

PAVEMENT MANAGEMENT PLAN

Prepared For:
The Village of Jerome

May 2014

Prepared By:



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EXECUTIVE SUMMARY

PURPOSE OF THE STUDY

The Springfield-Sangamon County Regional Planning Commission authorized the preparation of this Pavement Management Plan for the Village of Jerome to determine the current pavement conditions of the Village's street network and to develop a detailed annual road maintenance schedule. The purpose of this report is to provide information and guidance in decision making for street maintenance and rehabilitation.

ANALYSIS METHODOLOGY

Data of the Village's existing street network was collected utilizing the Pavement Surface Evaluation and Rating (PASER) system in order to develop the information and recommendations presented in this report. The PASER system rates the existing pavement surface conditions using visual evaluations and applies a numeric rating from 1 to 10 (1 being a failing condition and 10 being in excellent condition). The data gathered was studied and professional judgment was applied to develop the opinions and recommendations in this report.

SUMMARY OF FINDINGS

The Village's streets were broken up into block -by-block segments, and a PASER rating was given to each individual segment. Detailed maps including the Village's street network, PASER pavement ratings, and the most cost effective method of maintenance and rehabilitation measures can be found in Appendix A. Table 1 provides a summary of the mileage and condition rating for the Village.

Table 1: Rating and Mileage Summary

Surface Type	PASER Condition Rating	Mileage	% of Total System
Bituminous	9-10	0.00	0%
Bituminous	7-8	3.56	47%
Bituminous	5-6	1.87	25%
Bituminous	3-4	1.85	24%
Bituminous	1-2	0.30	4%
Total		7.58	100%

In developing this plan, many maintenance and rehabilitations options were studied, but only the most cost effective methods were chosen for the Village. Table 2 provides different pavement maintenance and rehabilitation options with estimated costs per lineal foot of street. Each street segment was measured and an overall average width of 24 feet was used in estimating the costs for the different options. These estimated costs also include contingencies and other costs that may be associated with the individual improvements selected. Detailed cost estimates for each option can be found in Appendix B.

Table 2: Pavement Maintenance and Rehabilitation Options

Pavement Maintenance & Rehabilitation Method	Cost / Lineal Foot
Crack Route/Fill	\$ 4.00
Seal Coat	\$ 6.00
Patching	\$ 15.00
Mill & Overlay	\$ 65.00
Full Depth Reconstruction	\$ 160.00

*Cost based on a 24' average street width

DECISIONS AND RECOMMENDATIONS

This report provides information to be used in determining an annual maintenance budget for the Village streets and can be used as a policy for the future maintenance of the Village streets. The results of this plan provide a summary of the potential costs and different life cycle options that can be used as a model for the Village system.

There are several options the Village may consider when determining maintenance and rehabilitation measures due to the fact many of the streets in the Village's network are not in need of complete reconstruction. The Village may also choose to allow streets with a lower rating to deteriorate further until complete reconstruction is required. By doing so, this would allow for more immediate funding to be focused on critical maintenance on streets with a higher condition rating in order to extend the pavement life cycle of those streets.

The Village should also take in account any future utility projects that may occur. If there are any future utility projects that are known, maintenance and rehabilitation options such as crack route/fill, seal coat, and mill and overlay may not be cost effective. Instead complete reconstruction may be more feasible to compliment the utility projects.

The following is a list of recommendations presented in this report:

- Adopt this plan as a framework for future maintenance and rehabilitation of Village Streets.
- The Village should perform routine crack route/fill and seal coating on streets with condition ratings of 7 and higher to extend the life of those streets.
- The Village should also perform routine crack/route fill and seal coting on streets with condition ratings of 5-6 but may also need to look at performing patch work and mill and overlays.
- For condition ratings of 3-4, the Village should perform patching and mill and overlays.
- Full reconstruction should be completed on streets with a condition rating of 1-2.

END

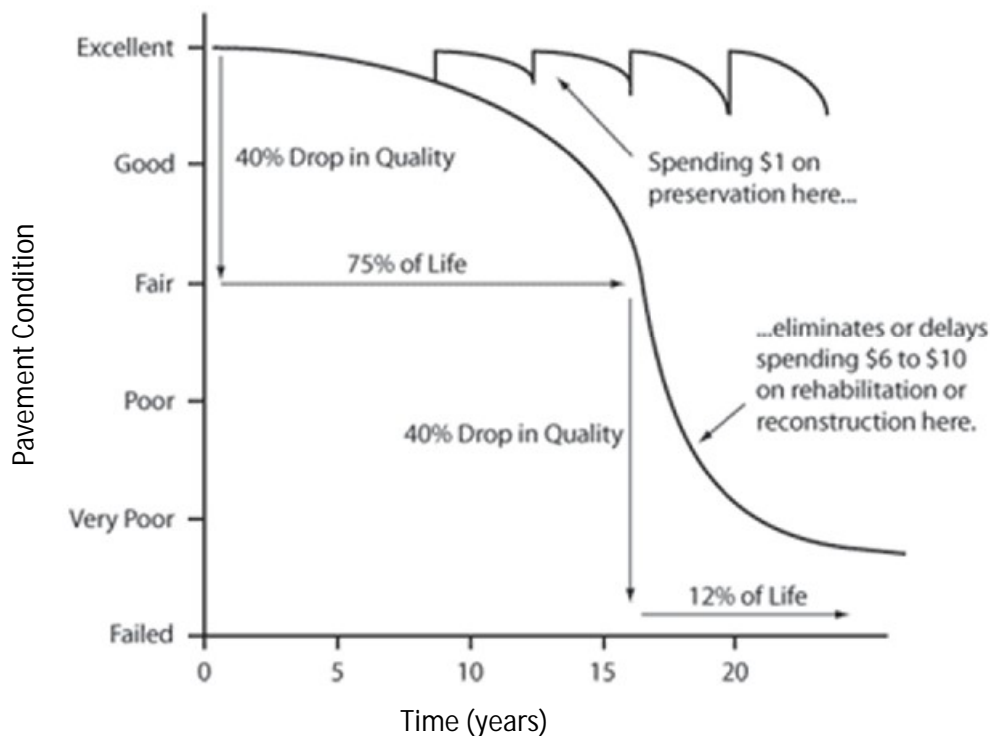
PLAN DETAILS

STREET LIFE CYCLE

The Village of Jerome should consider a combination of the various maintenance and rehabilitation measures to extend the life of their streets. The following figures identify the life cycle of a typical street, and the categories of treatments that are appropriate at the different ages of the life of the pavement.

Figure 1 illustrates that a street's condition will deteriorate approximately 40% within the first 75% of the street's life, and another additional 40% within the next 12% of the street's life.

Figure 1: Typical Pavement Life Cycle



It is important to select preventative maintenance treatments early on in the life cycle of the pavement while the pavement is still in good condition in order to significantly extend the life of the pavement. Crack filling and seal coating in the early years of the street's life cycle are recommended as the most cost effective maintenance practice. There are also times when the pavement has deteriorated to a point where preventative maintenance is no longer practicable and pavement rehabilitation measures need to be considered. The maintenance and rehabilitation options listed in Table 2 can be considered for maintaining the Village's streets. Figures 2 and 3 depict the interrelationship of a pavement's life cycle when preventative maintenance and rehabilitation measures should be triggered.

Figure 2: Relationship Between Pavement Condition and Typical Types of Treatment

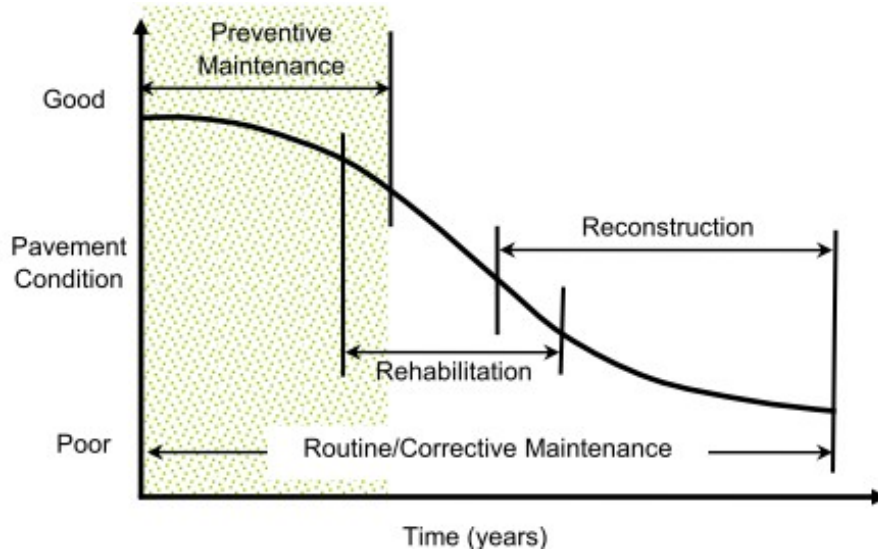
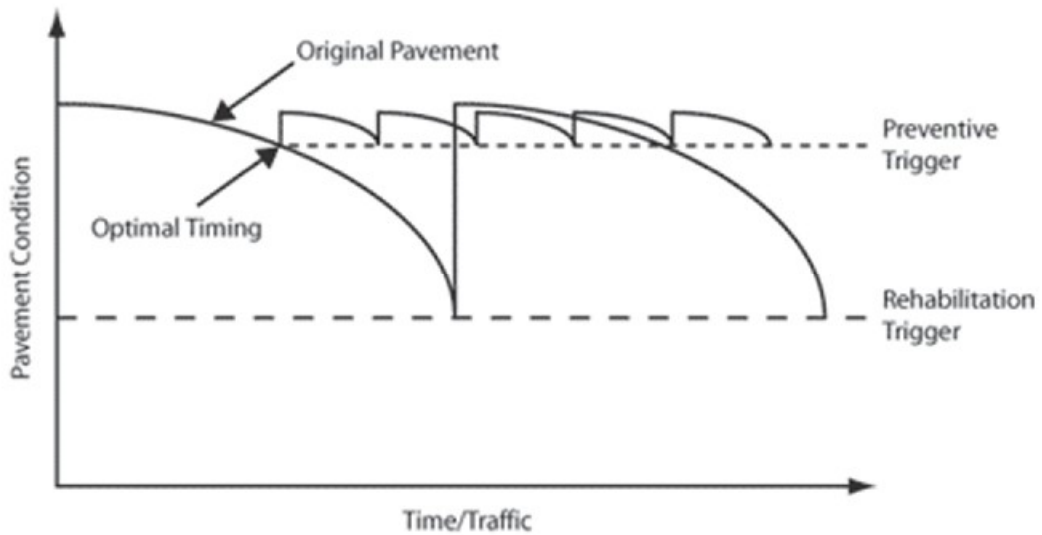


Figure 3: Extended Pavement Life Cycle



Pavements are typically designed for a life expectancy of 20 to 30 years. If the proper preventative maintenance and rehabilitation measures are implemented at the correct times, the life of that pavement can be drastically extended. The selection of the suggested maintenance and rehabilitations methods listed above in Table 2 are dependent on the current condition of the pavement, and their performance periods may vary with the varying pavement conditions. The typical range of performance periods for those methods can be found in Table 3.

Table 3: Pavement Maintenance and Rehabilitation Performance Period

Pavement Maintenance & Rehabilitation Method	Typical Performance Period (YRS)
Crack Route/Fill	2 - 4
Seal Coat	4 - 6
Mill & Overlay	5 - 10

EXISTING CONDITIONS

STREET CONDITION

There are a number of factors that contribute to the condition of a street, including:

- Surface condition (roughness, cracking)
- Drainage (street profile, cross section, storm sewer)
- Street section (bituminous and aggregate base thickness)
- Subgrade soil (sand, clay, silt)
- Traffic characteristics and loading
- Age
- Maintenance program (crack filling, seal coating, patching)

It is also possible for streets to be constructed in the same area as well as at the same time to vary in conditions. This can be due to deficiencies in materials and/or construction practices. Therefore, it is critical to evaluate each individual segment of a street when developing an efficient street maintenance and rehabilitation program.

STREET SURFACE EVALUATION

The streets throughout the Village of Jerome were evaluated using a visual survey that observed the condition of the pavement surface, and identified the different types of pavement distresses. The pavement was rated using the PASER (Pavement Surface Evaluation and Rating) System. With the PASER System, the condition of the pavement surface is assessed, and a numeric rating is assigned to a given pavement segment ranging from 10 for a newly surfaced or constructed street to 1 for a failed surface. The results for each individual street segment of the pavement condition survey are shown in Appendix D, and the map of the PASER ratings can be found in Appendix A. Table 4 illustrates the PASER ratings system.

Table 4: PASER Ratings and Needed Maintenance or Repair

PASER Rating	Maintenance / Repair
9-10 (Excellent)	No Maintenance Required
7-8 (Good – Very Good)	Crack Route/Fill, Seal Coat
5-6 (Fair – Good)	Crack Route/Fill, Seal Coat, Patching, Mill & Overlay
3-4 (Poor – Fair)	Patching, Mill & Overlay
1-2 (Failed – Very Poor)	Reconstruction

PROPOSED IMPROVEMENTS

VILLAGE STREETS

Depending on the goals and available funding for the Village, various approaches may be taken with the information compiled to develop proposed improvements. If the Village is more focused on maintaining existing streets, then there should be more of an emphasis put on the combination of the maintenance and rehabilitation measures such as crack route/fill, seal coating, patching, and mill and overlays. If the Village would like to fix some of the poorly rated streets first, then they may have to sacrifice maintaining some of the higher rated streets depending on available funds.

The following is a description of the proposed maintenance and rehabilitation methods and the potential benefits and limitations of each.

Crack Route/Fill – provides for the sealing of non-working cracks through a route and fill process which reduces infiltration of water from entering the pavement subgrade and reinforces the adjacent pavement. Crack filling is appropriate for 0.125 to 1.0 inch wide cracks, but is not recommended when structural failures exist.

Seal Coat – provides for the installation of a thin surface coating, typically an emulsion is applied directly to the pavement surface followed by the application of aggregate chips. This provides for an extension of the pavement surface life by improving poor friction, inhibiting raveling, correcting minor roughness and bleeding, and sealing the pavement surface. This can be applied in multiple layers but cannot prevent ultimate pavement failure due to age or poor-subgrade conditions.

Patching – provides for the correction of localized pavement deterioration including potholing, rutting, distortion/shoving, and alligator cracking. This process can also include the replacement of areas which have experienced pavement failure due to poor base and subbase conditions.

Mill and Overlay – provides for the addition of another layer of bituminous pavement on the existing roadway. Milling is recommended in order to maintain current surface elevations, as well as removing surface cracking and roughness, and restores friction to the roadway. This process also extends the life of the roadway by reestablishing the cross slope of the road to provide better drainage and creating a smooth driving surface. This treatment is not recommended for structurally deficient pavements.

Reconstruction – provides for the removal of the existing roadway and the rebuilding of the road from the sub-grade up. Sub-grade correction consists of the removal of unsuitable materials, backfilled with granular materials, aggregate base course, and a bituminous binder/surface. This is recommended for areas that have structurally failed.

MAINTENANCE PLAN OPTIONS

In order to determine the most cost effective solution for maintaining and repairing the street network for the Village, there were a number of strategies considered. These maintenance strategies are included in Appendix C and include detailed costs for each option as well as the percentage of Village streets that will be able to be maintained under each option.

Option 1 represents the overall current cost needed to maintain and repair all of the Village streets with the suggested maintenance and rehabilitation methods within one year. This option was only included to provide a visual of the current conditions of the Village’s street network and the costs associated with repairing them. Option 2 represents a supplemented yearly budget for 5 years to maintain the best streets with PASER ratings ranging from 5-10. Option 3 prioritizes the streets with the worst PASER rating conditions from 1-4 and their associated costs necessary to maintain or repair each street utilizing the current yearly budget over a 26 year period. Lastly, Option 4 indicates a 5 year budget plan utilizing the current annual budget to maintain or repair the best streets with PASER ratings from 5-10. Table 5 represents a side by side comparison of each option.

Table 5: Maintenance Option Cost Comparison

	<u>Option 1</u>	<u>Option 2</u>	<u>Option 3</u>	<u>Option 4</u>
	Maintain/Repair All Streets	Maintain/Repair All Streets	Prioritize Worst Streets First Under Current Funding Level	Maintain/Repair Streets Under Current Funding Level
Needs Addressed	All Crack Route/Fill, Seal Coat, Patching, Mill & Overlay, Reconstruction	All Critical Crack Route/Fill, Seal Coat, Patching, Mill & Overlay	Mill & Overlay, Patching, Reconstruction	Some Critical Crack Route/Fill, Seal Coat, Patching
No. of Years	1	5	26	5
Cost	\$1,335,295	\$91,850 / YR	\$40,000 / YR	\$40,000 / YR
% of Total Street Network Maintained/Repaired	100%	72%	28%	42%

The cost associated with the maintenance and rehabilitation options were determined utilizing the costs represented in Table 2 and the detailed estimates located in Appendix B.

CONCLUSIONS AND RECOMMENDATIONS

This report provides information to be used in determining an annual maintenance budget for the Village Streets and can be used as a policy for the future maintenance of the Village Streets. The results of this plan provide for a summary of the potential costs and different maintenance measures that can be used as a model for the Village's street network.

We recommend that the Village first addresses Iles Ave. Typically, focusing funding on streets that are in the worst condition is often the least cost effective option. However, Iles Avenue is a major thoroughfare through the Village of Jerome which results in an issue of safety. Iles Avenue has a significantly higher ADT than the other streets throughout the Village. Dedicating the funds to improving Iles Avenue would not only improve on the safety factor, but it would also improve the level of service of Iles Avenue. Once the improvement of Iles Avenue has been completed, we would then suggest the Village improve South Park Avenue. South Park Avenue is another heavily traveled street, and most of the street is currently rated as failing. After the improvements are completed to Iles Avenue and South Park Avenue, the worst rated streets under Option 3 go from making up 28% of the Village's overall street network to 7% as shown in Appendix C. We would then recommend that the Village increase their maintenance budget to focus street maintenance funds on streets that are currently in good condition, and make repairs to the remaining streets in poor condition when additional funds are available. With Iles Avenue and South Park Avenue repaired, the Village would be able to maintain over 42% of its street network over a 5 year period with their current budget. Similarly, it would take approximately 6 years to repair the remaining streets that are in the worst condition with the current annual budget, which only makes up just over 7% of the overall street network for the Village. Additionally, when resources are completely diverted to the worst condition streets, streets in good condition miss out on critical preventative maintenance measures which will significantly add to the cost of maintenance and repairs in later years.

The benefit to cost analysis would suggest that Option 4 is be the best choice for the Village Jerome, unless additional funding is available to implement Option 2. However, due to the extensive damage and safety factors, it is recommended to repair Iles Avenue and South Park Avenue before adopting Option 4.

APPENDIX A: PAVEMENT MANAGEMENT FIGURES

STREET NETWORK

PASER PAVEMENT RATINGS

MAINTENANCE & REHABILITATION METHODS




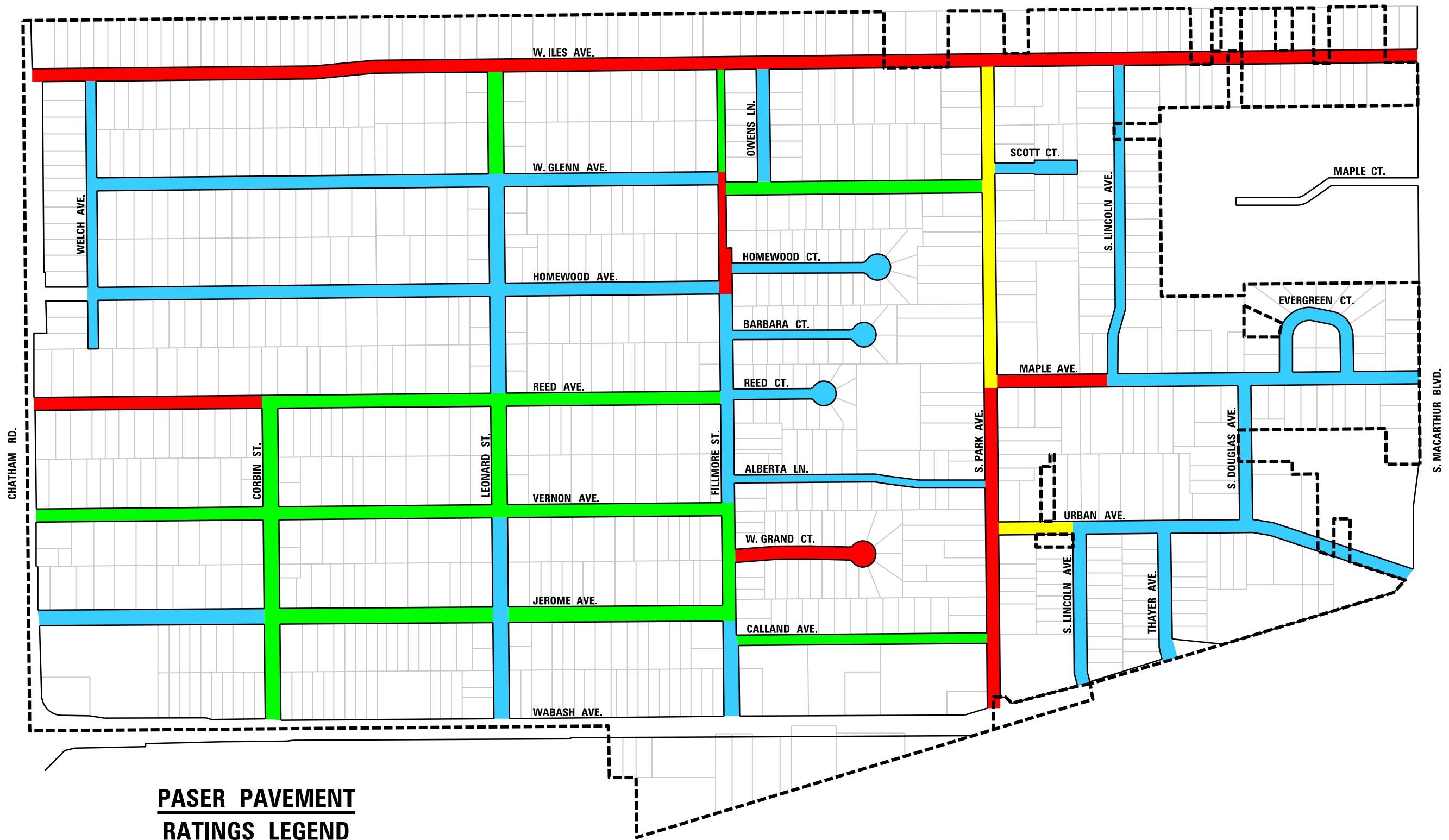
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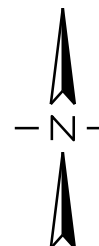
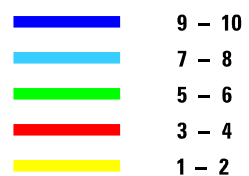


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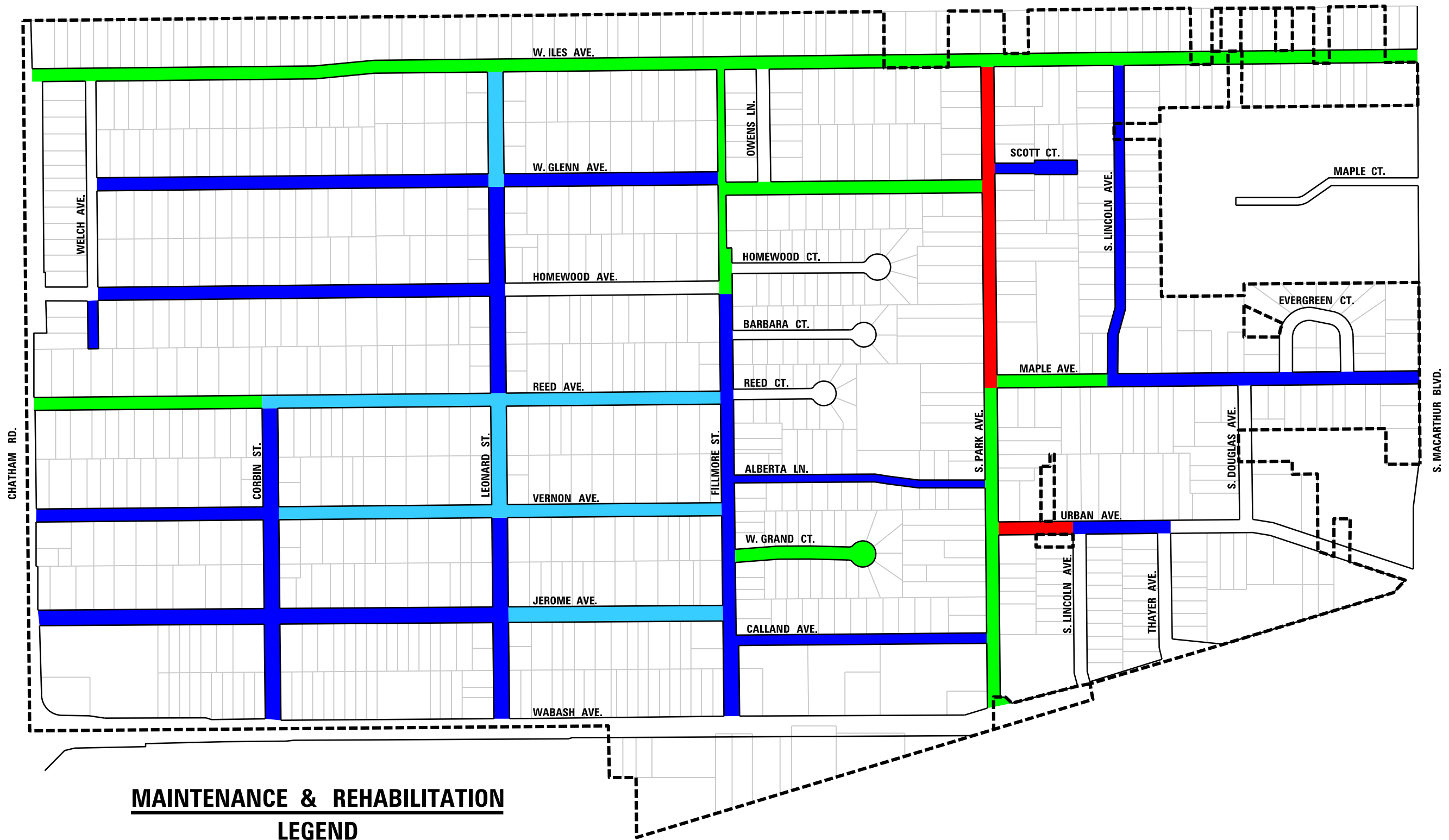
 KUHN & TRELLO CONSULTING ENGINEERS <small>A Limited Liability Company</small> 830 E. Washington Street Springfield, IL 62704 Phone: 217-679-0044 Professional Design Firm No. 181-006516	USER NAME = mman FILE NAME = 14006.01.sht-Street Network.dgn PLOT SCALE = 400.0000' / in. PLOT DATE = 5/20/2014	DESIGNED - CMM DRAWN - CMM CHECKED - KLK DATE - 5/14	<table border="1"> <thead> <tr> <th>REVISIONS</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS	DATE	BY	DESCRIPTION													VILLAGE OF JEROME PAVEMENT MANAGEMENT PLAN	STREET NETWORK SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.	PROJECT NO. 14006.01 TOTAL SHEETS SHEET NO.
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PASER PAVEMENT RATINGS LEGEND



N.T.S.



MAINTENANCE & REHABILITATION LEGEND

- CURRENTLY NO MAINTENANCE REQUIRED
- CRACK FILL /SEAL COAT
- PATCHING /SEAL COAT
- MILL & OVERLAY
- PATCHING /MILL & OVERLAY
- RECONSTRUCTION



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APPENDIX B: MAINTENANCE & REHABILITATION COST ESTIMATES

CRACK ROUTE / FILL

SEAL COAT

PATCHING

MILL & OVERLAY

RECONSTRUCTION

CRACK ROUTE / FILL

Item	Quantity	Unit	Unit Price	Total Price
CRACK ROUTING	2000	FOOT	\$0.75	\$1,500
CRACK FILLING	700	POUND	\$2.25	\$1,575
Cost per 1000 LF of Street				\$3,075
10% Contingencies				\$308
10% Engineering				\$338
			TOTAL	\$3,721
			Estimated Cost/LF of Street	\$3.72
			Budget Amount/LF of Street	\$4.00

*Costs per 1000 LF of Street & 24' Average Width

SEAL COAT

Item	Quantity	Unit	Unit Price	Total Price
BITUMINOUS MATERIALS	800	GALLON	\$4.50	\$3,600
SEAL COAT AGGREGATE	34	TON	\$38.00	\$1,292
Cost per 1000 LF of Street				\$4,892
10% Contingencies				\$489
10% Engineering				\$538
			TOTAL	\$5,919
			Estimated Cost/LF of Street	\$5.92
			Budget Amount/LF of Street	\$6.00

*Costs per 1000 LF of Street & 24' Average Width

PATCHING

Item	Quantity	Unit	Unit Price	Total Price
PAVEMENT PATCHING (Assume 8" Depth, and 5% of Surface)	135	SQ YD	\$55.00	\$7,425
TRAFFIC CONTROL	1	L SUM	\$2,500.00	\$2,500
Cost per 1000 LF of Street				\$9,925
10% Contingencies				\$993
10% Engineering				\$1,092
			TOTAL	\$12,009
			Estimated Cost/LF of Street	\$12.01
			Budget Amount/LF of Street	\$15.00

*Costs per 1000 LF of Street & 24' Average Width

MILL & OVERLAY

Item	Quantity	Unit	Unit Price	Total Price
HMA SURFACE REMOVAL - 2"	2670	SQ YD	\$4.50	\$12,015
HMA SURFACE COURSE - 2"	300	TON	\$120.00	\$36,000
BITUMINOUS MATERIALS (PRIME COAT)	215	GALLON	\$6.00	\$1,290
TRAFFIC CONTROL	1	L SUM	\$2,500.00	\$2,500
Cost per 1000 LF of Street				\$51,805
10% Contingencies				\$5,181
10% Engineering				\$5,699
			TOTAL	\$62,684
			Estimated Cost/LF of Street	\$62.68
			Budget Amount/LF of Street	\$65.00

*Costs per 1000 LF of Street & 24' Average Width

FULL DEPTH RECONSTRUCTION

Item	Quantity	Unit	Unit Price	Total Price
AGGREGATE BASE COURSE, TYPE A - 8"	1215	TON	\$35.00	\$42,525
BITUMINOUS MATERIALS (PRIME COAT)	215	GALLON	\$6.00	\$1,290
AGGREGATE (PRIME COAT)	6	TON	\$100.00	\$600
HMA BINDER COURSE - 1.5"	224	TON	\$120.00	\$26,880
HMA SURFACE COURSE - 1.5"	224	TON	\$120.00	\$26,880
PAVEMENT REMOVAL	2670	SQ YD	\$10.00	\$26,700
TRAFFIC CONTROL	1	L SUM	\$5,000.00	\$5,000
Cost per 1000 LF of Street				\$129,875
10% Contingencies				\$12,988
10% Engineering				\$14,286
TOTAL				\$157,149
Estimated Cost/LF of Street				\$157.15
Budget Amount/LF of Street				\$160.00

*Costs per 1000 LF of Street & 24' Average Width

APPENDIX C: MAINTENANCE & REHABILITATION OPTIONS

Option 1: Maintain all streets with suggested methods

Yearly Maintenance Budget: \$40,000.00

Current PAPER Rating		7-8				5-6				3-4				1-2				
Current Street Length in Category (FT)		18750				9875				9860				1520				
Year	Crack Route / Fill	LF	Seal Coat	LF	Crack Route / Fill	LF	Seal Coat	LF	Patching	LF	Mill & Overlay	LF	Patching	LF	Mill & Overlay	LF	Reconstruction	LF
1	\$47,220.00	11805	\$ 70,830.00	11805	\$17,380.00	4345	\$56,640.00	9440	\$82,950.00	5530	\$28,275.00	435	\$147,900.00	9860	\$640,900.00	9860	\$ 243,200.00	1520
Subtotal LF Maintained		11805		11805	4345		9440		5530		435		9860		9860		1520	
% of Current Rating Category		63%		63%	44%		96%		56%		4%		100%		100%		100%	
% of Total Paved System Maintained		30%		30%	11%		24%		14%		1%		25%		25%		4%	

TOTAL COST \$ 1,335,295.00

Option 2: Maintain best streets first with condition ratings 5-10

Yearly Maintenance Budget: \$40,000.00

Year	Current PASER Rating		9-10		7-8		5-6				Total Cost
	Current Street Length in Category (FT)	0	Crack Route / Fill & Seal Coat	LF	Crack Route / Fill & Seal Coat	LF	Crack Route / Fill & Seal Coat	LF	Patching	LF	
1			\$ 37,500.00	3750	\$ 19,750.00	1975	\$ 8,925.00	595	\$ 25,675.00	395	\$ 91,850.00
2			\$ 37,500.00	3750	\$ 19,750.00	1975	\$ 8,925.00	595	\$ 25,675.00	395	\$ 91,850.00
3			\$ 37,500.00	3750	\$ 19,750.00	1975	\$ 8,925.00	595	\$ 25,675.00	395	\$ 91,850.00
4			\$ 37,500.00	3750	\$ 19,750.00	1975	\$ 8,925.00	595	\$ 25,675.00	395	\$ 91,850.00
5			\$ 37,500.00	3750	\$ 19,750.00	1975	\$ 8,925.00	595	\$ 25,675.00	395	\$ 91,850.00
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Subtotal LF Maintained				18750		9875		2975		1975	
% of Current Rating Category				100%		100%		30%		20%	
% of Total Paved System Maintained				47%		25%		7%		5%	

TOTAL COST \$ 459,250.00

Option 3: Prioritize worst streets with condition ratings 3-4 and 1-2 first

Yearly Maintenance Budget: \$ 40,000.00

		Current PASER Rating				1-2		Total Cost	
		Current Street Length in Category (FT)				1520			
Street	From	To	Patching	LF	Mill & Overlay	LF	Full Reconstruction	LF	
1	ILES AVE.	CHATHAM RD.	MACARTHUR BLVD.	\$ 79,725.00	5315	\$345,475.00	5315		\$ 425,200.00
2*	S. PARK AVE.	WABASH AVE.	ILES	\$ 25,500.00	1700	\$110,500.00	1700	\$ 243,200.00	\$ 379,200.00
3	FILLMORE ST.	HOMWOOD AVE.	W GLENN AVE.	\$ 6,225.00	415	\$ 26,975.00	415		\$ 33,200.00
4	REED AVE.	CHATHAM RD.	CORBIN ST.	\$ 13,500.00	900	\$ 58,500.00	900		\$ 72,000.00
5	W. GLENN AVE.	FILLMORE ST.	S. PARK AVE.	\$ 14,925.00	995	\$ 64,675.00	995		\$ 79,600.00
6	W. GRAND COURT			\$ 8,025.00	535	\$ 34,775.00	535		\$ 42,800.00
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Subtotal LF Maintained					9860		9860	1520	
% of Current Rating Category					100%		100%	100%	
% of Total Paved System Maintained					25%		25%	4%	

*Includes intersections at Maple and Urban

TOTAL COST \$ 1,032,000.00

Option 4: Use current annual budget to maintain best streets first with condition ratings 5-10

Yearly Maintenance Budget: \$40,000.00

Year	9-10		7-8		5-6			Total Cost	
	Crack Route / Fill & Seal Coat	LF	Crack Route / Fill & Seal Coat	LF	Crack Route / Fill & Seal Coat	LF	Patching LF		
1			\$ 28,000.00	2800	\$ 6,000.00	600	\$ 6,000.00	400	\$ 40,000.00
2			\$ 28,000.00	2800	\$ 6,000.00	600	\$ 6,000.00	400	\$ 40,000.00
3			\$ 28,000.00	2800	\$ 6,000.00	600	\$ 6,000.00	400	\$ 40,000.00
4			\$ 28,000.00	2800	\$ 6,000.00	600	\$ 6,000.00	400	\$ 40,000.00
5			\$ 28,000.00	2800	\$ 6,000.00	600	\$ 6,000.00	400	\$ 40,000.00
Subtotal LF Maintained									
		0		14000		3000		2000	
% of Current Rating Category									
		0%		75%		30%		20%	
% of Total Paved System Maintained									
		0%		35%		7%		5%	

TOTAL COST \$ 200,000.00

APPENDIX D: DETAILED STREET INVENTORY

JEROME - PASER RATING INVENTORY

Street	From	To	Length (FT)	Width (FT)	2014 PASER Rating	Notable Distresses	Maintenance Measure
WELCH AVE.	HOMWOOD AVE.	W GLENN AVE.	410	24	8	None	-
WELCH AVE.	W GLENN AVE.	W ILES AVE.	415	24	8	None	-
OWENS LN.	W GLENN AVE.	W ILES AVE.	470	24	8	None	-
S LINCOLN AVE.	WABASH AVE.	URBAN AVE.	590	31	8	None	-
THAYER AVE.	WABASH AVE.	URBAN AVE.	530	30	8	None	-
S DOUGLAS AVE.	URBAN AVE.	MAPLE AVE.	560	24	8	None	-
HOMWOOD CT.			610	24	8	None	-
HOMWOOD AVE.	LEONARD ST.	FILLMORE ST.	840	26	8	None	-
BARBARA CT.			550	24	8	None	-
REED CT.			400	24	8	None	-
EVERGREEN CT.			640	21	8	None	-
URBAN AVE.	THAYER AVE.	DEAD END	930	22	8	None	-
WELCH AVE.	DEAD END	HOMWOOD AVE.	185	24	7	Longitudinal, Raveling	Seal Coat
LEONARD ST.	WABASH AVE.	JEROME AVE.	400	26	7	Longitudinal, Raveling	Crack Filling & Seal Coat
LEONARD ST.	JEROME AVE.	VERNON AVE.	385	26	7	Longitudinal, Raveling	Crack Filling & Seal Coat
LEONARD ST.	REED AVE.	HOMWOOD AVE.	415	26	7	Longitudinal, Raveling	Crack Filling & Seal Coat
LEONARD ST.	HOMWOOD AVE.	W GLENN AVE.	415	26	7	Longitudinal, Raveling	Crack Filling & Seal Coat
FILLMORE ST.	WABASH AVE.	JEROME AVE.	400	24	7	Longitudinal, Transverse, Raveling	Crack Filling & Seal Coat
FILLMORE ST.	VERNON AVE.	REED AVE.	420	24	7	Longitudinal, Transverse, Raveling	Crack Filling & Seal Coat
FILLMORE ST.	REED AVE.	HOMWOOD AVE.	415	24	7	Longitudinal, Transverse, Raveling	Crack Filling & Seal Coat
S LINCOLN AVE.	MAPLE AVE.	W ILES AVE.	1200	22	7	Transverse, Edge	Crack Filling & Seal Coat
W GLENN AVE.	WELCH AVE.	LEONARD ST.	1520	26	7	Longitudinal	Crack Filling & Seal Coat
W GLENN AVE.	LEONARD ST.	FILLMORE ST.	840	26	7	Longitudinal	Crack Filling & Seal Coat
SCOTT CT			315	22.5	7	Longitudinal	Crack Filling & Seal Coat
HOMWOOD AVE.	WELCH AVE.	LEONARD ST.	1520	26	7	Longitudinal, Transverse	Crack Filling & Seal Coat
MAPLE AVE.	S LINCOLN AVE.	S DOUGLAS AVE.	500	22	7	Longitudinal, Transverse	Crack Filling & Seal Coat
MAPLE AVE.	S DOUGLAS AVE.	S MACARTHUR BLVD.	660	22	7	Longitudinal, Transverse	Crack Filling & Seal Coat
ALBERTA LN.	FILLMORE ST.	S PARK AVE.	990	24	7	Longitudinal, Transverse, Rutting (Minor)	Crack Filling & Seal Coat
URBAN AVE.	S LINCOLN AVE.	THAYER AVE.	325	22	7	Transverse	Crack Filling & Seal Coat
JEROME AVE.	CHATHAM RD.	CORBIN ST.	900	26	7	Longitudinal, Transverse	Crack Filling & Seal Coat
CORBIN ST.	WABASH AVE.	JEROME AVE.	400	22	6	Longitudinal, Transverse, D-Block, Raveling	Crack Filling & Seal Coat
CORBIN ST.	JEROME AVE.	VERNON AVE.	385	22	6	Longitudinal, Transverse, D-Block	Crack Filling & Seal Coat
CORBIN ST.	VERNON AVE.	REED AVE.	425	22	6	Longitudinal, Transverse, D-Block	Crack Filling & Seal Coat
LEONARD ST.	VERNON AVE.	REED AVE.	420	26	6	Potholes, Patching in poor condition	Patching & Seal Coat
LEONARD ST.	W GLENN AVE.	W ILES AVE.	435	26	6	Potholes, Raveling	Patching & Seal Coat
FILLMORE ST.	JEROME AVE.	VERNON AVE.	385	24	6	Longitudinal, Transverse, Raveling	Crack Filling & Seal Coat
VERNON AVE.	CORBIN ST.	LEONARD ST.	860	25	6	CL Patch settled, sealed	Patching & Seal Coat
VERNON AVE.	LEONARD ST.	FILLMORE ST.	840	20	6	CL Patch settled, sealed, Transverse	Patching & Seal Coat
JEROME AVE.	CORBIN ST.	LEONARD ST.	860	26	6	Longitudinal, Transverse	Crack Filling & Seal Coat
JEROME AVE.	LEONARD ST.	FILLMORE ST.	840	26	6	Transverse, Patch settling	Patching & Seal Coat
CALLAND AVE.	FILLMORE ST.	S PARK AVE.	990	27	6	Longitudinal, Transverse, D-Block, Raveling, sealed	Crack Filling & Seal Coat
FILLMORE ST.	W GLENN AVE.	W ILES AVE.	435	19	5	Potholes, Raveling	Patching, Mill & Overlay
REED AVE.	CORBIN ST.	LEONARD ST.	860	24	5	CL Patch settled, Transverse, Raveling, Potholes	Patching & Seal Coat
REED AVE.	LEONARD ST.	FILLMORE ST.	840	20	5	CL Patch settled, Transverse, Raveling, Potholes	Patching & Seal Coat
VERNON AVE.	CHATHAM RD.	CORBIN ST.	900	22	5	Longitudinal, Transverse, D-Block	Crack Filling & Seal Coat
FILLMORE ST.	HOMWOOD AVE.	W GLENN AVE.	415	21	4	Potholes, Raveling	Patching, Mill & Overlay
W ILES AVE	LEONARD ST.	FILLMORE ST.	840	22	4	Longitudinal, Potholes, Raveling	Patching, Mill & Overlay

JEROME - PASER RATING INVENTORY

Street	From	To	Length (FT)	Width (FT)	2014 PASER Rating	Notable Distresses	Maintenance Measure
REED AVE.	CHATHAM RD.	CORBIN ST.	900	24	4	Longitudinal, Patching (Bad)	Patching, Mill & Overlay
S PARK AVE.	WABASH AVE.	GALLAND AVE.	275	22	3	Potholes, Transverse	Patching, Mill & Overlay
S PARK AVE.	GALLAND AVE.	ALBERTA LN.	415	22	3	Potholes, Transverse	Patching, Mill & Overlay
S PARK AVE.	ALBERTA LN.	MAPLE AVE.	550	22	3	Potholes, Transverse	Patching, Mill & Overlay
WILES AVE	CHATHAM RD.	WELCH AVE.	240	40 - 24	3	Longitudinal, Transverse, Potholes, Raveling, Rutting	Patching, Mill & Overlay
WILES AVE	WELCH AVE.	LEONARD ST.	1530	22	3	Longitudinal, Transverse, Potholes, Raveling, Rutting	Patching, Mill & Overlay
WILES AVE	FILLMORE ST.	S PARK AVE.	990	22	3	Transverse, Edge, Potholes, D-Block, Patching, Raveling	Patching, Mill & Overlay
WILES AVE	S PARK AVE.	S LINCOLN AVE.	485	22	3	Transverse, Edge, Potholes, D-Block, Patching, Raveling	Patching, Mill & Overlay
WILES AVE	S LINCOLN AVE.	S MACARTHUR BLVD.	1230	22	3	Transverse, Edge, Potholes	Patching, Mill & Overlay
W GLENN AVE.	FILLMORE ST.	S PARK AVE.	995	22	3	Longitudinal, Transverse, Edge, Potholes	Patching, Mill & Overlay
MAPLE AVE.	S PARK AVE.	S LINCOLN AVE.	460	21	3	Longitudinal, Patching, Potholes	Patching, Mill & Overlay
W GRAND CT.			535	25	3	Transverse, Potholes	Patching, Mill & Overlay
S PARK AVE.	MAPLE AVE.	W GLENN AVE.	725	22	2	Potholes, Transverse	Reconstruction
S PARK AVE.	W GLENN AVE.	WILES AVE	475	22	2	Potholes, Transverse	Reconstruction
URBAN AVE.	S PARK AVE.	S LINCOLN AVE.	320	22 - 20	2	Longitudinal, Transverse, D-Block, Potholes (first 100')	Reconstruction (First 100')
TOTAL MILES					7.58		