# Pavement Data Collection and Pavement Management System Implementation for the Village of Summit

Prepared For:

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# 1. INTRODUCTION

## 1.1 Background

Chicago Metropolitan Agency for Planning (CMAP) selected the ARA team to develop pavement management plans for a selected number of local agencies from the CMAP region, including additional data collection for non-Federal Aid routes. The pavement management plans will provide participating local agencies with a document that describes the importance and types of pavement preservation, the current condition of pavement, 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 condition and forecasted pavement conditions under different scenarios. CMAP staff managed the development of the pavement management plans in conjunction with Village of Summit.

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

## 1.2 Project Kick-off and Records Review

The ARA team met with the Village of Summit and CMAP representatives for a project kick-off meeting on September 5, 2018. Based on the kick-off meeting and documents provided by the Village and CMAP, pavement data was collected on October 8, 2018. The GIS shapefile was provided by CMAP and was used as the base map for the field data collection. The Village responded with valuable information to the questionnaire that ARA developed for an understanding of the PMS inputs available from the Village and any specific project requirements. The Village also provided roadway construction/resurfacing plans from which ARA team extracted pavement related attributes such as length, width, presence of curb and sidewalk, functional class, and construction. In addition, the Village provided their annual M&R budget from 2019 through 2023 to plan future activities. The following documents were reviewed as part of this effort:

- GIS shapefile for local agency (CMAP)
- Network segmentation for collection (CMAP)
- Completed questionnaire (Village of Summit)
- Roadway construction/resurfacing plans (Village of Summit)
- Review of network segmentation (Village of Summit)

## 1.3 Network Segmentation

The Village of Summit manages approximately 17.0 miles of roadway pavements, consisting primarily of asphalt pavements. The pavement network was divided into 187 sections based on the feedback provided by the Village. Figure 1 shows the network segmentation that was approved by the Village.

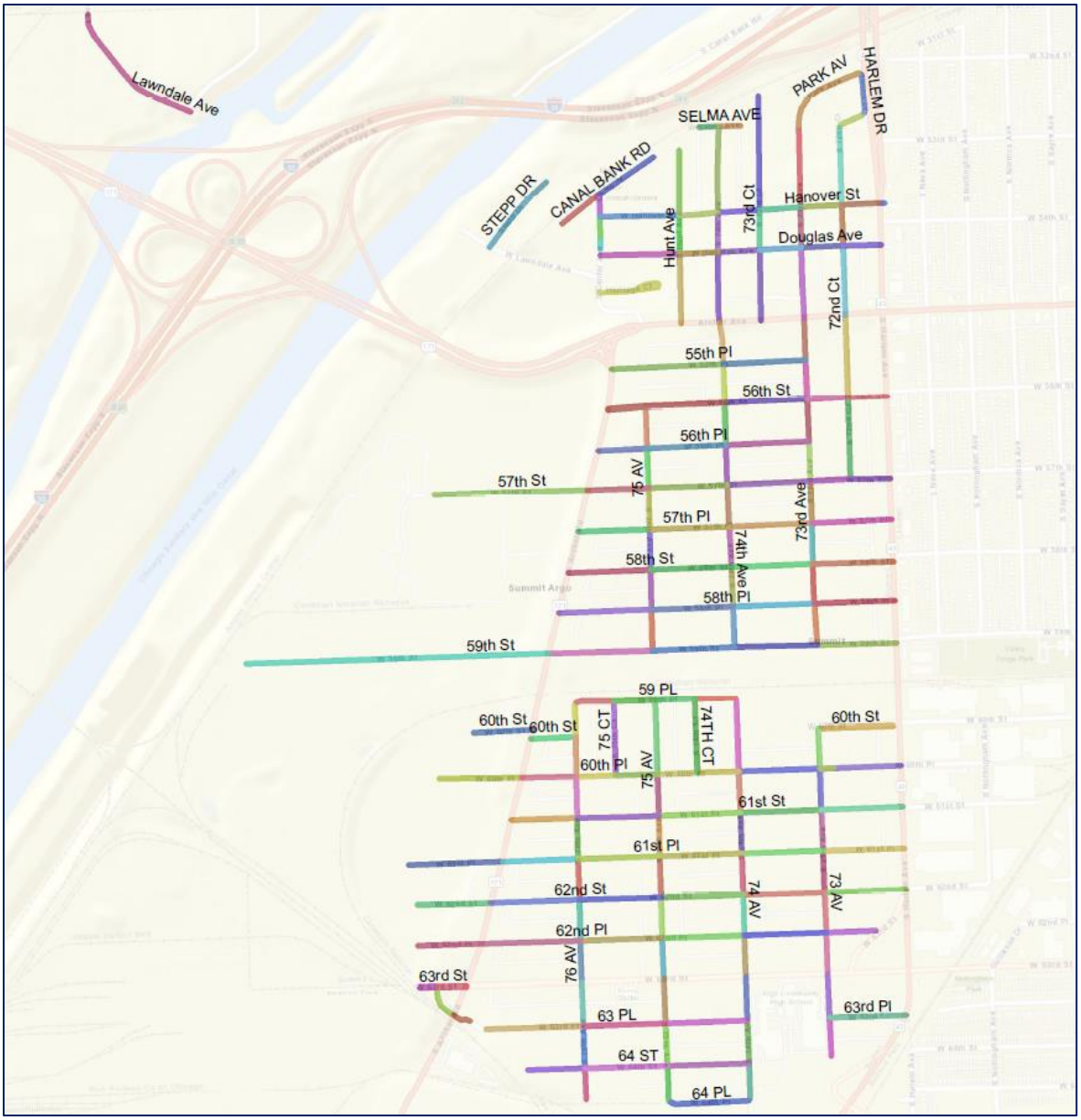



**Figure 1. Roadway Network Segmentation of the Village of Summit.**

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

**Table 1. Village of Summit's Roadway Network Distribution.**

| Network/Functional Class | Length | Unit |
|---|---|---|
| Collector | 0.31 | mile |
| Residential | 16.74 | miles |
| Total Network | 17.06 | miles |

## 1.4 Traffic Data

Average daily traffic (ADT) data for the Village of Summit network was obtained from the Illinois Department of Transportation (IDOT) transportation management system (http://www.gettingaroundillinois.com/gai.htm?mt=aadt). Table 2 shows traffic data based on the functional class of the streets. Traffic volumes range from 2,150 to 2,500 vehicles per day for the collector streets. Figure 2 shows annual average daily traffic (AADT) data for the individual pavement sections.

**Table 2. Summary of Traffic Data.**

| Functional Class | Maximum AADT in 2018 | Minimum AADT in 2018 |
|---|---|---|
| Collector | 2,500 | 2,150 |
| Residential | N/A | N/A |

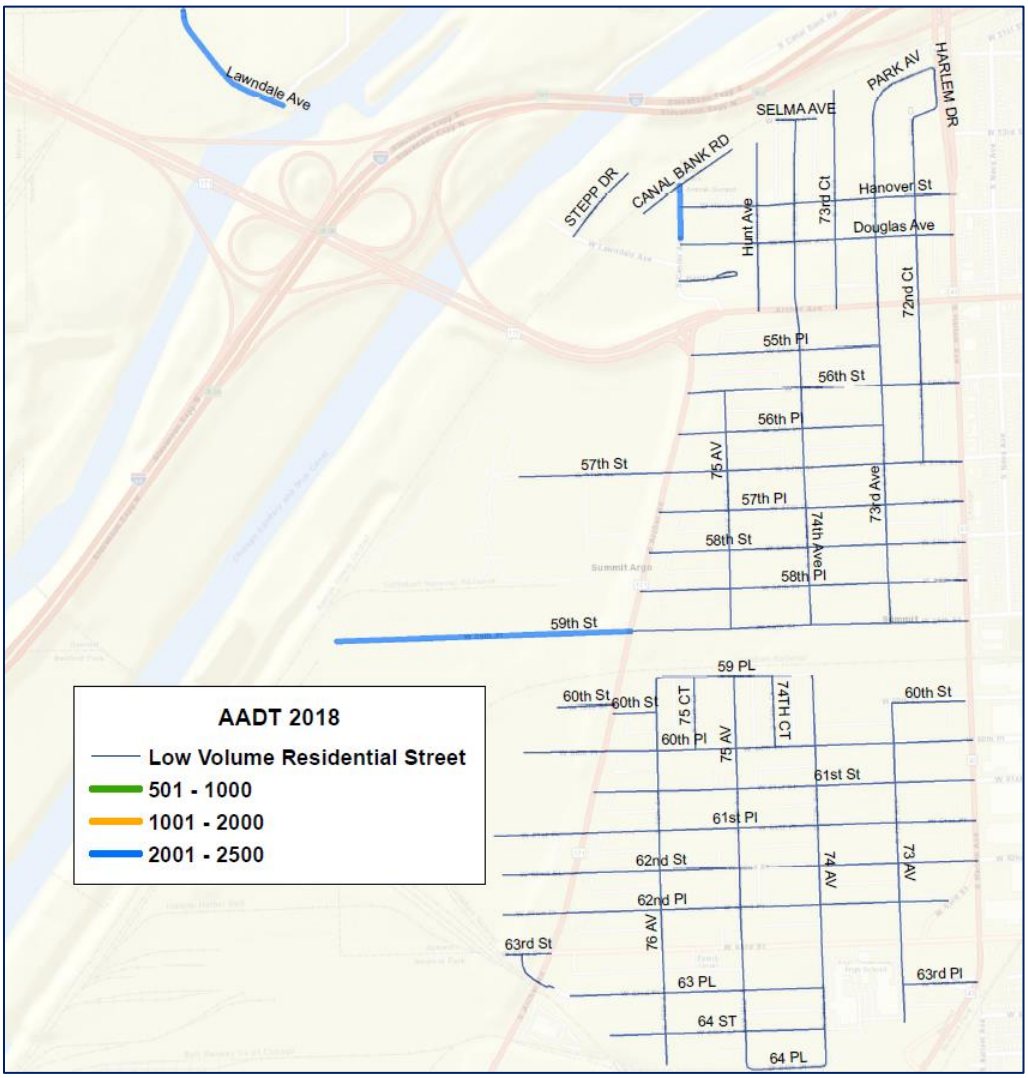



**Figure 2. Annual Average Daily Traffic Data of the Village of Summit.**

# 2. FIELD DATA COLLECTION AND ASSESSMENT

## 2.1 Digital Survey Vehicle (DSV)

ARA collected geo-referenced images of the entire Village of Summit roadway network using the DSV on October 8, 2018. ARA's DSV equipped with the Laser Crack Measurement System (LCMS), shown in Figure 3, captures images at 20-ft intervals. Each image is linearly referenced with the DSV's onboard distance measuring instrument (DMI) and associated global positioning system (GPS) coordinates. For two lane County highways, ARA collected images in a single direction. In four-lane pavement sections, data was collected in the outermost lane in both directions.

**Figure 3. ARA's Laser Crack Measurement System.**

The LCMS captures enhanced right-of-way images using a 360° camera system. The images were used to assess the surface condition of the pavement using the Pavement Condition Index (PCI) methodology in accordance with ASTM D6433. In addition to the images, sensor data was collected including International Roughness Index (IRI) and rutting for all the segments.

## 2.2 Pavement Condition Index Procedure

The pavement condition index (PCI) is a measurement of pavement condition which ranges from 0 to 100. This is an industry standard defined in ASTM D6433. The PCI value and corresponding pavement condition rating are shown in Figure 4. A newly constructed pavement will have a PCI of 100 whereas a failed pavement will have a PCI of 20 or less. After the construction of pavements, the condition of pavement starts deteriorating with time due to traffic loads and volumes, climate, constructions materials, and age.

| PCI Value | Pavement Rating |
|---|---|
| 100 | |
| 80 | Very Good |
| 60 | Good |
| 40 | Fair |
| 20 | Poor |
| 0 | Very Poor |

**Figure 4. Pavement Condition Category Based on PCI Value.**

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

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

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

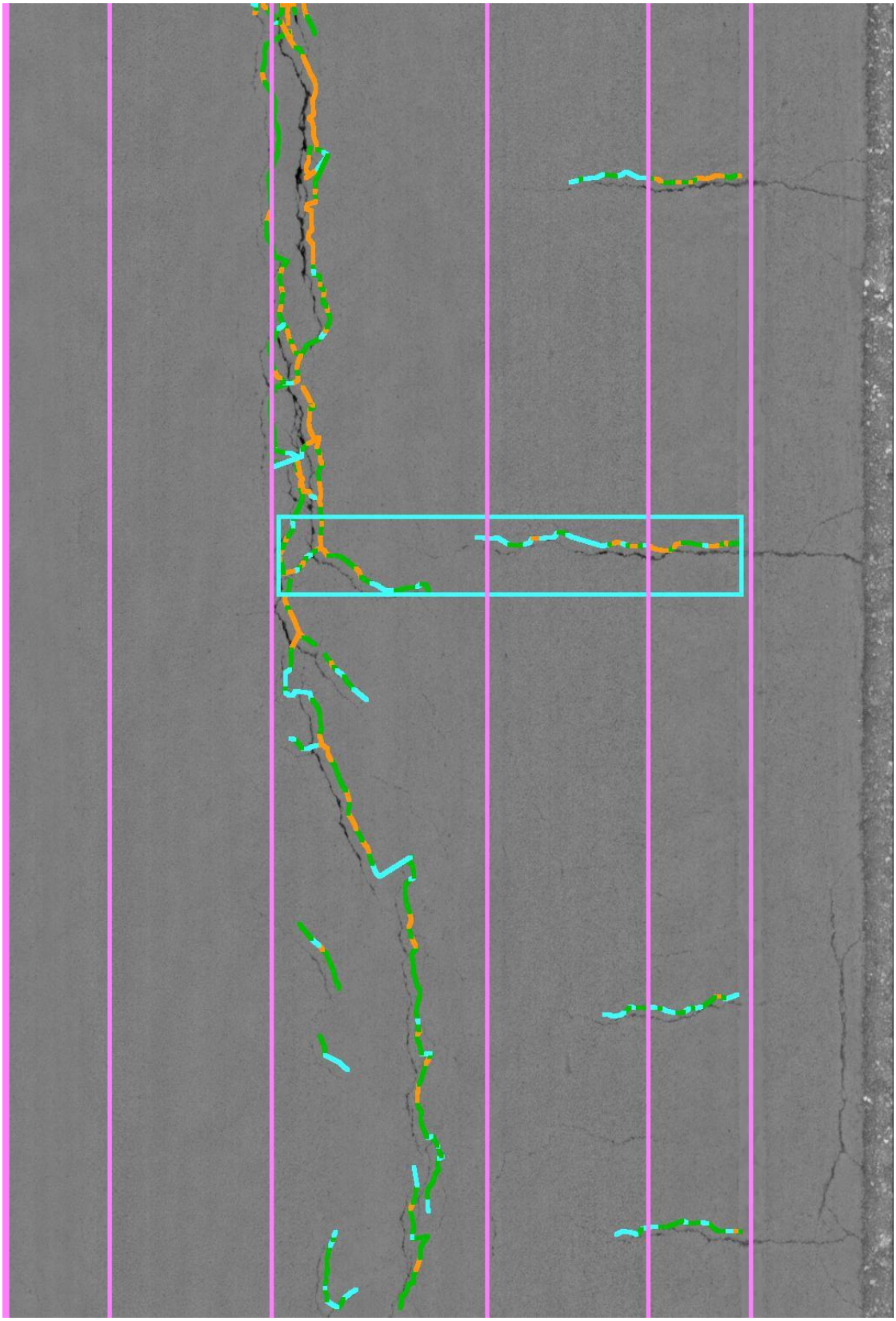


**Figure 5. Pavement Distress Detection Using LCMS System.**

**Figure 6. Sample Pavement Distress Images with Different PCI Values.**

## 2.3 Pavement Network and Current Condition

After performing an automated condition survey with the collected images, the inspection data was imported into the PAVER™ software. The ARA team presented the pavement condition results to the Village and CMAP on March 15, 2019. Based on the October 2018 pavement condition survey, the weighted average PCI of the network is 49.5 which represents a pavement network is in fair condition. The collector pavement sections comprise 2% of the network, and are in good condition with an average PCI of 63.5. Rest of the network consists of residential streets with an average PCI of 49.5. The current

pavement condition based on the functional class can be summarized as shown Table 3. Figure 7 displays the current pavement condition distributions based on functional class.

**Table 3. Pavement Functional Class and Current PCI**

| Section Rank | % Pavement Area of the Network | % Area of Network in Poor and Very Poor Condition | Wt. Avg. PCI |
|---|---|---|---|
| Collector | 2.0 | 27.0 | 63.5 |
| Residential | 98.0 | 33.0 | 49.5 |

Figure 8 shows pavement condition rating for the Village of Summit network. From Figure 8, it can be seen that major roads such Center Ave is 'poor' and 'very poor' condition, whereas Lawndale Ave is in 'good' condition.

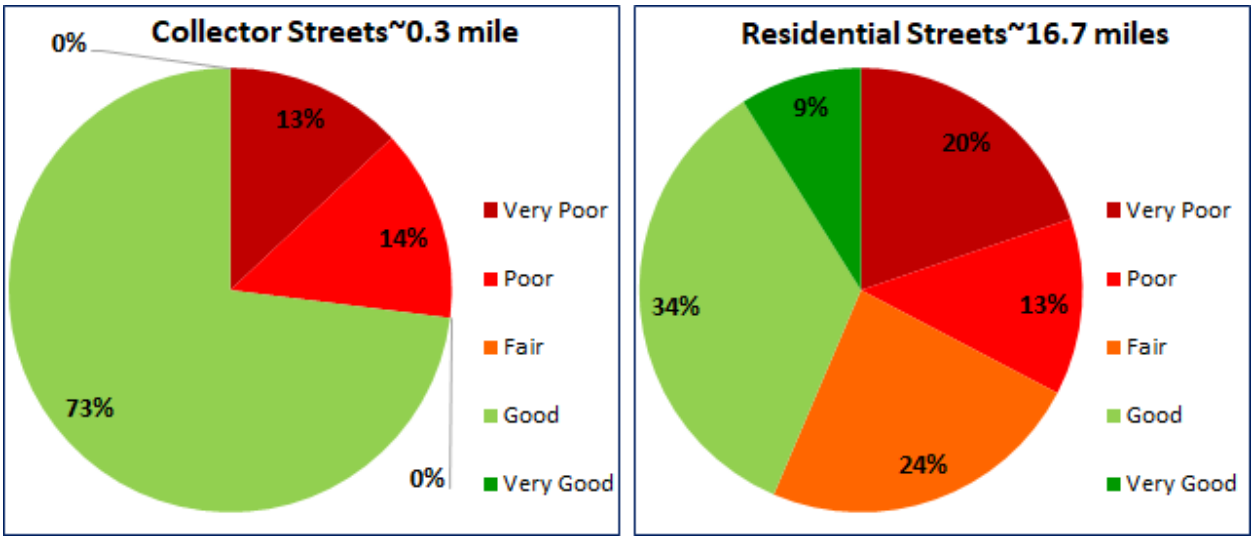



**Figure 7. Pavement Condition Distribution Based on Functional Class.**

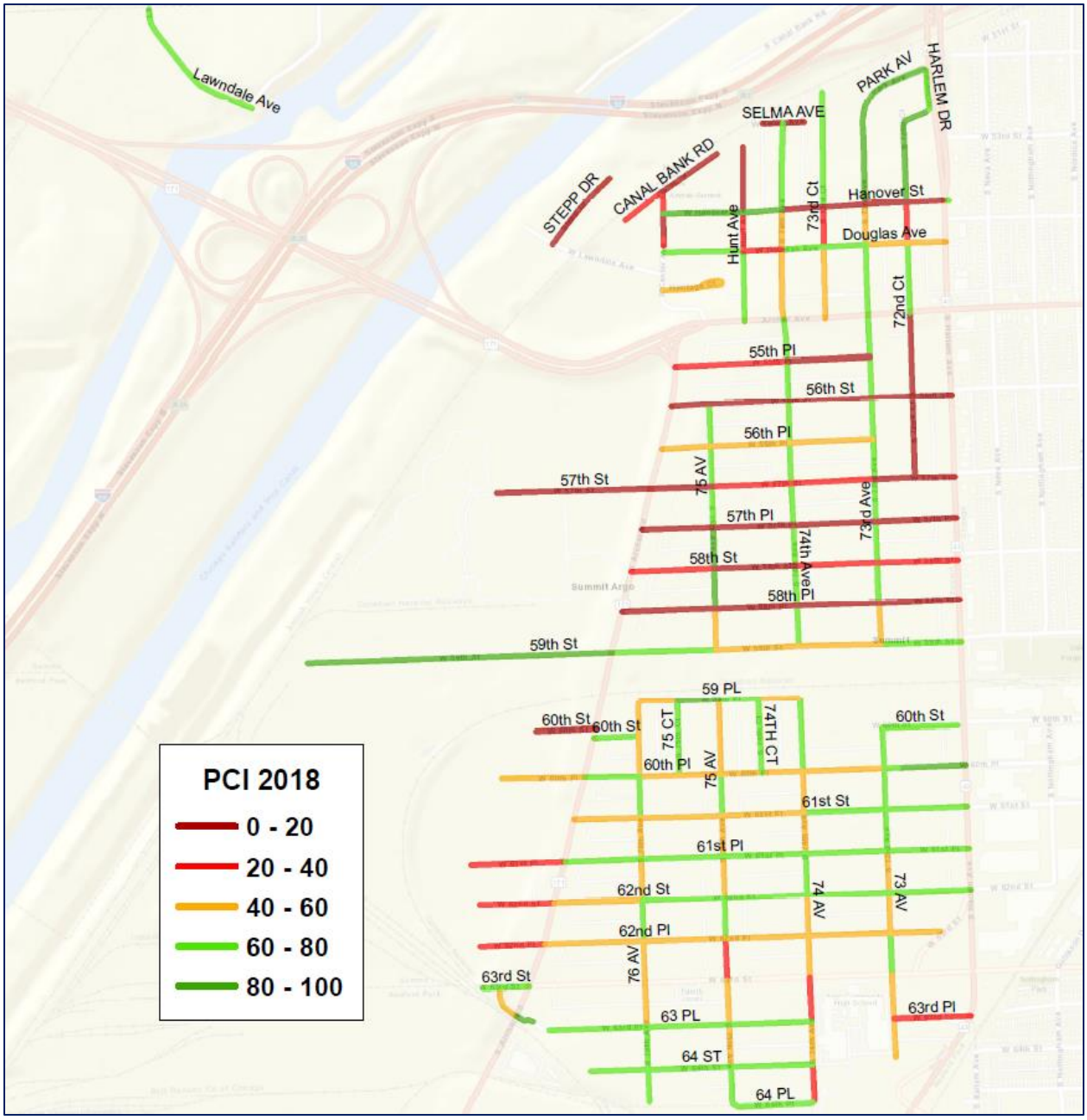



**Figure 8. Village of Summit's Current Pavement Condition Ratings.**

Figure 8 displays that many pavement sections (about 58% of pavement area) north of 59th St are in 'poor' or 'very poor' condition, whereas large number of pavement sections (about 39% of pavement area) located south of 59th St are in 'fair' condition.

Figure 9 and Figure 10 show the distribution of network pavement area based on pavement current condition and average pavement condition based on functional class, respectively. In Figure 9, it can be observed that about 33% of the network pavement area is in 'poor' and 'very poor' condition. It can also be seen that about 23% of the network is in 'fair' condition whereas about 44% of the network is in 'good' and 'very good' condition.

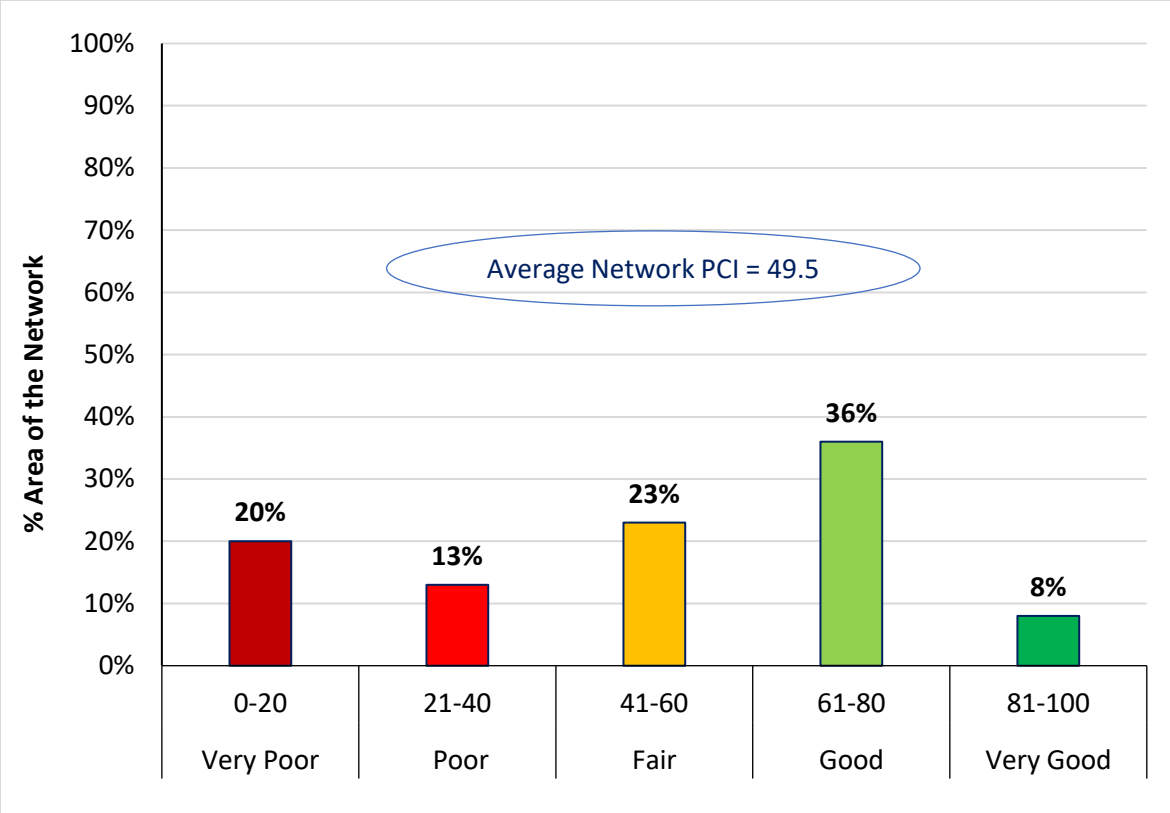



**Figure 9. Distribution of Network Pavement Area Based on Pavement Condition.**

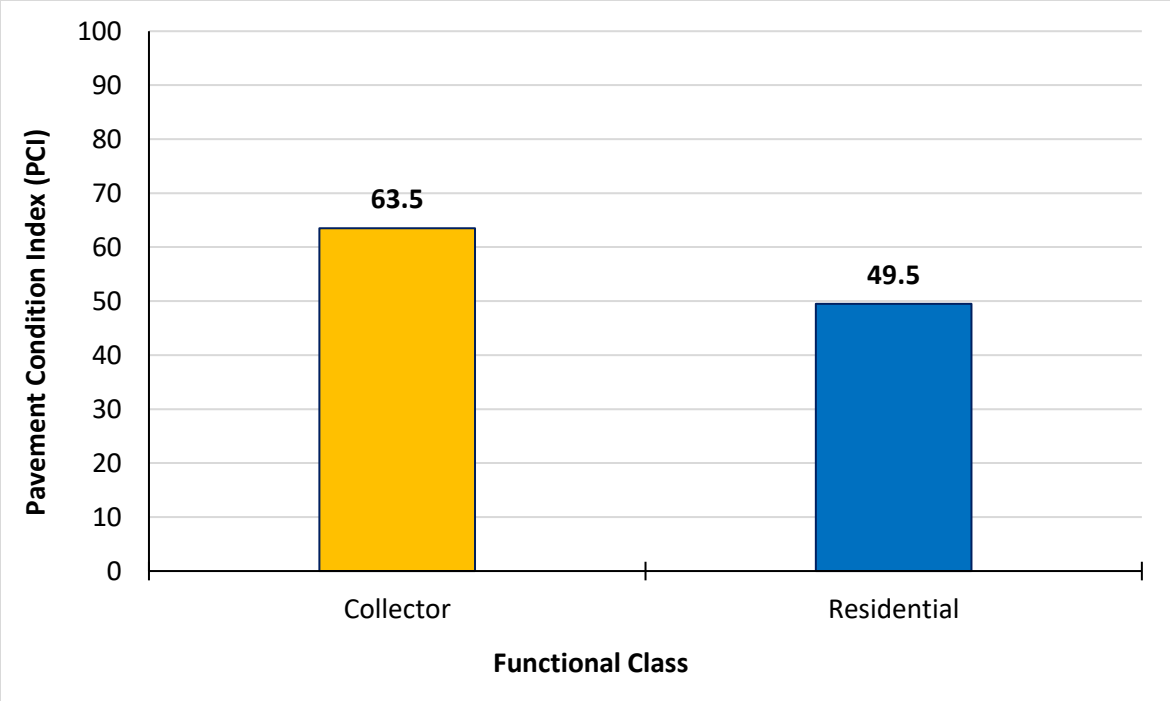



**Figure 10. Weighted Average Pavement Condition Index (PCI) Based on Functional Class.**

# 3. PAVEMENT MANAGEMENT SYSTEM IMPLEMENTATION

The ARA team discussed preliminary results of the PMS analysis with the Village and CMAP on June 7, 2019. ARA presented pavement performance models, treatment matrix, unit costs, and consequences of several funding scenarios. Based on the Village's feedback on PMS analysis, the ARA team updated the PMS analysis and updated results are presented in this section.

ARA used PAVER™ pavement management software to implement a pavement management system (PMS) for the Village of Summit. 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 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, work history module also follows the hierarchical structure. To updated a pavement section's attribute or work history, it is required to have the network, branch, and section information.
- Inspection — In the inspection module, pavement can be surveyed manually or the automated survey data can be imported and modified, and finally PCI is being calculated.
- PCI Family Model— The PCI family model module is used to create pavement performance model. Basically, it uses the 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 to create multi-year network and project level M&R planning, scheduling, and budgeting. This module allows the users to create consequence of current funding level and generates funding scenarios for targeted PCI, backlog eliminations, etc.
- Reports — This module facilitates generation of summary charts, latest condition map, and user defined reports. The users can pick and choose the attributes fields to create a report.

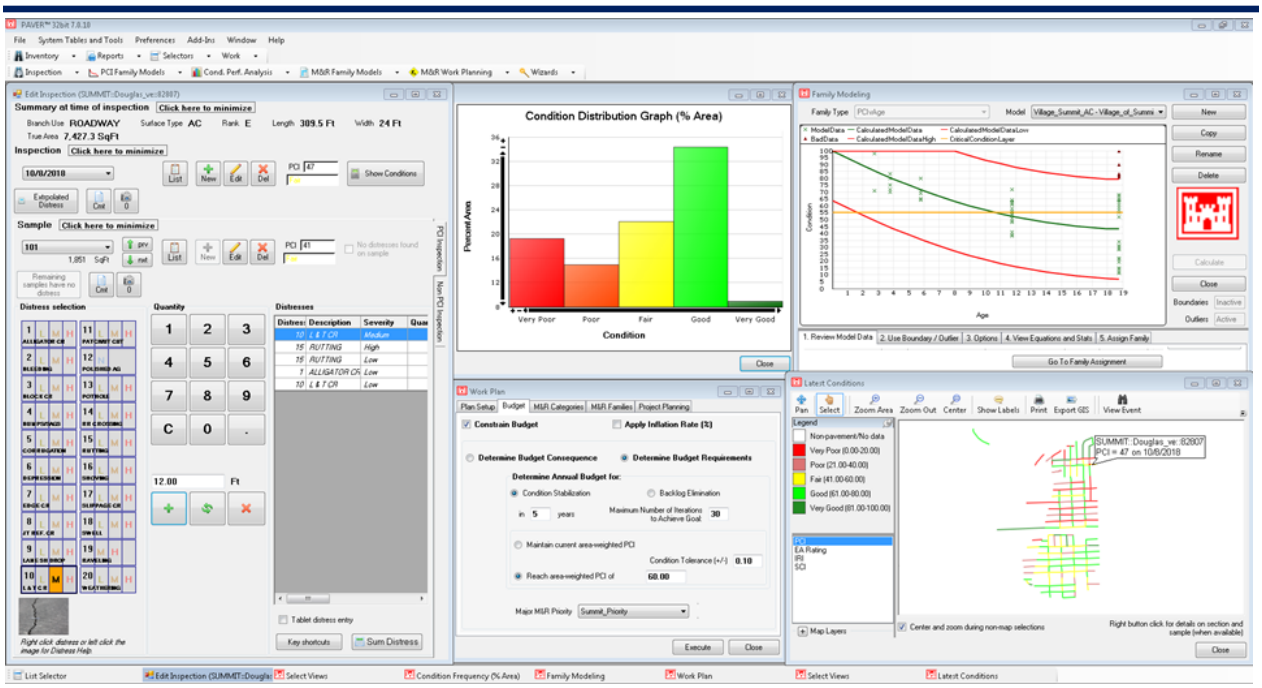



**Figure 11. PAVER™ Overview.**

## 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 of a road, 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 Summit, a PCI family model was created for the asphalt surfaced pavements. The reliability of the pavement performance models is expected to increase with future pavement inspection and age data. Figure 12 shows the PCI family model for the asphalt surfaced pavements.

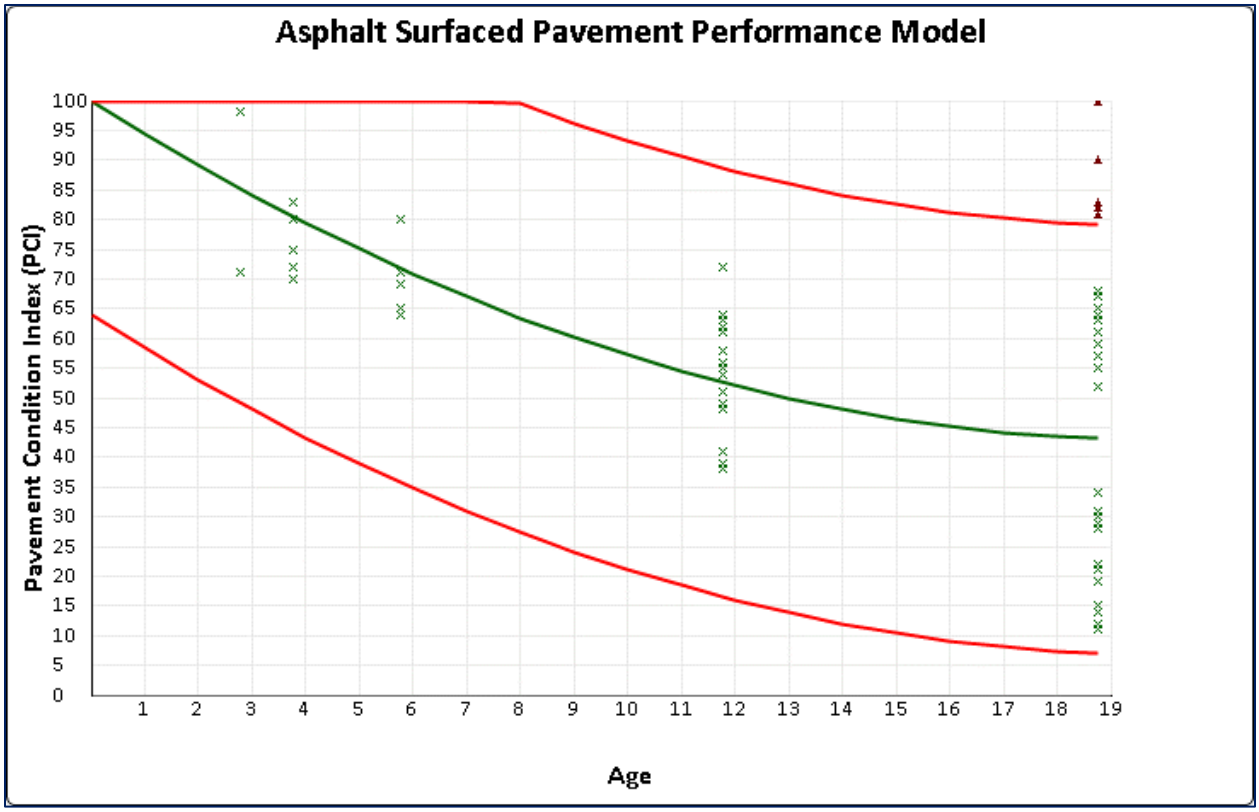



**Figure 12. PCI Family Model for Arterials and Collector Streets.**

## 3.3 Treatment Matrix

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

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

**Table 4. Treatment Matrix for Collector Streets.**

| Treatment Matrix for Collector Streets | | | |
|---|---|---|---|
| PCI | Stopgap | Localized Preventive | Major M&R |
| 0 | Patching & Repairs | Do Nothing | Reconstruction |
| 10 | | | |
| 20 | | | |
| 30 | | | |
| 40 | | | 2" Mill and Overlay |
| 50 | | | |
| 55 | Do Nothing | Crack Seal and Patching | Do Nothing |
| 60 | | | |
| 70 | | | |
| 80 | | | |
| 90 | | | |
| 100 | | | |

**Table 5. Treatment Matrix for the Residential Streets.**

| Treatment Matrix for Residential Streets | | | |
|---|---|---|---|
| PCI | Stopgap | Localized Preventive | Major M&R |
| 0 | Patching & Repairs | Do Nothing | 3.25" Mill and Overlay |
| 10 | | | |
| 20 | | | |
| 30 | | | |
| 40 | | | 2 " Mill and Overlay |
| 50 | | | |
| 55 | Do Nothing | Crack Seal and Patching | Do Nothing |
| 60 | | | |
| 70 | | | |
| 80 | | | |
| 90 | | | |
| 100 | | | |

As observed from Table 4 and Table 5, pavement sections with PCI greater than the critical PCI (50) 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 work such as patching and repair. For major M&R, 2-inch mill and overlay and reconstruction are considered for the collector streets. However, based on the Village's recommendation, 3.25-inch and 2-inch mill and overlay option were planned for the residential streets.

## 3.4 Unit Costs

Using treatment information discussed with the Village of Summit, ARA determined the typical unit costs for each M&R item, listed in Table 6, based on ARA's experience with agencies in the Chicagoland area. These costs were discussed with the Village during the meeting on June 7, 2019. Costs were determined based on a square foot or linear foot basis. The unit costs used for PAVER™ analysis for 2019, are shown in Table 6. To run the PMS analysis in future, the unit costs can be updated based on the available unit price of materials and construction in the Village of Summit area.

**Table 6. Treatment Unit Costs for the Village of Summit.**

| Treatment Type | Cost | Units |
|---|---|---|
| No Localized M & R | $0.00 | SqFt |
| Crack Sealing - AC | $1.00 | Ft |
| Patching - AC Shallow | $4.50 | SqFt |
| Patching - AC Deep | $7.00 | SqFt |
| 2" Mill and Overlay | $1.66 | SqFt |
| 3.25" Mill and Overlay | $2.70 | SqFt |
| Reconstruction - AC | $4.20 | SqFt |

# 4. MAINTENANCE AND REHABILITATION ANALYSIS

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

For the Village of Summit, 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. An inflation rate of 3% was used for all analyses. PCI family curve was developed based on existing pavement age and collected condition data. The critical PCI value was assumed to 55 for the collector, streets, whereas a critical PCI of 50 was assumed for the residential 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, in order of highest cost option to lowest cost option, were evaluated on the Village's pavements:

- Eliminate backlogs (unlimited funding)
- Funds to meet potential performance targets (PCI = 60)
- Add moderate funding relative to current levels ($250K/year)
- Maintain current condition (PCI =49.5)
- Keep funding level current ($200K/year)
- Do nothing ($0/year)

## 4.1 Funding Scenario Results

Using the M&R Working Plans module, the funding level scenarios were generated for a five-year period. For the current funding level ($200K/year), it was assumed that $50K/year would be allocated for stopgap and localized preventive distress maintenance, whereas $150K/year would be spent for major M&R activities. Figure 13 displays the effect of different funding levels on the average pavement condition of the Village of Summit network. From Figure 13, it can be seen that there is no significant difference between current funding level ($200K/year) and the funding ($220K/year) required to maintain current condition over five years. The network average PCI is estimated to be 48.6 in five years with the current funding level. Increasing the funding to $250K/year will result in an increase of the average network PCI by about 3.2 points compared to the current funding level. Providing budget to eliminate backlogs results in an average PCI of 67.3 after five years, while not spending any funds on the M&R program will deteriorate the network to an average PCI of 40.1 after five years.

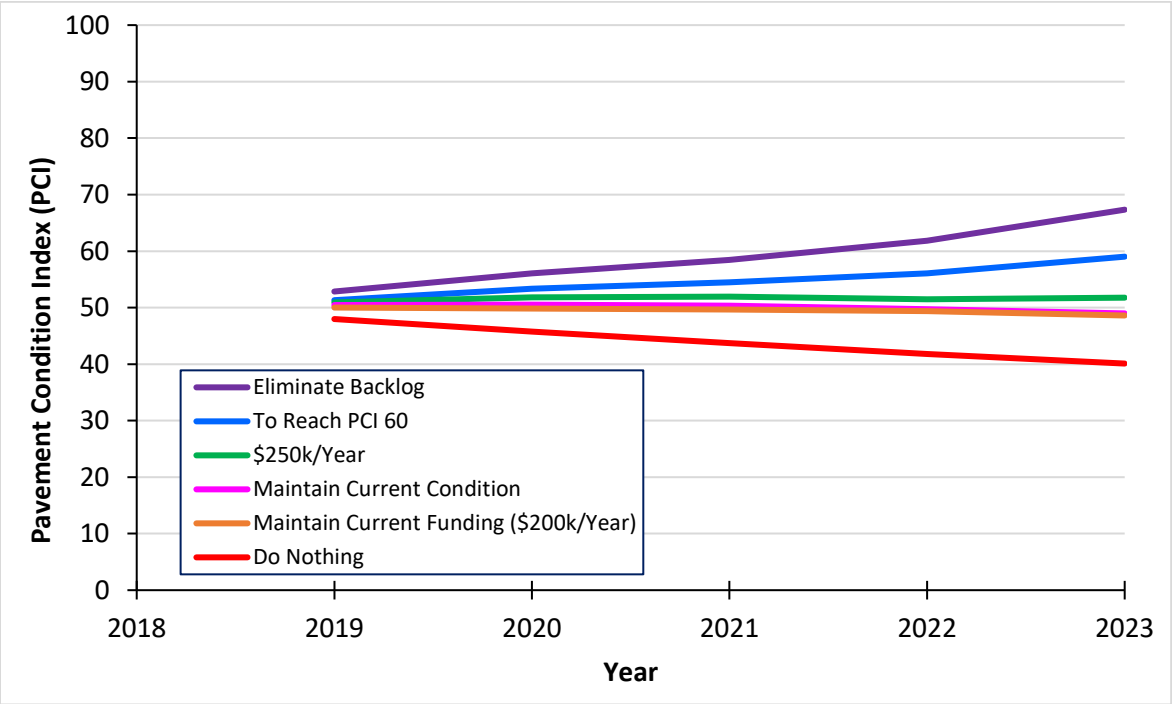



**Figure 13. Effect of Funding Level on Village's Pavement Condition.**

Figure 14 shows the amount of funding required to maintain target PCI for the various funding scenarios. To eliminate backlogs, it is required to invest about $850K/year for next five years. To achieve average network PCI of 60, the required investment is, approximately, $788K/year for the next five years.

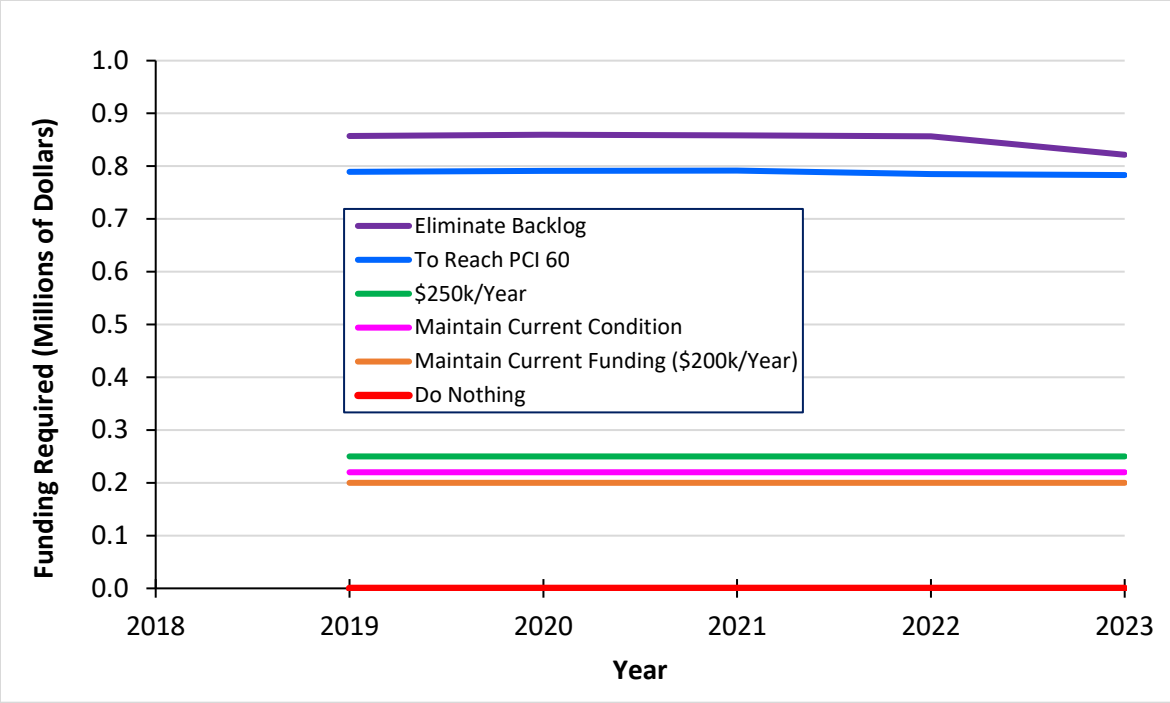



**Figure 14. Required Funding Per Year to Achieve Different Condition Target.**

The 2019 M&R plan, 5-Year major M&R plan, and 5-Year localized M&R plan are provided in Appendix A. Figure 15 shows the network condition distribution for the next five years with current funding level. It can be seen that currently about 33% of the pavement network is in 'poor' or 'very poor' condition. With the current funding level, the amount of 'good' and 'very good' condition would reduce to 33%, while no section would be in 'poor' but 'very poor' condition would increase to 20% by 2023. Moreover, about 57% of the pavement area would be in 'fair' condition by 2023.

The list of sections in 'very poor' condition, and not considered for Major M&R activities are shown in Appendix A. These sections contribute to the % of 'very poor' condition as shown in Figure 15, and additional funding will be required to improve their condition.

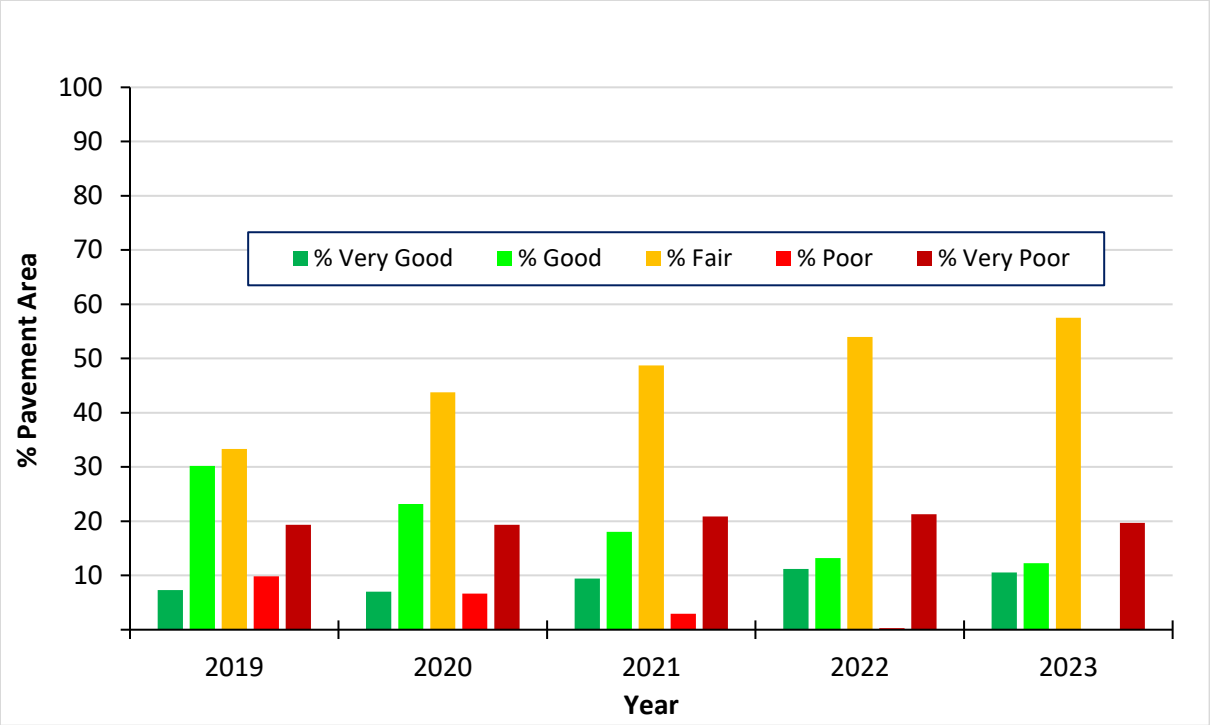



**Figure 15. Village's Pavement Condition by Year with Current Funding Level ($200K/Year).**

## 4.2 Consequence of Local Distress Maintenance

Consequence of 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 2018 pavement condition survey, this plan estimated that the PCI of 89 sections would increase by 1.3 points with an investment of about $14,920. Put another way, the local M&R plan adds approximately an additional 6 months of life (based on the performance models) to about 49% of the network area. The local distress maintenance policy includes crack seals and patching. Details of the localized distress maintenance plan based on the 2018 condition survey can be found in Appendix A. Table 7 shows the cost and pavement condition data of the consequence of local distress maintenance plan.

**Table 7. Details of Consequence of Local Distress Maintenance Plan.**

| Number Sections | Policy Cost | Avg of Start PCI | Avg of End PCI |
|---|---|---|---|
| 89 | $14,920 | 67.7 | 69.0 |

# 5. SUMMARY AND RECOMMENDATION

## 5.1 Summary

Pavement management can be defined as the systematic process of maintaining the pavements cost-effectively. The investment in pavement management system is rational considering a 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 Summit, pavement data was collected with a state-of-the-art digital survey vehicle equipped with lase crack measurement system. Pavement images were used in automated condition survey process to assess the type, severity, and extent of the distresses. The pavement inspection data was imported to the PAVER™ software to determine the pavement condition index (PCI) and analyze the pavement network. This PAVER™ database provides a comprehensive inventory of pavement sections with all attributes that are required for pavement management.

Based on the October 2018 survey, the average pavement condition index (PCI) value for the Village is about 49.5, which indicates the pavement network is in overall 'fair' condition. Based on the Village's recommendation several five-year M&R funding analyses were performed using PAVER™ including: (a) do nothing ($0/year), (b) keep funding level current ($200K/year), (c) add moderate funding relative to current levels ($250K/year), (d) maintain current condition (PCI =49.5), (e) funds to meet potential performance targets (PCI = 60), and (f) eliminate backlogs. It was found that 20% of the network area would be in very poor condition by 2023 with the current funding level while the average PCI of the network would reduce by about 1.0 point.

## 5.2 Recommendations

### 5.2.1 Increase funding level

Currently about 19% of the pavement area is in very poor condition. With the current funding, this amount would increase to 20%. Moreover, the amount of fair condition would increase from 23% to 57%. This large amount pavement area of the network would be in a transition state to be in poor condition in few years. It was found that $250K/year funding would reduce the amount very poor condition pavement to 16%. Therefore, it is recommended to increase the current funding level so that right treatment can be applied at right time. It is recommended that the Village should focus on applying routine preventive maintenance to pavement sections in 'good' and 'very good' condition to deter the deterioration of pavement condition. Preventive maintenance activities, such as crack sealing and localized patching, can cost-effectively extend the life of a pavement.

### 5.2.2 Routine update of PAVER™ pavement management system

ARA recommends updating the PAVER pavement management system annually to record the major M&R, stopgap and localized preventive maintenance activities, and pavement inventory changes (i.e., section split, new roads, jurisdictional changes, etc.). Based on the yearly updates of M&R activities, the Village can perform M&R analysis with updated funding level (if available,) accounting for previous year(s) actual projects.

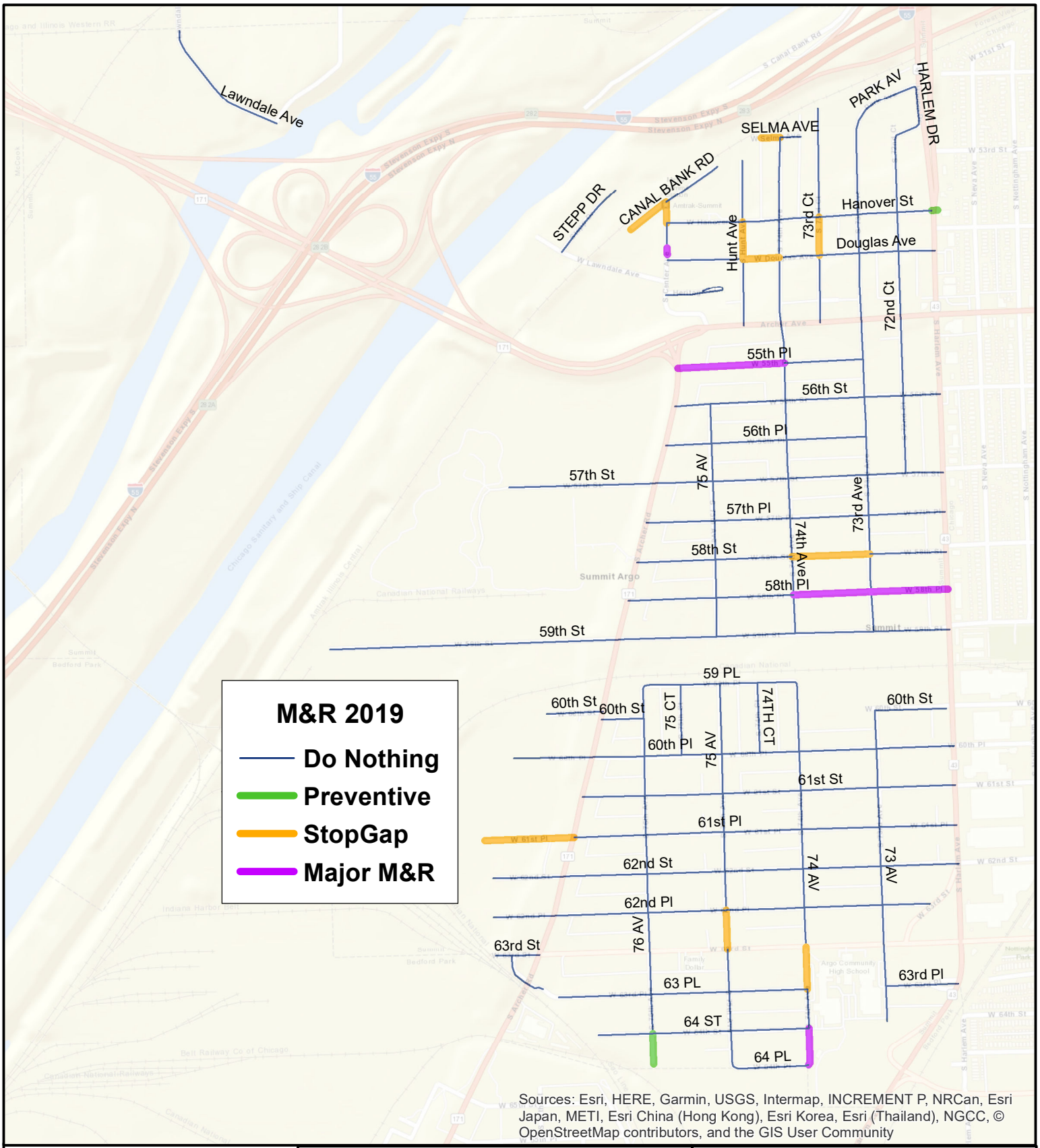
### 5.2.3 Routine pavement condition survey

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

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

## Appendix — A

1. 2019 M&R Plan
2. 2019-2023 Major M&R Plan
3. 2019-2023 Stopgap and Localized Preventive Maintenance M&R Plan
4. 2019 Local Distress Maintenance Plan
5. List of Sections Selected for 2019-2023 Major M&R Plan
6. List of Pavement Sections in Very Poor Condition and not Selected for Major M&R
7. List of Pavement Sections with PCI

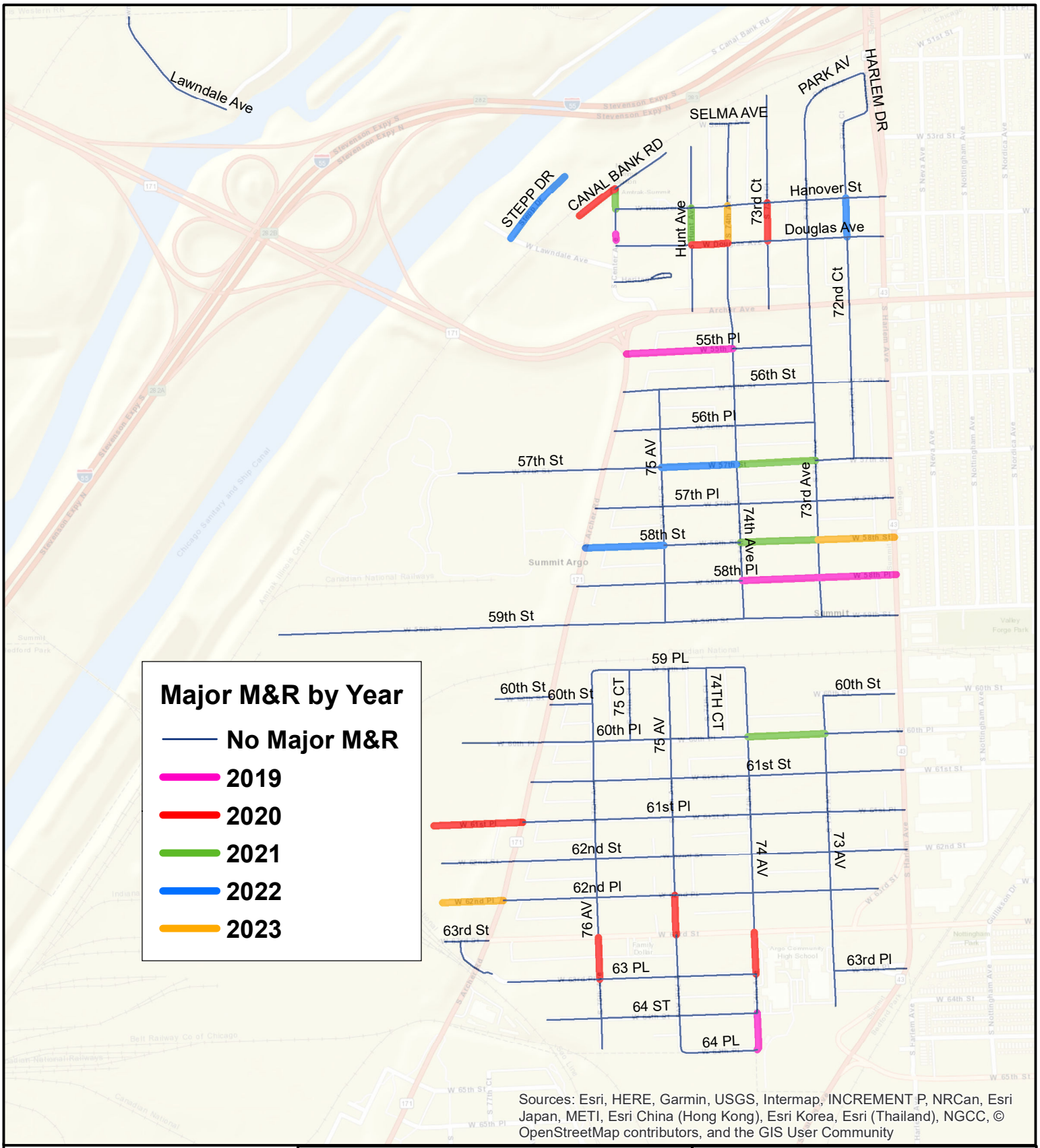



0 500 1,000 Feet

N

M&R 2019

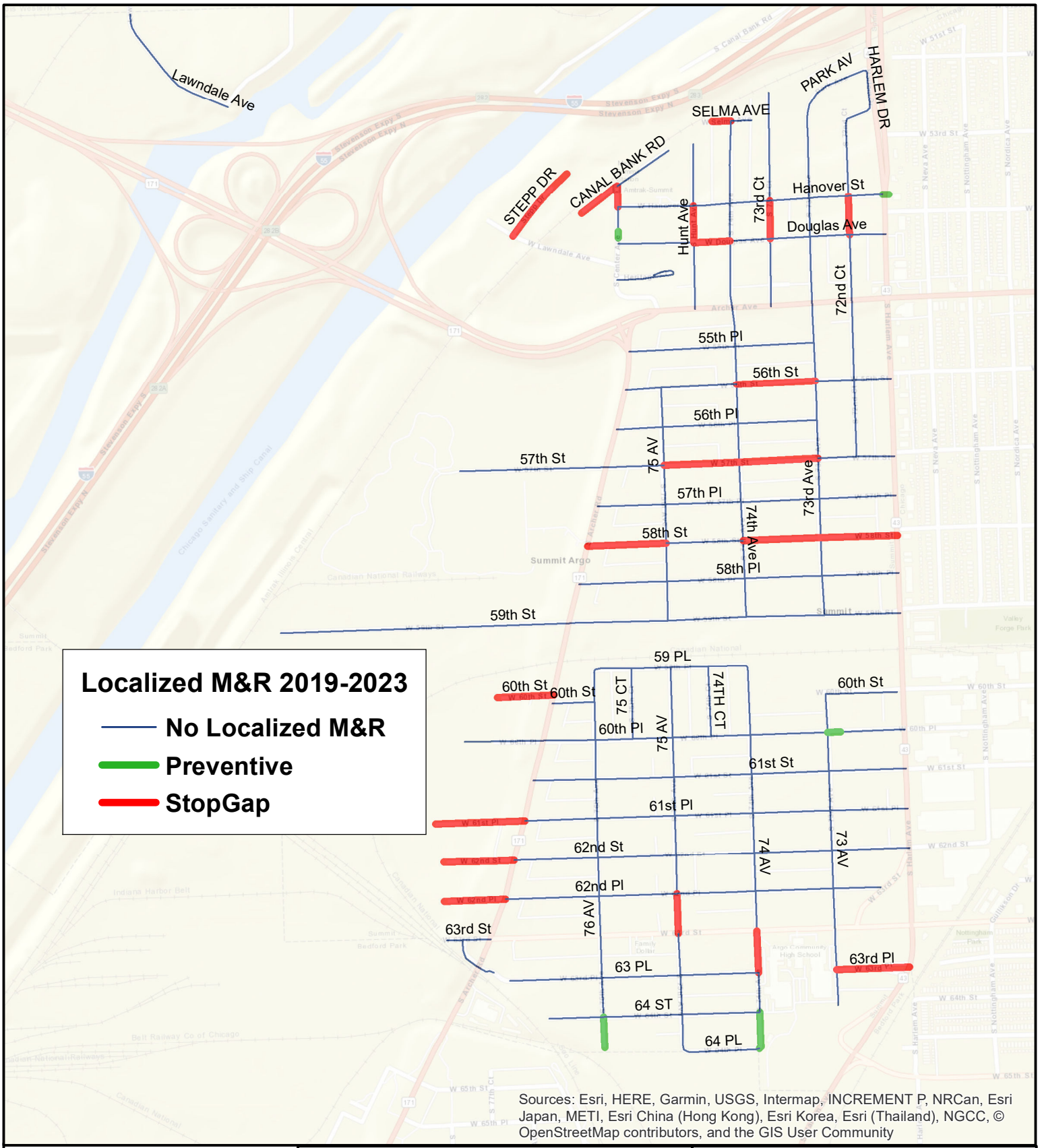
# Village of Summit, Illinois




0 500 1,000 Feet

Major M&R by Year

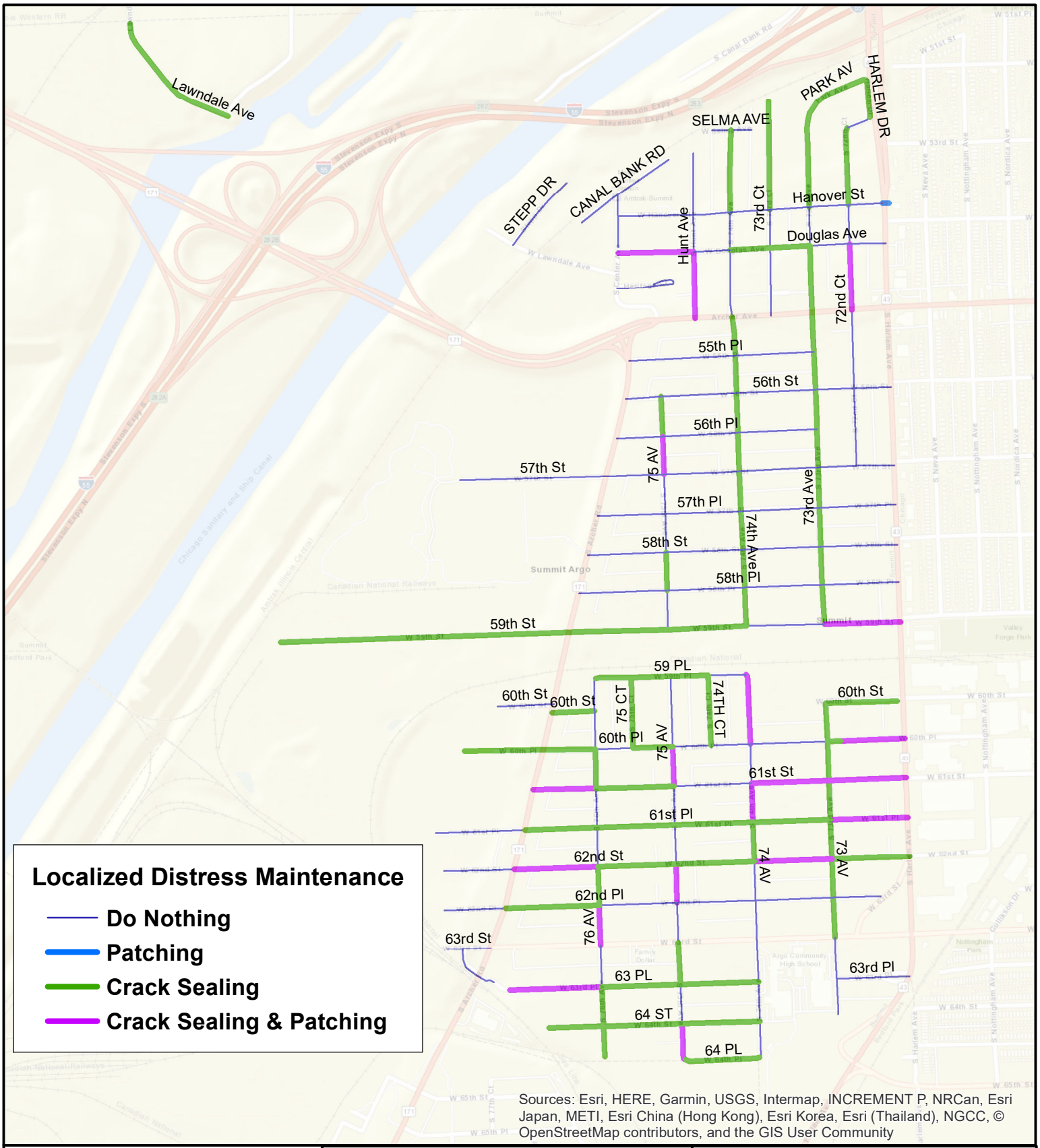
# Village of Summit, Illinois




0 500 1,000 Feet

Localized M&R 2019-2023

**Village of Summit, Illinois**




0 500 1,000 Feet

Localized Distress Maintenance 2019

# Village of Summit, Illinois

## List of Sections Selected for Major M&R by Year

| Year | Branch ID | Section ID | From | To | Length (ft) | Width (ft) | Pave_type | Section Rank | Const_Date |
|---|---|---|---|---|---|---|---|---|---|
| 2019 | 55th_Pl | 82978 | S Archer Rd | S 74th Ave | 906 | 32 | AC | Residential | 01-01-2007 |
| 2019 | 58th_Pl | 101025 | S 74th Ave | S 73rd Ave | 660 | 24 | AC | Residential | 01-01-2000 |
| 2019 | 58th_Pl | 101027 | S 73rd Ave | S Harlem Ave | 653 | 24 | AC | Residential | 01-01-2000 |
| 2019 | 74_AV | 40560 | W 64th St | W 64th Pl | 319 | 24 | AC | Residential | 01-01-2007 |
| 2019 | Center__ve | 24336 | 180-Ft to W Douglas A | W Douglas Ave | 52 | 28 | AC | Collector | 01-01-2000 |
| 2020 | 61st_Pl | 102048 | S Archer Rd | Cul-de-sac | 760 | 32 | AC | Residential | 01-01-2000 |
| 2020 | 73rd_Ct | 40828 | W Hanover St | W Douglas Ave | 323 | 30 | AC | Residential | 01-01-2000 |
| 2020 | 74_AV | 40559 | W 63rd St | W 63rd Pl | 361 | 24 | AC | Residential | 01-01-2007 |
| 2020 | 75_AV | 56854 | W 62nd Pl | W 63rd St | 335 | 24 | AC | Residential | 01-01-2007 |
| 2020 | 76_AV | 57123 | W 63rd St | W 63rs Pl | 360 | 24 | AC | Residential | 01-01-2007 |
| 2020 | CANAL_B_RD | 27504 | West End | S Center Ave | 384 | 48 | AC | Residential | 01-01-2000 |
| 2020 | Douglas_ve | 82809 | S Hunt Ave | S 74th Ave | 309 | 24 | AC | Residential | 01-01-2000 |
| 2021 | 57th_St | 83476 | S 74th Ave | S 73rd Ave | 673 | 36 | AC | Residential | 01-01-2000 |
| 2021 | 58th_St | 83742 | S 74th Ave | S 73rd Ave | 662 | 36 | AC | Residential | 01-01-2000 |
| 2021 | 60th_Pl | 101655 | S 74th Ave | S 73rd Ave | 658 | 30 | AC | Residential | 01-01-2000 |
| 2021 | Center__ve | 24334 | S Canal Bank Rd | W Hanover St | 182 | 28 | AC | Collector | 01-01-2000 |
| 2021 | Hunt_Ave | 56389 | W Hanover St | W Douglas Ave | 313 | 24 | AC | Residential | 01-01-2000 |
| 2022 | 57th_St | 83477 | S 75th Ave | S 74th Ave | 641 | 36 | AC | Residential | 01-01-2000 |
| 2022 | 58th_St | 83741 | S Archer Rd | S 75th Ave | 668 | 36 | AC | Residential | 01-01-2000 |
| 2022 | 72nd_Ct | 41166 | W Hanover St | W Douglas Ave | 331 | 24 | AC | Residential | 01-01-2000 |
| 2022 | STEPP_DR | 28298 | W Lawndale Ave | Cul-de-sac | 703 | 18 | AC | Residential | 01-01-2000 |
| 2023 | 58th_St | 83744 | S 73rd Ave | S Harlem Ave | 653 | 36 | AC | Residential | 01-01-2000 |
| 2023 | 62nd_Pl | 102261 | S Archer Rd | Cul-de-sac | 520 | 36 | AC | Residential | 01-01-2000 |
| 2023 | 74th_Ave | 40425 | W Hanover St | W Douglas Ave | 318 | 24 | AC | Residential | 01-01-2000 |

## List of Pavement Sections in Very Poor Condition and Not Considered for M&R Plan

| BranchID | SectionID | From | To | Length (ft) | Width (ft) | Pave_Type | Fun_Class | AADT | PCI |
|---|---|---|---|---|---|---|---|---|---|
| Center__ve | 24335 | W Hanover St | 180-Ft toW Douglas Ave | 209 | 28 | AC | Collector | 2,500 | 18 |
| CANAL_B_RD | 27505 | S Center Ave | East End | 531 | 48 | AC | Residential | N/A | 17 |
| SELMA_AVE | 27955 | Private Rd | S 74th Ave | 162 | 18 | AC | Residential | N/A | 14 |
| SELMA_AVE | 27956 | S 74th Ave | Private Rd | 175 | 18 | AC | Residential | N/A | 9 |
| 60th_St | 28134 | S Archer rd | Cul-de-sac | 482 | 25 | AC | Residential | N/A | 19 |
| 72nd_Ct | 41167 | Archer Ave | W 56th St | 670 | 24 | AC | Residential | N/A | 15 |
| 72nd_Ct | 41168 | W 56th St | W 57th St | 653 | 24 | AC | Residential | N/A | 11 |
| Hunt_Ave | 56388 | W Hanover St | W Selma Ave | 528 | 30 | AC | Residential | N/A | 15 |
| Hanover_St | 82643 | S 74th Ave | S 73rd St | 339 | 30 | AC | Residential | N/A | 17 |
| Hanover_St | 82644 | S 73rd Ave | S 72nd Ct | 335 | 30 | AC | Residential | N/A | 18 |
| Hanover_St | 82646 | S 72nd Ct | S Harlem Ave | 293 | 30 | AC | Residential | N/A | 10 |
| Hanover_St | 82647 | S 73rd Ct | S 73rd Ave | 334 | 30 | AC | Residential | N/A | 9 |
| 55th_Pl | 82979 | S 74th Ave | S 73rd Ave | 669 | 32 | AC | Residential | N/A | 15 |
| 56th_St | 83110 | S Archer Ave | S 75th Ave | 304 | 36 | AC | Residential | N/A | 15 |
| 56th_St | 83111 | S 74th Ave | S 73rd Ave | 673 | 36 | AC | Residential | N/A | 20 |
| 56th_St | 83112 | S 73rd Ave | S 72nd Ct | 330 | 36 | AC | Residential | N/A | 14 |
| 56th_St | 83113 | S 72nd Ct | S Harlem Ave | 316 | 36 | AC | Residential | N/A | 6 |
| 56th_St | 83114 | S 75th Ave | S 74th Ave | 641 | 36 | AC | Residential | N/A | 14 |
| 57th_St | 83475 | S Archer Rd | Summit Park Exercise Path | 1,247 | 72 | AC | Residential | N/A | 19 |
| 57th_St | 83478 | S Archer Rd | S 75th Ave | 489 | 36 | AC | Residential | N/A | 18 |
| 57th_St | 83479 | S 73rd Ave | S 72nd Ct | 327 | 36 | AC | Residential | N/A | 17 |
| 57th_St | 83480 | S 72nd Ct | S Harlem Ave | 321 | 36 | AC | Residential | N/A | 11 |
| 57th_Pl | 83614 | S Archer Rd | S 75th Ave | 577 | 24 | AC | Residential | N/A | 12 |
| 57th_Pl | 83615 | S 74th Ave | S 73rd Ave | 668 | 24 | AC | Residential | N/A | 13 |
| 57th_Pl | 83616 | S 75th Ave | S 74th Ave | 645 | 24 | AC | Residential | N/A | 10 |

| BranchID | SectionID | From | To | Length (ft) | Width (ft) | Pave_Type | Fun_Class | AADT | PCI |
|---|---|---|---|---|---|---|---|---|---|
| 57th_Pl | 83617 | S 73rd Ave | S Harlem Ave | 650 | 24 | AC | Residential | N/A | 13 |
| 58th_St | 83743 | S 75th Ave | S 74th Ave | 652 | 36 | AC | Residential | N/A | 15 |
| 58th_Pl | 101024 | S Archer Rd | S 75th Ave | 749 | 24 | AC | Residential | N/A | 11 |
| 58th_Pl | 101026 | S 75th Ave | S 74th Ave | 661 | 24 | AC | Residential | N/A | 19 |

# List of Pavement Sections

| BranchID | SectionID | From | To | Length (ft) | Width (ft) | Pave_Type | Fun_Class | AADT | Const_Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|
| 53RD_ST | 41373 | S 72nd Ct | Harlem Dr | 216 | 30 | AC | Residential | N/A | N/A | 90 |
| 55th_Pl | 82979 | S 74th Ave | S 73rd Ave | 669 | 32 | AC | Residential | N/A | N/A | 15 |
| 55th_Pl | 82978 | S Archer Rd | S 74th Ave | 906 | 32 | AC | Residential | N/A | 01-01-2007 | 39 |
| 56th_Pl | 83311 | S 75th Ave | S 74th Ave | 640 | 24 | AC | Residential | N/A | 01-01-2007 | 49 |
| 56th_Pl | 83310 | S 74th Ave | S 73rd Ave | 675 | 24 | AC | Residential | N/A | 01-01-2007 | 55 |
| 56th_Pl | 83309 | S Archer Rd | S 75th Ave | 392 | 24 | AC | Residential | N/A | 01-01-2007 | 55 |
| 56th_St | 83110 | S Archer Ave | S 75th Ave | 304 | 36 | AC | Residential | N/A | N/A | 15 |
| 56th_St | 83113 | S 72nd Ct | S Harlem Ave | 316 | 36 | AC | Residential | N/A | N/A | 6 |
| 56th_St | 83111 | S 74th Ave | S 73rd Ave | 673 | 36 | AC | Residential | N/A | N/A | 20 |
| 56th_St | 83114 | S 75th Ave | S 74th Ave | 641 | 36 | AC | Residential | N/A | N/A | 14 |
| 56th_St | 83112 | S 73rd Ave | S 72nd Ct | 330 | 36 | AC | Residential | N/A | N/A | 14 |
| 57th_Pl | 83617 | S 73rd Ave | S Harlem Ave | 650 | 24 | AC | Residential | N/A | N/A | 13 |
| 57th_Pl | 83615 | S 74th Ave | S 73rd Ave | 668 | 24 | AC | Residential | N/A | N/A | 13 |
| 57th_Pl | 83614 | S Archer Rd | S 75th Ave | 577 | 24 | AC | Residential | N/A | N/A | 12 |
| 57th_Pl | 83616 | S 75th Ave | S 74th Ave | 645 | 24 | AC | Residential | N/A | N/A | 10 |
| 57th_St | 83476 | S 74th Ave | S 73rd Ave | 673 | 36 | AC | Residential | N/A | N/A | 25 |
| 57th_St | 83475 | S Archer Rd | Summit Park Exercise Pa | 1,247 | 72 | AC | Residential | N/A | N/A | 19 |
| 57th_St | 83479 | S 73rd Ave | S 72nd Ct | 327 | 36 | AC | Residential | N/A | N/A | 17 |
| 57th_St | 83478 | S Archer Rd | S 75th Ave | 489 | 36 | AC | Residential | N/A | N/A | 18 |
| 57th_St | 83477 | S 75th Ave | S 74th Ave | 641 | 36 | AC | Residential | N/A | N/A | 25 |
| 57th_St | 83480 | S 72nd Ct | S Harlem Ave | 321 | 36 | AC | Residential | N/A | N/A | 11 |
| 58th_Pl | 101025 | S 74th Ave | S 73rd Ave | 660 | 24 | AC | Residential | N/A | N/A | 15 |
| 58th_Pl | 101027 | S 73rd Ave | S Harlem Ave | 653 | 24 | AC | Residential | N/A | N/A | 11 |
| 58th_Pl | 101026 | S 75th Ave | S 74th Ave | 661 | 24 | AC | Residential | N/A | N/A | 19 |
| 58th_Pl | 101024 | S Archer Rd | S 75th Ave | 749 | 24 | AC | Residential | N/A | N/A | 11 |
| 58th_St | 83741 | S Archer Rd | S 75th Ave | 668 | 36 | AC | Residential | N/A | N/A | 24 |

| BranchID | SectionID | From | To | Length (ft) | Width (ft) | Pave_Type | Fun_Class | AADT | Const_Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|
| 58th_St | 83742 | S 74th Ave | S 73rd Ave | 662 | 36 | AC | Residential | N/A | N/A | 26 |
| 58th_St | 83743 | S 75th Ave | S 74th Ave | 652 | 36 | AC | Residential | N/A | N/A | 15 |
| 58th_St | 83744 | S 73rd Ave | S Harlem Ave | 653 | 36 | AC | Residential | N/A | N/A | 23 |
| 59_PL | 101429 | S 74th Ct | S 74th Ave | 324 | 24 | AC | Residential | N/A | N/A | 50 |
| 59_PL | 101427 | S 75th Ave | S 74th Ct | 319 | 24 | AC | Residential | N/A | N/A | 77 |
| 59_PL | 101426 | S 76th Ave | S 75th Ct | 305 | 24 | AC | Residential | N/A | N/A | 57 |
| 59_PL | 101428 | S 75th Ct | S 75th Ave | 334 | 24 | AC | Residential | N/A | N/A | 82 |
| 59th_St | 101285 | S Archer Rd | S 75th Ave | 838 | 36 | AC | Residential | N/A | N/A | 63 |
| 59th_St | 101288 | S 75th Ave | S 74th Ave | 669 | 36 | AC | Residential | N/A | N/A | 59 |
| 59th_St | 125105 | S Archer Ave | Cul-de-sac | 2,456 | 36 | AC | Residential | N/A | N/A | 85 |
| 59th_St | 101287 | S 74th Ave | S 73rd Ave | 667 | 36 | AC | Residential | N/A | N/A | 48 |
| 59th_St | 101286 | S 73rd Ave | S Harlerm Ave | 645 | 36 | AC | Residential | N/A | N/A | 63 |
| 60th_Pl | 101657 | S 76th Ave | S 75th Ct | 318 | 30 | AC | Residential | N/A | 01-01-2007 | 47 |
| 60th_Pl | 101656 | S 73rd Ave | 100-ft from S 73rd Ave | 110 | 30 | AC | Residential | N/A | N/A | 61 |
| 60th_Pl | 101660 | S 74th Ct | S 74th Ave | 334 | 30 | AC | Residential | N/A | 01-01-2007 | 49 |
| 60th_Pl | 101655 | S 74th Ave | S 73rd Ave | 658 | 30 | AC | Residential | N/A | N/A | 42 |
| 60th_Pl | 101658 | S Archer Ave | S 76th Ave | 439 | 30 | AC | Residential | N/A | N/A | 68 |
| 60th_Pl | 101659 | S 75th Ct | S 75th Ave | 339 | 30 | AC | Residential | N/A | 01-01-2007 | 58 |
| 60th_Pl | 101654 | S 75th Ave | S 74th Ct | 326 | 30 | AC | Residential | N/A | 01-01-2007 | 45 |
| 60th_Pl | 101653 | S Archer Rd | Cul-de-sac | 673 | 30 | PCC | Residential | N/A | N/A | 57 |
| 60th_Pl | 101652 | S 73rd Ave | S Harlem AVe | 550 | 30 | AC | Residential | N/A | N/A | 81 |
| 60th_St | 28625 | S 73rd Ave | S Harlem Ave | 609 | 36 | AC | Residential | N/A | N/A | 68 |
| 60th_St | 28134 | S Archer rd | Cul-de-sac | 482 | 25 | AC | Residential | N/A | N/A | 19 |
| 60th_St | 28454 | S Archer Rd | S 76th Ave | 362 | 36 | AC | Residential | N/A | N/A | 68 |
| 61st_Pl | 102053 | S 76th Ave | S 75th Ave | 663 | 32 | AC | Residential | N/A | 01-01-2007 | 67 |
| 61st_Pl | 102052 | S 75th Ave | S 74th Ave | 664 | 32 | AC | Residential | N/A | 01-01-2007 | 72 |
| 61st_Pl | 102051 | S Archer Rd | S 76th Ave | 612 | 32 | AC | Residential | N/A | N/A | 62 |
| 61st_Pl | 102048 | S Archer Rd | Cul-de-sac | 760 | 32 | AC | Residential | N/A | N/A | 29 |

| BranchID | SectionID | From | To | Length (ft) | Width (ft) | Pave_Type | Fun_Class | AADT | Const_Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|
| 61st_Pl | 102049 | S 73rd Ave | S Harlem Ave | 659 | 32 | AC | Residential | N/A | 01-01-2007 | 64 |
| 61st_Pl | 102050 | S 74th Ave | S 73rd Ave | 659 | 32 | AC | Residential | N/A | 01-01-2007 | 64 |
| 61st_St | 101822 | S 73rd Ave | S Harlem Ave | 659 | 36 | AC | Residential | N/A | N/A | 62 |
| 61st_St | 101824 | S 76th Ave | S 75th Ave | 662 | 36 | AC | Residential | N/A | 01-01-2007 | 56 |
| 61st_St | 101823 | S 75th Ave | S 74th Ave | 662 | 36 | AC | Residential | N/A | 01-01-2007 | 44 |
| 61st_St | 101820 | S Archer Rd | S 76th Ave | 533 | 36 | AC | Residential | N/A | 01-01-2007 | 56 |
| 61st_St | 101821 | S 74th Ave | S 73rd Ave | 657 | 36 | AC | Residential | N/A | N/A | 66 |
| 62nd_Pl | 102265 | S 73rd Ave | Cul-de-sac | 404 | 36 | AC | Residential | N/A | 01-01-2007 | 44 |
| 62nd_Pl | 102264 | S Archer Rd | S 76th Ave | 797 | 36 | AC | Residential | N/A | N/A | 59 |
| 62nd_Pl | 102263 | S 76th Ave | S 75th Ave | 663 | 36 | AC | Residential | N/A | 01-01-2007 | 45 |
| 62nd_Pl | 102261 | S Archer Rd | Cul-de-sac | 520 | 36 | AC | Residential | N/A | N/A | 22 |
| 62nd_Pl | 102262 | S 75th Ave | S 74th Ave | 666 | 36 | AC | Residential | N/A | 01-01-2007 | 46 |
| 62nd_Pl | 102266 | S 74th Ave | S 73rd Ave | 663 | 36 | AC | Residential | N/A | 01-01-2007 | 47 |
| 62nd_St | 102177 | S Archer Rd | Cul-de-sac | 600 | 36 | AC | Residential | N/A | N/A | 21 |
| 62nd_St | 102181 | S 75th Ave | S 74th Ave | 665 | 36 | AC | Residential | N/A | 01-01-2007 | 62 |
| 62nd_St | 102180 | S Archer Rd | S 76th Ave | 713 | 36 | AC | Residential | N/A | 01-01-2007 | 59 |
| 62nd_St | 102182 | S 76th Ave | S 75th Ave | 663 | 36 | AC | Residential | N/A | N/A | 61 |
| 62nd_St | 102178 | S 73rd Ave | S Harlem Ave | 662 | 36 | AC | Residential | N/A | 01-01-2007 | 62 |
| 62nd_St | 102179 | S 74th Ave | S 73rd Ave | 661 | 36 | AC | Residential | N/A | 01-01-2007 | 63 |
| 63_PL | 102344 | S 76th Ave | S 75th Ave | 666 | 34 | AC | Residential | N/A | 01-01-2007 | 62 |
| 63_PL | 102342 | S Archer Ave | S 76th Ave | 786 | 34 | AC | Residential | N/A | 01-01-2007 | 61 |
| 63_PL | 102343 | S 75th Ave | S 74th Ave | 664 | 34 | AC | Residential | N/A | 01-01-2007 | 71 |
| 63rd_Pl | 102363 | S 73rd Ave | S Harlem Ave | 620 | 36 | AC | Residential | N/A | N/A | 22 |
| 63rd_St | 103236 | W 63rd Pl | Cul-de-sac | 133 | 45 | PCC | Residential | N/A | N/A | 65 |
| 63rd_St | 103237 | W 63rd Pl | S Archer Ave | 241 | 45 | PCC | Residential | N/A | N/A | 72 |
| 64_PL | 102984 | S 75th Ave | S 74th Ave | 635 | 30 | AC | Residential | N/A | 01-01-2007 | 72 |
| 64_ST | 102641 | S 75th Ave | S 74th Ave | 663 | 30 | AC | Residential | N/A | 01-01-2007 | 61 |
| 64_ST | 102642 | S 76th Ave | S 75th Ave | 668 | 30 | AC | Residential | N/A | 01-01-2007 | 75 |

| BranchID | SectionID | From | To | Length (ft) | Width (ft) | Pave_Type | Fun_Class | AADT | Const_Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|
| 64_ST | 102640 | 64 ST | S 76th Ave | 461 | 30 | AC | Residential | N/A | 01-01-2007 | 63 |
| 72nd_Ct | 41166 | W Hanover St | W Douglas Ave | 331 | 24 | AC | Residential | N/A | N/A | 23 |
| 72nd_Ct | 41168 | W 56th St | W 57th St | 653 | 24 | AC | Residential | N/A | N/A | 11 |
| 72nd_Ct | 41167 | Archer Ave | W 56th St | 670 | 24 | AC | Residential | N/A | N/A | 15 |
| 72nd_Ct | 41169 | W Douglas Ave | Archer Ave | 565 | 24 | AC | Residential | N/A | N/A | 71 |
| 72nd_Ct | 41165 | W 53rd St | W Hanover St | 657 | 30 | AC | Residential | N/A | N/A | 82 |
| 73_AV | 41047 | W 60th Pl | W 61st St | 337 | 24 | AC | Residential | N/A | 01-01-2007 | 72 |
| 73_AV | 41048 | W 62nd Pl | W 63rd St | 335 | 24 | AC | Residential | N/A | 01-01-2007 | 64 |
| 73_AV | 41049 | W 63rd St | W 63rd Pl | 357 | 24 | AC | Residential | N/A | 01-01-2007 | 50 |
| 73_AV | 41045 | W 62nd St | W 62nd Pl | 329 | 24 | AC | Residential | N/A | 01-01-2007 | 60 |
| 73_AV | 41046 | W 61st St | W 61st Pl | 332 | 24 | AC | Residential | N/A | 01-01-2007 | 67 |
| 73_AV | 41044 | W 61st Pl | W 62nd St | 339 | 24 | AC | Residential | N/A | 01-01-2007 | 58 |
| 73_AV | 41050 | W 63rd Pl | W 64th St | 301 | 24 | AC | Residential | N/A | 01-01-2007 | 46 |
| 73_AV | 41043 | W 60th St | W 60th Pl | 322 | 24 | AC | Residential | N/A | N/A | 68 |
| 73rd_Ave | 40998 | W 57th St | W 57th Pl | 345 | 24 | AC | Residential | N/A | 01-01-2015 | 72 |
| 73rd_Ave | 40999 | W 55th Pl | W 56th St | 327 | 24 | AC | Residential | N/A | 01-01-2015 | 75 |
| 73rd_Ave | 40995 | W Hanover St | W Douglas Ave | 329 | 24 | AC | Residential | N/A | N/A | 45 |
| 73rd_Ave | 41000 | W 56th Pl | W 57th St | 322 | 24 | AC | Residential | N/A | 01-01-2015 | 80 |
| 73rd_Ave | 40997 | W Douglas Ave | Archer Aver | 573 | 24 | AC | Residential | N/A | N/A | 63 |
| 73rd_Ave | 40993 | W 58th Pl | W 59th St | 337 | 24 | AC | Residential | N/A | 01-01-2015 | 60 |
| 73rd_Ave | 40992 | W 58th St | W 58th Pl | 324 | 24 | AC | Residential | N/A | 01-01-2015 | 63 |
| 73rd_Ave | 40990 | W Hanover St | W Selma Ave | 670 | 30 | AC | Residential | N/A | N/A | 83 |
| 73rd_Ave | 40994 | Archer Ave | W 55th Pl | 332 | 30 | AC | Residential | N/A | 01-01-2015 | 79 |
| 73rd_Ave | 40991 | W 57th Pl | W 58th St | 332 | 24 | AC | Residential | N/A | 01-01-2015 | 75 |
| 73rd_Ave | 40996 | W 56th St | W 56th Pl | 334 | 24 | AC | Residential | N/A | 01-01-2015 | 80 |
| 73rd_Ct | 40826 | W Hanover St | Cul-de-sac | 926 | 30 | AC | Residential | N/A | N/A | 64 |
| 73rd_Ct | 40828 | W Hanover St | W Douglas Ave | 323 | 30 | AC | Residential | N/A | N/A | 32 |
| 73rd_Ct | 40827 | W Douglas Ave | Archer Ave | 580 | 30 | AC | Residential | N/A | N/A | 46 |

| BranchID | SectionID | From | To | Length (ft) | Width (ft) | Pave_Type | Fun_Class | AADT | Const_Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|
| 74_AV | 40557 | W 60th Pl | W 60th St | 339 | 24 | AC | Residential | N/A | 01-01-2007 | 52 |
| 74_AV | 40554 | W 61st Pl | W 62nd St | 339 | 24 | AC | Residential | N/A | 01-01-2007 | 62 |
| 74_AV | 40560 | W 64th St | W 64th Pl | 319 | 24 | AC | Residential | N/A | 01-01-2007 | 39 |
| 74_AV | 40553 | W 59th Pl | W 60th Pl | 593 | 24 | AC | Residential | N/A | N/A | 61 |
| 74_AV | 40558 | W 62nd Pl | W 63rd St | 335 | 24 | AC | Residential | N/A | 01-01-2007 | 46 |
| 74_AV | 40556 | W 61st St | W 61st Pl | 329 | 24 | AC | Residential | N/A | 01-01-2007 | 58 |
| 74_AV | 40559 | W 63rd St | W 63rd Pl | 361 | 24 | AC | Residential | N/A | 01-01-2007 | 33 |
| 74_AV | 40555 | W 62nd St | W 62nd Pl | 330 | 24 | AC | Residential | N/A | 01-01-2007 | 55 |
| 74_AV | 40561 | W 63rd Pl | W 64th St | 334 | 24 | AC | Residential | N/A | 01-01-2007 | 48 |
| 74th_Ave | 40644 | W 56th Pl | W 57th St | 326 | 24 | AC | Residential | N/A | 01-01-2013 | 66 |
| 74th_Ave | 40642 | W 56th St | W 56th Pl | 335 | 24 | AC | Residential | N/A | 01-01-2013 | 65 |
| 74th_Ave | 40641 | W 57th St | W 57th Pl | 340 | 24 | AC | Residential | N/A | 01-01-2013 | 80 |
| 74th_Ave | 40639 | W 57th Pl | W 58th St | 327 | 24 | AC | Residential | N/A | 01-01-2013 | 65 |
| 74th_Ave | 40426 | W Douglas Ave | Archer Ave | 575 | 24 | AC | Residential | N/A | N/A | 52 |
| 74th_Ave | 40643 | W 55th Pl | W 56th St | 324 | 24 | AC | Residential | N/A | 01-01-2013 | 69 |
| 74th_Ave | 40424 | W Selma Ave | W Hanover St | 703 | 24 | AC | Residential | N/A | 01-01-2016 | 71 |
| 74th_Ave | 40637 | Archer Ave | W 55th Pl | 328 | 24 | AC | Residential | N/A | 01-01-2013 | 63 |
| 74th_Ave | 40425 | W Hanover St | W Douglas Ave | 318 | 24 | AC | Residential | N/A | N/A | 43 |
| 74th_Ave | 40638 | W 58th Pl | W 59th St | 326 | 24 | AC | Residential | N/A | 01-01-2013 | 72 |
| 74th_Ave | 40640 | W 58th St | W 58th Pl | 326 | 24 | AC | Residential | N/A | 01-01-2013 | 71 |
| 75_AV | 56847 | W 59th Pl | W 60th Pl | 593 | 24 | AC | Residential | N/A | N/A | 55 |
| 75_AV | 56816 | W 57th Pl | W 58th St | 329 | 24 | AC | Residential | N/A | 01-01-2015 | 83 |
| 75_AV | 56814 | W 56th St | W 56th Pl | 337 | 24 | AC | Residential | N/A | 01-01-2015 | 70 |
| 75_AV | 56818 | W 57th St | W 57th Pl | 336 | 24 | AC | Residential | N/A | 01-01-2015 | 75 |
| 75_AV | 56851 | W 62nd St | W 62nd Pl | 330 | 24 | AC | Residential | N/A | 01-01-2007 | 61 |
| 75_AV | 56819 | W 56th Pl | W 57th St | 322 | 24 | AC | Residential | N/A | 01-01-2015 | 70 |
| 75_AV | 56853 | W 60th Pl | W 61st St | 342 | 24 | AC | Residential | N/A | 01-01-2007 | 61 |
| 75_AV | 56848 | W 61st St | W 61st Pl | 327 | 24 | AC | Residential | N/A | 01-01-2007 | 54 |

| BranchID | SectionID | From | To | Length (ft) | Width (ft) | Pave_Type | Fun_Class | AADT | Const_Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|
| 75_AV | 56850 | W 61st Pl | W 62nd St | 338 | 24 | AC | Residential | N/A | 01-01-2007 | 51 |
| 75_AV | 56854 | W 62nd Pl | W 63rd St | 335 | 24 | AC | Residential | N/A | 01-01-2007 | 38 |
| 75_AV | 56815 | W 58th Pl | W 59th St | 333 | 24 | AC | Residential | N/A | 01-01-2015 | 48 |
| 75_AV | 56852 | W 63rd Pl | W 64th St | 333 | 24 | AC | Residential | N/A | 01-01-2007 | 55 |
| 75_AV | 56817 | W 58th St | W 58th Pl | 326 | 24 | AC | Residential | N/A | 01-01-2015 | 81 |
| 75_AV | 56855 | W 63rd St | W 63rd Pl | 361 | 24 | AC | Residential | N/A | 01-01-2007 | 56 |
| 75_AV | 56849 | W 64th St | W 64th Pl | 319 | 24 | AC | Residential | N/A | 01-01-2007 | 69 |
| 75_CT | 56954 | W 59th Pl | W 60th Pl | 595 | 24 | AC | Residential | N/A | N/A | 64 |
| 75TH_CT | 103116 | W 59th Pl | W 60th Pl | 591 | 24 | AC | Residential | N/A | N/A | 68 |
| 76_AV | 57116 | W 63rd Pl | W 64th St | 332 | 24 | AC | Residential | N/A | 01-01-2007 | 62 |
| 76_AV | 57123 | W 63rd St | W 63rs Pl | 360 | 24 | AC | Residential | N/A | 01-01-2007 | 41 |
| 76_AV | 57115 | W 60th St | W 59th Pl | 280 | 24 | AC | Residential | N/A | N/A | 52 |
| 76_AV | 57120 | W 61st St | W 61st Pl | 330 | 24 | AC | Residential | N/A | 01-01-2007 | 54 |
| 76_AV | 57122 | W 62nd Pl | W 63rd St | 336 | 24 | AC | Residential | N/A | 01-01-2007 | 56 |
| 76_AV | 57124 | W 60th St | W 60th Pl | 321 | 24 | AC | Residential | N/A | N/A | 45 |
| 76_AV | 57119 | W 61st Pl | W 62nd St | 337 | 24 | AC | Residential | N/A | 01-01-2007 | 53 |
| 76_AV | 57118 | W 62nd St | W 62nd Pl | 329 | 24 | AC | Residential | N/A | 01-01-2007 | 66 |
| 76_AV | 57121 | W 60th Pl | W 61st St | 340 | 24 | AC | Residential | N/A | 01-01-2007 | 64 |
| 76_AV | 57117 | W 64th St | Cul-de-sac | 264 | 24 | AC | Residential | N/A | 01-01-2007 | 61 |
| CANAL_B_RD | 27504 | West End | S Center Ave | 384 | 48 | AC | Residential | N/A | N/A | 30 |
| CANAL_B_RD | 27505 | S Center Ave | East End | 531 | 48 | AC | Residential | N/A | N/A | 17 |
| Center__ve | 24335 | W Hanover St | 180-Ft toW Douglas Ave | 209 | 28 | AC | Collector | 2,500 | N/A | 18 |
| Center__ve | 24336 | 180-Ft to W Douglas Av | W Douglas Ave | 52 | 28 | AC | Collector | 2,500 | N/A | 31 |
| Center__ve | 24334 | S Canal Bank Rd | W Hanover St | 182 | 28 | AC | Collector | 2,500 | N/A | 29 |
| Douglas_ve | 82805 | S 74th Ave | S 73rd Ct | 341 | 24 | AC | Residential | N/A | N/A | 76 |
| Douglas_ve | 82807 | S 72nd Ct | S Harlem Ave | 309 | 24 | AC | Residential | N/A | N/A | 47 |
| Douglas_ve | 82804 | S Center Ave | S Hunt Ave | 643 | 24 | AC | Residential | N/A | N/A | 67 |
| Douglas_ve | 82806 | S 73rd Ave | S 72nd Ct | 338 | 24 | AC | Residential | N/A | N/A | 44 |

| BranchID | SectionID | From | To | Length (ft) | Width (ft) | Pave_Type | Fun_Class | AADT | Const_Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|
| Douglas_ve | 82808 | S 73rd Ct | S 73rd Ave | 338 | 24 | AC | Residential | N/A | N/A | 68 |
| Douglas_ve | 82809 | S Hunt Ave | S 74th Ave | 309 | 24 | AC | Residential | N/A | N/A | 38 |
| Hanover_St | 82648 | S Hunt Ave | S 74th Ave | 312 | 30 | AC | Residential | N/A | 01-01-2016 | 93 |
| Hanover_St | 82643 | S 74th Ave | S 73rd St | 339 | 30 | AC | Residential | N/A | N/A | 17 |
| Hanover_St | 82642 | S Center Ave | S Hunt Ave | 644 | 30 | AC | Residential | N/A | 01-01-2016 | 98 |
| Hanover_St | 82646 | S 72nd Ct | S Harlem Ave | 293 | 30 | AC | Residential | N/A | N/A | 10 |
| Hanover_St | 82647 | S 73rd Ct | S 73rd Ave | 334 | 30 | AC | Residential | N/A | N/A | 9 |
| Hanover_St | 82645 | Hanover St | Hanover St | 52 | 12 | AC | Residential | N/A | N/A | 74 |
| Hanover_St | 82644 | S 73rd Ave | S 72nd Ct | 335 | 30 | AC | Residential | N/A | N/A | 18 |
| HARLEM_DR | 41632 | Park Ave | W 53rd St | 341 | 24 | AC | Residential | N/A | 01-01-2007 | 62 |
| HERITAG_CT | 27728 | S Center Ave | Cul-de-sac | 682 | 22 | AC | Residential | N/A | N/A | 45 |
| Hunt_Ave | 56389 | W Hanover St | W Douglas Ave | 313 | 24 | AC | Residential | N/A | N/A | 24 |
| Hunt_Ave | 56390 | W Douglas Ave | Archer Ave | 569 | 24 | AC | Residential | N/A | N/A | 74 |
| Hunt_Ave | 56388 | W Hanover St | W Selma Ave | 528 | 30 | AC | Residential | N/A | N/A | 15 |
| Lawndal_ve | 23983 | Lawndale Ave | Village Limit | 1,206 | 28 | AC | Collector | 2,150 | 01-01-2013 | 78 |
| PARK_AV | 83839 | S 73rd Ave | Harlem Dr | 696 | 30 | AC | Residential | N/A | N/A | 81 |
| SELMA_AVE | 27955 | Private Rd | S 74th Ave | 162 | 18 | AC | Residential | N/A | N/A | 14 |
| SELMA_AVE | 27956 | S 74th Ave | Private Rd | 175 | 18 | AC | Residential | N/A | N/A | 9 |
| Service_NE | 28775 | 63rd St | S Archer Ave | 303 | 30 | PCC | Residential | N/A | N/A | 59 |
| Service_NE | 28776 | S Archer Ave | 63rd Pl | 142 | 30 | PCC | Residential | N/A | N/A | 84 |
| STEPP_DR | 28298 | W Lawndale Ave | Cul-de-sac | 703 | 18 | AC | Residential | N/A | N/A | 19 |