | Residential | Urban | AC | 10-27-2020 | 220 | 61 | Fair |
| DowningCt | 153479 | 258 | 28 | Residential | Urban | AC | 10-27-2020 | 445 | 31 | Very Poor |
| DowningSt | 153090 | 555 | 28 | Residential | Urban | AC | 10-27-2020 | 338 | 52 | Poor |
| DowningSt | 153089 | 439 | 28 | Residential | Urban | AC | 10-27-2020 | 273 | 63 | Fair |
| DowningSt | 153092 | 357 | 28 | Residential | Urban | AC | 10-27-2020 | 322 | 50 | Poor |
| DowningSt | 153091 | 76 | 28 | Residential | Urban | AC | 10-27-2020 | 244 | 60 | Fair |
| EConleyDr | 152726 | 490 | 28 | Residential | Urban | AC | 10-27-2020 | 298 | 50 | Poor |
| EConleyDr | 152727 | 944 | 28 | Residential | Urban | AC | 10-27-2020 | 399 | 43 | Poor |
| EConleyDr | 152724 | 479 | 28 | Residential | Urban | AC | 10-27-2020 | 231 | 31 | Very Poor |
| EConleyDr | 152725 | 664 | 28 | Residential | Urban | AC | 10-27-2020 | 279 | 55 | Poor |
| ElizabetSt | 000000-03 | 979 | 20 | Residential | Urban | AC | 10-27-2020 | 211 | 91 | Good |
| EReaderSt | 153579 | 564 | 20 | Residential | Urban | AC | 10-27-2020 | 424 | 37 | Very Poor |
| EReaderSt | 153577 | 494 | 20 | Residential | Rural | AC | 10-27-2020 | 430 | 7 | Failed |
| EReaderSt | 153578 | 480 | 20 | Residential | Rural | AC | 10-27-2020 | 381 | 31 | Very Poor |
| EricksonCt | 153199 | 275 | 28 | Residential | Urban | AC | 12-01-2020 | 428 | 100 | Good |
| EricksonCt | 153200 | 398 | 28 | Residential | Urban | AC | 12-01-2020 | 458 | 100 | Good |
| FairfielDr | 154785 | 406 | 28 | Residential | Urban | AC | 10-27-2020 | 117 | 99 | Good |
| FairfielDr | 154788 | 445 | 28 | Residential | Urban | AC | 10-27-2020 | 179 | 99 | Good |
| FairfielDr | 154784 | 193 | 28 | Residential | Urban | AC | 10-27-2020 | 332 | 100 | Good |
| FairfielDr | 154786 | 370 | 28 | Residential | Urban | AC | 10-27-2020 | 126 | 89 | Good |
| FairfielDr | 154787 | 273 | 28 | Residential | Urban | AC | 10-27-2020 | 172 | 92 | Good |
| FilmoreSt | 153683 | 373 | 28 | Residential | Rural | AC | 10-27-2020 | 155 | 85 | Satisfactory |
| FilmoreSt | 153604 | 291 | 20 | Residential | Rural | AC | 10-27-2020 | 674 | 33 | Very Poor |
| FilmoreSt | 153684 | 874 | 28 | Residential | Rural | AC | 10-27-2020 | 228 | 84 | Satisfactory |

| BranchID | SectionID | Length | Width | Functional Class | Street Type | Surface Type | Inspection Date | IRI (in./mi) | PCI | PCI Category |
|---|---|---|---|---|---|---|---|---|---|---|
| FirstSt | 159642 | 311 | 28 | Residential | Rural | AC | 10-27-2020 | 217 | 33 | Very Poor |
| FirstSt | 159646 | 618 | 28 | Residential | Rural | AC | 10-27-2020 | 392 | 76 | Satisfactory |
| FirstSt | 159650 | 552 | 28 | Residential | Urban | AC | 10-27-2020 | 180 | 98 | Good |
| FirstSt | 159645 | 357 | 28 | Residential | Rural | AC | 10-27-2020 | 206 | 87 | Good |
| FirstSt | 159644 | 293 | 28 | Residential | Rural | AC | 10-27-2020 | 294 | 84 | Satisfactory |
| FirstSt | 159652 | 431 | 28 | Residential | Urban | AC | 10-27-2020 | 225 | 100 | Good |
| FirstSt | 159649 | 723 | 28 | Residential | Urban | AC | 10-27-2020 | 172 | 97 | Good |
| FirstSt | 159654 | 315 | 28 | Residential | Rural | AC | 10-27-2020 | 247 | 22 | Serious |
| FirstSt | 159643 | 361 | 28 | Residential | Rural | AC | 10-27-2020 | 208 | 79 | Satisfactory |
| FirstSt | 159655 | 349 | 28 | Residential | Urban | AC | 10-27-2020 | 312 | 22 | Serious |
| FirstSt | 159648 | 356 | 28 | Residential | Rural | AC | 10-27-2020 | 217 | 80 | Satisfactory |
| FirstSt | 159653 | 345 | 28 | Residential | Urban | AC | 10-27-2020 | 197 | 25 | Serious |
| FirstSt | 159647 | 427 | 28 | Residential | Rural | AC | 10-27-2020 | 202 | 35 | Very Poor |
| FirstSt | 159651 | 309 | 28 | Residential | Urban | AC | 10-27-2020 | 133 | 98 | Good |
| FourthSt | 166450 | 224 | 20 | Residential | Urban | AC | 10-27-2020 | 658 | 26 | Very Poor |
| FourthSt | 166451 | 319 | 20 | Residential | Urban | AC | 10-27-2020 | 465 | 46 | Poor |
| FreedomRd | 154589 | 268 | 28 | Residential | Urban | AC | 10-27-2020 | 230 | 92 | Good |
| FreedomRd | 154590 | 256 | 28 | Residential | Urban | AC | 10-27-2020 | 136 | 85 | Satisfactory |
| FreedomRd | 154592 | 485 | 28 | Residential | Urban | AC | 10-27-2020 | 124 | 91 | Good |
| FreedomRd | 154591 | 486 | 28 | Residential | Urban | AC | 10-27-2020 | 100 | 90 | Good |
| GatesSt | 161280 | 307 | 20 | Residential | Rural | AC | 10-27-2020 | 792 | 28 | Very Poor |
| GatesSt | 161279 | 302 | 20 | Residential | Rural | AC | 10-27-2020 | 227 | 98 | Good |
| GatesSt | 161283 | 163 | 20 | Residential | Rural | AC | 10-27-2020 | 561 | 61 | Fair |
| GatesSt | 161281 | 318 | 20 | Residential | Rural | AC | 10-27-2020 | 382 | 20 | Serious |
| GatesSt | 161282 | 426 | 20 | Residential | Rural | AC | 10-27-2020 | 326 | 34 | Very Poor |
| GeeCt | 152946 | 195 | 28 | Residential | Urban | AC | 10-27-2020 | 262 | 98 | Good |
| GeeCt | 152947 | 262 | 28 | Residential | Urban | AC | 10-27-2020 | 347 | 99 | Good |
| GrayAve | 153865 | 1,000 | 28 | Residential | Urban | AC | 10-27-2020 | 226 | 48 | Poor |
| GriffitAve | 154485 | 308 | 28 | Residential | Urban | AC | 10-27-2020 | 150 | 78 | Satisfactory |
| GriffitAve | 154483 | 406 | 28 | Residential | Urban | AC | 10-27-2020 | 220 | 79 | Satisfactory |
| GriffitAve | 154486 | 304 | 28 | Residential | Urban | AC | 10-27-2020 | 229 | 78 | Satisfactory |
| GriffitAve | 154484 | 315 | 28 | Residential | Urban | AC | 10-27-2020 | 112 | 83 | Satisfactory |
| HerraSt | 000000-04 | 633 | 28 | Residential | Urban | AC | 10-27-2020 | 183 | 79 | Satisfactory |
| HicksDr | 166467 | 67 | 20 | Residential | Urban | AC | 10-27-2020 | 424 | 86 | Good |
| HicksDr | 166466 | 1,139 | 28 | Residential | Urban | AC | 10-27-2020 | 182 | 99 | Good |
| HicksDr | 166465 | 971 | 28 | Residential | Rural | AC | 10-27-2020 | 204 | 86 | Good |
| HighviewCt | 153168 | 164 | 28 | Residential | Urban | AC | 10-27-2020 | 425 | 48 | Poor |
| HighviewCt | 153167 | 269 | 28 | Residential | Urban | AC | 10-27-2020 | 608 | 44 | Poor |
| HolbrooAve | 153930 | 297 | 28 | Residential | Urban | AC | 10-27-2020 | 365 | 40 | Very Poor |
| HolbrooAve | 153932 | 301 | 28 | Residential | Urban | AC | 10-27-2020 | 261 | 42 | Poor |
| HolbrooAve | 153931 | 300 | 28 | Residential | Urban | AC | 10-27-2020 | 315 | 33 | Very Poor |
| HoytDr | 152887 | 345 | 28 | Residential | Urban | AC | 10-27-2020 | 447 | 61 | Fair |
| IndepenAve | 154349 | 783 | 28 | Residential | Urban | AC | 10-27-2020 | 146 | 95 | Good |
| IndepenAve | 154357 | 274 | 28 | Residential | Urban | AC | 10-27-2020 | 144 | 89 | Good |
| IndepenAve | 154354 | 321 | 28 | Residential | Urban | AC | 10-27-2020 | 180 | 93 | Good |

| BranchID | SectionID | Length | Width | Functional Class | Street Type | Surface Type | Inspection Date | IRI (in./mi) | PCI | PCI Category |
|---|---|---|---|---|---|---|---|---|---|---|
| IndepenAve | 154353 | 300 | 28 | Residential | Urban | AC | 10-27-2020 | 144 | 89 | Good |
| IndepenAve | 154352 | 252 | 28 | Residential | Urban | AC | 10-27-2020 | 218 | 78 | Satisfactory |
| IndepenAve | 154355 | 883 | 28 | Residential | Urban | AC | 10-27-2020 | 294 | 75 | Satisfactory |
| IndepenAve | 154351 | 308 | 28 | Residential | Urban | AC | 10-27-2020 | 180 | 79 | Satisfactory |
| IndepenAve | 154348 | 142 | 28 | Residential | Urban | AC | 10-27-2020 | 169 | 69 | Fair |
| IndepenAve | 154350 | 389 | 28 | Residential | Urban | AC | 10-27-2020 | 242 | 65 | Fair |
| IndepenAve | 154358 | 372 | 28 | Residential | Urban | AC | 10-27-2020 | 188 | 98 | Good |
| IndepenAve | 154359 | 843 | 28 | Residential | Urban | AC | 10-27-2020 | 141 | 97 | Good |
| IndepenAve | 154356 | 377 | 28 | Residential | Urban | AC | 10-27-2020 | 266 | 70 | Fair |
| JamesSt | 000000-05 | 787 | 28 | Residential | Urban | AC | 10-27-2020 | 233 | 97 | Good |
| JayStreet | 161040 | 314 | 20 | Residential | Rural | AC | 10-27-2020 | 443 | 42 | Poor |
| JohnsonAve | 166544 | 316 | 28 | Residential | Rural | AC | 10-27-2020 | 427 | 35 | Very Poor |
| JohnsonAve | 166542 | 320 | 28 | Residential | Rural | AC | 10-27-2020 | 557 | 26 | Very Poor |
| JohnsonAve | 166543 | 781 | 28 | Residential | Rural | AC | 10-27-2020 | 431 | 36 | Very Poor |
| KansasSt | 165803 | 326 | 28 | Residential | Rural | AC | 10-27-2020 | 273 | 33 | Very Poor |
| KansasSt | 165804 | 1,697 | 20 | Residential | Rural | AC | 10-27-2020 | 376 | 36 | Very Poor |
| KansasSt | 165805 | 353 | 20 | Residential | Rural | AC | 10-27-2020 | 306 | 6 | Failed |
| KansasSt | 165806 | 347 | 20 | Residential | Rural | AC | 10-27-2020 | 396 | 22 | Serious |
| KendallSt | 154011 | 593 | 28 | Residential | Urban | AC | 10-27-2020 | 242 | 61 | Fair |
| KendallSt | 154012 | 381 | 28 | Residential | Urban | AC | 10-27-2020 | 329 | 68 | Fair |
| KindbergCt | 153786 | 1,139 | 28 | Residential | Urban | AC | 10-27-2020 | 282 | 38 | Very Poor |
| LakinAve | 154934 | 853 | 28 | Residential | Urban | AC | 10-27-2020 | 183 | 80 | Satisfactory |
| LanceAve | 154755 | 968 | 28 | Residential | Urban | AC | 10-27-2020 | 140 | 94 | Good |
| LanceAve | 154754 | 963 | 28 | Residential | Urban | AC | 10-27-2020 | 100 | 95 | Good |
| LaverneSt | 153440 | 702 | 28 | Residential | Urban | AC | 10-27-2020 | 319 | 51 | Poor |
| LibertyDr | 153759 | 317 | 28 | Residential | Urban | AC | 10-27-2020 | 293 | 27 | Very Poor |
| LibertyDr | 153762 | 309 | 28 | Residential | Urban | AC | 10-27-2020 | 214 | 30 | Very Poor |
| LibertyDr | 153758 | 279 | 28 | Residential | Urban | AC | 10-27-2020 | 273 | 34 | Very Poor |
| LibertyDr | 153760 | 258 | 28 | Residential | Urban | AC | 10-27-2020 | 391 | 43 | Poor |
| LibertyDr | 153761 | 711 | 28 | Residential | Urban | AC | 10-27-2020 | 260 | 22 | Serious |
| LilacSt | 163925 | 468 | 20 | Residential | Urban | AC | 10-27-2020 | 406 | 26 | Very Poor |
| MapleAve | 166514 | 1,369 | 28 | Residential | Urban | AC | 10-27-2020 | 360 | 29 | Very Poor |
| MapleCt | 153509 | 278 | 28 | Residential | Urban | AC | 10-27-2020 | 389 | 81 | Satisfactory |
| MaplewoCir | 000000-06 | 1,289 | 28 | Residential | Urban | AC | 10-27-2020 | 125 | 100 | Good |
| MelbournSt | 154423 | 1,193 | 28 | Residential | Urban | AC | 10-27-2020 | 201 | 83 | Satisfactory |
| MerrilLn | 152823 | 524 | 28 | Residential | Urban | AC | 10-27-2020 | 366 | 41 | Poor |
| MerrilLn | 152822 | 336 | 28 | Residential | Urban | AC | 10-27-2020 | 410 | 67 | Fair |
| MotzSt | 154644 | 303 | 28 | Residential | Urban | AC | 10-27-2020 | 245 | 85 | Satisfactory |
| MotzSt | 154643 | 347 | 28 | Residential | Urban | AC | 10-27-2020 | 187 | 86 | Good |
| MotzSt | 154646 | 844 | 28 | Residential | Urban | AC | 10-27-2020 | 194 | 63 | Fair |
| MotzSt | 154645 | 315 | 28 | Residential | Urban | AC | 10-27-2020 | 279 | 85 | Satisfactory |
| NebraskaSt | 165674 | 322 | 20 | Residential | Rural | AC | 10-27-2020 | 289 | 94 | Good |
| NebraskaSt | 165675 | 338 | 20 | Residential | Rural | AC | 10-27-2020 | 253 | 65 | Fair |
| NebraskaSt | 165671 | 330 | 20 | Residential | Rural | AC | 10-27-2020 | 466 | 32 | Very Poor |
| NebraskaSt | 165672 | 348 | 20 | Residential | Rural | AC | 10-27-2020 | 198 | 98 | Good |

| BranchID | SectionID | Length | Width | Functional Class | Street Type | Surface Type | Inspection Date | IRI (in./mi) | PCI | PCI Category |
|---|---|---|---|---|---|---|---|---|---|---|
| NebraskaSt | 165673 | 347 | 20 | Residential | Rural | AC | 10-27-2020 | 349 | 30 | Very Poor |
| NebraskaSt | 165670 | 620 | 20 | Residential | Rural | AC | 10-27-2020 | 378 | 41 | Poor |
| NorthSt | 163236 | 965 | 28 | Residential | Rural | AC | 10-27-2020 | 401 | 22 | Serious |
| NorthSt | 163232 | 300 | 28 | Residential | Rural | AC | 10-27-2020 | 200 | 45 | Poor |
| NorthSt | 163234 | 320 | 28 | Residential | Rural | AC | 10-27-2020 | 476 | 36 | Very Poor |
| NorthSt | 163238 | 302 | 28 | Residential | Rural | AC | 10-27-2020 | 209 | 51 | Poor |
| NorthSt | 163233 | 331 | 28 | Residential | Rural | AC | 10-27-2020 | 226 | 79 | Satisfactory |
| NorthSt | 163235 | 2,054 | 28 | Residential | Rural | AC | 10-27-2020 | 205 | 40 | Very Poor |
| NorthSt | 163237 | 674 | 28 | Residential | Rural | AC | 10-27-2020 | 316 | 57 | Fair |
| OakSt | 166272 | 476 | 20 | Residential | Rural | AC | 10-27-2020 | 202 | 58 | Fair |
| ParksideDr | 166443 | 1,265 | 28 | Residential | Urban | AC | 10-27-2020 | 192 | 70 | Fair |
| PatriotPky | 154049 | 304 | 32 | Residential | Urban | AC | 10-27-2020 | 274 | 55 | Poor |
| PatriotPky | 154044 | 303 | 32 | Residential | Urban | AC | 10-27-2020 | 284 | 55 | Poor |
| PatriotPky | 154046 | 467 | 32 | Residential | Urban | AC | 10-27-2020 | 283 | 19 | Serious |
| PatriotPky | 154045 | 289 | 32 | Residential | Urban | AC | 10-27-2020 | 157 | 60 | Fair |
| PatriotPky | 154040 | 315 | 32 | Residential | Urban | AC | 10-27-2020 | 227 | 57 | Fair |
| PatriotPky | 154038 | 196 | 32 | Residential | Urban | AC | 10-27-2020 | 270 | 75 | Satisfactory |
| PatriotPky | 154041 | 321 | 32 | Residential | Urban | AC | 10-27-2020 | 244 | 41 | Poor |
| PatriotPky | 154039 | 961 | 32 | Residential | Urban | AC | 10-27-2020 | 264 | 39 | Very Poor |
| PatriotPky | 154048 | 336 | 32 | Residential | Urban | AC | 10-27-2020 | 267 | 65 | Fair |
| PatriotPky | 154042 | 334 | 32 | Residential | Urban | AC | 10-27-2020 | 221 | 44 | Poor |
| PatriotPky | 154043 | 318 | 32 | Residential | Urban | AC | 10-27-2020 | 190 | 39 | Very Poor |
| PatriotPky | 154047 | 307 | 32 | Residential | Urban | AC | 10-27-2020 | 183 | 73 | Satisfactory |
| PatteeAve | 154517 | 53 | 28 | Residential | Urban | AC | 01-01-2008 | | 100 | Good |
| PatteeAve | 154516 | 662 | 28 | Residential | Urban | AC | 10-27-2020 | 194 | 82 | Satisfactory |
| PatteeAve | 154515 | 749 | 28 | Residential | Urban | AC | 10-27-2020 | 201 | 79 | Satisfactory |
| PaulSt | 166470 | 1,198 | 28 | Residential | Rural | AC | 10-27-2020 | 321 | 23 | Serious |
| PaulSt | 166469 | 315 | 28 | Residential | Rural | AC | 10-27-2020 | 373 | 34 | Very Poor |
| PierceSt | 163604 | 482 | 20 | Residential | Rural | AC | 10-27-2020 | 271 | 33 | Very Poor |
| PierceSt | 163606 | 323 | 20 | Residential | Rural | AC | 10-27-2020 | 319 | 26 | Very Poor |
| PierceSt | 163607 | 306 | 20 | Residential | Rural | AC | 10-27-2020 | 447 | 37 | Very Poor |
| PierceSt | 163610 | 495 | 20 | Residential | Rural | AC | 10-27-2020 | 388 | 28 | Very Poor |
| PierceSt | 163603 | 755 | 20 | Residential | Rural | AC | 10-27-2020 | 382 | 29 | Very Poor |
| PierceSt | 163609 | 297 | 20 | Residential | Rural | AC | 10-27-2020 | 704 | 16 | Serious |
| PierceSt | 163605 | 330 | 20 | Residential | Rural | AC | 10-27-2020 | 504 | 32 | Very Poor |
| PierceSt | 163608 | 572 | 20 | Residential | Urban | AC | 10-27-2020 | 376 | 22 | Serious |
| PolkSt | 161591 | 284 | 20 | Residential | Rural | AC | 10-27-2020 | 334 | 77 | Satisfactory |
| PouleyRd | 167635 | 1,123 | 20 | Residential | Rural | AC | 10-27-2020 | 216 | 37 | Very Poor |
| PouleyRd | 167636 | 4,299 | 20 | Residential | Rural | AC | 10-27-2020 | 146 | 40 | Very Poor |
| PraiValCt | 152915 | 223 | 34 | Residential | Urban | AC | 10-27-2020 | 304 | 100 | Good |
| PraiValSt | 016630 | 73 | 34 | Collector | Urban | AC | 10-27-2020 | 112 | 100 | Good |
| PraiValSt | 016633 | 197 | 34 | Collector | Urban | AC | 10-27-2020 | 331 | 69 | Fair |
| PraiValSt | 016631 | 95 | 34 | Collector | Urban | AC | 10-27-2020 | 242 | 100 | Good |
| PraiValSt | 016628 | 669 | 34 | Collector | Urban | AC | 10-27-2020 | 167 | 100 | Good |
| PraiValSt | 016629 | 119 | 34 | Collector | Urban | AC | 10-27-2020 | 165 | 100 | Good |

| BranchID | SectionID | Length | Width | Functional Class | Street Type | Surface Type | Inspection Date | IRI (in./mi) | PCI | PCI Category |
|---|---|---|---|---|---|---|---|---|---|---|
| PraiValSt | 016627 | 308 | 34 | Collector | Urban | AC | 10-27-2020 | 187 | 63 | Fair |
| PraiValSt | 016634 | 158 | 34 | Collector | Urban | AC | 10-27-2020 | 96 | 100 | Good |
| PraiValSt | 016636 | 212 | 34 | Collector | Urban | AC | 10-27-2020 | 165 | 100 | Good |
| PraiValSt | 152684 | 48 | 34 | Residential | Urban | AC | 01-01-2017 | | 100 | Good |
| PraiValSt | 152682 | 793 | 34 | Residential | Urban | AC | 10-27-2020 | 311 | 34 | Very Poor |
| PraiValSt | 016624 | 449 | 34 | Collector | Urban | AC | 10-27-2020 | 185 | 85 | Satisfactory |
| PraiValSt | 016626 | 247 | 34 | Collector | Urban | AC | 10-27-2020 | 151 | 92 | Good |
| PraiValSt | 016625 | 309 | 34 | Collector | Urban | AC | 10-27-2020 | 257 | 77 | Satisfactory |
| PraiValSt | 016635 | 513 | 34 | Collector | Urban | AC | 10-27-2020 | 173 | 90 | Good |
| PraiValSt | 016637 | 346 | 34 | Collector | Urban | AC | 10-27-2020 | 153 | 100 | Good |
| PraiValSt | 152683 | 144 | 34 | Residential | Urban | AC | 10-27-2020 | 352 | 64 | Fair |
| PraiValSt | 016632 | 251 | 34 | Collector | Urban | AC | 10-27-2020 | 267 | 73 | Satisfactory |
| PresidenSt | 153824 | 289 | 28 | Residential | Urban | AC | 10-27-2020 | 215 | 67 | Fair |
| PresidenSt | 153822 | 928 | 28 | Residential | Urban | AC | 10-27-2020 | 199 | 79 | Satisfactory |
| PresidenSt | 153821 | 298 | 28 | Residential | Urban | AC | 10-27-2020 | 266 | 66 | Fair |
| PresidenSt | 153825 | 358 | 28 | Residential | Urban | AC | 10-27-2020 | 241 | 65 | Fair |
| PresidenSt | 153823 | 568 | 28 | Residential | Urban | AC | 10-27-2020 | 242 | 59 | Fair |
| RailroaAve | 165421 | 274 | 20 | Residential | Rural | AC | 10-27-2020 | 903 | 36 | Very Poor |
| RailroaAve | 165422 | 328 | 20 | Residential | Rural | AC | 10-27-2020 | 701 | 27 | Very Poor |
| RailroaAve | 153648 | 3,196 | 20 | Residential | Rural | AC | 10-27-2020 | 241 | 52 | Poor |
| ReadSt | 161687 | 304 | 20 | Residential | Rural | AC | 10-27-2020 | 412 | 86 | Good |
| ReadSt | 161686 | 418 | 20 | Residential | Rural | AC | 10-27-2020 | 250 | 83 | Satisfactory |
| ReadSt | 161685 | 321 | 20 | Residential | Rural | AC | 10-27-2020 | 320 | 70 | Fair |
| ReamDr | 152206 | 764 | 28 | Residential | Urban | AC | 10-27-2020 | 286 | 53 | Poor |
| RepubliAve | 153729 | 301 | 28 | Residential | Urban | AC | 10-27-2020 | 212 | 45 | Poor |
| RepubliAve | 153726 | 297 | 28 | Residential | Urban | AC | 10-27-2020 | 253 | 60 | Fair |
| RepubliAve | 153728 | 296 | 28 | Residential | Urban | AC | 10-27-2020 | 188 | 67 | Fair |
| RepubliAve | 153724 | 262 | 28 | Residential | Urban | AC | 10-27-2020 | 218 | 43 | Poor |
| RepubliAve | 153725 | 292 | 28 | Residential | Urban | AC | 10-27-2020 | 239 | 66 | Fair |
| RepubliAve | 153727 | 143 | 28 | Residential | Urban | AC | 10-27-2020 | 278 | 67 | Fair |
| RidgeDr | 153307 | 1,407 | 28 | Residential | Urban | AC | 10-27-2020 | 402 | 45 | Poor |
| RidgeDr | 153306 | 805 | 28 | Residential | Urban | AC | 10-27-2020 | 318 | 57 | Fair |
| RobinsonSt | 154110 | 698 | 28 | Residential | Urban | AC | 10-27-2020 | 214 | 66 | Fair |
| RobinsonSt | 154109 | 692 | 28 | Residential | Urban | AC | 10-27-2020 | 313 | 53 | Poor |
| SaratogaDr | 166416 | 1,271 | 28 | Residential | Urban | AC | 10-27-2020 | 158 | 66 | Fair |
| SearsCircl | 154620 | 1,515 | 28 | Residential | Urban | AC | 10-27-2020 | 129 | 80 | Satisfactory |
| SeatonSt | 154383 | 1,202 | 28 | Residential | Urban | AC | 10-27-2020 | 238 | 78 | Satisfactory |
| SecondSt | 159848 | 296 | 20 | Residential | Rural | AC | 10-27-2020 | 404 | 28 | Very Poor |
| SecondSt | 159947 | 313 | 20 | Residential | Rural | AC | 10-27-2020 | 221 | 22 | Serious |
| SecondSt | 159945 | 247 | 20 | Residential | Urban | AC | 10-27-2020 | 171 | 32 | Very Poor |
| SecondSt | 159847 | 351 | 20 | Residential | Rural | AC | 10-27-2020 | 290 | 26 | Very Poor |
| SecondSt | 159946 | 320 | 20 | Residential | Rural | AC | 10-27-2020 | 306 | 17 | Serious |
| SettlerSt | 154908 | 435 | 28 | Residential | Urban | AC | 10-27-2020 | 201 | 90 | Good |
| SettlerSt | 154909 | 304 | 28 | Residential | Urban | AC | 10-27-2020 | 184 | 97 | Good |
| SettlerSt | 154907 | 308 | 28 | Residential | Urban | AC | 10-27-2020 | 197 | 90 | Good |

| BranchID | SectionID | Length | Width | Functional Class | Street Type | Surface Type | Inspection Date | IRI (in./mi) | PCI | PCI Category |
|---|---|---|---|---|---|---|---|---|---|---|
| ShannonSt | 163419 | 327 | 20 | Residential | Rural | AC | 10-27-2020 | 402 | 38 | Very Poor |
| ShannonSt | 163424 | 484 | 20 | Residential | Rural | AC | 10-27-2020 | 651 | 37 | Very Poor |
| ShannonSt | 163423 | 497 | 20 | Residential | Rural | AC | 10-27-2020 | 477 | 24 | Serious |
| ShannonSt | 163421 | 303 | 20 | Residential | Rural | AC | 10-27-2020 | 247 | 97 | Good |
| ShannonSt | 163422 | 299 | 20 | Residential | Rural | AC | 10-27-2020 | 351 | 77 | Satisfactory |
| ShannonSt | 163420 | 324 | 20 | Residential | Rural | AC | 10-27-2020 | 272 | 65 | Fair |
| ShannonSt | 163418 | 414 | 20 | Residential | Rural | AC | 10-27-2020 | 462 | 30 | Very Poor |
| SharpCt | 152996 | 276 | 28 | Residential | Urban | AC | 10-27-2020 | 418 | 42 | Poor |
| SharpCt | 152995 | 335 | 28 | Residential | Urban | AC | 10-27-2020 | 374 | 37 | Very Poor |
| ShepherdLn | 153396 | 506 | 28 | Residential | Urban | AC | 10-27-2020 | 223 | 51 | Poor |
| ShepherdLn | 153397 | 305 | 28 | Residential | Urban | AC | 10-27-2020 | 447 | 56 | Fair |
| SimpsonAve | 000000-07 | 1,479 | 28 | Residential | Urban | AC | 10-27-2020 | 202 | 90 | Good |
| SnowDr | 152266 | 707 | 28 | Residential | Urban | AC | 10-27-2020 | 210 | 42 | Poor |
| SoldierCt | 154247 | 461 | 28 | Residential | Urban | AC | 10-27-2020 | 193 | 83 | Satisfactory |
| SoudersAve | 154828 | 977 | 28 | Residential | Urban | AC | 10-27-2020 | 135 | 94 | Good |
| SoudersAve | 154829 | 1,122 | 28 | Residential | Urban | AC | 10-27-2020 | 152 | 93 | Good |
| SouthSt | 165957 | 328 | 28 | Residential | Urban | AC | 10-27-2020 | 520 | 22 | Serious |
| SouthSt | 165956 | 330 | 28 | Residential | Urban | AC | 10-27-2020 | 402 | 92 | Good |
| SouthSt | 165958 | 347 | 20 | Residential | Urban | AC | 10-27-2020 | 386 | 26 | Very Poor |
| SouthSt | 165955 | 344 | 28 | Residential | Urban | AC | 10-27-2020 | 200 | 100 | Good |
| SouthSt | 165954 | 332 | 28 | Residential | Urban | AC | 10-27-2020 | 213 | 100 | Good |
| SouthSt | 165959 | 346 | 20 | Residential | Urban | AC | 10-27-2020 | 578 | 18 | Serious |
| SouthSt | 165953 | 526 | 28 | Residential | Urban | AC | 10-27-2020 | 226 | 100 | Good |
| SouthSt | 165952 | 1,087 | 28 | Residential | Urban | AC | 10-27-2020 | 219 | 100 | Good |
| SpaldinAve | 154707 | 1,917 | 28 | Residential | Urban | AC | 10-27-2020 | 132 | 91 | Good |
| SpriValDr | 155097 | 1,758 | 28 | Residential | Rural | AC | 10-27-2020 | 190 | 48 | Poor |
| SpriValDr | 155095 | 289 | 28 | Residential | Rural | AC | 10-27-2020 | 287 | 30 | Very Poor |
| SpriValDr | 155096 | 404 | 28 | Residential | Rural | AC | 10-27-2020 | 343 | 43 | Poor |
| StatioBlvd | 000000-09 | 1,349 | 28 | Residential | Urban | AC | 10-27-2020 | 225 | 88 | Good |
| StatioBlvd | 000000-08 | 1,280 | 28 | Residential | Urban | AC | 10-27-2020 | 250 | 91 | Good |
| StetzerAv | 166390 | 397 | 28 | Residential | Urban | AC | 10-27-2020 | 548 | 37 | Very Poor |
| StetzerAv | 166391 | 459 | 28 | Residential | Urban | AC | 10-27-2020 | 266 | 24 | Serious |
| StetzerAv | 166392 | 323 | 28 | Residential | Urban | AC | 10-27-2020 | 353 | 35 | Very Poor |
| StetzerSt | 166393 | 334 | 28 | Residential | Urban | AC | 10-27-2020 | 169 | 46 | Poor |
| StetzerSt | 166394 | 629 | 28 | Residential | Urban | AC | 10-27-2020 | 205 | 31 | Very Poor |
| StoffaAve | 153896 | 880 | 28 | Residential | Urban | AC | 10-27-2020 | 218 | 66 | Fair |
| StoverDr | 000000-10 | 770 | 28 | Residential | Urban | AC | 10-27-2020 | 203 | 88 | Good |
| SwainSt | 166106 | 319 | 28 | Residential | Rural | AC | 10-27-2020 | 285 | 89 | Good |
| SwainSt | 166107 | 330 | 28 | Residential | Rural | AC | 10-27-2020 | 292 | 73 | Satisfactory |
| SwanDr | 154447 | 771 | 28 | Residential | Urban | AC | 10-27-2020 | 225 | 62 | Fair |
| SwintonCt | 154985 | 405 | 28 | Residential | Urban | AC | 10-27-2020 | 262 | 86 | Good |
| ThirdSt | 160113 | 399 | 28 | Residential | Urban | AC | 10-27-2020 | 262 | 55 | Poor |
| ThirdSt | 160054 | 286 | 20 | Residential | Rural | AC | 10-27-2020 | 472 | 9 | Failed |
| ThirdSt | 160112 | 322 | 20 | Residential | Rural | AC | 10-27-2020 | 186 | 36 | Very Poor |
| ThirdSt | 160053 | 355 | 20 | Residential | Rural | AC | 10-27-2020 | 258 | 59 | Fair |

| BranchID | SectionID | Length | Width | Functional Class | Street Type | Surface Type | Inspection Date | IRI (in./mi) | PCI | PCI Category |
|---|---|---|---|---|---|---|---|---|---|---|
| ThirdSt | 160111 | 300 | 20 | Residential | Rural | AC | 10-27-2020 | 181 | 33 | Very Poor |
| ThirdSt | 160116 | 72 | 28 | Residential | Urban | AC | 10-27-2020 | 215 | 93 | Good |
| ThirdSt | 160114 | 270 | 28 | Residential | Urban | AC | 10-27-2020 | 116 | 100 | Good |
| ThirdSt | 160115 | 352 | 28 | Residential | Urban | AC | 10-27-2020 | 157 | 100 | Good |
| ThirdSt | 160110 | 426 | 28 | Residential | Urban | AC | 10-27-2020 | 183 | 100 | Good |
| ThryseliDr | 166546 | 2,628 | 28 | Residential | Rural | AC | 10-27-2020 | 312 | 45 | Poor |
| TillerSt | 153270 | 494 | 28 | Residential | Urban | AC | 10-27-2020 | 314 | 44 | Poor |
| ValleyDr | 152637 | 331 | 28 | Residential | Urban | AC | 10-27-2020 | 433 | 48 | Poor |
| VeteranAve | 154562 | 719 | 28 | Residential | Urban | AC | 10-27-2020 | 176 | 90 | Good |
| VeteranAve | 154560 | 753 | 28 | Residential | Urban | AC | 10-27-2020 | 156 | 83 | Satisfactory |
| VeteranAve | 154561 | 59 | 28 | Residential | Urban | AC | 01-01-2008 | | 100 | Good |
| VirginiaSt | 000000-11 | 947 | 28 | Residential | Urban | AC | 10-27-2020 | 161 | 100 | Good |
| WalkerCt | 152450 | 143 | 28 | Residential | Urban | AC | 10-27-2020 | 293 | 44 | Poor |
| WalkerCt | 152451 | 703 | 28 | Residential | Urban | AC | 10-27-2020 | 330 | 41 | Poor |
| WalkerDr | 152337 | 358 | 32 | Residential | Urban | AC | 10-27-2020 | 286 | 38 | Very Poor |
| WalkerDr | 152339 | 374 | 28 | Residential | Urban | AC | 10-27-2020 | 238 | 58 | Fair |
| WalkerDr | 152338 | 408 | 28 | Residential | Urban | AC | 10-27-2020 | 243 | 45 | Poor |
| WarneCt | 152777 | 271 | 28 | Residential | Urban | AC | 10-27-2020 | 517 | 35 | Very Poor |
| WarneCt | 152778 | 379 | 28 | Residential | Urban | AC | 10-27-2020 | 279 | 43 | Poor |
| WesthaveSt | 000000-13 | 1,361 | 28 | Residential | Urban | AC | 10-27-2020 | 249 | 97 | Good |
| WestlakeDr | 153343 | 802 | 28 | Residential | Urban | AC | 10-27-2020 | 280 | 56 | Fair |
| WestonCt | 153046 | 254 | 28 | Residential | Urban | AC | 10-27-2020 | 516 | 41 | Poor |
| WestonCt | 153045 | 385 | 28 | Residential | Urban | AC | 10-27-2020 | 420 | 32 | Very Poor |
| WHighlaDr | 153139 | 305 | 28 | Residential | Urban | AC | 10-27-2020 | 268 | 63 | Fair |
| WHighlaDr | 153140 | 255 | 28 | Residential | Urban | AC | 12-01-2020 | 331 | 100 | Good |
| WHighlaDr | 153141 | 805 | 28 | Residential | Urban | AC | 10-27-2020 | 311 | 39 | Very Poor |
| WillowSt | 164100 | 315 | 28 | Residential | Urban | AC | 10-27-2020 | 215 | 38 | Very Poor |
| WillowSt | 164098 | 181 | 28 | Residential | Urban | AC | 10-27-2020 | 187 | 71 | Satisfactory |
| WillowSt | 164097 | 302 | 28 | Residential | Urban | AC | 12-01-2020 | 310 | 100 | Good |
| WillowSt | 164099 | 1,004 | 28 | Residential | Urban | AC | 10-27-2020 | 273 | 48 | Poor |
| WillowSt | 164096 | 843 | 28 | Residential | Urban | AC | 10-27-2020 | 378 | 35 | Very Poor |
| WiseSt | 154080 | 860 | 28 | Residential | Urban | AC | 10-27-2020 | 344 | 45 | Poor |
| WiseSt | 154081 | 697 | 28 | Residential | Urban | AC | 10-27-2020 | 210 | 71 | Satisfactory |
| WiseSt | 154082 | 146 | 28 | Residential | Urban | AC | 10-27-2020 | 230 | 90 | Good |
| WReaderSt | 153539 | 325 | 20 | Residential | Rural | AC | 10-27-2020 | 231 | 84 | Satisfactory |
| WReaderSt | 153540 | 294 | 20 | Residential | Rural | AC | 10-27-2020 | 270 | 86 | Good |
| WReaderSt | 153538 | 490 | 20 | Residential | Rural | AC | 10-27-2020 | 373 | 23 | Serious |
| WReaderSt | 153542 | 306 | 20 | Residential | Rural | AC | 10-27-2020 | 296 | 24 | Serious |
| WReaderSt | 153541 | 757 | 20 | Residential | Rural | AC | 10-27-2020 | 409 | 29 | Very Poor |
| WrightSt | 152601 | 373 | 28 | Residential | Urban | AC | 10-27-2020 | 446 | 38 | Very Poor |

## Details of Localized Distress Maintenace Plan 2021

| BranchID | SectionID | Description | Severity | Distress Qty | Distress Unit | Percent Distress | Work Description | Surface Type | Work Qty | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1stSt | 152496 | RUTTING | High | 97.95 | SqFt | 2.02 | Patching - AC Shallow | AC | 97.95 | SqFt | $2.78 | $272.44 |
| AndersonRd | 154278 | L & T CR | Medium | 24.21 | Ft | 2.03 | Crack Sealing - AC | AC | 24.28 | Ft | $1.50 | $36.33 |
| AndersonRd | 154284 | L & T CR | Medium | 20.60 | Ft | 0.33 | Crack Sealing - AC | AC | 20.67 | Ft | $1.50 | $30.90 |
| AndersonRd | 154284 | ALLIGATOR CR | Medium | 1.72 | SqFt | 0.03 | Patching - AC Deep | AC | 10.76 | SqFt | $5.60 | $61.60 |
| AndersonRd | 167781 | ALLIGATOR CR | Medium | 31.65 | SqFt | 0.10 | Patching - AC Deep | AC | 58.13 | SqFt | $5.60 | $326.17 |
| AndersonRd | 167781 | L & T CR | Medium | 81.86 | Ft | 0.27 | Crack Sealing - AC | AC | 82.02 | Ft | $1.50 | $122.79 |
| AndersonRd | 167782 | L & T CR | Medium | 35.10 | Ft | 0.09 | Crack Sealing - AC | AC | 35.10 | Ft | $1.50 | $52.64 |
| AndersonRd | 167782 | ALLIGATOR CR | Medium | 0.97 | SqFt | 0.00 | Patching - AC Deep | AC | 8.61 | SqFt | $5.60 | $49.14 |
| AndersonRd | 167783 | L & T CR | Medium | 253.71 | Ft | 0.84 | Crack Sealing - AC | AC | 253.61 | Ft | $1.50 | $380.54 |
| AndersonRd | 167783 | ALLIGATOR CR | Medium | 14.75 | SqFt | 0.05 | Patching - AC Deep | AC | 34.44 | SqFt | $5.60 | $191.29 |
| AndersonRd | 167784-01 | ALLIGATOR CR | Medium | 1.83 | SqFt | 0.01 | Patching - AC Deep | AC | 10.76 | SqFt | $5.60 | $63.23 |
| AndersonRd | 167784-01 | L & T CR | Medium | 69.13 | Ft | 0.22 | Crack Sealing - AC | AC | 69.23 | Ft | $1.50 | $103.68 |
| AndersonRd | 167784-02 | ALLIGATOR CR | Medium | 0.32 | SqFt | 0.00 | Patching - AC Deep | AC | 6.46 | SqFt | $5.60 | $37.66 |
| AndersonRd | 167784-02 | L & T CR | Medium | 50.59 | Ft | 0.13 | Crack Sealing - AC | AC | 50.52 | Ft | $1.50 | $75.89 |
| BeedAve | 154856 | L & T CR | Medium | 23.13 | Ft | 0.12 | Crack Sealing - AC | AC | 22.97 | Ft | $1.50 | $34.67 |
| BeedAve | 154856 | ALLIGATOR CR | Medium | 3.34 | SqFt | 0.02 | Patching - AC Deep | AC | 15.07 | SqFt | $5.60 | $82.75 |
| BeedAve | 154857 | L & T CR | Medium | 4.99 | Ft | 0.02 | Crack Sealing - AC | AC | 4.92 | Ft | $1.50 | $7.49 |
| BerrySt | 153978 | L & T CR | Medium | 93.93 | Ft | 0.99 | Crack Sealing - AC | AC | 93.83 | Ft | $1.50 | $140.90 |
| BerrySt | 153978 | ALLIGATOR CR | Medium | 20.24 | SqFt | 0.21 | Patching - AC Deep | AC | 41.98 | SqFt | $5.60 | $237.05 |
| BerrySt | 153979 | ALLIGATOR CR | Medium | 22.50 | SqFt | 0.23 | Patching - AC Deep | AC | 45.21 | SqFt | $5.60 | $254.96 |
| BerrySt | 153979 | L & T CR | Medium | 88.19 | Ft | 0.90 | Crack Sealing - AC | AC | 88.25 | Ft | $1.50 | $132.28 |
| BirchSt | 164299 | ALLIGATOR CR | High | 3.23 | SqFt | 0.04 | Patching - AC Deep | AC | 15.07 | SqFt | $5.60 | $81.38 |
| BirchSt | 164299 | L & T CR | High | 5.02 | Ft | 0.06 | Patching - AC Shallow | AC | 16.15 | SqFt | $2.78 | $45.72 |
| BirchSt | 164299 | L & T CR | Medium | 38.22 | Ft | 0.44 | Crack Sealing - AC | AC | 38.39 | Ft | $1.50 | $57.34 |
| BirchSt | 164299 | ALLIGATOR CR | Medium | 18.51 | SqFt | 0.22 | Patching - AC Deep | AC | 39.83 | SqFt | $5.60 | $223.19 |
| BlacCreDr | 154678 | L & T CR | Medium | 130.31 | Ft | 1.10 | Crack Sealing - AC | AC | 130.25 | Ft | $1.50 | $195.45 |
| BlacCreDr | 154678 | ALLIGATOR CR | Medium | 62.00 | SqFt | 0.52 | Patching - AC Deep | AC | 97.95 | SqFt | $5.60 | $546.72 |
| BlacCreDr | 154681 | L & T CR | Medium | 30.58 | Ft | 0.49 | Crack Sealing - AC | AC | 30.51 | Ft | $1.50 | $45.86 |
| BlacCreDr | 154681 | ALLIGATOR CR | Medium | 3.98 | SqFt | 0.06 | Patching - AC Deep | AC | 16.15 | SqFt | $5.60 | $89.39 |

| BranchID | SectionID | Description | Severity | Distress Qty | Distress Unit | Percent Distress | Work Description | Surface Type | Work Qty | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BlacCreDr | 154683 | L & T CR | Medium | 27.26 | Ft | 0.59 | Crack Sealing - AC | AC | 27.23 | Ft | $1.50 | $40.91 |
| BlacCreDr | 154683 | ALLIGATOR CR | Medium | 13.24 | SqFt | 0.28 | Patching - AC Deep | AC | 32.29 | SqFt | $5.60 | $178.68 |
| BlacCreDr | 154684 | ALLIGATOR CR | Medium | 3.55 | SqFt | 0.08 | Patching - AC Deep | AC | 15.07 | SqFt | $5.60 | $84.85 |
| BlacCreDr | 154684 | L & T CR | Medium | 12.47 | Ft | 0.29 | Crack Sealing - AC | AC | 12.47 | Ft | $1.50 | $18.68 |
| BlacCreDr | 154685 | ALLIGATOR CR | Medium | 0.22 | SqFt | 0.00 | Patching - AC Deep | AC | 6.46 | SqFt | $5.60 | $33.94 |
| BlacCreDr | 154685 | L & T CR | Medium | 7.64 | Ft | 0.12 | Crack Sealing - AC | AC | 7.55 | Ft | $1.50 | $11.45 |
| BlacCreDr | 154686 | ALLIGATOR CR | Medium | 0.54 | SqFt | 0.01 | Patching - AC Deep | AC | 7.53 | SqFt | $5.60 | $42.04 |
| BlacCreDr | 154686 | L & T CR | Medium | 19.59 | Ft | 0.32 | Crack Sealing - AC | AC | 19.69 | Ft | $1.50 | $29.40 |
| BlacCreDr | 154687 | L & T CR | Medium | 27.23 | Ft | 0.45 | Crack Sealing - AC | AC | 27.23 | Ft | $1.50 | $40.84 |
| BlacCreDr | 154687 | ALLIGATOR CR | Medium | 4.74 | SqFt | 0.08 | Patching - AC Deep | AC | 17.22 | SqFt | $5.60 | $98.17 |
| BlacCreDr | 154688 | L & T CR | Medium | 84.58 | Ft | 0.73 | Crack Sealing - AC | AC | 84.65 | Ft | $1.50 | $126.89 |
| BlacCreDr | 154688 | ALLIGATOR CR | Medium | 17.33 | SqFt | 0.15 | Patching - AC Deep | AC | 37.67 | SqFt | $5.60 | $212.99 |
| BlacCreDr | 154689 | ALLIGATOR CR | Medium | 4.41 | SqFt | 0.04 | Patching - AC Deep | AC | 17.22 | SqFt | $5.60 | $94.78 |
| BlacCreDr | 154689 | L & T CR | Medium | 85.53 | Ft | 0.69 | Crack Sealing - AC | AC | 85.63 | Ft | $1.50 | $128.28 |
| CherryCir | 000000-02 | L & T CR | Medium | 34.22 | Ft | 0.19 | Crack Sealing - AC | AC | 34.12 | Ft | $1.50 | $51.34 |
| CitizenAve | 154213 | ALLIGATOR CR | Medium | 72.23 | SqFt | 0.50 | Patching - AC Deep | AC | 110.87 | SqFt | $5.60 | $618.33 |
| CitizenAve | 154213 | L & T CR | Medium | 62.04 | Ft | 0.43 | Crack Sealing - AC | AC | 62.01 | Ft | $1.50 | $93.07 |
| CitizenAve | 154214 | L & T CR | Medium | 48.95 | Ft | 0.39 | Crack Sealing - AC | AC | 48.88 | Ft | $1.50 | $73.42 |
| CitizenAve | 154214 | ALLIGATOR CR | Medium | 17.01 | SqFt | 0.13 | Patching - AC Deep | AC | 37.67 | SqFt | $5.60 | $210.94 |
| CitizenAve | 154215 | ALLIGATOR CR | Medium | 0.97 | SqFt | 0.01 | Patching - AC Deep | AC | 8.61 | SqFt | $5.60 | $49.87 |
| CitizenAve | 154215 | L & T CR | Medium | 41.24 | Ft | 0.63 | Crack Sealing - AC | AC | 41.34 | Ft | $1.50 | $61.85 |
| CorriganSt | 154143 | ALLIGATOR CR | Medium | 14.64 | SqFt | 0.09 | Patching - AC Deep | AC | 34.44 | SqFt | $5.60 | $190.19 |
| CorriganSt | 154143 | L & T CR | Medium | 139.60 | Ft | 0.83 | Crack Sealing - AC | AC | 139.44 | Ft | $1.50 | $209.38 |
| CorriganSt | 154144 | L & T CR | Medium | 35.33 | Ft | 0.55 | Crack Sealing - AC | AC | 35.43 | Ft | $1.50 | $53.01 |
| CorriganSt | 154144 | ALLIGATOR CR | Medium | 3.23 | SqFt | 0.05 | Patching - AC Deep | AC | 13.99 | SqFt | $5.60 | $80.37 |
| CorriganSt | 154145 | L & T CR | Medium | 22.74 | Ft | 0.34 | Crack Sealing - AC | AC | 22.64 | Ft | $1.50 | $34.12 |
| DodsonAve | 154959 | L & T CR | Medium | 37.20 | Ft | 0.14 | Crack Sealing - AC | AC | 37.07 | Ft | $1.50 | $55.79 |
| DodsonAve | 154959 | ALLIGATOR CR | Medium | 9.58 | SqFt | 0.04 | Patching - AC Deep | AC | 25.83 | SqFt | $5.60 | $146.17 |
| DoverSt | 153236 | L & T CR | Medium | 100.89 | Ft | 1.01 | Crack Sealing - AC | AC | 101.05 | Ft | $1.50 | $151.34 |
| DoverSt | 153236 | ALLIGATOR CR | Medium | 58.99 | SqFt | 0.59 | Patching - AC Deep | AC | 93.65 | SqFt | $5.60 | $526.10 |
| DowningSt | 153089 | L & T CR | Medium | 161.84 | Ft | 1.85 | Crack Sealing - AC | AC | 161.75 | Ft | $1.50 | $242.77 |
| DowningSt | 153089 | ALLIGATOR CR | Medium | 142.62 | SqFt | 1.63 | Patching - AC Deep | AC | 194.83 | SqFt | $5.60 | $1,089.94 |

| BranchID | SectionID | Description | Severity | Distress Qty | Distress Unit | Percent Distress | Work Description | Surface Type | Work Qty | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DowningSt | 153091 | ALLIGATOR CR | Medium | 16.04 | SqFt | 1.05 | Patching - AC Deep | AC | 36.60 | SqFt | $5.60 | $202.44 |
| DowningSt | 153091 | L & T CR | Medium | 21.39 | Ft | 1.40 | Crack Sealing - AC | AC | 21.33 | Ft | $1.50 | $32.07 |
| ElizabetSt | 000000-03 | L & T CR | Medium | 105.61 | Ft | 0.54 | Crack Sealing - AC | AC | 105.64 | Ft | $1.50 | $158.42 |
| EReaderSt | 153577 | RUTTING | High | 476.95 | SqFt | 4.83 | Patching - AC Shallow | AC | 476.84 | SqFt | $2.78 | $1,325.91 |
| EReaderSt | 153579 | RUTTING | High | 92.89 | SqFt | 0.82 | Patching - AC Shallow | AC | 92.57 | SqFt | $2.78 | $258.24 |
| FairfielDr | 154784 | L & T CR | Medium | 1.31 | Ft | 0.03 | Crack Sealing - AC | AC | 1.31 | Ft | $1.50 | $1.95 |
| FairfielDr | 154785 | L & T CR | Medium | 0.79 | Ft | 0.01 | Crack Sealing - AC | AC | 0.66 | Ft | $1.50 | $1.19 |
| FairfielDr | 154786 | L & T CR | Medium | 18.60 | Ft | 0.25 | Crack Sealing - AC | AC | 18.70 | Ft | $1.50 | $27.92 |
| FairfielDr | 154786 | ALLIGATOR CR | Medium | 0.54 | SqFt | 0.01 | Patching - AC Deep | AC | 7.53 | SqFt | $5.60 | $41.86 |
| FairfielDr | 154787 | L & T CR | Medium | 0.52 | Ft | 0.01 | Crack Sealing - AC | AC | 0.66 | Ft | $1.50 | $0.78 |
| FairfielDr | 154788 | L & T CR | Medium | 0.10 | Ft | 0.00 | Crack Sealing - AC | AC | 0.00 | Ft | $1.50 | $0.13 |
| FilmoreSt | 153604 | RUTTING | High | 92.25 | SqFt | 1.59 | Patching - AC Shallow | AC | 92.57 | SqFt | $2.78 | $256.52 |
| FilmoreSt | 153683 | ALLIGATOR CR | Medium | 2.69 | SqFt | 0.04 | Patching - AC Deep | AC | 12.92 | SqFt | $5.60 | $74.12 |
| FilmoreSt | 153684 | L & T CR | Medium | 73.36 | Ft | 0.42 | Crack Sealing - AC | AC | 73.49 | Ft | $1.50 | $110.04 |
| FilmoreSt | 153684 | ALLIGATOR CR | Medium | 10.33 | SqFt | 0.06 | Patching - AC Deep | AC | 26.91 | SqFt | $5.60 | $152.65 |
| FilmoreSt | 153684 | L & T CR | High | 0.16 | Ft | 0.00 | Patching - AC Shallow | AC | 0.00 | SqFt | $2.78 | $1.42 |
| FirstSt | 159643 | L & T CR | Medium | 111.32 | Ft | 1.54 | Crack Sealing - AC | AC | 111.22 | Ft | $1.50 | $166.98 |
| FirstSt | 159644 | L & T CR | Medium | 6.79 | Ft | 0.12 | Crack Sealing - AC | AC | 6.89 | Ft | $1.50 | $10.18 |
| FirstSt | 159644 | ALLIGATOR CR | Medium | 0.00 | SqFt | 0.00 | Patching - AC Deep | AC | 5.38 | SqFt | $5.60 | $27.43 |
| FirstSt | 159645 | L & T CR | Medium | 85.66 | Ft | 1.20 | Crack Sealing - AC | AC | 85.63 | Ft | $1.50 | $128.49 |
| FirstSt | 159645 | L & T CR | High | 0.07 | Ft | 0.00 | Patching - AC Shallow | AC | 0.00 | SqFt | $2.78 | $0.49 |
| FirstSt | 159646 | ALLIGATOR CR | Medium | 7.00 | SqFt | 0.06 | Patching - AC Deep | AC | 21.53 | SqFt | $5.60 | $121.53 |
| FirstSt | 159646 | ALLIGATOR CR | High | 0.00 | SqFt | 0.00 | Patching - AC Deep | AC | 5.38 | SqFt | $5.60 | $27.16 |
| FirstSt | 159646 | L & T CR | Medium | 166.67 | Ft | 1.35 | Crack Sealing - AC | AC | 166.67 | Ft | $1.50 | $249.98 |
| FirstSt | 159646 | L & T CR | High | 0.92 | Ft | 0.01 | Patching - AC Shallow | AC | 3.23 | SqFt | $2.78 | $8.32 |
| FirstSt | 159648 | ALLIGATOR CR | Medium | 3.23 | SqFt | 0.05 | Patching - AC Deep | AC | 13.99 | SqFt | $5.60 | $81.26 |
| FirstSt | 159649 | ALLIGATOR CR | Medium | 3.12 | SqFt | 0.02 | Patching - AC Deep | AC | 13.99 | SqFt | $5.60 | $79.78 |
| FirstSt | 159649 | L & T CR | Medium | 21.29 | Ft | 0.15 | Crack Sealing - AC | AC | 21.33 | Ft | $1.50 | $31.94 |
| FirstSt | 159650 | L & T CR | Medium | 0.23 | Ft | 0.00 | Crack Sealing - AC | AC | 0.33 | Ft | $1.50 | $0.35 |
| FirstSt | 159651 | L & T CR | Medium | 0.75 | Ft | 0.01 | Crack Sealing - AC | AC | 0.66 | Ft | $1.50 | $1.14 |
| FirstSt | 159652 | L & T CR | Medium | 4.89 | Ft | 0.06 | Crack Sealing - AC | AC | 4.92 | Ft | $1.50 | $7.33 |
| FreedomRd | 154589 | L & T CR | Medium | 2.66 | Ft | 0.05 | Crack Sealing - AC | AC | 2.62 | Ft | $1.50 | $3.99 |

| BranchID | SectionID | Description | Severity | Distress Qty | Distress Unit | Percent Distress | Work Description | Surface Type | Work Qty | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FreedomRd | 154590 | L & T CR | Medium | 22.80 | Ft | 0.45 | Crack Sealing - AC | AC | 22.64 | Ft | $1.50 | $34.18 |
| FreedomRd | 154590 | ALLIGATOR CR | Medium | 0.11 | SqFt | 0.00 | Patching - AC Deep | AC | 5.38 | SqFt | $5.60 | $31.54 |
| FreedomRd | 154591 | ALLIGATOR CR | Medium | 1.51 | SqFt | 0.02 | Patching - AC Deep | AC | 10.76 | SqFt | $5.60 | $58.18 |
| FreedomRd | 154591 | L & T CR | Medium | 77.76 | Ft | 0.80 | Crack Sealing - AC | AC | 77.76 | Ft | $1.50 | $116.65 |
| FreedomRd | 154592 | L & T CR | Medium | 7.28 | Ft | 0.08 | Crack Sealing - AC | AC | 7.22 | Ft | $1.50 | $10.93 |
| FreedomRd | 154592 | ALLIGATOR CR | Medium | 0.22 | SqFt | 0.00 | Patching - AC Deep | AC | 6.46 | SqFt | $5.60 | $34.08 |
| GatesSt | 161279 | L & T CR | Medium | 3.05 | Ft | 0.05 | Crack Sealing - AC | AC | 2.95 | Ft | $1.50 | $4.56 |
| GatesSt | 161279 | ALLIGATOR CR | Medium | 0.75 | SqFt | 0.01 | Patching - AC Deep | AC | 8.61 | SqFt | $5.60 | $46.49 |
| GatesSt | 161283 | ALLIGATOR CR | Medium | 20.77 | SqFt | 0.64 | Patching - AC Deep | AC | 43.06 | SqFt | $5.60 | $241.31 |
| GatesSt | 161283 | L & T CR | Medium | 108.63 | Ft | 3.32 | Crack Sealing - AC | AC | 108.60 | Ft | $1.50 | $162.94 |
| GeeCt | 152946 | L & T CR | Medium | 0.79 | Ft | 0.02 | Crack Sealing - AC | AC | 0.66 | Ft | $1.50 | $1.17 |
| GeeCt | 152947 | L & T CR | Medium | 7.28 | Ft | 0.14 | Crack Sealing - AC | AC | 7.22 | Ft | $1.50 | $10.93 |
| GriffitAve | 154483 | L & T CR | Medium | 54.86 | Ft | 0.67 | Crack Sealing - AC | AC | 54.79 | Ft | $1.50 | $82.29 |
| GriffitAve | 154483 | ALLIGATOR CR | Medium | 0.86 | SqFt | 0.01 | Patching - AC Deep | AC | 8.61 | SqFt | $5.60 | $47.66 |
| GriffitAve | 154484 | L & T CR | Medium | 19.82 | Ft | 0.31 | Crack Sealing - AC | AC | 19.69 | Ft | $1.50 | $29.73 |
| GriffitAve | 154484 | ALLIGATOR CR | Medium | 0.43 | SqFt | 0.01 | Patching - AC Deep | AC | 7.53 | SqFt | $5.60 | $39.28 |
| GriffitAve | 154485 | ALLIGATOR CR | Medium | 0.54 | SqFt | 0.01 | Patching - AC Deep | AC | 7.53 | SqFt | $5.60 | $42.92 |
| GriffitAve | 154485 | L & T CR | Medium | 42.45 | Ft | 0.69 | Crack Sealing - AC | AC | 42.32 | Ft | $1.50 | $63.69 |
| GriffitAve | 154486 | L & T CR | Medium | 13.94 | Ft | 0.23 | Crack Sealing - AC | AC | 14.11 | Ft | $1.50 | $20.93 |
| HerraSt | 000000-04 | L & T CR | Medium | 48.65 | Ft | 0.38 | Crack Sealing - AC | AC | 48.56 | Ft | $1.50 | $72.96 |
| HerraSt | 000000-04 | ALLIGATOR CR | Medium | 0.22 | SqFt | 0.00 | Patching - AC Deep | AC | 5.38 | SqFt | $5.60 | $33.01 |
| HicksDr | 166465 | ALLIGATOR CR | Medium | 38.21 | SqFt | 0.20 | Patching - AC Deep | AC | 66.74 | SqFt | $5.60 | $375.65 |
| HicksDr | 166465 | ALLIGATOR CR | High | 0.54 | SqFt | 0.00 | Patching - AC Deep | AC | 7.53 | SqFt | $5.60 | $41.26 |
| HicksDr | 166465 | L & T CR | High | 1.51 | Ft | 0.01 | Patching - AC Shallow | AC | 5.38 | SqFt | $2.78 | $13.73 |
| HicksDr | 166465 | L & T CR | Medium | 155.71 | Ft | 0.80 | Crack Sealing - AC | AC | 155.84 | Ft | $1.50 | $233.55 |
| HicksDr | 166466 | L & T CR | Medium | 16.77 | Ft | 0.07 | Crack Sealing - AC | AC | 16.73 | Ft | $1.50 | $25.16 |
| HicksDr | 166467 | L & T CR | Medium | 0.75 | Ft | 0.06 | Crack Sealing - AC | AC | 0.66 | Ft | $1.50 | $1.14 |
| HoytDr | 152887 | ALLIGATOR CR | Medium | 62.75 | SqFt | 0.91 | Patching - AC Deep | AC | 99.03 | SqFt | $5.60 | $552.71 |
| HoytDr | 152887 | L & T CR | Medium | 71.03 | Ft | 1.03 | Crack Sealing - AC | AC | 71.19 | Ft | $1.50 | $106.55 |
| IndepenAve | 154348 | L & T CR | Medium | 9.02 | Ft | 0.32 | Crack Sealing - AC | AC | 8.86 | Ft | $1.50 | $13.52 |
| IndepenAve | 154349 | L & T CR | Medium | 9.06 | Ft | 0.06 | Crack Sealing - AC | AC | 9.19 | Ft | $1.50 | $13.60 |
| IndepenAve | 154349 | ALLIGATOR CR | Medium | 0.54 | SqFt | 0.00 | Patching - AC Deep | AC | 7.53 | SqFt | $5.60 | $42.63 |

| BranchID | SectionID | Description | Severity | Distress Qty | Distress Unit | Percent Distress | Work Description | Surface Type | Work Qty | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IndepenAve | 154350 | L & T CR | Medium | 75.82 | Ft | 0.97 | Crack Sealing - AC | AC | 75.79 | Ft | $1.50 | $113.75 |
| IndepenAve | 154350 | ALLIGATOR CR | Medium | 62.75 | SqFt | 0.81 | Patching - AC Deep | AC | 99.03 | SqFt | $5.60 | $552.50 |
| IndepenAve | 154351 | ALLIGATOR CR | Medium | 19.59 | SqFt | 0.32 | Patching - AC Deep | AC | 41.98 | SqFt | $5.60 | $232.24 |
| IndepenAve | 154351 | L & T CR | Medium | 64.44 | Ft | 1.05 | Crack Sealing - AC | AC | 64.30 | Ft | $1.50 | $96.65 |
| IndepenAve | 154352 | ALLIGATOR CR | Medium | 26.91 | SqFt | 0.53 | Patching - AC Deep | AC | 51.67 | SqFt | $5.60 | $290.26 |
| IndepenAve | 154352 | L & T CR | Medium | 38.12 | Ft | 0.76 | Crack Sealing - AC | AC | 38.06 | Ft | $1.50 | $57.20 |
| IndepenAve | 154353 | L & T CR | Medium | 4.40 | Ft | 0.07 | Crack Sealing - AC | AC | 4.27 | Ft | $1.50 | $6.58 |
| IndepenAve | 154353 | ALLIGATOR CR | Medium | 0.65 | SqFt | 0.01 | Patching - AC Deep | AC | 7.53 | SqFt | $5.60 | $44.83 |
| IndepenAve | 154354 | ALLIGATOR CR | Medium | 1.83 | SqFt | 0.03 | Patching - AC Deep | AC | 10.76 | SqFt | $5.60 | $62.43 |
| IndepenAve | 154354 | L & T CR | Medium | 3.71 | Ft | 0.06 | Crack Sealing - AC | AC | 3.61 | Ft | $1.50 | $5.56 |
| IndepenAve | 154355 | ALLIGATOR CR | Medium | 35.52 | SqFt | 0.20 | Patching - AC Deep | AC | 63.51 | SqFt | $5.60 | $355.61 |
| IndepenAve | 154355 | L & T CR | Medium | 100.85 | Ft | 0.57 | Crack Sealing - AC | AC | 100.72 | Ft | $1.50 | $151.27 |
| IndepenAve | 154356 | ALLIGATOR CR | Medium | 52.85 | SqFt | 0.70 | Patching - AC Deep | AC | 86.11 | SqFt | $5.60 | $482.52 |
| IndepenAve | 154356 | L & T CR | Medium | 72.15 | Ft | 0.96 | Crack Sealing - AC | AC | 72.18 | Ft | $1.50 | $108.20 |
| IndepenAve | 154357 | L & T CR | Medium | 3.74 | Ft | 0.07 | Crack Sealing - AC | AC | 3.61 | Ft | $1.50 | $5.61 |
| IndepenAve | 154357 | ALLIGATOR CR | Medium | 1.08 | SqFt | 0.02 | Patching - AC Deep | AC | 8.61 | SqFt | $5.60 | $51.14 |
| IndepenAve | 154358 | L & T CR | Medium | 3.38 | Ft | 0.05 | Crack Sealing - AC | AC | 3.28 | Ft | $1.50 | $5.09 |
| IndepenAve | 154359 | L & T CR | Medium | 8.14 | Ft | 0.05 | Crack Sealing - AC | AC | 8.20 | Ft | $1.50 | $12.19 |
| JamesSt | 000000-05 | L & T CR | Medium | 9.51 | Ft | 0.06 | Crack Sealing - AC | AC | 9.51 | Ft | $1.50 | $14.26 |
| JamesSt | 000000-05 | ALLIGATOR CR | Medium | 4.95 | SqFt | 0.03 | Patching - AC Deep | AC | 18.30 | SqFt | $5.60 | $100.25 |
| KansasSt | 165805 | RUTTING | High | 196.33 | SqFt | 2.78 | Patching - AC Shallow | AC | 195.90 | SqFt | $2.78 | $545.81 |
| KendallSt | 154011 | RUTTING | Medium | 181.69 | SqFt | 1.53 | Patching - AC Shallow | AC | 181.91 | SqFt | $2.78 | $505.14 |
| KendallSt | 154011 | L & T CR | Medium | 73.36 | Ft | 0.62 | Crack Sealing - AC | AC | 73.49 | Ft | $1.50 | $110.05 |
| KendallSt | 154011 | ALLIGATOR CR | Medium | 83.96 | SqFt | 0.71 | Patching - AC Deep | AC | 124.86 | SqFt | $5.60 | $699.12 |
| KendallSt | 154012 | L & T CR | Medium | 67.49 | Ft | 0.89 | Crack Sealing - AC | AC | 67.59 | Ft | $1.50 | $101.24 |
| KendallSt | 154012 | ALLIGATOR CR | Medium | 25.83 | SqFt | 0.34 | Patching - AC Deep | AC | 50.59 | SqFt | $5.60 | $281.66 |
| LakinAve | 154934 | L & T CR | Medium | 80.31 | Ft | 0.47 | Crack Sealing - AC | AC | 80.38 | Ft | $1.50 | $120.46 |
| LakinAve | 154934 | L & T CR | High | 43.73 | Ft | 0.26 | Patching - AC Shallow | AC | 143.16 | SqFt | $2.78 | $398.75 |
| LakinAve | 154934 | ALLIGATOR CR | Medium | 14.53 | SqFt | 0.09 | Patching - AC Deep | AC | 33.37 | SqFt | $5.60 | $189.42 |
| LakinAve | 154934 | ALLIGATOR CR | High | 5.92 | SqFt | 0.03 | Patching - AC Deep | AC | 19.38 | SqFt | $5.60 | $110.66 |
| LanceAve | 154754 | L & T CR | Medium | 1.28 | Ft | 0.01 | Crack Sealing - AC | AC | 1.31 | Ft | $1.50 | $1.90 |
| LanceAve | 154754 | ALLIGATOR CR | Medium | 0.75 | SqFt | 0.00 | Patching - AC Deep | AC | 8.61 | SqFt | $5.60 | $46.89 |

| BranchID | SectionID | Description | Severity | Distress Qty | Distress Unit | Percent Distress | Work Description | Surface Type | Work Qty | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LanceAve | 154755 | ALLIGATOR CR | Medium | 0.65 | SqFt | 0.00 | Patching - AC Deep | AC | 7.53 | SqFt | $5.60 | $43.87 |
| LanceAve | 154755 | L & T CR | Medium | 15.52 | Ft | 0.08 | Crack Sealing - AC | AC | 15.42 | Ft | $1.50 | $23.27 |
| MapleCt | 153509 | L & T CR | Medium | 0.92 | Ft | 0.02 | Crack Sealing - AC | AC | 0.98 | Ft | $1.50 | $1.35 |
| MaplewoCir | 000000-06 | L & T CR | Medium | 0.85 | Ft | 0.00 | Crack Sealing - AC | AC | 0.98 | Ft | $1.50 | $1.30 |
| MelbournSt | 154423 | L & T CR | Medium | 106.33 | Ft | 0.45 | Crack Sealing - AC | AC | 106.30 | Ft | $1.50 | $159.50 |
| MelbournSt | 154423 | ALLIGATOR CR | Medium | 26.37 | SqFt | 0.11 | Patching - AC Deep | AC | 50.59 | SqFt | $5.60 | $286.06 |
| MerrilLn | 152822 | L & T CR | Medium | 65.98 | Ft | 0.98 | Crack Sealing - AC | AC | 65.94 | Ft | $1.50 | $98.97 |
| MerrilLn | 152822 | ALLIGATOR CR | Medium | 31.54 | SqFt | 0.47 | Patching - AC Deep | AC | 58.13 | SqFt | $5.60 | $325.40 |
| MotzSt | 154643 | ALLIGATOR CR | Medium | 1.40 | SqFt | 0.02 | Patching - AC Deep | AC | 10.76 | SqFt | $5.60 | $57.61 |
| MotzSt | 154643 | L & T CR | Medium | 47.67 | Ft | 0.69 | Crack Sealing - AC | AC | 47.57 | Ft | $1.50 | $71.49 |
| MotzSt | 154644 | L & T CR | Medium | 52.10 | Ft | 0.86 | Crack Sealing - AC | AC | 52.17 | Ft | $1.50 | $78.17 |
| MotzSt | 154645 | L & T CR | Medium | 13.55 | Ft | 0.21 | Crack Sealing - AC | AC | 13.45 | Ft | $1.50 | $20.30 |
| MotzSt | 154645 | ALLIGATOR CR | Medium | 0.75 | SqFt | 0.01 | Patching - AC Deep | AC | 8.61 | SqFt | $5.60 | $46.51 |
| MotzSt | 154646 | L & T CR | Medium | 248.36 | Ft | 1.47 | Crack Sealing - AC | AC | 248.36 | Ft | $1.50 | $372.52 |
| MotzSt | 154646 | ALLIGATOR CR | Medium | 75.24 | SqFt | 0.45 | Patching - AC Deep | AC | 114.10 | SqFt | $5.60 | $639.39 |
| NebraskaSt | 165675 | RUTTING | High | 93.86 | SqFt | 1.39 | Patching - AC Deep | AC | 93.65 | SqFt | $5.60 | $525.57 |
| NebraskaSt | 165675 | L & T CR | Medium | 1.84 | Ft | 0.03 | Crack Sealing - AC | AC | 1.97 | Ft | $1.50 | $2.76 |
| NebraskaSt | 165675 | RUTTING | Medium | 93.86 | SqFt | 1.39 | Patching - AC Shallow | AC | 93.65 | SqFt | $2.78 | $260.91 |
| NorthSt | 163233 | L & T CR | Medium | 19.49 | Ft | 0.29 | Crack Sealing - AC | AC | 19.36 | Ft | $1.50 | $29.23 |
| NorthSt | 163233 | ALLIGATOR CR | Medium | 20.13 | SqFt | 0.30 | Patching - AC Deep | AC | 41.98 | SqFt | $5.60 | $236.23 |
| NorthSt | 163235 | RUTTING | High | 89.45 | SqFt | 0.22 | Patching - AC Shallow | AC | 89.34 | SqFt | $2.78 | $248.81 |
| NorthSt | 163237 | L & T CR | High | 0.10 | Ft | 0.00 | Patching - AC Shallow | AC | 0.00 | SqFt | $2.78 | $0.94 |
| NorthSt | 163237 | ALLIGATOR CR | Medium | 262.53 | SqFt | 1.95 | Patching - AC Deep | AC | 331.53 | SqFt | $5.60 | $1,857.75 |
| NorthSt | 163237 | L & T CR | Medium | 358.07 | Ft | 2.65 | Crack Sealing - AC | AC | 357.94 | Ft | $1.50 | $537.12 |
| NorthSt | 163237 | ALLIGATOR CR | High | 0.22 | SqFt | 0.00 | Patching - AC Deep | AC | 5.38 | SqFt | $5.60 | $32.96 |
| OakSt | 166272 | L & T CR | Medium | 282.71 | Ft | 2.97 | Crack Sealing - AC | AC | 282.81 | Ft | $1.50 | $424.07 |
| OakSt | 166272 | ALLIGATOR CR | High | 0.00 | SqFt | 0.00 | Patching - AC Deep | AC | 4.31 | SqFt | $5.60 | $26.88 |
| OakSt | 166272 | ALLIGATOR CR | Medium | 6.89 | SqFt | 0.07 | Patching - AC Deep | AC | 21.53 | SqFt | $5.60 | $120.06 |
| OakSt | 166272 | RUTTING | High | 96.12 | SqFt | 1.01 | Patching - AC Deep | AC | 95.80 | SqFt | $5.60 | $538.04 |
| OakSt | 166272 | RUTTING | Medium | 192.14 | SqFt | 2.02 | Patching - AC Shallow | AC | 192.67 | SqFt | $2.78 | $534.20 |
| OakSt | 166272 | L & T CR | High | 0.52 | Ft | 0.01 | Patching - AC Shallow | AC | 2.15 | SqFt | $2.78 | $4.93 |
| ParksideDr | 166443 | ALLIGATOR CR | Medium | 56.30 | SqFt | 0.22 | Patching - AC Deep | AC | 90.42 | SqFt | $5.60 | $507.07 |

| BranchID | SectionID | Description | Severity | Distress Qty | Distress Unit | Percent Distress | Work Description | Surface Type | Work Qty | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ParksideDr | 166443 | L & T CR | Medium | 129.43 | Ft | 0.51 | Crack Sealing - AC | AC | 129.27 | Ft | $1.50 | $194.13 |
| PatriotPky | 154038 | ALLIGATOR CR | Medium | 1.83 | SqFt | 0.05 | Patching - AC Deep | AC | 10.76 | SqFt | $5.60 | $62.70 |
| PatriotPky | 154038 | L & T CR | Medium | 42.39 | Ft | 1.08 | Crack Sealing - AC | AC | 42.32 | Ft | $1.50 | $63.57 |
| PatriotPky | 154040 | L & T CR | Medium | 85.14 | Ft | 1.35 | Crack Sealing - AC | AC | 84.97 | Ft | $1.50 | $127.70 |
| PatriotPky | 154040 | ALLIGATOR CR | Medium | 50.27 | SqFt | 0.80 | Patching - AC Deep | AC | 82.88 | SqFt | $5.60 | $463.35 |
| PatriotPky | 154045 | ALLIGATOR CR | Medium | 21.85 | SqFt | 0.38 | Patching - AC Deep | AC | 44.13 | SqFt | $5.60 | $249.99 |
| PatriotPky | 154045 | L & T CR | Medium | 54.10 | Ft | 0.94 | Crack Sealing - AC | AC | 54.13 | Ft | $1.50 | $81.13 |
| PatriotPky | 154047 | ALLIGATOR CR | Medium | 1.83 | SqFt | 0.03 | Patching - AC Deep | AC | 10.76 | SqFt | $5.60 | $62.50 |
| PatriotPky | 154047 | L & T CR | Medium | 22.44 | Ft | 0.37 | Crack Sealing - AC | AC | 22.31 | Ft | $1.50 | $33.67 |
| PatriotPky | 154048 | L & T CR | Medium | 39.11 | Ft | 0.58 | Crack Sealing - AC | AC | 39.04 | Ft | $1.50 | $58.65 |
| PatriotPky | 154048 | ALLIGATOR CR | Medium | 12.81 | SqFt | 0.19 | Patching - AC Deep | AC | 31.22 | SqFt | $5.60 | $174.93 |
| PatteeAve | 154515 | ALLIGATOR CR | Medium | 63.94 | SqFt | 0.43 | Patching - AC Deep | AC | 100.10 | SqFt | $5.60 | $560.32 |
| PatteeAve | 154515 | L & T CR | Medium | 79.10 | Ft | 0.53 | Crack Sealing - AC | AC | 79.07 | Ft | $1.50 | $118.65 |
| PatteeAve | 154516 | ALLIGATOR CR | Medium | 3.44 | SqFt | 0.03 | Patching - AC Deep | AC | 15.07 | SqFt | $5.60 | $84.07 |
| PatteeAve | 154516 | L & T CR | Medium | 46.10 | Ft | 0.35 | Crack Sealing - AC | AC | 46.26 | Ft | $1.50 | $69.15 |
| PaulSt | 166470 | RUTTING | High | 90.31 | SqFt | 0.38 | Patching - AC Shallow | AC | 90.42 | SqFt | $2.78 | $250.93 |
| PierceSt | 163603 | RUTTING | High | 186.43 | SqFt | 1.23 | Patching - AC Shallow | AC | 186.22 | SqFt | $2.78 | $518.17 |
| PolkSt | 161591 | L & T CR | Medium | 9.81 | Ft | 0.17 | Crack Sealing - AC | AC | 9.84 | Ft | $1.50 | $14.71 |
| PolkSt | 161591 | ALLIGATOR CR | Medium | 0.32 | SqFt | 0.01 | Patching - AC Deep | AC | 6.46 | SqFt | $5.60 | $36.78 |
| PouleyRd | 167635 | RUTTING | High | 534.64 | SqFt | 2.38 | Patching - AC Shallow | AC | 534.97 | SqFt | $2.78 | $1,486.28 |
| PouleyRd | 167636 | RUTTING | High | 1510.71 | SqFt | 1.76 | Patching - AC Shallow | AC | 1510.18 | SqFt | $2.78 | $4,199.75 |
| PraiValCt | 152915 | L & T CR | Medium | 2.30 | Ft | 0.05 | Crack Sealing - AC | AC | 2.30 | Ft | $1.50 | $3.43 |
| PraiValSt | 016624 | ALLIGATOR CR | Medium | 3.34 | SqFt | 0.04 | Patching - AC Deep | AC | 15.07 | SqFt | $5.60 | $81.80 |
| PraiValSt | 016624 | L & T CR | Medium | 11.25 | Ft | 0.13 | Crack Sealing - AC | AC | 11.15 | Ft | $1.50 | $16.87 |
| PraiValSt | 016625 | L & T CR | Medium | 20.67 | Ft | 0.33 | Crack Sealing - AC | AC | 20.67 | Ft | $1.50 | $30.98 |
| PraiValSt | 016625 | ALLIGATOR CR | Medium | 0.43 | SqFt | 0.01 | Patching - AC Deep | AC | 7.53 | SqFt | $5.60 | $39.76 |
| PraiValSt | 016626 | L & T CR | Medium | 1.18 | Ft | 0.02 | Crack Sealing - AC | AC | 1.31 | Ft | $1.50 | $1.75 |
| PraiValSt | 016626 | ALLIGATOR CR | Medium | 0.32 | SqFt | 0.01 | Patching - AC Deep | AC | 6.46 | SqFt | $5.60 | $37.43 |
| PraiValSt | 016627 | ALLIGATOR CR | Medium | 31.54 | SqFt | 0.51 | Patching - AC Deep | AC | 58.13 | SqFt | $5.60 | $325.55 |
| PraiValSt | 016627 | L & T CR | Medium | 23.82 | Ft | 0.39 | Crack Sealing - AC | AC | 23.95 | Ft | $1.50 | $35.73 |
| PraiValSt | 016632 | L & T CR | Medium | 3.31 | Ft | 0.07 | Crack Sealing - AC | AC | 3.28 | Ft | $1.50 | $4.97 |
| PraiValSt | 016632 | ALLIGATOR CR | Medium | 0.75 | SqFt | 0.01 | Patching - AC Deep | AC | 8.61 | SqFt | $5.60 | $45.26 |

| BranchID | SectionID | Description | Severity | Distress Qty | Distress Unit | Percent Distress | Work Description | Surface Type | Work Qty | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PraiValSt | 016633 | L & T CR | Medium | 4.46 | Ft | 0.11 | Crack Sealing - AC | AC | 4.59 | Ft | $1.50 | $6.70 |
| PraiValSt | 016633 | ALLIGATOR CR | Medium | 2.37 | SqFt | 0.06 | Patching - AC Deep | AC | 12.92 | SqFt | $5.60 | $69.75 |
| PraiValSt | 016635 | L & T CR | Medium | 32.87 | Ft | 0.32 | Crack Sealing - AC | AC | 32.81 | Ft | $1.50 | $49.31 |
| PraiValSt | 152683 | ALLIGATOR CR | Medium | 16.36 | SqFt | 0.57 | Patching - AC Deep | AC | 36.60 | SqFt | $5.60 | $204.94 |
| PraiValSt | 152683 | L & T CR | Medium | 26.97 | Ft | 0.94 | Crack Sealing - AC | AC | 26.90 | Ft | $1.50 | $40.44 |
| PresidenSt | 153821 | L & T CR | Medium | 77.03 | Ft | 1.29 | Crack Sealing - AC | AC | 77.10 | Ft | $1.50 | $115.55 |
| PresidenSt | 153821 | ALLIGATOR CR | Medium | 16.04 | SqFt | 0.27 | Patching - AC Deep | AC | 36.60 | SqFt | $5.60 | $202.24 |
| PresidenSt | 153822 | ALLIGATOR CR | Medium | 21.31 | SqFt | 0.11 | Patching - AC Deep | AC | 44.13 | SqFt | $5.60 | $245.56 |
| PresidenSt | 153822 | L & T CR | Medium | 63.78 | Ft | 0.34 | Crack Sealing - AC | AC | 63.65 | Ft | $1.50 | $95.69 |
| PresidenSt | 153823 | ALLIGATOR CR | Medium | 42.73 | SqFt | 0.38 | Patching - AC Deep | AC | 73.19 | SqFt | $5.60 | $408.85 |
| PresidenSt | 153823 | L & T CR | Medium | 90.12 | Ft | 0.79 | Crack Sealing - AC | AC | 90.22 | Ft | $1.50 | $135.17 |
| PresidenSt | 153824 | L & T CR | Medium | 57.25 | Ft | 0.99 | Crack Sealing - AC | AC | 57.09 | Ft | $1.50 | $85.88 |
| PresidenSt | 153824 | ALLIGATOR CR | Medium | 49.19 | SqFt | 0.85 | Patching - AC Deep | AC | 81.81 | SqFt | $5.60 | $456.23 |
| PresidenSt | 153825 | L & T CR | Medium | 111.58 | Ft | 1.56 | Crack Sealing - AC | AC | 111.55 | Ft | $1.50 | $167.36 |
| PresidenSt | 153825 | ALLIGATOR CR | Medium | 41.87 | SqFt | 0.59 | Patching - AC Deep | AC | 72.12 | SqFt | $5.60 | $403.11 |
| RailroaAve | 165422 | RUTTING | High | 388.79 | SqFt | 5.93 | Patching - AC Shallow | AC | 388.58 | SqFt | $2.78 | $1,080.70 |
| ReadSt | 161685 | ALLIGATOR CR | Medium | 37.57 | SqFt | 0.59 | Patching - AC Deep | AC | 66.74 | SqFt | $5.60 | $371.24 |
| ReadSt | 161686 | ALLIGATOR CR | Medium | 0.54 | SqFt | 0.01 | Patching - AC Deep | AC | 7.53 | SqFt | $5.60 | $41.91 |
| ReadSt | 161687 | ALLIGATOR CR | Medium | 0.00 | SqFt | 0.00 | Patching - AC Deep | AC | 4.31 | SqFt | $5.60 | $26.34 |
| RepubliAve | 153725 | ALLIGATOR CR | Medium | 1.94 | SqFt | 0.03 | Patching - AC Deep | AC | 11.84 | SqFt | $5.60 | $64.84 |
| RepubliAve | 153725 | L & T CR | Medium | 16.57 | Ft | 0.28 | Crack Sealing - AC | AC | 16.73 | Ft | $1.50 | $24.85 |
| RepubliAve | 153726 | L & T CR | Medium | 21.85 | Ft | 0.37 | Crack Sealing - AC | AC | 21.98 | Ft | $1.50 | $32.79 |
| RepubliAve | 153726 | ALLIGATOR CR | Medium | 8.07 | SqFt | 0.14 | Patching - AC Deep | AC | 23.68 | SqFt | $5.60 | $131.95 |
| RepubliAve | 153727 | L & T CR | Medium | 5.02 | Ft | 0.17 | Crack Sealing - AC | AC | 4.92 | Ft | $1.50 | $7.51 |
| RepubliAve | 153727 | ALLIGATOR CR | Medium | 1.51 | SqFt | 0.05 | Patching - AC Deep | AC | 10.76 | SqFt | $5.60 | $58.96 |
| RepubliAve | 153728 | L & T CR | Medium | 18.70 | Ft | 0.32 | Crack Sealing - AC | AC | 18.70 | Ft | $1.50 | $28.06 |
| RepubliAve | 153728 | ALLIGATOR CR | Medium | 4.41 | SqFt | 0.08 | Patching - AC Deep | AC | 17.22 | SqFt | $5.60 | $94.76 |
| RidgeDr | 153306 | RUTTING | Medium | 91.71 | SqFt | 0.57 | Patching - AC Shallow | AC | 91.49 | SqFt | $2.78 | $254.98 |
| RidgeDr | 153306 | L & T CR | Medium | 126.54 | Ft | 0.79 | Crack Sealing - AC | AC | 126.64 | Ft | $1.50 | $189.82 |
| RidgeDr | 153306 | ALLIGATOR CR | Medium | 96.44 | SqFt | 0.60 | Patching - AC Deep | AC | 139.93 | SqFt | $5.60 | $783.87 |
| RobinsonSt | 154110 | ALLIGATOR CR | Medium | 31.65 | SqFt | 0.23 | Patching - AC Deep | AC | 58.13 | SqFt | $5.60 | $326.44 |
| SaratogaDr | 166416 | ALLIGATOR CR | Medium | 113.88 | SqFt | 0.45 | Patching - AC Deep | AC | 160.38 | SqFt | $5.60 | $900.50 |

| BranchID | SectionID | Description | Severity | Distress Qty | Distress Unit | Percent Distress | Work Description | Surface Type | Work Qty | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SaratogaDr | 166416 | RUTTING | High | 91.17 | SqFt | 0.36 | Patching - AC Deep | AC | 91.49 | SqFt | $5.60 | $510.34 |
| SaratogaDr | 166416 | L & T CR | Medium | 353.77 | Ft | 1.39 | Crack Sealing - AC | AC | 353.67 | Ft | $1.50 | $530.68 |
| SearsCircl | 154620 | L & T CR | Medium | 188.02 | Ft | 0.62 | Crack Sealing - AC | AC | 187.99 | Ft | $1.50 | $282.06 |
| SearsCircl | 154620 | RUTTING | Medium | 184.49 | SqFt | 0.61 | Patching - AC Shallow | AC | 184.06 | SqFt | $2.78 | $512.83 |
| SearsCircl | 154620 | ALLIGATOR CR | High | 6.67 | SqFt | 0.02 | Patching - AC Deep | AC | 21.53 | SqFt | $5.60 | $117.84 |
| SearsCircl | 154620 | ALLIGATOR CR | Medium | 63.29 | SqFt | 0.21 | Patching - AC Deep | AC | 99.03 | SqFt | $5.60 | $555.96 |
| SearsCircl | 154620 | L & T CR | High | 48.00 | Ft | 0.16 | Patching - AC Shallow | AC | 157.15 | SqFt | $2.78 | $437.67 |
| SeatonSt | 154383 | ALLIGATOR CR | Medium | 34.34 | SqFt | 0.14 | Patching - AC Deep | AC | 62.43 | SqFt | $5.60 | $346.90 |
| SeatonSt | 154383 | L & T CR | Medium | 205.38 | Ft | 0.85 | Crack Sealing - AC | AC | 205.38 | Ft | $1.50 | $308.09 |
| SecondSt | 159847 | RUTTING | High | 97.63 | SqFt | 1.39 | Patching - AC Shallow | AC | 97.95 | SqFt | $2.78 | $271.31 |
| SecondSt | 159947 | RUTTING | High | 92.68 | SqFt | 1.48 | Patching - AC Shallow | AC | 92.57 | SqFt | $2.78 | $257.76 |
| SettlerSt | 154907 | ALLIGATOR CR | Medium | 0.00 | SqFt | 0.00 | Patching - AC Deep | AC | 4.31 | SqFt | $5.60 | $26.24 |
| SettlerSt | 154907 | L & T CR | Medium | 1.02 | Ft | 0.02 | Crack Sealing - AC | AC | 0.98 | Ft | $1.50 | $1.54 |
| SettlerSt | 154908 | L & T CR | Medium | 9.94 | Ft | 0.11 | Crack Sealing - AC | AC | 9.84 | Ft | $1.50 | $14.92 |
| SettlerSt | 154908 | ALLIGATOR CR | Medium | 0.75 | SqFt | 0.01 | Patching - AC Deep | AC | 8.61 | SqFt | $5.60 | $46.17 |
| SettlerSt | 154909 | L & T CR | Medium | 2.72 | Ft | 0.04 | Crack Sealing - AC | AC | 2.62 | Ft | $1.50 | $4.06 |
| ShannonSt | 163420 | ALLIGATOR CR | Medium | 24.86 | SqFt | 0.38 | Patching - AC Deep | AC | 48.44 | SqFt | $5.60 | $274.17 |
| ShannonSt | 163422 | L & T CR | Medium | 1.02 | Ft | 0.02 | Crack Sealing - AC | AC | 0.98 | Ft | $1.50 | $1.52 |
| ShannonSt | 163422 | ALLIGATOR CR | Medium | 1.83 | SqFt | 0.03 | Patching - AC Deep | AC | 10.76 | SqFt | $5.60 | $62.58 |
| ShepherdLn | 153397 | L & T CR | Medium | 38.71 | Ft | 0.64 | Crack Sealing - AC | AC | 38.71 | Ft | $1.50 | $58.06 |
| ShepherdLn | 153397 | ALLIGATOR CR | Medium | 83.31 | SqFt | 1.37 | Patching - AC Deep | AC | 123.78 | SqFt | $5.60 | $694.88 |
| SimpsonAve | 000000-07 | L & T CR | Medium | 24.90 | Ft | 0.08 | Crack Sealing - AC | AC | 24.93 | Ft | $1.50 | $37.37 |
| SimpsonAve | 000000-07 | ALLIGATOR CR | Medium | 1.18 | SqFt | 0.00 | Patching - AC Deep | AC | 9.69 | SqFt | $5.60 | $53.00 |
| SoldierCt | 154247 | ALLIGATOR CR | Medium | 2.26 | SqFt | 0.02 | Patching - AC Deep | AC | 11.84 | SqFt | $5.60 | $69.23 |
| SoldierCt | 154247 | L & T CR | Medium | 61.88 | Ft | 0.67 | Crack Sealing - AC | AC | 62.01 | Ft | $1.50 | $92.83 |
| SoudersAve | 154828 | L & T CR | Medium | 23.00 | Ft | 0.12 | Crack Sealing - AC | AC | 22.97 | Ft | $1.50 | $34.52 |
| SoudersAve | 154829 | L & T CR | Medium | 15.09 | Ft | 0.07 | Crack Sealing - AC | AC | 15.09 | Ft | $1.50 | $22.62 |
| SoudersAve | 154829 | ALLIGATOR CR | Medium | 3.55 | SqFt | 0.02 | Patching - AC Deep | AC | 15.07 | SqFt | $5.60 | $84.29 |
| SouthSt | 165953 | L & T CR | Medium | 3.51 | Ft | 0.03 | Crack Sealing - AC | AC | 3.61 | Ft | $1.50 | $5.29 |
| SouthSt | 165954 | L & T CR | Medium | 0.20 | Ft | 0.00 | Crack Sealing - AC | AC | 0.33 | Ft | $1.50 | $0.29 |
| SouthSt | 165955 | L & T CR | Medium | 1.90 | Ft | 0.03 | Crack Sealing - AC | AC | 1.97 | Ft | $1.50 | $2.84 |
| SouthSt | 165956 | ALLIGATOR CR | Medium | 2.15 | SqFt | 0.03 | Patching - AC Deep | AC | 11.84 | SqFt | $5.60 | $67.83 |

| BranchID | SectionID | Description | Severity | Distress Qty | Distress Unit | Percent Distress | Work Description | Surface Type | Work Qty | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SouthSt | 165956 | L & T CR | Medium | 14.57 | Ft | 0.22 | Crack Sealing - AC | AC | 14.44 | Ft | $1.50 | $21.85 |
| SouthSt | 165959 | RUTTING | High | 180.83 | SqFt | 2.61 | Patching - AC Shallow | AC | 180.83 | SqFt | $2.78 | $502.59 |
| SpaldinAve | 154707 | ALLIGATOR CR | Medium | 50.27 | SqFt | 0.13 | Patching - AC Deep | AC | 82.88 | SqFt | $5.60 | $463.84 |
| SpaldinAve | 154707 | ALLIGATOR CR | High | 0.11 | SqFt | 0.00 | Patching - AC Deep | AC | 5.38 | SqFt | $5.60 | $31.17 |
| SpaldinAve | 154707 | L & T CR | High | 0.07 | Ft | 0.00 | Patching - AC Shallow | AC | 0.00 | SqFt | $2.78 | $0.67 |
| SpaldinAve | 154707 | L & T CR | Medium | 70.83 | Ft | 0.18 | Crack Sealing - AC | AC | 70.87 | Ft | $1.50 | $106.25 |
| StatioBlvd | 000000-08 | L & T CR | Medium | 10.04 | Ft | 0.04 | Crack Sealing - AC | AC | 10.17 | Ft | $1.50 | $15.07 |
| StatioBlvd | 000000-09 | ALLIGATOR CR | Medium | 20.45 | SqFt | 0.08 | Patching - AC Deep | AC | 43.06 | SqFt | $5.60 | $238.50 |
| StatioBlvd | 000000-09 | L & T CR | Medium | 212.11 | Ft | 0.79 | Crack Sealing - AC | AC | 211.94 | Ft | $1.50 | $318.16 |
| StoffaAve | 153896 | L & T CR | Medium | 132.22 | Ft | 0.75 | Crack Sealing - AC | AC | 132.22 | Ft | $1.50 | $198.31 |
| StoffaAve | 153896 | ALLIGATOR CR | Medium | 67.92 | SqFt | 0.39 | Patching - AC Deep | AC | 105.49 | SqFt | $5.60 | $588.45 |
| StoverDr | 000000-10 | L & T CR | Medium | 29.20 | Ft | 0.19 | Crack Sealing - AC | AC | 29.20 | Ft | $1.50 | $43.79 |
| StoverDr | 000000-10 | ALLIGATOR CR | Medium | 0.00 | SqFt | 0.00 | Patching - AC Deep | AC | 4.31 | SqFt | $5.60 | $24.94 |
| SwainSt | 166106 | ALLIGATOR CR | Medium | 0.32 | SqFt | 0.01 | Patching - AC Deep | AC | 6.46 | SqFt | $5.60 | $38.11 |
| SwainSt | 166107 | RUTTING | Medium | 97.84 | SqFt | 1.48 | Patching - AC Shallow | AC | 97.95 | SqFt | $2.78 | $272.12 |
| SwainSt | 166107 | ALLIGATOR CR | Medium | 40.80 | SqFt | 0.62 | Patching - AC Deep | AC | 69.97 | SqFt | $5.60 | $394.60 |
| SwanDr | 154447 | ALLIGATOR CR | Medium | 21.53 | SqFt | 0.14 | Patching - AC Deep | AC | 44.13 | SqFt | $5.60 | $247.49 |
| SwanDr | 154447 | L & T CR | Medium | 148.36 | Ft | 0.96 | Crack Sealing - AC | AC | 148.29 | Ft | $1.50 | $222.56 |
| SwintonCt | 154985 | ALLIGATOR CR | Medium | 0.43 | SqFt | 0.00 | Patching - AC Deep | AC | 6.46 | SqFt | $5.60 | $38.93 |
| SwintonCt | 154985 | L & T CR | Medium | 61.42 | Ft | 0.76 | Crack Sealing - AC | AC | 61.35 | Ft | $1.50 | $92.13 |
| ThirdSt | 160053 | RUTTING | Medium | 295.58 | SqFt | 4.17 | Patching - AC Shallow | AC | 296.01 | SqFt | $2.78 | $821.69 |
| ThirdSt | 160053 | ALLIGATOR CR | Medium | 8.93 | SqFt | 0.13 | Patching - AC Deep | AC | 24.76 | SqFt | $5.60 | $140.14 |
| ThirdSt | 160053 | L & T CR | Medium | 25.85 | Ft | 0.36 | Crack Sealing - AC | AC | 25.92 | Ft | $1.50 | $38.78 |
| ThirdSt | 160054 | RUTTING | High | 105.81 | SqFt | 1.85 | Patching - AC Shallow | AC | 105.49 | SqFt | $2.78 | $294.18 |
| ThirdSt | 160110 | L & T CR | Medium | 1.67 | Ft | 0.02 | Crack Sealing - AC | AC | 1.64 | Ft | $1.50 | $2.53 |
| ThirdSt | 160114 | L & T CR | Medium | 0.13 | Ft | 0.00 | Crack Sealing - AC | AC | 0.00 | Ft | $1.50 | $0.20 |
| VeteranAve | 154560 | ALLIGATOR CR | Medium | 0.00 | SqFt | 0.00 | Patching - AC Deep | AC | 5.38 | SqFt | $5.60 | $27.29 |
| VeteranAve | 154560 | L & T CR | Medium | 49.90 | Ft | 0.33 | Crack Sealing - AC | AC | 49.87 | Ft | $1.50 | $74.85 |
| VeteranAve | 154562 | L & T CR | Medium | 11.06 | Ft | 0.08 | Crack Sealing - AC | AC | 11.15 | Ft | $1.50 | $16.56 |
| VirginiaSt | 000000-11 | L & T CR | Medium | 0.39 | Ft | 0.00 | Crack Sealing - AC | AC | 0.33 | Ft | $1.50 | $0.59 |
| WalkerDr | 152339 | ALLIGATOR CR | Medium | 73.09 | SqFt | 0.98 | Patching - AC Deep | AC | 111.94 | SqFt | $5.60 | $624.23 |
| WalkerDr | 152339 | L & T CR | Medium | 240.26 | Ft | 3.21 | Crack Sealing - AC | AC | 240.16 | Ft | $1.50 | $360.38 |

| BranchID | SectionID | Description | Severity | Distress Qty | Distress Unit | Percent Distress | Work Description | Surface Type | Work Qty | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WesthaveSt | 000000-13 | L & T CR | Medium | 74.90 | Ft | 0.28 | Crack Sealing - AC | AC | 74.80 | Ft | $1.50 | $112.37 |
| WestlakeDr | 153343 | L & T CR | Medium | 134.35 | Ft | 0.84 | Crack Sealing - AC | AC | 134.19 | Ft | $1.50 | $201.53 |
| WestlakeDr | 153343 | ALLIGATOR CR | Medium | 166.19 | SqFt | 1.04 | Patching - AC Deep | AC | 221.74 | SqFt | $5.60 | $1,243.41 |
| WHighlaDr | 153139 | L & T CR | Medium | 92.59 | Ft | 1.52 | Crack Sealing - AC | AC | 92.52 | Ft | $1.50 | $138.90 |
| WHighlaDr | 153139 | ALLIGATOR CR | Medium | 60.06 | SqFt | 0.98 | Patching - AC Deep | AC | 94.72 | SqFt | $5.60 | $533.06 |
| WillowSt | 164096 | RUTTING | High | 91.39 | SqFt | 0.54 | Patching - AC Shallow | AC | 91.49 | SqFt | $2.78 | $253.96 |
| WillowSt | 164098 | L & T CR | Medium | 11.58 | Ft | 0.32 | Crack Sealing - AC | AC | 11.48 | Ft | $1.50 | $17.39 |
| WillowSt | 164098 | ALLIGATOR CR | Medium | 0.00 | SqFt | 0.00 | Patching - AC Deep | AC | 4.31 | SqFt | $5.60 | $26.11 |
| WiseSt | 154081 | ALLIGATOR CR | Medium | 113.88 | SqFt | 0.82 | Patching - AC Deep | AC | 160.38 | SqFt | $5.60 | $900.84 |
| WiseSt | 154082 | L & T CR | Medium | 13.39 | Ft | 0.46 | Crack Sealing - AC | AC | 13.45 | Ft | $1.50 | $20.07 |
| WReaderSt | 153539 | L & T CR | Medium | 10.53 | Ft | 0.16 | Crack Sealing - AC | AC | 10.50 | Ft | $1.50 | $15.81 |
| WReaderSt | 153539 | L & T CR | High | 11.22 | Ft | 0.17 | Patching - AC Shallow | AC | 36.60 | SqFt | $2.78 | $102.30 |
| WReaderSt | 153539 | ALLIGATOR CR | Medium | 1.40 | SqFt | 0.02 | Patching - AC Deep | AC | 10.76 | SqFt | $5.60 | $57.27 |
| WReaderSt | 153539 | ALLIGATOR CR | High | 1.18 | SqFt | 0.02 | Patching - AC Deep | AC | 9.69 | SqFt | $5.60 | $53.70 |
| WReaderSt | 153540 | L & T CR | Medium | 3.31 | Ft | 0.06 | Crack Sealing - AC | AC | 3.28 | Ft | $1.50 | $4.96 |