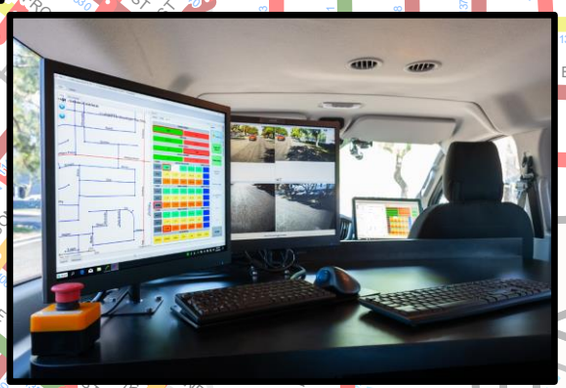
Harvard, IL

Pavement Management Report

August 2022

In Association with:
Chicago Metropolitan Agency for Planning



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Infrastructure Management Services

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1.0 Executive Summary

1.1. Project Summary

IMS Infrastructure Management Services, LLC (IMS) was retained by the Chicago Metropolitan Agency for Planning (CMAP) to conduct a comprehensive pavement condition assessment and pavement management analysis on the Harvard, IL (City) pavement network. The objectives of this project were to: (1) perform a network-level condition survey of the City's 52 centerline miles of asphalt roadways (2) provide City staff with a new implementation of the PAVER pavement management system, (3) estimate the rate of deterioration of the City's pavements, and (4) estimate the future Maintenance and Rehabilitation (M&R) requirements for the City's pavement infrastructure.

IMS mobilized its Laser Crack Measurement System (LCMS) Road Surface Tester (RST) in May 2022 to conduct an objective pavement condition survey of the City-maintained pavements. The collected pavement imagery, surface distress data, and roughness data were analyzed following industry standards to determine the Pavement Condition Index (PCI) as well as the International Roughness Index (IRI) for each segment of the roadways.

PCI scores provide an indication of a pavement's overall condition. The values range from 0, indicating a completely failed pavement, to 100, indicating a pavement in excellent condition. The City's pavement conditions were categorized based on PCI values using the criteria shown in **Table 1. Table 1** also presents the recommended M&R for each PCI category.

Table 1 - City's Pavement Condition Index Categories

Condition Assessment	Typical Pavement Distresses and M&R Recommendations	PCI Range
Good	Like-new pavement **Preventive Maintenance:** *Crack Sealing*	(85-100]
Satisfactory	Low severity longitudinal and transverse (L&T) cracking and weathering **Preventive Maintenance:** *Crack Sealing & Surface Treatments*	(70-85]
Fair	Moderate severity L&T cracking **Global preventive maintenance & localized repairs:** *Localized surface and/or full-depth patching, surface treatments, and thin overlays*	(55-70]
Poor	Severe L&T cracking, low severity alligator cracking **Moderate rehabilitation:** *Localized full-depth patching, mill and overlays*	(40-55]
Very Poor	Moderate alligator cracking **Major rehabilitation:** *Mill and overlays, and reconstruction*	(25-40]
Serious	Severe alligator cracking, rutting **Major rehabilitation:** *Partial and complete reconstruction*	(10-25]
Failed	Severe alligator cracking, rutting, and potholes **Major rehabilitation:** *Complete reconstruction*	[0-10]

The following **Figure 1** provides an overview of the conditions of the City's pavement network. **The average PCI of the Harvard Pavement Network is 38.**

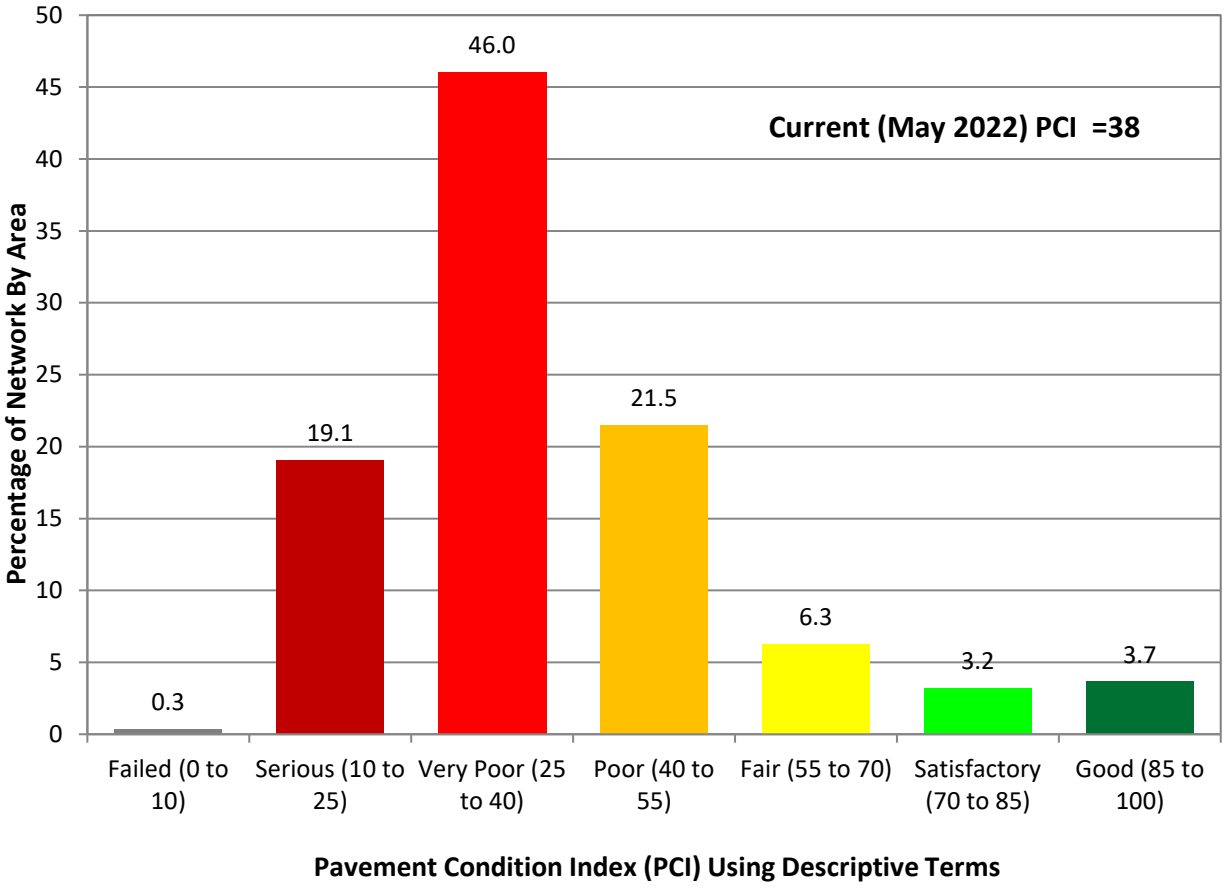

Figure 1 - Harvard Condition Distribution

1.2. Budget Scenarios and M&R Work Planning

The latest inventory and condition data captured during the survey were loaded into the PAVER software for analysis and M&R work planning.

The PAVER pavement management system was customized with the City's rehabilitation strategies, unit rates, and deterioration models and was used to run several "What-If" scenarios to depict the consequence of utilizing different funding levels as well as the outcome of using the City's current funding on pavement network conditions.

Figure 2 depicts the network average PCI for the City resulting from these different scenarios. The current funding level of approximately $210k per year will result in a 5-year PCI of 17, and the backlog will grow to approximately $57M. Backlog is defined as the total repair cost required to improve the conditions of pavements in a network with a PCI of less than or equal to 55 (Failed, Serious, Very Poor, and Poor) to a PCI greater than 55 (Fair, Satisfactory, and Good). To completely eliminate backlog, the City must invest a predicted $8.69M/Yr, resulting in a PCI of 76.

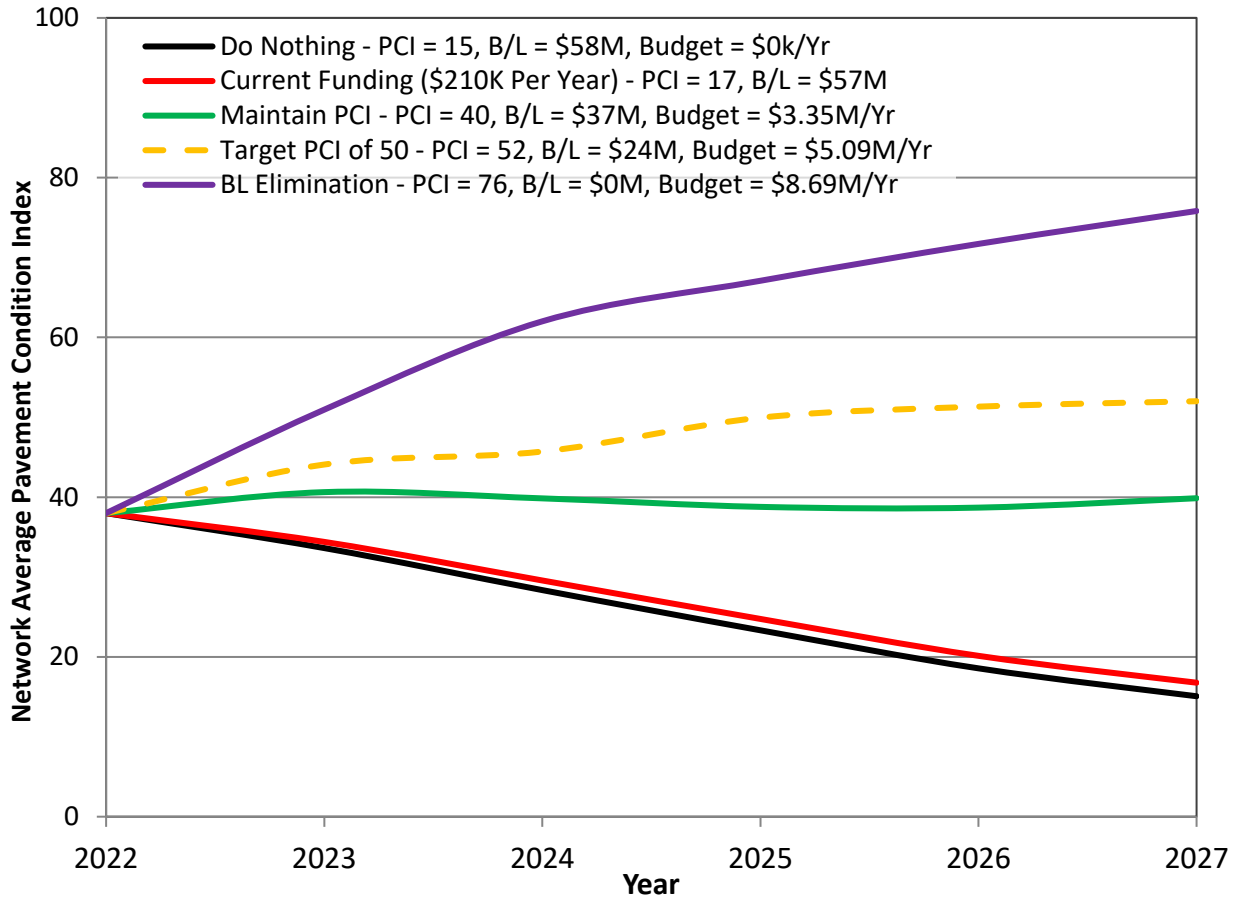

Figure 2 - Effect of Budget on Overall Roadway Pavement Conditions

Following the network-level budget analysis, the PAVER pavement management program was used to formulate recommended M&R projects for the City with its current annual budget of $210k/Yr. The 5-year recommended M&R plan, which is color-coded by activity and year, is presented as a map and provided in **Appendix D**.

The analysis and data presented in this report are based on the inspections performed by IMS in May 2022 on the City's pavement network, available work history, and other assumptions elaborated on in the report. The information presented in the Executive Summary is summarized from various sections of this report. It is essential that reviewers familiarize themselves with the detailed information provided in subsequent sections of this report prior to making any specific decisions based on the results.

2.0 Principles of Pavement Management

2.1. Foreword

This section discusses the fundamentals of pavement management. The goal of the pavement management program is to minimize the life-cycle costs of all pavements managed by the City through performing Preventive maintenance on pavements before they cross a threshold where more expensive rehabilitation activities are needed. A successful pavement management program requires periodic updates in pavement conditions, deterioration models, Maintenance and Rehabilitation (M&R) strategies, cost models, and evaluation of the effectiveness of M&R activities.

2.2. Pavement Preservation

Preservation of existing pavement systems has become a major activity for all levels of government. The best method to obtain the most optimal usage of available funds or to determine the required funding to achieve a predetermined level of service is through the use of a pavement management system. An effective pavement management system can assist agencies in developing long-term rehabilitation programs and budgets, assess the effectiveness of maintenance activities and new technologies, and store historical data and images.

Figure 3 illustrates typical pavement deterioration trends and life-cycle costs. Pavements start deteriorating rapidly once they hit a specific threshold. A nominal investment in cheaper preventive maintenance at 40% lifespan is much more cost-effective than deferring maintenance until heavier reactive maintenance or rehabilitation is required just a few months or years later. Pavements that are repaired while in good condition will have an extended lifetime and will cost less overall than those left to deteriorate to a poor condition. Without an adequate Preventive maintenance program, pavements will require more frequent reconstruction, thereby requiring significantly greater funding.

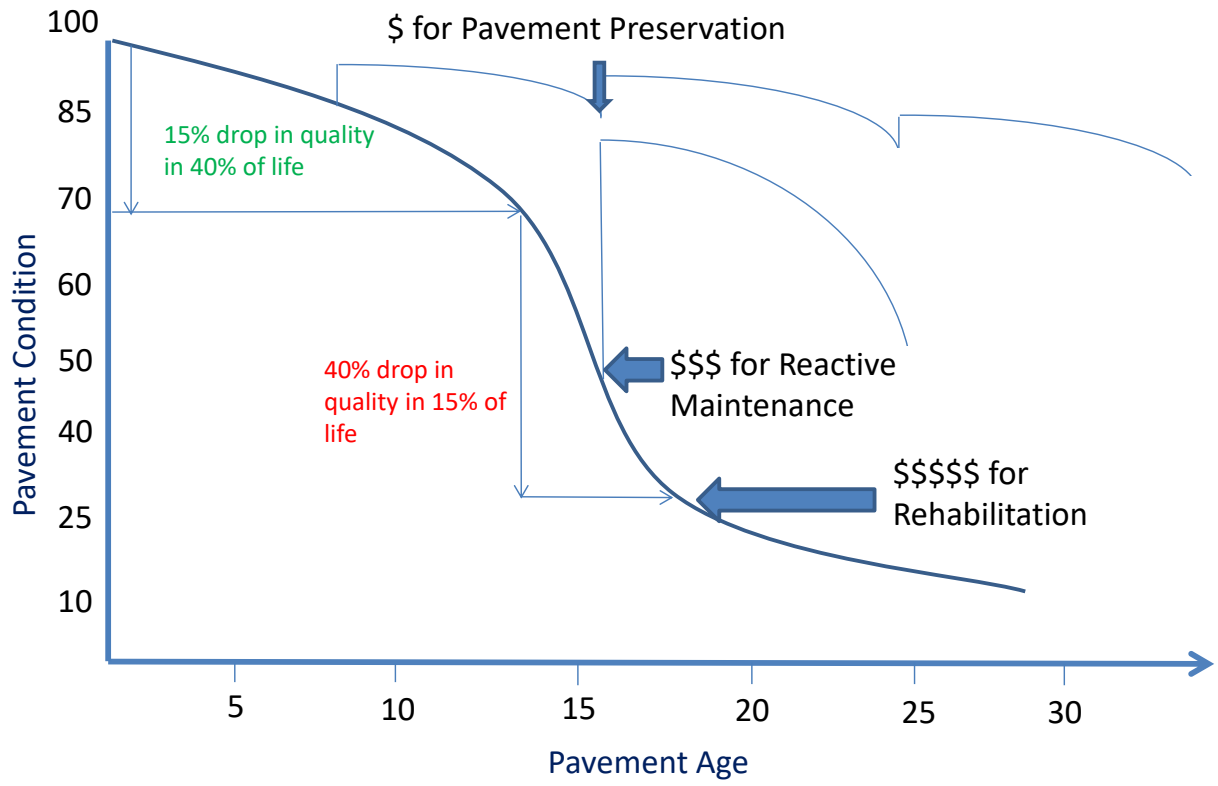

Figure 3 - Pavement Deterioration and Life Cycle Costs

(Values shown for illustrative purposes only)

The key to a successful pavement management program is to develop a reasonably accurate model of pavement deterioration and then identify an optimal timing and rehabilitation strategy based on the overall life-cycle costs. The outcomes of this exercise are long-term cost savings and an increase in network level pavement quality over time.

2.3. Summary

The goal of a pavement management program is to delay the inevitable total reconstruction of a pavement for as long as practical through the application of routine M&R strategies. The outcomes of this exercise are long-term cost savings and an increase in network level pavement quality over time.

3.0 The Pavement Management Process

3.1. Foreword

This section reviews the process and standards that were followed to satisfy the scope of this project. This section also provides a summary of the PAVER pavement management system and reviews the technology that was mobilized by IMS to collect pavement condition data. Following a summary of each pavement distress, this section outlines the methods used in the PAVER system to calculate various pavement condition indices for each pavement segment.

3.2. IMS Pavement Management Process Overview

As shown in **Figure 4**, IMS mobilized its Laser Crack Measurement System (LCMS) Road Surface Tester (RST) to conduct an objective survey and to collect pavement imagery, pavement geometry, longitudinal and transverse profiles, and surface distress data.

The collected pavement imagery and surface distress data were analyzed according to American Society for Testing and Materials (ASTM) D6433 to determine the Pavement Condition Index (PCI). The pavement longitudinal profile data was also analyzed per ASTM E1926 to assess its roughness through the determination of the International Roughness Index (IRI).

Following the pavement condition assessment, the PAVER pavement management system was implemented with the latest inventory and condition data and was used to run several "What-if" scenarios to depict the consequence of utilizing different funding levels as well as the outcome of using the City's current funding on pavement network conditions.

Figure 4 - Laser Road Surface Tester (RST)

3.3. PAVER Pavement Management System

PAVER is a pavement management software package developed by the U.S. Army Corps of Engineers' Construction Engineering Research Laboratory. The software package includes a set of engineering tools that assists agencies in determining when, where, and what level of pavement M&R is required and approximately how much it will cost. The system provides a suite of pavement management tools, or "modules", that will help the City with the following tasks:

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

The PAVER User Manual, which is available as a navigable PDF file within the help menu of the PAVER software, provides more details on various functionalities of the program.

3.4. Pavement Condition Survey

One of the primary objectives of this project was to perform a comprehensive pavement condition survey on the City's roadway and parking lot network and perform an imagery-based pavement condition survey on the collected data.

IMS used one of its RST units to collect observations on the condition of the pavement surface as well as high-definition digital imagery and spatial coordinate information. The RST is equipped with the second edition of the 3D Laser Crack Measurement System (LCMS-2) and provides a continuous scan of a 13 ft wide lane (shown in **Figure 5)** with 1mm resolution and can operate at speeds of up to 60 mph.

The LCMS-2 system allows for automated detection of pavement distresses, including various types of cracks, raveling, edge drop-offs, potholes, macrotexture, and rutting. The system also automatically determines the presence of paint stripes, which helps in identifying the pavement lane.

IMS conducted data collection during daytime and dry weather conditions, while observing all traffic rules and operating at posted speed limits.

Figure 5 - RST Equipped with the 3D LCMS-2 Camera

3.5. Pavement Condition Data Analysis

Following the pavement condition data collection, the 3D images and pavement profiles captured by the LCMS were analyzed following industry standards to determine the PCI and IRI for each segment of pavement. The following paragraphs describe the methods used to determine each index.

Pavement Condition Index (PCI) – Presented on a 0 to 100 scale, the PCI is an aggregation of the observed pavement distresses. Within the PCI, not all distresses are weighted equally. Certain load associated distresses (caused by traffic loading), such as structural rutting or alligator cracking, have a much higher impact on the PCI than non-load associated distresses like raveling or patching. Even at low extents and moderate severity – less than 10% of the total area – these distresses can drop the PCI considerably.

The following **Table 2** provides a description of major distress types identified in the network:

Table 2- Pavement Distress Descriptions

Alligator Cracking – Quantified by the severity of the failure and square footage. This cracking is caused by the repeated bending a pavement experiences as vehicles pass over it. The cracks propagate from the bottom, meaning that structural failure has occurred. As a load-associated distress, it has a significant impact on the condition score, even at low extents.

Rutting – Starting at a minimum depth of ¼ inch, ruts are quantified by their depth and square footage. Rutting is caused by the permanent deformation of the pavement and/or subgrade layers. Low densities of rutting can have a large impact on the final condition score due to their implication of possible structural failure.

Longitudinal & Transverse Cracking – Quantified by their length and width. These cracks can be the result of pavement shrinkage due to natural daily and seasonal temperature cycles, construction issues, or other factors.

Block Cracking – Quantified by their width and square footage, these cracks form interconnected longitudinal and transverse cracks that divide the pavement into approximately rectangular pieces. Block cracking is the result of aging and environmental factors.

Patching – Quantified by the square footage and severity of patches. Even a good quality patch is considered a surface defect and affects the ride quality and condition of a pavement.

Raveling – This is the loss of coarse aggregate on the pavement surface and is measured by the severity and square footage affected.

Bleeding – This is the presence of free asphalt binder on the roadway surface, which is caused by either an excess of asphalt in the pavement or insufficient voids in the matrix. The result is a pavement surface with reduced skid resistance. This distress is measured by severity and square footage.

Edge Cracking – Running parallel to the road and usually within 1 to 2 feet of the outer edge of the pavement, this distress is caused by traffic loading and weakened base conditions resulting from poor drainage. It is measured in linear feet.

Distortion – This includes various localized unevenness in the surface of the pavement including bumps and sags, depressions, swell, corrugation, or shoving. This distress can be caused by a number of factors, including construction issues, subgrade failure, mixture failure, environmental influence, etc.

Weathering – This is the wearing away of asphalt binder and fine aggregate matrix, which is quantified by severity and square footage.

The 0 to 100 PCI scale is commonly divided into various ranges using descriptive terms. The divisions are not fixed but are meant to reflect common perceptions of pavement conditions. **Table 3** shows the seven categories used by the City to represent pavement conditions. Each category is defined by a range of PCI values. Typical pavement distresses observed and the level of M&R needed for pavements in each category are shown in the table as well.

Table 3 - Pavement Condition Index Categories

Condition Assessment	Typical Pavement Distresses and M&R Recommendations	PCI Range
Good	Like-new pavement **Preventive Maintenance:** *Crack Sealing*	(85-100]
Satisfactory	Low severity longitudinal and transverse (L&T) cracking and weathering **Preventive Maintenance:** *Crack Sealing & Surface Treatments*	(70-85]
Fair	Moderate severity L&T cracking **Global preventive maintenance & localized repairs:** *Localized surface and/or full-depth patching, surface treatments, and thin overlays*	(55-70]
Poor	Severe L&T cracking, low severity alligator cracking **Moderate rehabilitation:** *Localized full-depth patching, mill and overlays*	(40-55]
Very Poor	Moderate alligator cracking **Major rehabilitation:** *Mill and overlays, and reconstruction*	(25-40]
Serious	Severe alligator cracking, rutting **Major rehabilitation:** *Partial and complete reconstruction*	(10-25]
Failed	Severe alligator cracking, rutting, and potholes **Major rehabilitation:** *Complete reconstruction*	[0-10]

International Roughness Index (IRI) - The captured longitudinal profile of the road was analyzed following ASTM E1926 to determine the IRI. IRI values are a measure of the roughness (vertical displacement over a fixed interval reported in inches per mile) of a pavement and provide a measure of ride quality. The average roughness for the City network is 332 in/mile.

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

3.6. Summary

This section reviewed the scope and standards used in this project. The LCMS-2 technology was mobilized to collect pavement condition information, including roughness and surface distresses. Pavement condition data was then loaded into the PAVER Pavement Management System, and an accurate PCI was determined for each pavement segment. PAVER then used this data to develop pavement deterioration models and M&R recommendations.

4.0 Pavement Inventory and Condition Survey Results

4.1. Foreword

This section will review the results of the pavement condition survey performed in 2022. First is a summary of conditions of the roadways used in the City's analysis. Next, this section will review photos of the network taken from the RST. Finally, a series of charts and tables will summarize the findings of the condition survey and the overall PCI distribution of the City's pavement network. As of May 2022, **the City's average PCI is 38, and the backlog is approximately $31.8M.**

4.2. Harvard Street Inventory and Condition Summary

The paved roadway network covers approximately 52 centerline miles of asphalt roadways. The City's roadway network is divided into block-to-block segments, which typically extend from center of intersection to center of intersection.

Table 4 presents the City's inventory and pavement condition breakdown over the different functional classes. **Appendix A** provides more detailed inventory and condition data for the City's network.

Table 4 - Network Inventory Summary by Functional Class

	Network	Major Collector	Minor Collector	Local
Segment (Block) Count	549	57	11	481
Network Length (ft)	274,524	54,790	10,400	209,334
(Centerline Length)	274,524	54,790	10,400	209,334
Network Length (mi)	52.0	10.4	2.0	40
Average Width (ft)	30	30	34	30
Network Area (sf)	8,164,912	1,617,290	350,312	6,197,310
Current PCI	38	29	36	40
Current Major M&R Backlog (%)	86.9	Percentage of Network with a PCI <= 55		

The following graph **(Figure 6)** plots the percentage of the network by area versus pavement condition in predefined descriptive terms.

- Four percent (4%) of the network is in "Good" condition and requires only routine maintenance.
- Three percent (3%) of the network falls into the "Satisfactory" classification. These are roads that benefit most from Preventive maintenance techniques, such as microsurfacing and slurry seals.
- Six percent (6%) of the pavements are rated as "Fair" and are candidates for lighter surface-based rehabilitations, such as thin overlays.
- Twenty-two percent (22%) of the network is considered to be in "Poor" condition, representing candidates for progressively thicker overlay-based rehabilitation. If left untreated, they will decline rapidly into reconstruction candidates.
- The remaining sixty-five percent (65%) of the network is rated as "Very Poor", "Serious", or "Failed", meaning these pavements have failed or are past the optimal point for overlay or surface-based rehabilitation and may require progressively heavier forms of rehabilitation, such as local or total reconstruction.

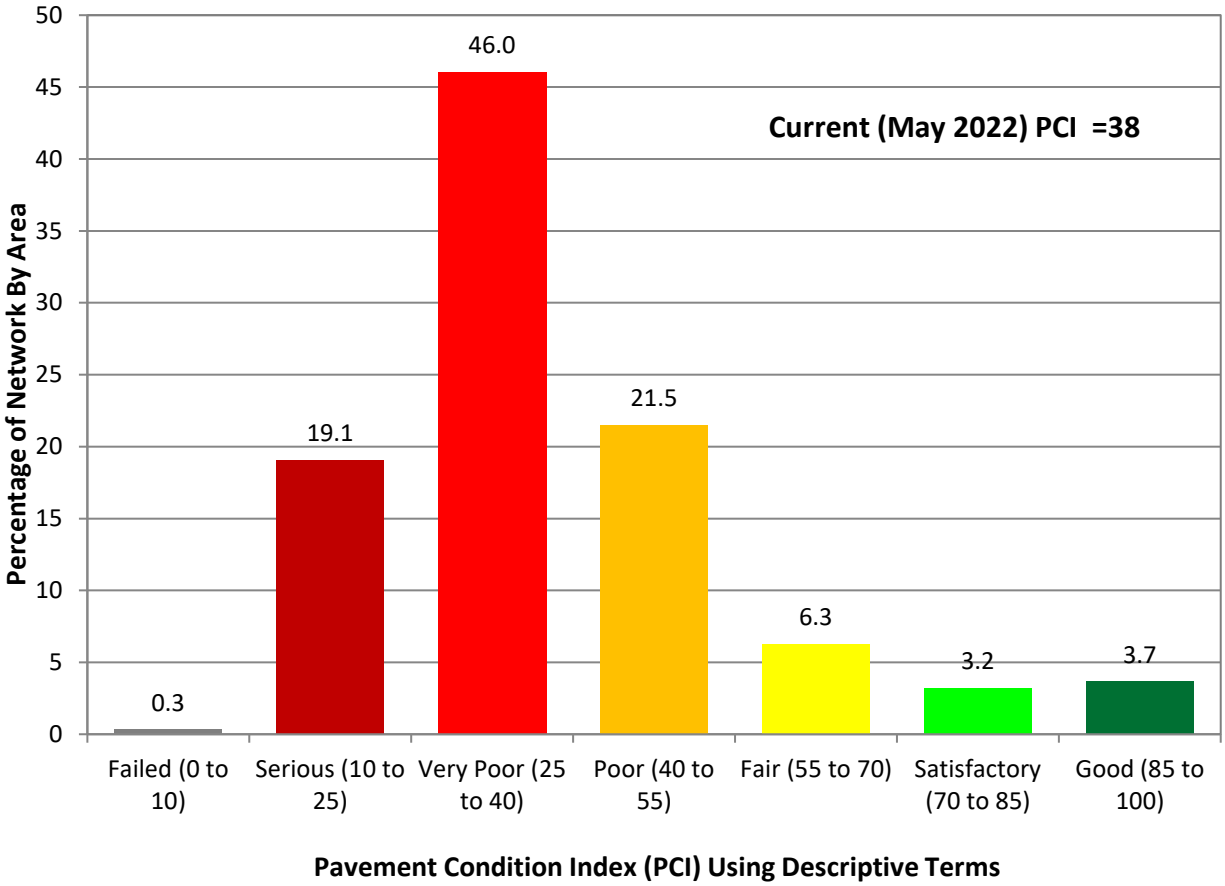

Figure 6 – Roadway Network Pavement Condition Using Descriptive Terms

Figure 7 shows the percentage of the network by area versus pavement condition in predefined descriptive terms for each of the City's designated functional classes.

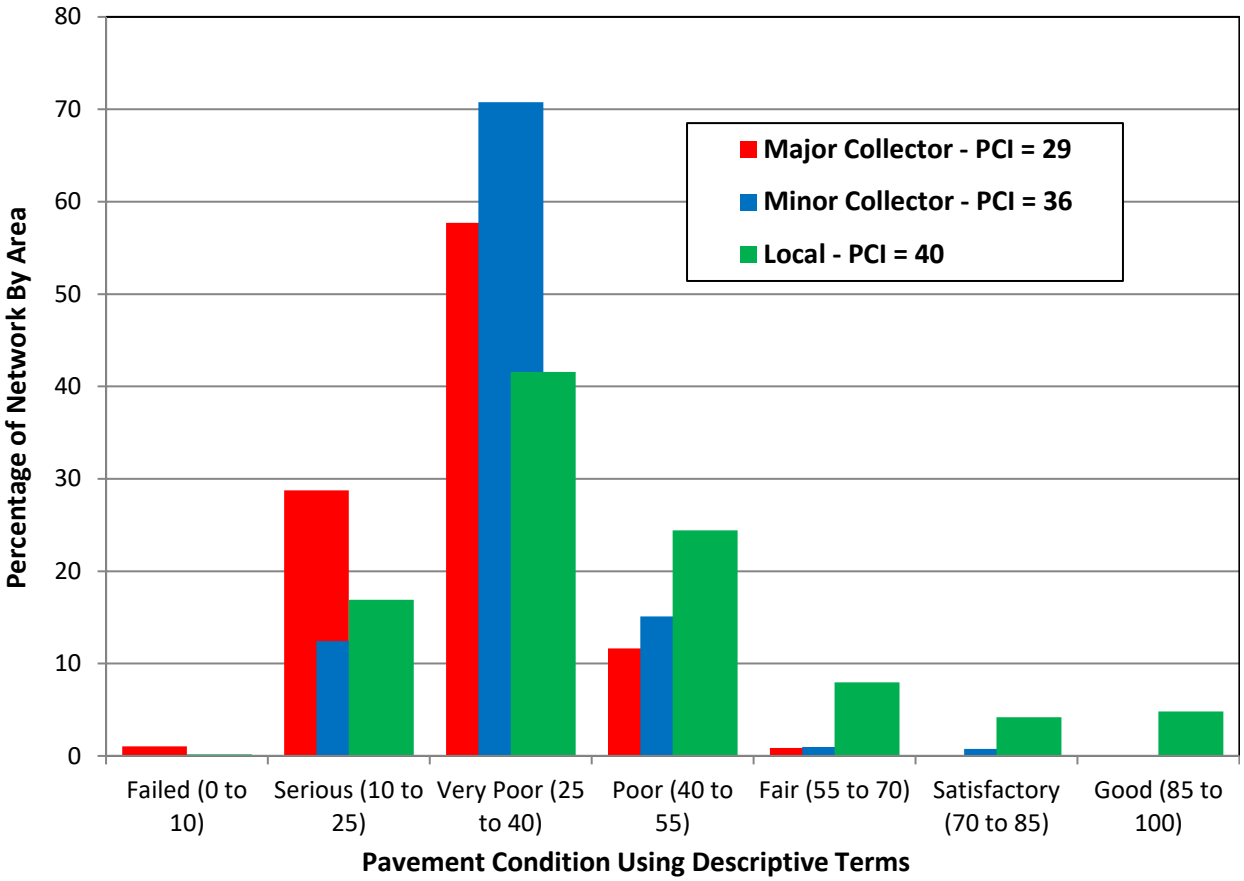

Figure 7 – Roadway Network Pavement Condition by Functional Class

4.3. Harvard Network Condition Imagery

The images presented below provide examples of the City's pavements that fall into the various condition categories. Potential rehabilitation strategies are also discussed.

Failed (PCI = 0 to 10) – Complete Reconstruction

Figure 8 – Example of a Pavement Rated as Failed

West Diggins from Front Street to 4th Street (GISID 2182, PCI = 6) – This pavement displays spreading base failure as evidenced by the severe alligator cracking and potholes. A mill and overlay on this street would not be suitable and would not meet an extended service life of at least 15 years. This street requires a full reconstruction.

Deferral of reconstruction of pavements rated as Failed will not cause a substantial decrease in overall pavement quality. The pavements have passed the opportunity for overlay-based strategies, meaning that reconstruction, which is expensive, is the most suitable solution. Failed pavements are often deferred in favor of rehabilitating more segments at lower costs, resulting in a greater net benefit to the City. This strategy however must be sensitive to citizen complaints forcing the street to be selected earlier. In addition, this type of street can pose a safety hazard for motorists since severe potholes and distortions may develop. It is important to consistently monitor these pavements and check for potholes or other structural deficiencies until the street is eventually rebuilt.

Serious (PCI = 10 to 25) – Partial Reconstruction

Figure 9 - Example of a Pavement Rated as Serious

Blaine Street from Jefferson Street to Lincoln (GISID 1398, PCI = 15) – Rated as Serious, this segment is rapidly approaching the end of its service life. As evident in the imagery, a fair amount of alligator cracking and potholes contribute to the lower PCI score of this segment. If left untreated, within a short period of time, a full reconstruction would be required.

Heavily trafficked pavements in serious condition often require a full reconstruction. On local pavements, partial reconstruction is typically required, that is the removal of the pavement surface through grinding or excavation, base repairs, restoration of the curb line and drainage, and then placement of a new surface.

Very Poor (PCI = 25 to 40) – Thick Overlays

Figure 10 - Example of a Pavement Rated as Very Poor

Jefferson Street from Blaine Street to Roosevelt Street (GISID 1070, PCI = 30) – Very Poor pavements have distresses that tend to be localized and moderate in nature – that is they do not extend the full length of the segment. On this segment, the evidence of deterioration is the alligator cracking and patching, which can be clearly seen in the image above. Many of the severely cracked areas are present around patched portions of the segment, indicating that heavier rehabilitation methods would be better suited to restore this segment to complete its service life.

Very Poor pavements that display high amounts of load associated distresses are selected as a priority for rehabilitation, as they provide the greatest cost/benefit to the City. If left untreated, Very Poor pavements with high amounts of load associated distresses would deteriorate to become partial reconstruction candidates. Very Poor pavements that are failing due to materials issues or non-load associated failures may become suitable candidates for thick overlays, if deferred, without a significant cost increase.

Poor (PCI = 40 to 55) – Moderate Overlays

Figure 11 - Example of a Pavement (roadway) Rated as Poor

Johnson Street from East Thompson Street to Washington Street (GISID 1218, PCI = 45) – Several distresses are present but tend to be more localized, moderate in severity, and non-load related (primarily longitudinal and transverse cracking). There is also some notable edge cracking along the right-hand side of the pavement, but it does not persist throughout the segment.

Fair (PCI = 55 to 70) – Surface Treatments to Thin Overlays

Figure 12 - Example of a Pavement Rated as Fair

Tall Grass Drive from Meadow Lane to Stoney Creek Lane (GISID 1433, PCI = 64) – Rated as Fair with the transverse and longitudinal cracking as the primary cause of deterioration. The existing distresses could be sealed, and the pavement surface could be restored further with a heavier surface treatment, such as microsurfacing, to fully waterproof the pavement and cover the localized edge cracks.

Satisfactory (PCI = 70 to 85) – Surface Treatments and Localized Rehabilitation

Figure 13 - Example of a Pavement Rated as Satisfactory

Front Street from Hutchinson Street to Page Street (GISID 1466, PCI = 77) – Rated as Satisfactory, this road displays minor amounts of longitudinal cracking. This street is an example of a candidate for Preventive maintenance, such as crack sealing, to extend its service life.

Routine maintenance, such as crack sealing and localized patching, allows the cracks to be as waterproof as possible. By keeping water out of the base layers, the pavement life is extended without the need for heavier rehabilitation.

Good (PCI = 85 to 100)

Figure 14 - Example of a Pavement Rated as Good

Brown Street from Jefferson Street to Lincoln (GISID 1140, PCI = 97) – Rated as Good, displaying little to no surface distresses. The ride quality is smooth, and the surface and base are intact.

4.4. Summary

Section 4 reviewed the results of the condition survey for the City. The section described each of the functional classifications in the City and outlined their respective conditions on the PCI scale. This section included a discussion of the overall pavement condition distribution in Harvard and some useful charts that help put the survey results into perspective. The PCI scale was explained further through a series of pavement photographs that were taken during the 2022 survey. **The network average PCI in Harvard is 38 with a backlog of approximately $31.8M.**

5.0 Rehabilitation Plan and Budget Development

5.1. Foreword

This section discusses the results of the pavement management analysis that was performed using the PAVER pavement management system. First is an overview of the assumptions that were used when implementing the system. Next, the results of each of the various budget simulations are detailed, along with their resulting conditions. This is highlighted further through a series of charts that are used to demonstrate the advantages and disadvantages of various funding models. Finally, the City's selected budget is presented through a graph outlining the predicted condition by the end of the plan.

5.2. Key Analysis Set Points and Assumptions

The PAVER program requires user inputs to complete its condition forecasting, prioritization, and budget analysis. The M&R analyses were based on the results of the May 2022 PCI survey and the pavement inventory and historical work records provided by the City. The other assumptions made in the analyses include:

- **Pavement Performance Curves:** Pavement performance curves (aka deterioration curves) are used to predict future pavement conditions. PAVER allows for historical M&R and inspection data to be used to build deterioration models that reflect actual pavement conditions over time for pavement families that share similar characteristics (e.g. functional class, pavement use, pavement type, pavement strength, AADT, soil properties, and construction methods).
- **Critical PCI:** Paver allows the user to pick a point in the pavement performance curve where rehabilitation is deemed most necessary. The Critical PCI value represents the condition at or below which Major M&R (e.g., resurfacing and reconstruction) is typically recommended. A PCI value of 55 has been chosen for all the City's pavements, as this numerical value straddles the "Fair" to "Poor" condition categories in the City's PCI scale. Performing major M&R on pavements that are closer to the critical PCI of 55 rather than waiting for these pavements to deteriorate further is generally more cost effective and is prioritized in PAVER.
- **M&R Categories, Rates, and Policies:** PAVER groups M&R activities into four categories designated as Major, Global Preventive, Localized Preventive, and Localized Stopgap work.
    - **Major M&R:** includes structural overlays, mill and overlays, and partial and full reconstruction activities. These activities reset the PCI to 100 within PAVER. **Table 5** presents estimated unit costs and recommended PCI ranges for various major M&R activities provided by the City. The estimated costs presented should be considered rough estimates based on the assumed unit costs only and should not be considered engineering estimates.
    - **Global Preventive M&R:** includes surface treatments, such as Slurry Seal. This type of treatment should be applied to pavements in good or satisfactory conditions with minimal load associated distresses. The estimated unit costs and recommended PCI ranges for global preventive work are represented in **Table 6**.

- **Localized Preventive M&R:** includes localized activities, such as crack sealing and patching, that are applied to pavements above critical PCI. The selected activities and unit rates are presented in **Table 7,** while the localized preventive M&R policy is presented in **Table 8**.
- **Localized Stopgap M&R:** includes localized stopgap (safety related) activities, such as patching, that are applied to severe distresses posing a safety concern on pavements with a PCI below critical, pending the availability of major M&R funds. The localized Stopgap M&R policy is presented in **Table 9**.

- Selection and Prioritization of Rehab Candidates
  - **Priority ranking** - analysis in Paver uses prioritization for rehabilitation candidate selection based on segments' Use and Rank. In the program, "Use" defines the role the pavement plays (Roadway, Parking Lot, Driveway), while "Rank" defines its functional class. Generally, higher trafficked functional classes receive a higher priority. This ensures that pavements servicing the most residents undergo rehabilitation first to provide as much benefit per person as possible.
  - **Proximity to Critical PCI** - when selecting major M&R candidates for pavements below critical PCI, pavements with PCI values closer to the critical PCI of 55 receive a higher priority to allow for more resurfacing projects, rather than waiting for these pavements to deteriorate further to become reconstruction candidates.

Table 5 - Major M&R Strategies and Unit Rates

Rehab Code	Typical Rehab Activity	PCI	Unit Rate ($/sf)
NC-AC	New Construction - AC	0-30	8.0
MOL-2	Cold Mill and Overlay - 2 Inches	30-55	2.57

Table 6 - Global M&R Strategies and Unit Rates

Rehab Code	Typical Rehab Activity	PCI	Application Interval	Delta T (Year)	Unit Rate ($/sf)
ST-SS	Surface Treatment - Slurry Seal	65-80, minimal climate-related distress	5	3	0.35
GL-AT	Overlay - AC Thin (Global)	65-80, minimal skid-causing distress	10	8	1.39

Table 7 - Localized Preventive and Stopgap M&R Strategies and Unit Rates

Rehab Code	Rehab Activity	Unit Rate ($)	Unit
PA-AD	Patching - AC Deep	$ 4.33	SqFt
PA-AS	Patching - AC Shallow	$ 3.33	SqFt
CS-AC	Crack Sealing - AC	$ 1.00	Ft

Table 8 - Localized Preventive M&R Distress Maintenance Policy

Distress	Severity	Description	Code	Work Type	Work Unit
1	Medium	ALLIGATOR CR	PA-AD	Patching - AC Deep	SqFt
1	High	ALLIGATOR CR	PA-AD	Patching - AC Deep	SqFt
3	High	BLOCK CR	CS-AC	Crack Sealing - AC	Ft
3	Medium	BLOCK CR	CS-AC	Crack Sealing - AC	Ft
4	Medium	BUMPS/SAGS	PA-AS	Patching - AC Shallow	SqFt
4	High	BUMPS/SAGS	PA-AD	Patching - AC Deep	SqFt
5	Medium	CORRUGATION	PA-AS	Patching - AC Shallow	SqFt
5	High	CORRUGATION	PA-AD	Patching - AC Deep	SqFt
6	Medium	DEPRESSION	PA-AD	Patching - AC Deep	SqFt
6	High	DEPRESSION	PA-AD	Patching - AC Deep	SqFt
7	Medium	EDGE CR	CS-AC	Crack Sealing - AC	Ft
7	High	EDGE CR	PA-AS	Patching - AC Shallow	SqFt
8	High	JT REF. CR	PA-AS	Patching - AC Shallow	SqFt
8	Medium	JT REF. CR	CS-AC	Crack Sealing - AC	Ft
9	High	LANE SH DROP	SH-LE	Shoulder leveling	Ft
9	Medium	LANE SH DROP	SH-LE	Shoulder leveling	Ft
10	High	L & T CR	PA-AS	Patching - AC Shallow	SqFt
10	Medium	L & T CR	CS-AC	Crack Sealing - AC	Ft
11	High	PATCH/UT CUT	PA-AD	Patching - AC Deep	SqFt
13	Low	POTHOLE	PA-AD	Patching - AC Deep	SqFt
13	High	POTHOLE	PA-AD	Patching - AC Deep	SqFt
13	Medium	POTHOLE	PA-AD	Patching - AC Deep	SqFt
15	High	RUTTING	PA-AD	Patching - AC Deep	SqFt
15	Medium	RUTTING	PA-AS	Patching - AC Shallow	SqFt
16	High	SHOVING	GR-PP	Grinding (Localized)	Ft
16	Medium	SHOVING	GR-PP	Grinding (Localized)	Ft
17	High	SLIPPAGE CR	PA-AS	Patching - AC Shallow	SqFt
17	Medium	SLIPPAGE CR	PA-AS	Patching - AC Shallow	SqFt
21	Medium	BLOW UP	PA-PF	Patching - PCC Full Depth	SqFt
21	High	BLOW UP	PA-PF	Patching - PCC Full Depth	SqFt
22	High	CORNER BREAK	PA-PF	Patching - PCC Full Depth	SqFt
22	Medium	CORNER BREAK	CS-PC	Crack Sealing - PCC	Ft
23	Medium	DIVIDED SLAB	SL-PC	Slab Replacement - PCC	SqFt

23	High	DIVIDED SLAB	SL-PC	Slab Replacement - PCC	SqFt
24	Medium	DURABIL. CR	PA-PF	Patching - PCC Full Depth	SqFt
24	High	DURABIL. CR	SL-PC	Slab Replacement - PCC	SqFt
25	High	FAULTING	GR-PP	Grinding (Localized)	Ft
25	Medium	FAULTING	GR-PP	Grinding (Localized)	Ft
26	High	JT SEAL DMG	JS-LC	Joint Seal (Localized)	Ft
27	High	LAND SH DROP	SH-LE	Shoulder leveling	Ft
27	Medium	LAND SH DROP	SH-LE	Shoulder leveling	Ft
28	High	LINEAR CR	PA-PP	Patching - PCC Partial Depth	SqFt
28	Medium	LINEAR CR	CS-PC	Crack Sealing - PCC	Ft
29	High	LARGE PATCH	PA-PF	Patching - PCC Full Depth	SqFt
30	High	SMALL PATCH	PA-PP	Patching - PCC Partial Depth	SqFt
34	High	PUNCHOUT	SL-PC	Slab Replacement - PCC	SqFt
34	Medium	PUNCHOUT	PA-PF	Patching - PCC Full Depth	SqFt
36	High	SCALING	SL-PC	Slab Replacement - PCC	SqFt
38	High	CORNER SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
38	Medium	CORNER SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
39	High	JOINT SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
39	Medium	JOINT SPALL	PA-PP	Patching - PCC Partial Depth	SqFt

Table 9 - Localized Stopgap Distress Maintenance Policy

Distress	Severity	Description	Code	Work Type	Work Unit
4	High	BUMPS/SAGS	PA-AS	Patching - AC Shallow	SqFt
5	High	CORRUGATION	PA-AS	Patching - AC Shallow	SqFt
9	High	LANE SH DROP	SH-LE	Shoulder leveling	Ft
11	High	PATCH/UT CUT	PA-AS	Patching - AC Shallow	SqFt
13	High	POTHOLE	PA-AD	Patching - AC Deep	SqFt
13	Medium	POTHOLE	PA-AD	Patching - AC Deep	SqFt
15	High	RUTTING	PA-AS	Patching - AC Shallow	SqFt
16	High	SHOVING	PA-AS	Patching - AC Shallow	SqFt
17	High	SLIPPAGE CR	PA-AS	Patching - AC Shallow	SqFt
21	High	BLOW UP	PA-PF	Patching - PCC Full Depth	SqFt
22	High	CORNER BREAK	PA-AL	Patching - AC Leveling	SqFt
23	High	DIVIDED SLAB	PA-AL	Patching - AC Leveling	SqFt
24	High	DURABIL. CR	PA-AL	Patching - AC Leveling	SqFt
25	High	FAULTING	GR-PP	Grinding (Localized)	Ft
27	High	LAND SH DROP	SH-LE	Shoulder leveling	Ft
29	High	LARGE PATCH	PA-AL	Patching - AC Leveling	SqFt
34	High	PUNCHOUT	PA-AL	Patching - AC Leveling	SqFt
38	High	CORNER SPALL	PA-AL	Patching - AC Leveling	SqFt
39	High	JOINT SPALL	PA-AL	Patching - AC Leveling	SqFt

5.3. Network Budget Analysis Models

An analysis containing a total of 5 profile budget runs were prepared for the City. The analysis results are summarized below:

- **Do Nothing** (illustrated by the black line in **Figure 17**) – This option identifies the effect of spending no capital for 5 years. This scenario results in a network average PCI drop from 38 to 15 and an increase in backlog to nearly $58M after five years.
- **Harvard Budget** (red Line) – This represents the City's current average annual budget of $210k/Yr dedicated to pavement preservation and rehabilitation. The City's current budget will result in a PCI of 17 and a backlog of $57M after five years**.**
- **Maintain PCI** (green line) – This budget represents the funds needed to hold the PCI at 40. This model will cost approximately $3.35M/Yr and result in a backlog of $37M after five years.
- **Target PCI 50** (yellow dotted line) **–** A PCI target budget was developed in order to maintain a minimum target PCI of 50. This will cost approximately $5.09M/Yr and result in a backlog of $24M after five years.
- **Eliminate Backlog** (purple line) **-** A budget was run to determine the cost needed to reduce the backlog to $0 in 5 years. This budget is approximately $8.69M/Yr and will achieve a PCI of 76 after five years.

Table 10 Below provides the breakdown of the five options with associated annual levels of funding.

Table 10 - Funding Model Breakdown

Scenario	Average Total funding per year	Total Backlog	Post PCI
Do Nothing	$0	$58M	15
Current Budget	$210k	$57M	17
Maintain PCI	$3.35M	$37M	40
Target PCI of 50	$5.09M	$24M	52
Backlog Elimination	$8.69M	$0	76

The results of the analysis are summarized in **Figure 15**. The X-axis highlights the annual budget, while the Y-axis plots the 5-year Post Rehab Network Average PCI value. The solid black line shows the results of the pavement analysis (the Harvard model profile).

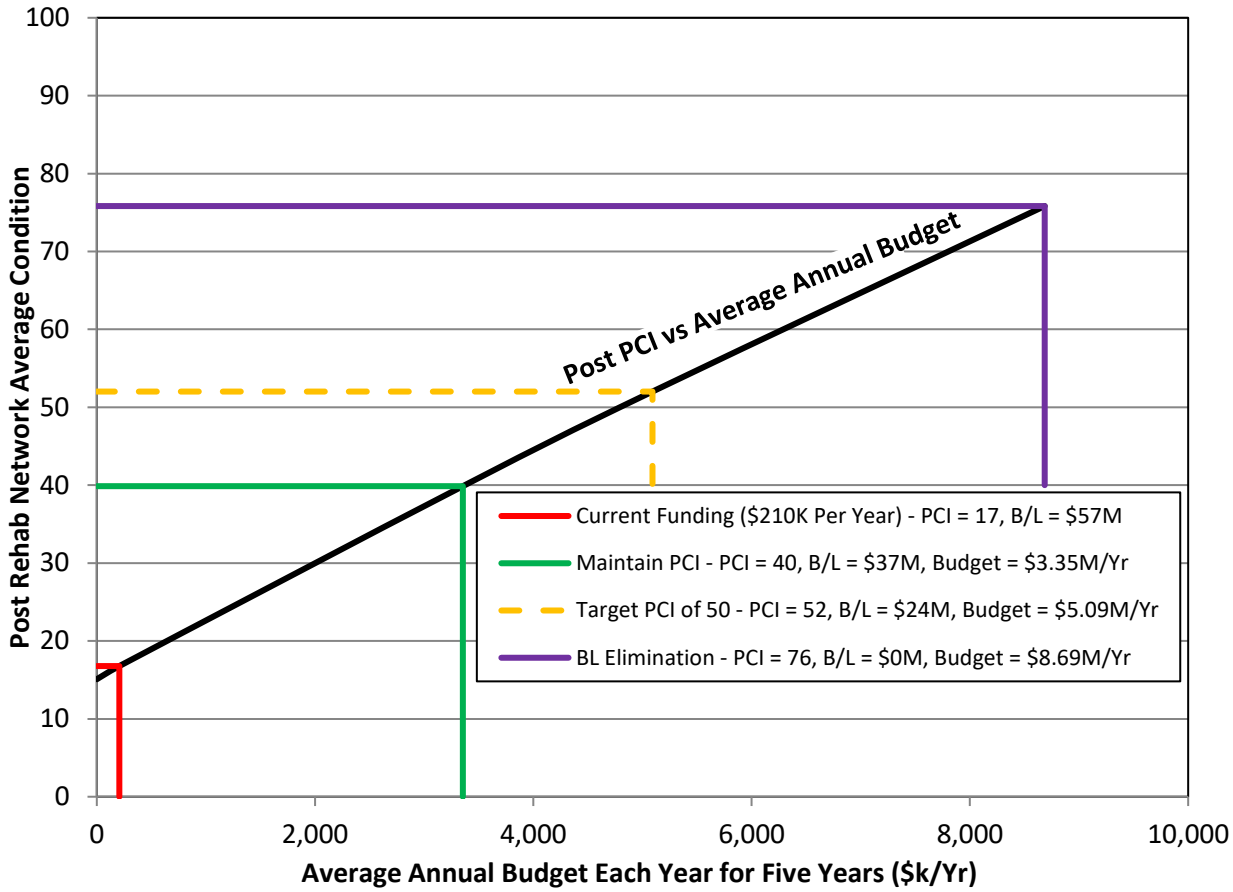

Figure 15 – 5-Year Post Rehab Network PCI Analysis Results

Figure 16 presents the resultant network backlog plotted against annual budget. This plot is similar to **Figure 15**, but instead of plotting the average PCI score, the solid black diagonal line represents the total backlog after 5 years.

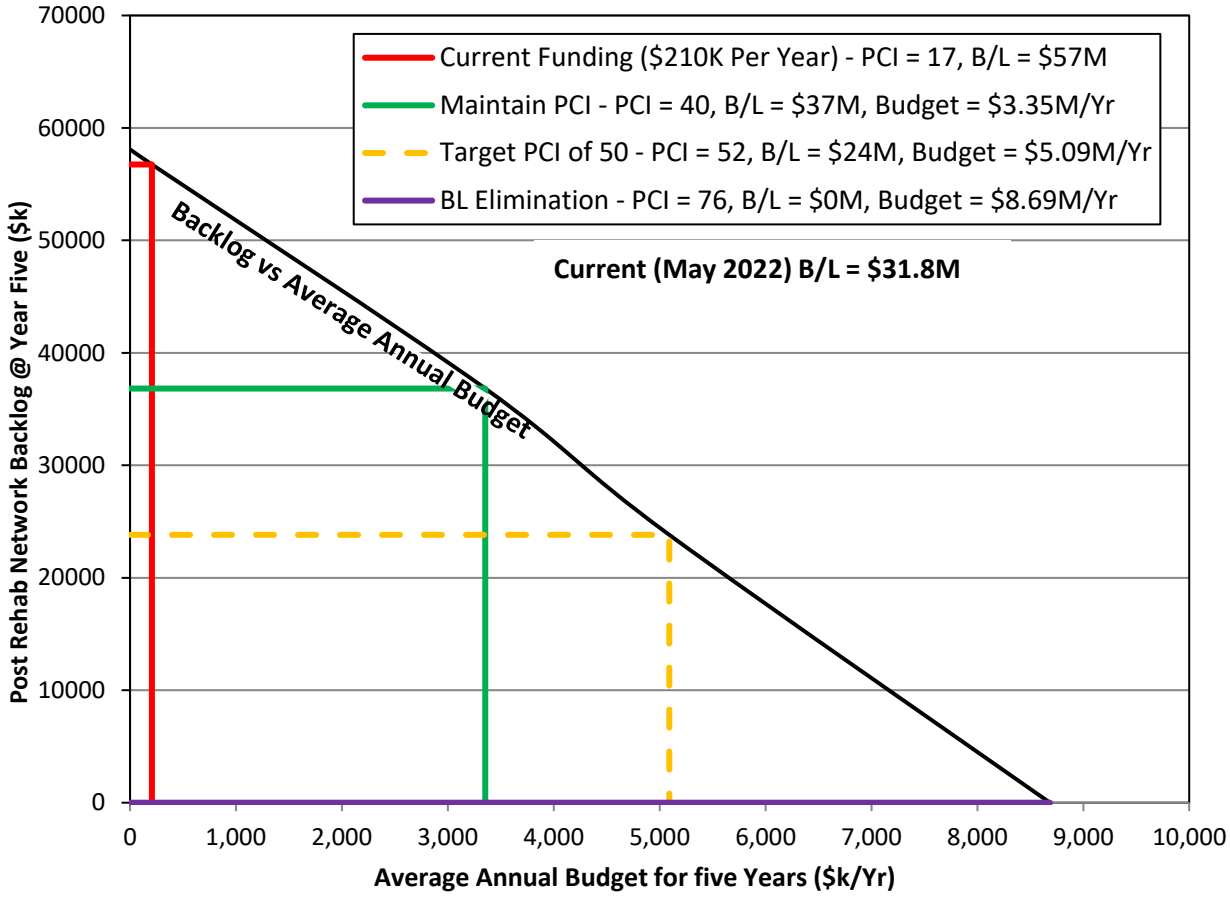

Figure 16 – 5-Year Post Rehab Network Backlog Results

Figure 17 presents the analysis results on an annual basis.

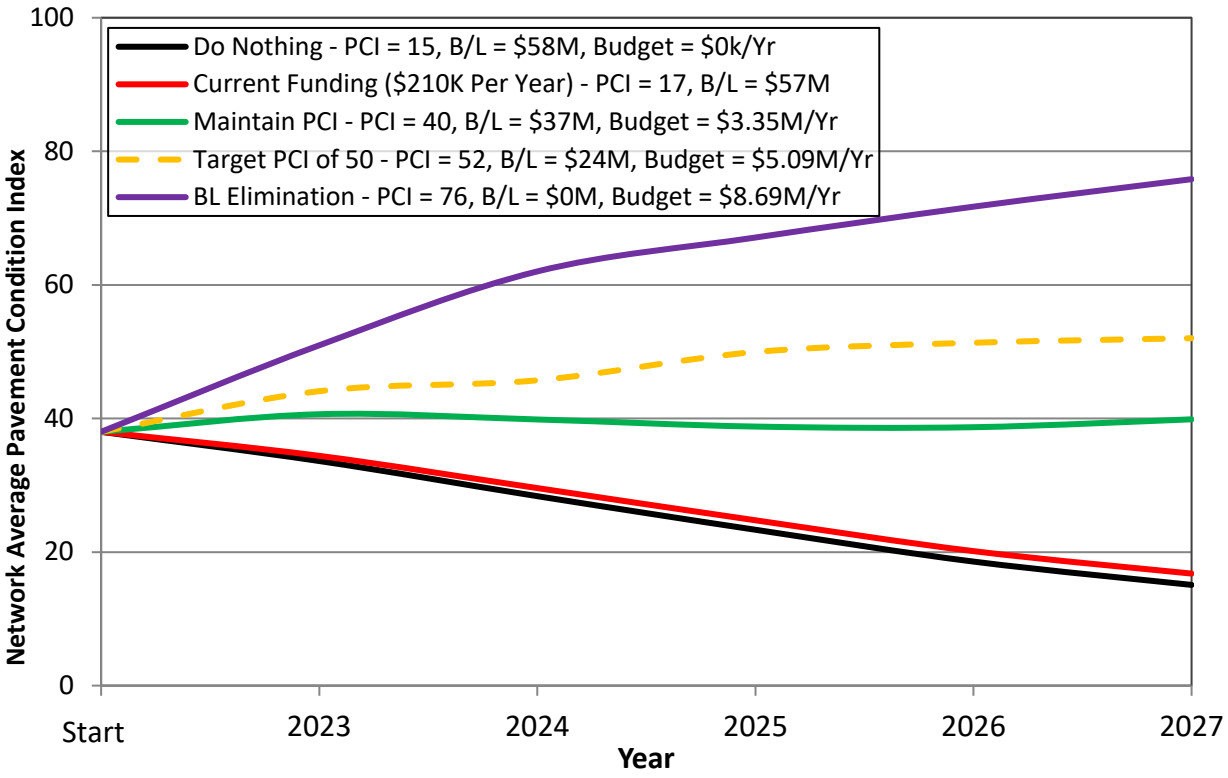

Figure 17 – 5-Year Annual PCI

Table 11 presents the total localized maintenance work cost estimates. More detailed information can be found in Appendix C.

Table 11 - Localized Maintenance Work Estimates

Policy	Work Description	Work Quantity	Work Units	Work Cost
Preventive	Patching - AC Deep	10493.78	SqFt	$45,450
Preventive	Patching - AC Shallow	80.73	SqFt	$267
Preventive	Crack Sealing - AC	12663.12	Ft	$12,661
Stopgap	Patching - AC Deep	5830.74	SqFt	$25,277
Stopgap	Patching - AC Shallow	1102.23	SqFt	$3,673
Preventive				$58,378
Stopgap				$28,951
Total				$87,329

5.4. Post Rehabilitation Condition

Figure 18 compares the current network condition distribution (red) to what the 5-year post rehabilitation distribution would be at with the current budget of $210k/Yr (blue). With the City's current annual budget dedicated to pavement M&R and previously planned projects, the average PCI is expected to decrease to 17 by the end of the five-year plan.

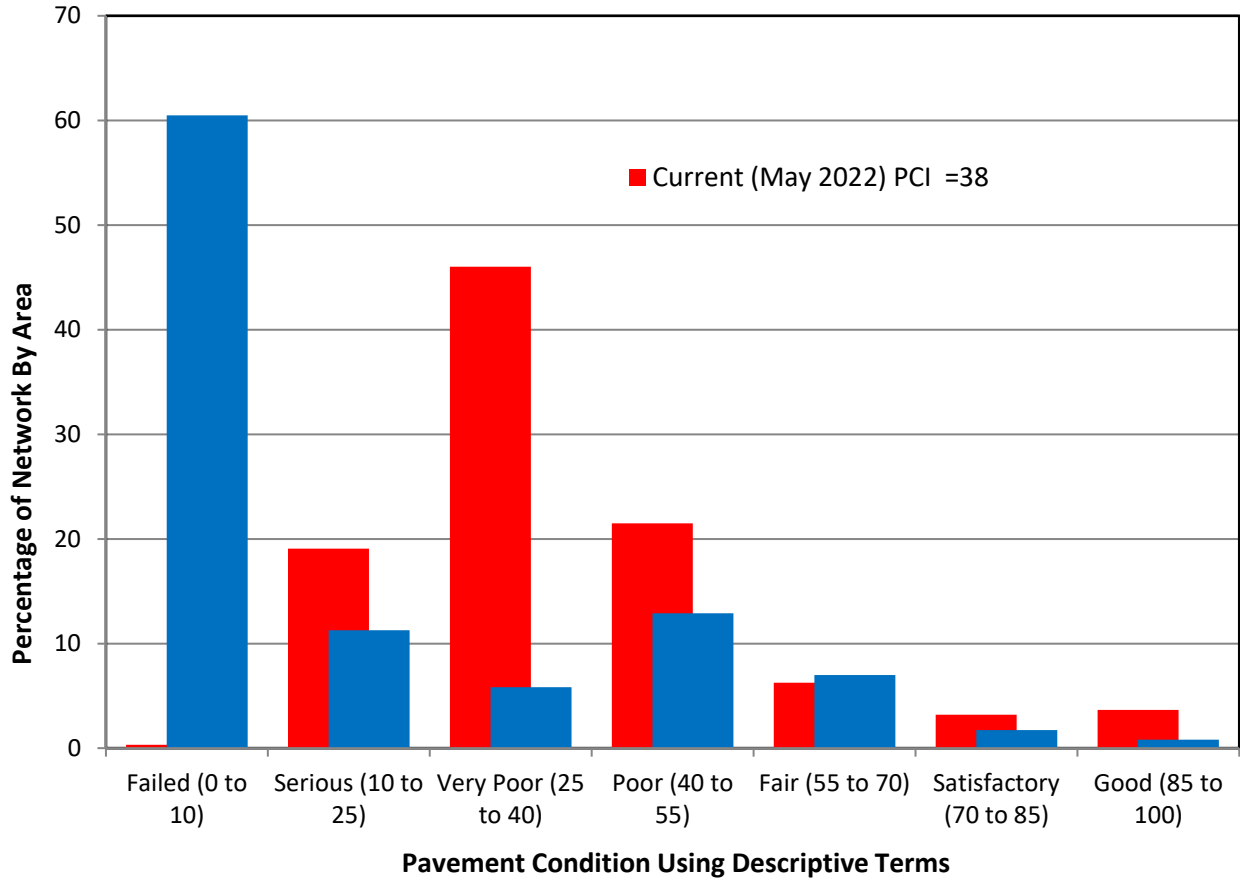

Figure 18 – 5-Year Post Rehabilitation Condition Distribution

Finally, the PAVER pavement management program was used to formulate practical projects for the City with its current annual budget of $210k. This data is presented in **Appendix B**.

6.0 Project Recommendations and Comments

6.1. Project Summary and Recommendations

A pavement condition survey was performed in May 2022 on the Harvard network. The results of the condition survey were loaded into the PAVER pavement management system. This system was used to organize a georeferenced pavement inventory, develop an accurate model of the network conditions and predicted deterioration, and provide funding recommendations for various level-of-service goals.

For the City to get the most out of its PAVER system, it must be updated regularly with routinely collected pavement condition data, M&R strategies, and unit costs. This report outlines the new implementation of the City's PAVER pavement management system.

The following recommendations are presented to the City as an output from the pavement analysis and must be read in conjunction with the previous sections of this report.

1. Harvard should adopt a level-of-service policy statement to achieve a PCI at or above 50. The funding model that achieves this is referred to in this report as the "Target PCI" budget and is represented in the graphs in the previous section by a yellow dotted line.
2. An annual budget of $210k (averaged across 5 years) will result in a network average PCI of 17 and backlog of $57M.
3. The full suite of proposed rehabilitation strategies and unit rates should be reviewed annually, as these can have considerable effects on the final program.
4. The City should keep track of M&R work performed and update the pavement management system with the newly repaired pavements.
5. The City should resurvey their pavements every few years to update the condition data and rehabilitation program.

6.2. Closing

The IMS Team greatly appreciates the opportunity to work with Harvard on this pavement management implementation. Over the course of this project, it has become clear that the City staff demonstrates a strong commitment to provide a higher level-of-service to their community. IMS stands ready to assist the City for training and technical support as necessary, and we welcome the opportunity to work with the City on future pavement management projects.

Appendix A

Street Inventory and Condition Summary

Harvard, IL

Appendix A - Network Inventory and Condition

Branch Name	Section ID	From	To	Pavement Length (ft)	Pavement Width (ft)	Total Area (ft2)	Functional Class (Rank)	Pavement Conditions			
								Last Survey Date (mm/dd/yyyy)	Last Survey PCI	Survey IRI (in/mi)	IRI Category
10TH ST	1202	EOP	APPLE VALLEY RD	131	27	3543	Local	5/8/2022	**41**	392	Marginal
10TH ST	1203	APPLE VALLEY RD	NORTHFIELD AVE	1165	27	31447	Local	5/8/2022	**32**	348	Marginal
2ND ST	1450	BLACKMAN ST	W DIGGINS	295	22	6496	Local	5/8/2022	**35**	268	Marginal
2ND ST	1483	BURBANK ST	BROWN ST	328	24	7874	Local	5/8/2022	**86**	276	Marginal
2ND ST	1484	BROWN ST	BLACKMAN ST	361	24	8661	Local	5/8/2022	**63**	349	Marginal
2ND ST	1499	MCKINLEY ST	BURBANK ST	328	29	9514	Local	5/8/2022	**51**	315	Marginal
2ND ST	1527	NORTHFIELD AVE	HARRISON AV	295	27	7972	Local	5/8/2022	**20**	495	Rough
2ND ST	1528	ROOSEVELT ST	MCKINLEY ST	344	30	10335	Local	5/8/2022	**23**	443	Rough
2ND ST	1529	HARRISON AV	ROOSEVELT ST	656	26	17060	Local	5/8/2022	**16**	387	Marginal
3RD ST	1086	BURBANK ST	BROWN ST	328	24	7874	Local	5/8/2022	**20**	503	Rough
3RD ST	1087	BLACKMAN ST	W DIGGINS	312	24	7480	Local	5/8/2022	**25**	511	Rough
3RD ST	1088	BROWN ST	BLACKMAN ST	344	24	8268	Local	5/8/2022	**31**	562	Rough
3RD ST	1266	NORTHFIELD AVE	BLAINE ST	623	28	17454	Local	5/8/2022	**13**	394	Marginal
3RD ST	1478	MCKINLEY ST	BURBANK ST	312	30	9350	Local	5/8/2022	**24**	557	Rough
4TH ST	1001	ROOSEVELT ST	MCKINLEY ST	328	29	9514	Local	5/8/2022	**49**	402	Rough
4TH ST	1021	DS@207FT	6TH ST	295	30	8858	Local	5/8/2022	**36**	276	Marginal
4TH ST	1022	6TH ST	NORTHFIELD AVE	1099	30	32972	Local	5/8/2022	**34**	244	Marginal
4TH ST	1197	BURBANK ST	BROWN ST	328	24	7874	Local	5/8/2022	**48**	257	Marginal
4TH ST	1198	BLACKMAN ST	W DIGGINS	344	24	8268	Local	5/8/2022	**30**	461	Rough
4TH ST	1199	BROWN ST	BLACKMAN ST	328	24	7874	Local	5/8/2022	**12**	446	Rough
4TH ST	1216	NORTHFIELD AVE	BLAINE ST	640	29	18553	Local	5/8/2022	**51**	227	Marginal
4TH ST	1217	BLAINE ST	ROOSEVELT ST	328	29	9514	Local	5/8/2022	**25**	300	Marginal
4TH ST	1257	APPLE VALLEY RD	DS@207FT	197	29	5709	Local	5/8/2022	**40**	424	Rough
4TH ST	1440	MCKINLEY ST	BURBANK ST	344	29	9990	Local	5/8/2022	**20**	683	Rough
5TH ST	1109	BURBANK ST	BROWN ST	344	24	8268	Local	5/8/2022	**20**	568	Rough
5TH ST	1110	BLACKMAN ST	W DIGGINS	328	24	7874	Local	5/8/2022	**23**	469	Rough
5TH ST	1111	BROWN ST	BLACKMAN ST	344	25	8612	Local	5/8/2022	**13**	526	Rough
5TH ST	1258	MCKINLEY ST	BURBANK ST	312	27	8415	Local	5/8/2022	**21**	437	Rough
6TH ST	1059	4TH ST	NORTHFIELD AVE	1345	29	39009	Local	5/8/2022	**28**	378	Marginal
7TH ST	1141	APPLE VALLEY RD	NORTHFIELD AVE	1033	29	29970	Local	5/8/2022	**56**	251	Marginal
8TH ST	1091	EOP	APPLE VALLEY RD	115	28	3215	Local	5/8/2022	**44**	463	Rough
8TH ST	1092	APPLE VALLEY RD	NORTHFIELD AVE	1132	29	32825	Local	5/8/2022	**37**	258	Marginal
9TH ST	1246	EOP	APPLE VALLEY RD	131	28	3675	Local	5/8/2022	**56**	244	Marginal

Branch Name	Section ID	From	To	Pavement Length (ft)	Pavement Width (ft)	Total Area (ft2)	Functional Class (Rank)	Pavement Conditions			
								Last Survey Date (mm/dd/yyyy)	Last Survey PCI	Survey IRI (in/mi)	IRI Category
9TH ST	1247	APPLE VALLEY RD	DS@479FT	492	29	14272	Local	5/8/2022	**52**	247	Marginal
9TH ST	1326	DS@479FT	NORTHFIELD AVE	689	29	19980	Local	5/8/2022	**45**	222	Marginal
ADMIRAL DR	1479	RIDGE LN	DIVISION ST	853	29	24738	Local	5/8/2022	**74**	229	Marginal
ANDERSON ST	1041	JEFFERSON ST	LINCOLN	312	22	6857	Local	5/8/2022	**15**	500	Rough
ANDERSON ST	1042	LINCOLN	GARFIELD ST	328	26	8530	Local	5/8/2022	**20**	491	Rough
ANDREA CT	1430	TIMBER DR	TIMBER DR	230	26	5971	Local	5/8/2022	**24**	440	Rough
APPLE VALLEY RD	1200	DS@548FT	4TH ST	131	29	3806	Local	5/8/2022	**33**	260	Marginal
APPLE VALLEY RD	1201	4TH ST	EOP	115	29	3330	Local	5/8/2022	**66**	258	Marginal
APPLE VALLEY RD	1399	EOP	10TH ST	197	28	5512	Local	5/8/2022	**33**	331	Marginal
APPLE VALLEY RD	1400	9TH ST	8TH ST	361	28	10105	Local	5/8/2022	**37**	408	Rough
APPLE VALLEY RD	1401	10TH ST	9TH ST	328	28	9186	Local	5/8/2022	**40**	314	Marginal
APPLE VALLEY RD	1402	7TH ST	DS@548FT	558	29	16175	Local	5/8/2022	**42**	239	Marginal
APPLE VALLEY RD	1403	8TH ST	7TH ST	427	29	12369	Local	5/8/2022	**39**	283	Marginal
AUTUMN GLEN RD	1031	DS@1241FT	DS@1511FT	262	38	9974	Local	5/8/2022	**34**	293	Marginal
AUTUMN GLEN RD	1173	DS@1511FT	IL RT 14	1362	37	50377	Local	5/8/2022	**33**	289	Marginal
AUTUMN GLEN RD	1362	EOP	FOREST DOWNS	180	37	6677	Local	5/8/2022	**61**	272	Marginal
AUTUMN GLEN RD	1363	BIRCH ST	DS@1241FT	1280	38	48622	Local	5/8/2022	**35**	306	Marginal
AUTUMN GLEN RD	1364	CEDAR ST	BIRCH ST	279	37	10318	Local	5/8/2022	**33**	294	Marginal
AUTUMN GLEN RD	1365	FOREST DOWNS	CEDAR ST	427	37	15781	Local	5/8/2022	**30**	327	Marginal
AYER ST	1028	WASHINGTON ST	MARENGO RD	213	66	14075	Major Collector	5/8/2022	**56**	150	Smooth
AYER ST	1029	MARENGO RD	THOMPSON ST	443	33	14616	Major Collector	5/8/2022	**44**	219	Marginal
AYER ST	1030	THOMPSON ST	DS@47FT	98	58	5709	Major Collector	5/8/2022	**34**	335	Marginal
AYER ST	1146	PARK ST	DS@109FT	197	66	12992	Major Collector	5/8/2022	**36**	276	Marginal
AYER ST	1164	DS@56FT	BRINK ST	1230	34	41831	Major Collector	5/8/2022	**44**	262	Marginal
AYER ST	1323	DS@109FT	WASHINGTON ST	443	67	29675	Major Collector	5/8/2022	**45**	161	Smooth
AYER ST	1390	DIGGINS ST	SUMNER ST	673	33	22195	Major Collector	5/8/2022	**26**	547	Rough
AYER ST	1391	BRAINARD ST	FRONT ST	492	34	16732	Major Collector	5/8/2022	**30**	279	Marginal
AYER ST	1392	FRONT ST	PARK ST	886	33	29232	Major Collector	5/8/2022	**17**	378	Marginal
AYER ST	1393	SUMNER ST	BRAINARD ST	509	33	16782	Major Collector	5/8/2022	**29**	334	Marginal
AYER ST	1521	DS@47FT	METZEN ST	574	32	18373	Major Collector	5/8/2022	**28**	285	Marginal
AYER ST	1522	METZEN ST	DS@56FT	131	58	7612	Major Collector	5/8/2022	**38**	340	Marginal
BAYBERRY BLVD	1268	OAK GROVE RD	EOP	361	17	6135	Local	5/8/2022	**28**	249	Marginal
BIRCH ST	1333	EOP	AUTUMN GLEN RD	148	28	4134	Local	5/8/2022	**82**	196	Smooth
BLACKMAN ST	1148	HART BLVD	JEFFERSON ST	344	24	8268	Local	5/8/2022	**28**	591	Rough

Branch Name	Section ID	From	To	Pavement Length (ft)	Pavement Width (ft)	Total Area (ft2)	Functional Class (Rank)	Pavement Conditions			
								Last Survey Date (mm/dd/yyyy)	Last Survey PCI	Survey IRI (in/mi)	IRI Category
BLACKMAN ST	1245	DIVISION ST	HART BLVD	344	25	8612	Local	5/8/2022	**34**	643	Rough
BLACKMAN ST	1259	5TH ST	4TH ST	344	24	8268	Local	5/8/2022	**88**	314	Marginal
BLACKMAN ST	1260	2ND ST	FIRST ST	344	24	8268	Local	5/8/2022	**63**	308	Marginal
BLACKMAN ST	1261	FIRST ST	DIVISION ST	361	24	8661	Local	5/8/2022	**75**	303	Marginal
BLACKMAN ST	1262	4TH ST	3RD ST	328	24	7874	Local	5/8/2022	**83**	360	Marginal
BLACKMAN ST	1263	3RD ST	2ND ST	328	25	8202	Local	5/8/2022	**73**	385	Marginal
BLACKMAN ST	1316	JEFFERSON ST	LINCOLN	328	19	6234	Local	5/8/2022	**34**	523	Rough
BLACKMAN ST	1317	GARFIELD ST	GRANT ST	344	21	7234	Local	5/8/2022	**27**	412	Rough
BLACKMAN ST	1318	LINCOLN	GARFIELD ST	328	19	6234	Local	5/8/2022	**19**	606	Rough
BLACKMAN ST	1319	GRANT ST	HAYES ST	312	23	7169	Local	5/8/2022	**33**	331	Marginal
BLACKMAN ST	1470	SIXTH ST	5TH ST	344	22	7579	Local	5/8/2022	**32**	414	Rough
BLAINE ST	1045	EIGHTH ST	SIXTH ST	558	29	16175	Local	5/8/2022	**94**	193	Smooth
BLAINE ST	1046	SIXTH ST	4TH ST	673	28	18832	Local	5/8/2022	**100**	218	Marginal
BLAINE ST	1047	4TH ST	3RD ST	328	28	9186	Local	5/8/2022	**29**	499	Rough
BLAINE ST	1346	GARFIELD ST	GRANT ST	197	27	5315	Local	5/8/2022	**35**	631	Rough
BLAINE ST	1347	GRANT ST	GRANT ST	180	28	5052	Local	5/8/2022	**81**	432	Rough
BLAINE ST	1348	GRANT ST	HAYES ST	476	28	13320	Local	5/8/2022	**87**	152	Smooth
BLAINE ST	1396	DS@275FT	JEFFERSON ST	49	24	1181	Local	5/8/2022	**15**	543	Rough
BLAINE ST	1397	LINCOLN	GARFIELD ST	312	24	7480	Local	5/8/2022	**22**	541	Rough
BLAINE ST	1398	JEFFERSON ST	LINCOLN	328	24	7874	Local	5/8/2022	**15**	465	Rough
BLAINE ST	1451	DIVISION ST	HART BLVD	328	23	7546	Local	5/8/2022	**14**	444	Rough
BLAINE ST	1452	HART BLVD	DS@275FT	295	24	7087	Local	5/8/2022	**11**	332	Marginal
BLANCHARD ST	1038	WASHINGTON ST	WASHINGTON ST	115	23	2641	Local	5/8/2022	**75**	390	Marginal
BLANCHARD ST	1058	PARK ST	WASHINGTON ST	230	20	4593	Local	5/8/2022	**55**	247	Marginal
BLANCHARD ST	1147	WASHINGTON ST	THOMPSON ST	328	20	6562	Local	5/8/2022	**25**	577	Rough
BLANCHARD ST	1335	THOMPSON ST	JACKMAN ST	230	29	6660	Local	5/8/2022	**83**	265	Marginal
BLANCHARD ST	1336	JACKMAN ST	METZEN ST	115	27	3100	Local	5/8/2022	**88**	296	Marginal
BRAINARD ST	1064	W DIGGINS	PAGE ST	246	24	5906	Local	5/8/2022	**20**	544	Rough
BRAINARD ST	1485	PAGE ST	EASTMAN ST	312	31	9662	Local	5/8/2022	**24**	454	Rough
BRAINARD ST	1530	EASTMAN ST	AYER ST	279	42	11713	Local	5/8/2022	**21**	382	Marginal
BRAINARD ST	1531	JOHNSON ST	DIVISION ST	279	47	13107	Local	5/8/2022	**24**	645	Rough
BRAINARD ST	1532	AYER ST	JOHNSON ST	279	43	11991	Local	5/8/2022	**24**	415	Rough
BRINK ST	1367	KENNEDY DR	DS@53FT	148	25	3691	Minor Collector	5/8/2022	**39**	435	Rough
BRINKS ST	1074	DS@1840FT	BRINK ST	115	30	3445	Minor Collector	5/8/2022	**60**	484	Rough

Branch Name	Section ID	From	To	Pavement Length (ft)	Pavement Width (ft)	Total Area (ft2)	Functional Class (Rank)	Pavement Conditions			
								Last Survey Date (mm/dd/yyyy)	Last Survey PCI	Survey IRI (in/mi)	IRI Category
BRINKS ST	1127	DIVISION ST	DS@206FT	394	42	16535	Minor Collector	5/8/2022	**46**	241	Marginal
BRINKS ST	1267	DS@51FT	DS@1840FT	3527	30	105807	Minor Collector	5/8/2022	**33**	282	Marginal
BRINKS ST	1286	DS@206FT	JEFFERSON ST	919	36	33071	Minor Collector	5/8/2022	**41**	342	Marginal
BRINKS ST	1429	JEFFERSON ST	DS@51FT	98	33	3248	Minor Collector	5/8/2022	**43**	359	Marginal
BRISTOL CT	2176	EOP	FOXCROFT DR	279	30	8366	Local	5/8/2022	**45**	369	Marginal
BROWN ST	1019	EOP	SIXTH ST	427	22	9383	Local	5/8/2022	**40**	464	Rough
BROWN ST	1020	SIXTH ST	5TH ST	328	20	6562	Local	5/8/2022	**37**	561	Rough
BROWN ST	1131	5TH ST	4TH ST	344	25	8612	Local	5/8/2022	**25**	608	Rough
BROWN ST	1132	2ND ST	FIRST ST	328	24	7874	Local	5/8/2022	**12**	687	Rough
BROWN ST	1133	GARFIELD ST	GRANT ST	344	28	9646	Local	5/8/2022	**99**	467	Rough
BROWN ST	1134	HART BLVD	JEFFERSON ST	328	24	7874	Local	5/8/2022	**27**	311	Marginal
BROWN ST	1135	LINCOLN	GARFIELD ST	328	28	9186	Local	5/8/2022	**100**	491	Rough
BROWN ST	1136	FIRST ST	DIVISION ST	377	25	9432	Local	5/8/2022	**17**	574	Rough
BROWN ST	1137	DIVISION ST	HART BLVD	361	24	8661	Local	5/8/2022	**63**	473	Rough
BROWN ST	1138	4TH ST	3RD ST	312	24	7480	Local	5/8/2022	**23**	515	Rough
BROWN ST	1139	3RD ST	2ND ST	344	24	8268	Local	5/8/2022	**71**	271	Marginal
BROWN ST	1140	JEFFERSON ST	LINCOLN	328	25	8202	Local	5/8/2022	**97**	370	Marginal
BROWN ST	1474	GRANT ST	HAYES ST	328	28	9186	Local	5/8/2022	**60**	328	Marginal
BROWN ST	1475	LITTLE JOHN	O BRIEN ST	115	27	3100	Local	5/8/2022	**22**	472	Rough
BROWN ST	1476	HAYES ST	LITTLE JOHN	377	29	10942	Local	5/8/2022	**29**	678	Rough
BROWN ST	1477	O BRIEN ST	E MCKINLEY ST	722	25	18045	Local	5/8/2022	**29**	419	Rough
BURBANK ST	1089	EIGHTH ST	SIXTH ST	541	24	12992	Local	5/8/2022	**24**	501	Rough
BURBANK ST	1411	SIXTH ST	5TH ST	312	25	7792	Local	5/8/2022	**14**	696	Rough
BURBANK ST	1412	2ND ST	FIRST ST	328	25	8202	Local	5/8/2022	**27**	662	Rough
BURBANK ST	1413	FIRST ST	DIVISION ST	394	25	9843	Local	5/8/2022	**30**	576	Rough
BURBANK ST	1414	4TH ST	3RD ST	328	25	8202	Local	5/8/2022	**22**	734	Rough
BURBANK ST	1415	5TH ST	4TH ST	344	24	8268	Local	5/8/2022	**20**	725	Rough
BURBANK ST	1416	3RD ST	2ND ST	344	24	8268	Local	5/8/2022	**26**	717	Rough
BURBANK ST	1417	DIVISION ST	HART BLVD	344	25	8612	Local	5/8/2022	**16**	718	Rough
BURBANK ST	1418	HART BLVD	JEFFERSON ST	328	24	7874	Local	5/8/2022	**31**	553	Rough
BURBANK ST	1419	LINCOLN	GARFIELD ST	312	21	6545	Local	5/8/2022	**35**	421	Rough
BURBANK ST	1420	JEFFERSON ST	LINCOLN	328	24	7874	Local	5/8/2022	**32**	501	Rough
CAMPBELL ST	1230	WASHINGTON ST	BLANCHARD ST	82	20	1640	Local	5/8/2022	**48**	511	Rough
CAMPBELL ST	1334	PARK ST	WASHINGTON ST	295	20	5906	Local	5/8/2022	**23**	512	Rough
CASEY LN	1337	EOP	TIMBER DR	82	26	2133	Local	5/8/2022	**35**	572	Rough

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CASEY LN	1338	ROSE LN	JOANNE LN	427	27	11516	Local	5/8/2022	**30**	287	Marginal
CASEY LN	1339	TIMBER DR	ROSE LN	1115	28	31234	Local	5/8/2022	**30**	274	Marginal
CEDAR ST	1252	AUTUMN GLEN RD	EOP	213	29	6184	Local	5/8/2022	**65**	258	Marginal
CHERRY LN	1051	EOP	HOLLYHOCK ST	115	27	3100	Local	5/8/2022	**93**	120	Smooth
CHERRY LN	1052	HOLLYHOCK ST	DS@262FT	279	27	7530	Local	5/8/2022	**57**	357	Marginal
CHERRY LN	1373	DS@262FT	CHERRY LN	246	33	8120	Local	5/8/2022	**60**	281	Marginal
CHIPPEWARD RD	1185	COMANCHE CIRCLE	W DIGGINS	951	31	29495	Local	5/8/2022	**27**	281	Marginal
CHURCH BLVD	1340	GARFIELD ST	GRANT ST	328	20	6562	Local	5/8/2022	**15**	500	Rough
CHURCH BLVD	1341	GRANT ST	HAYES ST	295	18	5315	Local	5/8/2022	**24**	371	Marginal
CHURCH ST	1024	DIVISION ST	HART BLVD	312	30	9350	Local	5/8/2022	**46**	439	Rough
CHURCH ST	1025	JEFFERSON ST	LINCOLN	344	30	10335	Local	5/8/2022	**58**	359	Marginal
CHURCH ST	1026	LINCOLN	GARFIELD ST	295	30	8858	Local	5/8/2022	**50**	400	Rough
CHURCH ST	1027	HART BLVD	JEFFERSON ST	328	31	10171	Local	5/8/2022	**64**	364	Marginal
COBBLESTONE CIR	1313	COUNTRY BROOK LN	COUNTRY BROOK LN	968	30	29035	Local	5/8/2022	**33**	275	Marginal
COBBLESTONE CT	1288	COUNTRY BROOK LN	EOP	344	47	16191	Local	5/8/2022	**44**	287	Marginal
COMANCHE CIRCLE	2167	POTAWATOMI WAY	CHIPPEWARD RD	1526	32	48819	Local	5/8/2022	**32**	249	Marginal
COMANCHE CIRCLE	2172	DOGSWAY	POTAWATOMI WAY	1378	32	44094	Local	5/8/2022	**51**	175	Smooth
COUNTRY BROOK LN	1349	EOP	COBBLESTONE CIR	131	30	3937	Local	5/8/2022	**41**	228	Marginal
COUNTRY BROOK LN	1350	COBBLESTONE CIR	AIRPORT RD	197	36	7087	Local	5/8/2022	**55**	379	Marginal
COUNTRY BROOK LN	1351	COBBLESTONE CIR	COBBLESTONE CIR	459	30	13780	Local	5/8/2022	**37**	277	Marginal
COUNTRY BROOK LN	1471	AIRPORT RD	PRAIRIE DR	246	35	8612	Local	5/8/2022	**54**	320	Marginal
COUNTRY BROOK LN	1472	TALL GRASS DR	EOP	131	30	3937	Local	5/8/2022	**50**	230	Marginal
COUNTRY BROOK LN	1473	PRAIRIE DR	TALL GRASS DR	951	30	28543	Local	5/8/2022	**49**	196	Smooth
CROWLEY RD	1006	DS@1122FT	DS@1442FT	623	48	29921	Local	5/8/2022	**32**	190	Smooth
CROWLEY RD	1264	DS@1763FT	DS@2190FT	886	36	31890	Local	5/8/2022	**25**	250	Marginal
CROWLEY RD	1285	DS@427FT	DS@1122FT	1394	38	52986	Local	5/8/2022	**32**	229	Marginal
CROWLEY RD	1361	DS@1442FT	DS@1763FT	640	46	29429	Local	5/8/2022	**33**	262	Marginal
CROWLEY RD	1395	IL RT 14	DS@427FT	787	44	34646	Local	5/8/2022	**34**	291	Marginal
CROWLEY RD	1467	DS@2190FT	DS@2563FT	738	45	33219	Local	5/8/2022	**28**	223	Marginal
CROWLEY RD	1503	DS@2563FT	DS@2935FT	755	41	30938	Local	5/8/2022	**38**	208	Marginal
CROWLEY RD	1533	DS@2935FT	HARVARD HILLS RD	1017	39	39665	Local	5/8/2022	**39**	320	Marginal
DEERPATH RD	1032	PHESANT RUN RD	EOP	279	37	10318	Local	5/8/2022	**23**	403	Rough
DEWEY	1149	DIVISION ST	HART BLVD	328	24	7874	Local	5/8/2022	**25**	617	Rough
DEWEY	1150	LINCOLN	GARFIELD ST	295	25	7382	Local	5/8/2022	**32**	462	Rough
DEWEY	1151	HART BLVD	JEFFERSON ST	344	24	8268	Local	5/8/2022	**27**	530	Rough

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DEWEY	1152	JEFFERSON ST	LINCOLN	312	25	7792	Local	5/8/2022	**25**	487	Rough
DEWEY ST	1176	EOP	GALVIN PKWY	197	29	5709	Local	5/8/2022	**27**	364	Marginal
DEWEY ST	1177	GALVIN PKWY	SHAWNEE LN	820	29	23786	Local	5/8/2022	**34**	343	Marginal
DEWEY ST	1343	GARFIELD ST	GRANT ST	328	24	7874	Local	5/8/2022	**26**	513	Rough
DEWEY ST	1344	HAYES ST	KENNEDY DR	689	27	18602	Local	5/8/2022	**24**	546	Rough
DEWEY ST	1345	GRANT ST	HAYES ST	312	24	7480	Local	5/8/2022	**34**	488	Rough
DOGS WAY	2173	COMANCHE CIRCLE	EOP	558	30	16732	Local	5/8/2022	**84**	141	Smooth
DOGS WAY	2188	EOP	DOGSWAY	525	30	15748	Local	5/8/2022	**59**	176	Smooth
DRIFTWOOD LN	1511	PRAIRIE DR	TALL GRASS DR	935	31	28986	Local	5/8/2022	**55**	190	Smooth
DUNLAP ST	1007	E THOMPSON ST	METZEN ST	312	21	6545	Local	5/8/2022	**22**	553	Rough
DUNLAP ST	1035	PARK ST	WASHINGTON ST	344	23	7923	Local	5/8/2022	**26**	574	Rough
DUNLAP ST	1036	WASHINGTON ST	E THOMPSON ST	328	23	7546	Local	5/8/2022	**27**	532	Rough
DUNLAP ST	1353	EOP	PARK ST	164	20	3281	Local	5/8/2022	**26**	554	Rough
EASTMAN ST	1002	THOMPSON ST	METZEN ST	328	27	8858	Local	5/8/2022	**100**	479	Rough
EASTMAN ST	1061	DS@319FT	BRINK ST	509	18	9154	Local	5/8/2022	**33**	333	Marginal
EASTMAN ST	1163	WASHINGTON ST	THOMPSON ST	344	31	10679	Local	5/8/2022	**90**	436	Rough
EASTMAN ST	1322	PARK ST	WASHINGTON ST	312	36	11220	Local	5/8/2022	**84**	327	Marginal
EASTMAN ST	1421	BRAINARD ST	FRONT ST	344	33	11368	Local	5/8/2022	**26**	657	Rough
EASTMAN ST	1422	FRONT ST	EOP	148	49	7234	Local	5/8/2022	**29**	495	Rough
EASTMAN ST	1464	METZEN ST	DS@319FT	262	25	6562	Local	5/8/2022	**31**	487	Rough
EASTMAN ST	1516	SUMNER ST	BRAINARD ST	344	43	14813	Local	5/8/2022	**28**	493	Rough
EIGHTH ST	1374	ROOSEVELT ST	MCKINLEY ST	312	34	10597	Local	5/8/2022	**41**	355	Marginal
EIGHTH ST	1375	MCKINLEY ST	BURBANK ST	344	26	8957	Local	5/8/2022	**41**	446	Rough
EIGHTH ST	1504	NORTHFIELD AVE	WEST ST	459	46	21129	Local	5/8/2022	**100**	228	Marginal
EIGHTH ST	1505	BLAINE ST	ROOSEVELT ST	344	39	13435	Local	5/8/2022	**28**	488	Rough
EIGHTH ST	1506	WEST ST	BLAINE ST	180	39	7037	Local	5/8/2022	**100**	178	Smooth
FINNEY	1205	EOP	PARK ST	131	21	2756	Local	5/8/2022	**16**	761	Rough
FINNEY	1206	E THOMPSON ST	BRINK ST	230	23	5282	Local	5/8/2022	**28**	462	Rough
FINNEY	1207	WASHINGTON ST	E THOMPSON ST	295	22	6496	Local	5/8/2022	**26**	394	Marginal
FINNEY	1208	PARK ST	WASHINGTON ST	344	25	8612	Local	5/8/2022	**26**	660	Rough
FIRST ST	1324	BURBANK ST	BROWN ST	361	24	8661	Local	5/8/2022	**23**	602	Rough
FIRST ST	1325	BROWN ST	BLACKMAN ST	312	24	7480	Local	5/8/2022	**25**	534	Rough
FIRST ST	1487	MCKINLEY ST	BURBANK ST	295	28	8268	Local	5/8/2022	**28**	299	Marginal
FOREST DOWNS	1195	EOP	AUTUMN GLEN RD	1148	30	34449	Local	5/8/2022	**27**	334	Marginal

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FOREST DOWNS	1196	AUTUMN GLEN RD	EOP	131	29	3806	Local	5/8/2022	**59**	231	Marginal
FOXCROFT DR	2175	BRISTOL CT	HILLSBORO RD	443	30	13287	Local	5/8/2022	**43**	211	Marginal
FOXCROFT DR	2177	EOP	FOXCROFT DR	164	30	4921	Local	5/8/2022	**44**	510	Rough
FOXCROFT DR	2191	HILLSBORO RD	FOXCROFT DR	640	30	19193	Local	5/8/2022	**35**	201	Marginal
FOXCROFT DR	2192	FOXCROFT DR	BRISTOL CT	492	30	14764	Local	5/8/2022	**49**	205	Marginal
FOXCROFT DR	2193	HILLSBORO RD	EOP	148	30	4429	Local	5/8/2022	**71**	207	Marginal
FRISCO DR	1117	DIVISION ST	EOP	361	38	13714	Local	5/8/2022	**31**	420	Rough
FRONT ST	1104	JOHNSON ST	DIVISION ST	509	32	16273	Local	5/8/2022	**59**	297	Marginal
FRONT ST	1194	PAGE ST	EASTMAN ST	295	32	9449	Local	5/8/2022	**59**	236	Marginal
FRONT ST	1279	EASTMAN ST	AYER ST	312	40	12467	Local	5/8/2022	**30**	351	Marginal
FRONT ST	1280	AYER ST	JOHNSON ST	279	42	11713	Local	5/8/2022	**26**	538	Rough
FRONT ST	1465	5TH ST	HUTCHINSON ST	361	26	9383	Local	5/8/2022	**45**	264	Marginal
FRONT ST	1466	HUTCHINSON ST	PAGE ST	328	26	8530	Local	5/8/2022	**77**	165	Smooth
GALVIN PKWY	1043	IL-173	YELLOWSTONE LN	722	30	21654	Local	5/8/2022	**25**	414	Rough
GALVIN PKWY	1044	YELLOWSTONE LN	DEWEY ST	607	29	17602	Local	5/8/2022	**25**	275	Marginal
GALVIN PKWY	1291	E MCKINLEY ST	IL-173	853	20	17060	Local	5/8/2022	**41**	349	Marginal
GARFIELD ST	1298	OLD ORCHARD RD	BOURN ST	2444	29	70883	Major Collector	5/8/2022	**34**	155	Smooth
GARFIELD ST	1299	BOURN ST	BLAINE ST	574	31	17799	Major Collector	5/8/2022	**48**	293	Marginal
GARFIELD ST	1300	BLAINE ST	ROOSEVELT ST	656	28	18373	Major Collector	5/8/2022	**41**	152	Smooth
GARFIELD ST	1301	BLAINE ST	BLAINE ST	410	30	12303	Major Collector	5/8/2022	**40**	198	Smooth
GARFIELD ST	1302	ROOSEVELT ST	MCKINLEY ST	673	27	18159	Major Collector	5/8/2022	**35**	202	Marginal
GARFIELD ST	1314	IL RT 14	OLD ORCHARD RD	2608	21	54774	Major Collector	5/8/2022	**23**	340	Marginal
GARFIELD ST	1368	DIGGINS ST	UNIVERSITY ST	344	24	8268	Local	5/8/2022	**19**	685	Rough
GARFIELD ST	1369	CHURCH BLVD	DEWEY	246	24	5906	Local	5/8/2022	**24**	528	Rough
GARFIELD ST	1370	KLAMAN ST	CHURCH ST	246	25	6152	Local	5/8/2022	**41**	426	Rough
GARFIELD ST	1371	UNIVERSITY ST	KLAMAN ST	328	25	8202	Local	5/8/2022	**20**	595	Rough
GARFIELD ST	1372	CHURCH ST	CHURCH BLVD	82	27	2215	Local	5/8/2022	**20**	1084	Rough
GARFIELD ST	1424	MCKINLEY ST	BURBANK ST	656	30	19685	Major Collector	5/8/2022	**36**	362	Marginal
GARFIELD ST	1425	BURBANK ST	BROWN ST	656	31	20341	Major Collector	5/8/2022	**29**	335	Marginal
GARFIELD ST	1426	BLACKMAN ST	DIGGINS ST	673	31	20850	Major Collector	5/8/2022	**28**	408	Rough
GARFIELD ST	1427	BROWN ST	BLACKMAN ST	673	30	20177	Major Collector	5/8/2022	**22**	468	Rough
GARFIELD ST	1523	DEWEY	DEWEY ST	98	24	2362	Local	5/8/2022	**20**	799	Rough
GARFIELD ST	1524	DEWEY ST	ANDERSON ST	230	22	5052	Local	5/8/2022	**28**	680	Rough
GARFIELD ST	1525	ANDERSON ST	EOP	427	18	7677	Local	5/8/2022	**34**	405	Rough

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GRANT ST	1063	DS@658FT	E MCKINLEY ST	98	35	3445	Local	5/8/2022	**30**	255	Marginal
GRANT ST	1112	UNIVERSITY ST	KLAMAN ST	344	30	10335	Local	5/8/2022	**26**	483	Rough
GRANT ST	1113	KLAMAN ST	CHURCH BLVD	344	24	8268	Local	5/8/2022	**29**	354	Marginal
GRANT ST	1114	CHURCH BLVD	DEWEY ST	312	23	7169	Local	5/8/2022	**27**	411	Rough
GRANT ST	1119	E MCKINLEY ST	BROWN ST	673	29	19505	Local	5/8/2022	**26**	314	Marginal
GRANT ST	1120	BROWN ST	BLACKMAN ST	328	30	9843	Local	5/8/2022	**21**	333	Marginal
GRANT ST	1121	DIGGINS ST	UNIVERSITY ST	312	30	9350	Local	5/8/2022	**25**	394	Marginal
GRANT ST	1122	BLACKMAN ST	DIGGINS ST	344	29	9990	Local	5/8/2022	**9**	521	Rough
GRANT ST	1161	BOURN ST	BLAINE ST	344	27	9301	Local	5/8/2022	**85**	386	Marginal
GRANT ST	1256	BLAINE ST	DS@658FT	623	37	23064	Local	5/8/2022	**27**	358	Marginal
HARRISON AV	1048	DS@475FT	DIVISION ST	213	25	5331	Local	5/8/2022	**31**	213	Marginal
HARRISON AV	1049	HART BLVD	JEFFERSON ST	312	25	7792	Local	5/8/2022	**39**	383	Marginal
HARRISON AV	1050	DIVISION ST	HART BLVD	344	25	8612	Local	5/8/2022	**43**	520	Rough
HARRISON AV	1463	2ND ST	DS@475FT	492	25	12303	Local	5/8/2022	**25**	272	Marginal
HART BLVD	1014	EOP	MCCOMB	148	18	2657	Local	5/8/2022	**33**	434	Rough
HART BLVD	1222	DIGGINS ST	UNIVERSITY ST	377	29	10942	Local	5/8/2022	**77**	453	Rough
HART BLVD	1223	UNIVERSITY ST	CHURCH ST	541	28	15157	Local	5/8/2022	**26**	449	Rough
HART BLVD	1224	DEWEY	RAILROAD ST	509	24	12205	Local	5/8/2022	**24**	608	Rough
HART BLVD	1225	CHURCH ST	DEWEY	312	27	8415	Local	5/8/2022	**24**	475	Rough
HART BLVD	1404	HARRISON AV	BLAINE ST	328	28	9186	Local	5/8/2022	**46**	297	Marginal
HART BLVD	1405	BLACKMAN ST	DIGGINS ST	377	28	10564	Local	5/8/2022	**100**	284	Marginal
HART BLVD	1406	MCKINLEY ST	BURBANK ST	344	27	9301	Local	5/8/2022	**14**	556	Rough
HART BLVD	1407	BLAINE ST	ROOSEVELT ST	328	28	9186	Local	5/8/2022	**55**	323	Marginal
HART BLVD	1408	ROOSEVELT ST	MCKINLEY ST	328	28	9186	Local	5/8/2022	**14**	418	Rough
HART BLVD	1409	BURBANK ST	BROWN ST	328	27	8858	Local	5/8/2022	**33**	567	Rough
HART BLVD	1410	BROWN ST	BLACKMAN ST	295	28	8268	Local	5/8/2022	**100**	281	Marginal
HARVARD HILLS	1062	CROWLEY RD	DS@4048FT	8186	36	294685	Local	5/8/2022	**42**	262	Marginal
HARVARD HILLS	1178	DS@5285FT	IL-173	7300	38	277395	Local	5/8/2022	**46**	252	Marginal
HARVARD HILLS	1509	DS@4048FT	DS@5285FT	2493	36	89764	Local	5/8/2022	**48**	248	Marginal
HAYES CT	1249	HAYES ST	EOP	197	39	7677	Local	5/8/2022	**20**	485	Rough
HAYES ST	1008	BOURN ST	BLAINE ST	377	30	11319	Local	5/8/2022	**37**	295	Marginal
HAYES ST	1009	BLAINE ST	E MCKINLEY ST	755	30	22638	Local	5/8/2022	**25**	264	Marginal
HAYES ST	1269	E MCKINLEY ST	HAYES CT	344	28	9646	Local	5/8/2022	**59**	214	Marginal
HAYES ST	1270	BROWN ST	BLACKMAN ST	295	28	8268	Local	5/8/2022	**51**	238	Marginal

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HAYES ST	1271	HAYES CT	BROWN ST	344	29	9990	Local	5/8/2022	**63**	237	Marginal
HAYES ST	1275	DIGGINS ST	UNIVERSITY ST	344	28	9646	Local	5/8/2022	**49**	232	Marginal
HAYES ST	1276	KLAMAN ST	CHURCH BLVD	344	26	8957	Local	5/8/2022	**22**	513	Rough
HAYES ST	1277	CHURCH BLVD	DEWEY ST	312	23	7169	Local	5/8/2022	**23**	417	Rough
HAYES ST	1278	UNIVERSITY ST	KLAMAN ST	312	28	8727	Local	5/8/2022	**64**	252	Marginal
HERITAGE LN	1500	IL-23	BLUE JAY LN	574	21	12057	Local	5/8/2022	**27**	455	Rough
HERITAGE LN	1501	BLUE JAY LN	US-14	197	27	5315	Local	5/8/2022	**35**	500	Rough
HILLSBORO RD	2174	HARVARD HILLS RD	FOXCROFT DR	558	30	16732	Local	5/8/2022	**43**	187	Smooth
HILLSBORO RD	2189	FOXCROFT DR	FOXCROFT DR	558	30	16732	Local	5/8/2022	**35**	292	Marginal
HILLSBORO RD	2190	FOXCROFT DR	EOP	459	30	13780	Local	5/8/2022	**44**	342	Marginal
HOLLYHOCK ST	1142	EOP	CHERRY LN	148	28	4134	Local	5/8/2022	**75**	264	Marginal
HOLLYHOCK ST	1143	LILAC LN	EOP	82	27	2215	Local	5/8/2022	**88**	174	Smooth
HOLLYHOCK ST	1144	CHERRY LN	LILAC LN	574	28	16076	Local	5/8/2022	**54**	153	Smooth
HOWARD ST	1018	METZEN ST	EOP	673	30	20177	Local	5/8/2022	**40**	221	Marginal
HOWARD ST	1033	EOP	WASHINGTON ST	148	23	3396	Local	5/8/2022	**33**	396	Marginal
HOWARD ST	1145	EOP	W DIGGINS	771	21	16191	Local	5/8/2022	**66**	364	Marginal
HOWARD ST	1232	WASHINGTON ST	THOMPSON ST	312	22	6857	Local	5/8/2022	**63**	230	Marginal
HOWARD ST	1233	THOMPSON ST	METZEN ST	344	30	10335	Local	5/8/2022	**44**	243	Marginal
HURLEY RD	1034	DS@700FT	DS@1200FT	1148	34	39042	Minor Collector	5/8/2022	**19**	451	Rough
HURLEY RD	1248	EOP	MARENGO RD	2592	38	98491	Minor Collector	5/8/2022	**39**	217	Marginal
HURLEY RD	1251	DS@652 FT	DS@700FT	131	34	4462	Minor Collector	5/8/2022	**23**	428	Rough
HURLEY RD	1482	DS@1200FT	DS@1300FT	82	32	2625	Minor Collector	5/8/2022	**77**	444	Rough
HURLEY RD	2178	MARENGO RD	DS@652 FT	1247	32	39895	Minor Collector	5/8/2022	**37**	293	Marginal
HUTCHINSON ST	1037	WASHINGTON ST	THOMPSON ST	328	29	9514	Local	5/8/2022	**26**	564	Rough
HUTCHINSON ST	1342	THOMPSON ST	METZEN ST	328	23	7546	Local	5/8/2022	**24**	435	Rough
HUTCHINSON ST	1352	PARK ST	WASHINGTON ST	328	22	7218	Local	5/8/2022	**26**	419	Rough
IONA LN	1116	SHADOW DR	SHADOW DR	738	27	19931	Local	5/8/2022	**47**	319	Marginal
IVY LN	1394	LILAC LN	EOP	115	27	3100	Local	5/8/2022	**84**	202	Marginal
JACKMAN ST	1171	WASHINGTON ST	THOMPSON ST	344	25	8612	Local	5/8/2022	**31**	448	Rough
JACKMAN ST	1423	THOMPSON ST	BLANCHARD ST	213	25	5331	Local	5/8/2022	**39**	457	Rough
JACKMAN ST	1520	PARK ST	WASHINGTON ST	312	21	6545	Local	5/8/2022	**24**	355	Marginal
JEFFERSON ST	1065	HARRISON AV	BLAINE ST	312	25	7792	Local	5/8/2022	**26**	490	Rough
JEFFERSON ST	1066	BLACKMAN ST	DIGGINS ST	328	25	8202	Local	5/8/2022	**100**	328	Marginal
JEFFERSON ST	1067	MCKINLEY ST	BURBANK ST	328	25	8202	Local	5/8/2022	**72**	333	Marginal
JEFFERSON ST	1068	ROOSEVELT ST	MCKINLEY ST	344	24	8268	Local	5/8/2022	**25**	476	Rough
JEFFERSON ST	1069	BURBANK ST	BROWN ST	328	25	8202	Local	5/8/2022	**30**	472	Rough

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JEFFERSON ST	1070	BLAINE ST	ROOSEVELT ST	344	25	8612	Local	5/8/2022	**30**	487	Rough
JEFFERSON ST	1071	UNIVERSITY ST	CHURCH ST	541	24	12992	Local	5/8/2022	**100**	215	Marginal
JEFFERSON ST	1072	BROWN ST	BLACKMAN ST	328	25	8202	Local	5/8/2022	**25**	499	Rough
JEFFERSON ST	1073	DIGGINS ST	UNIVERSITY ST	377	25	9432	Local	5/8/2022	**100**	372	Marginal
JEFFERSON ST	1179	CHURCH ST	DEWEY	344	25	8612	Local	5/8/2022	**100**	299	Marginal
JEFFERSON ST	1180	DEWEY	ANDERSON ST	312	24	7480	Local	5/8/2022	**24**	450	Rough
JEFFERSON ST	1181	ANDERSON ST	RAILROAD ST	328	25	8202	Local	5/8/2022	**27**	410	Rough
JEFFERSON ST	1507	RAILROAD ST	MCCOMB	148	23	3396	Local	5/8/2022	**32**	863	Rough
JEFFERSON ST	1508	MCCOMB	BRINKS ST	574	21	12057	Local	5/8/2022	**28**	468	Rough
JOANNE LN	1310	EOP	SHADOW DR	115	28	3215	Local	5/8/2022	**40**	242	Marginal
JOANNE LN	1311	CASEY LN	TIMBER DR	738	28	20669	Local	5/8/2022	**34**	287	Marginal
JOANNE LN	1312	SHADOW DR	CASEY LN	525	27	14173	Local	5/8/2022	**37**	257	Marginal
JOHNSON ST	1005	FRONT ST	BRAINARD ST	312	46	14337	Local	5/8/2022	**30**	596	Rough
JOHNSON ST	1218	E THOMPSON ST	WASHINGTON ST	328	22	7218	Local	5/8/2022	**45**	466	Rough
JOHNSON ST	1219	WASHINGTON ST	PARK ST	328	21	6890	Local	5/8/2022	**50**	498	Rough
JOHNSON ST	1220	PARK ST	EOP	148	18	2657	Local	5/8/2022	**25**	914	Rough
JOHNSON ST	1332	BRAINARD ST	DIVISION ST	312	40	12467	Local	5/8/2022	**25**	640	Rough
JOSHUA TREE	1060	YELLOWSTONE LN	SHAWNEE LN	1001	29	29019	Local	5/8/2022	**34**	360	Marginal
KENNEDY DR	1517	DEWEY ST	BRINK ST	1312	22	28871	Local	5/8/2022	**24**	405	Rough
KLAMAN ST	1130	GRANT ST	HAYES ST	344	28	9646	Local	5/8/2022	**61**	208	Marginal
KLAMAN ST	1204	HAYES ST	UNIVERSITY ST	837	28	23425	Local	5/8/2022	**51**	284	Marginal
KLAMAN ST	1265	GARFIELD ST	GRANT ST	295	21	6201	Local	5/8/2022	**47**	389	Marginal
LILAC LN	1488	HOLLYHOCK ST	IVY LN	344	29	9990	Local	5/8/2022	**50**	194	Smooth
LILAC LN	1489	IVY LN	LONESOME RD	968	29	28068	Local	5/8/2022	**42**	231	Marginal
LILAC LN	1490	LONESOME RD	WILDFLOWER LN	951	29	27592	Local	5/8/2022	**41**	345	Marginal
LINCOLN	1193	DEWEY	ANDERSON ST	328	24	7874	Local	5/8/2022	**26**	448	Rough
LINCOLN	1376	BLAINE ST	ROOSEVELT ST	344	25	8612	Local	5/8/2022	**35**	506	Rough
LINCOLN	1377	ROOSEVELT ST	MCKINLEY ST	312	24	7480	Local	5/8/2022	**24**	481	Rough
LINCOLN	1378	UNIVERSITY ST	CHURCH ST	558	24	13386	Local	5/8/2022	**23**	536	Rough
LINCOLN	1379	MCKINLEY ST	BURBANK ST	361	25	9022	Local	5/8/2022	**16**	523	Rough
LINCOLN	1380	DIGGINS ST	UNIVERSITY ST	377	25	9432	Local	5/8/2022	**24**	757	Rough
LINCOLN	1381	BURBANK ST	BROWN ST	312	25	7792	Local	5/8/2022	**68**	347	Marginal
LINCOLN	1382	BLACKMAN ST	DIGGINS ST	328	25	8202	Local	5/8/2022	**28**	456	Rough
LINCOLN	1383	BROWN ST	BLACKMAN ST	328	25	8202	Local	5/8/2022	**74**	343	Marginal
LINCOLN	1384	CHURCH ST	DEWEY	328	25	8202	Local	5/8/2022	**30**	358	Marginal
LINCOLN	1498	ANDERSON ST	RAILROAD ST	377	22	8301	Local	5/8/2022	**44**	335	Marginal
LITTLE JOHN	1287	BROWN ST	EOP	213	30	6398	Local	5/8/2022	**28**	571	Rough
LONESOME RD	1165	EOP	LILAC LN	197	35	6890	Local	5/8/2022	**56**	260	Marginal
LONESOME RD	1166	LILAC LN	MAGNOLIA ST	377	36	13583	Local	5/8/2022	**29**	348	Marginal
LONESOME RD	1167	MAGNOLIA ST	ORCHARD LN	279	33	9203	Local	5/8/2022	**24**	231	Marginal
LONESOME RD	1168	ORCHARD LN	PRIMROSE LN	328	36	11811	Local	5/8/2022	**20**	405	Rough
LONESOME RD	1169	WILLOW LN	NORTHFIELD AVE	1886	36	67913	Local	5/8/2022	**29**	261	Marginal
LONESOME RD	1170	PRIMROSE LN	WILLOW LN	344	35	12057	Local	5/8/2022	**28**	283	Marginal

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MAGNOLIA ST	1435	LONESOME RD	WILDFLOWER LN	755	35	26411	Local	5/8/2022	**54**	368	Marginal
MAGNOLIA ST	1436	WILDFLOWER LN	EOP	82	34	2789	Local	5/8/2022	**68**	210	Marginal
MARENGO RD	1253	AIRPORT RD	DS@115FT	230	24	5512	Major Collector	5/8/2022	**40**	410	Rough
MARENGO RD	1254	DS@1797FT	HERITAGE LN	230	24	5512	Major Collector	5/8/2022	**17**	456	Rough
MARENGO RD	1255	HERITAGE LN	IL-23	2592	22	57021	Major Collector	5/8/2022	**28**	363	Marginal
MARENGO RD	1272	BRINK ST	AIRPORT RD	5282	28	147900	Major Collector	5/8/2022	**24**	240	Marginal
MARENGO RD	1304	DS@670FT	DS@1797FT	2264	25	56594	Major Collector	5/8/2022	**24**	355	Marginal
MARENGO RD	1354	DS@536FT	DS@670FT	295	25	7382	Major Collector	5/8/2022	**10**	411	Rough
MARENGO RD	1357	DS@115FT	DS@1033FT	1837	27	49606	Major Collector	5/8/2022	**26**	288	Marginal
MARENGO RD	1491	DS@1033FT	HURLEY RD	2100	45	94488	Major Collector	5/8/2022	**31**	309	Marginal
MARENGO RD	1492	HURLEY RD	DS@536FT	1083	44	47638	Major Collector	5/8/2022	**23**	267	Marginal
MARENGO RD	1512	AYER ST	S JOHNSON STREET	755	27	20374	Major Collector	5/8/2022	**32**	296	Marginal
MARENGO RD	1513	S JOHNSON STREET	METZEN ST	689	27	18602	Major Collector	5/8/2022	**33**	241	Marginal
MARENGO RD	1514	METZEN ST	BRINK ST	492	25	12303	Major Collector	5/8/2022	**34**	317	Marginal
MCCOMB	1010	PARK ST	HART BLVD	295	23	6791	Local	5/8/2022	**50**	295	Marginal
MCCOMB	1011	HART BLVD	JEFFERSON ST	328	27	8858	Local	5/8/2022	**21**	533	Rough
MCKINLEY ST	1095	EIGHTH ST	SIXTH ST	541	34	18406	Local	5/8/2022	**27**	210	Marginal
MCKINLEY ST	1096	2ND ST	FIRST ST	344	34	11713	Local	5/8/2022	**21**	293	Marginal
MCKINLEY ST	1097	4TH ST	3RD ST	312	34	10597	Local	5/8/2022	**25**	226	Marginal
MCKINLEY ST	1098	FIRST ST	DIVISION ST	361	34	12270	Local	5/8/2022	**20**	334	Marginal
MCKINLEY ST	1099	3RD ST	2ND ST	344	34	11713	Local	5/8/2022	**26**	203	Marginal
MCKINLEY ST	1100	SIXTH ST	5TH ST	328	35	11483	Local	5/8/2022	**29**	162	Smooth
MCKINLEY ST	1101	5TH ST	4TH ST	361	35	12631	Local	5/8/2022	**27**	275	Marginal
MCKINLEY ST	1226	GARFIELD ST	GRANT ST	230	35	8038	Local	5/8/2022	**52**	236	Marginal
MCKINLEY ST	1227	HAYES ST	HAYES ST	164	30	4921	Local	5/8/2022	**41**	230	Marginal
MCKINLEY ST	1228	GRANT ST	HAYES ST	328	48	15748	Local	5/8/2022	**46**	204	Marginal
MCKINLEY ST	1229	GRANT ST	GRANT ST	98	34	3346	Local	5/8/2022	**47**	242	Marginal
MCKINLEY ST	1273	HAYES ST	O BRIEN ST	328	30	9843	Local	5/8/2022	**49**	302	Marginal
MCKINLEY ST	1274	O BRIEN ST	BROWN ST	1280	25	31988	Local	5/8/2022	**27**	476	Rough
MCKINLEY ST	1494	DIVISION ST	HART BLVD	656	30	19685	Major Collector	5/8/2022	**27**	430	Rough
MCKINLEY ST	1495	HART BLVD	JEFFERSON ST	673	30	20177	Major Collector	5/8/2022	**48**	281	Marginal
MCKINLEY ST	1496	LINCOLN	GARFIELD ST	656	30	19685	Major Collector	5/8/2022	**47**	274	Marginal
MCKINLEY ST	1497	JEFFERSON ST	LINCOLN	689	30	20669	Major Collector	5/8/2022	**47**	253	Marginal
MEADOW LN	1315	PRAIRIE DR	TALL GRASS DR	935	30	28051	Local	5/8/2022	**61**	203	Marginal
METZEN ST	1153	HUTCHINSON ST	PAGE ST	328	22	7218	Local	5/8/2022	**23**	369	Marginal
METZEN ST	1154	EASTMAN ST	AYER ST	328	26	8530	Local	5/8/2022	**25**	391	Marginal
METZEN ST	1155	AYER ST	MARENGO RD	476	22	10466	Local	5/8/2022	**27**	423	Rough
METZEN ST	1156	MARENGO RD	DUNLAP ST	213	26	5545	Local	5/8/2022	**27**	486	Rough
METZEN ST	1157	PAGE ST	EASTMAN ST	344	22	7579	Local	5/8/2022	**77**	334	Marginal
METZEN ST	1158	DUNLAP ST	EOP	82	36	2953	Local	5/8/2022	**33**	490	Rough
METZEN ST	1442	RATZLAFF ST	HOWARD ST	541	30	16240	Local	5/8/2022	**29**	495	Rough
METZEN ST	1443	HOWARD ST	BLANCHARD ST	574	29	16650	Local	5/8/2022	**59**	276	Marginal
METZEN ST	1444	BLANCHARD ST	HUTCHINSON ST	279	21	5856	Local	5/8/2022	**23**	345	Marginal

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NINTH ST	1480	EOP	WEST ST	312	44	13714	Local	5/8/2022	**31**	289	Marginal
NINTH ST	1481	WEST ST	EOP	377	42	15846	Local	5/8/2022	**28**	303	Marginal
NORTHFIELD AVE	1234	LONESOME RD	GREEN MEADOW LN	410	36	14764	Local	5/8/2022	**27**	328	Marginal
NORTHFIELD AVE	1235	EIGHTH ST	7TH ST	410	36	14764	Local	5/8/2022	**55**	166	Smooth
NORTHFIELD AVE	1236	4TH ST	3RD ST	361	36	12992	Local	5/8/2022	**49**	171	Smooth
NORTHFIELD AVE	1237	2ND ST	DIVISION ST	689	36	24803	Local	5/8/2022	**52**	181	Smooth
NORTHFIELD AVE	1238	9TH ST	EIGHTH ST	344	36	12402	Local	5/8/2022	**48**	174	Smooth
NORTHFIELD AVE	1239	3RD ST	NORTHFIELD CT	115	36	4134	Local	5/8/2022	**61**	153	Smooth
NORTHFIELD AVE	1240	10TH ST	9TH ST	361	37	13353	Local	5/8/2022	**48**	156	Smooth
NORTHFIELD AVE	1241	NORTHFIELD CT	2ND ST	197	36	7087	Local	5/8/2022	**63**	142	Smooth
NORTHFIELD AVE	1242	7TH ST	6TH ST	394	36	14173	Local	5/8/2022	**60**	144	Smooth
NORTHFIELD AVE	1243	GREEN MEADOW LN	10TH ST	443	37	16388	Local	5/8/2022	**52**	156	Smooth
NORTHFIELD AVE	1244	6TH ST	4TH ST	427	36	15354	Local	5/8/2022	**53**	157	Smooth
O BRIEN ST	1003	BOURN ST	E MCKINLEY ST	1165	30	34941	Local	5/8/2022	**87**	220	Marginal
O BRIEN ST	1004	E MCKINLEY ST	BROWN ST	656	29	19029	Local	5/8/2022	**25**	608	Rough
O BRIEN ST	1023	HAYES ST	O BRIEN ST	312	28	8727	Local	5/8/2022	**90**	238	Marginal
O BRIEN ST	1445	GARFIELD ST	GRANT ST	312	27	8415	Local	5/8/2022	**100**	238	Marginal
O BRIEN ST	1446	GRANT ST	HAYES ST	525	27	14173	Local	5/8/2022	**100**	241	Marginal
OAK GROVE RD	1102	DS@1595FT	DS@2397FT	1624	26	42224	Major Collector	5/8/2022	**27**	361	Marginal
OAK GROVE RD	1118	DS@3513FT	DS@3779FT	541	24	12992	Major Collector	5/8/2022	**22**		
OAK GROVE RD	1289	LAWRENCE RD	BAYBERRY BLVD	3232	26	84022	Major Collector	5/8/2022	**28**	329	Marginal
OAK GROVE RD	1290	BAYBERRY BLVD	DS@1595FT	3264	27	88140	Major Collector	5/8/2022	**27**	300	Marginal
OAK GROVE RD	1355	DS@2397FT	DS@2822FT	1509	27	40748	Major Collector	5/8/2022	**28**	250	Marginal
OAK GROVE RD	1486	DS@3460FT	DS@3513FT	738	24	17717	Major Collector	5/8/2022	**25**	332	Marginal
OLD ORCHARD RD	1221	GARFIELD ST	PHESANT RUN RD	1115	30	33465	Local	5/8/2022	**22**	355	Marginal
ORCHARD LN	1292	EOP	LONESOME RD	377	29	10942	Local	5/8/2022	**38**	407	Rough
ORCHARD LN	1293	LONESOME RD	WILDFLOWER LN	705	30	21161	Local	5/8/2022	**38**	322	Marginal
PAGE ST	1125	W DIGGINS	BRAINARD ST	197	27	5315	Local	5/8/2022	**22**	713	Rough
PAGE ST	1126	BRAINARD ST	FRONT ST	312	25	7792	Local	5/8/2022	**27**	378	Marginal
PAGE ST	1356	PARK ST	WASHINGTON ST	328	23	7546	Local	5/8/2022	**25**	530	Rough
PAGE ST	1468	WASHINGTON ST	THOMPSON ST	328	22	7218	Local	5/8/2022	**28**	488	Rough
PAGE ST	1469	THOMPSON ST	METZEN ST	328	25	8202	Local	5/8/2022	**36**	345	Marginal
PAGE ST	1510	EOP	PARK ST	246	27	6644	Local	5/8/2022	**24**	625	Rough
PARK ST	1075	BLANCHARD ST	CAMPBELL ST	328	26	8530	Local	5/8/2022	**25**	251	Marginal
PARK ST	1076	PAGE ST	EASTMAN ST	312	25	7792	Local	5/8/2022	**29**	253	Marginal
PARK ST	1077	AYER ST	JOHNSON ST	312	25	7792	Local	5/8/2022	**35**	469	Rough
PARK ST	1078	HUTCHINSON ST	PAGE ST	361	26	9383	Local	5/8/2022	**21**	307	Marginal
PARK ST	1079	DUNLAP ST	FINNEY	279	25	6972	Local	5/8/2022	**12**	482	Rough
PARK ST	1080	JACKMAN ST	HUTCHINSON ST	312	23	7169	Local	5/8/2022	**22**	282	Marginal
PARK ST	1081	RANDALL	MCCOMB	98	26	2559	Local	5/8/2022	**31**	543	Rough
PARK ST	1082	CAMPBELL ST	JACKMAN ST	312	24	7480	Local	5/8/2022	**24**	275	Marginal
PARK ST	1083	EASTMAN ST	AYER ST	361	25	9022	Local	5/8/2022	**37**	466	Rough
PARK ST	1084	JOHNSON ST	DUNLAP ST	377	24	9055	Local	5/8/2022	**34**	351	Marginal

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PARK ST	1085	FINNEY	RANDALL	295	24	7087	Local	5/8/2022	**26**	567	Rough
PARK ST	1502	RATZLAFF ST	BLANCHARD ST	1115	32	35696	Local	5/8/2022	**27**	255	Marginal
PHESANT RUN RD	1284	DEERPATH RD	OLD ORCHARD RD	509	30	15256	Local	5/8/2022	**55**	188	Smooth
POTAWATOMI WAY	2169	W DIGGINS	COMANCHE CIRCLE	1148	39	44783	Local	5/8/2022	**56**	211	Marginal
PRAIRIE DR	1015	COUNTRY BROOK LN	MEADOW LN	328	30	9843	Local	5/8/2022	**53**	255	Marginal
PRAIRIE DR	1016	MEADOW LN	STONEY CREEK LN	279	31	8645	Local	5/8/2022	**57**	200	Marginal
PRAIRIE DR	1017	STONEY CREEK LN	DRIFTWOOD LN	312	30	9350	Local	5/8/2022	**56**	192	Smooth
PRIMROSE LN	1103	LONESOME RD	WILDFLOWER LN	771	29	22359	Local	5/8/2022	**40**	294	Marginal
RAILROAD ST	1281	LINCOLN	JEFFERSON ST	344	23	7923	Local	5/8/2022	**19**	482	Rough
RAILROAD ST	1282	JEFFERSON ST	HART BLVD	377	20	7546	Local	5/8/2022	**25**	480	Rough
RAILROAD ST	1283	HART BLVD	DIVISION ST	427	19	8104	Local	5/8/2022	**17**	555	Rough
RANDALL	1518	PARK ST	RANDALL ST	377	22	8301	Local	5/8/2022	**27**	537	Rough
RANDALL	1519	RANDALL ST	BRINK ST	279	31	8645	Local	5/8/2022	**45**	538	Rough
RANDALL ST	1115	WASHINGTON ST	RANDALL	131	24	3150	Local	5/8/2022	**23**	516	Rough
RATZLAFF ST	1013	W DIGGINS	DS@193FT	164	31	5085	Local	5/8/2022	**24**	597	Rough
RATZLAFF ST	1093	WASHINGTON ST	THOMPSON ST	377	31	11696	Local	5/8/2022	**27**	375	Marginal
RATZLAFF ST	1094	THOMPSON ST	METZEN ST	279	31	8645	Local	5/8/2022	**28**	321	Marginal
RATZLAFF ST	1174	DS@193FT	PARK ST	98	31	3051	Local	5/8/2022	**24**	281	Marginal
RATZLAFF ST	1175	PARK ST	WASHINGTON ST	312	33	10285	Local	5/8/2022	**24**	322	Marginal
RIDGE LN	1438	SOUTH PARK AVE	ADMIRAL DR	328	30	9843	Local	5/8/2022	**83**	214	Marginal
RIDGE LN	1439	ADMIRAL DR	EOP	246	28	6890	Local	5/8/2022	**28**	305	Marginal
ROOSEVELT ST	1231	2ND ST	EOP	509	39	19833	Local	5/8/2022	**18**	469	Rough
ROOSEVELT ST	1297	LINCOLN	GARFIELD ST	312	25	7792	Local	5/8/2022	**21**	435	Rough
ROOSEVELT ST	1447	DIVISION ST	HART BLVD	344	25	8612	Local	5/8/2022	**22**	511	Rough
ROOSEVELT ST	1448	HART BLVD	JEFFERSON ST	312	25	7792	Local	5/8/2022	**81**	376	Marginal
ROOSEVELT ST	1449	JEFFERSON ST	LINCOLN	344	26	8957	Local	5/8/2022	**84**	378	Marginal
ROOSEVELT ST	1458	EIGHTH ST	SIXTH ST	574	29	16650	Local	5/8/2022	**29**	508	Rough
ROOSEVELT ST	1459	4TH ST	2ND ST	673	30	20177	Local	5/8/2022	**32**	401	Rough
ROOSEVELT ST	1460	SIXTH ST	4TH ST	673	29	19505	Local	5/8/2022	**26**	379	Marginal
ROOSEVELT ST	1515	EOP	EIGHTH ST	509	30	15256	Local	5/8/2022	**23**	519	Rough
ROSE LN	1441	CASEY LN	TIMBER DR	771	28	21588	Local	5/8/2022	**34**	309	Marginal
S JOHNSON STREET	1493	MARENGO RD	E THOMPSON ST	115	30	3445	Local	5/8/2022	**55**	375	Marginal
SANDY CT	1453	TIMBER DR	TIMBER DR	230	28	6430	Local	5/8/2022	**44**	451	Rough
SHADOW DR	1055	JOANNE LN	IONA LN	279	28	7808	Local	5/8/2022	**32**	359	Marginal
SHADOW DR	1056	TIMBER DR	AIRPORT RD	148	27	3986	Local	5/8/2022	**23**	446	Rough
SHADOW DR	1057	IONA LN	TIMBER DR	541	29	15699	Local	5/8/2022	**35**	333	Marginal
SHAWNEE CT	1053	EOP	SHAWNEE LN	197	41	8071	Local	5/8/2022	**32**	489	Rough
SHAWNEE LN	1454	JOSHUA TREE	SHAWNEE CT	262	30	7874	Local	5/8/2022	**35**	394	Marginal
SHAWNEE LN	1455	DEWEY ST	EOP	525	35	18373	Local	5/8/2022	**36**	287	Marginal
SHAWNEE LN	1456	YELLOWSTONE LN	DEWEY ST	361	30	10827	Local	5/8/2022	**30**	352	Marginal
SHAWNEE LN	1457	SHAWNEE CT	YELLOWSTONE LN	328	29	9514	Local	5/8/2022	**36**	281	Marginal
SIXTH ST	1385	BLAINE ST	ROOSEVELT ST	295	30	8858	Local	5/8/2022	**32**	355	Marginal
SIXTH ST	1386	BURBANK ST	BROWN ST	328	30	9843	Local	5/8/2022	**25**	318	Marginal

Branch Name	Section ID	From	To	Pavement Length (ft)	Pavement Width (ft)	Total Area (ft2)	Functional Class (Rank)	Pavement Conditions			
								Last Survey Date (mm/dd/yyyy)	Last Survey PCI	Survey IRI (in/mi)	IRI Category
SIXTH ST	1387	ROOSEVELT ST	MCKINLEY ST	344	30	10335	Local	5/8/2022	**26**	496	Rough
SIXTH ST	1388	MCKINLEY ST	BURBANK ST	344	28	9646	Local	5/8/2022	**31**	573	Rough
SIXTH ST	1389	BROWN ST	BLACKMAN ST	312	28	8727	Local	5/8/2022	**21**	347	Marginal
SOUTH PARK AVE	1461	EOP	RIDGE LN	164	29	4757	Local	5/8/2022	**31**	463	Rough
SOUTH PARK AVE	1462	RIDGE LN	DIVISION ST	853	34	29003	Local	5/8/2022	**30**	483	Rough
STONEY CREEK LN	1129	PRAIRIE DR	TALL GRASS DR	935	32	29921	Local	5/8/2022	**70**	180	Smooth
SUMNER ST	1039	EASTMAN ST	AYER ST	558	45	25098	Major Collector	5/8/2022	**26**	458	Rough
SUMNER ST	1040	AYER ST	DIVISION ST	509	42	21358	Major Collector	5/8/2022	**28**	452	Rough
TALL GRASS DR	1431	COUNTRY BROOK LN	MEADOW LN	312	30	9350	Local	5/8/2022	**61**	285	Marginal
TALL GRASS DR	1432	DRIFTWOOD LN	EOP	115	30	3445	Local	5/8/2022	**59**	218	Marginal
TALL GRASS DR	1433	MEADOW LN	STONEY CREEK LN	279	30	8366	Local	5/8/2022	**64**	207	Marginal
TALL GRASS DR	1434	STONEY CREEK LN	DRIFTWOOD LN	328	30	9843	Local	5/8/2022	**68**	201	Marginal
THOMPSON ST	1320	RATZLAFF ST	HOWARD ST	525	30	15748	Local	5/8/2022	**33**	413	Rough
THOMPSON ST	1321	HOWARD ST	BLANCHARD ST	607	31	18816	Local	5/8/2022	**69**	175	Smooth
THOMPSON ST	1327	BLANCHARD ST	JACKMAN ST	148	32	4724	Local	5/8/2022	**56**	279	Marginal
THOMPSON ST	1328	JACKMAN ST	HUTCHINSON ST	328	30	9843	Local	5/8/2022	**81**	299	Marginal
THOMPSON ST	1329	HUTCHINSON ST	PAGE ST	344	31	10679	Local	5/8/2022	**22**	358	Marginal
THOMPSON ST	1330	EASTMAN ST	AYER ST	312	31	9662	Local	5/8/2022	**31**	318	Marginal
THOMPSON ST	1331	PAGE ST	EASTMAN ST	344	31	10679	Local	5/8/2022	**26**	334	Marginal
THOMPSON ST	1358	S JOHNSON STREET	DUNLAP ST	295	30	8858	Local	5/8/2022	**100**	189	Smooth
THOMPSON ST	1359	DUNLAP ST	FINNEY	328	30	9843	Local	5/8/2022	**100**	242	Marginal
THOMPSON ST	1360	FINNEY	EOP	180	35	6316	Local	5/8/2022	**53**	367	Marginal
TIMBER DR	1186	CASEY LN	ROSE LN	295	28	8268	Local	5/8/2022	**29**	340	Marginal
TIMBER DR	1187	SANDY CT	SHADOW DR	574	28	16076	Local	5/8/2022	**27**	377	Marginal
TIMBER DR	1188	SANDY CT	SANDY CT	66	28	1837	Local	5/8/2022	**22**	278	Marginal
TIMBER DR	1189	ROSE LN	JOANNE LN	279	28	7808	Local	5/8/2022	**27**	317	Marginal
TIMBER DR	1190	ANDREA CT	SANDY CT	459	28	12861	Local	5/8/2022	**25**	309	Marginal
TIMBER DR	1191	ANDREA CT	ANDREA CT	98	28	2756	Local	5/8/2022	**28**	250	Marginal
TIMBER DR	1192	JOANNE LN	ANDREA CT	443	28	12402	Local	5/8/2022	**28**	285	Marginal
UNIVERSITY ST	1054	HAYES ST	KLAMAN ST	804	30	24114	Local	5/8/2022	**25**	432	Rough
UNIVERSITY ST	1123	LINCOLN	GARFIELD ST	295	29	8563	Local	5/8/2022	**29**	589	Rough
UNIVERSITY ST	1124	GARFIELD ST	GRANT ST	295	25	7382	Local	5/8/2022	**20**	572	Rough
UNIVERSITY ST	1182	DIVISION ST	HART BLVD	328	25	8202	Local	5/8/2022	**69**	402	Rough
UNIVERSITY ST	1183	HART BLVD	JEFFERSON ST	312	24	7480	Local	5/8/2022	**28**	471	Rough
UNIVERSITY ST	1184	JEFFERSON ST	LINCOLN	344	25	8612	Local	5/8/2022	**27**	403	Rough
W DIGGINS	2168	POTAWATOMI WAY	CHIPPEWARD RD	1821	28	50984	Major Collector	5/8/2022	**31**	323	Marginal
W DIGGINS	2179	CHIPPEWARD RD	RATZLAFF ST	804	28	22507	Major Collector	5/8/2022	**25**	410	Rough
W DIGGINS	2180	RATZLAFF ST	HOWARD ST	787	28	22047	Major Collector	5/8/2022	**26**	234	Marginal
W DIGGINS	2181	HOWARD ST	FRONT ST	1214	28	33990	Major Collector	5/8/2022	**23**	229	Marginal
W DIGGINS	2182	FRONT ST	4TH ST	328	28	9186	Major Collector	5/8/2022	**6**	489	Rough
W DIGGINS	2183	4TH ST	BRAINARD ST	180	28	5052	Major Collector	5/8/2022	**23**	465	Rough
W DIGGINS	2184	BRAINARD ST	3RD ST	148	28	4134	Major Collector	5/8/2022	**25**	464	Rough
W DIGGINS	2185	3RD ST	PAGE ST	180	28	5052	Major Collector	5/8/2022	**24**	325	Marginal

Branch Name	Section ID	From	To	Pavement Length (ft)	Pavement Width (ft)	Total Area (ft2)	Functional Class (Rank)	Pavement Conditions			
								Last Survey Date (mm/dd/yyyy)	Last Survey PCI	Survey IRI (in/mi)	IRI Category
W DIGGINS	2186	PAGE ST	2ND ST	148	28	4134	Major Collector	5/8/2022	**23**	437	Rough
W DIGGINS	2187	2ND ST	EASTMAN ST	230	28	6430	Major Collector	5/8/2022	**32**	366	Marginal
W DIGGINS	2194	EASTMAN ST	AYER ST	541	28	15157	Major Collector	5/8/2022	**24**	471	Rough
WASHINGTON ST	1105	AYER ST	JOHNSON ST	312	25	7792	Local	5/8/2022	**27**	583	Rough
WASHINGTON ST	1106	JOHNSON ST	DUNLAP ST	344	24	8268	Local	5/8/2022	**20**	493	Rough
WASHINGTON ST	1107	FINNEY	RANDALL ST	180	25	4511	Local	5/8/2022	**20**	305	Marginal
WASHINGTON ST	1108	DUNLAP ST	FINNEY	328	25	8202	Local	5/8/2022	**16**	437	Rough
WASHINGTON ST	1211	CAMPBELL ST	JACKMAN ST	361	25	9022	Local	5/8/2022	**55**	222	Marginal
WASHINGTON ST	1212	PAGE ST	EASTMAN ST	312	25	7792	Local	5/8/2022	**100**	265	Marginal
WASHINGTON ST	1213	JACKMAN ST	HUTCHINSON ST	312	25	7792	Local	5/8/2022	**52**	286	Marginal
WASHINGTON ST	1214	EASTMAN ST	AYER ST	361	25	9022	Local	5/8/2022	**33**	504	Rough
WASHINGTON ST	1215	HUTCHINSON ST	PAGE ST	344	25	8612	Local	5/8/2022	**34**	622	Rough
WASHINGTON ST	1294	RATZLAFF ST	HOWARD ST	525	30	15748	Local	5/8/2022	**34**	386	Marginal
WASHINGTON ST	1295	HOWARD ST	BLANCHARD ST	591	25	14764	Local	5/8/2022	**71**	198	Smooth
WASHINGTON ST	1437	BLANCHARD ST	CAMPBELL ST	66	23	1509	Local	5/8/2022	**26**	630	Rough
WEST ST	1012	NINTH ST	EIGHTH ST	312	29	9039	Local	5/8/2022	**83**	269	Marginal
WILDFLOWER LN	1305	EOP	LILAC LN	148	30	4429	Local	5/8/2022	**39**	270	Marginal
WILDFLOWER LN	1306	LILAC LN	MAGNOLIA ST	361	30	10827	Local	5/8/2022	**32**	318	Marginal
WILDFLOWER LN	1307	MAGNOLIA ST	ORCHARD LN	344	31	10679	Local	5/8/2022	**43**	261	Marginal
WILDFLOWER LN	1308	ORCHARD LN	PRIMROSE LN	295	30	8858	Local	5/8/2022	**32**	238	Marginal
WILDFLOWER LN	1309	PRIMROSE LN	WILLOW LN	328	29	9514	Local	5/8/2022	**26**	291	Marginal
WILLOW LN	1209	EOP	LONESOME RD	509	29	14747	Local	5/8/2022	**38**	365	Marginal
WILLOW LN	1210	LONESOME RD	WILDFLOWER LN	804	29	23310	Local	5/8/2022	**39**	279	Marginal
YELLOWSTONE LN	1159	GALVIN PKWY	JOSHUA TREE	262	30	7874	Local	5/8/2022	**22**	371	Marginal
YELLOWSTONE LN	1160	JOSHUA TREE	SHAWNEE LN	591	30	17717	Local	5/8/2022	**36**	303	Marginal

Appendix B

Current Funding $210k

Harvard, IL
Current Funding ($210K Per Year)
Major and Global M&R

Year	Branch ID	Section ID	PCI Before	PCI After		Cost	M&R Category
2023	HLLYHCKST	1143	79	100	$	775	Global
2023	HRLYRD	1482	69	96	$	919	Global
2023	BLNCHRDST	1038	68	94	$	924	Global
2023	BLNCHRDST	1336	79	100	$	1,085	Global
2023	VYLN	1394	75	100	$	1,085	Global
2023	HLLYHCKST	1142	68	95	$	1,447	Global
2023	BRCHST	1333	74	100	$	1,447	Global
2023	BLNST	1347	73	100	$	1,768	Global
2023	BLNCHRDST	1335	75	100	$	2,331	Global
2023	2NDST	1483	77	100	$	2,756	Global
2023	FRNTST	1466	70	97	$	2,986	Global
2023	GRNTST	1161	76	100	$	3,255	Global
2023	THMPSNST	1328	73	100	$	3,445	Global
2023	CMPBLLST	1230	47	100	$	4,322	Major
2023	BRNKSST	1429	41	100	$	8,988	Major
2023	RDGLN	1438	74	100	$	3,445	Global
2023	STMNST	1322	76	100	$	3,927	Global
2023	WSHNGTNST	1295	65	89	$	5,167	Global
2023	DGSWY	2173	76	100	$	5,856	Global
2023	GRFLDST	1299	48	100	$	46,656	Major
2023	MCKNLYST	1496	47	100	$	52,015	Major
2023	MCKNLYST	1495	47	100	$	53,239	Major
2024	CHRRYLN	1051	74	100	$	1,118	Global
2024	BLCKMNST	1262	67	93	$	2,839	Global
2024	BLCKMNST	1259	71	100	$	2,981	Global
2024	STMNST	1163	72	100	$	3,850	Global
2024	YRST	1029	37	100	$	50,151	Major
2024	MCKNLYST	1497	43	100	$	57,698	Major
2024	YRST	1323	40	100	$	86,629	Major
2025	BRNST	1023	66	90	$	3,241	Global
2025	MRNGRD	1253	25	100	$	28,070	Major
2025	YRST	1028	49	100	$	38,571	Major
2025	YRST	1522	21	100	$	38,763	Major
2025	GRFLDST	1300	26	100	$	93,566	Major
2026	BRNKSST	1074	50	100	$	9,713	Major
2026	TMNGLNRD	1362	50	100	$	18,801	Major
2026	GRFLDST	1301	17	100	$	75,805	Major
2026	YRST	1146	12	100	$	105,033	Major
2027	PPLVLLYRD	1201	50	100	$	9,670	Major
2027	NRTHFLDV	1241	49	100	$	20,645	Major
2027	GRFLDST	1424	7	100	$	177,243	Major

Appendix C

Localized Maintenance Plan

Harvard, IL
Localized Maintenance

IMS

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost	Policy
HRLYRD	2178	POTHOLE	Medium	3.59	Count	Patching - AC Deep	21.53	SqFt	4.33	93.28	Stopgap
YRST	1521	POTHOLE	Medium	3.17	Count	Patching - AC Deep	19.38	SqFt	4.33	82.32	Stopgap
BLNST	1398	PATCH/UT CUT	High	47.15	SqFt	Patching - AC Shallow	78.58	SqFt	3.33	262.19	Stopgap
BLNST	1398	POTHOLE	Medium	7.07	Count	Patching - AC Deep	41.98	SqFt	4.33	183.59	Stopgap
HYSCT	1249	POTHOLE	Medium	3.83	Count	Patching - AC Deep	22.6	SqFt	4.33	99.62	Stopgap
GHTHST	1505	POTHOLE	Medium	3.85	Count	Patching - AC Deep	22.6	SqFt	4.33	100.13	Stopgap
3RDST	1087	POTHOLE	Medium	2.4	Count	Patching - AC Deep	13.99	SqFt	4.33	62.4	Stopgap
MCCMB	1011	POTHOLE	Medium	2.67	Count	Patching - AC Deep	16.15	SqFt	4.33	69.27	Stopgap
HYSST	1277	POTHOLE	Medium	2.26	Count	Patching - AC Deep	13.99	SqFt	4.33	58.6	Stopgap
BRWNST	1476	POTHOLE	Medium	2.87	Count	Patching - AC Deep	17.22	SqFt	4.33	74.55	Stopgap
PRRDR	1017	L & T CR	Medium	245.34	Ft	Crack Sealing - AC	245.41	Ft	1	245.33	Preventive
PRRDR	1017	EDGE CR	Medium	29.04	Ft	Crack Sealing - AC	29.2	Ft	1	29.04	Preventive
PRRDR	1017	ALLIGATOR CR	Medium	119.48	SqFt	Patching - AC Deep	167.92	SqFt	4.33	725.07	Preventive
GRNTST	1161	L & T CR	Medium	9.32	Ft	Crack Sealing - AC	9.19	Ft	1	9.3	Preventive
3RDST	1266	POTHOLE	Medium	30.32	Count	Patching - AC Deep	181.91	SqFt	4.33	787.71	Stopgap
PRKST	1084	POTHOLE	Medium	2.37	Count	Patching - AC Deep	13.99	SqFt	4.33	61.45	Stopgap
FRNTST	1194	L & T CR	Medium	142.68	Ft	Crack Sealing - AC	142.72	Ft	1	142.68	Preventive
FRNTST	1194	ALLIGATOR CR	Medium	163.29	SqFt	Patching - AC Deep	218.51	SqFt	4.33	947.21	Preventive
FRNTST	1194	RUTTING	Medium	36.27	SqFt	Patching - AC Shallow	36.6	SqFt	3.33	120.94	Preventive
BRNKSST	1074	L & T CR	Medium	241.8	Ft	Crack Sealing - AC	241.8	Ft	1	241.8	Preventive
BRNKSST	1074	ALLIGATOR CR	Medium	14.32	SqFt	Patching - AC Deep	33.37	SqFt	4.33	145.43	Preventive
THMPSNST	1327	ALLIGATOR CR	Medium	84.93	SqFt	Patching - AC Deep	125.94	SqFt	4.33	545.79	Preventive
THMPSNST	1327	EDGE CR	Medium	23.79	Ft	Crack Sealing - AC	23.95	Ft	1	23.79	Preventive
THMPSNST	1327	L & T CR	Medium	75.62	Ft	Crack Sealing - AC	75.79	Ft	1	75.64	Preventive
CHRRYLN	1052	L & T CR	Medium	120.37	Ft	Crack Sealing - AC	120.41	Ft	1	120.36	Preventive
CHRRYLN	1052	EDGE CR	Medium	7.55	Ft	Crack Sealing - AC	7.55	Ft	1	7.53	Preventive

Harvard, IL
Localized Maintenance

IMS

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost	Policy
CHRRYLN	1052	ALLIGATOR CR	Medium	95.58	SqFt	Patching - AC Deep	138.85	SqFt	4.33	601.51	Preventive
PTWTMWY	2169	L & T CR	Medium	688.35	Ft	Crack Sealing - AC	688.32	Ft	1	688.35	Preventive
PTWTMWY	2169	ALLIGATOR CR	Medium	617.85	SqFt	Patching - AC Deep	722.26	SqFt	4.33	3125.79	Preventive
PTWTMWY	2169	EDGE CR	Medium	868.34	Ft	Crack Sealing - AC	868.44	Ft	1	868.34	Preventive
MRNGRD	1255	POTHOLE	Medium	5.13	Count	Patching - AC Deep	31.22	SqFt	4.33	133.33	Stopgap
RTZLFFST	1093	POTHOLE	Medium	3.06	Count	Patching - AC Deep	18.3	SqFt	4.33	79.51	Stopgap
BRBNKST	1089	POTHOLE	Medium	7.09	Count	Patching - AC Deep	41.98	SqFt	4.33	184.08	Stopgap
SNDYCT	1453	POTHOLE	Medium	2.77	Count	Patching - AC Deep	16.15	SqFt	4.33	72	Stopgap
BLNST	1347	ALLIGATOR CR	Medium	12.38	SqFt	Patching - AC Deep	30.14	SqFt	4.33	132.3	Preventive
BLNST	1347	L & T CR	Medium	15.78	Ft	Crack Sealing - AC	15.75	Ft	1	15.77	Preventive
MRNGRD	1491	POTHOLE	High	9.45	Count	Patching - AC Deep	85.03	SqFt	4.33	368.22	Stopgap
MRNGRD	1491	POTHOLE	Medium	8.5	Count	Patching - AC Deep	50.59	SqFt	4.33	220.93	Stopgap
BRBNKST	1417	PATCH/UT CUT	High	81.38	SqFt	Patching - AC Shallow	121.63	SqFt	3.33	405.17	Stopgap
BRBNKST	1417	POTHOLE	Medium	4.93	Count	Patching - AC Deep	29.06	SqFt	4.33	128.11	Stopgap
6THST	1059	POTHOLE	Medium	3.51	Count	Patching - AC Deep	21.53	SqFt	4.33	91.21	Stopgap
HTCHNSNST	1352	POTHOLE	Medium	2.16	Count	Patching - AC Deep	12.92	SqFt	4.33	56.18	Stopgap
NDRSNST	1042	POTHOLE	Medium	2.55	Count	Patching - AC Deep	15.07	SqFt	4.33	66.36	Stopgap
MTZNST	1444	POTHOLE	Medium	2.06	Count	Patching - AC Deep	11.84	SqFt	4.33	53.49	Stopgap
BRCHST	1333	ALLIGATOR CR	Medium	6.24	SqFt	Patching - AC Deep	20.45	SqFt	4.33	87.59	Preventive
BRCHST	1333	L & T CR	Medium	10.53	Ft	Crack Sealing - AC	10.5	Ft	1	10.53	Preventive
WSHNGTNST	1295	L & T CR	Medium	145.18	Ft	Crack Sealing - AC	145.34	Ft	1	145.19	Preventive
WSHNGTNST	1295	ALLIGATOR CR	Medium	38.86	SqFt	Patching - AC Deep	67.81	SqFt	4.33	293.92	Preventive
WSHNGTNST	1295	EDGE CR	Medium	26.61	Ft	Crack Sealing - AC	26.57	Ft	1	26.62	Preventive
CRWLYRD	1006	POTHOLE	Medium	4.72	Count	Patching - AC Deep	27.99	SqFt	4.33	122.61	Stopgap
BRWNST	1474	L & T CR	Medium	161.09	Ft	Crack Sealing - AC	161.09	Ft	1	161.08	Preventive
BRWNST	1474	ALLIGATOR CR	Medium	249.18	SqFt	Patching - AC Deep	316.46	SqFt	4.33	1371.51	Preventive

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MDWLN	1315	EDGE CR	Medium	28.05	Ft	Crack Sealing - AC	28.22	Ft	1	28.05	Preventive
MDWLN	1315	ALLIGATOR CR	Medium	199.13	SqFt	Patching - AC Deep	259.41	SqFt	4.33	1125.35	Preventive
MDWLN	1315	L & T CR	Medium	807.19	Ft	Crack Sealing - AC	807.09	Ft	1	807.17	Preventive
BRBNKST	1411	POTHOLE	Medium	4.98	Count	Patching - AC Deep	30.14	SqFt	4.33	129.48	Stopgap
5THST	1110	POTHOLE	Medium	2.35	Count	Patching - AC Deep	13.99	SqFt	4.33	61.06	Stopgap
MTZNST	1443	L & T CR	Medium	229.2	Ft	Crack Sealing - AC	229.33	Ft	1	229.2	Preventive
MTZNST	1443	EDGE CR	Medium	112.8	Ft	Crack Sealing - AC	112.86	Ft	1	112.79	Preventive
MTZNST	1443	ALLIGATOR CR	Medium	262.96	SqFt	Patching - AC Deep	332.6	SqFt	4.33	1438.59	Preventive
NRTHFLDV	1239	ALLIGATOR CR	Medium	23.9	SqFt	Patching - AC Deep	47.36	SqFt	4.33	205.96	Preventive
NRTHFLDV	1239	L & T CR	Medium	154.99	Ft	Crack Sealing - AC	154.86	Ft	1	154.98	Preventive
BRBNKST	1418	PATCH/UT CUT	High	100.21	SqFt	Patching - AC Shallow	144.24	SqFt	3.33	481.17	Stopgap
NVRSTYST	1124	POTHOLE	Medium	4.92	Count	Patching - AC Deep	29.06	SqFt	4.33	127.82	Stopgap
HRTBLVD	1224	POTHOLE	Medium	2.36	Count	Patching - AC Deep	13.99	SqFt	4.33	61.43	Stopgap
VYLN	1394	L & T CR	Medium	3.12	Ft	Crack Sealing - AC	2.95	Ft	1	3.1	Preventive
VYLN	1394	ALLIGATOR CR	Medium	5.92	SqFt	Patching - AC Deep	19.38	SqFt	4.33	85.78	Preventive
MRNGRD	1357	POTHOLE	Medium	4.46	Count	Patching - AC Deep	26.91	SqFt	4.33	115.99	Stopgap
MRNGRD	1357	POTHOLE	High	4.96	Count	Patching - AC Deep	44.13	SqFt	4.33	193.32	Stopgap
RLRDST	1283	POTHOLE	Medium	5.61	Count	Patching - AC Deep	33.37	SqFt	4.33	145.68	Stopgap
LNCLN	1379	POTHOLE	Medium	4.92	Count	Patching - AC Deep	29.06	SqFt	4.33	127.9	Stopgap
FRSTST	1324	POTHOLE	Medium	2.39	Count	Patching - AC Deep	13.99	SqFt	4.33	61.97	Stopgap
HLLYHCKST	1142	L & T CR	Medium	24.48	Ft	Crack Sealing - AC	24.61	Ft	1	24.49	Preventive
HLLYHCKST	1142	ALLIGATOR CR	Medium	6.24	SqFt	Patching - AC Deep	20.45	SqFt	4.33	87.52	Preventive
GRNTST	1113	POTHOLE	Medium	2.35	Count	Patching - AC Deep	13.99	SqFt	4.33	61.12	Stopgap
FRSTDWNS	1196	L & T CR	Medium	74.97	Ft	Crack Sealing - AC	75.13	Ft	1	74.98	Preventive
FRSTDWNS	1196	ALLIGATOR CR	Medium	57.69	SqFt	Patching - AC Deep	92.57	SqFt	4.33	399.76	Preventive
4THST	1199	POTHOLE	Medium	14.2	Count	Patching - AC Deep	85.03	SqFt	4.33	368.92	Stopgap

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TLLGRSSDR	1431	EDGE CR	Medium	9.35	Ft	Crack Sealing - AC	9.51	Ft	1	9.35	Preventive
TLLGRSSDR	1431	ALLIGATOR CR	Medium	86.33	SqFt	Patching - AC Deep	128.09	SqFt	4.33	552.78	Preventive
TLLGRSSDR	1431	L & T CR	Medium	155.18	Ft	Crack Sealing - AC	155.18	Ft	1	155.19	Preventive
MTZNST	1157	L & T CR	Medium	50.07	Ft	Crack Sealing - AC	50.2	Ft	1	50.06	Preventive
MTZNST	1157	ALLIGATOR CR	Medium	48.65	SqFt	Patching - AC Deep	80.73	SqFt	4.33	349.48	Preventive
YRST	1028	ALLIGATOR CR	Medium	159.2	SqFt	Patching - AC Deep	214.2	SqFt	4.33	926.47	Preventive
YRST	1028	L & T CR	Medium	546.82	Ft	Crack Sealing - AC	546.92	Ft	1	546.81	Preventive
GRFLDST	1371	POTHOLE	Medium	7.42	Count	Patching - AC Deep	44.13	SqFt	4.33	192.9	Stopgap
FRSTST	1487	POTHOLE	Medium	2.76	Count	Patching - AC Deep	16.15	SqFt	4.33	71.71	Stopgap
4THST	1217	POTHOLE	Medium	2.86	Count	Patching - AC Deep	17.22	SqFt	4.33	74.18	Stopgap
CRWLYRD	1361	POTHOLE	Medium	9.09	Count	Patching - AC Deep	54.9	SqFt	4.33	236.22	Stopgap
HLLYHCKST	1143	L & T CR	Medium	10.66	Ft	Crack Sealing - AC	10.5	Ft	1	10.66	Preventive
TLLGRSSDR	1433	ALLIGATOR CR	Medium	46.5	SqFt	Patching - AC Deep	77.5	SqFt	4.33	337.27	Preventive
TLLGRSSDR	1433	L & T CR	Medium	153.61	Ft	Crack Sealing - AC	153.54	Ft	1	153.59	Preventive
TLLGRSSDR	1433	EDGE CR	Medium	8.37	Ft	Crack Sealing - AC	8.53	Ft	1	8.37	Preventive
PRKST	1502	POTHOLE	Medium	6.29	Count	Patching - AC Deep	37.67	SqFt	4.33	163.34	Stopgap
RSVLTST	1515	POTHOLE	Medium	5.9	Count	Patching - AC Deep	35.52	SqFt	4.33	153.36	Stopgap
PRRDR	1016	L & T CR	Medium	205.81	Ft	Crack Sealing - AC	205.71	Ft	1	205.81	Preventive
PRRDR	1016	ALLIGATOR CR	Medium	116.57	SqFt	Patching - AC Deep	163.61	SqFt	4.33	710.31	Preventive
PRRDR	1016	EDGE CR	Medium	8.63	Ft	Crack Sealing - AC	8.53	Ft	1	8.64	Preventive
CHRRYLN	1051	L & T CR	Medium	3.12	Ft	Crack Sealing - AC	2.95	Ft	1	3.1	Preventive
CHRCHST	1027	ALLIGATOR CR	Medium	123.46	SqFt	Patching - AC Deep	172.22	SqFt	4.33	745.46	Preventive
CHRCHST	1027	L & T CR	Medium	77.56	Ft	Crack Sealing - AC	77.43	Ft	1	77.55	Preventive
HRTBLVD	1222	L & T CR	Medium	91.37	Ft	Crack Sealing - AC	91.21	Ft	1	91.36	Preventive
HRTBLVD	1222	ALLIGATOR CR	Medium	38.32	SqFt	Patching - AC Deep	67.81	SqFt	4.33	291.36	Preventive
9THST	1246	L & T CR	Medium	52.26	Ft	Crack Sealing - AC	52.17	Ft	1	52.28	Preventive

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9THST	1246	ALLIGATOR CR	Medium	80.51	SqFt	Patching - AC Deep	120.56	SqFt	4.33	522.39	Preventive
9THST	1246	EDGE CR	Medium	27.92	Ft	Crack Sealing - AC	27.89	Ft	1	27.92	Preventive
NVRSTYST	1182	ALLIGATOR CR	Medium	77.5	SqFt	Patching - AC Deep	117.33	SqFt	4.33	506.5	Preventive
NVRSTYST	1182	L & T CR	Medium	164.9	Ft	Crack Sealing - AC	165.03	Ft	1	164.9	Preventive
HRLYRD	1482	L & T CR	Medium	19.95	Ft	Crack Sealing - AC	20.01	Ft	1	19.93	Preventive
JFFRSNST	1067	ALLIGATOR CR	Medium	88.91	SqFt	Patching - AC Deep	131.32	SqFt	4.33	566.86	Preventive
JFFRSNST	1067	L & T CR	Medium	57.22	Ft	Crack Sealing - AC	57.09	Ft	1	57.23	Preventive
GLVNPKWY	1044	POTHOLE	Medium	2.85	Count	Patching - AC Deep	17.22	SqFt	4.33	74.14	Stopgap
WSHNGTNST	1107	POTHOLE	Medium	2.47	Count	Patching - AC Deep	15.07	SqFt	4.33	64.09	Stopgap
THMPSNST	1329	PATCH/UT CUT	High	91.28	SqFt	Patching - AC Shallow	133.47	SqFt	3.33	445.26	Stopgap
THMPSNST	1329	POTHOLE	Medium	9.13	Count	Patching - AC Deep	54.9	SqFt	4.33	237.1	Stopgap
TLLGRSSDR	1432	L & T CR	Medium	113.94	Ft	Crack Sealing - AC	113.85	Ft	1	113.94	Preventive
TLLGRSSDR	1432	ALLIGATOR CR	Medium	33.15	SqFt	Patching - AC Deep	60.28	SqFt	4.33	261.4	Preventive
BLCKMNST	1262	RUTTING	Medium	11.63	SqFt	Patching - AC Shallow	11.84	SqFt	3.33	38.64	Preventive
BLCKMNST	1262	ALLIGATOR CR	Medium	7.86	SqFt	Patching - AC Deep	23.68	SqFt	4.33	100.32	Preventive
BLCKMNST	1262	L & T CR	Medium	7.87	Ft	Crack Sealing - AC	7.87	Ft	1	7.87	Preventive
WDGGNS	2181	POTHOLE	Medium	19.27	Count	Patching - AC Deep	115.17	SqFt	4.33	500.63	Stopgap
2NDST	1484	L & T CR	Medium	74.64	Ft	Crack Sealing - AC	74.8	Ft	1	74.65	Preventive
2NDST	1484	ALLIGATOR CR	Medium	238.96	SqFt	Patching - AC Deep	304.62	SqFt	4.33	1321.24	Preventive
THMPSNST	1321	L & T CR	Medium	119.72	Ft	Crack Sealing - AC	119.75	Ft	1	119.7	Preventive
THMPSNST	1321	ALLIGATOR CR	Medium	116.57	SqFt	Patching - AC Deep	163.61	SqFt	4.33	710.31	Preventive
RSVLTST	1449	L & T CR	Medium	28.08	Ft	Crack Sealing - AC	28.22	Ft	1	28.1	Preventive
DGSWY	2188	L & T CR	Medium	599.57	Ft	Crack Sealing - AC	599.74	Ft	1	599.58	Preventive
DGSWY	2188	ALLIGATOR CR	Medium	132.61	SqFt	Patching - AC Deep	182.99	SqFt	4.33	792.46	Preventive
HRLYRD	1034	POTHOLE	Medium	6.78	Count	Patching - AC Deep	40.9	SqFt	4.33	176.2	Stopgap
HRLYRD	1034	POTHOLE	High	3.9	Count	Patching - AC Deep	35.52	SqFt	4.33	152.15	Stopgap

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HWRDST	1145	EDGE CR	Medium	35.04	Ft	Crack Sealing - AC	35.1	Ft	1	35.04	Preventive
HWRDST	1145	ALLIGATOR CR	Medium	93	SqFt	Patching - AC Deep	135.63	SqFt	4.33	587.84	Preventive
HWRDST	1145	L & T CR	Medium	265.68	Ft	Crack Sealing - AC	265.75	Ft	1	265.68	Preventive
MTZNST	1155	POTHOLE	Medium	2.16	Count	Patching - AC Deep	12.92	SqFt	4.33	56.21	Stopgap
TMBRDR	1187	POTHOLE	Medium	2.75	Count	Patching - AC Deep	16.15	SqFt	4.33	71.42	Stopgap
WSHNGTNST	1215	POTHOLE	Medium	2.46	Count	Patching - AC Deep	15.07	SqFt	4.33	63.86	Stopgap
JFFRSNST	1072	POTHOLE	Medium	2.46	Count	Patching - AC Deep	15.07	SqFt	4.33	63.86	Stopgap
MGNLST	1436	ALLIGATOR CR	Medium	40.15	SqFt	Patching - AC Deep	69.97	SqFt	4.33	301.4	Preventive
MGNLST	1436	L & T CR	Medium	18.21	Ft	Crack Sealing - AC	18.04	Ft	1	18.2	Preventive
BLNST	1045	RUTTING	Medium	18.73	SqFt	Patching - AC Shallow	18.3	SqFt	3.33	62.3	Preventive
STNYCRKLN	1129	L & T CR	Medium	678.77	Ft	Crack Sealing - AC	678.81	Ft	1	678.75	Preventive
STNYCRKLN	1129	ALLIGATOR CR	Medium	84.82	SqFt	Patching - AC Deep	125.94	SqFt	4.33	545.21	Preventive
STNYCRKLN	1129	EDGE CR	Medium	48.13	Ft	Crack Sealing - AC	48.23	Ft	1	48.13	Preventive
NRTHFLDV	1244	POTHOLE	Medium	3.27	Count	Patching - AC Deep	19.38	SqFt	4.33	84.83	Stopgap
RLRDST	1281	POTHOLE	Medium	2.26	Count	Patching - AC Deep	13.99	SqFt	4.33	58.59	Stopgap
LNSMRD	1165	ALLIGATOR CR	Medium	128.31	SqFt	Patching - AC Deep	177.6	SqFt	4.33	770.17	Preventive
LNSMRD	1165	L & T CR	Medium	170.28	Ft	Crack Sealing - AC	170.28	Ft	1	170.28	Preventive
GLVNPKWY	1291	POTHOLE	Medium	1.98	Count	Patching - AC Deep	11.84	SqFt	4.33	51.53	Stopgap
BRNRDST	1530	POTHOLE	Medium	8.26	Count	Patching - AC Deep	49.51	SqFt	4.33	214.57	Stopgap
KLMNST	1130	L & T CR	Medium	112.47	Ft	Crack Sealing - AC	112.53	Ft	1	112.46	Preventive
KLMNST	1130	ALLIGATOR CR	Medium	173.41	SqFt	Patching - AC Deep	230.35	SqFt	4.33	997.84	Preventive
RNDLLST	1115	PATCH/UT CUT	High	23.68	SqFt	Patching - AC Shallow	47.36	SqFt	3.33	157.47	Stopgap
NRTHFLDV	1241	ALLIGATOR CR	Medium	31.86	SqFt	Patching - AC Deep	58.13	SqFt	4.33	253.62	Preventive
NRTHFLDV	1241	L & T CR	Medium	264.37	Ft	Crack Sealing - AC	264.44	Ft	1	264.35	Preventive
GRFLDST	1426	POTHOLE	Medium	3.05	Count	Patching - AC Deep	18.3	SqFt	4.33	79.31	Stopgap
RCHRDLN	1293	POTHOLE	Medium	2.95	Count	Patching - AC Deep	17.22	SqFt	4.33	76.66	Stopgap

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JFFRSNST	1180	POTHOLE	Medium	2.34	Count	Patching - AC Deep	13.99	SqFt	4.33	60.89	Stopgap
MCKNLYST	1096	POTHOLE	Medium	6.69	Count	Patching - AC Deep	39.83	SqFt	4.33	173.73	Stopgap
HRTBLVD	1406	POTHOLE	Medium	2.71	Count	Patching - AC Deep	16.15	SqFt	4.33	70.41	Stopgap
PRKST	1080	POTHOLE	Medium	4.54	Count	Patching - AC Deep	26.91	SqFt	4.33	118.04	Stopgap
5THST	1111	POTHOLE	High	2.48	Count	Patching - AC Deep	22.6	SqFt	4.33	96.6	Stopgap
5THST	1111	POTHOLE	Medium	7.44	Count	Patching - AC Deep	44.13	SqFt	4.33	193.19	Stopgap
5THST	1109	POTHOLE	Medium	2.42	Count	Patching - AC Deep	15.07	SqFt	4.33	62.99	Stopgap
DWY	1149	POTHOLE	Medium	2.34	Count	Patching - AC Deep	13.99	SqFt	4.33	60.92	Stopgap
LNCLN	1193	POTHOLE	Medium	2.36	Count	Patching - AC Deep	13.99	SqFt	4.33	61.31	Stopgap
BLCKMNST	1148	POTHOLE	Medium	2.38	Count	Patching - AC Deep	13.99	SqFt	4.33	61.76	Stopgap
BRNRDST	1532	POTHOLE	Medium	4.23	Count	Patching - AC Deep	25.83	SqFt	4.33	109.84	Stopgap
MRNGRD	1254	POTHOLE	Medium	7.18	Count	Patching - AC Deep	43.06	SqFt	4.33	186.45	Stopgap
BRNKSST	1267	POTHOLE	Medium	29.53	Count	Patching - AC Deep	177.6	SqFt	4.33	767.25	Stopgap
HRVRDHLLS	1062	POTHOLE	Medium	26.52	Count	Patching - AC Deep	159.31	SqFt	4.33	689.03	Stopgap
CHRCHST	1025	ALLIGATOR CR	Medium	165.87	SqFt	Patching - AC Deep	221.74	SqFt	4.33	960.24	Preventive
CHRCHST	1025	L & T CR	Medium	187.07	Ft	Crack Sealing - AC	187.01	Ft	1	187.07	Preventive
BRNST	1023	L & T CR	Medium	8.73	Ft	Crack Sealing - AC	8.86	Ft	1	8.73	Preventive
MRNGRD	1354	POTHOLE	High	5.15	Count	Patching - AC Deep	46.28	SqFt	4.33	200.58	Stopgap
WDGGNS	2182	POTHOLE	High	8.53	Count	Patching - AC Deep	76.42	SqFt	4.33	332.37	Stopgap
WDGGNS	2182	POTHOLE	Medium	8.53	Count	Patching - AC Deep	51.67	SqFt	4.33	221.58	Stopgap
BRWNST	1137	L & T CR	Medium	94.69	Ft	Crack Sealing - AC	94.82	Ft	1	94.67	Preventive
BRWNST	1137	ALLIGATOR CR	Medium	96.12	SqFt	Patching - AC Deep	139.93	SqFt	4.33	604.65	Preventive
PRKST	1079	POTHOLE	Medium	9.89	Count	Patching - AC Deep	59.2	SqFt	4.33	257.05	Stopgap
YRST	1392	POTHOLE	Medium	25.96	Count	Patching - AC Deep	156.08	SqFt	4.33	674.37	Stopgap
YRST	1392	POTHOLE	High	3.24	Count	Patching - AC Deep	29.06	SqFt	4.33	126.44	Stopgap
CRWLYRD	1503	POTHOLE	Medium	4.04	Count	Patching - AC Deep	24.76	SqFt	4.33	104.95	Stopgap

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LNCLN	1380	POTHOLE	Medium	2.46	Count	Patching - AC Deep	15.07	SqFt	4.33	64	Stopgap
STMNST	1322	L & T CR	Medium	60.1	Ft	Crack Sealing - AC	60.04	Ft	1	60.09	Preventive
STMNST	1322	ALLIGATOR CR	Medium	23.9	SqFt	Patching - AC Deep	47.36	SqFt	4.33	205.96	Preventive
GRFLDST	1427	POTHOLE	Medium	11.85	Count	Patching - AC Deep	71.04	SqFt	4.33	307.73	Stopgap
RDGLN	1438	ALLIGATOR CR	Medium	19.81	SqFt	Patching - AC Deep	41.98	SqFt	4.33	180.71	Preventive
RDGLN	1438	L & T CR	Medium	46.29	Ft	Crack Sealing - AC	46.26	Ft	1	46.3	Preventive
NDRCT	1430	POTHOLE	Medium	2.55	Count	Patching - AC Deep	15.07	SqFt	4.33	66.2	Stopgap
FRNTST	1104	L & T CR	Medium	225.59	Ft	Crack Sealing - AC	225.72	Ft	1	225.58	Preventive
FRNTST	1104	ALLIGATOR CR	Medium	339.82	SqFt	Patching - AC Deep	417.64	SqFt	4.33	1809.93	Preventive
LNCLN	1383	ALLIGATOR CR	Medium	27.66	SqFt	Patching - AC Deep	52.74	SqFt	4.33	228.7	Preventive
LNCLN	1383	L & T CR	Medium	45.9	Ft	Crack Sealing - AC	45.93	Ft	1	45.89	Preventive
2NDST	1528	POTHOLE	Medium	2.97	Count	Patching - AC Deep	18.3	SqFt	4.33	77.06	Stopgap
STMNST	1163	L & T CR	Medium	10.7	Ft	Crack Sealing - AC	10.83	Ft	1	10.68	Preventive
MCKNLYST	1101	POTHOLE	Medium	3.43	Count	Patching - AC Deep	20.45	SqFt	4.33	89.24	Stopgap
WSHNGTNST	1211	L & T CR	Medium	84.28	Ft	Crack Sealing - AC	84.32	Ft	1	84.27	Preventive
WSHNGTNST	1211	EDGE CR	Medium	9.02	Ft	Crack Sealing - AC	9.19	Ft	1	9.02	Preventive
WSHNGTNST	1211	ALLIGATOR CR	Medium	210.11	SqFt	Patching - AC Deep	272.33	SqFt	4.33	1179.98	Preventive
FRSCDR	1117	POTHOLE	Medium	3.74	Count	Patching - AC Deep	22.6	SqFt	4.33	97.07	Stopgap
PRKST	1078	POTHOLE	Medium	2.55	Count	Patching - AC Deep	15.07	SqFt	4.33	66.33	Stopgap
CHRRYLN	1373	L & T CR	Medium	184.48	Ft	Crack Sealing - AC	184.38	Ft	1	184.5	Preventive
CHRRYLN	1373	ALLIGATOR CR	Medium	94.94	SqFt	Patching - AC Deep	137.78	SqFt	4.33	598.04	Preventive
LNSMRD	1168	POTHOLE	Medium	14.16	Count	Patching - AC Deep	85.03	SqFt	4.33	367.84	Stopgap
2NDST	1483	ALLIGATOR CR	Medium	7.86	SqFt	Patching - AC Deep	23.68	SqFt	4.33	100.32	Preventive
2NDST	1483	L & T CR	Medium	9.74	Ft	Crack Sealing - AC	9.84	Ft	1	9.76	Preventive
LNSMRD	1169	POTHOLE	Medium	14.16	Count	Patching - AC Deep	85.03	SqFt	4.33	367.84	Stopgap
2NDST	1529	POTHOLE	Medium	7.7	Count	Patching - AC Deep	46.28	SqFt	4.33	200.06	Stopgap

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Localized Maintenance

IMS

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost	Policy
2NDST	1529	POTHOLE	High	2.57	Count	Patching - AC Deep	22.6	SqFt	4.33	100.03	Stopgap
KGRVRD	1289	POTHOLE	Medium	7.71	Count	Patching - AC Deep	46.28	SqFt	4.33	200.39	Stopgap
CRWLYRD	1467	POTHOLE	Medium	22.16	Count	Patching - AC Deep	133.47	SqFt	4.33	575.61	Stopgap
CDRST	1252	RUTTING	Medium	13.45	SqFt	Patching - AC Shallow	13.99	SqFt	3.33	44.87	Preventive
CDRST	1252	L & T CR	Medium	111.42	Ft	Crack Sealing - AC	111.55	Ft	1	111.43	Preventive
CDRST	1252	ALLIGATOR CR	Medium	45.64	SqFt	Patching - AC Deep	76.42	SqFt	4.33	332.38	Preventive
NVRSTYST	1054	POTHOLE	Medium	8.86	Count	Patching - AC Deep	52.74	SqFt	4.33	230.13	Stopgap
WSTST	1012	ALLIGATOR CR	Medium	44.89	SqFt	Patching - AC Deep	75.35	SqFt	4.33	328.57	Preventive
WSTST	1012	L & T CR	Medium	10.4	Ft	Crack Sealing - AC	10.5	Ft	1	10.39	Preventive
RSVLTST	1448	L & T CR	Medium	7.81	Ft	Crack Sealing - AC	7.87	Ft	1	7.79	Preventive
PHSNTRNRD	1284	EDGE CR	Medium	36.29	Ft	Crack Sealing - AC	36.42	Ft	1	36.29	Preventive
PHSNTRNRD	1284	L & T CR	Medium	182.64	Ft	Crack Sealing - AC	182.74	Ft	1	182.65	Preventive
PHSNTRNRD	1284	ALLIGATOR CR	Medium	424.74	SqFt	Patching - AC Deep	511.29	SqFt	4.33	2215.68	Preventive
RLRDST	1282	POTHOLE	Medium	1.96	Count	Patching - AC Deep	11.84	SqFt	4.33	50.9	Stopgap
BRWNST	1138	POTHOLE	Medium	2.4	Count	Patching - AC Deep	13.99	SqFt	4.33	62.27	Stopgap
RNDLL	1518	POTHOLE	Medium	2.16	Count	Patching - AC Deep	12.92	SqFt	4.33	56.25	Stopgap
MTZNST	1153	POTHOLE	Medium	4.34	Count	Patching - AC Deep	25.83	SqFt	4.33	112.69	Stopgap
THMPSNST	1331	POTHOLE	Medium	6.13	Count	Patching - AC Deep	36.6	SqFt	4.33	159.14	Stopgap
RSVLTST	1231	POTHOLE	Medium	11.52	Count	Patching - AC Deep	68.89	SqFt	4.33	299.35	Stopgap
HRTBLVD	1409	POTHOLE	Medium	2.69	Count	Patching - AC Deep	16.15	SqFt	4.33	69.92	Stopgap
HRTBLVD	1409	PATCH/UT CUT	High	53.82	SqFt	Patching - AC Shallow	87.19	SqFt	3.33	290.91	Stopgap
JHNSNST	1332	POTHOLE	Medium	4.05	Count	Patching - AC Deep	24.76	SqFt	4.33	105.25	Stopgap
BLCKMNST	1260	ALLIGATOR CR	Medium	102.36	SqFt	Patching - AC Deep	147.47	SqFt	4.33	636.84	Preventive
BLCKMNST	1260	L & T CR	Medium	104.69	Ft	Crack Sealing - AC	104.66	Ft	1	104.7	Preventive
HRTBLVD	1408	POTHOLE	Medium	8.32	Count	Patching - AC Deep	49.51	SqFt	4.33	216.05	Stopgap
LNCLN	1376	PATCH/UT CUT	High	37.03	SqFt	Patching - AC Shallow	65.66	SqFt	3.33	218.17	Stopgap

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BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost	Policy
MRNGRD	1492	POTHOLE	Medium	4.29	Count	Patching - AC Deep	25.83	SqFt	4.33	111.39	Stopgap
MRNGRD	1492	POTHOLE	High	4.76	Count	Patching - AC Deep	43.06	SqFt	4.33	185.64	Stopgap
3RDST	1478	POTHOLE	Medium	2.94	Count	Patching - AC Deep	17.22	SqFt	4.33	76.44	Stopgap
BLNCHRDST	1335	ALLIGATOR CR	Medium	19.27	SqFt	Patching - AC Deep	40.9	SqFt	4.33	177.12	Preventive
BLNCHRDST	1335	L & T CR	Medium	10.99	Ft	Crack Sealing - AC	10.83	Ft	1	10.98	Preventive
4THST	1440	POTHOLE	Medium	5.7	Count	Patching - AC Deep	34.44	SqFt	4.33	148.02	Stopgap
GRFLDST	1314	POTHOLE	Medium	16.57	Count	Patching - AC Deep	99.03	SqFt	4.33	430.59	Stopgap
GRFLDST	1314	POTHOLE	High	5.48	Count	Patching - AC Deep	49.51	SqFt	4.33	213.45	Stopgap
HYSST	1271	L & T CR	Medium	103.74	Ft	Crack Sealing - AC	103.67	Ft	1	103.75	Preventive
HYSST	1271	ALLIGATOR CR	Medium	115.5	SqFt	Patching - AC Deep	162.54	SqFt	4.33	704.63	Preventive
HYSST	1271	EDGE CR	Medium	19.29	Ft	Crack Sealing - AC	19.36	Ft	1	19.3	Preventive
BLNST	1452	POTHOLE	Medium	2.36	Count	Patching - AC Deep	13.99	SqFt	4.33	61.34	Stopgap
SXTHST	1387	POTHOLE	Medium	2.96	Count	Patching - AC Deep	18.3	SqFt	4.33	76.93	Stopgap
LNCLN	1377	POTHOLE	Medium	2.36	Count	Patching - AC Deep	13.99	SqFt	4.33	61.43	Stopgap
LNCLN	1377	PATCH/UT CUT	High	49.62	SqFt	Patching - AC Shallow	81.81	SqFt	3.33	273.13	Stopgap
WSHNGTNST	1108	POTHOLE	Medium	7.37	Count	Patching - AC Deep	44.13	SqFt	4.33	191.42	Stopgap
TMNGLNRD	1362	L & T CR	Medium	157.68	Ft	Crack Sealing - AC	157.81	Ft	1	157.67	Preventive
TMNGLNRD	1362	ALLIGATOR CR	Medium	49.08	SqFt	Patching - AC Deep	81.81	SqFt	4.33	352.11	Preventive
PPLVLLYRD	1201	ALLIGATOR CR	Medium	6.46	SqFt	Patching - AC Deep	20.45	SqFt	4.33	89.24	Preventive
PPLVLLYRD	1201	L & T CR	Medium	113.55	Ft	Crack Sealing - AC	113.52	Ft	1	113.54	Preventive
BLCKMNST	1261	L & T CR	Medium	44.69	Ft	Crack Sealing - AC	44.62	Ft	1	44.68	Preventive
BLCKMNST	1261	ALLIGATOR CR	Medium	42.41	SqFt	Patching - AC Deep	72.12	SqFt	4.33	314.4	Preventive
GLVNPKWY	1043	POTHOLE	Medium	2.95	Count	Patching - AC Deep	17.22	SqFt	4.33	76.63	Stopgap
BRWNST	1136	POTHOLE	Medium	9.86	Count	Patching - AC Deep	59.2	SqFt	4.33	256.09	Stopgap
JFFRSNST	1508	POTHOLE	Medium	10.35	Count	Patching - AC Deep	62.43	SqFt	4.33	268.89	Stopgap
BLCKMNST	1317	POTHOLE	Medium	4.13	Count	Patching - AC Deep	24.76	SqFt	4.33	107.39	Stopgap

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IMS

BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost	Policy
YRST	1393	POTHOLE	Medium	6.49	Count	Patching - AC Deep	38.75	SqFt	4.33	168.59	Stopgap
TLLGRSSDR	1434	ALLIGATOR CR	Medium	19.91	SqFt	Patching - AC Deep	41.98	SqFt	4.33	181.3	Preventive
TLLGRSSDR	1434	EDGE CR	Medium	9.84	Ft	Crack Sealing - AC	9.84	Ft	1	9.84	Preventive
TLLGRSSDR	1434	L & T CR	Medium	238.68	Ft	Crack Sealing - AC	238.52	Ft	1	238.67	Preventive
RSVLTST	1459	POTHOLE	Medium	5.9	Count	Patching - AC Deep	35.52	SqFt	4.33	153.2	Stopgap
CRWLYRD	1533	POTHOLE	Medium	11.5	Count	Patching - AC Deep	68.89	SqFt	4.33	298.87	Stopgap
MTZNST	1154	POTHOLE	Medium	2.57	Count	Patching - AC Deep	15.07	SqFt	4.33	66.75	Stopgap
RSVLTST	1460	POTHOLE	Medium	11.43	Count	Patching - AC Deep	68.89	SqFt	4.33	296.94	Stopgap
GRFLDST	1368	POTHOLE	Medium	4.72	Count	Patching - AC Deep	27.99	SqFt	4.33	122.75	Stopgap
STHPRKV	1462	POTHOLE	Medium	10.38	Count	Patching - AC Deep	62.43	SqFt	4.33	269.69	Stopgap
BLNCHRDST	1336	L & T CR	Medium	4.72	Ft	Crack Sealing - AC	4.59	Ft	1	4.71	Preventive
BLCKMNST	1259	L & T CR	Medium	8.27	Ft	Crack Sealing - AC	8.2	Ft	1	8.27	Preventive
MRNGRD	1304	POTHOLE	Medium	5.09	Count	Patching - AC Deep	30.14	SqFt	4.33	132.33	Stopgap
FRNTST	1466	L & T CR	Medium	58.5	Ft	Crack Sealing - AC	58.4	Ft	1	58.49	Preventive
FRNTST	1466	ALLIGATOR CR	Medium	17.65	SqFt	Patching - AC Deep	38.75	SqFt	4.33	166.88	Preventive
HYSST	1269	ALLIGATOR CR	Medium	92.89	SqFt	Patching - AC Deep	135.63	SqFt	4.33	587.63	Preventive
HYSST	1269	EDGE CR	Medium	19.46	Ft	Crack Sealing - AC	19.36	Ft	1	19.46	Preventive
HYSST	1269	L & T CR	Medium	153.84	Ft	Crack Sealing - AC	153.87	Ft	1	153.85	Preventive
BLNST	1348	L & T CR	Medium	16.27	Ft	Crack Sealing - AC	16.4	Ft	1	16.29	Preventive
10THST	1203	POTHOLE	Medium	5.31	Count	Patching - AC Deep	32.29	SqFt	4.33	137.91	Stopgap
10THST	1203	POTHOLE	High	3.14	Count	Patching - AC Deep	27.99	SqFt	4.33	122.55	Stopgap
LNSMRD	1170	POTHOLE	Medium	3.44	Count	Patching - AC Deep	20.45	SqFt	4.33	89.4	Stopgap
BRWNST	1139	L & T CR	Medium	74.18	Ft	Crack Sealing - AC	74.15	Ft	1	74.17	Preventive
BRWNST	1139	ALLIGATOR CR	Medium	90.31	SqFt	Patching - AC Deep	132.4	SqFt	4.33	573.93	Preventive
7THST	1141	EDGE CR	Medium	67.88	Ft	Crack Sealing - AC	67.91	Ft	1	67.87	Preventive
7THST	1141	ALLIGATOR CR	Medium	463.71	SqFt	Patching - AC Deep	554.34	SqFt	4.33	2400.22	Preventive

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BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost	Policy
7THST	1141	L & T CR	Medium	386.55	Ft	Crack Sealing - AC	386.48	Ft	1	386.55	Preventive
MCKNLYST	1274	POTHOLE	Medium	14.79	Count	Patching - AC Deep	88.26	SqFt	4.33	384.12	Stopgap
NNTHST	1481	POTHOLE	Medium	4.13	Count	Patching - AC Deep	24.76	SqFt	4.33	107.29	Stopgap
DWYST	1343	POTHOLE	Medium	2.36	Count	Patching - AC Deep	13.99	SqFt	4.33	61.33	Stopgap
DGSWY	2173	L & T CR	Medium	46.19	Ft	Crack Sealing - AC	46.26	Ft	1	46.21	Preventive
CRWLYRD	1264	POTHOLE	Medium	28.32	Count	Patching - AC Deep	170.07	SqFt	4.33	735.67	Stopgap
HYSST	1278	EDGE CR	Medium	27.46	Ft	Crack Sealing - AC	27.56	Ft	1	27.47	Preventive
HYSST	1278	ALLIGATOR CR	Medium	68.14	SqFt	Patching - AC Deep	105.49	SqFt	4.33	456.21	Preventive
HYSST	1278	L & T CR	Medium	93.6	Ft	Crack Sealing - AC	93.5	Ft	1	93.62	Preventive
BLCKMNST	1263	ALLIGATOR CR	Medium	71.9	SqFt	Patching - AC Deep	109.79	SqFt	4.33	476.42	Preventive
BLCKMNST	1263	L & T CR	Medium	27.33	Ft	Crack Sealing - AC	27.23	Ft	1	27.34	Preventive
YRST	1146	POTHOLE	Medium	6.49	Count	Patching - AC Deep	38.75	SqFt	4.33	168.59	Stopgap
HWRDST	1232	ALLIGATOR CR	Medium	122.06	SqFt	Patching - AC Deep	170.07	SqFt	4.33	738.48	Preventive
HWRDST	1232	L & T CR	Medium	81.66	Ft	Crack Sealing - AC	81.69	Ft	1	81.65	Preventive
2NDST	1527	POTHOLE	Medium	2.76	Count	Patching - AC Deep	16.15	SqFt	4.33	71.67	Stopgap
FXCRFTDR	2193	ALLIGATOR CR	Medium	13.24	SqFt	Patching - AC Deep	32.29	SqFt	4.33	138.29	Preventive
FXCRFTDR	2193	L & T CR	Medium	61.94	Ft	Crack Sealing - AC	62.01	Ft	1	61.95	Preventive
4THST	1022	POTHOLE	Medium	2.97	Count	Patching - AC Deep	18.3	SqFt	4.33	77.1	Stopgap
MRNGRD	1272	POTHOLE	High	14.79	Count	Patching - AC Deep	133.47	SqFt	4.33	576.37	Stopgap
MRNGRD	1272	POTHOLE	Medium	21.56	Count	Patching - AC Deep	129.17	SqFt	4.33	560.21	Stopgap
HYSST	1276	POTHOLE	Medium	5.12	Count	Patching - AC Deep	31.22	SqFt	4.33	133.1	Stopgap
NDRSNST	1041	POTHOLE	Medium	6.5	Count	Patching - AC Deep	38.75	SqFt	4.33	168.83	Stopgap
BRWNST	1132	POTHOLE	Medium	4.78	Count	Patching - AC Deep	29.06	SqFt	4.33	124.26	Stopgap
BLNCHRDST	1038	L & T CR	Medium	37.93	Ft	Crack Sealing - AC	38.06	Ft	1	37.91	Preventive
DRFTWDLN	1511	ALLIGATOR CR	Medium	610.31	SqFt	Patching - AC Deep	713.65	SqFt	4.33	3090.75	Preventive
DRFTWDLN	1511	EDGE CR	Medium	41.21	Ft	Crack Sealing - AC	41.34	Ft	1	41.21	Preventive

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Localized Maintenance

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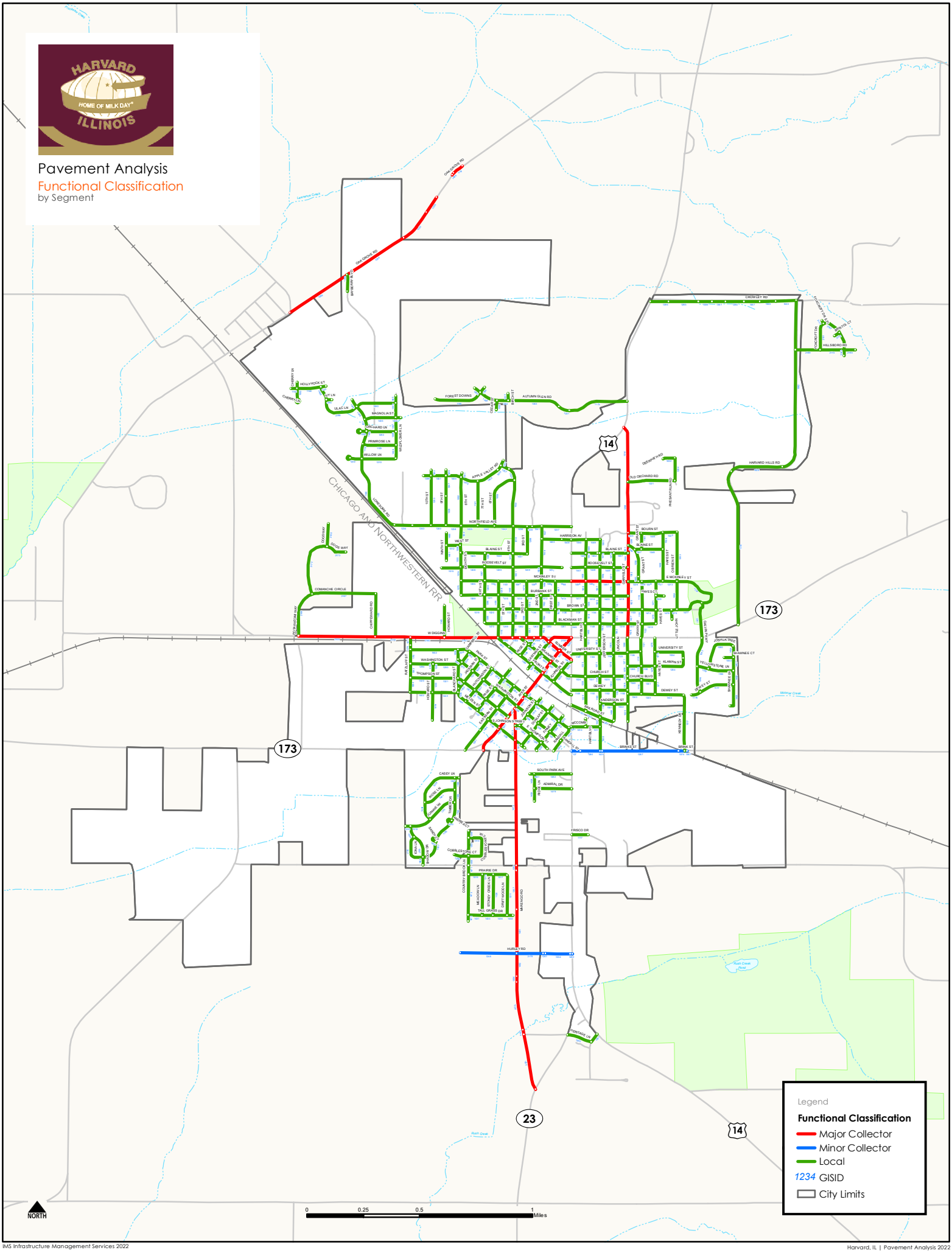
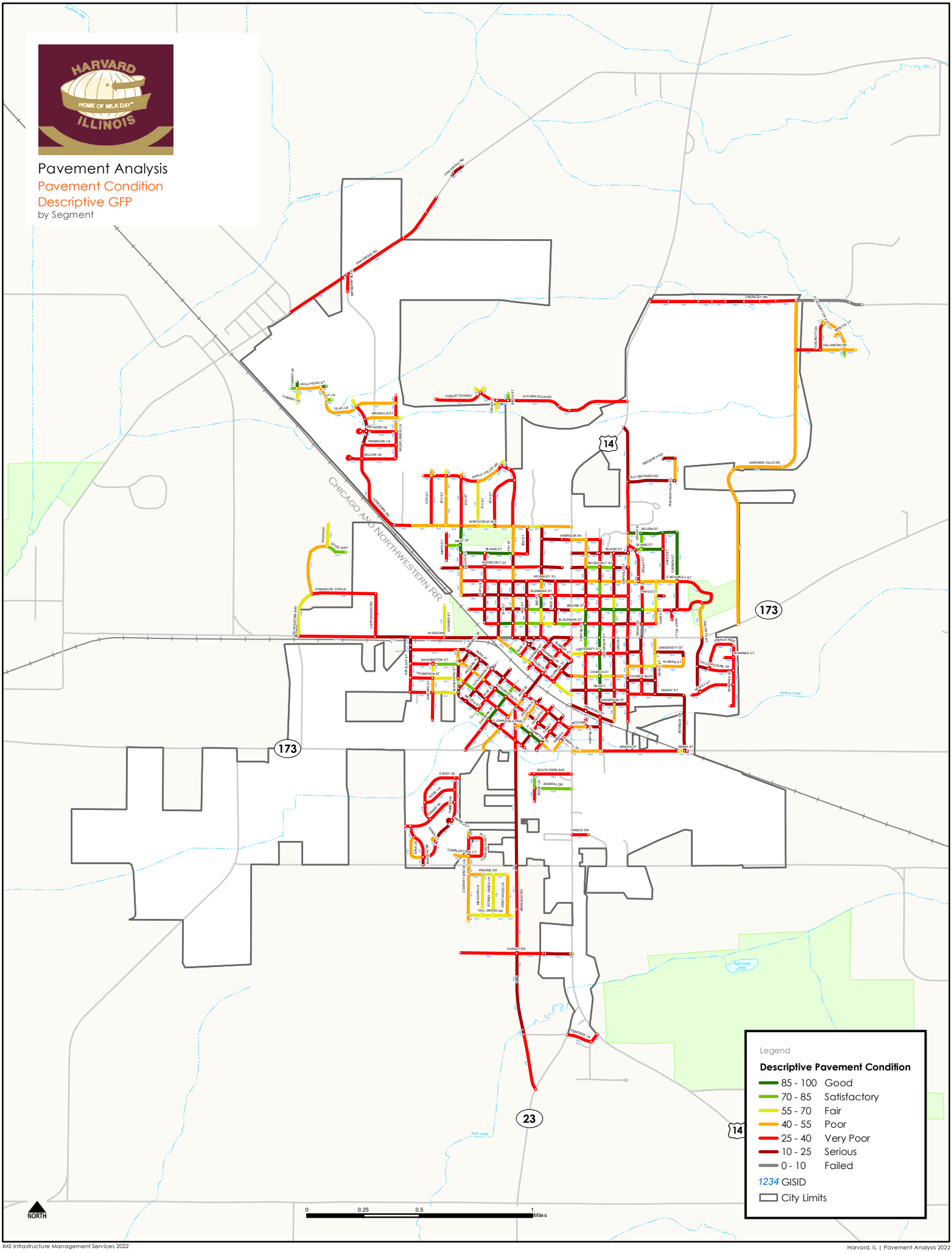
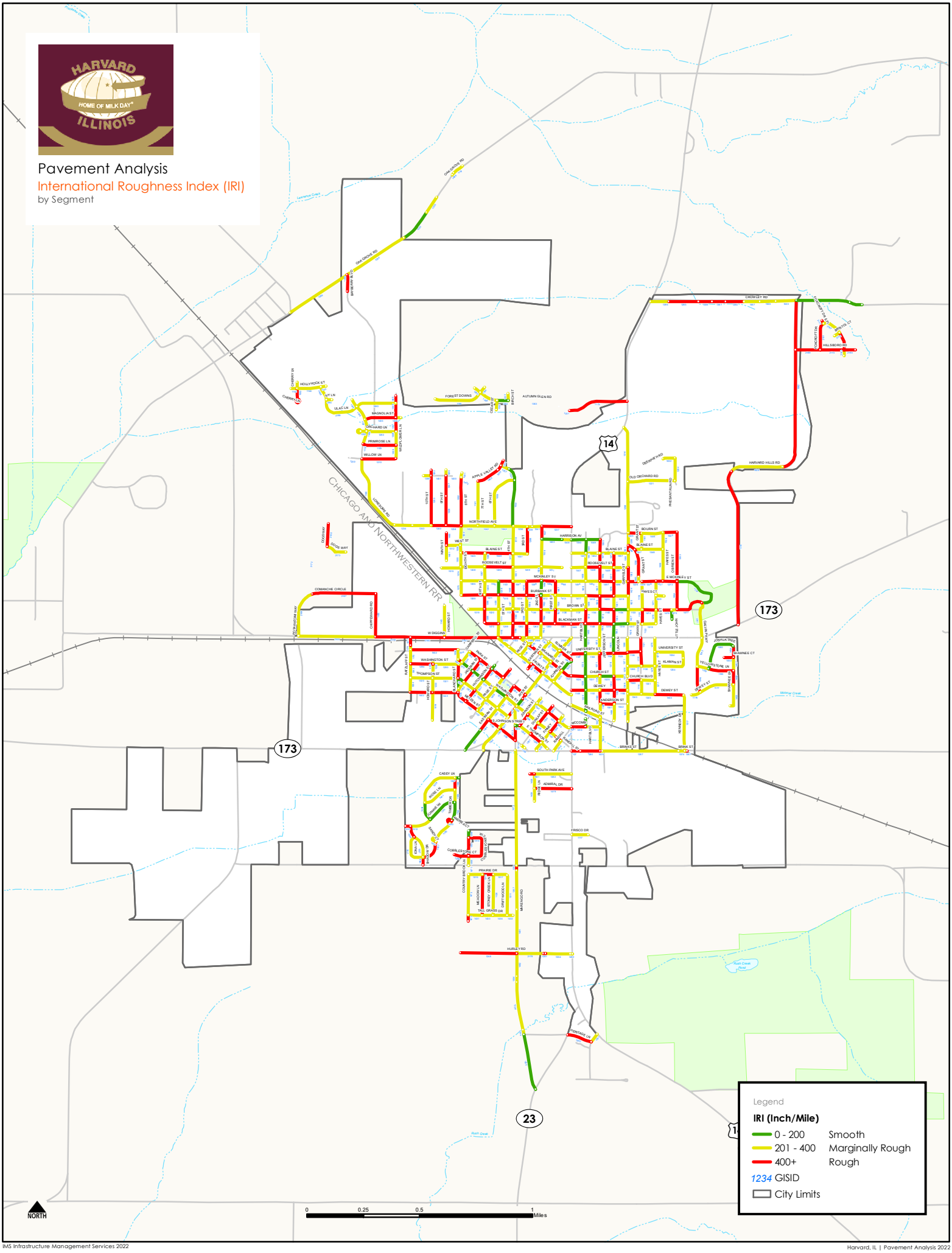
BranchID	SectionID	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost	Policy
DRFTWDLN	1511	L & T CR	Medium	514.21	Ft	Crack Sealing - AC	514.11	Ft	1	514.2	Preventive
BLNST	1451	POTHOLE	Medium	7.17	Count	Patching - AC Deep	43.06	SqFt	4.33	186.35	Stopgap
DMRLDR	1479	L & T CR	Medium	109.02	Ft	Crack Sealing - AC	108.92	Ft	1	109.03	Preventive
DMRLDR	1479	ALLIGATOR CR	Medium	76.96	SqFt	Patching - AC Deep	116.25	SqFt	4.33	503.59	Preventive
NRTHFLDV	1234	POTHOLE	Medium	7.08	Count	Patching - AC Deep	41.98	SqFt	4.33	183.92	Stopgap
LNCLN	1381	L & T CR	Medium	62.17	Ft	Crack Sealing - AC	62.34	Ft	1	62.17	Preventive
LNCLN	1381	ALLIGATOR CR	Medium	71.9	SqFt	Patching - AC Deep	109.79	SqFt	4.33	476.42	Preventive
RSVLTST	1458	POTHOLE	Medium	2.85	Count	Patching - AC Deep	17.22	SqFt	4.33	74	Stopgap
LNCLN	1382	PATCH/UT CUT	High	81.05	SqFt	Patching - AC Shallow	121.63	SqFt	3.33	403.69	Stopgap
JFFRSNST	1068	POTHOLE	Medium	2.35	Count	Patching - AC Deep	13.99	SqFt	4.33	61.11	Stopgap
BRNRDST	1064	POTHOLE	Medium	2.36	Count	Patching - AC Deep	13.99	SqFt	4.33	61.31	Stopgap
CHRCHBLVD	1340	POTHOLE	Medium	5.87	Count	Patching - AC Deep	35.52	SqFt	4.33	152.53	Stopgap
KGRVRD	1102	POTHOLE	Medium	3.8	Count	Patching - AC Deep	22.6	SqFt	4.33	98.73	Stopgap
GRNTST	1119	PATCH/UT CUT	High	86.76	SqFt	Patching - AC Shallow	128.09	SqFt	3.33	426.88	Stopgap
NRTHFLDV	1242	L & T CR	Medium	224.8	Ft	Crack Sealing - AC	224.74	Ft	1	224.79	Preventive
NRTHFLDV	1242	ALLIGATOR CR	Medium	208.28	SqFt	Patching - AC Deep	270.17	SqFt	4.33	1170.89	Preventive
GRNTST	1122	POTHOLE	Medium	29.06	Count	Patching - AC Deep	174.38	SqFt	4.33	755.11	Stopgap
GRNTST	1122	PATCH/UT CUT	High	58.13	SqFt	Patching - AC Shallow	92.57	SqFt	3.33	309.08	Stopgap
MCKNLYST	1098	POTHOLE	Medium	6.69	Count	Patching - AC Deep	39.83	SqFt	4.33	173.86	Stopgap
CHRCHBLVD	1341	POTHOLE	Medium	1.76	Count	Patching - AC Deep	10.76	SqFt	4.33	45.74	Stopgap

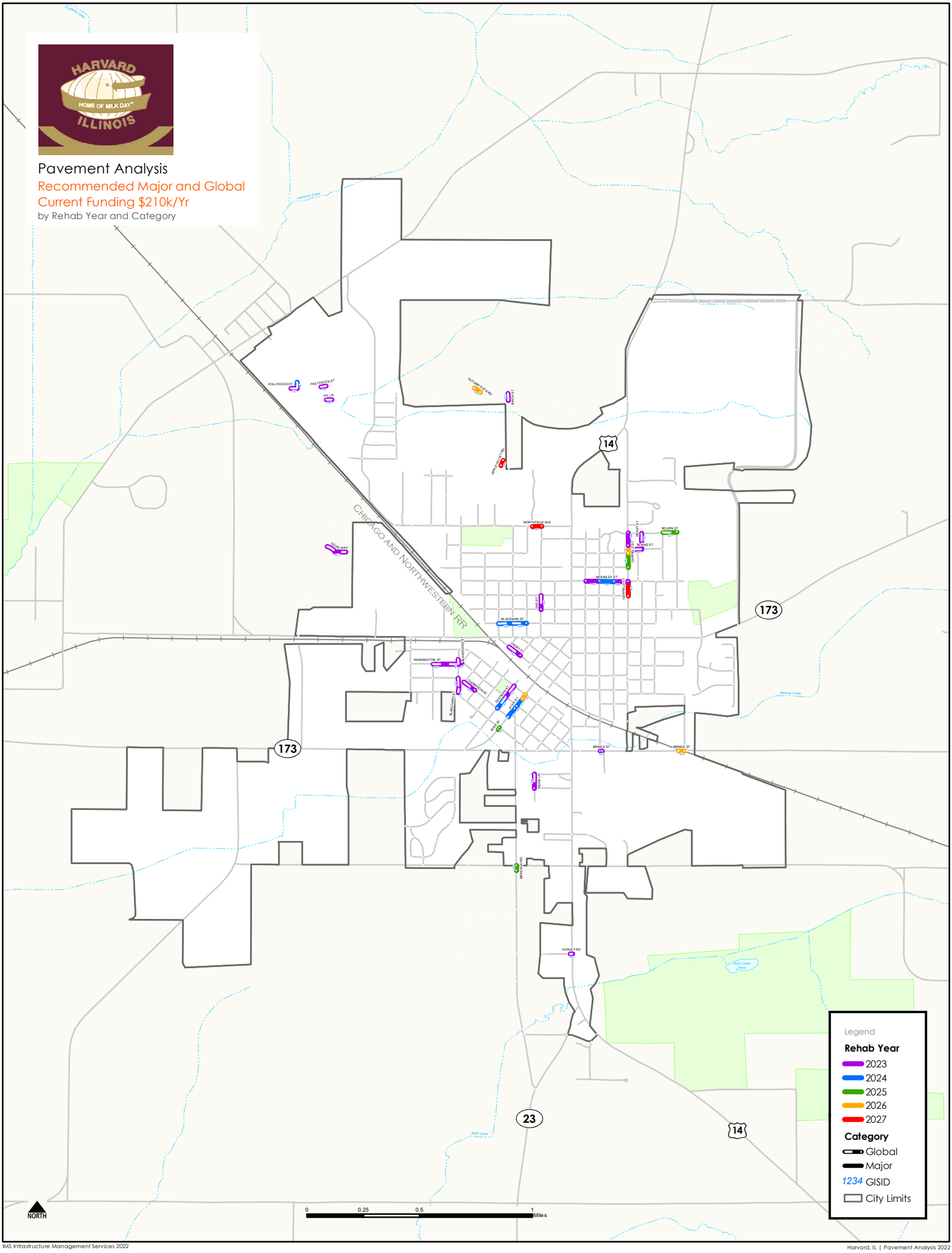
Appendix D

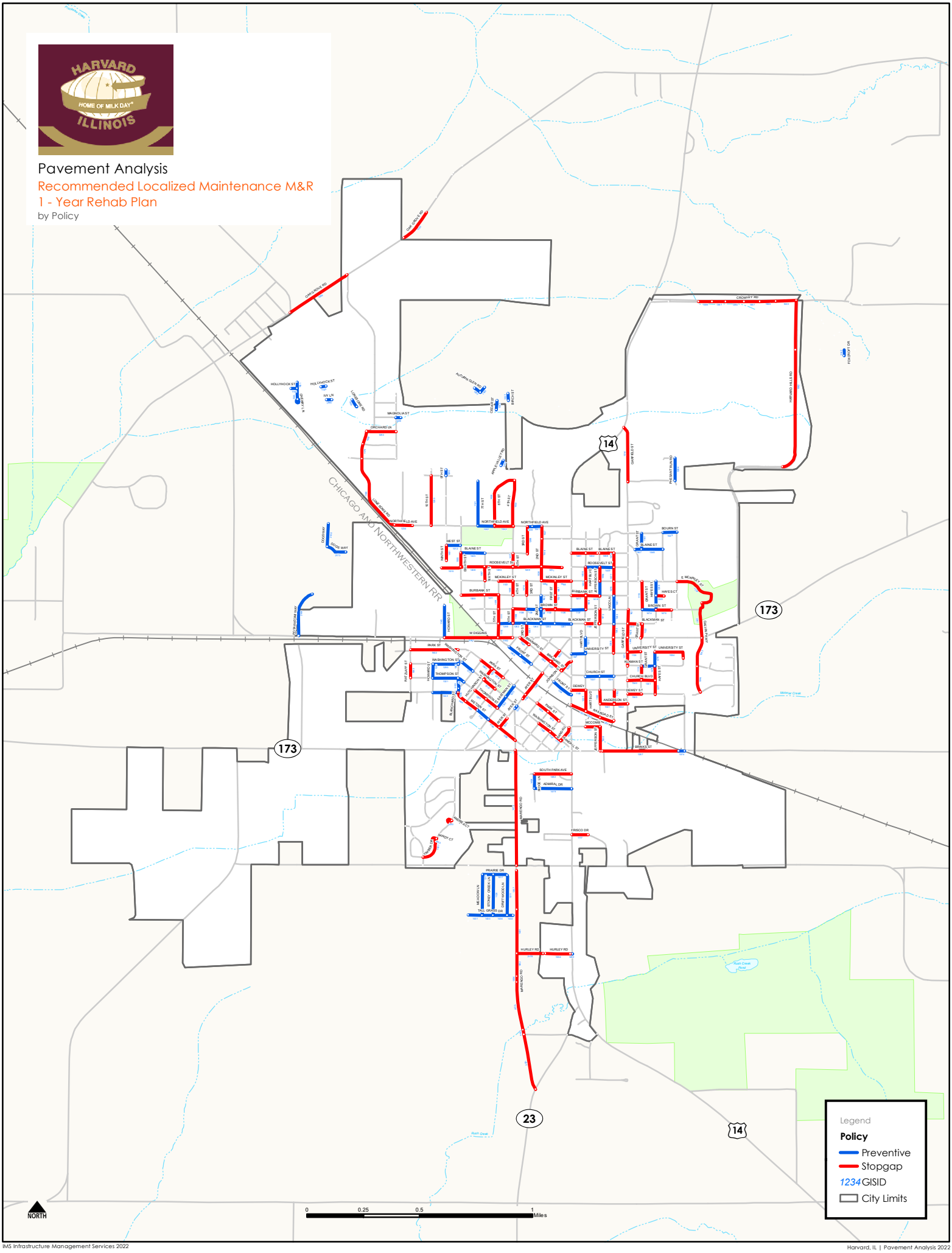
Full-Size Maps

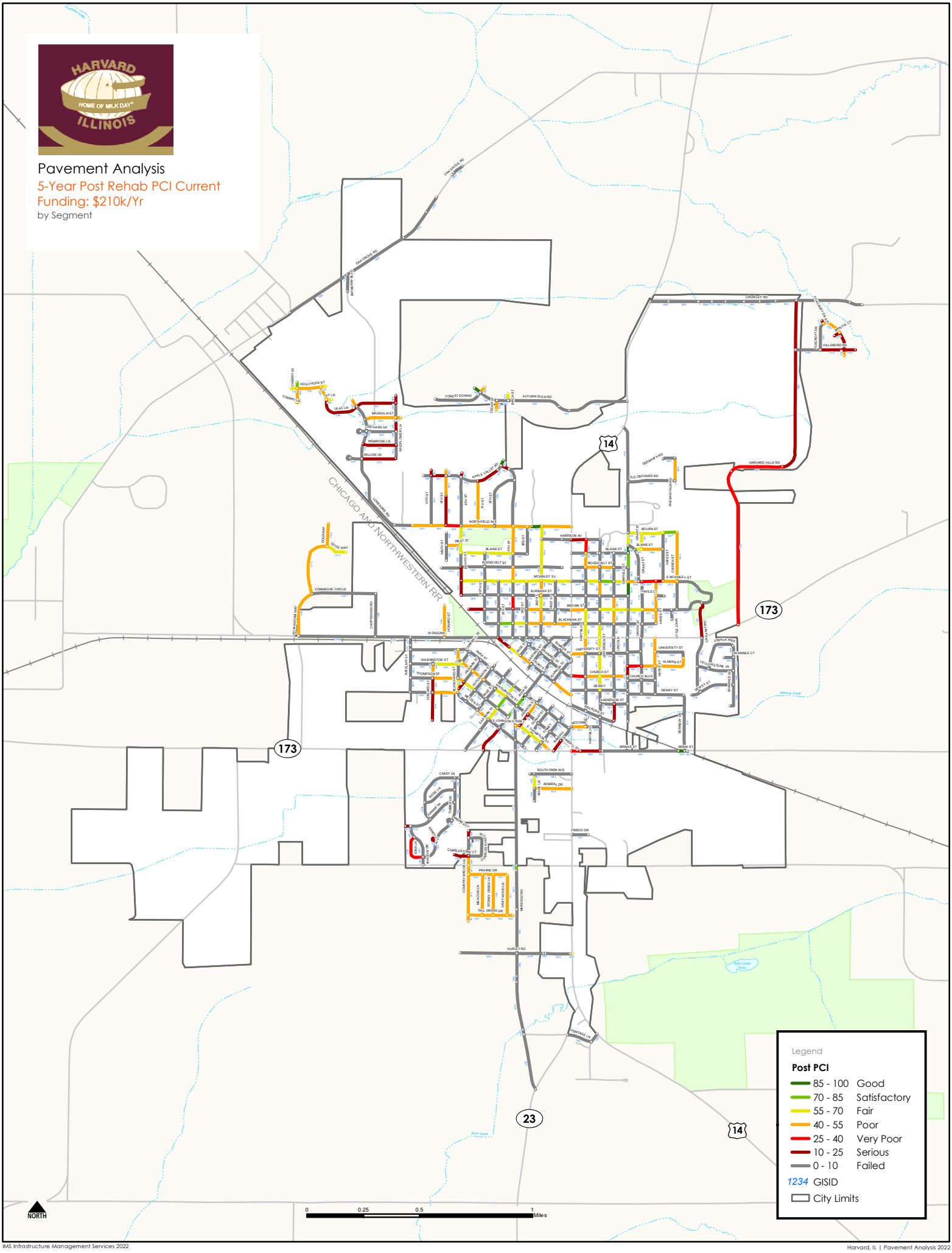

HARVARD
HOME OF MILK DAY
ILLINOIS
Pavement Analysis
Functional Classification
by Segment
CHICAGO AND NORTHWESTERN RR
14
173
23
Legend
Functional Classification
Major Collector
Minor Collector
Local
1234 GISID
City Limits
NORTH
0
0.25
0.5
1
Miles


HARVARD
HOME OF MILK DAY
ILLINOIS
Pavement Analysis
Pavement Condition
Descriptive GFP
by Segment
CHICAGO AND NORTHWESTERN RR
14
173
23
Legend
Descriptive Pavement Condition
85 - 100 Good
70 - 85 Satisfactory
55 - 70 Fair
40 - 55 Poor
25 - 40 Very Poor
10 - 25 Serious
0 - 10 Failed
1234 GISID
City Limits
NORTH
0
0.25
0.5
1
Miles


HARVARD
HOME OF MILK DAY
ILLINOIS
Pavement Analysis
International Roughness Index (IRI)
by Segment
CHICAGO AND NORTHWESTERN RR
14
173
173
23
Legend
IRI (Inch/Mile)
0 - 200 Smooth
201 - 400 Marginally Rough
400+ Rough
1234 GISID
City Limits
NORTH
0
0.25
0.5
1
Miles


HARVARD
HOME OF MILK DAY
ILLINOIS
Pavement Analysis
Recommended Major and Global
Current Funding $210k/Yr
by Rehab Year and Category
CHICAGO AND NORTHWESTERN RR
14
173
23
HOLLYHOCK ST
IVY LN
ASHTABULA BLVD
BRIGHT ST
ANN ELIZABETH RD
NORTHFIELD AVE
BOURN ST
MCKINLEY ST
GARFIELD ST
BLACKMAN ST
WASHINGTON ST
BRINKS ST
HURLEY RD
Legend
Rehab Year
2023
2024
2025
2026
2027
Category
Global
Major
1234 GISID
City Limits
NORTH
0
0.25
0.5
1
Miles


HARVARD
HOME OF MILK DAY
ILLINOIS
Pavement Analysis
Recommended Localized Maintenance M&R
1 - Year Rehab Plan
by Policy
CHICAGO AND NORTHWESTERN RR
14
173
23
Legend
Policy
Preventive
Stopgap
1234 GISID
City Limits
NORTH
0
0.25
0.5
1
Miles


HARVARD
HOME OF MILK DAY
ILLINOIS
Pavement Analysis
5-Year Post Rehab PCI Current
Funding: $210k/Yr
by Segment
CHICAGO AND NORTHWESTERN RR
14
173
23
Legend
Post PCI
85 - 100 Good
70 - 85 Satisfactory
55 - 70 Fair
40 - 55 Poor
25 - 40 Very Poor
10 - 25 Serious
0 - 10 Failed
1234 GISID
City Limits
NORTH
0
0.25
0.5
1
Miles