2012 - 2015 Performance Monitoring of Mechanistically-Designed Pavements

PHYSICAL RESEARCH REPORT NO. 165
OCTOBER 2016

Illinois Department of Transportation
Office of Planning & Programming / Bureau of Research
126 East Ash Street / Springfield, Illinois 62704

Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
FHWA/IL/PRR-165		

4. Title and Subtitle	5. Report Date
2012 - 2015 Performance Monitoring of Mechanistically-Designed Pavements	October 2016
	6. Performing Organization Code
7. Author(s)	8. Performing Organization Report No. Physical Research Report No. 165
9. Performing Organization Name and Address Illinois Department of Transportation Bureau of Research 126 East Ash Street Springfield, Illinois 62704-4766	10. Work Unit (TRAIS) 11. Contract or Grant No. 13. Type of Report and Period Covered Interim Report
12. Sponsoring Agency Name and Address Illinois Department of Transportation Bureau of Research 126 East Ash Street Springfield, Illinois 62704-4766	14. Sponsoring Agency Code

15. Supplementary Notes

16. Abstract

The Illinois Department of Transportation (IDOT) has been conducting pavement performance monitoring surveys on mechanistically-designed pavements since 1986. This effort is necessary to verify and validate the design procedures and life-cycle cost models used in the pavement selection process. The pavement distress surveys were conducted by IDOT's Bureau of Materials and Physical Research (BMPR) until a staffing shortage in 2000 required that the efforts be ceased. BMPR resumed the monitoring efforts in 2010 and has since used a consulting engineering firm to help with this research.

There are three main types of pavements that are currently being monitored by the department, full-depth hot-mix asphalt (HMA), jointed plain concrete pavements (JPCP), and continuously reinforced concrete pavements (CRCP). There are a total of 105 contracts that make up the monitoring effort, of which 55 are HMA, 24 are JPCP, and 26 are CRCP. Contracts may be further broken down into sections based on differences in cross sectional elements (i.e. thickness, joint spacing, etc.) Some of these contracts were deemed "historical" and the data was sorted and removed from the analyses. Historical sections might include design criteria not currently used by the department (i.e. 40-foot joint spacing, untied shoulders on concrete pavement, experimental thicknesses of all pavement types, etc.). For each section, BMPR reports distress data, weighted average rut depth, weighted average ride quality, weighted average daily traffic values, cumulative equivalent single-axle loadings, and maintenance activities. Graphs comparing patching quantities and overlays as a function of the pavement age are presented for each of the three types of pavements.

17. Key Words	18. Distribution Statement
mechanistic design, hot-mix asphalt, portland cement concrete, jointed plain concrete pavement, continuously reinforced concrete pavement, pavement performance, life-cycle cost analysis	No restrictions. This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161.

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
Unclassified	Unclassified	308	

2012 - 2015 PERFORMANCE MONITORING OF MECHANISTICALLY-DESIGNED PAVEMENTS

ILLINOIS DEPARTMENT OF TRANSPORTATION
BUREAU OF RESEARCH
SPRINGFIELD, ILLINOIS

OCTOBER 2016

TABLE OF CONTENTS

CONTENT **PAGE**

Acknowledgements / Disclaimer iii

List of Figures iv

List of Tables v

Executive Summary vi

Introduction 1

History of Section Monitoring (1986-2010) 1

Selection of Sections 1

Pavement Distress Surveys and Other Performance Data 2

Previous Reporting 2

Pavement Performance Models 3

IDOT-Industry Updates 3

University of Illinois Research 4

2012 - 2015 Performance Cycle 5

Data Collection Effort 5

Splitting into Subsections 6

Distress Summaries 7

Analysis of Patching Quantities 7

Analysis of Overlays (Pavement Age) 9

Analysis of ESALs 10

Pavement Management System 10

Future Monitoring Effort 11

Conclusion 11

References 12

TABLE OF CONTENTS (CONTINUED)

CONTENT **PAGE**

Appendix A –
Performance Monitoring Section Summaries for Full-Depth HMA Pavements.....A-1

Appendix B –
Performance Monitoring Section Summaries for Jointed Plain
Concrete Pavements B-1

Appendix C –
Performance Monitoring Section Summaries for Continuously Reinforced
Concrete Pavements C-1

Appendix D –
Patching Quantities from Full-Depth HMA Pavement Historical Distress
Surveys D-1

Appendix E –
Patching Quantities from Jointed Plain Concrete Pavement Historical
Distress Surveys E-1

Appendix F –
Patching Quantities from Continuously Reinforced Concrete Pavement
Historical Distress Surveys F-1

Appendix G –
Maintenance and Rehabilitation Activity Schedules G-1

ACKNOWLEDGEMENTS

This report was made possible by the efforts of the following people: LaDonna Rowden, Amy Schutzbach, Joe Vespa, John Senger, Charles Wienrank, Mike Ripka, Robert Rescot, Xinyu "Bernie" Sun, Laura Heckel, and Tim Kennedy. There were countless hours of research and analysis that brought this report together. We would like to thank Brian Pfeifer, Omer Osman, Paul Loete, Roger Driskell, and members of the Bureau of Design and Environment for reviewing this report and providing thoughtful insight.

DISCLAIMER

The contents of this report reflect the views of the authors, who are responsible for the facts and accuracy of the data represented in this report. The contents do not necessarily reflect the official views or policies of IDOT. This report does not constitute a standard, specification, or regulation at IDOT.

LIST OF FIGURES

FIGURE **PAGE**

Figure 1: Sampling Method for Pavement Distress Surveys 6

Figure 2: Percent Patching as a Function of Age: Full-Depth HMA – All Sections 18

Figure 3a: Percent Patching as a Function of Age: Full-Depth HMA – Current Design Criteria 19

Figure 3b: Percent Patching as a Function of Age: Full-Depth HMA – Current Design Criteria (Expanded View) 20

Figure 4: Percent Patching as a Function of Age: Full-Depth HMA Regional Outlook – Current Design Criteria 21

Figure 5: Percent Patching as a Function of Age: JPCP – All Sections 22

Figure 6a: Percent Patching as a Function of Age: JPCP – Current Design Criteria 23

Figure 6b: Percent Patching as a Function of Age: JPCP – Current Design Criteria (Expanded View) 24

Figure 7: Percent Patching as a Function of Age: JPCP Regional Outlook – Current Design Criteria 25

Figure 8: Percent Patching as a Function of Age: CRCP – All Sections 26

Figure 9a: Percent Patching as a Function of Age: CRCP – Current Design Criteria 27

Figure 9b: Percent Patching as a Function of Age: CRCP – Current Design Criteria (Expanded View) 28

Figure 10: Percent Patching as a Function of Age: CRCP Regional Outlook – Current Design Criteria 29

Figure 11: Overlays as a Function of Age: Full-Depth HMA – All Sections 30

Figure 12: Overlays as a Function of Age: Full-Depth HMA – Current Design Criteria 31

Figure 13: Age of Sections: Full-Depth HMA Sections – Current Design Criteria 32

Figure 14: Bare Sections Vs Age by Regions: Full-Depth HMA – Current Design Criteria 33

Figure 15: First Overlays Vs Age by Regions: Full-Depth HMA – Current Design Criteria 34

LIST OF FIGURES (CONTINUED)

FIGURE **PAGE**

Figure 16: Second Overlays Vs Age by Regions: Full-Depth HMA – Current Design Criteria 35

Figure 17: Overlays as a Function of Age: JPCP – All Sections 36

Figure 18: Overlays as a Function of Age: JPCP – Current Design Criteria 37

Figure 19: Bare Sections Vs Age by Regions: JPCP – Current Design Criteria 38

Figure 20: Overlays as a Function of Age: CRCP – All Sections 39

Figure 21: Overlays as a Function of Age: CRCP – Current Design Criteria 40

Figure 22: Bare Sections Vs Age by Regions: CRCP – Current Design Criteria 41

Figure 23: First Overlays Vs Age by Regions: CRCP – Current Design Criteria 42

Figure 24: ESALs as a Function of Age: Full-Depth HMA – Current Design Criteria 43

Figure 25: ESALs as a Function of Age: JPCP – Current Design Criteria 44

Figure 26: ESALs as a Function of Age: CRCP – Current Design Criteria 45

Figure 27: Percent Patching as a Function of ESALs: Full-Depth HMA – Current Design Criteria 46

Figure 28: Percent Patching as a Function of ESALs: JPCP –Current Design Criteria 47

Figure 29: Percent Patching as a Function of ESALs: CRCP –Current Design Criteria 48

LIST OF TABLES

TABLE **PAGE**

Table 1: Selected Performance Monitoring Sections – Full-Depth HMA Matrix 13

Table 2: Selected Performance Monitoring Sections – JPCP Matrix 14

Table 3: Selected Performance Monitoring Sections – CRCP Matrix 15

Table 4: Historical Design Sections Removed 16

Table 5: Supplemental Designs Removed 17

Executive Summary

The Illinois Department of Transportation (IDOT) has been monitoring the performance of a number of pavements designed using mechanistically-based procedures since the original sections were built in 1986. The purpose of this effort is to evaluate the design procedures and the maintenance and rehabilitation models developed by the department for use in life-cycle cost analyses. The current list of projects being monitored contains 105 contracts of which 55 are full-depth hot-mix asphalt, 24 are jointed plain concrete, and 26 are continuously reinforced concrete pavements. This report describes the methods used in the performance monitoring efforts and gives details into the results that were observed from the field surveys. Data from the 2012 - 2015 cycle were collected and analyzed for this report. The data collection includes traffic counts, manual distress surveys, rut depths, ride quality, CRS values, and maintenance activities.

The main focus of the analysis was the patching quantities and service life of the wearing surface for all pavement types. Graphs were created looking at the percent patching versus pavement age. Separate graphs were created for each pavement type. Corresponding rehabilitation model patching quantities are plotted on each graph as well. The service life of the wearing surface was analyzed by comparing the ages at which the sections received overlays. Separate graphs were created breaking the data down into regional groups although no clear trends were able to be drawn from that analysis. Bureau of Materials and Physical Research (BMPR) also analyzed the percent patching versus equivalent single axle loadings (ESALs) and ESALs versus age of the pavement. No clear trends were evident from either of these analyses.

Upon careful review and analysis of the data, IDOT has not found any evident issues that would warrant revisions to the current design procedures or the maintenance and rehabilitation models. BMPR will continue monitoring the performance of the sections included in this report and another 80 sections that have been added to the list. Pavement preservation treatments and supplemental designs have been included in the research effort and will be reviewed in future reports.

Introduction

The Illinois Department of Transportation (IDOT) began constructing mechanistically-designed pavements in the 1980s, and formally adopted mechanistic-empirical design procedures in 1989. IDOT's Bureau of Materials and Physical Research (BMPR) initiated performance monitoring of mechanistically-designed pavements in the 1990s and remains committed to tracking distresses, identifying maintenance and rehabilitation activities, and analyzing the performance of these pavements in order to verify the life-cycle cost models that are an integral part of our pavement selection process.

Pavements are IDOT's largest asset. IDOT has long been recognized nationally for having strong pavement research and technology components. A robust technical section devoted to the design, construction, maintenance, and rehabilitation of pavements is a sound investment for the department. BMPR's Pavement Technology Unit currently provides performance data and develops pavement policy for the program development functions of the department. IDOT agreed to provide a report on mechanistic-pavement performance periodically to allow the department and industry to review validity of the activities in the rehabilitation and maintenance models. This report details the data collection and analysis for the 2012 - 2015 performance monitoring cycle.

History of Section Monitoring (1986 - 2010)

In the summer of 1986, IDOT began the construction of four demonstration projects. The focus of the demonstration projects was to evaluate the proposed mechanistically-based pavement design procedures under development by the University of Illinois (1, 2) and to determine the effects of variable design inputs on pavement performance. These demonstration projects were proposed in an experimental feature work plan, IL85-07 A through F, "Evaluating Pavement Design Features". IDOT Physical Research Report (PRR) #112 (3) details the construction and performance monitoring of these four demonstration projects.

Selection of Sections

In the fall of 1991, IDOT developed a plan to monitor the performance of pavements designed using mechanistically-based procedures for full-depth hot-mix asphalt (HMA) and jointed plain concrete pavements (JPCP). The intent of the plan was to monitor the structural performance of selected projects to verify mechanistically-based pavement design procedures and to collect maintenance and rehabilitation information to analyze current life-cycle models. Although the continuously reinforced concrete pavement (CRCP) design process is not mechanistically-based, CRCP segments constructed since mechanistic monitoring began were included for comparison.

To satisfy the pavement monitoring plan's goals, BDE developed a list of all mechanistically-designed pavement contracts with at least 3,000 square yards of pavement surface, beginning with the December 1988 letting. In addition to identifying projects, BDE also coordinated the development of rehabilitation plans, design plans, and construction schedules with the Districts' Bureaus of Program Development.

Prior to 2000, BMPR selected representative sections from Bureau of Design and Environment's (BDE) list to be included in the monitoring effort. Most of the sections were at least two miles in length; however, some shorter sections were also included to provide a significant sample size for the monitoring efforts. The sections were representative of the

different design aspects and geographic locations of mechanistically-designed pavements. BMPR used this select list of pavement sections instead of monitoring all mechanistically-designed pavements to meet time and personnel constraints.

Mechanistically-designed pavements constructed between 1986 and 2005 were reviewed in 2010 and filtered to reduce redundancies. Priority placement in the matrix was given to pavement sections that had been previously monitored by BMPR. A select number of new projects (constructed between 1997 and 2005) were added to include additional pavements with early age performance. In order to track pavement performance over the widest range of design variables, matrices were developed for each pavement type: full-depth HMA, JPCP, and CRCP. Contracts were selected for inclusion in each pavement type matrix based on location in the state and pavement thickness. Districts 1 and 2 were considered northern districts (North); Districts 3 – 7 were considered central districts, and Districts 8 and 9 were considered southern districts (South). The central districts were further broken down into Central-North (Districts 3 - 4) and Central-South (Districts 5 - 7) (4). These groupings correspond to the pavement temperatures found on the HMA Mixture Temperature map in the full-depth HMA design procedure (5). The matrices for full-depth HMA, JPCP, CRCP, are located in Tables 1, 2, and 3, respectively.

Pavement Distress Surveys and Other Performance Data

Monitoring the sections included several non-destructive test methods. BMPR collected the surface characteristics (i.e., smoothness and rutting) of the selected pavements, as well as any major rehabilitation performed on the sections. Manual pavement distress surveys (PDS) were conducted to collect detailed distress, patching, and overlay data. Non-destructive testing was conducted with IDOT's Falling Weight Deflectometer (FWD) to determine the structural performance of the pavements. Data collected by BMPR was periodically compiled, analyzed, and reported, to document the performance of mechanistically-designed pavements.

Along with surface characteristics gathered by BMPR, the Central Bureau of Operations collected maintenance activity, and cost data on mechanistically-designed sections. The Districts' Bureaus of Operations notified BMPR of any major maintenance performed on the mechanistically-designed pavements. Major maintenance included such operations as extensive pothole repair, permanent patching, crack routing and sealing, and extensive milling.

In 2000, the data collection and monitoring effort was halted as IDOT and specifically BMPR experienced staffing shortages. BMPR resumed monitoring the performance of mechanistically-designed pavements in 2010 in order to meet the 20 ILCS 2705/2705-590 requirement of using historical data. A complete survey of all selected sections was conducted to refresh the data collection effort and review the activities in the models.

Previous Reporting

Documentation of the mechanistically-designed pavements has been taking place ever since the first experimental feature was built. The first report on the mechanistically-designed pavement performance was published in February 1993, PRR #112 (3), and only focused on the first experimental sections on US 20 and US 50. In March 1994, a second report on mechanistically-designed pavement performance was compiled and served as one of IDOT's internal documents on the performance of these sections. This report covered the original sections on US 20 and US 50 plus six more sections. The additional sections were located on I-57, High Cross Road, I-155, I-39, and US 36 (I-72). A second internal report was completed in

April 1997. The sample size of pavement sections grew to 88 contracts. The composition of those 88 contracts included 53 full-depth HMA, 18 JPCP, and 17 CRCP contracts. In September 2000, the next internal report was completed. This progress report only covered 66 of the 88 contracts being monitored. All of these reports captured intermediate summaries of pavement performance that assisted BMPR in efforts to update design procedures and maintenance models.

A summary of the performance of mechanistically-designed sections that had been monitored up through 2010 was presented in PRR #159 (4) issued in March 2011. This was in response to the requirement for "actual historic project schedules and costs as recorded by the pavement management system" from Illinois Compiled Statute 20 ILCS 2705/2705-590. At that point in time, IDOT had several projects that were at ages well into the life-cycle cost analysis period and comparisons could be made to the activities that were shown in the maintenance and rehabilitation models used for the selection process.

Pavement Performance Models

The rehabilitation and maintenance models have been updated several times throughout the years. Each update was developed by IDOT working closely with industry, Illinois Division of Federal Highway Administration (FHWA), the University of Illinois (U of I), and other academia to advance the models to reflect performance impacted by design and construction practices. Meetings with industry and research from U of I have helped shape the practices that IDOT uses today.

IDOT – Industry Updates

Models for rehabilitation and maintenance activities were first developed around 1990 in conjunction with mechanistic design. An expert task group was convened to develop the activities and quantities listed in the maintenance and rehabilitation models. Between 2001 and 2010 BMPR coordinated multiple rounds of meetings with industry and FHWA to discuss revising the models to reflect changes to pavement cross section. An expert task group was brought together again to look at the models and determine if maintenance and rehabilitation activities were representative of what was seen in actual performance. When determining the length of analysis period for life-cycle cost analysis, the models must include one major rehabilitation effort. The group focused on identifying the activities and timing that would provide both good performance and a valid life-cycle cost analysis.

Full-depth HMA pavements originally had several models and overlay timing was based on the traffic volume due to rutting being the primary cause for rehabilitation efforts. With the implementation of Superpave mix design procedures, rutting was virtually eliminated when layer thicknesses were increased to improve density. This shifted the cause for overlay to environmentally related issues, so there was no longer a need for multiple models. Currently full-depth HMA has one model.

The JPCP models were also updated regarding patching, grinding, and overlays. The models from the 2002 edition of the BDE manual were reviewed. Throughout the meetings over the eight years, IDOT and industry went back and forth on the amount of patching that is actually needed throughout the life of the pavement. The model was eventually changed to distribute the percent patching over the first 30 years. Also, the 100% surface grinding at year 20 was replaced with a policy HMA overlay at year 30.

No model was developed for CRCP because the design procedure has not been converted to a mechanistic design. However, the supplemental design of unbonded concrete overlay uses CRCP as the overlay type when the project has a 20-year traffic factor of 60 million ESALs or more. In order to conduct a life-cycle cost analysis of the two supplemental design methods for high volume roadways, a maintenance and rehabilitation model was developed for CRCP which is similar to the models used for JPCP.

During the last round of meetings with industry, the department brought HMA overlay of rubblized PCC and unbonded concrete overlays into the selection process as supplemental designs. The models for the other pavement types had the appropriate supplemental design attached to it as a place holder until more performance data could be gathered to determine if the supplemental designs warranted their own models.

An independent review of the models and selection process was conducted prior to release of the updated policy in 2011. Industry and academia members from outside of Illinois were asked to review the selection process to determine if it was viable and identify any potential fatal flaws. The reviews came back with minor comments and indicated that the selection process was appropriate. IDOT included FHWA in reviewing the selection process to verify that it was appropriate and met current federal mandates and laws.

University of Illinois Research

Research project “R27-060: Mechanistic-Empirical Design, Implementation, and Monitoring for Flexible Pavements” (combined with associated projects ICT-R28-1, R28-2, and R39-1), yielded a series of projects over a total of 14 years that updated IDOT’s mechanistic-empirical (M-E) HMA pavement design procedures to reflect current Illinois materials and mixture design practices. The project researchers included University of Illinois at Urbana Champaign (UIUC) professors and graduate students, with oversight provided by representatives from various IDOT bureaus and districts.

The research allowed IDOT to incorporate IDOT-specific HMA modulus-temperature relationships, fatigue algorithms, design reliability/traffic multiplier factors, and maximum HMA thickness concepts into IDOT’s pavement design manuals for both the state and local agencies. The researchers also investigated the limiting strain theory and developed maximum thickness values for full-depth HMA and HMA overlays on rubblized concrete pavements, and provided guidance in the study of cold in-place recycling and full-depth recycling with asphalt products.

Updates to Chapter 54 of IDOT’s BDE Manual to reflect the new asphalt fatigue algorithm and other revisions for full-depth HMA and rubblizing design procedures were published in April 2011 and March 2013, respectively. These updates reduced pavement thickness approximately 1.5 to 2.5 inches for the average pavement design statewide.

Research Project R27-149-1: Mechanistic-Empirical (M-E) Design Implementation & Monitoring for Flexible Pavements started July 1, 2014 and is scheduled to be completed June 30, 2017. Some of the tasks of research project R27-149-1 are to consider the increased axle/wheel load effects, revision and implementation of Local Roads and Streets Flexible Pavement Design procedures, and to monitor or evaluate new and developing flexible pavement technology.

Research projects R57 and R61: “Mechanistic-Empirical Design, Implementation, and Monitoring for Rigid Pavements” updated the framework for the M-E design concepts for rigid

pavements. The M-E design of JPCP in Chapter 54 of the BDE Manual was updated in April 2011. The initial framework for M-E design of CRCP was also developed under R57 but still needs to be updated and expanded before implementation into Chapter 54 of the BDE manual.

Research project R27-149-2: Mechanistic-Empirical Design and Materials for Rigid Pavements started July 1, 2014 and is scheduled to be completed June 30, 2017. Some of the tasks of research project R27-149-2 are to determine if crack spacing affects the performance of CRCP and to compare the CRCP curves with the current JPCP curves. Maximum thickness values for CRCP and JPCP designs will also be established.

2012-2015 Performance Cycle

A total of 105 contracts were monitored between 2010 and 2015: 55 HMA, 24 JPCP, and 26 CRCP. Some of these contracts contain multiple designs, so the total number of monitored sections is higher than 105. The majority of these contracts (over 800 lane-miles of pavement) were surveyed in the field in 2010, while an additional 350 lane-miles of high-traffic volume roadways were reviewed on video to ensure the safety of IDOT personnel. These efforts resulted in minimal quantities of other non-destructive testing being conducted in 2010. In order to handle other non-destructive testing, BMPR contracted with Applied Pavement Technology, Inc. (APTech) from Urbana, IL, starting in 2012, to perform the PDS of the 105 contracts.

Data Collection Effort

No PDS of the sections were conducted in 2011 while coordinating the consultant contract with APTech. Starting with the 2012 PDS, APTech performed PDS on approximately half of the sections per year in order to manage the workload. Surveys were conducted on sections located in Cook County in District 1 and Districts 4, 5, 8, and 9 in the even years (2012 and 2014). Sections located in the collar counties of District 1 and Districts 2, 3, 6, and 7 were surveyed in the odd years (2013 and 2015). Video vans operated by the vendor contracted by the Office of Planning and Programming (OPP) for Condition Rating Survey efforts collected images of the sections in the off years. These images were reviewed if a section received an overlay or had a large discrepancy in distresses and/or patching quantities between two PDS's to provide another data reference to establish when the work was performed.

Prior to the 2014 PDS, 100 percent of each section was surveyed. Some sections contained omissions due to structures or other pavement types. All distresses were collected in the manual surveys. The *Bureau of Materials and Physical Research Pavement Distress Manual*, which documents the various distresses and the severity levels identified and summarized for each pavement type, may be found in Appendix A of PRR #159 (4).

Starting with the 2014 PDS, the inspection protocol was changed. A sampling methodology for the IDOT mechanistic pavement sections that were considered "long" (> 5 miles in one-direction) was used in order to minimize field inspection time for the survey crews and improve field safety.

- A 100% inspection was performed on any sections that were less than 5 miles long (one direction) using the inspection methods that have been used in the past.
- For sections that were greater than 5 miles (one direction), a sampling methodology was used to inspect the pavement surface beyond the first 5 miles. The significant features of this methodology are shown in Figure 1 and discussed below.

- As shown in Figure 1, the first 500 feet, the last 500 feet and a 500-foot section in the middle of every mile beyond the first 5 miles was inspected and the distresses identified were extrapolated over the mile.
- If isolated areas of distresses not representative of the overall condition were noted, these conditions were recorded separately.

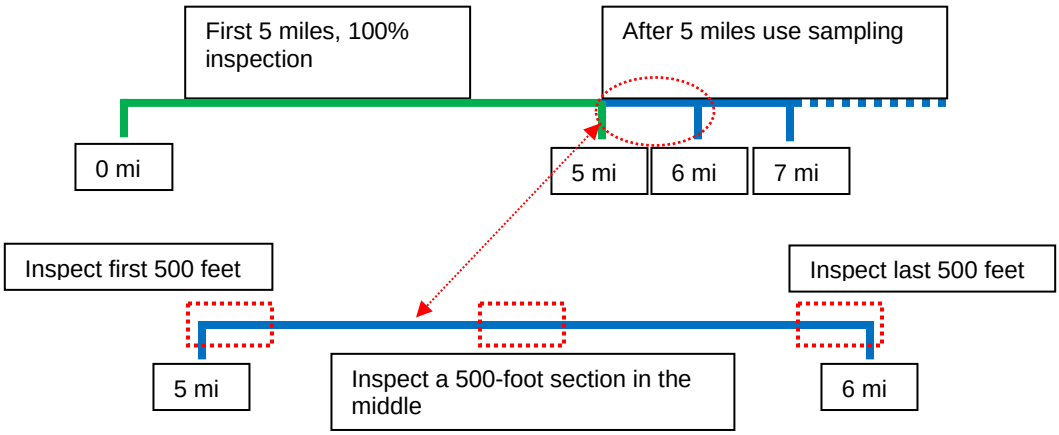


Figure 1. Sampling Method for Pavement Distress Surveys

Field surveys were summarized upon survey completion. Distress summaries for the last survey (2014 or 2015) of the completed sections are shown in Appendix B, *Performance Monitoring Section Summaries for Full-Depth HMA Pavements*; Appendix C, *Performance Monitoring Section Summaries for JPCP*; and Appendix D, *Performance Monitoring Section Summaries for CRCP*. Summaries are presented for each original construction contract on one or more sheets, depending upon the number of lanes in the project and the number of different cross sectional elements (i.e., thickness, joint spacing, etc.) within a contract. The limits of the gross length of each section are noted on the summary sheet. Note that these are approximate limits based on key route mileposts from the OPP's IROADS database. Actual survey quantities represent the net length of each section surveyed, which may vary from the gross length due to omissions for bridges, alternative pavement sections, etc. Each summary sheet is considered an individual section.

Upon completion of the 2014 and 2015 surveys, BMPR staff cross checked the survey data with the previous survey to identify large discrepancies and new overlays. When a discrepancy was found, the pavement section was investigated in IRIS or with the District. If sections were found to have an overlay, the overlay construction plans were reviewed to determine the percentage of the section that was overlaid. Dates and limits of overlays were confirmed and were reported on the individual distress summaries.

Splitting into Subsections

When reviewing rehabilitation data for this report, some projects received overlays that did not extend over the entire limits of the monitored section. Sections that received an overlay over less than 25 percent of the monitored section limits were reviewed to determine the cause of the overlay. If the section was overlaid due to widening or as part of a taper of an adjacent overlaid

section, the overlaid portion of the section was truncated from the section. Past PDS sheets were reviewed and distresses from within the overlay limits were removed from past PDS quantities.

Sections that received a continuous overlay over more than 75 percent of the monitored section limits were considered to be overlaid in full. Portions of the pavement beyond the overlay limits were truncated from the section. For those sections, past PDS survey sheets were reviewed and distresses outside the overlay limits were removed from past PDS quantities in their entirety.

Overlays covering between 25 and 75 percent of the monitored section limits resulted in the section being further split into sub-sections and distresses summarized individually. Past PDS survey sheets were reviewed and distress quantities were summarized for the new sub-sections. When an original section was split into sub-sections, the total number of sections monitored was increased to reflect the split(s).

Three of the sections received preventive maintenance during this reporting cycle. Contracts 92339, 96737, and 96739 received a micro-surfacing treatment in 2007, 2011, and 2013, respectively. The sections with preventive maintenance treatments were noted, but were not placed into the overlaid section category. These sections will continue to be monitored to see how the preventive maintenance affects the performance and determine if these treatments are possible maintenance activities that could be added to life-cycle models.

Distress Summaries

Prior to 2000, the PDS summaries were placed into the Illinois Pavement Feedback System (IPFS) database. Data collection took place between 1986 and 1998. The effort was suspended at that time due to staffing shortages. The construction history and traffic data input into IPFS was suspended in 2000, due to the lack of staff needed to maintain IPFS and continue data processing efforts. An Excel spreadsheet was used to store the data for the 2010 update when data collection resumed. Graphs and summary reports were developed from this spreadsheet. During the work on this report an Access database was created to store the contract information, overlay history, PDS summaries, and traffic data. This database was used to organize the data for the graphs and summary reports for the 2015 update.

Distress summaries also include weighted averages of rut depth, ride quality (i.e., International Roughness Index (IRI)), and average daily traffic (ADT) values for each section. Rut depth, IRI, and ADT were obtained from OPP and represent the latest year data was available, generally 2014 or 2015, depending upon the data collection schedule.

Analysis of Patching Quantities

The data obtained from the 2012 - 2015 cycle were checked against previous surveys and discrepancies investigated to check for reasonableness of the data. For each pavement type, the PDS data were analyzed to determine the validity of the maintenance models used in IDOT's life-cycle cost analysis (LCCA). This information is presented graphically in Figures 2-29 and discussed in the following sections.

Prior to analyzing the data, sections that were constructed using historical, no longer used, design features (e.g., joint spacing, drainage, improved subgrade, etc.) were flagged. Supplemental designs (i.e., HMA Overlay of Rubblized PCC, Unbonded Concrete Overlay) were

also removed from the analyzed sections. The sections that were constructed using historical and supplemental designs and removed from the analysis are shown in Tables 4 and 5, respectively. Some of the analyses in this report compare data from all of the sections to only the data from sections that were constructed with current design criteria. Historical designs that were removed from "current design criteria" figures include: JPCP with 20-foot joint spacing, JPCP with 40-foot joint spacing, JPCP and CRCP with HMA shoulders, and HMA that was placed prior to the policy for determining the need for anti-strip additive.

An analysis was completed to review patching quantities as a function of age for each pavement type. Data was summarized by section. The age of the pavement was determined by subtracting the year the pavement was constructed from the year the patch or overlay was placed. For example, if the pavement was constructed in 1990 and was patched in 2000, the age at the time of patching was 10 years. If an overlay was placed in 2005 on this same section, the pavement age at the time of overlay was 15 years. The same method was used to calculate the age of the overlay when a subsequent overlay was placed. Patching quantities from patches that were placed as part of an overlay contract may not be available.

Patching quantities from previous PDSs are shown in Appendix D, *Patching Quantities from Full-Depth HMA Pavement Historical Distress Surveys;* Appendix E, *Patching Quantities from JPCP Historical Distress Surveys*; and Appendix F, *Patching Quantities from CRCP Historical Distress Surveys*. Using data from Appendix A and Appendix D, an analysis of patching quantities as a function of age on HMA was made and is shown in Figures 2, 3a, 3b, and 4. The patching quantities in Figure 2 include all the monitored sections and are broken down into both historical data (before 2010) and current data (2012-2015), as well as type of surface at the time of survey (i.e., bare, first overlay, or second overlay). The patching quantities in Figures 3a, 3b, and 4 include only sections constructed to current design criteria. Figures 3a and 3b break out the data into the same groups as described in Figure 2. The patching quantities in Figure 4 are broken out by the four temperature regions (i.e., North, Central North, Central South, and South), as well as type of surface.

Similar analyses were performed for JPCP and CRCP. Data from Appendix B and Appendix E included patching quantities for JPCP. These data are plotted in Figures 5, 6a, 6b, and 7 as a function of age using the same date ranges and surface types as those used for the HMA graphs. These comparisons were also conducted for CRCP using data presented in Appendix C and Appendix F. Figures 8, 9a, 9b, and 10 show the data trends for CRCP.

All three pavement types use a 45-year life-cycle analysis period. The tables for the maintenance and rehabilitation activity schedules for each pavement type can be found in Appendix G. Figures 2 – 10 present only the first 30 years of the life-cycle analysis period, which corresponds to the maximum age of the sections surveyed. Note that each point shown in Figures 2 – 10 represents a distress survey; a contract may have more than one point depending on the number of subsections and the amount of historical data available.

For the HMA pavements in Figure 2, there are many outliers, patching quantities that are much higher than the quantities predicted by the model. Most of these outliers were eliminated in Figure 3a, when only the current design criteria sections were considered. Figure 3b contains the same data as Figure 3a but the y-axis range was narrowed to 0.0-1.0 percent patching to expand the view and spread the data points. The data in Figures 3a and 3b indicate that the HMA maintenance model may be over predicting the patching quantities in years 10-15. The data collected and shown in this report are incomplete. Overlays of sections are most times realized when performing PDS. Because all work is completed at that point, BMPR does not

have the patching quantities that normally occur immediately prior to an overlay being placed. Therefore, the total patching prior to placing an overlay is not being captured. BMPR staff has looked at the contract plans for the overlays and there are reported patching quantities, but their actual location is unknown. There is one outlier in Figure 3a, about 4.2% patching at year 19. It should be noted that this pavement is bare, rather than overlaid as most of the other sections at this age. The percent patching would typically be higher than an overlaid section because the previous patches in the overlaid section have been covered by the overlay. It is possible that an overlay was needed, but was delayed due to lack of funding. Figure 4 breaks down the data by temperature region to see if there are any trends by regions. There is no apparent correlation between patching quantities and age by region at this time.

For the JPCP pavements in Figure 5, there are some outliers, patching quantities that are much higher than the quantities predicted by the model. Some of these outliers were eliminated in Figure 6a, when only the current design sections were considered. Figure 6b contains the same data as Figure 6a but the y-axis range was narrowed to 0.0-1.0 percent patching to expand the view and spread the data points. The data in Figures 6a and 6b indicate that the JPCP maintenance model may be under predicting the patching quantities between years 5 to 10. The average percent patching for the sections during those years was 0.1%. The average patching quantities for the sections during years 10-15 is 0.2%, which is above the current target of the maintenance model. Figure 7 breaks down the data by temperature region to see if there are any trends by regions. The patching quantities in the North were higher than the Central. It should be noted that there are 18 JPCP contracts in the North and only five JPCP contracts in the Central for the current design criteria. The South region does not have any JPCP contracts for the current design criteria.

For the CRCP pavements in Figure 8, there are some outliers that represent patching quantities that are much higher than the quantities predicted by the model. Some of these outliers were eliminated in Figure 9a, when only the current design criteria sections were considered. Figure 9b contains the same data as Figure 9a but the y-axis range was narrowed to 0.0-1.0 percent patching to expand the view and spread the data points. The widest variance of data points is in the 20-25 year range. The average percent patching between years 10-15, 15-20, and 20-25 are 0.11%, 0.23%, and 0.70%, respectively. These averages appear to fall in line with the percent patching that is predicted in the maintenance model. Figure 10 breaks down the data by temperature region to see if there are any trends by region. There does not appear to be any correlation between patching quantities and region at this time. As described in the discussion of the HMA pavement patching, the final patching quantities immediately prior to overlay are not being captured in the CRCP sections.

Analysis of Overlays (Pavement Age)

Analyses of overlays on the different pavement types were also completed. An analysis of overlays on HMA, JPCP, and CRCP as a function of age are shown in Figures 11, 17, and 20, respectively. A corresponding analysis using only current design criteria sections of overlays as a function of age is shown in Figures 12, 18, and 21.

The charts showing number of bare sections (current design criteria) versus age by regions for each pavement type are shown in Figures 14, 19, and 22. The number of sections with the first overlay (current design criteria) versus age by region is shown in Figures 15 (HMA) and 23 (CRCP). Only one JPCP section has been overlaid, so there is no JPCP figure for first overlay versus age. The number of HMA sections with a second overlay versus age by region is shown in Figure 16. There are no JPCP and CRCP sections with a second overlay.

Note that each bar shown in Figures 12 – 23 represents the number of sections, not the number of projects or contracts that have reached that age. A contract may contribute more than one section to a bar depending on the number of subsections.

Figure 13 shows the distribution of the numbers of HMA sections versus either the age of the section at the time of the first overlay or the section age in 2015 for bare sections. The greatest grouping of sections occurs at year 15. This coincides with the current HMA model that recommends an overlay at 15 years.

Analysis of ESALs

Analyses of cumulative ESALs at the time of overlay for the different pavement types were also completed. These analyses for HMA, JPCP, and CRCP are shown in Figures 24, 25, and 26, respectively.

Analyses of the percent patching as a function of age versus cumulative ESALs for HMA, JPCP, and CRCP are shown in Figures 27, 28, and 29, respectively.

Note that in Figures 24 – 29 data points include the cumulative ESALs, through 2015, for bare sections. There was no correlation between cumulative ESALs and the age of the pavement at the time of the first overlay. There was also no correlation of percent patching and cumulative ESALs at the time of the patching.

Pavement Management System

Monitoring the performance of a highway network requires a comprehensive tracking system such as a Pavement Management System (PMS). Illinois has used several systems to monitor performance of pavements. One of the first databases was IPFS, but it did not cover the entire system of highways under IDOT's jurisdiction. IPFS was designed and constructed in the 1990s and is operated in a mainframe format. This system contains data regarding pavement design, traffic, ride quality, rehabilitation, and distress information for the Interstate System and some supplemental freeways. As mentioned earlier, data input into IPFS was suspended in 2000, due to the lack of staff needed to maintain IPFS and continue data processing efforts.

The current system used by IDOT to manage the highway network does not meet the traditional definition of a PMS. This system utilizes several databases and spreadsheets maintained by the Office of Planning and Programming (OPP). The Illinois Roadway Information System (IRIS) contains data from all routes under IDOT's jurisdiction. IRIS is a very useful database for network planning, but IRIS does not meet the definition of a PMS. It is lacking critical data, such as pavement thickness and distress quantities, required for a PMS. Specific pavement, construction, and performance details are also required to produce an analysis of performance by pavement type.

A new database was developed under the consultant contract for performance monitoring. This database is tracking all of the critical elements necessary to review the maintenance and rehabilitation activities in the models and make revisions as necessary. BMPR will continue to work with the consultant to maintain the database with the distress survey data and manage sections that will be monitored.

Future Monitoring Effort

In anticipation of projects dropping off due to age or becoming obsolete with old design criteria, BMPR has been compiling a list of M-E designed pavements from each letting since 2004. Just recently, BMPR selected 80 projects to be added to the monitoring efforts. These projects had sections identified for monitoring that had a length of at least one mile and no more than five miles. During this process BMPR reviewed the construction plans to pick sections of roadways with little to no omissions and consistent cross sections. The length was chosen to ensure significant length without the need for using the sampling procedure described previously.

This new group of pavements also includes matrices for HMA overlay of rubblized PCC and unbonded concrete overlay projects. The previous list included two HMA overlays over rubblized PCC and one unbonded overlay. For the next cycle, BMPR will identify additional projects using the supplemental designs to expand the matrices for those pavement types.

In addition to increasing the number of projects in the matrices, IDOT also recognizes preventive maintenance activities and design procedures can also impact the performance models. BMPR will continue tracking preventive maintenance activities that are being used on the monitored sections. These efforts will help determine if those activities should be considered for incorporation into the models. Regarding design procedures, the addition of limiting strain criterion design could impact pavement performance. BMPR will identify sections using standard and limiting strain criterion designs to determine if performance is impacted.

Conclusion

The findings from this and PRR #159 do not indicate any revisions are currently needed to the maintenance and rehabilitation models. Patching quantities and age of overlay do fluctuate from the model; however, there is no clear trend to indicate revisions are necessary. Monitoring efforts will continue by BMPR and another report will be prepared after another cycle of data collection. Models will be reviewed again at that time to determine if changes are needed.

REFERENCES

1. M. R. Thompson and K. Cation. A Proposed Full-Depth Asphalt Concrete Thickness Design Procedure. Civil Engineering Studies, Transportaion Engineering Series No. 45, Illinois Cooperative Highway and Transportation Series No. 213, University of Illinois, Urbana, Illinois, July 1986.
2. D. G. Zollinger and E. J. Barrenberg. Proposed Mechanistic Based Design Procedure for Jointed Concrete Pavements. Civil Engineering Studies, Transportaion Engineering Series No. 57, Illinois Cooperative Highway and Transportation Series No. 225, University of Illinois, Urbana, Illinois, May 1989.
3. C. M. Reed, P.E. and A. M. Schutzbach, P.E. Evaluating Pavement Design Features – Five Year Performance Evaluation of FA 401 and FA 409. PRR #112. Illinois Department of Transportation, Division of Highways, Bureau of Materials and Physical Research, Springfield, Illinois, October 31, 1993.
4. Juan D. Pava. Performance Monitoring of Mechanistically-Designed Pavements 2010 Data Collection. PRR #159. Illinois Department of Transportation, Division of Highways, Bureau of Materials and Physical Research, Springfield, Illinois, March 2011.
5. Illinois Department of Transportation. “Bureau of Design and Environment Manual, Chapter 54.” http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Design-and-Environment/Illinois%20BDE%20Manual.pdf , Illinois Department of Transportation, 02/2011.

Location	T_{HMA}, inches	8.0-8.99	9.0-9.99	10.0-10.99	11.0-11.99	12.0-12.99	13.0-13.99	14.0-14.99	15.0-15.99	16.0-16.99	17.0-17.99	18.0-18.99	19.0-19.99	20.0-20.99
NORTH	1	82125		80169	80497		80315	80482	80742					
	2				84199	84167 84161 84125 84200	40463 84659 84220							
CENTRAL NORTH	3													
	4					68159	88067★ 88261 86068 88624	88067★	88051 88048	88031 88047				
CENTRAL SOUTH	5				40662			86602			90046/ 90049/ 90123 90023/ 90122			
	6	92339				92328	92434	92228 92108	92109 92230					
	7				94859*		94037	90278	90281		70059*			
SOUTH	8		96625		40448▪ 40315▪		96232	96397	96737/ 96739 96484					96349
	9							98119 98290 98420		40406♦				

NOTE: ★Contract contains 2 pavement thicknesses
▪ denotes contract partially removed
♦ denotes contract completely removed for historical design features
*** denotes contract completely removed for supplemental design**

Table 1: Selected Performance Monitoring Sections – Full-Depth HMA Matrix

Location	T_{JPCP}, inches	7.0-7.99	8.0-8.99	9.0-9.99	10.0-10.99	11.0-11.99	12.0-12.99	13.0-13.99	14.0-14.99	15.0-15.99	16.0-16.99	17.0-17.99	18.0-18.99
NORTH	1			82328 82196 60748/ 60927 82139★♦ 82840★♦ 82712	62277/ 82385 82514/ 82634 82139★♦ 82840★♦								
	2			64210 64147 84790	40455 64555/ 84984 64244								
CENTRAL NORTH	3			66160/ 66013									
	4												
CENTRAL SOUTH	5				86854								
	6			92774	92763								
	7												
SOUTH	8	40456♦											
	9												

NOTE: ★Contract contains 2 pavement thicknesses
▪ denotes contract partially removed
♦ denotes contract completely removed for historical design features
*** denotes contract completely removed for supplemental design**

Table 2: Selected Performance Monitoring Sections – JPCP Matrix

Location	T_{CRCP}, inches	7.0-7.99	8.0-8.99	9.0-9.99	10.0-10.99	11.0-11.99	12.0-12.99	13.0-13.99	14.0-14.99	15.0-15.99	16.0-16.99	17.0-17.99	18.0-18.99
NORTH	1				80666		82106 82589/ 82590 82587/ 82588 82989		60401				
	2			64219 64039									
CENTRAL NORTH	3				42358♦ 86074	86399 86562		66044 66051					
	4				86209 86210 44029♦								
CENTRAL SOUTH	5				86184 44217♦		86856						
	6			92038♦									
	7				40442♦		70044*						
SOUTH	8	40317											
	9												

NOTE:▪ denotes contract partially removed

♦ denotes contract completely removed for historical design features

*** denotes contract completely removed for supplemental design**

Table 3: Selected Performance Monitoring Sections – CRCP Matrix

Table 4 - Historical Sections Removed

Contract Number	Year of Construction	Pavement Thickness	Marked Route	Reason
40315M	1986	9.5	US 50	Pavment 1.5" thinner than design
40315MI	1986	9.5	US 50	Pavment 1.5" thinner than design
40315N	1986	9.5	US 50	Pavment 1.5" thinner than design
40315O	1986	9.5	US 50	Pavment 1.5" thinner than design
40406	1986	16	I 57	HMA does not contain anti-strip
40442	1986	10	I 57	CRCP has recycled aggregates and untied shoulders
40448A	1986	9.5	US 50	Pavment 1.5" thinner than design
40448B	1986	9.5	US 50	Pavment 1.5" thinner than design
40448C	1986	12.5	US 50	Pavment 1.5" thicker than design
40448D	1986	12.5	US 50	Pavment 1.5" thicker than design
40448E	1986	12.5	US 50	Pavment 1.5" thicker than design
40448H	1986	12.5	US 50	Pavment 1.5" thicker than design
40448I	1986	12.5	US 50	Pavment 1.5" thicker than design
40448J	1986	9.5	US 50	Pavment 1.5" thinner than design
40448K	1986	9.5	US 50	Pavment 1.5" thinner than design
40448L	1986	9.5	US 50	Pavment 1.5" thinner than design
40455C	1986	10	US 20	JPCP - Joint spacing greater than 15'
40445D	1986	10	US 20	JPCP - Joint spacing greater than 15'
40455F	1986	10	US 20	JPCP - Joint spacing greater than 15'
40455G	1986	10	US 20	JPCP - Joint spacing greater than 15'
42358	1987	10	I 39	CRCP has untied shoulders
44029	1989	10.25	I 155	CRCP has untied shoulders
44217	1989	10	I 39	CRCP has untied shoulders
92038	1989	9	I 72	CRCP has untied shoulders
AA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
BA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
CA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
DA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
EA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
FA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
GA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
HA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
IA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
JA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
KA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
LA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
MA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
NA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
OA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
PA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
QA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
RA-40456	1986	7.5	US 50	JPCP - Joint spacing greater than 15'
82139_1	1997	10	IL 59	JPCP - Hinge Jointed
82139_2	1997	10	IL 59	JPCP - Hinge Jointed
82840A	1997	9.5	US 34	JPCP - Hinge Jointed

Table 4 - Historical Sections Removed - Continued

Contract Number	Year of Construction	Pavement Thickness	Marked Route	Reason
82840B	1997	10	IL 59	JPCP - Hinge Jointed
82328	1997	9.25	IL 64	JPCP - Hinge Jointed

Table 5 - Supplemental Designs Removed

Contract Number	Year of Construction	Pavement Thickness	Marked Route	Reason
70059	2003	17.5	I 70	HMA Overlay of Rubbilized PCC Pavement
70044	2002	12	I 70	Unboned Concrete Overlay
94859	2004	11.25	I 57	HMA Overlay of Rubbilized PCC Pavement

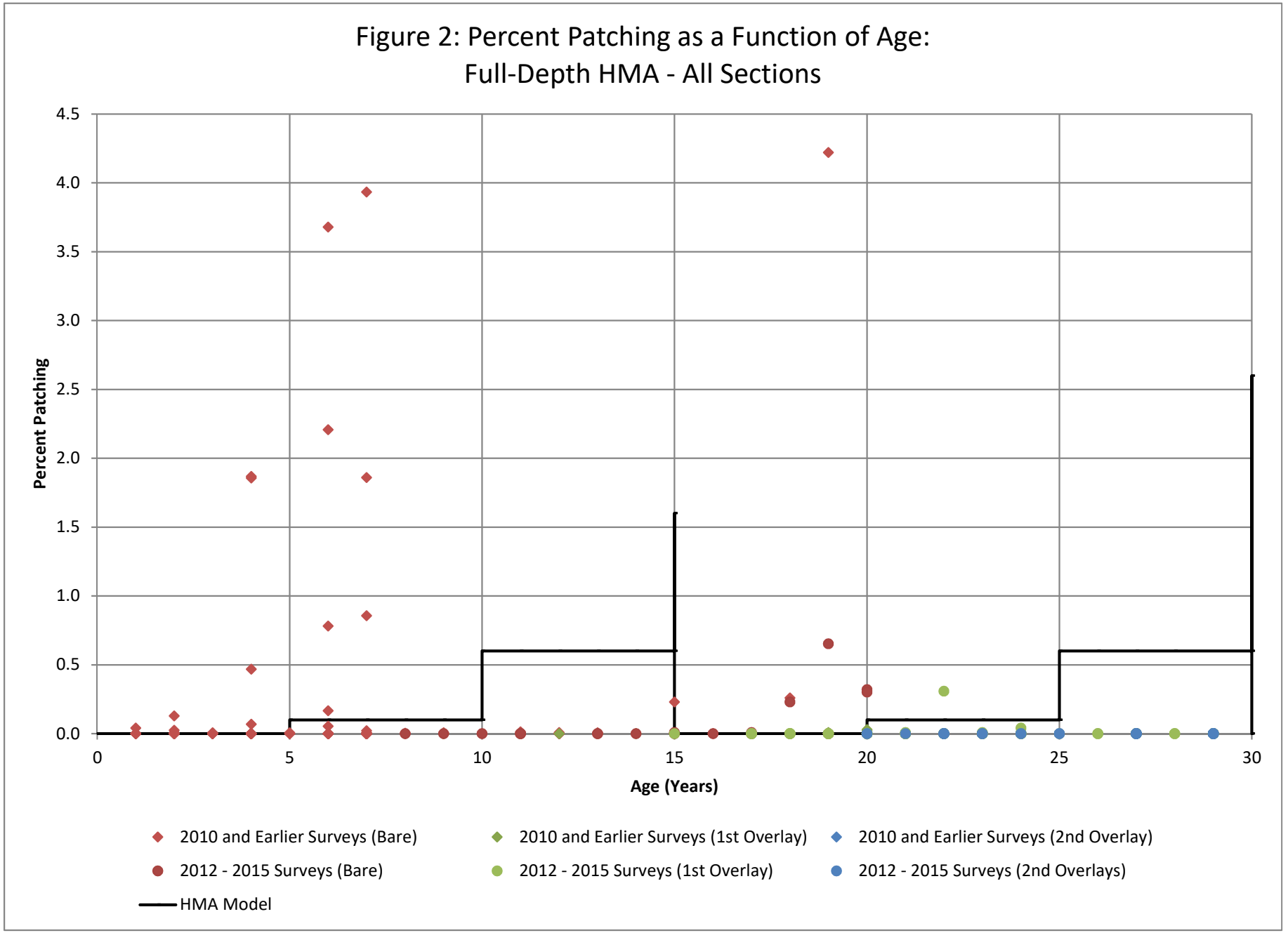


Figure 2: Percent Patching as a Function of Age:
Full-Depth HMA - All Sections
Percent Patching
4.5
4.0
3.5
3.0
2.5
2.0
1.5
1.0
0.5
0.0
0
5
10
15
20
25
30
Age (Years)
2010 and Earlier Surveys (Bare)
2010 and Earlier Surveys (1st Overlay)
2010 and Earlier Surveys (2nd Overlay)
2012 - 2015 Surveys (Bare)
2012 - 2015 Surveys (1st Overlay)
2012 - 2015 Surveys (2nd Overlays)
HMA Model

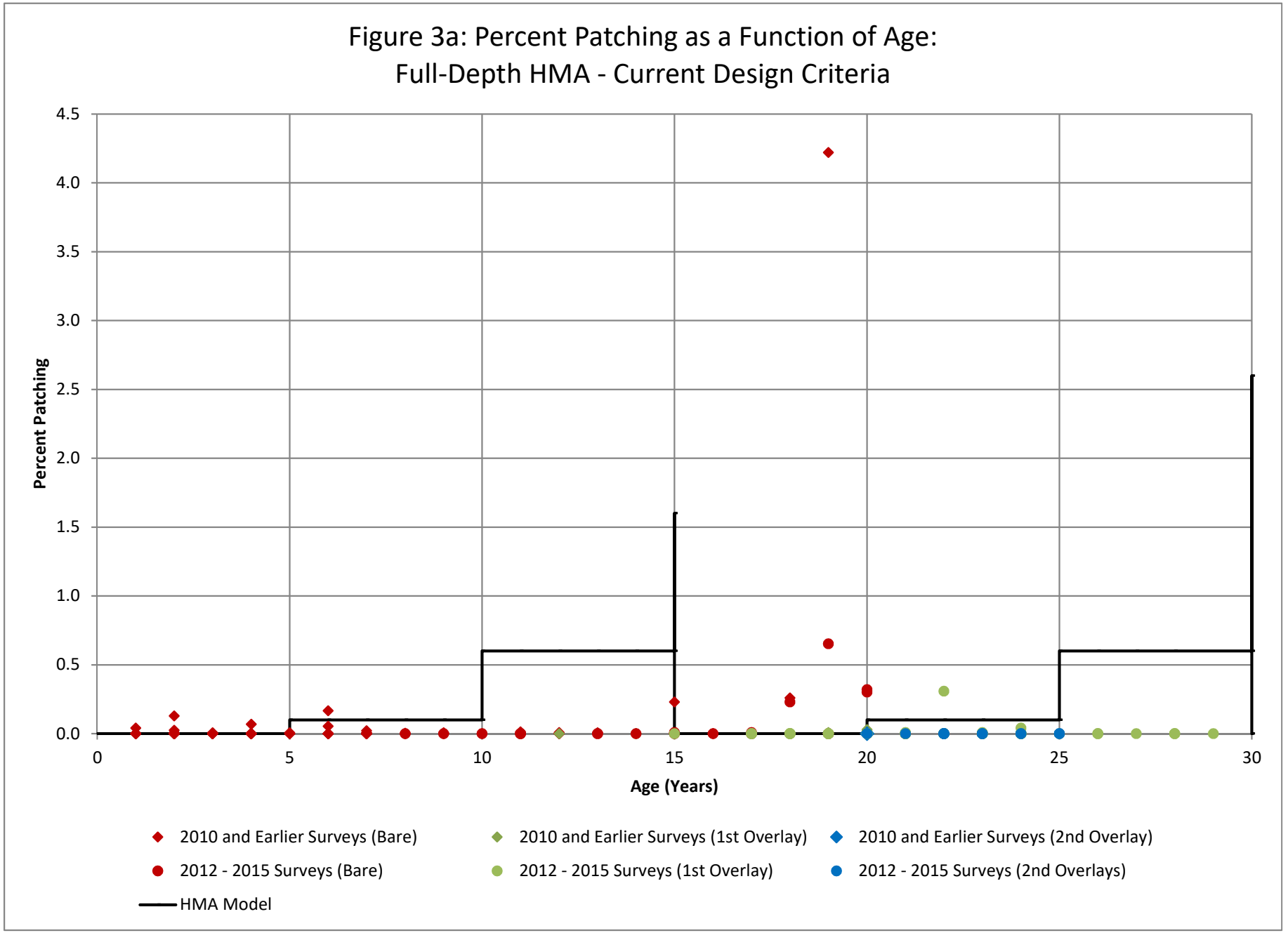


Figure 3a: Percent Patching as a Function of Age:
Full-Depth HMA - Current Design Criteria
Percent Patching
4.5
4.0
3.5
3.0
2.5
2.0
1.5
1.0
0.5
0.0
0
5
10
15
20
25
30
Age (Years)
2010 and Earlier Surveys (Bare)
2010 and Earlier Surveys (1st Overlay)
2010 and Earlier Surveys (2nd Overlay)
2012 - 2015 Surveys (Bare)
2012 - 2015 Surveys (1st Overlay)
2012 - 2015 Surveys (2nd Overlays)
HMA Model

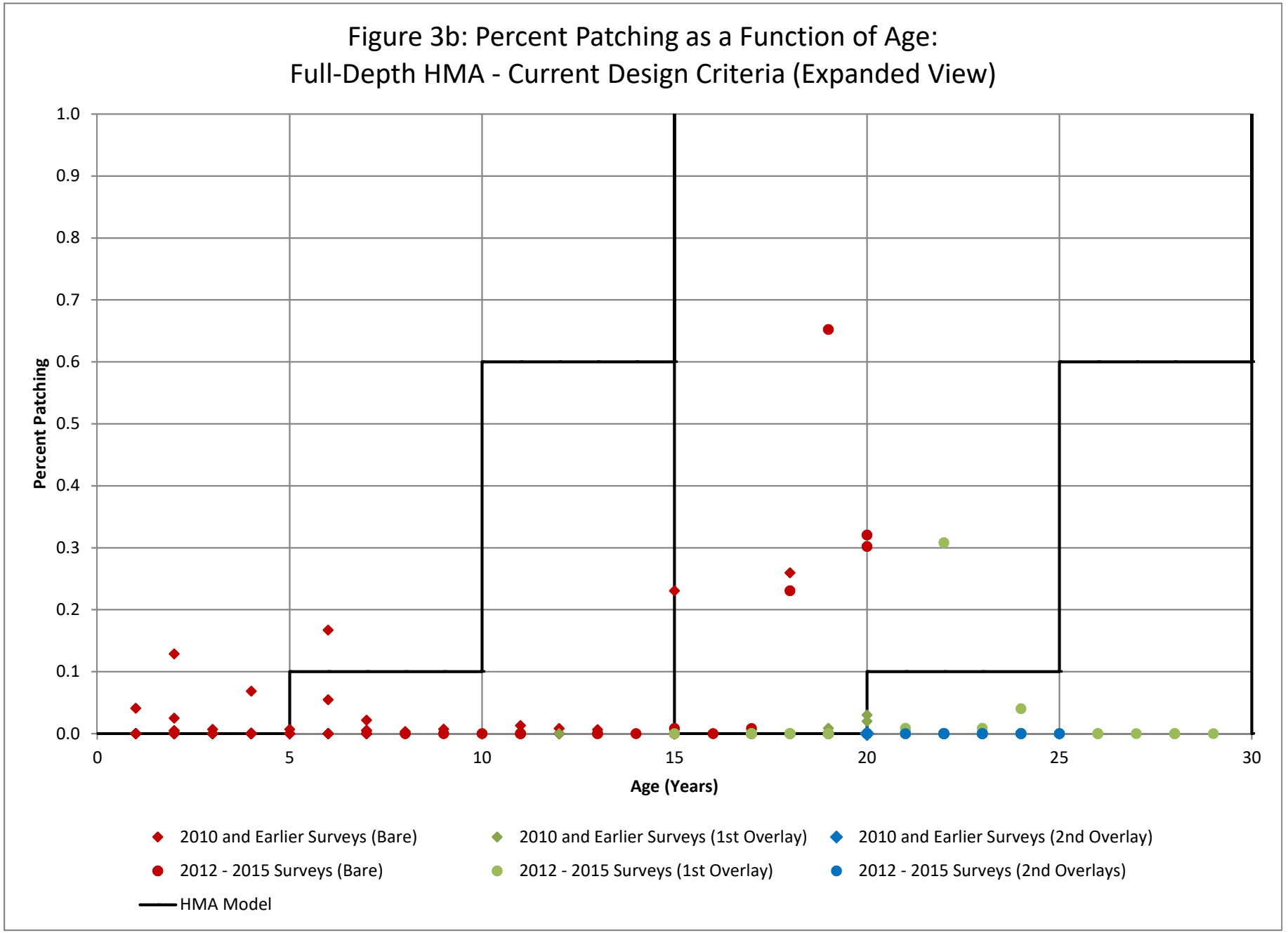


Figure 3b: Percent Patching as a Function of Age:
Full-Depth HMA - Current Design Criteria (Expanded View)
Percent Patching
1.0
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0.0
0
5
10
15
20
25
30
Age (Years)
2010 and Earlier Surveys (Bare)
2010 and Earlier Surveys (1st Overlay)
2010 and Earlier Surveys (2nd Overlay)
2012 - 2015 Surveys (Bare)
2012 - 2015 Surveys (1st Overlay)
2012 - 2015 Surveys (2nd Overlays)
HMA Model

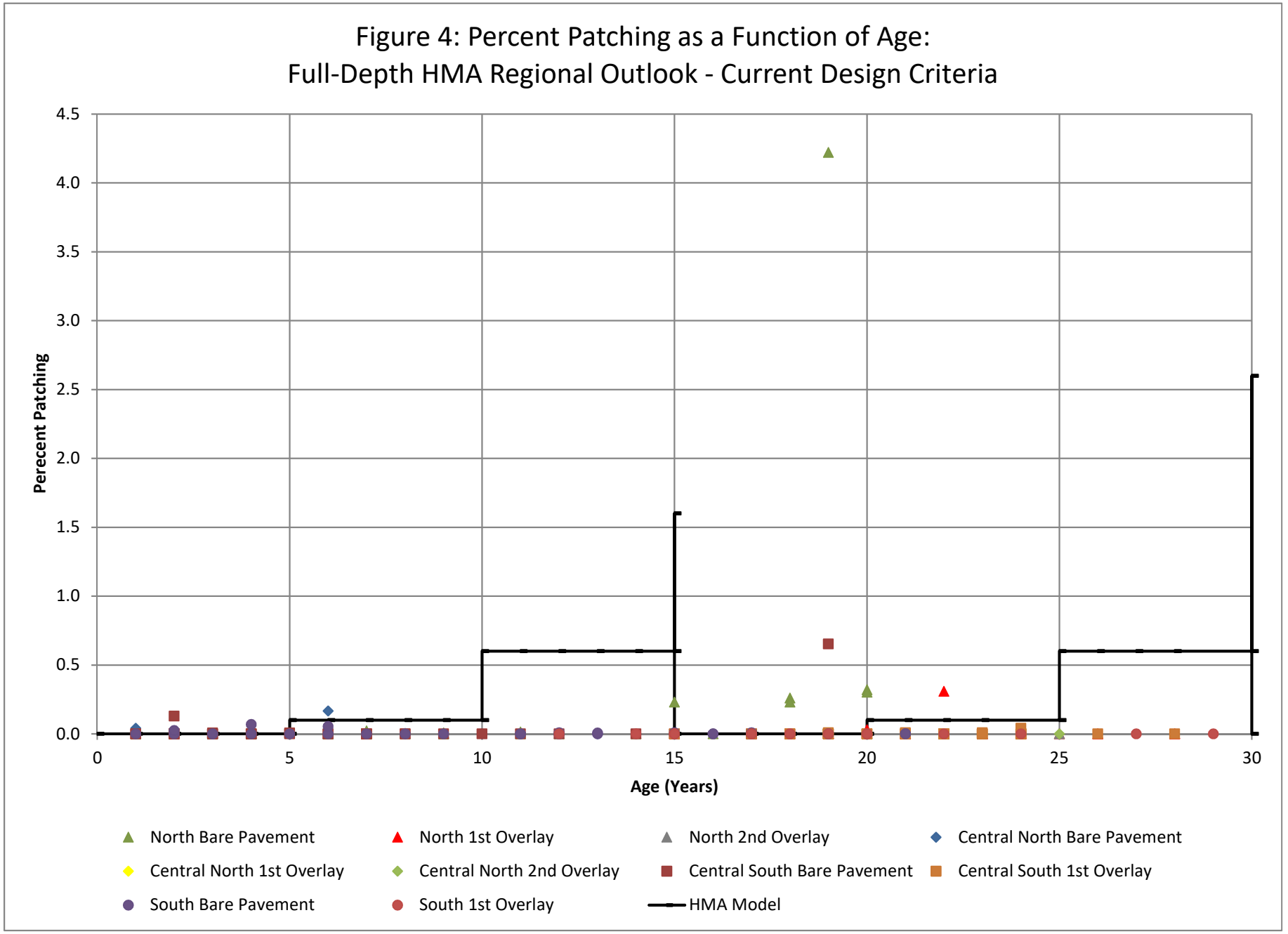
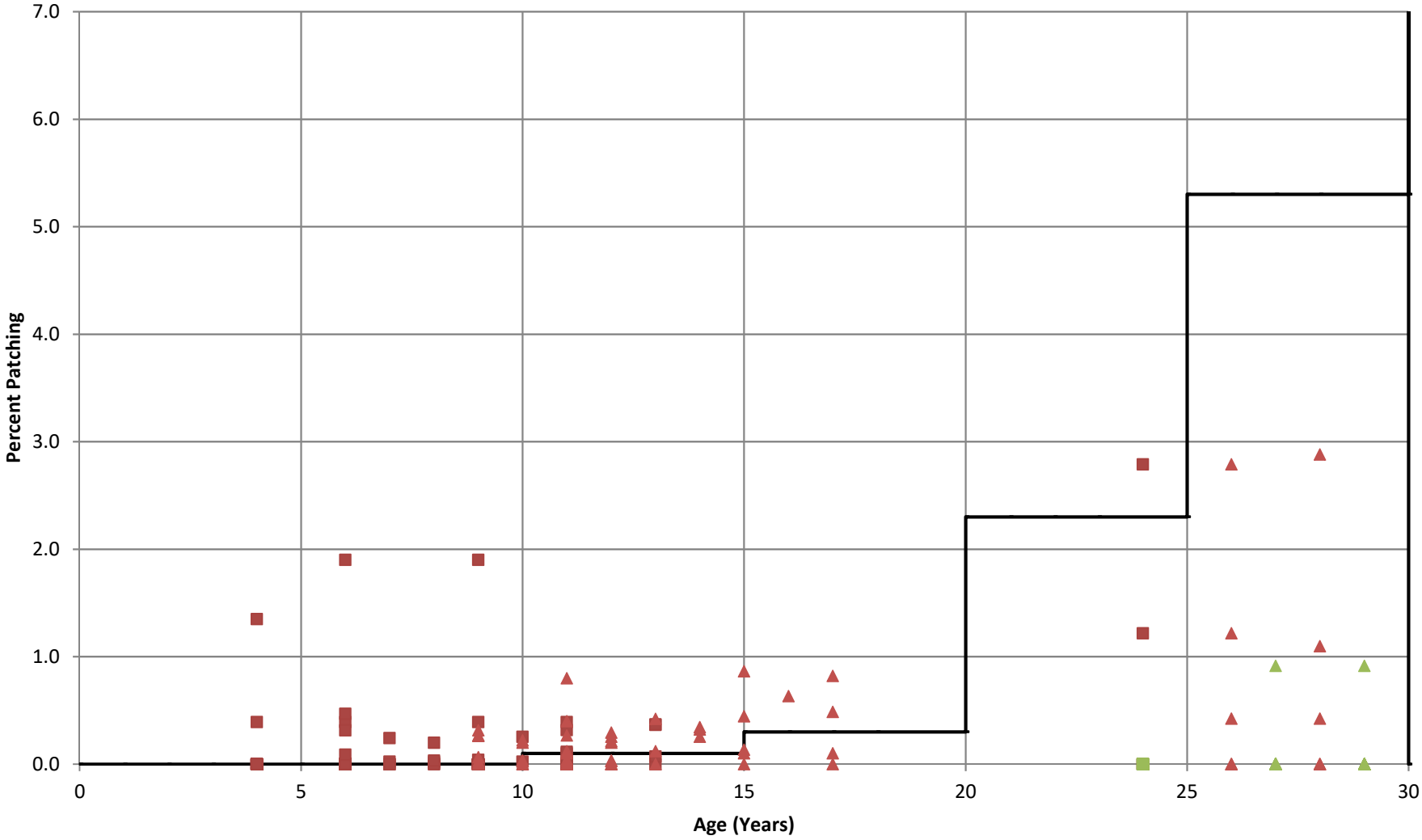


Figure 4: Percent Patching as a Function of Age:
Full-Depth HMA Regional Outlook - Current Design Criteria
Perecent Patching
4.5
4.0
3.5
3.0
2.5
2.0
1.5
1.0
0.5
0.0
0
5
10
15
20
25
30
Age (Years)
North Bare Pavement
North 1st Overlay
North 2nd Overlay
Central North Bare Pavement
Central North 1st Overlay
Central North 2nd Overlay
Central South Bare Pavement
Central South 1st Overlay
South Bare Pavement
South 1st Overlay
HMA Model

Figure 5: Percent Patching as a Function of Age:
JPCP - All Sections



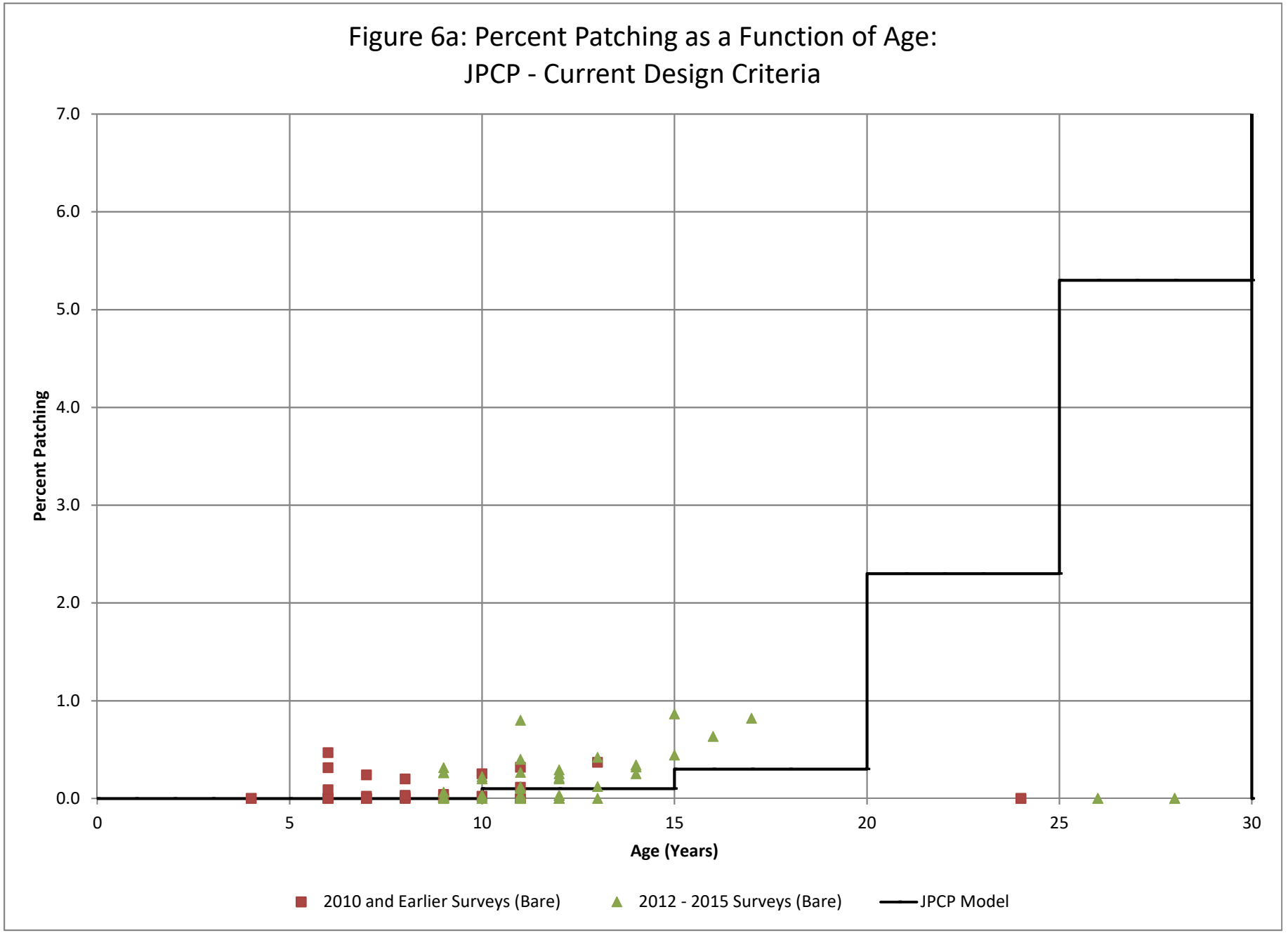


Figure 6a: Percent Patching as a Function of Age:
JPCP - Current Design Criteria
Percent Patching
7.0
6.0
5.0
4.0
3.0
2.0
1.0
0.0
0
5
10
15
20
25
30
Age (Years)
2010 and Earlier Surveys (Bare)
2012 - 2015 Surveys (Bare)
JPCP Model

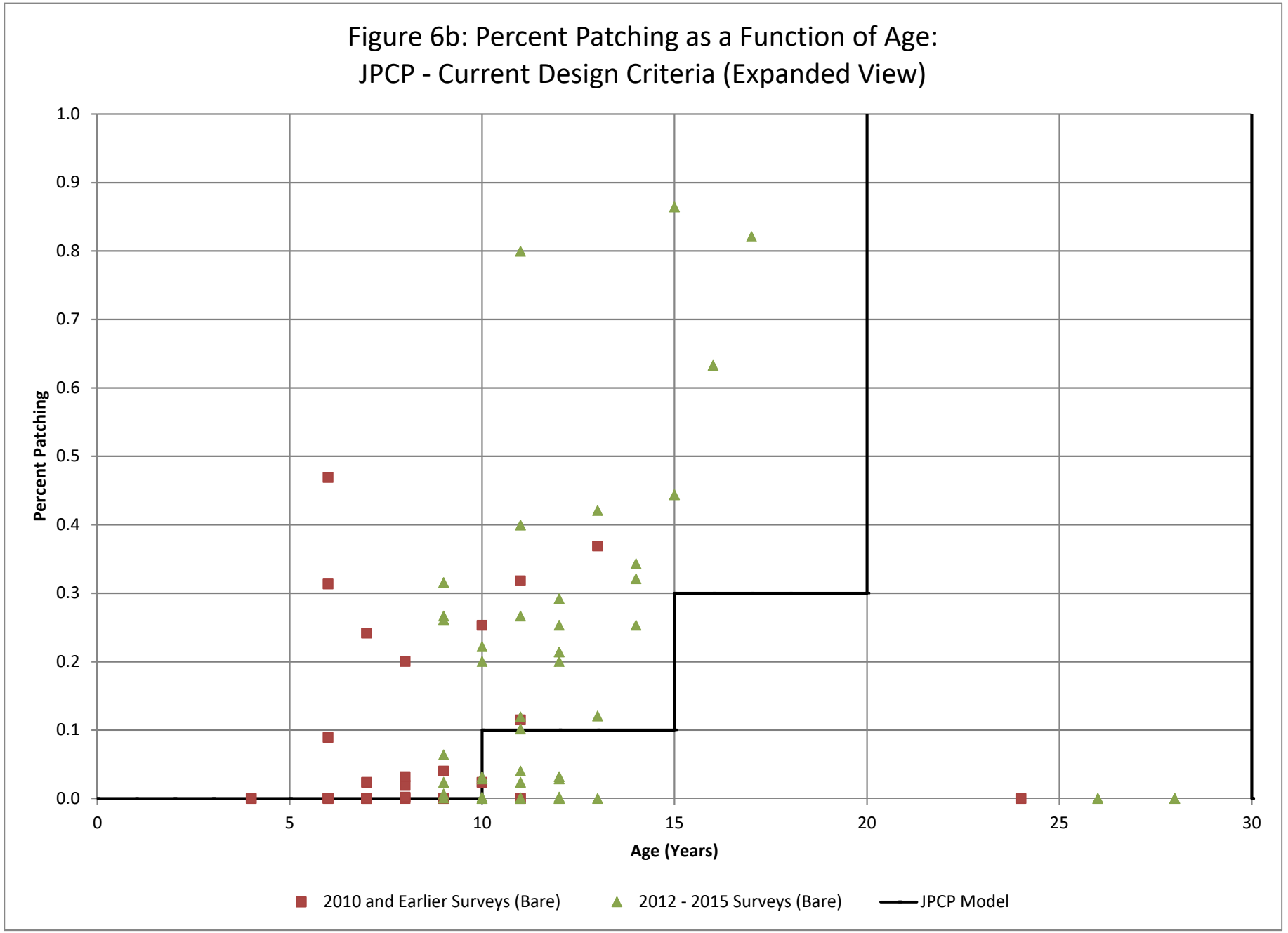


Figure 6b: Percent Patching as a Function of Age:
JPCP - Current Design Criteria (Expanded View)
Percent Patching
1.0
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0.0
0
5
10
15
20
25
30
Age (Years)
2010 and Earlier Surveys (Bare)
2012 - 2015 Surveys (Bare)
JPCP Model

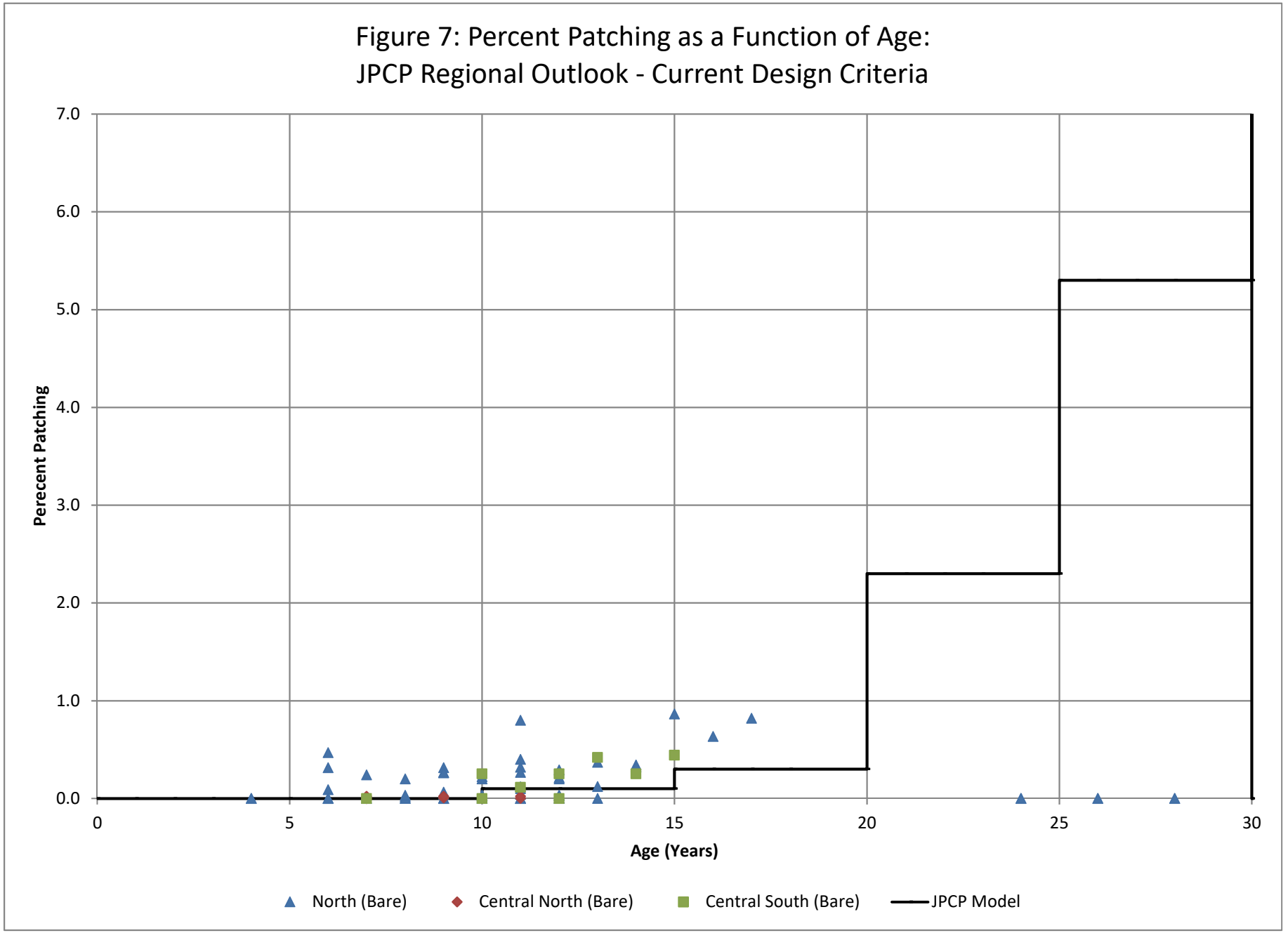


Figure 7: Percent Patching as a Function of Age:
JPCP Regional Outlook - Current Design Criteria
Perecent Patching
7.0
6.0
5.0
4.0
3.0
2.0
1.0
0.0
0
5
10
15
20
25
30
Age (Years)
North (Bare)
Central North (Bare)
Central South (Bare)
JPCP Model

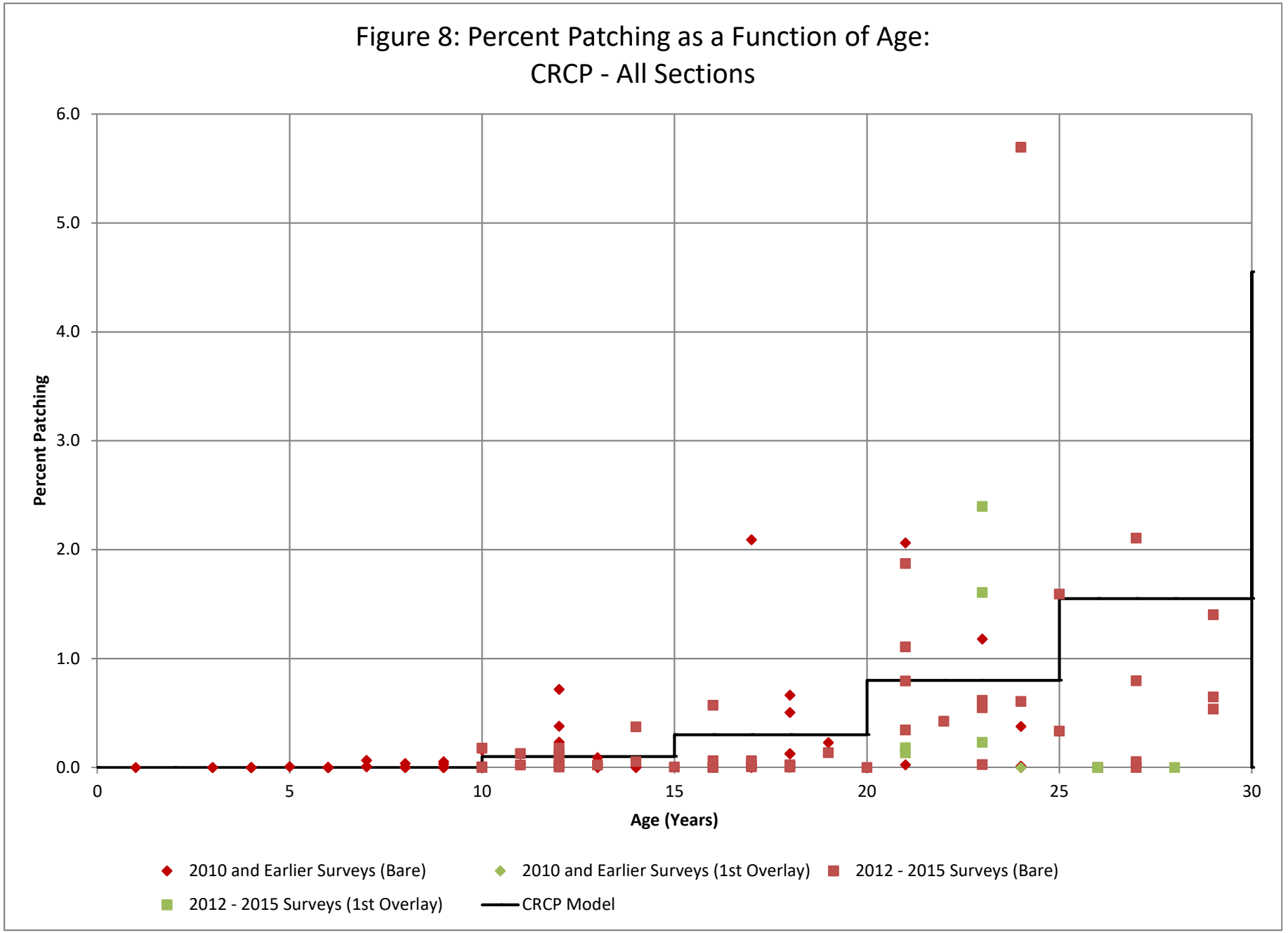


Figure 8: Percent Patching as a Function of Age:
CRCP - All Sections
Percent Patching
6.0
5.0
4.0
3.0
2.0
1.0
0.0
0
5
10
15
20
25
30
Age (Years)
2010 and Earlier Surveys (Bare)
2010 and Earlier Surveys (1st Overlay)
2012 - 2015 Surveys (Bare)
2012 - 2015 Surveys (1st Overlay)
CRCP Model

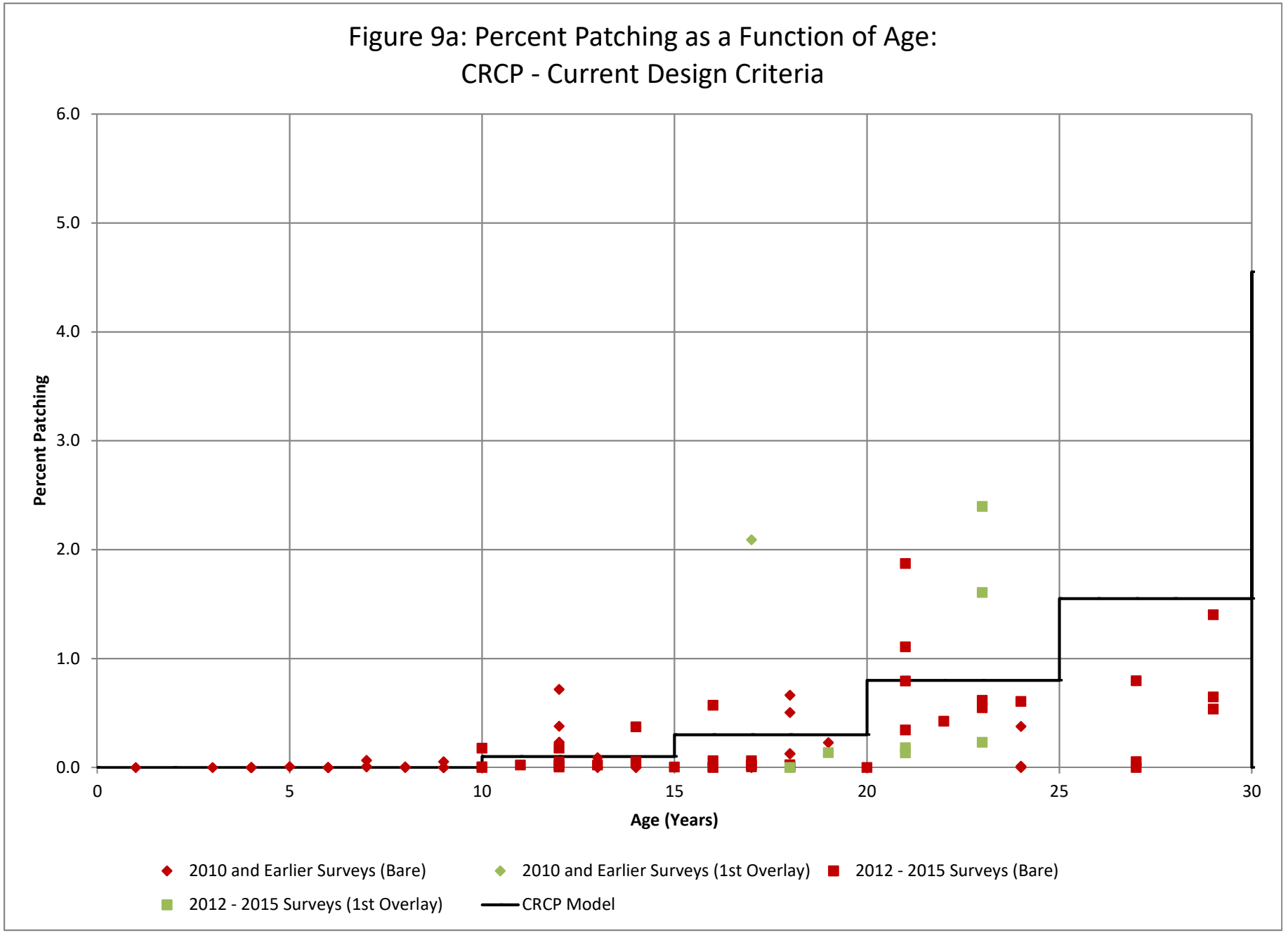


Figure 9a: Percent Patching as a Function of Age:
CRCP - Current Design Criteria
Percent Patching
6.0
5.0
4.0
3.0
2.0
1.0
0.0
0
5
10
15
20
25
30
Age (Years)
2010 and Earlier Surveys (Bare)
2010 and Earlier Surveys (1st Overlay)
2012 - 2015 Surveys (Bare)
2012 - 2015 Surveys (1st Overlay)
CRCP Model

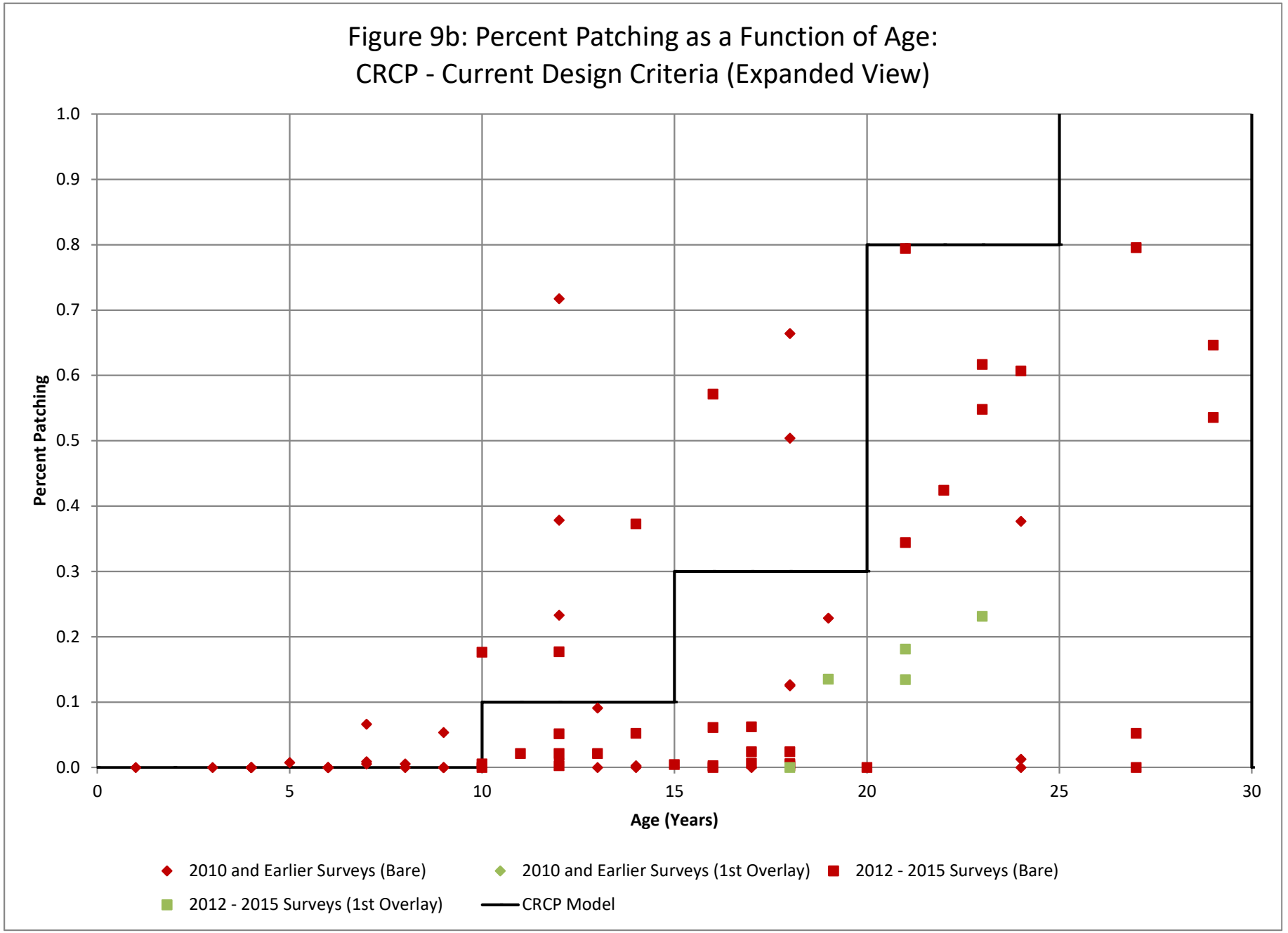


Figure 9b: Percent Patching as a Function of Age:
CRCP - Current Design Criteria (Expanded View)
Percent Patching
1.0
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0.0
0
5
10
15
20
25
30
Age (Years)
2010 and Earlier Surveys (Bare)
2010 and Earlier Surveys (1st Overlay)
2012 - 2015 Surveys (Bare)
2012 - 2015 Surveys (1st Overlay)
CRCP Model

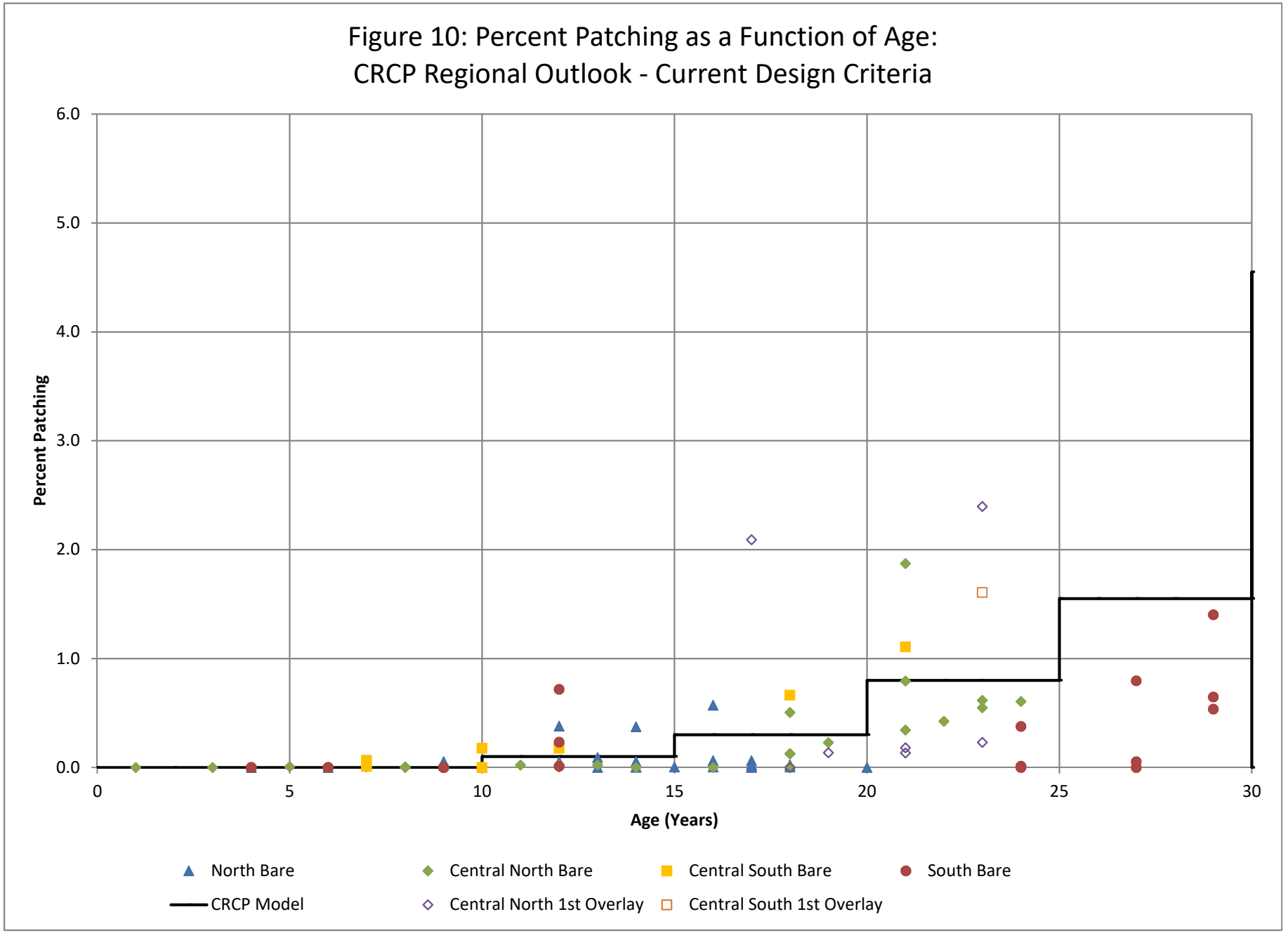


Figure 10: Percent Patching as a Function of Age:
CRCP Regional Outlook - Current Design Criteria
Percent Patching
6.0
5.0
4.0
3.0
2.0
1.0
0.0
0
5
10
15
20
25
30
Age (Years)
North Bare
Central North Bare
Central South Bare
South Bare
CRCP Model
Central North 1st Overlay
Central South 1st Overlay

Figure 11: Overlays as a Function of Age:
Full-Depth HMA - All Sections

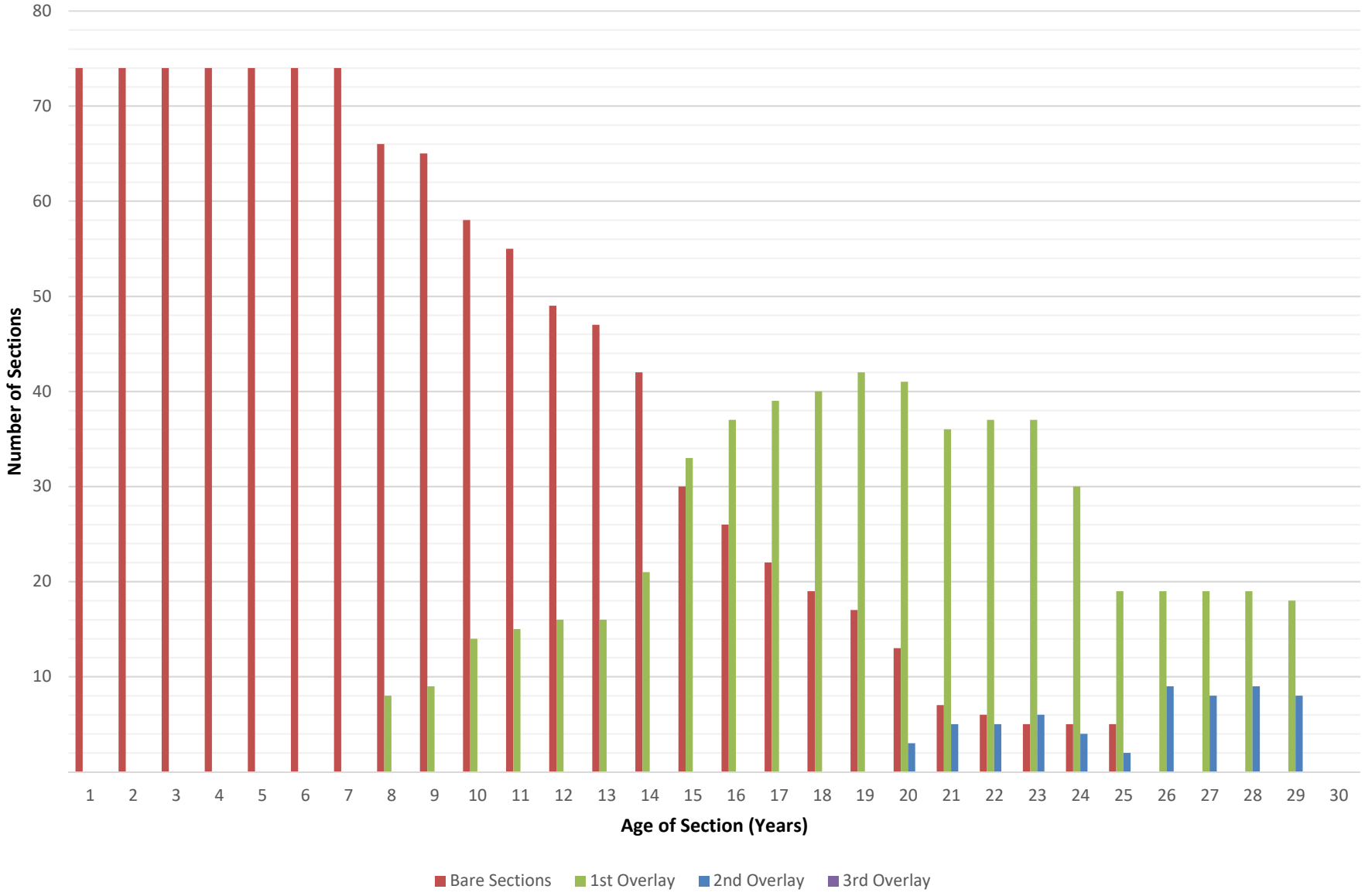
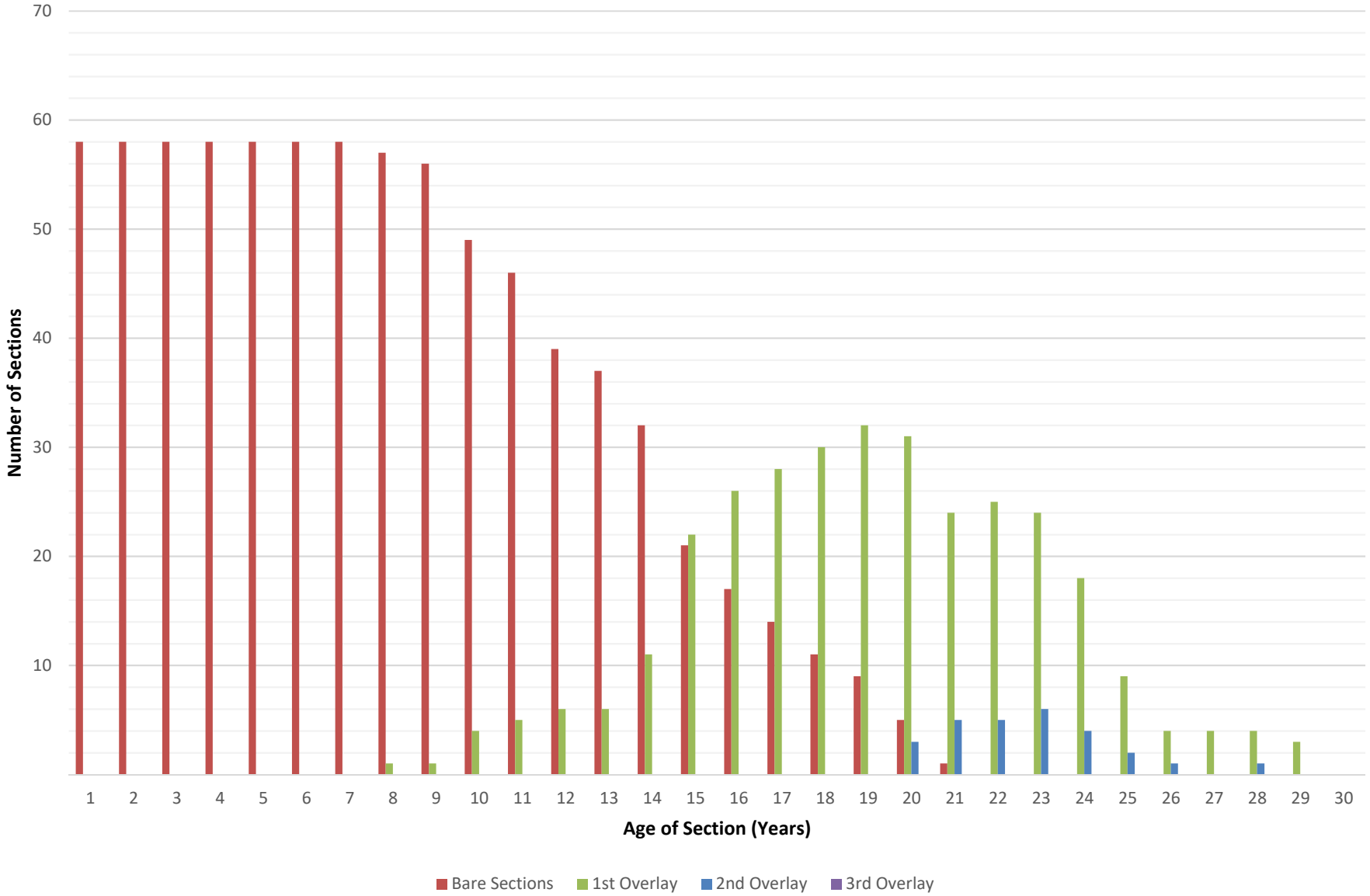


Figure 12: Overlays as a Function of Age:
Full-Depth HMA - Current Design Criteria



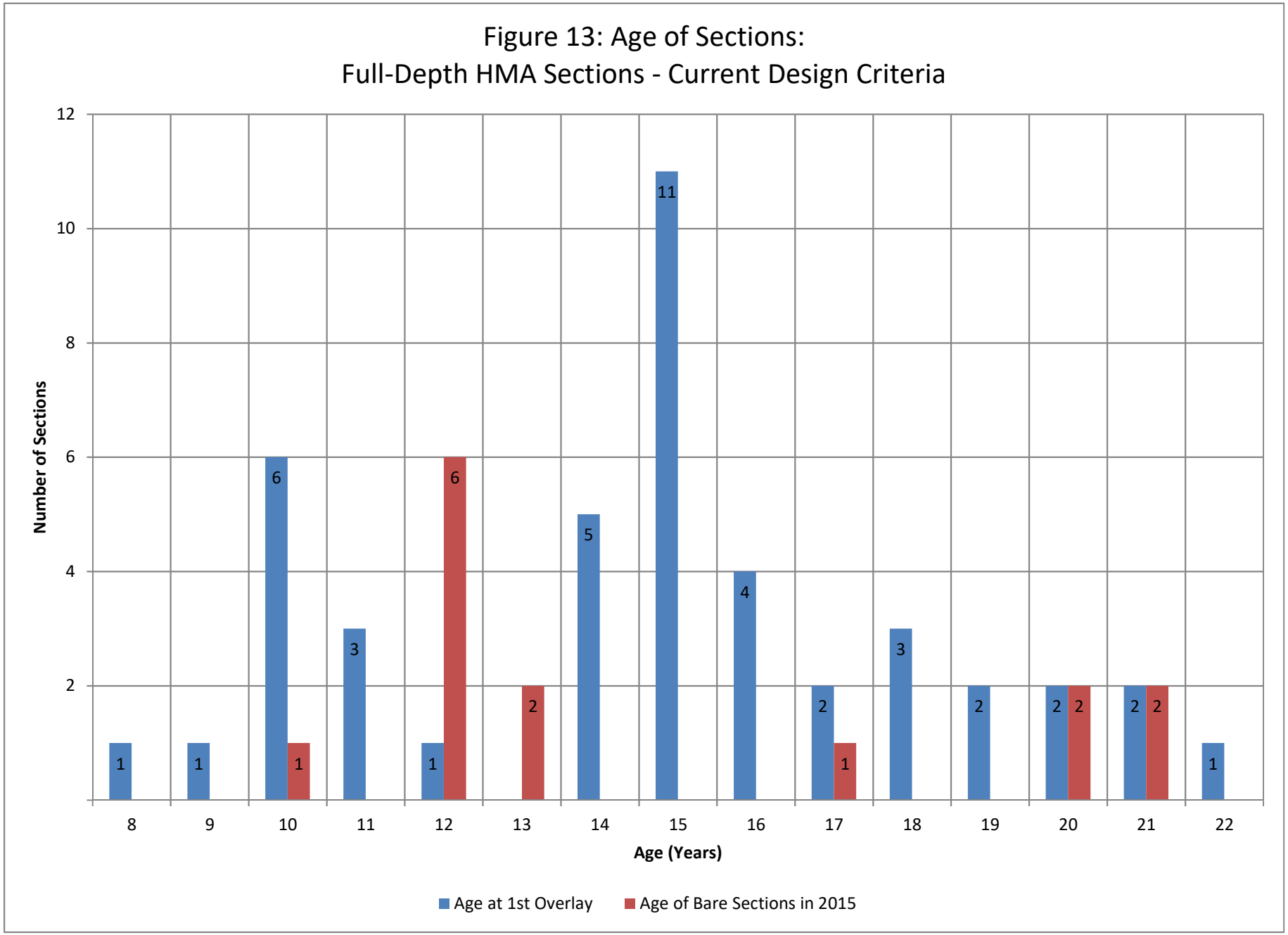


Figure 13: Age of Sections:
Full-Depth HMA Sections - Current Design Criteria
Number of Sections
12
10
8
6
4
2
1
1
6
1
3
1
6
2
5
11
4
2
1
3
2
2
2
2
2
1
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
Age (Years)
Age at 1st Overlay
Age of Bare Sections in 2015

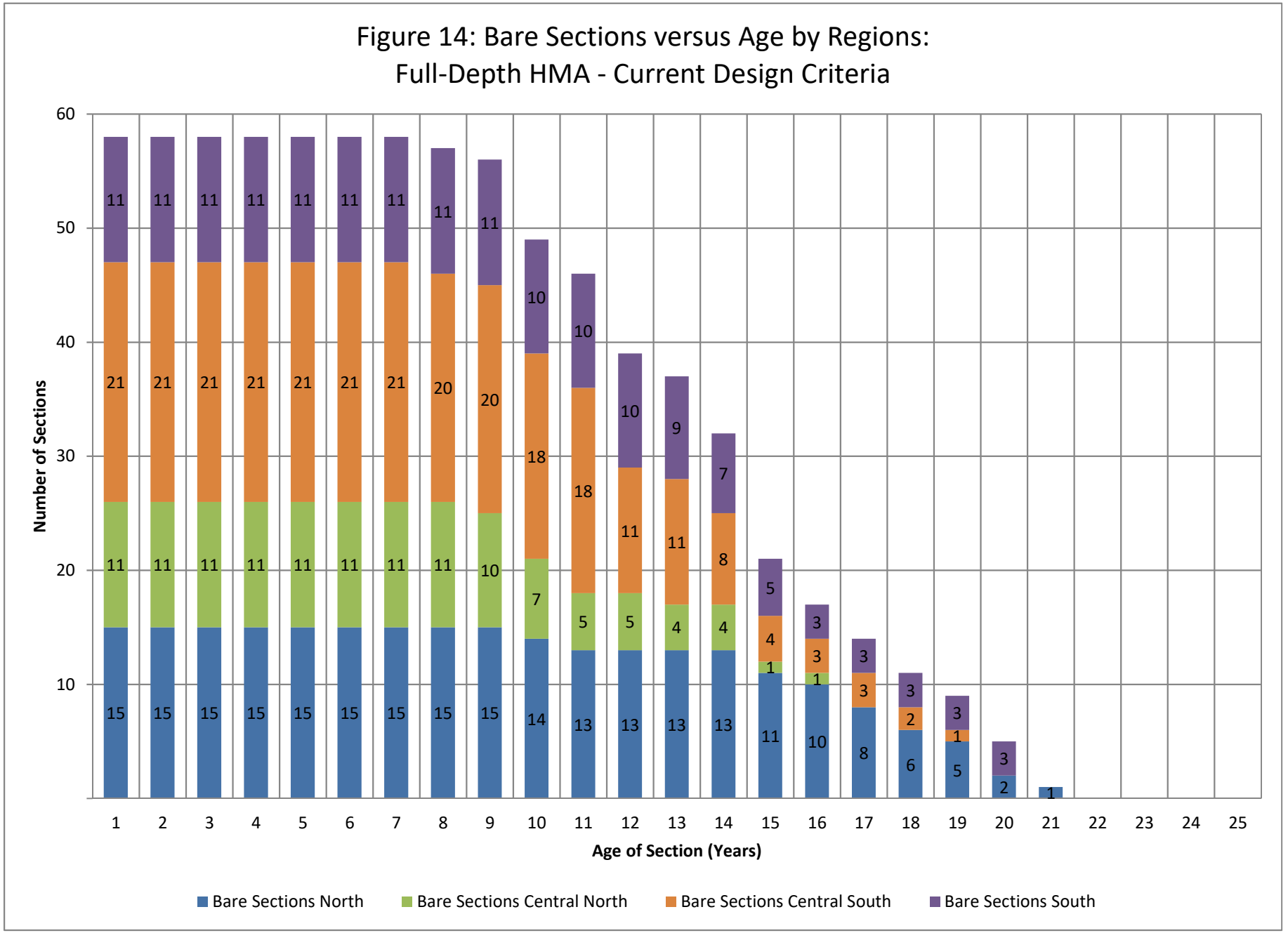
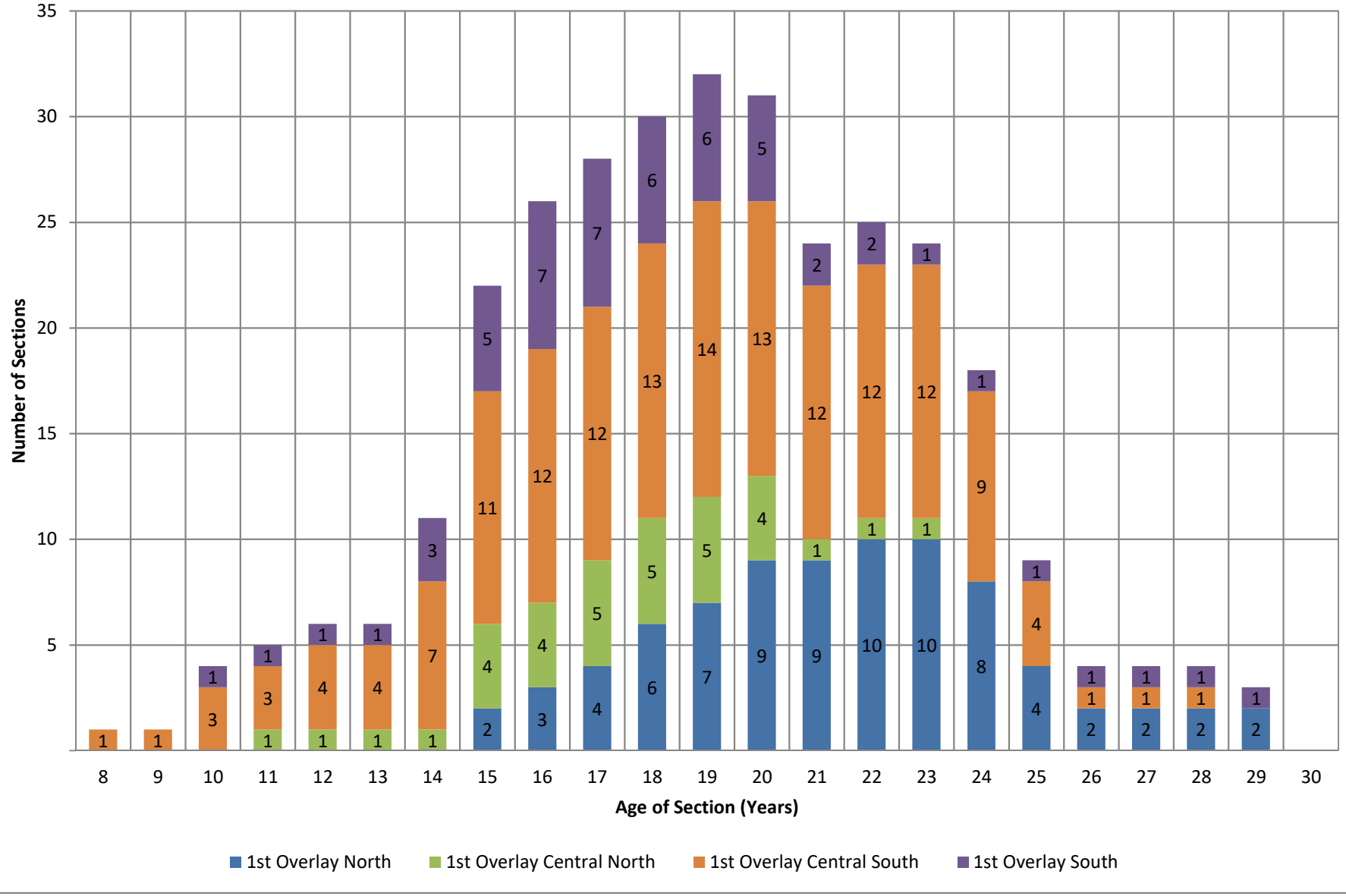


Figure 14: Bare Sections versus Age by Regions:
Full-Depth HMA - Current Design Criteria
Number of Sections
Age of Section (Years)
Bare Sections North
Bare Sections Central North
Bare Sections Central South
Bare Sections South

Figure 15: First Overlays versus Age by Regions:
Full-Depth HMA - Current Design Criteria



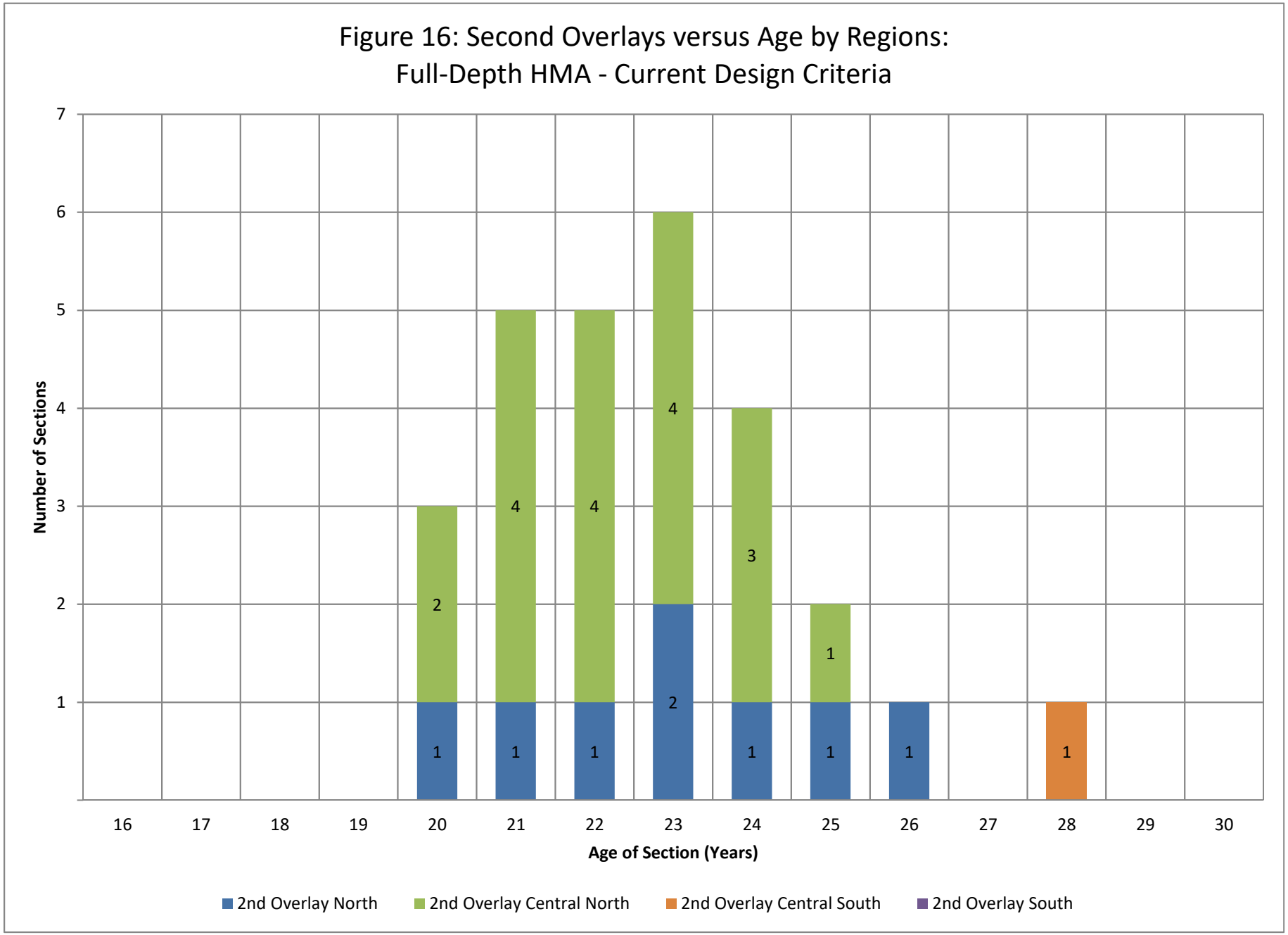


Figure 16: Second Overlays versus Age by Regions:
Full-Depth HMA - Current Design Criteria
Number of Sections
7
6
5
4
3
2
1
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
Age of Section (Years)
2
4
4
4
3
1
1
1
1
2
1
1
1
1
2nd Overlay North
2nd Overlay Central North
2nd Overlay Central South
2nd Overlay South

Figure 17: Overlays as a Function of Age:
JPCP - All Sections

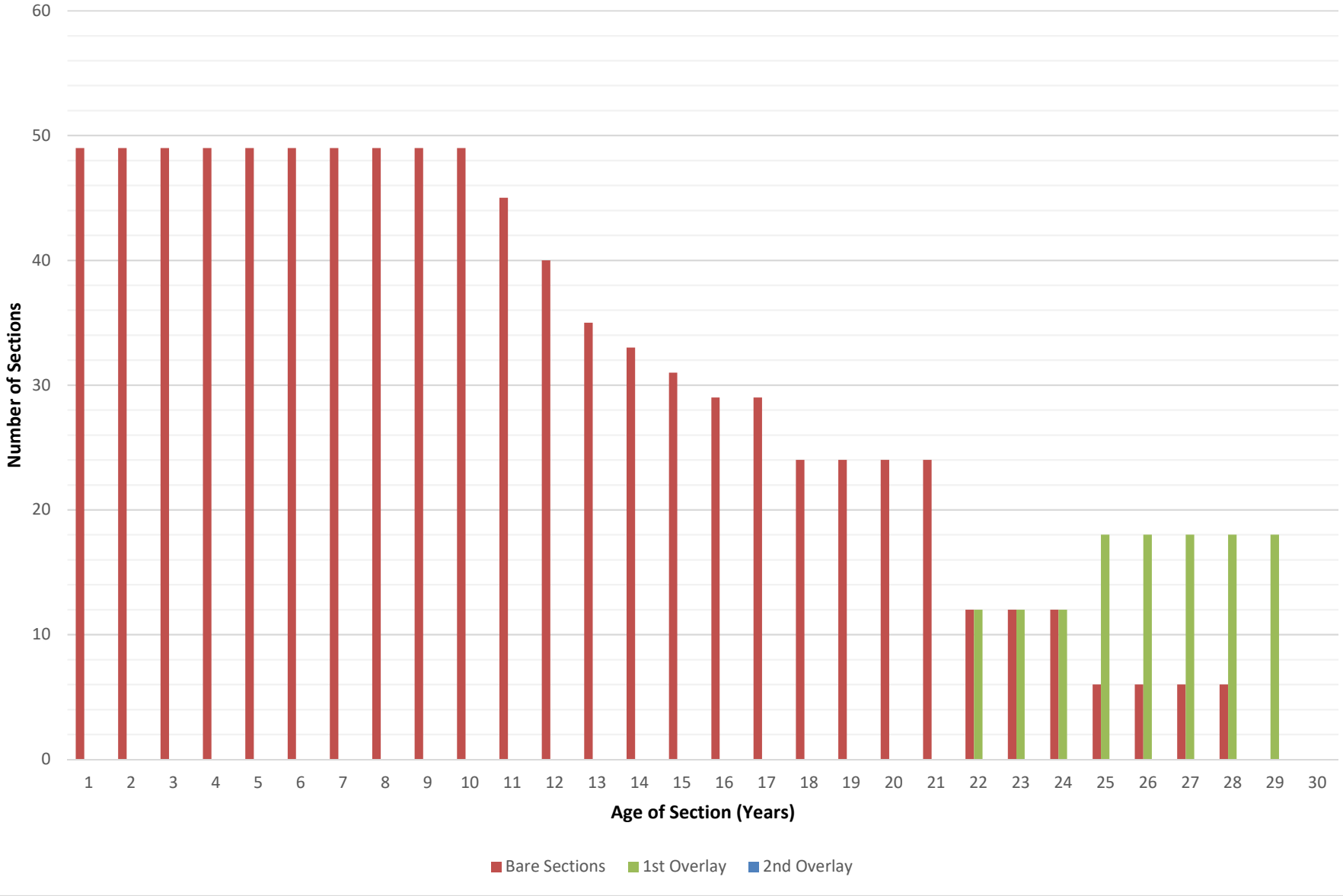
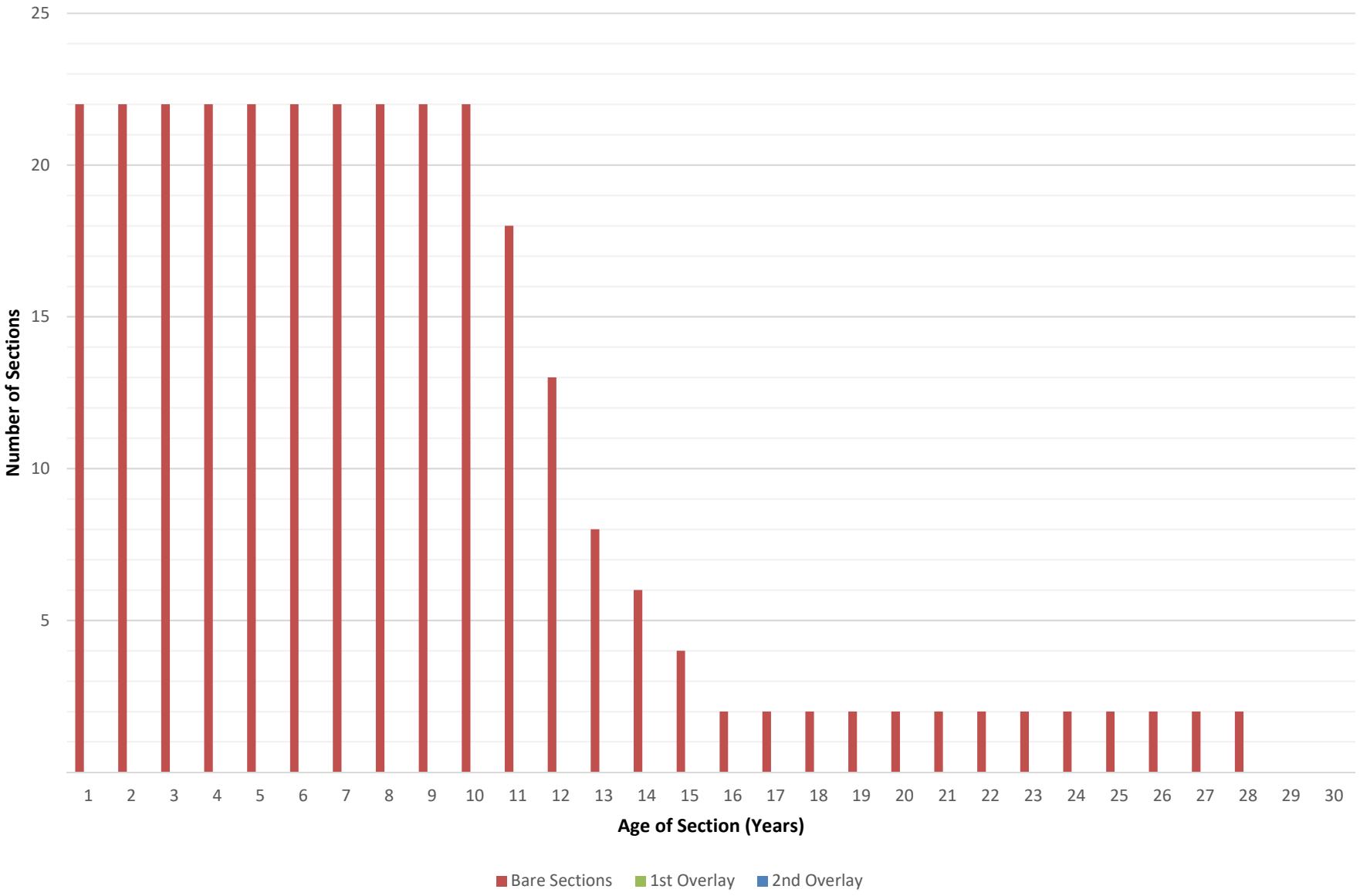


Figure 18: Overlays as a Function of Age:
JPCP - Current Design Criteria



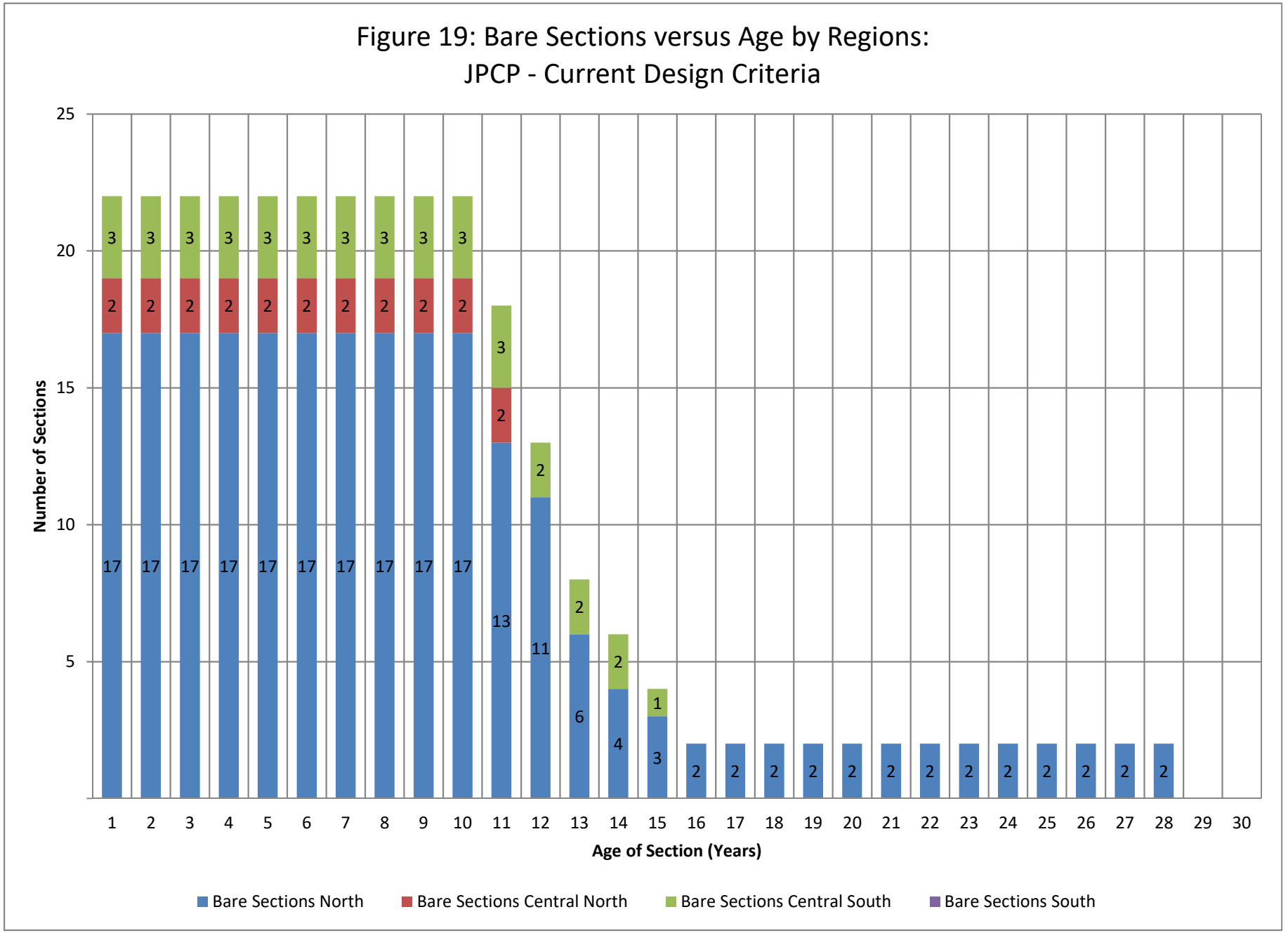


Figure 19: Bare Sections versus Age by Regions:
JPCP - Current Design Criteria
Number of Sections
25
20
15
10
5
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
Age of Section (Years)
Bare Sections North
Bare Sections Central North
Bare Sections Central South
Bare Sections South

Figure 20: Overlays as a Function of Age:
CRCP - All Sections

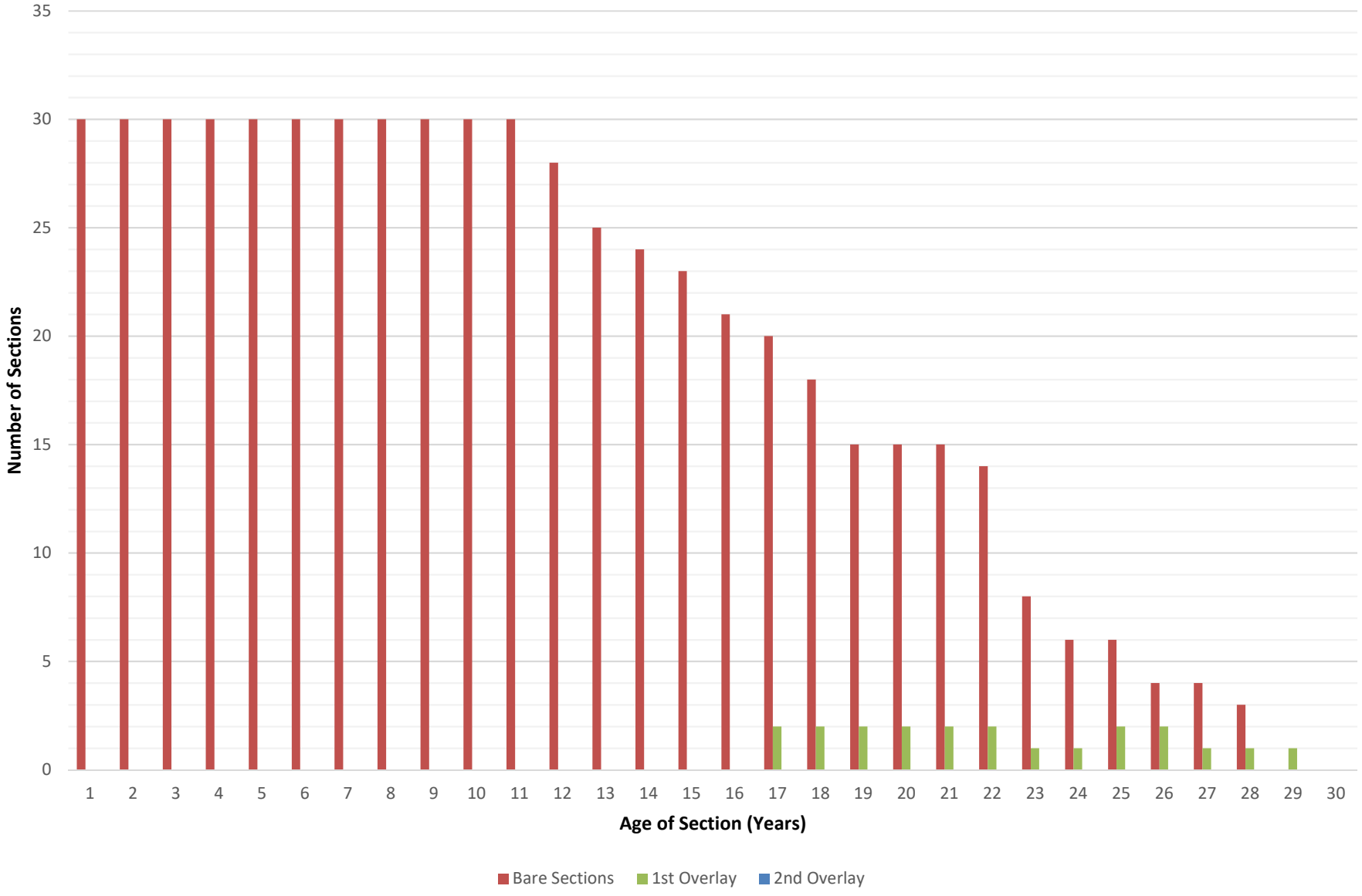
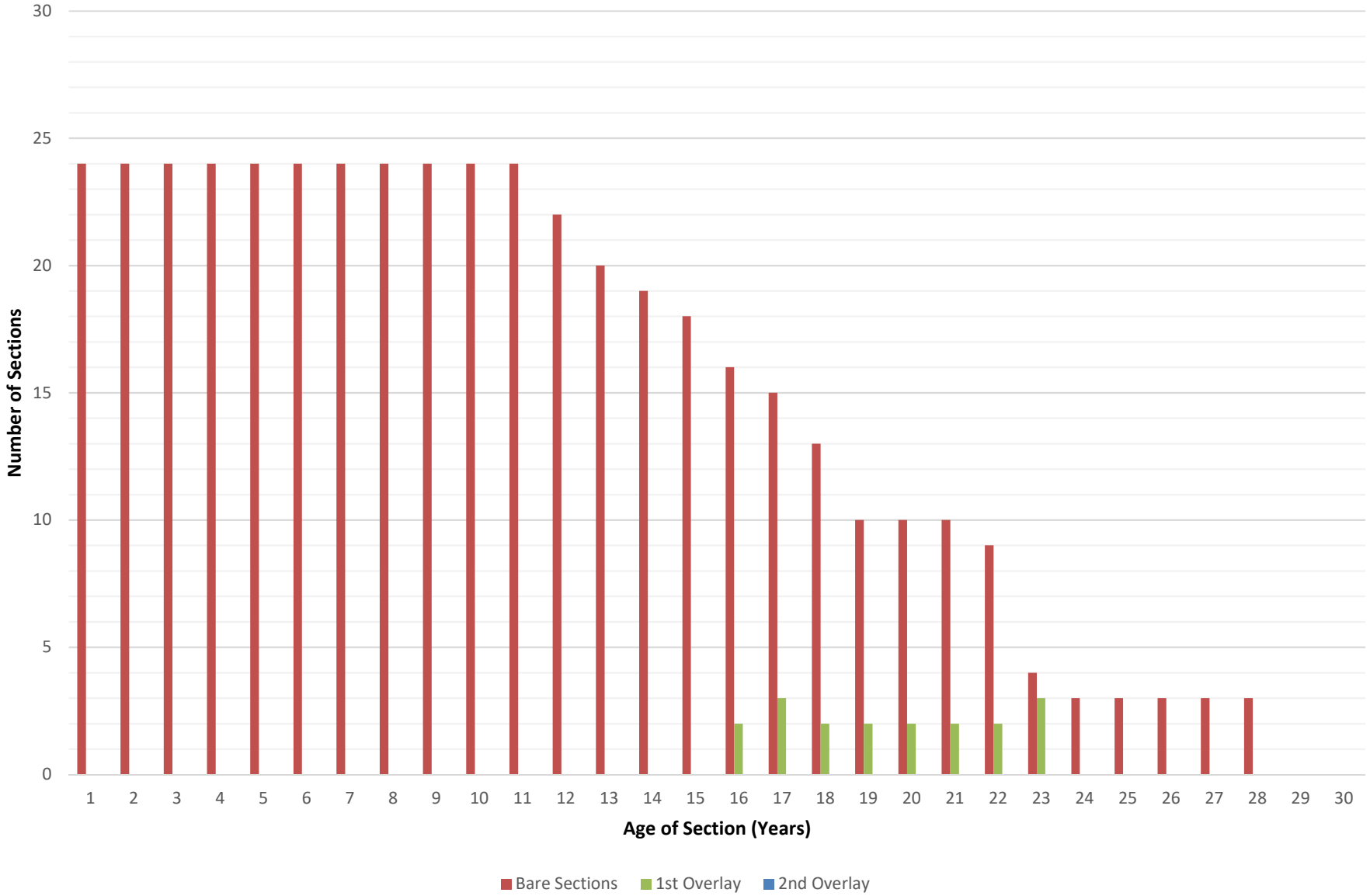


Figure 21: Overlays as a Function of Age:
CRCP - Current Design Criteria



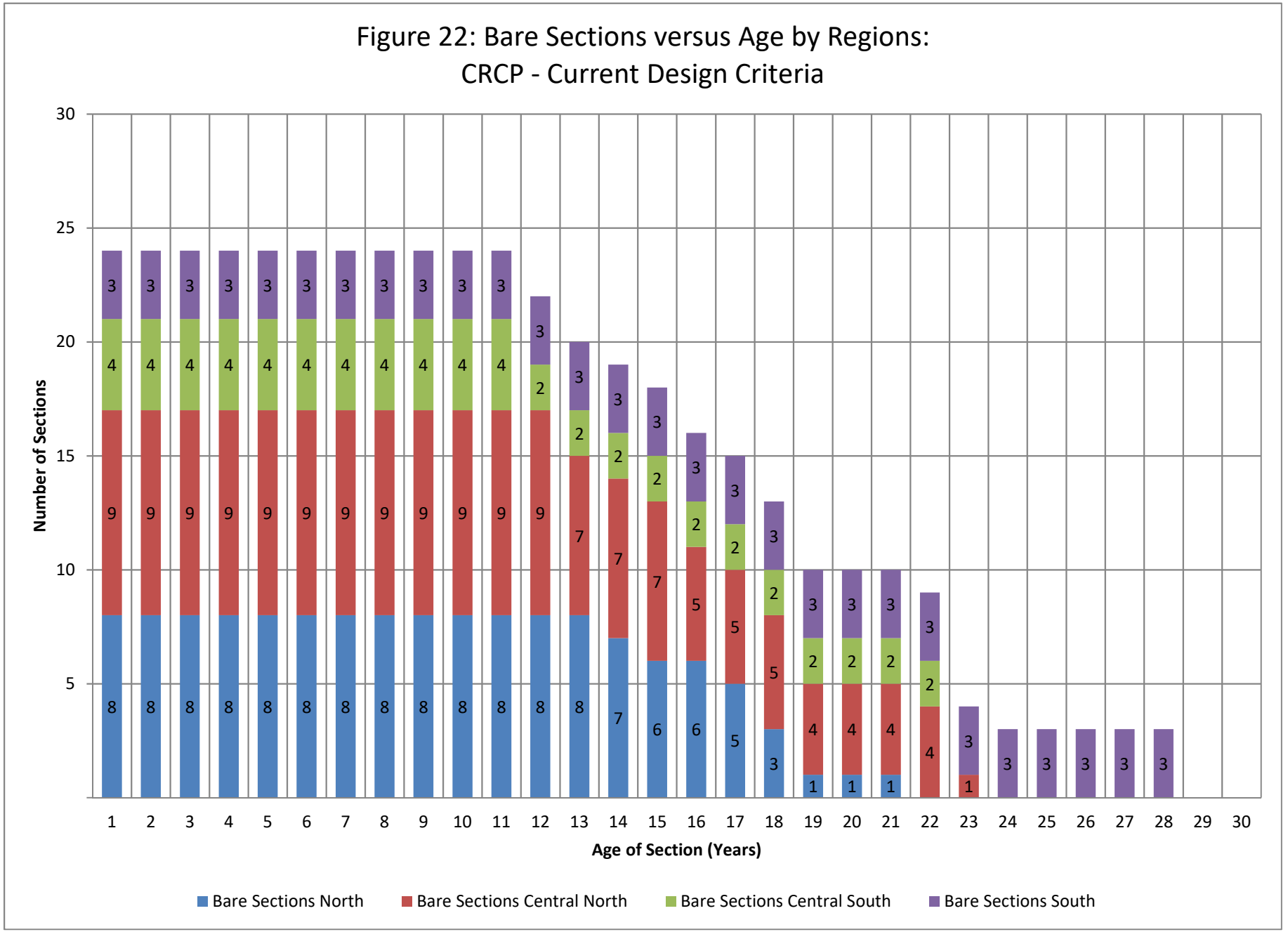


Figure 22: Bare Sections versus Age by Regions:
CRCP - Current Design Criteria
Number of Sections
Age of Section (Years)
Bare Sections North
Bare Sections Central North
Bare Sections Central South
Bare Sections South

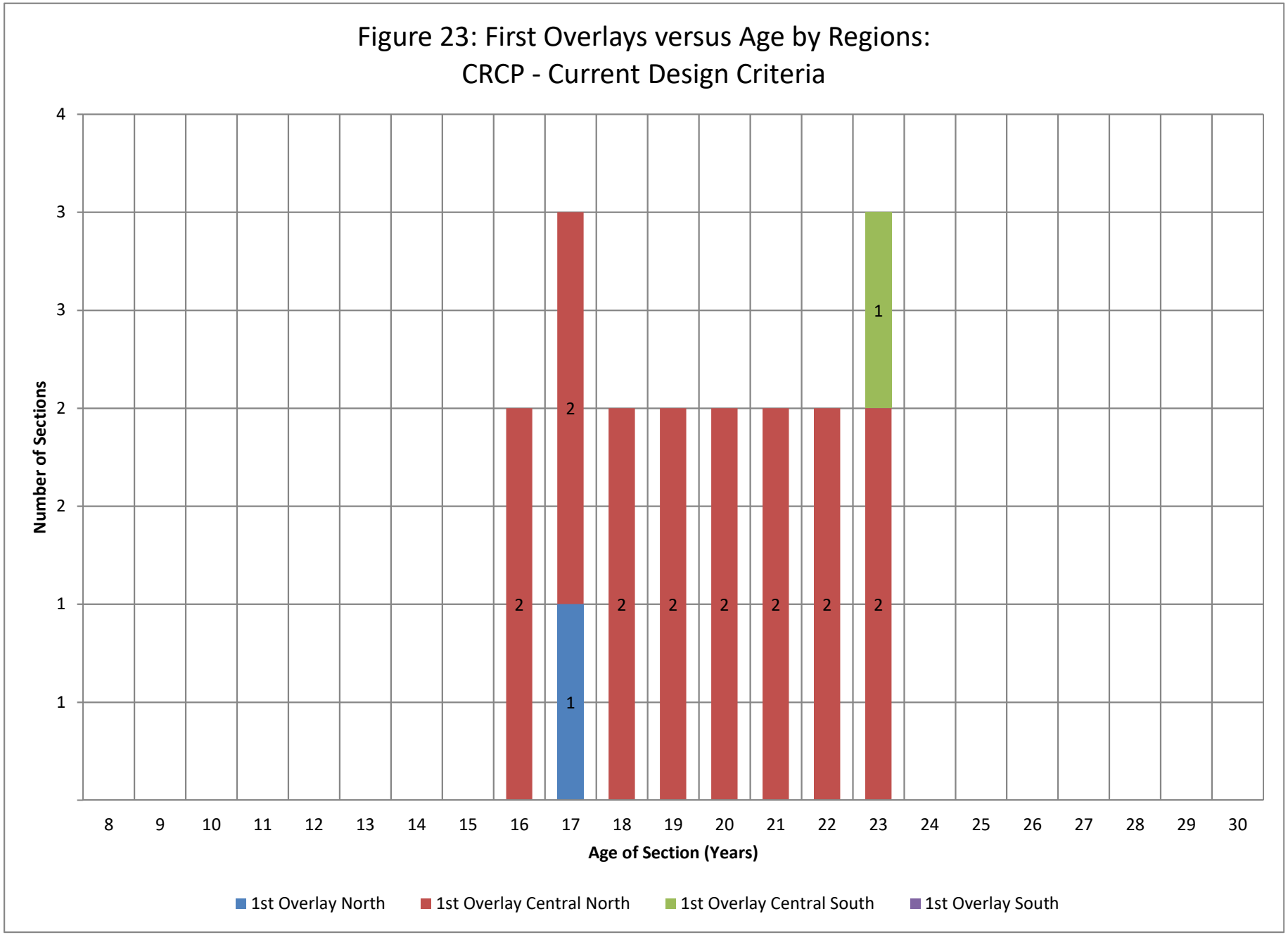


Figure 23: First Overlays versus Age by Regions:
CRCP - Current Design Criteria
Number of Sections
4
3
3
2
2
1
1
Age of Section (Years)
8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
1st Overlay North
1st Overlay Central North
1st Overlay Central South
1st Overlay South

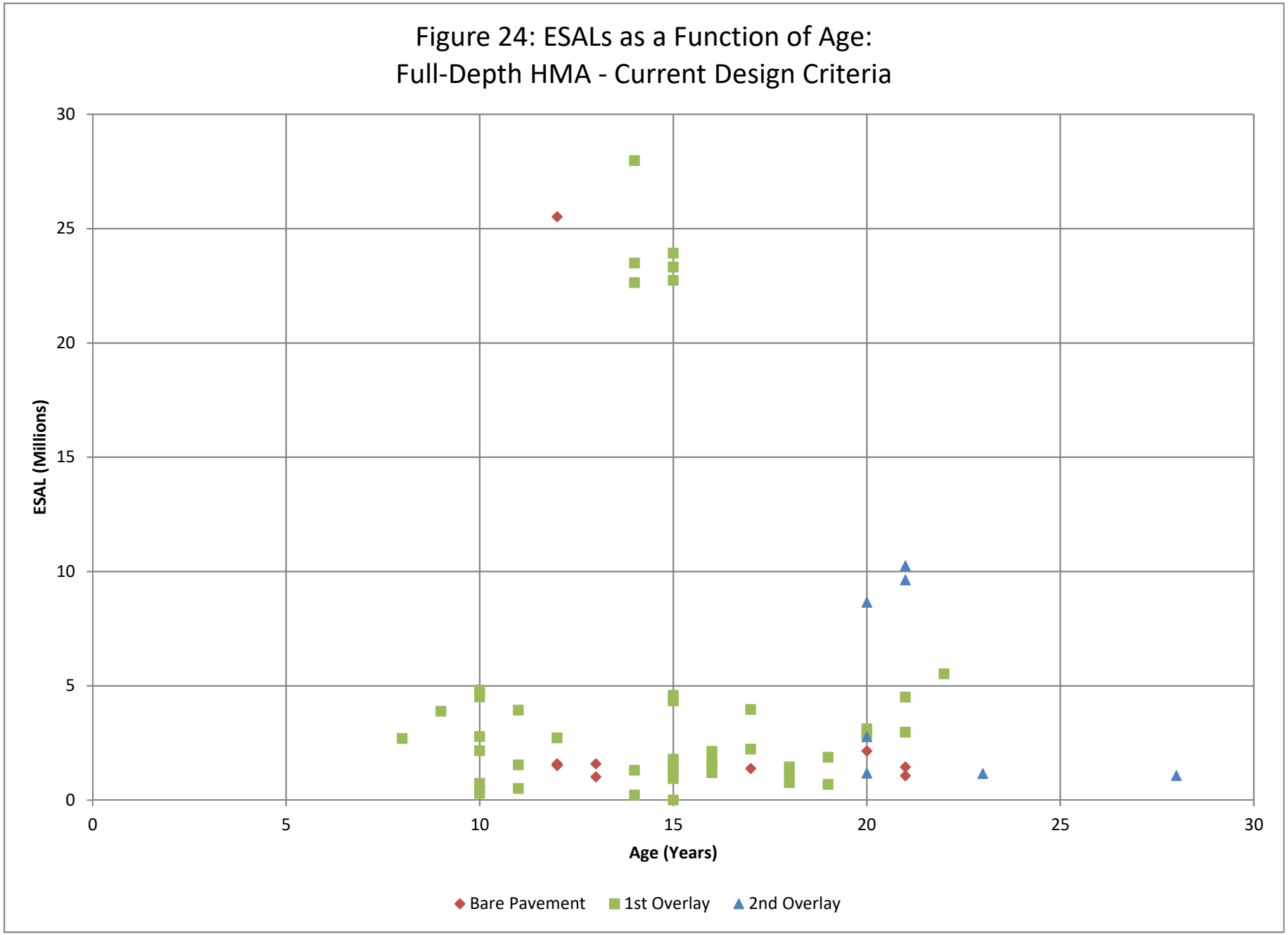


Figure 24: ESALs as a Function of Age:
Full-Depth HMA - Current Design Criteria
ESAL (Millions)
30
25
20
15
10
5
0
0
5
10
15
20
25
30
Age (Years)
Bare Pavement
1st Overlay
2nd Overlay

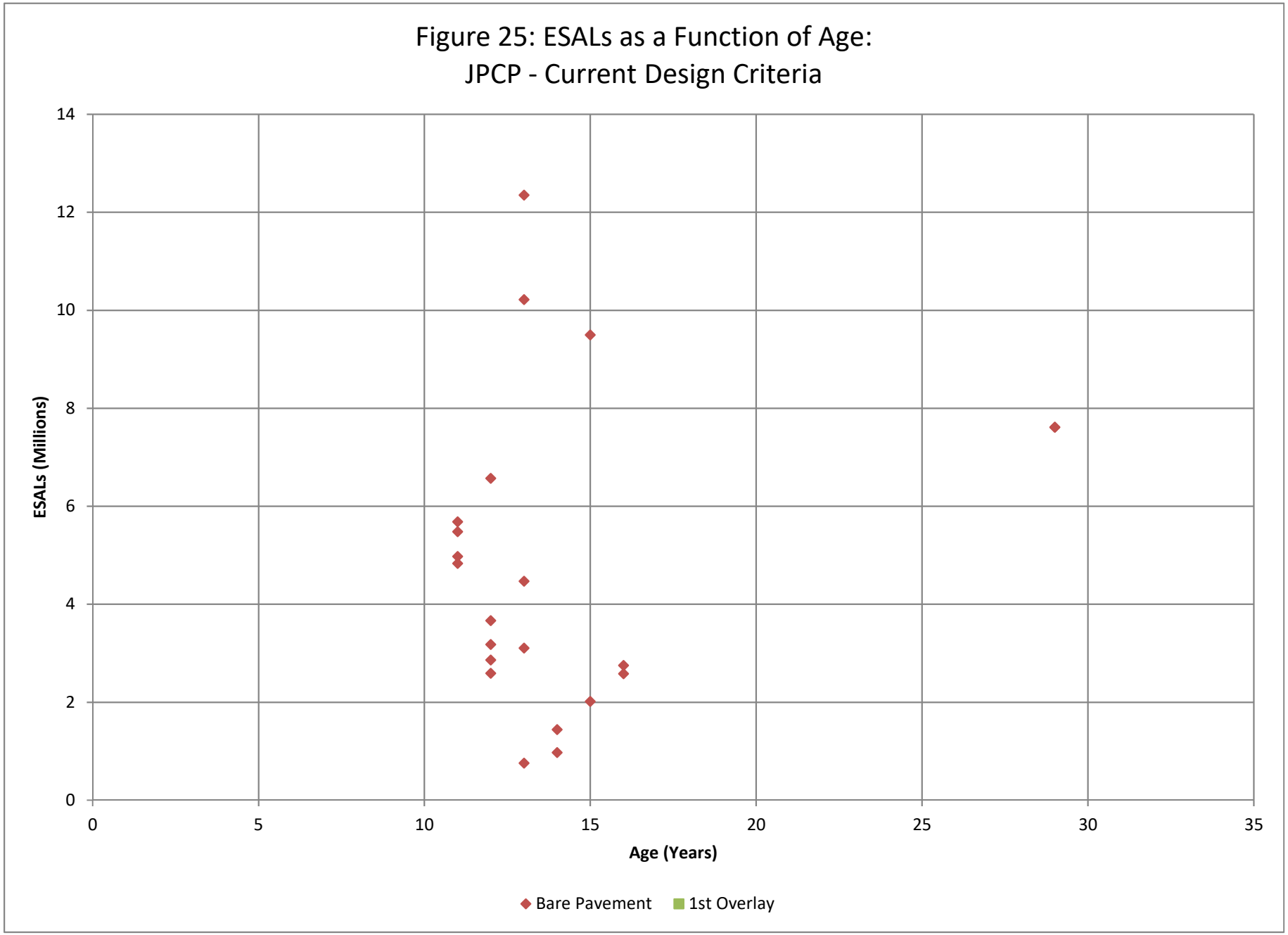


Figure 25: ESALs as a Function of Age:
JPCP - Current Design Criteria
ESALs (Millions)
0
2
4
6
8
10
12
14
0
5
10
15
20
25
30
35
Age (Years)
Bare Pavement
1st Overlay

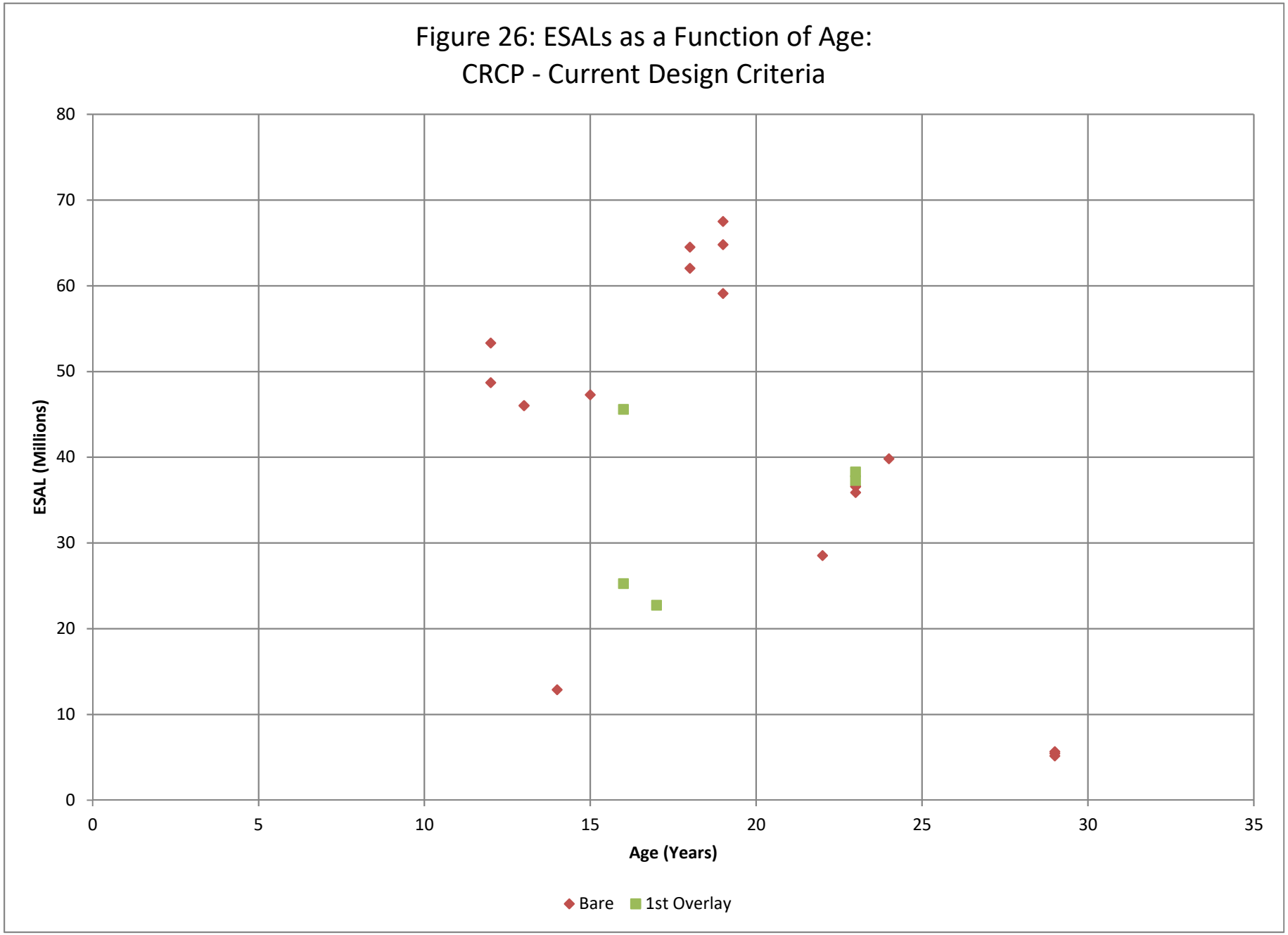


Figure 26: ESALs as a Function of Age:
CRCP - Current Design Criteria
ESAL (Millions)
80
70
60
50
40
30
20
10
0
0
5
10
15
20
25
30
35
Age (Years)
Bare
1st Overlay

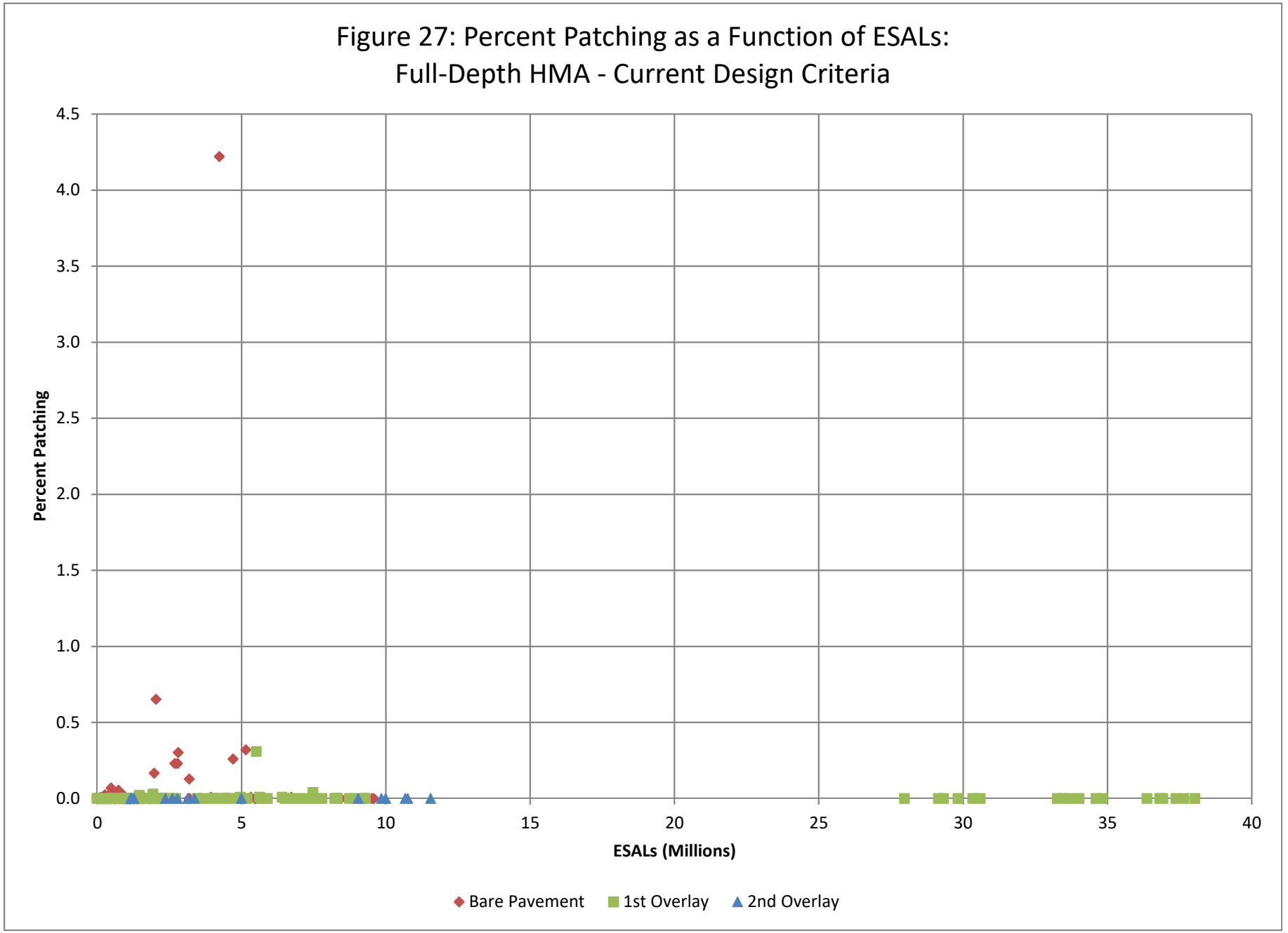
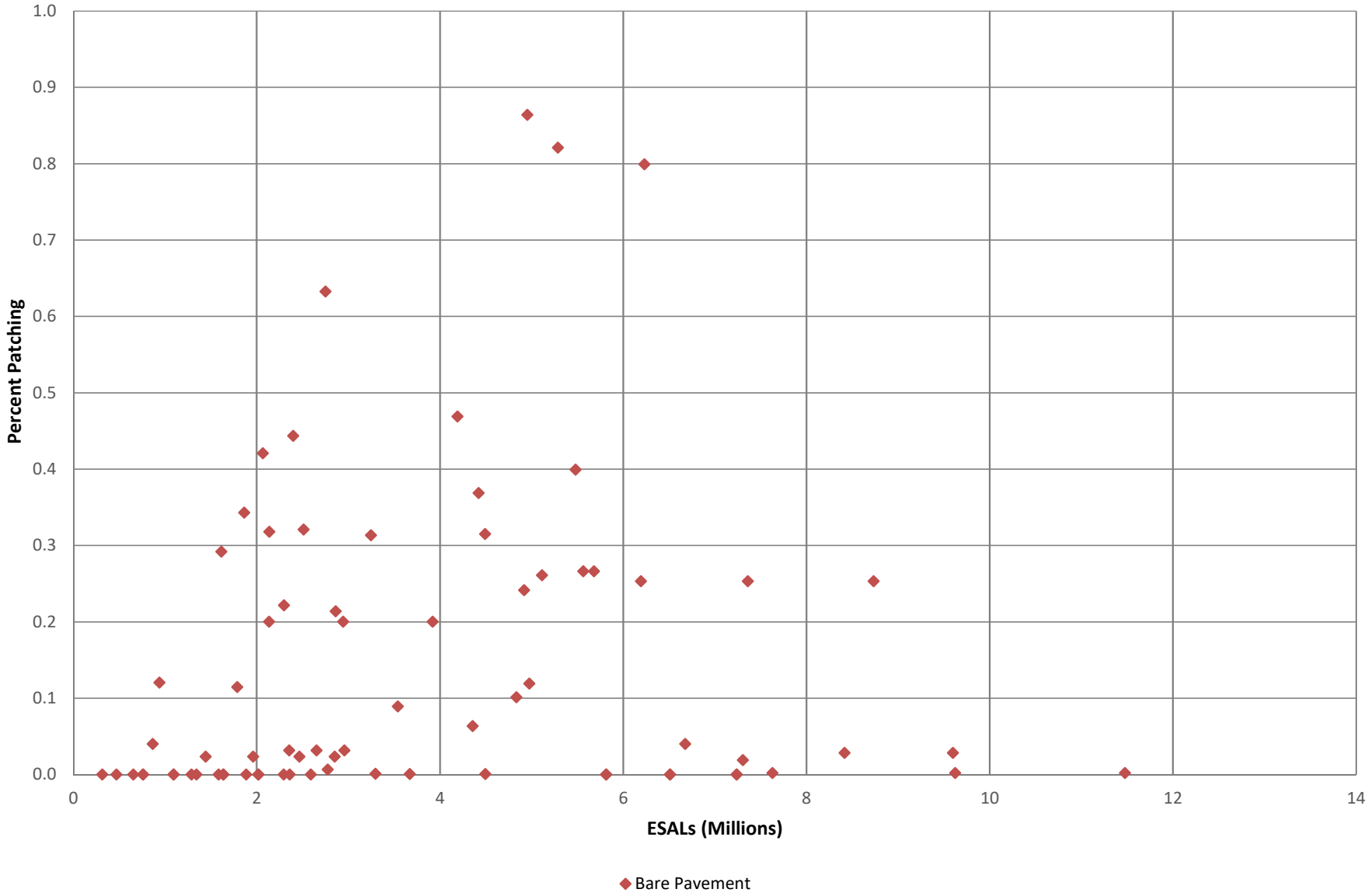


Figure 27: Percent Patching as a Function of ESALs:
Full-Depth HMA - Current Design Criteria
Percent Patching
4.5
4.0
3.5
3.0
2.5
2.0
1.5
1.0
0.5
0.0
0
5
10
15
20
25
30
35
40
ESALs (Millions)
Bare Pavement
1st Overlay
2nd Overlay

Figure 28: Percent Patching as a Function of ESALs:
JPCP - Current Design Criteria



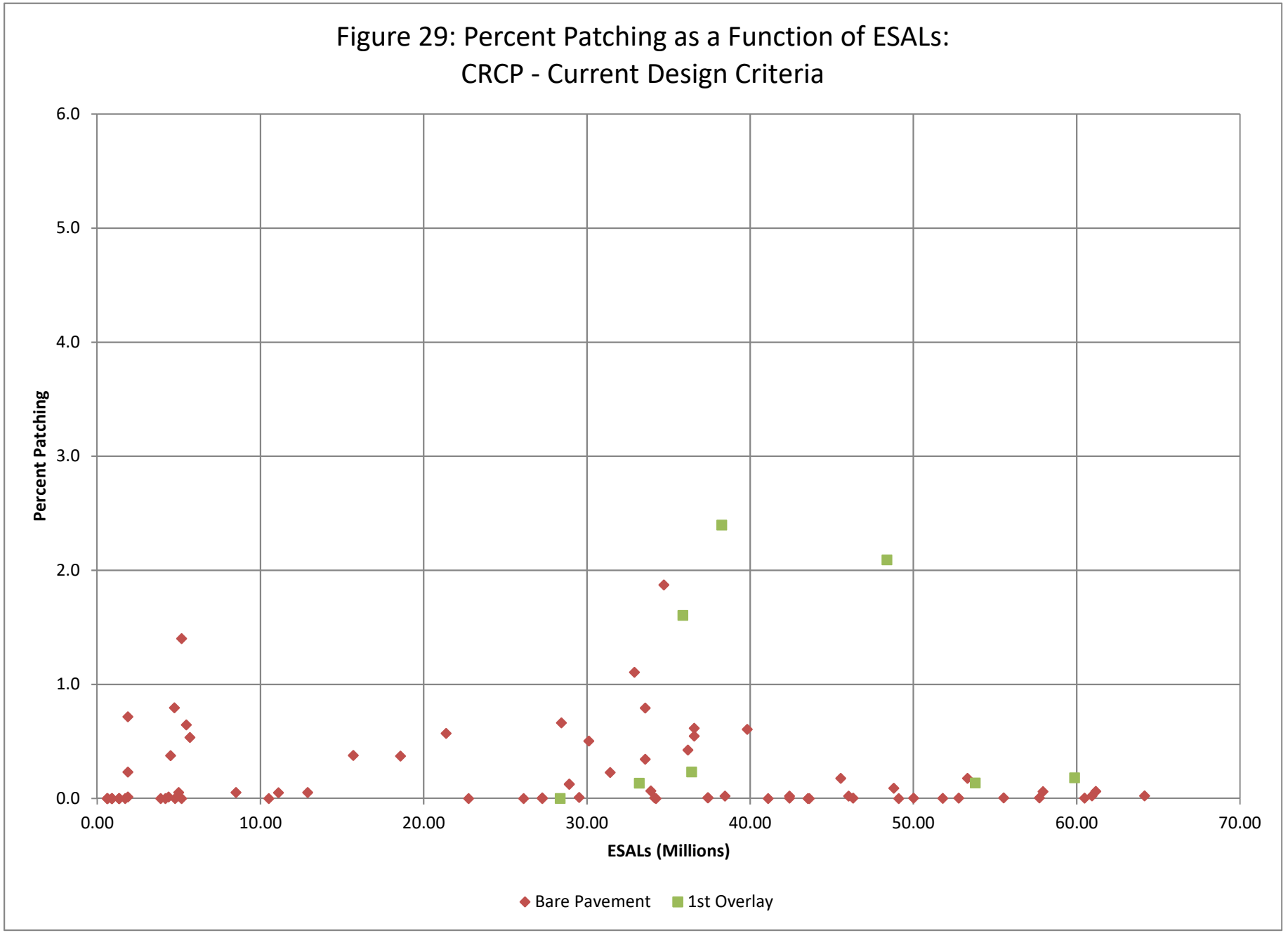


Figure 29: Percent Patching as a Function of ESALs:
CRCP - Current Design Criteria
Percent Patching
6.0
5.0
4.0
3.0
2.0
1.0
0.0
0.00
10.00
20.00
30.00
40.00
50.00
60.00
70.00
ESALs (Millions)
Bare Pavement
1st Overlay

Appendix A

Performance Monitoring Section Summaries for Full-Depth HMA Pavements

Survey Section Information

District: 1 County: Lake

Key Route: FAP 352 Marked Route: IL 137

Contract Number: 80497 Year of Construction: 1990

Pavement Type: HMA Pavement Thickness: 11.75

Survey Section Limits

Beginning: 12.52 Ending: 13.35

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2009

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	2	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	355	0	0
6	0	0	0	2639	92	0
13	0	0	0	1572	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1744	0	0	2731	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	26	2	0	19	5	0

Traffic Year: 2015 AADT: 8100 PV: 7820 SU: 180 MU: 100

CRS Year: 2015 CRS Value: 6.3 Average IRI: 189 Average Rut: 0.1

Survey Section Information

District: 1 County: Dupage

Key Route: FAP 870 Marked Route: IL 53

Contract Number: 80742_1 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 15.25

Survey Section Limits

Beginning: 15.53 Ending: 16.86

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	7658	427	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	8085	0	0	8085	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	12	7	0	10	4	0

Traffic Year: 2015 AADT: 26600 PV: 24225 SU: 1025 MU: 1350

CRS Year: 2015 CRS Value: 8.1 Average IRI: 94 Average Rut: 0.1

Survey Section Information

District: 1 County: Dupage

Key Route: FAP 870 Marked Route: IL 53

Contract Number: 80742_1 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 15.25

Survey Section Limits

Beginning: 15.53 Ending: 16.86

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	7658	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	7658	0	0	7658	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	13	1	0	14	2	0

Traffic Year: 2015 AADT: 26600 PV: 24225 SU: 1025 MU: 1350

CRS Year: 2015 CRS Value: 8.1 Average IRI: 94 Average Rut: 0.1

Survey Section Information

District: 1 County: Will

Key Route: FAP 330 Marked Route: US 45

Contract Number: 80482 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 14.25

Survey Section Limits

Beginning: 1.94 Ending: 3.16

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2014

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	231	0	15	533	0
2	0	0	0	0	0	0
4	6058	185	0	6088	155	0
5	0	0	0	0	0	0
6	0	0	0	679	5537	27
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	96	0	60	104	0
18	1	4	0	0	2	1
21	6243	0	0	6243	0	0
23	0	3	4	3	2	2
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	37	23	0	16	10	0

Traffic Year: 2015 AADT: 23682 PV: 22356 SU: 821 MU: 505

CRS Year: 2015 CRS Value: 5.3 Average IRI: 190 Average Rut: 0.2

Survey Section Information

District: 1 County: Will

Key Route: FAP 330 Marked Route: US 45

Contract Number: 80482 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 14.25

Survey Section Limits

Beginning: 1.94 Ending: 3.16

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay: 2014

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	534	0	0	487	0
2	0	0	0	0	0	0
4	6231	0	0	5639	592	0
5	0	0	0	0	0	0
6	0	0	0	140	5860	222
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	276	54	0	0	174	0
18	2	2	1	1	2	5
21	6231	0	0	6231	0	0
23	1	5	1	1	3	3
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	20	23	0	12	22	1

Traffic Year: 2015 AADT: 23682 PV: 22356 SU: 821 MU: 505

CRS Year: 2015 CRS Value: 5.3 Average IRI: 190 Average Rut: 0.2

Survey Section Information

District: 1 County: Will

Key Route: FAP 870 Marked Route: IL 53

Contract Number: 80742_2 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 15.25

Survey Section Limits

Beginning: 0.00 Ending: 0.19

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	3110	0
13	0	1434	0	28	323	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	3110	0	0	3110	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	18	0	0	38	0

Traffic Year: 2015 AADT: 19900 PV: 18775 SU: 700 MU: 425

CRS Year: 2015 CRS Value: 7.4 Average IRI: 99 Average Rut: 0.15

Survey Section Information

District: 1 County: Lake

Key Route: FAP 352 Marked Route: IL 137

Contract Number: 80497 Year of Construction: 1990

Pavement Type: HMA Pavement Thickness: 11.75

Survey Section Limits

Beginning: 12.52 Ending: 13.35

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay: 2009

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	2	0	0	2	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	12	0	0	0	0	0
6	0	0	0	2222	0	0
13	0	0	0	166	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2222	0	0	2704	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	13	9	0	21	14	0

Traffic Year: 2015 AADT: 8100 PV: 7820 SU: 180 MU: 100

CRS Year: 2015 CRS Value: 6.3 Average IRI: 189 Average Rut: 0.1

Survey Section Information

District: 1 County: Cook

Key Route: FAU 1581 Marked Route: 111th St.

Contract Number: 80169 Year of Construction: 1990

Pavement Type: HMA Pavement Thickness: 10.5

Survey Section Limits

Beginning: 0 Ending: 1.91

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay: 2006

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	31	25	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	9742	40	0
9	0	0	0	0	0	0
13	87	0	0	453	25	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	9782	0	0	9782	0	0
22	0	0	0	0	0	0
23	0	1	1	0	1	1
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	43	7	0	58	10	2
31	0	0	0	0	0	0

Traffic Year: 2014 AADT: 10450 PV: 9875 SU: 428 MU: 147

CRS Year: 2014 CRS Value: 7.1 Average IRI: 175 Average Rut: 0.1

Survey Section Information

District: 1 County: Cook

Key Route: FAU 1581 Marked Route: 111th St.

Contract Number: 80169 Year of Construction: 1990

Pavement Type: HMA Pavement Thickness: 10.5

Survey Section Limits

Beginning: 0 Ending: 1.91

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay: 2006

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	120	56	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	9790	0	0
9	0	0	0	0	0	0
13	703	0	0	489	0	0
14	0	0	0	84	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	9790	0	0	9790	0	0
22	0	0	0	0	0	0
23	0	1	0	0	1	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	50	8	1	81	13	2
31	0	0	0	0	0	0

Traffic Year: 2014 AADT: 10450 PV: 9875 SU: 428 MU: 147

CRS Year: 2014 CRS Value: 7.1 Average IRI: 175 Average Rut: 0.1

Survey Section Information

District: 1 County: Cook

Key Route: FAU 3514 Marked Route: IL 62

Contract Number: 82125 Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 8.5

Survey Section Limits

Beginning: 7.21 Ending: 8.52

Surveyed Lanes: 2 of 3 Direction Surveyed: NB/SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	21	0	53	1321	0
2	147	0	0	80	0	0
3	0	0	0	0	0	0
4	640	180	0	727	180	0
5	0	0	0	0	0	0
6	0	0	0	0	632	3
9	0	0	0	0	0	0
13	299	0	0	59	0	0
14	0	0	0	0	0	0
16	0	0	0	0	288	0
18	2	0	2	0	1	2
21	3975	0	0	3975	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	12	4	0	14	1	0
31	0	0	0	0	0	0

Traffic Year: 2014 AADT: 9900 PV: 9750 SU: 130 MU: 20

CRS Year: 2014 CRS Value: 5.6 Average IRI: 178 Average Rut: 0.2

Survey Section Information

District: 1 County: Will

Key Route: FAP 870 Marked Route: IL 53

Contract Number: 80742_2 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 15.25

Survey Section Limits

Beginning: 0.00 Ending: 0.19

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	3610	0
13	0	346	0	0	11	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	3610	0	0	3610	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	4	0	0	19	0

Traffic Year: 2015 AADT: 19900 PV: 18775 SU: 700 MU: 425

CRS Year: 2015 CRS Value: 7.4 Average IRI: 99 Average Rut: 0.15

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 301 Marked Route: US 20

Contract Number: 84659_1 Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 13.75

Survey Section Limits

Beginning: 23.34 Ending: 29.95

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay: 2010

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	10	0	0	3	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	10450	0	0	4862	100	0
6	0	0	0	0	34202	0
13	759	0	0	352	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	4	1	0	12	2	0
21	34502	0	0	34502	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	65	0	0	9	1	0

Traffic Year: 2015 AADT: 12868 PV: 10536 SU: 1043 MU: 1289

CRS Year: 2015 CRS Value: 8.1 Average IRI: 52 Average Rut: 0.1

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 301 Marked Route: US 20

Contract Number: 84659_1 Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 13.75

Survey Section Limits

Beginning: 23.34 Ending: 29.95

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay: 2010

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	11543	0	0	14525	467	0
6	0	0	0	0	36178	0
13	127	0	0	1106	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	1	2	0	0	2	0
21	36178	0	0	36178	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	151	4	0	91	2	0

Traffic Year: 2015 AADT: 12868 PV: 10536 SU: 1043 MU: 1289

CRS Year: 2015 CRS Value: 8.1 Average IRI: 52 Average Rut: 0.1

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 301 Marked Route: US 20

Contract Number: 40463A Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 13

Survey Section Limits

Beginning: 15.29 Ending: 16.93

Surveyed Lanes: 2 of 2 Direction Surveyed: EB

Overlay: 2006

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	2	0	0	2	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	1704	0	0	1346	27	0
6	0	0	0	2549	6055	41
13	126	0	0	150	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	8645	0	0	8645	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	47	9	0	63	3	0

Traffic Year: 2015 AADT: 5668 PV: 4589 SU: 189 MU: 890

CRS Year: 2015 CRS Value: 7.6 Average IRI: 74 Average Rut: 0.1

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 301 Marked Route: US 20

Contract Number: 40463B Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 13

Survey Section Limits

Beginning: 16.93 Ending: 19.12

Surveyed Lanes: 2 of 2 Direction Surveyed: WB

Overlay: 2006

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	11	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	1690	0	0	183	0	0
6	0	0	0	1135	10580	0
13	331	0	0	253	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	4	1	0	0	0
21	11715	0	0	11715	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	7	2	0	3	1	0

Traffic Year: 2015 AADT: 5650 PV: 4555 SU: 170 MU: 925

CRS Year: 2015 CRS Value: 7.4 Average IRI: 76 Average Rut: 0.1

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 301 Marked Route: US 20

Contract Number: 40463B Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 13

Survey Section Limits

Beginning: 16.93 Ending: 19.12

Surveyed Lanes: 2 of 2 Direction Surveyed: EB

Overlay: 2006

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	1501	0	0	760	0	0
6	0	0	0	500	10608	11
13	1502	48	0	150	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	1	0	0
21	11119	0	0	11119	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	82	12	0	83	8	0

Traffic Year: 2015 AADT: 5650 PV: 4555 SU: 170 MU: 925

CRS Year: 2015 CRS Value: 7.4 Average IRI: 76 Average Rut: 0.1

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 301 Marked Route: US 20

Contract Number: 40463A Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 13

Survey Section Limits

Beginning: 15.29 Ending: 16.93

Surveyed Lanes: 2 of 2 Direction Surveyed: WB

Overlay: 2006

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	2453	0	0	881	0	0
6	0	0	0	1875	6064	0
13	52	0	0	123	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	7939	0	0	7939	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	115	4	0	14	2	0

Traffic Year: 2015 AADT: 5668 PV: 4589 SU: 189 MU: 890

CRS Year: 2015 CRS Value: 7.6 Average IRI: 74 Average Rut: 0.1

Survey Section Information

District: 2 County: Lee

Key Route: FA 561 Marked Route: IL 2

Contract Number: 84220 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 13

Survey Section Limits

Beginning: 0.13 Ending: 3

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay: 2002 2012

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	13069	0	0
13	0	0	0	930	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	277	59	0	213	50	0

Traffic Year: 2014 AADT: 12000 PV: 11670 SU: 170 MU: 160

CRS Year: 2015 CRS Value: 7.6 Average IRI: 56 Average Rut: 0.1

Survey Section Information

District: 2 County: Winnebago

Key Route: FAP 301 Marked Route: US 20

Contract Number: 84659_2 Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 13.75

Survey Section Limits

Beginning: 0.00 Ending: 1.12

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay: 2010

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	8	0	0	3	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	487	0	0	95	0	0
6	0	0	0	749	4857	0
13	188	0	0	634	34	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	1	1	0	0	1	0
21	5606	0	0	5606	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	16	3	0	18	3	0

Traffic Year: 2015 AADT: 12600 PV: 10000 SU: 1150 MU: 1450

CRS Year: 2015 CRS Value: 7 Average IRI: 58 Average Rut: 0.1

Survey Section Information

District: 2 County: Carroll

Key Route: FA 654 Marked Route: IL 73

Contract Number: 84125 Year of Construction: 1989

Pavement Type: HMA Pavement Thickness: 12.5

Survey Section Limits

Beginning: 4 Ending: 4.47

Surveyed Lanes: 2 of 2 Direction Surveyed: NB/SB

Overlay: 2000 2012

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	88	0	0	105	0	0
6	0	0	0	1967	207	204
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2378	0	0	2378	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	12	5	0	12	6	0

Traffic Year: 2015 AADT: 3050 PV: 2557 SU: 243 MU: 250

CRS Year: 2015 CRS Value: 6.1 Average IRI: 81 Average Rut: 0.2

Survey Section Information

District: 2 County: Ogle

Key Route: FAP742 Marked Route: IL 2

Contract Number: 84161 Year of Construction: 1998

Pavement Type: HMA Pavement Thickness: 12.5

Survey Section Limits

Beginning: 17.38 Ending: 18.08

Surveyed Lanes: 2 of 2 Direction Surveyed: NB/SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	379	0
2	0	0	0	0	0	0
4	1495	2195	0	85	3605	0
5	0	0	0	30	0	0
6	0	0	0	3690	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	1	0	2	3	0
21	3690	0	0	3690	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Year: 2015 AADT: 9500 PV: 8625 SU: 450 MU: 425

CRS Year: 2015 CRS Value: 4.5 Average IRI: 176 Average Rut: 0.2

Survey Section Information

District: 2 County: Jo Daviess

Key Route: FAP 301 Marked Route: US 20

Contract Number: 84200 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 12

Survey Section Limits

Beginning: 30.25 Ending: 31.02

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2007

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	69	0	0	1695	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	425	0	0	386	0	0
5	99	0	0	7	0	0
6	0	0	0	1954	2116	0
13	0	0	0	74	137	77
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2110	0	0	2110	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	55	25	0	42	24	0

Traffic Year: 2015 AADT: 4800 PV: 3950 SU: 250 MU: 600

CRS Year: 2015 CRS Value: 6.9 Average IRI: 68 Average Rut: 0.13

Survey Section Information

District: 2 County: Ogle

Key Route: FAP 316 Marked Route: IL 26/72

Contract Number: 84199 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 11.75

Survey Section Limits

Beginning: 5.61 Ending: 6.53

Surveyed Lanes: 2 of 2 Direction Surveyed: NB/SB

Overlay: 2009

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	2	0	0	8	0
2	0	0	0	10	0	0
4	0	0	0	0	0	0
5	698	49	0	937	0	0
6	0	0	0	2000	8121	716
13	41	0	0	1384	63	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	4	0	1	4
21	10981	0	0	10981	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	78	38	0	72	35	0

Traffic Year: 2015 AADT: 2667 PV: 2273 SU: 191 MU: 203

CRS Year: 2015 CRS Value: 7.1 Average IRI: 86 Average Rut: 0.1

Survey Section Information

District: 2 County: Winnebago

Key Route: FAP 301 Marked Route: US 20

Contract Number: 84659_2 Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 13.75

Survey Section Limits

Beginning: 0.00 Ending: 1.12

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay: 2010

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	320	0	0	0	0	0
6	0	0	0	552	5237	23
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	5812	0	0	5812	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	87	13	0	58	0	0

Traffic Year: 2015 AADT: 12600 PV: 10000 SU: 1150 MU: 1450

CRS Year: 2015 CRS Value: 7 Average IRI: 58 Average Rut: 0.1

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 316 Marked Route: IL 26

Contract Number: 84167 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 12.75

Survey Section Limits

Beginning: 3.68 Ending: 5.43

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2009

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	28	0	0	2009	0
2	0	0	0	0	0	0
4	9654	0	0	9654	0	0
5	0	0	0	0	0	0
6	0	0	0	5209	4445	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	1	0	0	0	0
21	9654	0	0	9654	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	70	54	0	101	54	0

Traffic Year: 2015 AADT: 4463 PV: 3848 SU: 343 MU: 272

CRS Year: 2015 CRS Value: 5.2 Average IRI: 139 Average Rut: 0.2

Survey Section Information

District: 4 County: Warren

Key Route: FA 310 Marked Route: US 67

Contract Number: 88624 Year of Construction: 2002

Pavement Type: HMA Pavement Thickness: 13.75

Survey Section Limits

Beginning: 23.33 Ending: 27.99

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	575	14858	0	525	12773	0
6	0	0	0	0	24012	0
9	0	0	0	0	0	0
13	50	33	0	274	12	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	1	0	0	1	1	0
21	24012	0	0	24012	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	17	1	0	10	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 4041 PV: 3380 SU: 174 MU: 487

CRS Year: 2014 CRS Value: 6.6 Average IRI: 68 Average Rut: 0.2

Survey Section Information

District: 4 County: Knox

Key Route: FAP 574 Marked Route: IL 41

Contract Number: 68159 Year of Construction: 2005

Pavement Type: HMA Pavement Thickness: 12.75

Survey Section Limits

Beginning: 3.43 Ending: 4.35

Surveyed Lanes: 2 of 2 Direction Surveyed: NB/SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	4	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	9	0	0
5	36	0	0	141	0	0
6	0	0	0	64	4587	0
9	0	0	0	0	0	0
13	84	0	0	233	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	1	0	0
21	4651	0	0	4651	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	3	0	0	4	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5050 PV: 4435 SU: 425 MU: 190

CRS Year: 2014 CRS Value: 7.6 Average IRI: 130 Average Rut: 0.1

Survey Section Information

District: 4 County: Tazewell

Key Route: FAI 155 Marked Route: I 155

Contract Number: 88051 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 15

Survey Section Limits

Beginning: 0 Ending: 3.01

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2003

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	15490	389	0	15804	75	0
5	1033	0	0	3801	0	0
6	0	0	0	0	15046	833
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	2	0	0	0	2
21	15879	0	0	15879	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	11	0	0	8	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 9800 PV: 7864 SU: 451 MU: 1485

CRS Year: 2015 CRS Value: 6.8 Average IRI: 70 Average Rut: 0.1

Survey Section Information

District: 4 County: Tazewell

Key Route: FAI 155 Marked Route: I 155

Contract Number: 88048 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 15.75

Survey Section Limits

Beginning: 9.87 Ending: 12.95

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2001 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	367	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	15932	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	15932	0	0	15932	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	4	0	0	12	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 13016 PV: 10707 SU: 598 MU: 1711

CRS Year: 2014 CRS Value: 8.4 Average IRI: 31 Average Rut: 0.1

Survey Section Information

District: 4 County: Tazewell

Key Route: FAI 155 Marked Route: I 155

Contract Number: 88031A Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 16.75

Survey Section Limits

Beginning: 15.62 Ending: 17.21

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2000 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	13126	0	0
9	0	0	0	0	0	0
13	7	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	13126	0	0	13126	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	8	0	0	9	0	0
31	0	0	0	0	0	0

Traffic Year: 2013 AADT: 17768 PV: 15221 SU: 854 MU: 1693

CRS Year: 2014 CRS Value: 8.4 Average IRI: 31 Average Rut: 0.1

Survey Section Information

District: 4 County: Tazewell

Key Route: FAI 155 Marked Route: I 155

Contract Number: 88047 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 16.75

Survey Section Limits

Beginning: 12.95 Ending: 15.62

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2001 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	13447	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	13447	0	0	13447	0	0
22	0	0	0	0	0	0
23	0	1	0	0	1	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	1	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 13100 PV: 10820 SU: 690 MU: 1590

CRS Year: 2014 CRS Value: 8.4 Average IRI: 31 Average Rut: 0.1

Survey Section Information

District: 4 County: Warren

Key Route: FA 310 Marked Route: US 67

Contract Number: 88624 Year of Construction: 2002

Pavement Type: HMA Pavement Thickness: 13.75

Survey Section Limits

Beginning: 23.33 Ending: 27.99

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	362	7621	0	60	22173	0
6	0	0	0	0	24616	0
9	0	0	0	0	0	0
13	38	81	0	206	772	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	1	0	0	0	0
21	24616	0	0	24616	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	4	40	0	3	14	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 4041 PV: 3380 SU: 174 MU: 487

CRS Year: 2014 CRS Value: 6.6 Average IRI: 68 Average Rut: 0.2

Survey Section Information

District: 4 County: Woodford

Key Route: FAP 317 Marked Route: US 24

Contract Number: 88067A_2 Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 13

Survey Section Limits

Beginning: 0.00 Ending: 1.5

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2010

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	1948	0	0	716	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	82	0	0
5	0	0	0	0	0	0
6	7344	0	0	0	0	0
9	0	0	0	0	0	0
13	0	0	0	18	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	7524	0	0	7524	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	54	2	0	32	1	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6537 PV: 6128 SU: 149 MU: 260

CRS Year: 2014 CRS Value: 6.6 Average IRI: 69 Average Rut: 0.1

Survey Section Information

District: 4 County: Tazewell

Key Route: FAI 155 Marked Route: I 155

Contract Number: 88047 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 16.75

Survey Section Limits

Beginning: 12.95 Ending: 15.62

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay: 2001 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	10843	0	0
9	0	0	0	0	0	0
13	40	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	10843	0	0	10843	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	5	0	0	8	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 13100 PV: 10820 SU: 690 MU: 1590

CRS Year: 2014 CRS Value: 8.4 Average IRI: 31 Average Rut: 0.1

Survey Section Information

District: 4 County: McDonough

Key Route: FA 310 Marked Route: US 67

Contract Number: 88261 Year of Construction: 1996

Pavement Type: HMA Pavement Thickness: 13.25

Survey Section Limits

Beginning: 0 Ending: 3.57

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	18840	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	18840	0	0	18840	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	2	0	0	85	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 4614 PV: 3710 SU: 358 MU: 546

CRS Year: 2014 CRS Value: 8.5 Average IRI: 38 Average Rut: 0.0

Survey Section Information

District: 4 County: McDonough

Key Route: FA 310 Marked Route: US 67

Contract Number: 88261 Year of Construction: 1996

Pavement Type: HMA Pavement Thickness: 13.25

Survey Section Limits

Beginning: 0 Ending: 3.57

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay: 2013

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	17583	17	0
9	0	0	0	0	0	0
13	0	0	0	8	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	17600	0	0	17600	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	22	0	0	37	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 4614 PV: 3710 SU: 358 MU: 546

CRS Year: 2014 CRS Value: 8.5 Average IRI: 38 Average Rut: 0.0

Survey Section Information

District: 4 County: Tazewell

Key Route: FAP 317 Marked Route: US 24

Contract Number: 88067B Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 14.25

Survey Section Limits

Beginning: 5.43 Ending: 7.66

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay: 2010

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	4182	0	0	1724	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	1148	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	12297	0	0
9	0	0	0	0	0	0
13	0	0	0	21	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	1	0	0	1	0	0
21	13005	0	0	13005	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	57	0	0	45	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 10532 PV: 9230 SU: 884 MU: 418

CRS Year: 2014 CRS Value: 7.7 Average IRI: 47 Average Rut: 0.1

Survey Section Information

District: 4 County: Tazewell

Key Route: FAP 317 Marked Route: US 24

Contract Number: 88067B Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 14.25

Survey Section Limits

Beginning: 5.43 Ending: 7.66

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay: 2010

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	282	0	0	937	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	3458	0	0	59	0	0
5	85	0	0	0	0	0
6	0	0	0	11092	1235	0
9	0	0	0	0	0	0
13	0	0	0	5	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	12327	0	0	13000	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	49	0	0	55	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 10532 PV: 9230 SU: 884 MU: 418

CRS Year: 2014 CRS Value: 7.7 Average IRI: 47 Average Rut: 0.1

Survey Section Information

District: 4 County: Tazewell

Key Route: FAP 317 Marked Route: US 24

Contract Number: 88067A_1 Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 13

Survey Section Limits

Beginning: 7.66 Ending: 11.61

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2010

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	4387	0	0	1141	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	1957	0	0	429	0	0
5	0	0	0	0	0	0
6	16978	1250	0	0	0	0
9	0	0	0	0	0	0
13	543	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	1	0	0
21	19663	0	0	19663	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	117	0	0	33	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6264 PV: 5774 SU: 203 MU: 287

CRS Year: 2014 CRS Value: 7.7 Average IRI: 47 Average Rut: 0.1

Survey Section Information

District: 4 County: Woodford

Key Route: FAP 317 Marked Route: US 24

Contract Number: 86068 Year of Construction: 1990

Pavement Type: HMA Pavement Thickness: 13.5

Survey Section Limits

Beginning: 15.66 Ending: 16.5

Surveyed Lanes: 2 of 2 Direction Surveyed: WB/EB

Overlay: 2001 2010

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	1577	0	0	273	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	1796	0	0
5	88	0	0	426	0	0
6	0	0	0	2334	0	0
9	0	0	0	0	0	0
13	1116	0	0	866	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	4436	0	0	4436	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	57	0	0	45	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 7907 PV: 7107 SU: 258 MU: 542

CRS Year: 2014 CRS Value: 6.3 Average IRI: 89 Average Rut: 0.1

Survey Section Information

District: 4 County: Tazewell

Key Route: FAI 155 Marked Route: I 155

Contract Number: 88051 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 15

Survey Section Limits

Beginning: 0 Ending: 3.01

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay: 2003

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	15850	33	0	15678	205	0
5	0	0	0	510	0	0
6	0	0	0	0	14893	990
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	15883	0	0	15883	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	8	0	0	6	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 9800 PV: 7864 SU: 451 MU: 1485

CRS Year: 2015 CRS Value: 6.8 Average IRI: 70 Average Rut: 0.1

Survey Section Information

District: 5 County: Champaign

Key Route: FAP 808 Marked Route: IL 130

Contract Number: 40662 Year of Construction: 1987

Pavement Type: HMA Pavement Thickness: 11

Survey Section Limits

Beginning: 4.55 Ending: 6.82

Surveyed Lanes: 2 of 2 Direction Surveyed: NB/SB

Overlay: 2006 2015

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	0	0	0	0	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6820 PV: 6570 SU: 165 MU: 85

CRS Year: 2014 CRS Value: 7.2 Average IRI: 71 Average Rut: 0.1

Survey Section Information

District: 5 County: Champaign

Key Route: FAI 74 Marked Route: I 74

Contract Number: 90122 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 17

Survey Section Limits

Beginning: 12.84 Ending: 13.42

Surveyed Lanes: 2 of 6 Direction Surveyed: EB

Overlay: 2006

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	33	0	0	21	0	0
6	0	0	0	0	3105	0
9	0	0	0	0	0	0
13	0	0	0	112	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	1	1	0	0	4	0
21	3105	0	0	3105	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	1	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 56047 PV: 47633 SU: 1559 MU: 6855

CRS Year: 2014 CRS Value: 6.3 Average IRI: 64 Average Rut: 0.1

Survey Section Information

District: 5 County: Champaign

Key Route: FAI 74 Marked Route: I 74

Contract Number: 90123 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 17

Survey Section Limits

Beginning: 14.82 Ending: 15.27

Surveyed Lanes: 2 of 6 Direction Surveyed: WB

Overlay: 2006

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	39	69	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	63	0	0
5	105	0	0	160	0	0
6	0	0	0	0	2257	0
9	0	0	0	0	0	0
13	0	0	0	50	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	3	0	0	0	0
21	2257	0	0	2242	15	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	3	0	0	4	1	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 51300 PV: 42300 SU: 1400 MU: 7600

CRS Year: 2014 CRS Value: 6.3 Average IRI: 64 Average Rut: 0.1

Survey Section Information

District: 5 County: Champaign

Key Route: FAI 74 Marked Route: I 74

Contract Number: 90049 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 17

Survey Section Limits

Beginning: 11.88 Ending: 12.84

Surveyed Lanes: 2 of 6 Direction Surveyed: WB

Overlay: 2006

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	120	14	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	166	0	0	467	0	0
6	0	0	0	0	5031	32
9	0	0	0	0	0	0
13	76	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	2	0	0	0	0
21	5063	0	0	5063	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	31	0	0	17	7	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 46756 PV: 38840 SU: 1569 MU: 6347

CRS Year: 2014 CRS Value: 6.3 Average IRI: 64 Average Rut: 0.1

Survey Section Information

District: 5 County: Champaign

Key Route: FAI 74 Marked Route: I 74

Contract Number: 90049 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 17

Survey Section Limits

Beginning: 11.88 Ending: 12.84

Surveyed Lanes: 2 of 6 Direction Surveyed: EB

Overlay: 2006

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	13	0	0	177	20	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	184	0	0	842	0	0
5	0	0	0	5	0	0
6	0	0	0	0	5065	0
9	0	0	0	0	0	0
13	255	0	0	208	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	5065	0	0	5065	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	84	1	0	76	6	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 46756 PV: 38840 SU: 1569 MU: 6347

CRS Year: 2014 CRS Value: 6.3 Average IRI: 64 Average Rut: 0.1

Survey Section Information

District: 5 County: Champaign

Key Route: FAI 74 Marked Route: I 74

Contract Number: 90046 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 17

Survey Section Limits

Beginning: 14.14 Ending: 14.82

Surveyed Lanes: 2 of 6 Direction Surveyed: WB

Overlay: 2006

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	300	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	371	0	0	200	0	0
6	0	0	0	0	3613	0
9	0	0	0	0	0	0
13	143	0	0	336	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	3613	0	0	3613	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	38	0	0	34	1	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 57150 PV: 48475 SU: 1575 MU: 7100

CRS Year: 2014 CRS Value: 6.3 Average IRI: 64 Average Rut: 0.1

Survey Section Information

District: 5 County: McLean

Key Route: FAP 639 Marked Route: IL 9

Contract Number: 86602 Year of Construction: 1996

Pavement Type: HMA Pavement Thickness: 14.5

Survey Section Limits

Beginning: 20.2 Ending: 21.3

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay: 2014

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	0	0	0	0	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 17532 PV: 16618 SU: 623 MU: 291

CRS Year: 2014 CRS Value: 4.0 Average IRI: 126 Average Rut: 0.3

Survey Section Information

District: 5 County: Champaign

Key Route: FAI 74 Marked Route: I 74

Contract Number: 90122 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 17

Survey Section Limits

Beginning: 12.84 Ending: 13.42

Surveyed Lanes: 2 of 6 Direction Surveyed: WB

Overlay: 2006

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	15	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	5	0	0
6	0	0	0	0	3111	0
9	0	0	0	0	0	0
13	102	0	0	62	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	2	0
21	3111	0	0	3111	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	26	1	0	14	8	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 56047 PV: 47633 SU: 1559 MU: 6855

CRS Year: 2014 CRS Value: 6.3 Average IRI: 64 Average Rut: 0.1

Survey Section Information

District: 5 County: Champaign

Key Route: FAI 74 Marked Route: I 74

Contract Number: 90046 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 17

Survey Section Limits

Beginning: 14.14 Ending: 14.82

Surveyed Lanes: 2 of 6 Direction Surveyed: EB

Overlay: 2006

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	14	0	0
6	0	0	0	0	3616	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	1	0
21	3616	0	0	3616	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	11	0	0	10	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 57150 PV: 48475 SU: 1575 MU: 7100

CRS Year: 2014 CRS Value: 6.3 Average IRI: 64 Average Rut: 0.1

Survey Section Information

District: 5 County: Champaign

Key Route: FAI 74 Marked Route: I 74

Contract Number: 90023 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 17

Survey Section Limits

Beginning: 13.42 Ending: 14.14

Surveyed Lanes: 2 of 6 Direction Surveyed: WB

Overlay: 2006

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	5	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	2745	0
9	0	0	0	0	0	0
13	16	0	0	28	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	3	0
21	2745	0	0	2745	0	0
22	0	0	0	0	0	0
23	0	2	1	1	2	1
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	25	0	0	10	6	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 63000 PV: 54650 SU: 1750 MU: 6600

CRS Year: 2014 CRS Value: 6.3 Average IRI: 64 Average Rut: 0.1

Survey Section Information

District: 5 County: Champaign

Key Route: FAI 74 Marked Route: I 74

Contract Number: 90023 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 17

Survey Section Limits

Beginning: 13.42 Ending: 14.14

Surveyed Lanes: 2 of 6 Direction Surveyed: EB

Overlay: 2006

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	121	0	0
6	0	0	0	0	2744	0
9	0	0	0	0	0	0
13	43	0	0	151	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	3	0	1	1	1
21	2744	0	0	2744	0	0
22	0	0	0	0	0	0
23	1	0	0	1	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	8	0	0	22	1	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 63000 PV: 54650 SU: 1750 MU: 6600

CRS Year: 2014 CRS Value: 6.3 Average IRI: 64 Average Rut: 0.1

Survey Section Information

District: 5 County: Champaign

Key Route: FAI 74 Marked Route: I 74

Contract Number: 90123 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 17

Survey Section Limits

Beginning: 14.82 Ending: 15.27

Surveyed Lanes: 2 of 6 Direction Surveyed: EB

Overlay: 2006

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	1657	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	1	0	0	1	0
21	2260	0	0	2260	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	10	0	0	6	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 51300 PV: 42300 SU: 1400 MU: 7600

CRS Year: 2014 CRS Value: 6.3 Average IRI: 64 Average Rut: 0.1

Survey Section Information

District: 6 County: Logan

Key Route: FAI 155 Marked Route: I 155

Contract Number: 92108 Year of Construction: 1990

Pavement Type: HMA Pavement Thickness: 14.75

Survey Section Limits

Beginning: 0 Ending: 8.19

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2000

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	2	0
2	0	0	0	2	0	0
4	37079	0	0	27464	0	0
5	22	0	0	92	0	0
6	0	0	0	37067	384	0
13	40	0	0	42	0	0
14	0	0	0	0	0	0
16	2	0	0	0	15	0
18	2	3	3	4	5	2
21	37451	0	0	37451	0	0
23	0	1	0	0	1	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	83	14	0	86	1	0

Traffic Year: 2015 AADT: 9250 PV: 5650 SU: 2000 MU: 1600

CRS Year: 2014 CRS Value: 6.1 Average IRI: 76 Average Rut: 0.1

Survey Section Information

District: 6 County: Pike

Key Route: FAI 72 Marked Route: I 72

Contract Number: 92230 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 15

Survey Section Limits

Beginning: 20.48 Ending: 25.86

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay: 2003

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	25138	0	0	12605	0	0
5	544	0	0	2770	0	0
6	0	0	0	28154	311	0
13	89	0	0	488	0	0
14	0	0	0	0	0	0
16	0	0	0	0	120	0
18	109	0	0	24	0	0
21	28459	0	0	28459	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	48	0	0	245	0	0

Traffic Year: 2015 AADT: 7200 PV: 4975 SU: 275 MU: 1950

CRS Year: 2014 CRS Value: 6.4 Average IRI: 58 Average Rut: 0.1

Survey Section Information

District: 6 County: Pike

Key Route: FAI 72 Marked Route: I 72

Contract Number: 92230 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 15

Survey Section Limits

Beginning: 20.48 Ending: 25.86

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay: 2003

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	18154	0	0	16856	0	0
5	1265	0	0	1780	0	0
6	0	0	0	28434	0	0
13	1930	0	0	21	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	167	0	1	6	0	0
21	28434	0	0	28434	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	204	0	0	118	0	0

Traffic Year: 2015 AADT: 7200 PV: 4975 SU: 275 MU: 1950

CRS Year: 2014 CRS Value: 6.4 Average IRI: 58 Average Rut: 0.1

Survey Section Information

District: 6 County: Scott

Key Route: FAI 72 Marked Route: I 72

Contract Number: 92109 Year of Construction: 1990

Pavement Type: HMA Pavement Thickness: 15

Survey Section Limits

Beginning: 0 Ending: 3.43

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay: 2000

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	2	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	17482	349	0	17818	0	0
5	0	0	0	0	0	0
6	0	0	0	10459	7149	0
10	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	4	0	0	345	0	0
18	2	0	0	0	2	0
21	17831	0	0	17818	0	0
23	1	1	0	1	1	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	1	1	0	1	3	0
31	0	0	0	0	0	0

Traffic Year: 2013 AADT: 8650 PV: 6100 SU: 500 MU: 2050

CRS Year: 2014 CRS Value: 6.3 Average IRI: 78 Average Rut: 0.1

Survey Section Information

District: 6 County: Logan

Key Route: FAI 155 Marked Route: I 155

Contract Number: 92108 Year of Construction: 1990

Pavement Type: HMA Pavement Thickness: 14.75

Survey Section Limits

Beginning: 0 Ending: 8.19

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay: 2000

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	9	21	0
2	0	0	0	0	0	0
4	26332	500	0	20210	0	0
5	1059	0	0	420	35	0
6	0	0	0	41328	0	0
13	4266	116	0	510	13	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	2	0	0	1	1	2
21	41328	0	0	41328	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	316	23	0	135	10	0

Traffic Year: 2015 AADT: 9250 PV: 5650 SU: 2000 MU: 1600

CRS Year: 2014 CRS Value: 6.1 Average IRI: 76 Average Rut: 0.1

Survey Section Information

District: 6 County: Logan

Key Route: FAI 155 Marked Route: I 155

Contract Number: 92228 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 14.75

Survey Section Limits

Beginning: 8.19 Ending: 11.25

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2000

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	9099	7078	0	12885	3192	0
5	0	0	0	0	0	0
6	0	0	0	14391	1679	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	1	1
21	16070	0	0	16110	60	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	6	2	0	1	1	0

Traffic Year: 2015 AADT: 9250 PV: 5650 SU: 2000 MU: 1600

CRS Year: 2014 CRS Value: 5.6 Average IRI: 61 Average Rut: 0.2

Survey Section Information

District: 6 County: Logan

Key Route: FAI 155 Marked Route: I 155

Contract Number: 92228 Year of Construction: 1992

Pavement Type: HMA Pavement Thickness: 14.75

Survey Section Limits

Beginning: 8.19 Ending: 11.25

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay: 2000

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	500	0
2	0	0	0	0	0	0
4	9552	2499	0	8681	3370	0
5	0	0	0	0	0	0
6	0	0	0	8357	3689	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	1	3	1
21	12046	0	0	12046	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	1	0	0	2	0	0

Traffic Year: 2015 AADT: 9250 PV: 5650 SU: 2000 MU: 1600

CRS Year: 2014 CRS Value: 5.6 Average IRI: 61 Average Rut: 0.2

Survey Section Information

District: 6 County: Adams

Key Route: FA 302 Marked Route: IL 336

Contract Number: 92434 Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 13.5

Survey Section Limits

Beginning: 10.1 Ending: 12.59

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2010

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	16	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	16	0	0
6	0	0	0	12040	0	0
13	59	0	0	443	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	3	0	0
21	13171	0	0	13171	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	4	0	0

Traffic Year: 2015 AADT: 5200 PV: 4000 SU: 775 MU: 425

CRS Year: 2015 CRS Value: 8 Average IRI: 52 Average Rut: 0.1

Survey Section Information

District: 6 County: Sangamon

Key Route: FAS 1645 Marked Route: Williamsville Rd.

Contract Number: 92328 Year of Construction: 1991

Pavement Type: HMA Pavement Thickness: 12.5

Survey Section Limits

Beginning: 3.55 Ending: 6.4

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2005

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	320	0	36	408	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	12940	0	0	11890	1125	0
5	7924	429	0	6811	2033	0
6	0	0	0	12470	590	0
10	0	0	0	0	0	0
13	332	452	0	788	229	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	1	1	0	0	0
21	12275	1000	0	11757	1518	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	19	19	0	16	16	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 2300 PV: 2190 SU: 40 MU: 70

CRS Year: 2015 CRS Value: 5.4 Average IRI: 104 Average Rut: 0.2

Survey Section Information

District: 6 County: Macoupin

Key Route: FAS 735 Marked Route: Shipman Rd.

Contract Number: 92339 Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 8.5

Survey Section Limits

Beginning: 3.25 Ending: 3.98

Surveyed Lanes: 2 of 2 Direction Surveyed: NB/SB

Overlay: 2007

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	15	0	0	246	0
2	0	0	0	0	0	0
4	2150	0	0	2464	220	0
5	0	0	0	0	0	0
6	0	0	0	1014	0	0
13	47	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	1	0	0
21	2684	0	0	2684	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	4	0	0	11	2	0

Traffic Year: 2012 AADT: 1650 PV: 807 SU: 843 MU: 0

CRS Year: 2015 CRS Value: 5.1 Average IRI: 150 Average Rut: 0.2

Survey Section Information

District: 6 County: Scott

Key Route: FAI 72 Marked Route: I 72

Contract Number: 92109 Year of Construction: 1990

Pavement Type: HMA Pavement Thickness: 15

Survey Section Limits

Beginning: 0 Ending: 3.43

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay: 2000

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	19	0
2	0	0	0	0	0	0
3	0	0	0	1	0	0
4	16592	1110	0	17165	327	0
5	0	0	0	37	0	0
6	0	0	0	8210	9501	0
10	0	0	0	0	0	0
13	804	0	0	33	0	0
14	0	0	0	0	0	0
16	1	0	0	0	0	0
18	10	2	0	3	7	0
21	17711	0	0	17711	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	10	0	0
30	12	12	0	28	6	0
31	0	0	0	0	0	0

Traffic Year: 2013 AADT: 8650 PV: 6100 SU: 500 MU: 2050

CRS Year: 2014 CRS Value: 6.3 Average IRI: 78 Average Rut: 0.1

Survey Section Information

District: 7 County: Shelby

Key Route: FAP 322 Marked Route: US 51

Contract Number: 90281_1 Year of Construction: 2003

Pavement Type: HMA Pavement Thickness: 15

Survey Section Limits

Beginning: 0.00 Ending: 3.76

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	19956	0	0	19956	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
13	0	19956	0	0	19956	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	1	0	1	0	0
21	19914	42	0	19914	42	0
23	0	0	0	1	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	6	4	0	2	1	0

Traffic Year: 2015 AADT: 4962 PV: 4120 SU: 316 MU: 526

CRS Year: 2015 CRS Value: 4.7 Average IRI: 82 Average Rut: 0.2

Survey Section Information

District: 7 County: Clark

Key Route: FAI 70 Marked Route: I 70

Contract Number: 70059 Year of Construction: 2003

Pavement Type: HMA Pavement Thickness: 17.5

Survey Section Limits

Beginning: 8.51 Ending: 17.92

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	48	0	0
6	0	0	0	25	0	0
13	590	0	0	205	0	0
14	0	0	0	0	0	0
16	16	24	0	0	64	0
18	1	0	0	9	0	0
21	49328	0	0	49315	11	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	4	0	0	0	0	0

Traffic Year: 2015 AADT: 21500 PV: 12700 SU: 900 MU: 7900

CRS Year: 2014 CRS Value: 8.3 Average IRI: 40 Average Rut: 0.1

Survey Section Information

District: 7 County: Shelby

Key Route: FAP 322 Marked Route: US 51

Contract Number: 90281_1 Year of Construction: 2003

Pavement Type: HMA Pavement Thickness: 15

Survey Section Limits

Beginning: 0.00 Ending: 3.76

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	1243	0
2	0	0	0	0	0	0
4	19642	11	0	19642	11	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
13	0	19653	0	0	19648	5
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	1	0	1	2	0
21	19455	198	0	19455	198	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	18	40	0	13	4	0

Traffic Year: 2015 AADT: 4962 PV: 4120 SU: 316 MU: 526

CRS Year: 2015 CRS Value: 4.7 Average IRI: 82 Average Rut: 0.2

Survey Section Information

District: 7 County: Christian

Key Route: FAP 322 Marked Route: US 51

Contract Number: 90281_2 Year of Construction: 2003

Pavement Type: HMA Pavement Thickness: 15

Survey Section Limits

Beginning: 0.00 Ending: 1.23

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	22	0
2	0	0	0	0	0	0
4	2795	0	0	2795	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
13	0	2835	0	0	2795	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	2	0	1
21	2795	0	0	2795	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5350 PV: 4375 SU: 400 MU: 575

CRS Year: 2015 CRS Value: 6.4 Average IRI: 79 Average Rut: 0.2

Survey Section Information

District: 7 County: Macon

Key Route: FAP 322 Marked Route: US 51

Contract Number: 90281_3 Year of Construction: 2003

Pavement Type: HMA Pavement Thickness: 15

Survey Section Limits

Beginning: 15.33 Ending: 15.95

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	50	0
2	0	0	0	0	0	0
4	2300	0	0	2300	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
13	0	2300	0	0	2300	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	2	1	0	0	0
21	2241	59	0	2241	59	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	1	0	0

Traffic Year: 2015 AADT: 3450 PV: 2925 SU: 200 MU: 325

CRS Year: 2015 CRS Value: 4.3 Average IRI: 81 Average Rut: 0.21

Survey Section Information

District: 7 County: Macon

Key Route: FAP 322 Marked Route: US 51

Contract Number: 90281_3 Year of Construction: 2003

Pavement Type: HMA Pavement Thickness: 15

Survey Section Limits

Beginning: 15.33 Ending: 15.95

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	15	0
2	0	0	0	0	0	0
4	3460	0	0	3460	0	0
5	0	0	0	0	0	0
6	0	0	0	500	0	0
13	0	3460	0	0	3460	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	3460	0	0	3460	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	1	6	0	2	1	0

Traffic Year: 2015 AADT: 3450 PV: 2925 SU: 200 MU: 325

CRS Year: 2015 CRS Value: 4.3 Average IRI: 81 Average Rut: 0.21

Survey Section Information

District: 7 County: Macon

Key Route: FAP 322 Marked Route: US 51

Contract Number: 90278 Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 14.75

Survey Section Limits

Beginning: 6.47 Ending: 11.21

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	360	0	570	6732	0
2	0	0	0	0	0	0
4	20042	4142	0	14604	3547	0
5	0	0	0	5855	0	0
6	0	0	0	0	14668	0
13	13	30	0	0	595	0
14	0	0	0	0	0	0
16	1860	0	0	1860	0	0
18	47	34	20	2	4	0
21	19500	4795	0	19400	4895	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	7	2	0	0	3	0

Traffic Year: 2015 AADT: 6750 PV: 6100 SU: 141 MU: 509

CRS Year: 2011 CRS Value: 5.3 Average IRI: 99 Average Rut: 0.2

Survey Section Information

District: 7 County: Clark

Key Route: FAI 70 Marked Route: I 70

Contract Number: 70059 Year of Construction: 2003

Pavement Type: HMA Pavement Thickness: 17.5

Survey Section Limits

Beginning: 8.51 Ending: 17.92

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	10	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	516	0	0	504	0	0
18	0	0	0	4	1	1
21	49291	0	0	49292	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Year: 2015 AADT: 21500 PV: 12700 SU: 900 MU: 7900

CRS Year: 2014 CRS Value: 8.3 Average IRI: 40 Average Rut: 0.1

Survey Section Information

District: 7 County: Clay

Key Route: FAP 327 Marked Route: US 50

Contract Number: 94037 Year of Construction: 1990

Pavement Type: HMA Pavement Thickness: 13.25

Survey Section Limits

Beginning: 2.4 Ending: 3.77

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2006 2016

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	96	11	0
2	0	0	0	0	0	0
4	6996	0	0	6946	50	0
5	0	0	0	0	0	0
6	0	0	0	5798	1198	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	1	0	0	0	0
21	6996	0	0	6996	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	2	0	0

Traffic Year: 2015 AADT: 2399 PV: 1645 SU: 199 MU: 555

CRS Year: 2015 CRS Value: 4.6 Average IRI: 90 Average Rut: 0.17

Survey Section Information

District: 7 County: Clark

Key Route: FAI 70 Marked Route: I 70

Contract Number: 70059 Year of Construction: 2003

Pavement Type: HMA Pavement Thickness: 17.5

Survey Section Limits

Beginning: 8.51 Ending: 17.92

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	10	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	516	0	0	504	0	0
18	0	0	0	4	1	1
21	49291	0	0	49292	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Year: 2015 AADT: 21500 PV: 12700 SU: 900 MU: 7900

CRS Year: 2014 CRS Value: 8.3 Average IRI: 40 Average Rut: 0.1

Survey Section Information

District: 7 County: Macon

Key Route: FAP 322 Marked Route: US 51

Contract Number: 90278 Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 14.75

Survey Section Limits

Beginning: 6.47 Ending: 11.21

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	696	352	0	129	1001	0
2	0	0	0	0	0	0
4	12484	8770	65	14709	8552	321
5	501	0	0	0	0	0
6	0	0	0	0	2213	7
13	1424	0	0	0	0	0
14	0	0	0	0	0	0
16	240	0	0	3881	0	0
18	20	12	16	0	3	2
21	0	23509	77	0	23502	80
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	84	56	0	3	5	0

Traffic Year: 2015 AADT: 6750 PV: 6100 SU: 141 MU: 509

CRS Year: 2011 CRS Value: 5.3 Average IRI: 99 Average Rut: 0.2

Survey Section Information

District: 7 County: Christian

Key Route: FAP 322 Marked Route: US 51

Contract Number: 90281_2 Year of Construction: 2003

Pavement Type: HMA Pavement Thickness: 15

Survey Section Limits

Beginning: 0.00 Ending: 1.23

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	3002	28	0	3002	28	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
13	0	2573	0	0	2894	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	2
21	3030	0	0	3002	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	1	0	1	0	0

Traffic Year: 2015 AADT: 5350 PV: 4375 SU: 400 MU: 575

CRS Year: 2015 CRS Value: 6.4 Average IRI: 79 Average Rut: 0.2

Survey Section Information

District: 8 County: St. Clair

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40448E Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 12.5

Survey Section Limits

Beginning: 3.35 Ending: 4.49

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	6000	0	0
9	0	0	0	0	0	0
13	727	0	0	861	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	6000	0	0	6000	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6250 PV: 5700 SU: 250 MU: 300

CRS Year: 2014 CRS Value: 8.1 Average IRI: 55 Average Rut: 0.1

Survey Section Information

District: 8 County: Madison

Key Route: FAI 70 Marked Route: I 70

Contract Number: 96349 Year of Construction: 1996

Pavement Type: HMA Pavement Thickness: 20.5

Survey Section Limits

Beginning: 10.82 Ending: 11.94

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay: 2010

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	4919	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	4919	0	0	4919	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 42732 PV: 33314 SU: 1281 MU: 8137

CRS Year: 2014 CRS Value: 7.7 Average IRI: 69 Average Rut: 0.2

Survey Section Information

District: 8 County: Madison

Key Route: FAI 70 Marked Route: I 70

Contract Number: 96349 Year of Construction: 1996

Pavement Type: HMA Pavement Thickness: 20.5

Survey Section Limits

Beginning: 10.82 Ending: 11.94

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay: 2010

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	5002	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	5002	0	0	5002	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 42732 PV: 33314 SU: 1281 MU: 8137

CRS Year: 2014 CRS Value: 7.7 Average IRI: 69 Average Rut: 0.2

Survey Section Information

District: 8 County: Madison

Key Route: FAP 10 Marked Route: US 67

Contract Number: 96232 Year of Construction: 1993

Pavement Type: HMA Pavement Thickness: 13.5

Survey Section Limits

Beginning: 5.23 Ending: 8.38

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2009

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	107	0	0	1299	151	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	8	0	0	117	0	0
6	0	0	0	5370	0	0
9	0	0	0	0	0	0
13	941	0	0	2696	43	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	3	0	0	4	0	0
21	15853	0	0	15853	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	8	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 10578 PV: 9710 SU: 553 MU: 315

CRS Year: 2014 CRS Value: 8.1 Average IRI: 91 Average Rut: 0.1

Survey Section Information

District: 8 County: Madison

Key Route: FAP 310 Marked Route: IL 255

Contract Number: 96737 Year of Construction: 1998

Pavement Type: HMA Pavement Thickness: 16.5

Survey Section Limits

Beginning: 0.09 Ending: 3.36

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	13659	0	0	12923	0	0
5	0	0	0	0	0	0
6	0	0	0	13659	0	0
9	0	0	0	0	0	0
13	1791	0	0	1031	0	0
14	0	0	0	0	0	0
16	0	0	0	63	0	0
18	2	2	0	8	1	0
21	14035	0	0	14035	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	54	0	0	29	1	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 28152 PV: 22538 SU: 3017 MU: 2597

CRS Year: 2014 CRS Value: 6.7 Average IRI: 92 Average Rut: 0.2

Survey Section Information

District: 8 County: Madison

Key Route: FAP 310 Marked Route: IL 255

Contract Number: 96737 Year of Construction: 1998

Pavement Type: HMA Pavement Thickness: 16.5

Survey Section Limits

Beginning: 0.09 Ending: 3.36

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
9	0	0	0	0	0	0
13	0	0	0	328	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	1	0	0
21	0	0	0	0	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	21	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 28152 PV: 22538 SU: 3017 MU: 2597

CRS Year: 2014 CRS Value: 6.7 Average IRI: 92 Average Rut: 0.2

Survey Section Information

District: 8 County: Madison

Key Route: FAP 310 Marked Route: IL 255

Contract Number: 96739 Year of Construction: 1998

Pavement Type: HMA Pavement Thickness: 15.25

Survey Section Limits

Beginning: 3.36 Ending: 6.45

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	390	0	0	189	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	1861	0	0	209	0	0
5	0	0	0	2053	0	0
6	0	0	0	33	0	0
9	0	0	0	0	0	0
13	2258	0	0	2282	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	1	0	0
21	0	0	0	0	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	177	0	0	24	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 23607 PV: 20024 SU: 1827 MU: 1756

CRS Year: 2014 CRS Value: 6.8 Average IRI: 98 Average Rut: 0.2

Survey Section Information

District: 8 County: Madison

Key Route: FAP 310 Marked Route: IL 255

Contract Number: 96739 Year of Construction: 1998

Pavement Type: HMA Pavement Thickness: 15.25

Survey Section Limits

Beginning: 3.36 Ending: 6.45

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	5	0	0	0	0	0
6	0	0	0	15	0	0
9	0	0	0	0	0	0
13	317	0	0	158	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	2	0
21	0	0	0	0	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	68	0	0	12	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 23607 PV: 20024 SU: 1827 MU: 1756

CRS Year: 2014 CRS Value: 6.8 Average IRI: 98 Average Rut: 0.2

Survey Section Information

District: 8 County: St. Clair

Key Route: FA 805 Marked Route: IL 161

Contract Number: 96397 Year of Construction: 1994

Pavement Type: HMA Pavement Thickness: 14

Survey Section Limits

Beginning: 2.35 Ending: 5.26

Surveyed Lanes: 2 of 2 Direction Surveyed: WB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	15448	54	0	12844	2658	0
5	0	0	0	0	0	0
6	0	0	0	0	15298	142
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	25	6	0	54	6	0
16	4	0	0	0	0	0
18	9	10	5	10	9	5
21	15502	0	0	15193	309	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 14416 PV: 13461 SU: 741 MU: 214

CRS Year: 2014 CRS Value: 5 Average IRI: 104 Average Rut: 0.2

Survey Section Information

District: 8 County: Jefferson

Key Route: FA 322 Marked Route: US 51

Contract Number: 96484A Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 15.25

Survey Section Limits

Beginning: 0.75 Ending: 2.25

Surveyed Lanes: 2 of 2 Direction Surveyed: NB

Overlay: 2011

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	218	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	1040	0	0	199	0	0
6	8226	0	0	0	0	0
9	0	0	0	0	0	0
13	2113	0	0	239	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	2	0	0	0	0	0
21	8226	0	0	8226	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	8	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6600 PV: 5525 SU: 700 MU: 375

CRS Year: 2014 CRS Value: 7.3 Average IRI: 59 Average Rut: 0.1

Survey Section Information

District: 8 County: St. Clair

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40448C Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 12.5

Survey Section Limits

Beginning: 2.9 Ending: 3.09

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	973	0	0
9	0	0	0	0	0	0
13	77	0	0	47	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	973	0	0	973	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	1	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6250 PV: 5700 SU: 250 MU: 300

CRS Year: 2014 CRS Value: 8.1 Average IRI: 55 Average Rut: 0.1

Survey Section Information

District: 8 County: Washington

Key Route: FA 322 Marked Route: US 51

Contract Number: 96484A Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 15.25

Survey Section Limits

Beginning: 0 Ending: 0.9

Surveyed Lanes: 2 of 2 Direction Surveyed: NB

Overlay: 2009

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	77	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	482	0	0	0	0	0
5	1585	0	0	986	26	0
6	4676	0	0	0	0	0
9	0	0	0	0	0	0
13	2201	0	0	66	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	4676	0	0	4676	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	13	0	0	1	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5000 PV: 4021 SU: 622 MU: 357

CRS Year: 2014 CRS Value: 7 Average IRI: 63 Average Rut: 0.1

Survey Section Information

District: 8 County: Madison

Key Route: FAP 10 Marked Route: New Poag Rd.

Contract Number: 96625 Year of Construction: 1995

Pavement Type: HMA Pavement Thickness: 9.75

Survey Section Limits

Beginning: 2.97 Ending: 3.51

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay: 2010

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	45	0	0	15	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	39	0	0	138	0	0
6	0	0	0	2741	0	0
9	0	0	0	0	0	0
13	63	0	0	426	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2741	0	0	2741	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	5	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 7901 PV: 7901 SU: 0 MU: 0

CRS Year: No Data CRS Value: No Data Average IRI: No Dat Average Rut: No Data

Survey Section Information

District: 8 County: St. Clair

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40448A Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 9.5

Survey Section Limits

Beginning: 2.17 Ending: 2.71

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 1994 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	900	0	0
9	0	0	0	0	0	0
13	89	0	0	61	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2850	0	0	2850	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	1	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 7944 PV: 6838 SU: 542 MU: 564

CRS Year: 2014 CRS Value: 8.1 Average IRI: 55 Average Rut: 0.1

Survey Section Information

District: 8 County: St. Clair

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40448I Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 12.5

Survey Section Limits

Beginning: 4.66 Ending: 5.04

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	2000	0	0
9	0	0	0	0	0	0
13	130	0	0	73	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2000	0	0	2000	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6250 PV: 5700 SU: 250 MU: 300

CRS Year: 2014 CRS Value: 8.1 Average IRI: 55 Average Rut: 0.1

Survey Section Information

District: 8 County: St. Clair

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40448B Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 9.5

Survey Section Limits

Beginning: 2.71 Ending: 2.9

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 1994 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	1000	0	0
9	0	0	0	0	0	0
13	145	0	0	14	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1000	0	0	1000	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	1	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6250 PV: 5700 SU: 250 MU: 300

CRS Year: 2014 CRS Value: 8.1 Average IRI: 55 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40315P Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 11

Survey Section Limits

Beginning: 1.23 Ending: 4.06

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2007

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	327	637	8	222	168	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	122	0	0	1111	0	0
6	0	0	0	14199	0	0
9	0	0	0	0	0	0
13	1465	0	0	3334	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	1	0	0	0	0	0
21	14199	0	0	14699	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	8	12	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6800 PV: 5325 SU: 725 MU: 750

CRS Year: 2014 CRS Value: 7.4 Average IRI: 80 Average Rut: 0.2

Survey Section Information

District: 8 County: St. Clair

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40448D Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 12.5

Survey Section Limits

Beginning: 3.09 Ending: 3.35

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	79	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	1164	0	0
9	0	0	0	0	0	0
13	33	0	0	176	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1164	0	0	1164	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6250 PV: 5700 SU: 250 MU: 300

CRS Year: 2014 CRS Value: 8.1 Average IRI: 55 Average Rut: 0.1

Survey Section Information

District: 8 County: St. Clair

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40448H Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 12.5

Survey Section Limits

Beginning: 4.49 Ending: 4.66

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	900	0	0
9	0	0	0	0	0	0
13	53	0	0	134	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	900	0	0	900	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6250 PV: 5700 SU: 250 MU: 300

CRS Year: 2014 CRS Value: 8.1 Average IRI: 55 Average Rut: 0.1

Survey Section Information

District: 8 County: St. Clair

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40448J Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 9.5

Survey Section Limits

Beginning: 5.04 Ending: 5.1

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 1994 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	300	0	0
9	0	0	0	0	0	0
13	36	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	300	0	0	300	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6250 PV: 5700 SU: 250 MU: 300

CRS Year: 2014 CRS Value: 8.1 Average IRI: 55 Average Rut: 0.1

Survey Section Information

District: 8 County: St. Clair

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40448K Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 9.5

Survey Section Limits

Beginning: 5.1 Ending: 5.56

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 1994 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	2000	0	0
9	0	0	0	0	0	0
13	186	0	0	16	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2423	0	0	2423	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	1	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6250 PV: 5700 SU: 250 MU: 300

CRS Year: 2014 CRS Value: 8.1 Average IRI: 55 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40315M Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 9.5

Survey Section Limits

Beginning: 0.04 Ending: 0.31

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 1994 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	54	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	1400	0	0
9	0	0	0	0	0	0
13	334	0	0	29	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1400	0	0	1400	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6250 PV: 5700 SU: 250 MU: 300

CRS Year: 2014 CRS Value: 8.3 Average IRI: 49 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40315MI Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 9.5

Survey Section Limits

Beginning: 0.31 Ending: 0.77

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 1994 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	2284	0	0
9	0	0	0	0	0	0
13	659	0	0	66	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2398	0	0	2398	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6250 PV: 5700 SU: 250 MU: 300

CRS Year: 2014 CRS Value: 8.3 Average IRI: 49 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40315N Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 9.5

Survey Section Limits

Beginning: 0.77 Ending: 1.04

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2007 2012

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	220	0	0	101	36	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	1421	0	0
9	0	0	0	0	0	0
13	287	0	0	410	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1421	0	0	1421	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	1	0	0	1	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6250 PV: 5700 SU: 250 MU: 300

CRS Year: 2014 CRS Value: 7.5 Average IRI: 75 Average Rut: 0.2

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40315O Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 9.5

Survey Section Limits

Beginning: 1.04 Ending: 1.23

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2007

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	1000	0	0
9	0	0	0	0	0	0
13	368	0	0	146	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1000	0	0	1000	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	1	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6800 PV: 5325 SU: 725 MU: 750

CRS Year: 2014 CRS Value: 7.4 Average IRI: 80 Average Rut: 0.2

Survey Section Information

District: 9 County: Pulaski

Key Route: FAI 57 Marked Route: I 57

Contract Number: 40406 Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 16

Survey Section Limits

Beginning: 4.68 Ending: 8.81

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay: 2009

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	25	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	99	0	0	123	0	0
6	0	0	0	18885	0	0
9	0	0	0	0	0	0
13	0	0	0	95	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	12	0	0	61	5	0
21	21882	0	0	21682	200	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	2	1	0	7	1	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 13000 PV: 6400 SU: 1300 MU: 5300

CRS Year: 2014 CRS Value: 8.1 Average IRI: 45 Average Rut: 0.1

Survey Section Information

District: 9 County: Jackson

Key Route: FAP 322 Marked Route: US 51

Contract Number: 98420 Year of Construction: 2002

Pavement Type: HMA Pavement Thickness: 14.5

Survey Section Limits

Beginning: 17.7 Ending: 20.07

Surveyed Lanes: 2 of 2 Direction Surveyed: NB/SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	329	0	0	429	0	0
6	0	0	0	6576	0	0
9	0	0	0	0	0	0
13	15234	0	0	10586	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	1	0
21	10276	0	0	11306	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	3	1	0	9	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 9214 PV: 8536 SU: 443 MU: 235

CRS Year: 2014 CRS Value: 6.3 Average IRI: 84 Average Rut: 0.1

Survey Section Information

District: 9 County: Alexander

Key Route: FAP 14 Marked Route: IL 3

Contract Number: 98119 Year of Construction: 1994

Pavement Type: HMA Pavement Thickness: 14.5

Survey Section Limits

Beginning: 5.61 Ending: 10.14

Surveyed Lanes: 2 of 2 Direction Surveyed: NB/SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	36	0	0	149	0	0
2	308	0	0	5877	0	0
3	0	0	0	0	0	0
4	151	0	0	151	0	0
5	257	0	0	1106	0	0
6	0	0	0	1008	20832	0
9	0	0	0	0	0	0
13	2045	0	0	1829	12	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	22	0	1	8	0
21	21547	2405	0	21754	2198	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	32	3	0	29	1	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 3599 PV: 2811 SU: 413 MU: 375

CRS Year: 2014 CRS Value: 7.1 Average IRI: 76 Average Rut: 0.3

Survey Section Information

District: 9 County: Union

Key Route: FAP 322 Marked Route: US 51

Contract Number: 98290 Year of Construction: 1998

Pavement Type: HMA Pavement Thickness: 14.25

Survey Section Limits

Beginning: 14.03 Ending: 16.61

Surveyed Lanes: 2 of 2 Direction Surveyed: SB/NB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	840	0	0
6	0	0	0	2158	0	0
9	0	0	0	0	0	0
13	551	0	0	2816	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	13415	23	0	13415	23	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	146	2	0	274	2	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 3551 PV: 3308 SU: 143 MU: 100

CRS Year: 2014 CRS Value: 5.9 Average IRI: 88 Average Rut: 0.2

Survey Section Information

District: 9 County: Pulaski

Key Route: FAI 57 Marked Route: I 57

Contract Number: 40406 Year of Construction: 1986

Pavement Type: HMA Pavement Thickness: 16

Survey Section Limits

Beginning: 4.68 Ending: 8.81

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	5	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	2654	0	0	227	0	0
6	0	0	0	13624	100	0
9	0	0	0	0	0	0
13	26	0	0	77	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	1	15	1	0
21	21769	53	0	21824	0	0
22	0	0	0	0	0	0
23	2	0	0	1	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	3	0	0	1	1	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 13000 PV: 6400 SU: 1300 MU: 5300

CRS Year: 2014 CRS Value: 8.1 Average IRI: 45 Average Rut: 0.1

Appendix B

Performance Monitoring Section Summaries for Jointed Plain Concrete Pavements

Survey Section Information

District: 1 County: Lake

Key Route: FAP 344 Marked Route: US 45

Contract Number: 82712 Year of Construction: 2002

Pavement Type: JPCP Pavement Thickness: 9.75

Survey Section Limits

Beginning: 11.11 Ending: 13.56

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	2	0	0	1	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	481	0	0	66	3	0
15	0	0	0	0	0	0
16	0	0	0	120	0	0
17	0	0	0	0	0	0
18	5	0	0	18	4	3
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	10	5	1	31	8	0
29	0	0	0	0	0	0
30	1	4	0	1	6	0

Traffic Year: 2015 AADT: 22789 PV: 21712 SU: 750 MU: 327

CRS Year: 2015 CRS Value: 7.5 Average IRI: 104 Average Rut: 0.1

Survey Section Information

District: 1 County: DuPage

Key Route: FAP 307 Marked Route: IL 64

Contract Number: 82634 Year of Construction: 2002

Pavement Type: JPCP Pavement Thickness: 10.25

Survey Section Limits

Beginning: 2.65 Ending: 5.81

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	4	0	0	1	0	1
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	9	0	0	383	0	0
15	0	0	0	0	0	0
16	0	15	0	0	0	0
17	0	0	0	0	0	0
18	15	50	2	6	2	0
20	0	0	0	0	0	0
26	0	0	0	0	0	1
28	12	18	0	38	11	1
29	0	0	0	0	0	0
30	6	3	0	6	5	0

Traffic Year: 2015 AADT: 38473 PV: 33075 SU: 3297 MU: 2101

CRS Year: 2015 CRS Value: 7.0 Average IRI: 120 Average Rut: 0.1

Survey Section Information

District: 1 County: DuPage

Key Route: FAP 307 Marked Route: IL 64

Contract Number: 82634 Year of Construction: 2002

Pavement Type: JPCP Pavement Thickness: 10.25

Survey Section Limits

Beginning: 2.65 Ending: 5.81

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	3	1	1	5	2	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	297	0	0	46	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	1	9	0	7	4	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	30	1	2	19	4	3
29	0	0	0	0	0	0
30	3	1	0	6	3	0

Traffic Year: 2015 AADT: 38473 PV: 33075 SU: 3297 MU: 2101

CRS Year: 2015 CRS Value: 7.0 Average IRI: 120 Average Rut: 0.1

Survey Section Information

District: 1 County: DuPage

Key Route: FAP 307 Marked Route: IL 64

Contract Number: 82514 Year of Construction: 2002

Pavement Type: JPCP Pavement Thickness: 10.25

Survey Section Limits

Beginning: 5.81 Ending: 7.06

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	1	0	0	2	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	46	0	0
15	0	0	0	0	0	0
16	72	0	0	0	0	0
17	0	0	0	0	0	0
18	5	18	0	4	2	0
20	0	0	0	0	0	0
26	0	1	0	0	0	0
28	4	9	2	8	4	2
29	0	0	0	0	0	0
30	4	1	0	2	1	0

Traffic Year: 2015 AADT: 38980 PV: 35360 SU: 2080 MU: 1540

CRS Year: 2015 CRS Value: 6.9 Average IRI: 120 Average Rut: 0.1

Survey Section Information

District: 1 County: DuPage

Key Route: FAP 307 Marked Route: IL 64

Contract Number: 82514 Year of Construction: 2002

Pavement Type: JPCP Pavement Thickness: 10.25

Survey Section Limits

Beginning: 5.81 Ending: 7.06

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	1	0	0	5	2	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	40	0	0
15	0	0	0	0	0	0
16	36	0	0	0	0	0
17	0	0	0	0	0	0
18	12	8	0	6	5	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	10	4	0	9	9	0
29	0	0	0	0	0	0
30	1	1	0	0	0	0

Traffic Year: 2015 AADT: 38980 PV: 35360 SU: 2080 MU: 1540

CRS Year: 2015 CRS Value: 6.9 Average IRI: 120 Average Rut: 0.1

Survey Section Information

District: 1 County: Cook

Key Route: FAP 353 Marked Route: US 30

Contract Number: 82385 Year of Construction: 2004

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 13.25 Ending: 14.04

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	21	0	0
15	0	0	0	0	0	0
16	4	0	0	60	0	0
17	0	0	0	0	0	0
18	0	1	0	0	0	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	33	1	1	21	4	0
29	0	0	0	0	0	0
30	1	0	0	0	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 21403 PV: 20152 SU: 424 MU: 827

CRS Year: 2014 CRS Value: 6.4 Average IRI: 129 Average Rut: 0.1

Survey Section Information

District: 1 County: Cook

Key Route: FAP 353 Marked Route: US 30

Contract Number: 82385 Year of Construction: 2004

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 13.25 Ending: 14.04

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	0	0	0	1	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	132	8	10	54	0	0
15	0	0	0	0	0	0
16	168	0	0	267	0	12
17	0	0	0	0	0	0
18	0	0	0	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	7	18	1	24	18	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 21403 PV: 20152 SU: 424 MU: 827

CRS Year: 2014 CRS Value: 6.4 Average IRI: 129 Average Rut: 0.1

Survey Section Information

District: 1 County: Kane

Key Route: FAP 307 Marked Route: IL 64

Contract Number: 82328 Year of Construction: 1997

Pavement Type: JPCP Pavement Thickness: 9.25

Survey Section Limits

Beginning: 15.02 Ending: 16.37

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	11	0	0	12	2	3
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	31	0	0	74	0	0
15	0	0	0	0	0	0
16	72	288	48	692	120	0
17	0	0	0	0	0	0
18	0	0	0	1	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	7	4	0	12	5	0
29	0	0	0	0	0	0
30	45	28	1	39	23	1

Traffic Year: 2015 AADT: 14509 PV: 13813 SU: 510 MU: 186

CRS Year: 2015 CRS Value: 6.2 Average IRI: 173 Average Rut: 0.2

Survey Section Information

District: 1 County: Cook

Key Route: FAP 353 Marked Route: US 30

Contract Number: 62277 Year of Construction: 2004

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 10.75 Ending: 12.71

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	0	0	0	1	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	251	0	0
15	0	0	0	0	0	0
16	144	324	0	144	324	0
17	0	0	0	0	0	0
18	5	2	1	0	2	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	515	279	6	52	16	3
29	0	0	0	0	0	0
30	1	1	0	0	2	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 15370 PV: 13211 SU: 709 MU: 1450

CRS Year: 2014 CRS Value: 6.3 Average IRI: 149 Average Rut: 0.2

Survey Section Information

District: 1 County: Lake

Key Route: FAP 344 Marked Route: US 45

Contract Number: 82712 Year of Construction: 2002

Pavement Type: JPCP Pavement Thickness: 9.75

Survey Section Limits

Beginning: 11.11 Ending: 13.56

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	3	3	0	1	3	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	55	0	0	86	0	0
15	0	0	0	0	0	0
16	9	0	72	0	0	0
17	0	0	0	0	0	0
19	5	1	0	7	1	0
18	0	0	0	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	9	0	0	14	7	1
29	0	0	0	0	0	0
30	0	3	0	3	4	1

Traffic Year: 2015 AADT: 22789 PV: 21712 SU: 750 MU: 327

CRS Year: 2015 CRS Value: 7.5 Average IRI: 104 Average Rut: 0.1

Survey Section Information

District: 1 County: Cook

Key Route: FAP 344 Marked Route: IL 83

Contract Number: 82196 Year of Construction: 1999

Pavement Type: JPCP Pavement Thickness: 9.75

Survey Section Limits

Beginning: 1.66 Ending: 3.7

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	6	0	0	11	0	1
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	18	0	0	238	0	0
15	0	0	0	0	0	0
16	0	84	0	1215	99	0
17	1	0	0	1	0	0
18	1	2	0	3	3	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	10	15	0	42	28	1
29	0	0	0	0	0	0
30	11	3	0	9	3	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 17420 PV: 16508 SU: 666 MU: 246

CRS Year: 2014 CRS Value: 6.5 Average IRI: 117 Average Rut: 0.1

Survey Section Information

District: 1 County: Cook

Key Route: FAP 344 Marked Route: IL 83

Contract Number: 82196 Year of Construction: 1999

Pavement Type: JPCP Pavement Thickness: 9.75

Survey Section Limits

Beginning: 1.66 Ending: 3.7

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	7	1	0	5	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	264	22	0	396	0	0
15	0	0	0	0	0	0
16	22	24	0	1852	24	0
17	0	0	0	0	0	0
18	1	1	1	4	4	2
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	39	13	4	56	38	6
29	0	0	0	0	0	0
30	15	4	0	11	3	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 17420 PV: 16508 SU: 666 MU: 246

CRS Year: 2014 CRS Value: 6.5 Average IRI: 117 Average Rut: 0.1

Survey Section Information

District: 1 County: Cook

Key Route: FAP 330 Marked Route: US 12/20/45

Contract Number: 60927 Year of Construction: 2004

Pavement Type: JPCP Pavement Thickness: 9.75

Survey Section Limits

Beginning: 30.64 Ending: 33.65

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	0	0	0	1	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	44	0	0	278	0	0
15	0	0	0	0	0	0
16	0	120	0	43	120	0
17	0	0	0	0	0	0
18	0	0	0	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	40	5	2	50	15	6
29	0	0	0	0	0	0
30	5	1	0	7	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 32908 PV: 31508 SU: 800 MU: 600

CRS Year: 2014 CRS Value: 7.4 Average IRI: 88 Average Rut: 0.1

Survey Section Information

District: 1 County: Kane

Key Route: FAP 307 Marked Route: IL 64

Contract Number: 82328 Year of Construction: 1997

Pavement Type: JPCP Pavement Thickness: 9.25

Survey Section Limits

Beginning: 15.02 Ending: 16.37

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	8	1	0	7	5	3
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	56	0	0	24	0	0
15	0	0	0	0	0	0
16	204	0	0	114	0	0
17	0	0	0	0	0	0
18	1	0	0	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	6	4	2	18	7	1
29	0	0	0	0	0	0
30	13	14	3	11	8	0

Traffic Year: 2015 AADT: 14509 PV: 13813 SU: 510 MU: 186

CRS Year: 2015 CRS Value: 6.2 Average IRI: 173 Average Rut: 0.2

Survey Section Information

District: 1 County: Cook

Key Route: FAP 353 Marked Route: US 30

Contract Number: 62277 Year of Construction: 2004

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 10.75 Ending: 12.71

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	5	4	0	1	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	3	0	0	276	15	0
15	0	0	0	0	0	0
16	374	0	0	96	0	0
17	0	0	0	0	0	0
18	0	0	0	2	1	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	85	32	1	74	13	3
29	0	0	0	0	0	0
30	2	0	1	0	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 15370 PV: 13211 SU: 709 MU: 1450

CRS Year: 2014 CRS Value: 6.3 Average IRI: 149 Average Rut: 0.2

Survey Section Information

District: 1 County: Will

Key Route: FAP 338 Marked Route: IL 59

Contract Number: 82139_2 Year of Construction: 1997

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 0.00 Ending: 2.24

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	3	0	0	5	2	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	83	0	0	7	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	8
17	0	0	0	0	0	0
18	2	0	1	2	1	0
20	0	0	0	0	0	0
26	0	1	0	0	0	0
28	8	4	1	19	5	2
29	0	0	0	0	0	0
30	148	31	0	143	38	0

Traffic Year: 2015 AADT: 11275 PV: 10183 SU: 725 MU: 367

CRS Year: 2014 CRS Value: 5.2 Average IRI: 188 Average Rut: 0.2

Survey Section Information

District: 1 County: Cook

Key Route: FAP 330 Marked Route: US 12/20/45

Contract Number: 60927 Year of Construction: 2004

Pavement Type: JPCP Pavement Thickness: 9.75

Survey Section Limits

Beginning: 30.64 Ending: 33.65

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	2	0	0	5	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	571	50	0	546	20	0
15	0	0	0	0	0	0
16	120	120	0	120	120	0
17	0	0	0	0	0	0
18	3	3	0	2	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	52	10	6	64	18	4
29	0	0	0	9	0	0
30	3	0	0	2	1	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 32908 PV: 31508 SU: 800 MU: 600

CRS Year: 2014 CRS Value: 7.4 Average IRI: 88 Average Rut: 0.1

Survey Section Information

District: 1 County: DuPage

Key Route: FAP 338 Marked Route: IL 59

Contract Number: 82139_1 Year of Construction: 1997

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 17.36 Ending: 18.67

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	1	1	0	6	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	62	0	0
15	0	0	0	0	0	0
16	1212	0	0	0	0	0
17	0	0	0	0	0	0
18	1	0	0	0	0	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	2	4	1	5	7	1
29	0	0	0	0	0	0
30	83	9	1	76	13	1

Traffic Year: 2015 AADT: 49000 PV: 44950 SU: 2050 MU: 2000

CRS Year: 2015 CRS Value: 6.5 Average IRI: 109 Average Rut: 0.1

Survey Section Information

District: 1 County: DuPage

Key Route: FAP 338 Marked Route: IL 59

Contract Number: 82139_1 Year of Construction: 1997

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 17.36 Ending: 18.67

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	2	0	0	14	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	123	0	0	29	0	0
15	0	0	0	0	0	0
16	469	0	0	0	0	0
17	0	0	0	0	0	0
18	5	1	0	2	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	8	3	0	33	7	0
29	0	0	0	0	0	0
30	114	28	0	124	26	0

Traffic Year: 2015 AADT: 49000 PV: 44950 SU: 2050 MU: 2000

CRS Year: 2015 CRS Value: 6.5 Average IRI: 109 Average Rut: 0.1

Survey Section Information

District: 1 County: DuPage

Key Route: FAP 311 Marked Route: US 34

Contract Number: 82840A Year of Construction: 1997

Pavement Type: JPCP Pavement Thickness: 9.5

Survey Section Limits

Beginning: 2.85 Ending: 3.63

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	6	1	0	4	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	15	0	0	29	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	0	1	2	1	1	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	9	0	6	3	2
29	0	0	0	0	0	0
30	14	13	2	16	13	1

Traffic Year: 2015 AADT: 31600 PV: 26300 SU: 3150 MU: 2150

CRS Year: 2015 CRS Value: 6.4 Average IRI: 126 Average Rut: 0.1

Survey Section Information

District: 1 County: DuPage

Key Route: FAP 338 Marked Route: IL 59

Contract Number: 82840B Year of Construction: 1997

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 16.64 Ending: 17.36

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	3	1	0	3	3	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	42	0	0
15	0	0	0	0	0	0
16	0	0	0	20	0	0
17	0	0	0	0	0	0
18	2	2	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	11	4	1	6	5	1
29	0	0	0	0	0	0
30	10	3	0	14	2	0

Traffic Year: 2015 AADT: 49000 PV: 44950 SU: 2050 MU: 2000

CRS Year: 2015 CRS Value: 6.5 Average IRI: 109 Average Rut: 0.1

Survey Section Information

District: 1 County: DuPage

Key Route: FAP 338 Marked Route: IL 59

Contract Number: 82840B Year of Construction: 1997

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 16.64 Ending: 17.36

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	10	1	0	1	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	18	0	0	0	0	0
15	0	0	0	0	0	0
16	174	0	0	0	0	0
17	0	0	0	0	0	0
18	2	2	0	1	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	11	1	0	0	1	0
29	0	0	0	0	0	0
30	11	8	1	10	9	1

Traffic Year: 2015 AADT: 49000 PV: 44950 SU: 2050 MU: 2000

CRS Year: 2015 CRS Value: 6.5 Average IRI: 109 Average Rut: 0.1

Survey Section Information

District: 1 County: Cook

Key Route: FAP 330 Marked Route: US 12/20/45

Contract Number: 60748 Year of Construction: 2004

Pavement Type: JPCP Pavement Thickness: 9.75

Survey Section Limits

Beginning: 30.48 Ending: 31.78

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	3	1	0	1	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	107	6	0	8	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	0	3	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	9	7	0	31	5	0
29	0	0	0	0	0	0
30	2	0	0	1	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 37192 PV: 35720 SU: 882 MU: 590

CRS Year: 2014 CRS Value: 7.4 Average IRI: 88 Average Rut: 0.1

Survey Section Information

District: 1 County: Cook

Key Route: FAP 330 Marked Route: US 12/20/45

Contract Number: 60748 Year of Construction: 2004

Pavement Type: JPCP Pavement Thickness: 9.75

Survey Section Limits

Beginning: 30.48 Ending: 31.78

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	70	0	0
15	0	0	0	0	0	0
16	180	0	0	182	0	0
17	0	0	0	0	0	0
18	0	1	0	0	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	17	7	1	15	1	1
29	0	0	0	0	0	0
30	2	0	0	2	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 37192 PV: 35720 SU: 882 MU: 590

CRS Year: 2014 CRS Value: 7.4 Average IRI: 88 Average Rut: 0.1

Survey Section Information

District: 1 County: DuPage

Key Route: FAP 311 Marked Route: US 34

Contract Number: 82840A Year of Construction: 1997

Pavement Type: JPCP Pavement Thickness: 9.5

Survey Section Limits

Beginning: 2.85 Ending: 3.63

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	1	2	0	1	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	56	0	0	30	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	0	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	5	1	0	0	0
29	0	0	0	0	0	0
30	9	8	0	11	6	1

Traffic Year: 2015 AADT: 31600 PV: 26300 SU: 3150 MU: 2150

CRS Year: 2015 CRS Value: 6.4 Average IRI: 126 Average Rut: 0.1

Survey Section Information

District: 1 County: Will

Key Route: FAP 338 Marked Route: IL 59

Contract Number: 82139_2 Year of Construction: 1997

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 0.00 Ending: 2.24

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	2	0	0	7	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	54	0	0	204	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	3	0	0	3	0	0
18	2	6	1	6	3	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	8	5	1	35	15	0
29	0	0	0	0	0	0
30	155	40	1	148	53	0

Traffic Year: 2015 AADT: 11275 PV: 10183 SU: 725 MU: 367

CRS Year: 2014 CRS Value: 5.2 Average IRI: 188 Average Rut: 0.2

Survey Section Information

District: 2 County: Lee

Key Route: FAP 742 Marked Route: IL 2

Contract Number: 64210 Year of Construction: 2000

Pavement Type: JPCP Pavement Thickness: 9.5

Survey Section Limits

Beginning: 3.61 Ending: 4.35

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	3	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	0	13	0
15	0	0	0	0	0	0
16	0	0	0	288	0	0
17	0	0	0	1	0	0
18	1	0	0	2	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	4	3	0	8	2	0
29	0	0	0	0	0	0
30	0	0	0	1	0	0

Traffic Year: 2015 AADT: 7750 PV: 7025 SU: 300 MU: 425

CRS Year: 2015 CRS Value: 7.4 Average IRI: 144 Average Rut: 0.1

Survey Section Information

District: 2 County: Rock Island

Key Route: FAI 74 Marked Route: I 74

Contract Number: 64244 Year of Construction: 2003

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 3.75 Ending: 4.51

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	3	0	0	5	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	0	0	0
15	0	0	0	0	0	0
16	432	0	0	504	144	0
17	0	0	0	0	0	0
18	0	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	3	2	1	4	9	1
29	0	0	0	0	0	0
30	8	8	1	10	9	0

Traffic Year: 2015 AADT: 36500 PV: 34725 SU: 875 MU: 900

CRS Year: 2014 CRS Value: 8.1 Average IRI: 109 Average Rut: 0.1

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 301 Marked Route: US 20

Contract Number: 40455H Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 21.9 Ending: 22.17

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	0	0	0	1	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	30	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	1	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	0	1	1
29	0	0	0	0	0	0
30	3	1	0	5	0	0

Traffic Year: 2015 AADT: 6350 PV: 4525 SU: 800 MU: 1025

CRS Year: 2015 CRS Value: 6 Average IRI: 164 Average Rut: 0.1

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 301 Marked Route: US 20

Contract Number: 40455G Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 20.72 Ending: 21.9

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	2	1	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	69	0	0	84	0	0
15	0	0	0	0	0	0
16	1260	0	0	384	0	0
17	0	0	0	0	0	0
18	22	6	0	6	4	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	18	20	0	25	27	2
29	0	0	0	0	0	0
30	61	72	0	45	109	2

Traffic Year: 2015 AADT: 6350 PV: 4525 SU: 800 MU: 1025

CRS Year: 2015 CRS Value: 6.6 Average IRI: 128 Average Rut: 0.1

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 301 Marked Route: US 20

Contract Number: 40455F Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 20.52 Ending: 20.72

Surveyed Lanes: 2 of 2 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	11	0	0	10	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	6	1	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	7	1	0	13	2	0
29	0	0	0	0	0	0
30	12	8	0	7	12	0

Traffic Year: 2015 AADT: 6350 PV: 4525 SU: 800 MU: 1025

CRS Year: 2015 CRS Value: 6.7 Average IRI: 123 Average Rut: 0.1

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 301 Marked Route: US 20

Contract Number: 40455E Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 20.12 Ending: 20.52

Surveyed Lanes: 2 of 2 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	2	0	0	0	0	1
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	0	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	5	2	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	9	4	0	18	6	0
29	0	0	0	0	0	0
30	2	0	0	1	0	0

Traffic Year: 2015 AADT: 6350 PV: 4525 SU: 800 MU: 1025

CRS Year: 2015 CRS Value: 6.7 Average IRI: 123 Average Rut: 0.1

Survey Section Information

District: 2 County: Lee

Key Route: FAP 742 Marked Route: IL 2

Contract Number: 64210 Year of Construction: 2000

Pavement Type: JPCP Pavement Thickness: 9.5

Survey Section Limits

Beginning: 3.61 Ending: 4.35

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	2	0	0	0	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	66	22	0
15	0	0	0	0	0	0
16	0	0	0	336	0	0
17	0	0	0	0	0	0
18	0	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	4	1	0	1	0	0
29	0	0	0	0	0	0
30	1	0	0	1	0	1

Traffic Year: 2015 AADT: 7750 PV: 7025 SU: 300 MU: 425

CRS Year: 2015 CRS Value: 7.4 Average IRI: 144 Average Rut: 0.1

Survey Section Information

District: 2 County: JoDaviess

Key Route: FAP 301 Marked Route: US 20

Contract Number: 64147 Year of Construction: 2003

Pavement Type: JPCP Pavement Thickness: 9.5

Survey Section Limits

Beginning: 12.39 Ending: 13.54

Surveyed Lanes: 2 of 2 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	7	3	0	6	4	2
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	521	281	0	794	30	0
15	0	0	0	0	0	0
16	168	0	0	156	0	0
17	0	0	0	0	0	0
18	4	3	0	1	2	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	12	19	2	14	8	1
29	0	0	0	0	0	0
30	2	3	0	7	5	1

Traffic Year: 2015 AADT: 10542 PV: 8811 SU: 932 MU: 799

CRS Year: 2015 CRS Value: 6.6 Average IRI: 126 Average Rut: 0.1

Survey Section Information

District: 2 County: Winnebago

Key Route: FAP 501 Marked Route: IL 75

Contract Number: 64555 Year of Construction: 2002

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 2.54 Ending: 3.26

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	1	0	0	6	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	27	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	0	0	0	3	0	0
20	0	0	0	0	0	0
26	1	1	0	0	0	0
28	4	1	0	8	4	2
29	0	0	0	0	0	0
30	5	3	0	4	3	0

Traffic Year: 2015 AADT: 2600 PV: 2150 SU: 150 MU: 300

CRS Year: 2015 CRS Value: 6.7 Average IRI: 130 Average Rut: 0.1

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 301 Marked Route: US 20

Contract Number: 40455D Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 19.62 Ending: 20.12

Surveyed Lanes: 2 of 2 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	3	1	0	2	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	35	0	0	45	0	0
15	0	0	0	0	0	0
16	792	60	0	1416	0	0
17	0	0	0	0	0	0
18	12	1	0	2	2	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	5	10	0	25	32	1
29	0	0	0	0	0	0
30	21	42	0	14	37	2

Traffic Year: 2015 AADT: 6350 PV: 4525 SU: 800 MU: 1025

CRS Year: 2015 CRS Value: 6.7 Average IRI: 123 Average Rut: 0.1

Survey Section Information

District: 2 County: Stephenson

Key Route: FAP 301 Marked Route: US 20

Contract Number: 40455H Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 21.9 Ending: 22.17

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	0	2	0	3	4	1
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	0	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	5	1	0	2	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	27	2	0	33	4	0
29	0	0	0	0	0	0
30	1	0	0	0	2	0

Traffic Year: 2015 AADT: 6350 PV: 4525 SU: 800 MU: 1025

CRS Year: 2015 CRS Value: 6 Average IRI: 164 Average Rut: 0.1

Survey Section Information

District: 2 County: Winnebago

Key Route: FAP 501 Marked Route: IL 75

Contract Number: 84984 Year of Construction: 2002

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 1.91 Ending: 2.54

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	4	2	2	11	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	0	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	2	2	0	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	3	3	0	6	9	1
29	0	0	0	0	0	0
30	6	4	0	5	3	0

Traffic Year: 2015 AADT: 7946 PV: 5547 SU: 805 MU: 1594

CRS Year: 2015 CRS Value: 6.7 Average IRI: 130 Average Rut: 0.1

Survey Section Information

District: 2 County: Winnebago

Key Route: FAP 501 Marked Route: IL 75

Contract Number: 84984 Year of Construction: 2002

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 1.91 Ending: 2.54

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	5	1	0	7	0	1
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	48	0	0	15	0	0
15	0	0	0	0	0	0
16	0	252	0	0	0	0
17	0	0	0	0	0	0
18	1	1	0	1	0	2
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	8	8	0	13	9	1
29	0	0	0	0	0	0
30	13	8	0	4	6	0

Traffic Year: 2015 AADT: 7946 PV: 5547 SU: 805 MU: 1594

CRS Year: 2015 CRS Value: 6.7 Average IRI: 130 Average Rut: 0.1

Survey Section Information

District: 2 County: Rock Island

Key Route: FAI 74 Marked Route: I 74

Contract Number: 64244 Year of Construction: 2003

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 3.75 Ending: 4.51

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	1	0	0	0	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	0	0	0
15	0	0	0	0	0	0
16	72	0	0	0	0	0
17	0	0	0	0	0	0
18	0	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	1	2	2	4	8	3
29	0	0	0	0	0	0
30	1	0	0	2	0	0

Traffic Year: 2015 AADT: 36500 PV: 34725 SU: 875 MU: 900

CRS Year: 2014 CRS Value: 8.1 Average IRI: 109 Average Rut: 0.1

Survey Section Information

District: 2 County: Winnebago

Key Route: FAP 501 Marked Route: IL 75

Contract Number: 64555 Year of Construction: 2002

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 2.54 Ending: 3.26

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	2	0	0	4	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	0	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	0	0	0	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	3	2	0	1	0	0
29	0	0	0	0	0	0
30	7	3	0	7	3	0

Traffic Year: 2015 AADT: 2600 PV: 2150 SU: 150 MU: 300

CRS Year: 2015 CRS Value: 6.7 Average IRI: 130 Average Rut: 0.1

Survey Section Information

District: 3 County: Kendall

Key Route: FAP 311 Marked Route: US 34

Contract Number: 66013 Year of Construction: 2003

Pavement Type: JPCP Pavement Thickness: 9.5

Survey Section Limits

Beginning: 20.10 Ending: 21.55

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	7	0	0	6	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	671	0	0	2049	78	0
15	0	0	0	0	0	0
16	0	0	0	4	0	0
17	0	0	0	0	0	0
18	1	0	1	0	2	3
20	0	0	0	0	0	0
26	0	0	0	1	1	0
28	2	1	0	4	1	2
29	0	0	0	0	0	0
30	28	23	0	22	27	2

Traffic Year: 2015 AADT: 23600 PV: 21075 SU: 1700 MU: 825

CRS Year: 2015 CRS Value: 6.2 Average IRI: 92 Average Rut: 0.1

Survey Section Information

District: 3 County: Kendall

Key Route: FAP 311 Marked Route: US 34

Contract Number: 66013 Year of Construction: 2003

Pavement Type: JPCP Pavement Thickness: 9.5

Survey Section Limits

Beginning: 20.10 Ending: 21.55

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	14	0	0	6	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	365	0	0	1738	662	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	1	1	0	0	0	2
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	4	1	0	20	2	0
29	0	0	0	0	0	0
30	26	22	0	30	27	0

Traffic Year: 2015 AADT: 23600 PV: 21075 SU: 1700 MU: 825

CRS Year: 2015 CRS Value: 6.2 Average IRI: 92 Average Rut: 0.1

Survey Section Information

District: 3 County: Kendall

Key Route: FAP 311 Marked Route: US 34

Contract Number: 66160 Year of Construction: 2003

Pavement Type: JPCP Pavement Thickness: 9.5

Survey Section Limits

Beginning: 18.89 Ending: 20.00

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	1	0	0	1	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	344	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	0	1	0	0	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	1	0	0	3	0	0
29	0	0	0	0	0	0
30	5	0	0	4	1	0

Traffic Year: 2015 AADT: 20728 PV: 18481 SU: 1515 MU: 732

CRS Year: 2015 CRS Value: 6.2 Average IRI: 92 Average Rut: 0.1

Survey Section Information

District: 3 County: Kendall

Key Route: FAP 311 Marked Route: US 34

Contract Number: 66160 Year of Construction: 2003

Pavement Type: JPCP Pavement Thickness: 9.5

Survey Section Limits

Beginning: 18.89 Ending: 20.00

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	4	0	0	3	1	1
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	10	10	6	276	9	0
15	0	0	0	0	0	0
16	0	0	0	18	30	0
17	0	0	0	0	0	0
18	0	1	0	1	0	0
20	0	0	0	0	0	0
26	0	0	0	1	1	0
28	3	2	1	9	5	2
29	0	0	0	0	0	0
30	7	4	0	5	7	1

Traffic Year: 2015 AADT: 20728 PV: 18481 SU: 1515 MU: 732

CRS Year: 2015 CRS Value: 6.2 Average IRI: 92 Average Rut: 0.1

Survey Section Information

District: 5 County: McLean

Key Route: FAP 704 Marked Route: I 55 BUS

Contract Number: 86854 Year of Construction: 2003

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 8.37 Ending: 9.74

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	0	0	0	1	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	0	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	0	2	0	2	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	31	9	0	32	5	0
29	0	0	0	0	0	0
30	0	1	0	2	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 22189 PV: 21505 SU: 434 MU: 250

CRS Year: 2014 CRS Value: 6.5 Average IRI: 96 Average Rut: 0.2

Survey Section Information

District: 5 County: McLean

Key Route: FAP 704 Marked Route: I 55 BUS

Contract Number: 86854 Year of Construction: 2003

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 8.37 Ending: 9.74

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	9	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	1	0	0	2	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	33	14	0	14	10	1
29	0	0	0	0	0	0
30	2	0	0	1	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 22189 PV: 21505 SU: 434 MU: 250

CRS Year: 2014 CRS Value: 6.5 Average IRI: 96 Average Rut: 0.2

Survey Section Information

District: 6 County: Morgan

Key Route: FAP 310 Marked Route: US 67

Contract Number: 92774 Year of Construction: 1999

Pavement Type: JPCP Pavement Thickness: 9.75

Survey Section Limits

Beginning: 17.10 Ending: 20.81

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	3	0	0	5	1	0
9	1	0	0	1	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	15	0	0	175	0	0
15	0	0	0	0	0	0
16	240	372	84	240	372	84
17	0	0	0	0	0	0
18	12	3	0	14	4	1
20	0	0	0	0	0	0
26	0	0	0	1	0	0
28	31	9	2	55	17	6
29	0	0	0	0	0	0
30	2	0	0	2	0	0

Traffic Year: 2015 AADT: 5138 PV: 4026 SU: 663 MU: 449

CRS Year: 2015 CRS Value: 7.5 Average IRI: 71 Average Rut: 0.1

Survey Section Information

District: 6 County: Pike

Key Route: FAI 72 Marked Route: I 72

Contract Number: 92763 Year of Construction: 2000

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 0.77 Ending: 1.87

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	2	0	0	2	0	0
9	1	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	77	0	0
15	0	0	0	0	0	0
16	156	0	0	72	0	0
17	0	0	0	0	0	0
18	0	0	0	7	8	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	8	4	1	18	6	1
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Year: 2015 AADT: 13338 PV: 10181 SU: 906 MU: 2251

CRS Year: 2016 CRS Value: 7.9 Average IRI: 98 Average Rut: 0.1

Survey Section Information

District: 6 County: Morgan

Key Route: FAP 310 Marked Route: US 67

Contract Number: 92774 Year of Construction: 1999

Pavement Type: JPCP Pavement Thickness: 9.75

Survey Section Limits

Beginning: 17.10 Ending: 20.81

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	5	0	0	6	0	0
9	2	0	0	8	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	0	0	0
15	0	0	0	0	1	0
16	0	96	84	0	96	84
17	2	0	0	2	0	0
18	18	3	0	19	0	1
20	0	0	0	0	0	0
26	1	0	0	2	0	0
28	97	27	0	69	25	1
29	0	0	0	0	0	0
30	1	0	0	1	0	0

Traffic Year: 2015 AADT: 5138 PV: 4026 SU: 663 MU: 449

CRS Year: 2015 CRS Value: 7.5 Average IRI: 71 Average Rut: 0.1

Survey Section Information

District: 6 County: Pike

Key Route: FAI 72 Marked Route: I 72

Contract Number: 92763 Year of Construction: 2000

Pavement Type: JPCP Pavement Thickness: 10

Survey Section Limits

Beginning: 0.77 Ending: 1.87

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
8	0	0	0	1	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	0	0	19
15	0	0	0	0	0	0
16	156	0	0	192	0	0
17	0	0	0	0	0	0
18	0	0	0	10	0	1
19	0	0	0	0	0	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	12	6	1	13	14	2
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Year: 2015 AADT: 13338 PV: 10181 SU: 906 MU: 2251

CRS Year: 2016 CRS Value: 7.9 Average IRI: 98 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: KA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 15.81 Ending: 16.00

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	1000	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1000	0	0	1000	0	0
22	0	0	0	0	0	0
23	28	0	0	30	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	7	0	0	12	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 8.4 Average IRI: 68 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: RA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 17.74 Ending: 18.2

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	90	0	0	17	0	0
6	0	0	0	1947	0	0
9	0	0	0	0	0	0
13	70	0	0	227	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1947	0	0	1947	0	0
22	0	0	0	0	0	0
23	6	0	0	13	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	30	0	0	47	5	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 8.4 Average IRI: 68 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: BA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 12.49 Ending: 12.90

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2011

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	1930	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2130	0	0	2130	0	0
22	0	0	0	0	0	0
23	48	0	0	52	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	4	0	0	3	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6000 PV: 4800 SU: 525 MU: 675

CRS Year: 2010 CRS Value: 9 Average IRI: 145 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: QA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 17.36 Ending: 17.74

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	19	0	0	134	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	37	0	0	0	0	0
6	0	0	0	2002	0	0
9	0	0	0	0	0	0
13	0	0	0	164	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2002	0	0	2002	0	0
22	0	0	0	0	0	0
23	10	0	0	20	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	35	0	0	52	2	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 8.4 Average IRI: 68 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: PA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 16.98 Ending: 17.36

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	2004	0	0
9	0	0	0	0	0	0
13	16	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2004	0	0	2004	0	0
22	0	0	0	0	0	0
23	8	0	0	20	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	41	0	0	42	2	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 8.4 Average IRI: 68 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: OA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 16.60 Ending: 16.98

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	2002	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2004	0	0	2004	0	0
22	0	0	0	0	0	0
23	21	0	0	30	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	40	0	0	48	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 8.4 Average IRI: 68 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: NA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 16.41 Ending: 16.60

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	21	0	0
6	0	0	0	1004	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1004	0	0	1004	0	0
22	0	0	0	0	0	0
23	24	0	0	22	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	8	0	0	15	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 8.4 Average IRI: 68 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: MA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 16.21 Ending: 16.41

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	1100	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1100	0	0	1100	0	0
22	0	0	0	0	0	0
23	48	0	0	29	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	5	0	0	28	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 8.4 Average IRI: 68 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: LA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 16.00 Ending: 16.21

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	65	0	0	0	0	0
6	0	0	0	1100	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1100	0	0	1100	0	0
22	0	0	0	0	0	0
23	33	0	0	47	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	3	0	0	8	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 8.4 Average IRI: 68 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: JA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 15.62 Ending: 15.81

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	28	0	0
6	0	0	0	1000	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1000	0	0	1000	0	0
22	0	0	0	0	0	0
23	22	0	0	31	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	10	0	0	13	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 8.4 Average IRI: 68 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: IA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 15.43 Ending: 15.62

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	13	0	0
6	0	0	0	1020	0	0
9	0	0	0	0	0	0
13	0	0	0	5	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1020	0	0	1020	0	0
22	0	0	0	0	0	0
23	20	0	0	11	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	20	0	0	36	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 8.4 Average IRI: 68 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: HA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 15.05 Ending: 15.43

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	126	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	159	0	0
6	0	0	0	2002	0	0
9	0	0	0	0	0	0
13	0	0	0	42	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2002	0	0	2002	0	0
22	0	0	0	0	0	0
23	17	0	0	15	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	36	0	0	44	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 8.4 Average IRI: 68 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: GA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 14.67 Ending: 15.05

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	80	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	290	0	0	504	0	0
6	0	0	0	1900	0	0
9	0	0	0	0	0	0
13	48	0	0	449	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1780	0	0	1780	0	0
22	0	0	0	0	0	0
23	10	0	0	24	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	26	0	0	27	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 8.6 Average IRI: 92 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: FA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 14.24 Ending: 14.67

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2011

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	241	0	0	0	0	0
6	0	0	0	1400	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	30	0	0	0	0	0
18	0	0	0	0	0	0
21	0	0	0	0	0	0
22	0	0	0	0	0	0
23	19	0	0	21	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	11	0	0	18	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2014 CRS Value: 7.7 Average IRI: 80 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: EA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 13.49 Ending: 14.24

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2011

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	13	0	0	0	0	0
6	0	0	0	2500	0	0
9	0	0	0	0	0	0
13	15	0	0	55	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1920	0	0	1920	0	0
22	0	0	0	0	0	0
23	63	0	0	68	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	13	0	0	17	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5200 PV: 4500 SU: 200 MU: 500

CRS Year: 2010 CRS Value: 9 Average IRI: 145 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: CA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 12.90 Ending: 13.27

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2011

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	1782	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1962	0	0	1962	0	0
22	0	0	0	0	0	0
23	47	0	0	45	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	4	0	0	3	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6000 PV: 4800 SU: 525 MU: 675

CRS Year: 2010 CRS Value: 9 Average IRI: 145 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: AA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 12.30 Ending: 12.49

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2011

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	800	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	800	0	0	800	0	0
22	0	0	0	0	0	0
23	25	0	0	32	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6000 PV: 4800 SU: 525 MU: 675

CRS Year: 2014 CRS Value: 7.5 Average IRI: 87 Average Rut: 0.2

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: DA-40456 Year of Construction: 1986

Pavement Type: JPCP Pavement Thickness: 7.5

Survey Section Limits

Beginning: 13.27 Ending: 13.49

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay: 2011

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	59	0	0
6	0	0	0	0	0	0
9	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	1198	0	0	1198	0	0
22	0	0	0	0	0	0
23	19	0	0	28	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 5818 PV: 4732 SU: 451 MU: 635

CRS Year: 2010 CRS Value: 9 Average IRI: 145 Average Rut: 0.1

Appendix C

Performance Monitoring Section Summaries for Continuously Reinforced Concrete Pavements

Survey Section Information

District: 1 County: Will

Key Route: FAI 80 Marked Route: I 80

Contract Number: 82588 Year of Construction: 1997

Pavement Type: CRCP Pavement Thickness: 12.25

Survey Section Limits

Beginning: 19.3 Ending: 26.2

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	1	0	0	1	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	111	0	0	32673	624	0
15	0	0	0	0	0	0
16	5	3	0	505	89	25
17	0	0	0	0	0	0
18	6	95	185	5	5	10
19	1	1	0	5	4	0
20	0	0	0	0	0	0
26	0	2	0	0	2	0
28	14	5	0	41	7	0
29	0	0	0	0	0	0
30	0	1	0	0	27	0

Traffic Year: 2015 AADT: 101050 PV: 87682 SU: 3476 MU: 9892

CRS Year: 2014 CRS Value: 8.3 Average IRI: 67 Average Rut: 0.1

Survey Section Information

District: 1 County: Will

Key Route: FAI 80 Marked Route: I 80

Contract Number: 82589 Year of Construction: 1996

Pavement Type: CRCP Pavement Thickness: 12.25

Survey Section Limits

Beginning: 14.83 Ending: 19.3

Surveyed Lanes: 2 of 2 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	9	0	0	7	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	1312	0	0	1825	0	0
15	0	0	0	0	0	0
16	15	0	0	0	0	0
17	0	4	0	0	4	0
18	20	53	16	4	62	4
19	0	0	0	0	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	20	5	1	5	2	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Year: 2015 AADT: 76586 PV: 59336 SU: 2650 MU: 14600

CRS Year: 2014 CRS Value: 8.3 Average IRI: 67 Average Rut: 0.1

Survey Section Information

District: 1 County: Will

Key Route: FAI 80 Marked Route: I 80

Contract Number: 82590 Year of Construction: 1996

Pavement Type: CRCP Pavement Thickness: 12.25

Survey Section Limits

Beginning: 19.3 Ending: 26.2

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	37	0	0	24590	771	0
15	0	0	0	0	0	0
16	10	0	0	202	0	0
17	0	0	0	0	0	0
18	0	89	36	22	7	10
19	0	0	0	23	4	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	12	1	1
29	0	0	0	0	0	0
30	2	38	0	2	69	0

Traffic Year: 2015 AADT: 101050 PV: 87682 SU: 3476 MU: 9892

CRS Year: 2014 CRS Value: 8.3 Average IRI: 67 Average Rut: 0.1

Survey Section Information

District: 1 County: Will

Key Route: FAI 80 Marked Route: I 80

Contract Number: 82587 Year of Construction: 1997

Pavement Type: CRCP Pavement Thickness: 12.25

Survey Section Limits

Beginning: 14.83 Ending: 19.3

Surveyed Lanes: 2 of 2 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	14466	0	0	65	0	0
15	0	0	0	0	0	0
16	0	0	0	0	36	0
17	0	0	0	0	0	0
18	57	82	4	36	33	2
19	3	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	9	0	0	6	7	0
29	0	0	0	0	0	0
30	0	25	0	0	24	0

Traffic Year: 2015 AADT: 76586 PV: 59336 SU: 2650 MU: 14600

CRS Year: 2014 CRS Value: 8.3 Average IRI: 67 Average Rut: 0.1

Survey Section Information

District: 2 County: Whiteside

Key Route: FAI 88 Marked Route: I 88

Contract Number: 64219 Year of Construction: 2001

Pavement Type: CRCP Pavement Thickness: 9

Survey Section Limits

Beginning: 12.03 Ending: 22.9

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	1	0	1	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	4529	0	0	13147	14	0
15	0	0	0	0	0	0
16	0	0	0	369	61	3
17	0	0	0	0	0	0
18	5	6	0	13	15	0
19	0	0	0	2	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	10	1	0	208	2	4
29	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 10125 PV: 6567 SU: 841 MU: 2717

CRS Year: 2014 CRS Value: 8.6 Average IRI: 57 Average Rut: 0.1

Survey Section Information

District: 2 County: Whiteside

Key Route: FAI 88 Marked Route: I 88

Contract Number: 64219 Year of Construction: 2001

Pavement Type: CRCP Pavement Thickness: 9

Survey Section Limits

Beginning: 12.03 Ending: 22.9

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	8037	8	0	16194	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	1	1	2	6	7	3
19	0	0	0	0	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	1	0	0	3	1	2
29	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 10125 PV: 6567 SU: 841 MU: 2717

CRS Year: 2014 CRS Value: 8.6 Average IRI: 57 Average Rut: 0.1

Survey Section Information

District: 2 County: Henry

Key Route: FAI 74 Marked Route: I 74

Contract Number: 64039 Year of Construction: 1998

Pavement Type: CRCP Pavement Thickness: 9.75

Survey Section Limits

Beginning: 12.05 Ending: 14.5

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
90	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	242	0	0
15	0	0	0	0	0	0
16	156	0	0	1851	480	60
17	0	0	0	0	0	0
18	0	0	0	3	3	2
19	0	0	0	1	3	3
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	1	0	0
29	0	0	0	0	0	0
30	1	2	0	0	6	0

Traffic Year: 2015 AADT: 14200 PV: 9150 SU: 900 MU: 4150

CRS Year: 2015 CRS Value: 9 Average IRI: 50 Average Rut: 0.0

Survey Section Information

District: 2 County: Henry

Key Route: FAI 74 Marked Route: I 74

Contract Number: 64039 Year of Construction: 1998

Pavement Type: CRCP Pavement Thickness: 9.75

Survey Section Limits

Beginning: 12.05 Ending: 14.5

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	73	0	0	939	0	0
15	0	0	0	0	0	0
16	0	0	0	329	573	360
17	0	0	0	0	0	0
18	4	1	0	5	5	1
19	0	0	0	0	3	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	0	0	0
29	0	0	0	0	0	0
30	0	0	0	0	7	0

Traffic Year: 2015 AADT: 14200 PV: 9150 SU: 900 MU: 4150

CRS Year: 2015 CRS Value: 9 Average IRI: 50 Average Rut: 0.0

Survey Section Information

District: 3 County: LaSalle

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86074 Year of Construction: 1991

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 0 Ending: 11.68

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	1	1	0
13	1361	174	0	4684	2455	34
15	0	0	0	0	0	0
16	1944	0	0	6298	480	156
17	0	0	0	0	0	0
18	95	200	14	53	22	15
19	0	0	0	3	18	8
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	56	20	1	1397	117	8
29	0	0	0	0	0	0
30	0	0	0	0	138	9
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 18703 PV: 11645 SU: 1465 MU: 5593

CRS Year: 2014 CRS Value: 7 Average IRI: 95 Average Rut: 0.1

Survey Section Information

District: 3 County: LaSalle

Key Route: FAI 39 Marked Route: I 39

Contract Number: 42358 Year of Construction: 1987

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 11.64 Ending: 17.65

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	514	692	23	1567	667	203
15	0	0	0	0	0	0
16	2004	0	0	14856	744	0
17	0	0	0	0	0	0
18	3	6	2	11	8	1
19	0	0	0	2	4	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	572	293	15	8	29	2
29	0	0	0	0	0	0
30	0	0	0	0	1	0

Traffic Year: 2015 AADT: 18367 PV: 10928 SU: 1761 MU: 5678

CRS Year: 2014 CRS Value: 7.1 Average IRI: 97 Average Rut: 0.1

Survey Section Information

District: 3 County: Grundy

Key Route: FAI 80 Marked Route: I 80

Contract Number: 66051 Year of Construction: 2002

Pavement Type: CRCP Pavement Thickness: 13.75

Survey Section Limits

Beginning: 11.99 Ending: 19.7

Surveyed Lanes: 2 of 2 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	9	0	0	9	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	8617	0	0	2046	0	0
15	0	0	0	0	0	0
16	0	0	0	4	22	0
17	0	0	0	0	0	0
18	11	3	0	16	9	0
19	1	2	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	3	0	0	0	2	0
29	0	0	0	0	0	0
30	0	0	0	0	2	0

Traffic Year: 2015 AADT: 37000 PV: 23850 SU: 2050 MU: 11100

CRS Year: 2014 CRS Value: 8 Average IRI: 65 Average Rut: 0.1

Survey Section Information

District: 3 County: Grundy

Key Route: FAI 80 Marked Route: I 80

Contract Number: 66044 Year of Construction: 2002

Pavement Type: CRCP Pavement Thickness: 13.75

Survey Section Limits

Beginning: 11.99 Ending: 19.7

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	4069	100	0	9645	0	0
15	0	0	0	136	0	0
16	0	0	60	0	0	0
17	0	0	0	0	0	0
18	2	2	0	6	6	3
19	0	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	1	0	0	9	4	7
29	0	0	0	0	0	0
30	0	0	0	3	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 37000 PV: 23850 SU: 2050 MU: 11100

CRS Year: 2014 CRS Value: 8 Average IRI: 65 Average Rut: 0.1

Survey Section Information

District: 3 County: Grundy

Key Route: FAI 80 Marked Route: I 80

Contract Number: 86562 Year of Construction: 1996

Pavement Type: CRCP Pavement Thickness: 11.75

Survey Section Limits

Beginning: 8.67 Ending: 11.98

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	1	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	10315	52	0
15	0	0	0	0	0	0
16	0	0	0	24	0	0
17	1	0	0	1	0	0
18	114	43	11	35	11	5
19	0	0	0	11	3	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	9	1	1	12	2	0
29	0	0	0	0	0	0
30	0	2	0	1	30	0

Traffic Year: 2015 AADT: 36055 PV: 23141 SU: 1925 MU: 10989

CRS Year: 2014 CRS Value: 8 Average IRI: 65 Average Rut: 0.1

Survey Section Information

District: 3 County: Grundy

Key Route: FAI 80 Marked Route: I 80

Contract Number: 86562 Year of Construction: 1996

Pavement Type: CRCP Pavement Thickness: 11.75

Survey Section Limits

Beginning: 8.67 Ending: 11.98

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	1	0	0	1	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	1454	42	0
15	0	0	0	0	0	0
16	0	0	0	24	0	0
17	0	1	0	0	1	0
18	69	13	0	14	3	0
19	1	0	1	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	15	2	0	35	1	0
29	0	0	0	0	0	0
30	1	10	0	1	57	0

Traffic Year: 2015 AADT: 36055 PV: 23141 SU: 1925 MU: 10989

CRS Year: 2014 CRS Value: 8 Average IRI: 65 Average Rut: 0.1

Survey Section Information

District: 3 County: Grundy

Key Route: FAI 80 Marked Route: I 80

Contract Number: 86399 Year of Construction: 1993

Pavement Type: CRCP Pavement Thickness: 11.5

Survey Section Limits

Beginning: 2.36 Ending: 8.67

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay: 2009

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	12	0	0	53	0	0
6	0	0	0	32168	75	24
13	151	0	0	8199	291	0
14	0	0	0	0	0	0
16	0	0	0	2804	0	0
18	34	3	3	54	9	3
21	0	32363	0	0	32130	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	1	0	0	6	0	1

Traffic Year: 2015 AADT: 30200 PV: 18750 SU: 1150 MU: 10300

CRS Year: 2014 CRS Value: 7.4 Average IRI: 58 Average Rut: 0.1

Survey Section Information

District: 3 County: LaSalle

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86074 Year of Construction: 1991

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 0 Ending: 11.68

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	1594	529	0	3993	1841	164
15	0	0	0	0	0	0
16	2652	0	0	4800	1104	504
17	0	0	0	0	0	0
18	135	227	34	37	38	19
19	0	0	0	2	9	6
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	21	7	0	2056	246	7
29	0	0	0	0	0	0
30	0	10	0	3	265	1
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 18703 PV: 11645 SU: 1465 MU: 5593

CRS Year: 2014 CRS Value: 7 Average IRI: 95 Average Rut: 0.1

Survey Section Information

District: 3 County: LaSalle

Key Route: FAI 39 Marked Route: I 39

Contract Number: 42358 Year of Construction: 1987

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 11.64 Ending: 17.65

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	2	0	0	3	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	460	422	76	4378	484	136
15	0	0	0	0	1	0
16	502	276	0	5400	1510	152
17	1	0	0	1	0	0
18	2	5	12	18	3	7
19	2	1	0	2	2	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	90	29	2	13	8	4
29	0	0	0	0	0	0
30	0	0	0	0	11	0

Traffic Year: 2015 AADT: 18367 PV: 10928 SU: 1761 MU: 5678

CRS Year: 2014 CRS Value: 7.1 Average IRI: 97 Average Rut: 0.1

Survey Section Information

District: 3 County: Grundy

Key Route: FAI 80 Marked Route: I 80

Contract Number: 86399 Year of Construction: 1993

Pavement Type: CRCP Pavement Thickness: 11.5

Survey Section Limits

Beginning: 2.36 Ending: 8.67

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay: 2008

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	45	0	0	1363	0	0
6	0	0	0	32081	83	0
13	2381	0	0	17939	0	0
14	0	0	0	0	0	0
16	96	0	0	1251	216	0
18	51	1	1	10	6	2
21	32225	23	5	32136	0	0
23	1	2	0	3	2	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	16	0	0	65	1	0

Traffic Year: 2015 AADT: 30200 PV: 18750 SU: 1150 MU: 10300

CRS Year: 2014 CRS Value: 7.4 Average IRI: 58 Average Rut: 0.1

Survey Section Information

District: 4 County: Marshall

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86209B_2 Year of Construction: 1992

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 0.00 Ending: 5.05

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	471	0	0	1169	899	0
15	0	0	0	0	0	0
16	0	0	0	1261	0	0
17	0	0	0	0	0	0
18	10	6	0	37	33	0
19	1	0	1	3	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	6	15	1	217	135	1
29	0	0	0	0	0	0
30	0	7	0	1	186	1
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 15152 PV: 9626 SU: 1075 MU: 4451

CRS Year: 2014 CRS Value: 6.5 Average IRI: 92 Average Rut: 0.1

Survey Section Information

District: 4 County: Marshall

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86210 Year of Construction: 1992

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 5.59 Ending: 12.59

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay: 2015

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	1	0	0	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	116	8	6	2268	40	17
15	0	0	0	0	0	0
16	1963	0	0	21937	1392	254
17	0	0	0	0	0	0
18	13	27	3	19	41	8
19	1	7	2	3	30	8
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	63	151	5	119	59	6
29	0	0	0	0	0	0
30	0	14	1	0	453	4
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 16867 PV: 10351 SU: 955 MU: 5561

CRS Year: 2015 CRS Value: 6.8 Average IRI: 80 Average Rut: 0.1

Survey Section Information

District: 4 County: Marshall

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86210 Year of Construction: 1992

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 5.59 Ending: 12.59

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2015

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	2	0	0	2	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	337	124	0	1287	306	0
15	0	0	0	0	0	0
16	580	67	13	13035	1428	0
17	0	0	0	0	0	0
18	7	48	6	7	33	6
19	2	1	3	3	17	2
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	41	61	0	77	39	9
29	0	0	0	0	0	0
30	0	2	1	0	104	8
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 16867 PV: 10351 SU: 955 MU: 5561

CRS Year: 2015 CRS Value: 7 Average IRI: 80 Average Rut: 0.1

Survey Section Information

District: 4 County: Woodford

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86209A Year of Construction: 1992

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 9.64 Ending: 12.54

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	126	124	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	148	0	0	571	0	0
6	0	0	0	21398	500	0
9	0	0	0	0	0	0
13	1769	0	0	3239	0	0
14	0	0	0	0	0	0
16	24	0	0	1516	192	672
18	0	1	0	15	52	1
21	21798	98	0	21660	75	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	3	1	0	17	2	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 16800 PV: 10650 SU: 1300 MU: 4850

CRS Year: 2014 CRS Value: 5.9 Average IRI: 67 Average Rut: 0.1

Survey Section Information

District: 4 County: Woodford

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86209B_1 Year of Construction: 1992

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 12.54 Ending: 19.10

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	2955	11	0	1532	762	0
15	0	0	0	0	0	0
16	0	0	0	2688	393	0
17	0	0	0	0	0	0
18	18	10	0	2	8	0
19	0	1	1	5	23	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	1	39	78	1
29	0	0	0	0	0	0
30	0	0	0	0	5	2
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 16700 PV: 10759 SU: 690 MU: 5251

CRS Year: 2014 CRS Value: 6.1 Average IRI: 80 Average Rut: 0.1

Survey Section Information

District: 4 County: Woodford

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86209A Year of Construction: 1992

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 9.64 Ending: 12.54

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2008

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	273	9	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	3375	0	0	0	0	0
5	955	0	0	115	0	0
6	0	0	0	23321	497	0
9	0	0	0	0	0	0
13	4785	0	0	2717	0	0
14	0	0	0	0	0	0
16	0	0	0	24	96	0
18	1	1	0	3	11	0
21	23788	30	0	23816	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	0	0	0	0	0	0
27	0	0	0	0	0	0
30	13	0	0	51	0	0
31	0	0	0	0	0	0

Traffic Year: 2015 AADT: 16800 PV: 10650 SU: 1300 MU: 4850

CRS Year: 2014 CRS Value: 5.9 Average IRI: 67 Average Rut: 0.1

Survey Section Information

District: 4 County: Woodford

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86209B_1 Year of Construction: 1992

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 12.54 Ending: 19.10

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	70	0	0	34	36	0
15	0	0	0	0	0	0
16	0	0	0	2472	0	0
17	0	0	0	0	0	0
18	5	3	0	4	4	0
19	0	2	0	2	1	2
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	1	0	18	6	0
29	0	0	0	0	0	0
30	0	0	0	0	78	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 16700 PV: 10759 SU: 690 MU: 5251

CRS Year: 2014 CRS Value: 6.1 Average IRI: 80 Average Rut: 0.1

Survey Section Information

District: 4 County: Marshall

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86209B_2 Year of Construction: 1992

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 0.00 Ending: 5.05

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	1	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	381	0	0	2935	834	0
15	0	0	0	0	0	0
16	0	0	0	3250	378	0
17	0	0	0	0	0	0
18	3	5	0	14	18	0
19	1	0	0	20	10	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	1	3	0	50	15	1
29	0	0	0	2	0	0
30	0	17	0	0	323	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 15152 PV: 9626 SU: 1075 MU: 4451

CRS Year: 2014 CRS Value: 6.5 Average IRI: 92 Average Rut: 0.1

Survey Section Information

District: 5 County: McLean

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86184_1 Year of Construction: 1992

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 5.91 Ending: 9.55

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay: 2015

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	1076	92	0	4192	43	0
15	0	0	0	0	0	0
16	0	0	0	6762	714	0
17	0	0	0	0	0	0
18	75	3	0	68	40	0
19	0	0	0	6	7	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	5	5	0	13	24	0
29	0	0	0	0	0	0
30	6	3	0	2	4	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 18586 PV: 12941 SU: 750 MU: 4895

CRS Year: 2014 CRS Value: 4.5 Average IRI: 110 Average Rut: 0.1

Survey Section Information

District: 5 County: McLean

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86184_1 Year of Construction: 1992

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 5.91 Ending: 9.55

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2015

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	325	8	0	920	155	0
15	0	0	0	4	0	0
16	120	0	0	1910	534	0
17	0	0	0	0	0	0
18	40	22	1	36	7	1
19	1	0	0	2	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	2	2	0	28	7	0
29	0	0	0	0	0	0
30	2	1	0	16	3	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 18586 PV: 12941 SU: 750 MU: 4895

CRS Year: 2014 CRS Value: 4.5 Average IRI: 110 Average Rut: 0.1

Survey Section Information

District: 5 County: McLean

Key Route: FAI 55 Marked Route: I 55/74

Contract Number: 86856A Year of Construction: 2003

Pavement Type: CRCP Pavement Thickness: 12.75

Survey Section Limits

Beginning: 17.72 Ending: 21.7

Surveyed Lanes: 2 of 6 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	5	0	0	5	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	0	0	0
15	0	0	0	0	0	0
16	84	84	0	834	84	0
17	0	0	0	1	0	0
18	5	2	0	8	1	0
19	0	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	3	0	0	4	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 46466 PV: 32938 SU: 1439 MU: 12089

CRS Year: 2014 CRS Value: 8.2 Average IRI: 92 Average Rut: 0.1

Survey Section Information

District: 5 County: McLean

Key Route: FAI 55 Marked Route: I 55/74

Contract Number: 86856A Year of Construction: 2003

Pavement Type: CRCP Pavement Thickness: 12.75

Survey Section Limits

Beginning: 17.72 Ending: 21.7

Surveyed Lanes: 2 of 6 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	3	0	0	2	2	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	35	0	0	9	0	0
15	0	0	0	0	0	0
16	192	0	0	96	0	0
17	1	0	0	1	0	0
18	4	2	0	13	1	0
19	0	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	9	7	0	8	2	0
29	0	0	0	0	0	0
30	0	0	0	0	3	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 46466 PV: 32938 SU: 1439 MU: 12089

CRS Year: 2014 CRS Value: 8.2 Average IRI: 92 Average Rut: 0.1

Survey Section Information

District: 5 County: McLean

Key Route: FAI 55 Marked Route: I 55/74

Contract Number: 86856B Year of Construction: 2003

Pavement Type: CRCP Pavement Thickness: 13.25

Survey Section Limits

Beginning: 21.7 Ending: 22.52

Surveyed Lanes: 2 of 6 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	0	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	1	0	0	0	0	0
19	0	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	0	1	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 45702 PV: 32522 SU: 1382 MU: 11798

CRS Year: 2014 CRS Value: 8.2 Average IRI: 87 Average Rut: 0.1

Survey Section Information

District: 5 County: McLean

Key Route: FAI 55 Marked Route: I 55/74

Contract Number: 86856B Year of Construction: 2003

Pavement Type: CRCP Pavement Thickness: 13.25

Survey Section Limits

Beginning: 21.7 Ending: 22.52

Surveyed Lanes: 2 of 6 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	1	0	0	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	0	0	0
15	0	0	0	0	0	0
16	0	0	0	72	0	0
17	0	0	0	0	0	0
18	0	0	0	2	2	0
19	0	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	5	2	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 45702 PV: 32522 SU: 1382 MU: 11798

CRS Year: 2014 CRS Value: 8.2 Average IRI: 87 Average Rut: 0.1

Survey Section Information

District: 5 County: Woodford

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86184_2 Year of Construction: 1992

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 0.00 Ending: 1.00

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	129	40	0
15	0	0	0	0	0	0
16	336	0	0	1339	292	0
17	0	0	0	0	0	0
18	2	1	0	10	5	0
19	0	0	0	2	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	19	0	0
29	0	0	0	0	0	0
30	1	0	0	33	9	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 16400 PV: 10500 SU: 1450 MU: 4450

CRS Year: 2014 CRS Value: 7.1 Average IRI: 97 Average Rut: 0.1

Survey Section Information

District: 5 County: Woodford

Key Route: FAI 39 Marked Route: I 39

Contract Number: 86184_2 Year of Construction: 1992

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 0.00 Ending: 1.00

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	770	134	0	1614	190	7
15	0	0	0	0	0	0
16	0	0	0	1176	396	0
17	0	0	0	0	0	0
18	10	6	0	28	7	0
19	0	1	0	1	10	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	10	9	0	14	10	0
29	0	0	0	0	0	0
30	0	0	0	3	2	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 16400 PV: 10500 SU: 1450 MU: 4450

CRS Year: 2014 CRS Value: 7.1 Average IRI: 97 Average Rut: 0.1

Survey Section Information

District: 6 County: Pike

Key Route: FAI 72 Marked Route: I 72

Contract Number: 92038 Year of Construction: 1989

Pavement Type: CRCP Pavement Thickness: 9

Survey Section Limits

Beginning: 4.32 Ending: 11.42

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	1	5	1	1	3	1
9	1	0	0	1	1	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	15	0	0
15	0	0	0	0	0	0
16	120	204	0	1668	324	0
17	1	0	0	1	0	0
18	78	15	3	107	35	3
19	0	1	0	8	7	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	28	5	0	44	28	0
29	0	0	0	0	0	0
30	43	0	0	43	5	1

Traffic Year: 2015 AADT: 8751 PV: 6335 SU: 427 MU: 1989

CRS Year: 2014 CRS Value: 7.7 Average IRI: 98 Average Rut: 0.1

Survey Section Information

District: 6 County: Pike

Key Route: FAI 72 Marked Route: I 72

Contract Number: 92038 Year of Construction: 1989

Pavement Type: CRCP Pavement Thickness: 9

Survey Section Limits

Beginning: 4.32 Ending: 11.42

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	6	5	3	4	6	4
9	1	0	0	1	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	249	102	0	177	260	0
15	0	0	0	0	0	0
16	200	0	0	3442	216	0
17	0	1	1	0	1	1
18	53	37	6	95	37	2
19	2	1	0	7	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	206	37	1	136	32	0
29	0	0	0	0	0	0
30	13	26	0	13	44	0

Traffic Year: 2015 AADT: 8751 PV: 6335 SU: 427 MU: 1989

CRS Year: 2014 CRS Value: 7.7 Average IRI: 98 Average Rut: 0.1

Survey Section Information

District: 7 County: Effingham

Key Route: FAI 57 Marked Route: I 57

Contract Number: 40442 Year of Construction: 1986

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 0.91 Ending: 5.06

Surveyed Lanes: 2 of 4 Direction Surveyed: NB

Overlay: 2010

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
13	75	0	0	346	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	2	0	0
21	20556	0	0	20556	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	2	0	0	2
30	0	0	1	2	0	1

Traffic Year: 2015 AADT: 15900 PV: 9925 SU: 675 MU: 5300

CRS Year: 2010 CRS Value: 9 Average IRI: 111 Average Rut: 0.1

Survey Section Information

District: 7 County: Clark

Key Route: FAI 70 Marked Route: I 70

Contract Number: 70044 Year of Construction: 2002

Pavement Type: CRCP Pavement Thickness: 12

Survey Section Limits

Beginning: 17.92 Ending: 27.38

Surveyed Lanes: 2 of 4 Direction Surveyed: WB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	1	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	17	0	0
15	0	0	0	0	0	0
16	0	0	0	653	0	0
17	0	0	0	0	0	0
18	1	0	0	13	2	0
19	3	0	0	18	14	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	3	0	0	3	1	0
29	0	0	0	0	0	0
30	0	0	0	1	1	0

Traffic Year: 2015 AADT: 22422 PV: 11935 SU: 930 MU: 9557

CRS Year: 2014 CRS Value: 7.8 Average IRI: 67 Average Rut: 0.1

Survey Section Information

District: 7 County: Effingham

Key Route: FAI 57 Marked Route: I 57

Contract Number: 40442 Year of Construction: 1986

Pavement Type: CRCP Pavement Thickness: 10

Survey Section Limits

Beginning: 0.91 Ending: 5.06

Surveyed Lanes: 2 of 4 Direction Surveyed: SB

Overlay: 2010

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
13	0	0	0	230	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	3	2	0
21	20178	55	0	20178	55	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	1	0	2	0	1

Traffic Year: 2015 AADT: 15900 PV: 9925 SU: 675 MU: 5300

CRS Year: 2010 CRS Value: 9 Average IRI: 111 Average Rut: 0.1

Survey Section Information

District: 7 County: Clark

Key Route: FAI 70 Marked Route: I 70

Contract Number: 70044 Year of Construction: 2002

Pavement Type: CRCP Pavement Thickness: 12

Survey Section Limits

Beginning: 17.92 Ending: 27.38

Surveyed Lanes: 2 of 4 Direction Surveyed: EB

Overlay:

2014 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	5	0	0	3	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	150	0	0
15	0	0	0	0	0	0
16	644	0	0	978	132	0
17	0	0	0	0	0	0
18	9	0	0	19	6	0
19	0	0	0	16	11	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	0	0	0
29	0	0	0	0	0	0
30	0	0	0	2	1	0

Traffic Year: 2015 AADT: 22422 PV: 11935 SU: 930 MU: 9557

CRS Year: 2014 CRS Value: 7.8 Average IRI: 67 Average Rut: 0.1

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40317C Year of Construction: 1986

Pavement Type: CRCP Pavement Thickness: 7

Survey Section Limits

Beginning: 11.19 Ending: 12.06

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	11	0	0
15	0	0	0	0	0	0
16	672	0	0	1548	0	0
17	0	0	0	0	0	0
18	0	0	0	3	0	0
19	0	0	0	0	1	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	4	1	0	1	1	0
29	0	0	0	0	0	0
30	0	1	0	1	2	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6000 PV: 4800 SU: 525 MU: 675

CRS Year: 2014 CRS Value: 7 Average IRI: 108 Average Rut: 0.2

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40317B Year of Construction: 1986

Pavement Type: CRCP Pavement Thickness: 8

Survey Section Limits

Beginning: 8.55 Ending: 11.19

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	1	1
10	0	0	0	0	0	0
11	0	0	0	1	0	0
13	6	0	0	139	0	0
15	0	0	0	0	0	0
16	72	0	0	2084	0	0
17	0	0	0	0	0	0
18	8	2	0	18	4	1
19	1	0	0	0	1	4
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	29	7	2	38	31	3
29	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6152 PV: 4724 SU: 740 MU: 688

CRS Year: 2014 CRS Value: 7 Average IRI: 108 Average Rut: 0.2

Survey Section Information

District: 8 County: Clinton

Key Route: FAP 327 Marked Route: US 50

Contract Number: 40317A Year of Construction: 1986

Pavement Type: CRCP Pavement Thickness: 9

Survey Section Limits

Beginning: 8.07 Ending: 8.55

Surveyed Lanes: 2 of 2 Direction Surveyed: EB/WB

Overlay:

2015 Summary Of Distresses

Lane	Passing Lane			Driving Lane		
Distress	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	5	0	0
15	0	0	0	0	0	0
16	0	0	0	324	0	0
17	0	0	0	0	0	0
18	0	0	0	2	0	0
19	0	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	1	0	0	5	8	1
29	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0

Traffic Year: 2015 AADT: 6477 PV: 4889 SU: 870 MU: 718

CRS Year: 2014 CRS Value: 6.9 Average IRI: 110 Average Rut: 0.2

Appendix D

Patching Quantities from Full-Depth HMA Pavement Historical Distress Surveys

Full-Depth HMA Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
40406	2	Stephenson	US 20	1986	1990	4	0.00	2.798	0
40463A	2	Stephenson	US 20	1986	1990	4	0.00	0.464	0
40463B	2	Stephenson	US 20	1986	1990	4	0.00	0.540	0
40448A	8	St. Clair	US 50	1986	1990	4	0.00	0.378	0
40448B	8	St. Clair	US 50	1986	1990	4	0.00	0.378	0
40448C	8	St. Clair	US 50	1986	1990	4	0.00	0.378	0
40448D	8	St. Clair	US 50	1986	1990	4	0.00	0.378	0
40448E	8	St. Clair	US 50	1986	1990	4	0.00	0.378	0
40448H	8	St. Clair	US 50	1986	1990	4	0.00	0.378	0
40448I	8	St. Clair	US 50	1986	1990	4	0.00	0.378	0
40448J	8	St. Clair	US 50	1986	1990	4	0.00	0.378	0
40448K	8	St. Clair	US 50	1986	1990	4	1.86	0.378	0
40448L	8	St. Clair	US 50	1986	1990	4	0.00	0.378	0
40315M	8	Clinton	US 50	1986	1990	4	1.82	0.421	0
40315MI	8	Clinton	US 50	1986	1990	4	0.46	0.421	0
40315N	8	Clinton	US 50	1986	1990	4	0.00	0.421	0
40315O	8	Clinton	US 50	1986	1990	4	0.00	0.421	0
40315P	8	Clinton	US 50	1986	1990	4	0.00	0.473	0
40662	5	Champaign	IL 130	1987	1990	3	0.01	0.092	0
40406	2	Stephenson	US 20	1986	1992	6	0.00	4.039	0
92109	6	Scott	I 72	1990	1992	2	0.00	0.425	0
92230	6	Pike	I 72	1991	1992	1	0.00	0.268	0
40463A	2	Stephenson	US 20	1986	1992	6	0.00	0.669	0
40463B	2	Stephenson	US 20	1986	1992	6	0.00	0.779	0
40448A	8	St. Clair	US 50	1986	1992	6	0.00	0.546	0
40448B	8	St. Clair	US 50	1986	1992	6	0.00	0.546	0
40448C	8	St. Clair	US 50	1986	1992	6	0.00	0.546	0
40448D	8	St. Clair	US 50	1986	1992	6	0.00	0.546	0
40448E	8	St. Clair	US 50	1986	1992	6	0.00	0.546	0
40448H	8	St. Clair	US 50	1986	1992	6	0.00	0.546	0
40448I	8	St. Clair	US 50	1986	1992	6	0.00	0.546	0

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Full-Depth HMA Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
40448J	8	St. Clair	US 50	1986	1992	6	0.00	0.546	0
40448K	8	St. Clair	US 50	1986	1992	6	2.20	0.546	0
40448L	8	St. Clair	US 50	1986	1992	6	0.00	0.546	0
40315M	8	Clinton	US 50	1986	1992	6	3.61	0.607	0
40315MI	8	Clinton	US 50	1986	1992	6	0.77	0.607	0
40315N	8	Clinton	US 50	1986	1992	6	0.00	0.607	0
40315O	8	Clinton	US 50	1986	1992	6	0.00	0.607	0
40315P	8	Clinton	US 50	1986	1992	6	0.00	0.682	0
40662	5	Champaign	IL 130	1987	1992	5	0.01	0.142	0
40406	2	Stephenson	US 20	1986	1993	7	0.00	4.687	0
92109	6	Scott	I 72	1990	1993	3	0.00	0.575	0
92230	6	Pike	I 72	1991	1993	2	0.00	0.409	0
90046	5	Champaign	I 74	1991	1993	2	0.00	3.190	0
90049	5	Champaign	I 74	1991	1993	2	0.13	3.189	0
90123	5	Champaign	I 74	1991	1993	2	0.00	3.189	0
90122	5	Champaign	I 74	1992	1993	1	0.00	2.158	0
88047	4	Tazewell	I 155	1991	1993	2	0.00	1.052	0
88031	4	Tazewell	I 155	1991	1993	2	0.00	1.118	0
88048	4	Tazewell	I 155	1992	1993	1	0.00	0.667	0
88051	4	Tazewell	I 155	1992	1993	1	0.04	0.508	0
84199	2	Ogle	IL 26/72	1991	1993	2	0.00	0.093	0
80742	1	Dupage	IL 53	1991	1993	2	0.00	5.718	0
40463A	2	Stephenson	US 20	1986	1993	7	0.00	0.777	0
40463B	2	Stephenson	US 20	1986	1993	7	0.02	0.904	0
80482	1	Will	US 45	1992	1993	1	0.00	0.261	0
40448A	8	St. Clair	US 50	1986	1993	7	0.00	0.633	0
40448B	8	St. Clair	US 50	1986	1993	7	0.00	0.633	0
40448C	8	St. Clair	US 50	1986	1993	7	0.00	0.633	0
40448D	8	St. Clair	US 50	1986	1993	7	0.00	0.633	0
40448E	8	St. Clair	US 50	1986	1993	7	0.00	0.633	0
40448H	8	St. Clair	US 50	1986	1993	7	0.00	0.633	0

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Full-Depth HMA Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
40448I	8	St. Clair	US 50	1986	1993	7	0.00	0.633	0
40448J	8	St. Clair	US 50	1986	1993	7	0.00	0.633	0
40448K	8	St. Clair	US 50	1986	1993	7	1.86	0.633	0
40448L	8	St. Clair	US 50	1986	1993	7	0.00	0.633	0
40315M	8	Clinton	US 50	1986	1993	7	3.86	0.705	0
40315MI	8	Clinton	US 50	1986	1993	7	0.85	0.705	0
40315N	8	Clinton	US 50	1986	1993	7	0.00	0.705	0
40315O	8	Clinton	US 50	1986	1993	7	0.00	0.705	0
40315P	8	Clinton	US 50	1986	1993	7	0.00	0.791	0
80169	1	Cook	111th St.	1990	1993	3	0.00	0.227	0
40662	5	Champaign	IL 130	1987	1993	6	0.00	0.168	0
40406	2	Stephenson	US 20	1986	1995	9	0.00	6.042	0
92109	6	Scott	I 72	1990	1995	5	0.00	0.889	0
90046	5	Champaign	I 74	1991	1995	4	0.00	5.480	0
90049	5	Champaign	I 74	1991	1995	4	0.00	5.478	0
90123	5	Champaign	I 74	1991	1995	4	0.00	5.479	0
90122	5	Champaign	I 74	1992	1995	3	0.00	4.448	0
88047	4	Tazewell	I 155	1991	1995	4	0.00	1.807	0
88031	4	Tazewell	I 155	1991	1995	4	0.00	1.921	0
88048	4	Tazewell	I 155	1992	1995	3	0.00	1.375	0
88051	4	Tazewell	I 155	1992	1995	3	0.00	1.047	0
98119	9	Alexander	IL 3	1994	1995	1	0.00	0.060	0
84199	2	Ogle	IL 26/72	1991	1995	4	0.00	0.160	0
40463A	2	Stephenson	US 20	1986	1995	9	0.00	1.001	0
40463B	2	Stephenson	US 20	1986	1995	9	0.00	1.166	0
40448C	8	St. Clair	US 50	1986	1995	9	0.00	0.817	1
40448D	8	St. Clair	US 50	1986	1995	9	0.00	0.817	0
40448E	8	St. Clair	US 50	1986	1995	9	0.00	0.817	0
40448H	8	St. Clair	US 50	1986	1995	9	0.00	0.817	0
40448I	8	St. Clair	US 50	1986	1995	9	0.00	0.817	0
40315N	8	Clinton	US 50	1986	1995	9	0.00	0.908	0

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Full-Depth HMA Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
40315O	8	Clinton	US 50	1986	1995	9	0.00	0.908	0
40315P	8	Clinton	US 50	1986	1995	9	0.00	1.021	0
96232	8	Madison	US 67	1993	1995	2	0.02	0.271	0
40662	5	Champaign	IL 130	1987	1995	8	0.00	0.223	0
40406	2	Stephenson	US 20	1986	1997	11	0.00	7.480	0
98119	9	Alexander	IL 3	1994	1997	3	0.00	0.122	0
40463A	2	Stephenson	US 20	1986	1997	11	0.00	1.248	0
40463B	2	Stephenson	US 20	1986	1997	11	0.01	1.439	0
84659	2	Stephenson	US 20	1995	1997	2	0.01	0.723	0
88067	4	Tazewell	US 24	1995	1997	2	0.00	9.283	0
40448C	8	St. Clair	US 50	1986	1997	11	0.00	1.014	1
40448D	8	St. Clair	US 50	1986	1997	11	0.00	1.014	0
40448E	8	St. Clair	US 50	1986	1997	11	0.00	1.014	0
40448H	8	St. Clair	US 50	1986	1997	11	0.00	1.014	0
40448I	8	St. Clair	US 50	1986	1997	11	0.00	1.014	0
40315N	8	Clinton	US 50	1986	1997	11	0.00	1.127	0
40315O	8	Clinton	US 50	1986	1997	11	0.00	1.127	0
40315P	8	Clinton	US 50	1986	1997	11	0.00	1.280	0
90278	7	Macon	US 51	1995	1997	2	0.00	0.213	0
96232	8	Madison	US 67	1993	1997	4	0.07	0.475	0
80169	1	Cook	111th St.	1990	1997	7	0.01	0.483	0
40662	5	Champaign	IL 130	1987	1997	10	0.00	0.282	0
40406	2	Stephenson	US 20	1986	1998	12	0.00	8.232	0
96349	8	Madison	I 70	1996	1998	2	0.00	4.804	0
92109	6	Scott	I 72	1990	1998	8	0.00	1.518	0
92230	6	Pike	I 72	1991	1998	7	0.00	1.265	0
90046	5	Champaign	I 74	1991	1998	7	0.00	9.582	0
90049	5	Champaign	I 74	1991	1998	7	0.00	9.318	0
90123	5	Champaign	I 74	1991	1998	7	0.00	9.503	0
90122	5	Champaign	I 74	1992	1998	6	0.00	8.445	0
88048	4	Tazewell	I 155	1992	1998	6	0.00	2.557	0

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Full-Depth HMA Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
88051	4	Tazewell	I 155	1992	1998	6	0.17	1.972	0
86602	5	McLean	IL 9	1996	1998	2	0.00	0.205	0
84167	2	Stephenson	IL 26	1991	1998	7	0.00	0.434	0
84199	2	Ogle	IL 26/72	1991	1998	7	0.00	0.291	0
80742	1	Dupage	IL 53	1991	1998	7	0.00	5.718	0
80482	1	Will	US 45	1992	1998	6	0.00	1.051	0
40448E	8	St. Clair	US 50	1986	1998	12	0.00	1.121	0
40315N	8	Clinton	US 50	1986	1998	12	0.00	1.246	0
40315O	8	Clinton	US 50	1986	1998	12	0.00	1.246	0
40315P	8	Clinton	US 50	1986	1998	12	0.00	1.441	0
80497	1	Lake	IL 137	1990	1998	8	0.00	0.624	0
96625	8	Madison	New Poag Rd.	1995	1998	3	0.00	0.001	0
82125	1	Cook	Talcott Rd.	1995	1998	3	0.00	0.658	0
40406	2	Stephenson	US 20	1986	1999	13	0.00	8.980	0
88047	4	Tazewell	I 155	1991	1999	8	0.00	3.555	0
88031	4	Tazewell	I 155	1991	1999	8	0.00	3.791	0
84161	2	Ogle	IL 2	1998	1999	1	0.00	0.121	0
98119	9	Alexander	IL 3	1994	1999	5	0.00	0.183	0
84659	2	Stephenson	US 20	1995	1999	4	0.00	1.269	0
88067	4	Tazewell	US 24	1995	1999	4	0.00	9.283	0
40448C	8	St. Clair	US 50	1986	1999	13	0.00	1.233	1
40448D	8	St. Clair	US 50	1986	1999	13	0.00	1.233	0
40448E	8	St. Clair	US 50	1986	1999	13	0.00	1.233	0
40448H	8	St. Clair	US 50	1986	1999	13	0.00	1.233	0
40448I	8	St. Clair	US 50	1986	1999	13	0.00	1.233	0
40315N	8	Clinton	US 50	1986	1999	13	0.00	1.371	0
40315O	8	Clinton	US 50	1986	1999	13	0.00	1.371	0
40315P	8	Clinton	US 50	1986	1999	13	0.01	1.621	0
90278	7	Macon	US 51	1995	1999	4	0.00	0.409	0
96232	8	Madison	US 67	1993	1999	6	0.05	0.731	0
80169	1	Cook	111th St.	1990	1999	9	0.01	0.622	0

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Full-Depth HMA Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
40662	5	Champaign	IL 130	1987	1999	12	0.00	0.345	0
40315M	8	Clinton	US 50	1986	2010	24	0.00	2.999	1
40315MI	8	Clinton	US 50	1986	2010	24	0.00	2.999	1
40315N	8	Clinton	US 50	1986	2010	24	0.00	2.999	1
40315O	8	Clinton	US 50	1986	2010	24	0.00	3.116	1
40315P	8	Clinton	US 50	1986	2010	24	0.00	3.458	1
40406	9	Pulaski	I 57	1986	2010	24	0.00	18.670	1
40448	8	St. Clair	US 50	1986	2010	24	0.00	41.328	1
40463	2	Stephenson	US 20	1986	2010	24	0.00	7.995	1
40662	5	Champaign	IL 130	1987	2010	23	0.00	0.886	1
68159	4	Knox	IL 41	2005	2010	5	0.00	0.313	0
70059	7	Clark	I 70	2003	2010	7	0.06	16.534	0
80169	1	Cook	111th St.	1990	2010	20	0.02	1.462	1
80482	1	Will	US 45	1992	2010	18	0.39	4.703	0
80497	1	Lake	IL 137	1990	2010	20	0.00	1.932	1
80742_1	1	Dupage	IL 53	1991	2010	19	2.86	4.230	0
82125	1	Cook	Talcott Rd.	1995	2010	15	0.00	2.685	0
84125	2	Carroll	IL 73	1989	2010	21	0.00	1.059	1
84161	2	Ogle	IL 2	1998	2010	12	0.00	0.959	0
84167	2	Stephenson	IL 26	1991	2010	19	0.00	1.222	1
84199	2	Ogle	IL 26/72	1991	2010	19	0.00	0.810	1
84200	2	Lee	IL 2	1992	2010	18	0.00	2.139	1
84220	2	Lee	IL 2	1992	2010	18	0.00	1.109	1
84659	2	Stephenson	US 20	1995	2010	15	0.00	4.585	1
86068	4	Woodford	US 24	1990	2010	20	0.00	2.773	2
86602	5	McLean	IL 9	1996	2010	14	0.00	1.106	0
88031	4	Tazewell	I 155	1991	2010	19	0.00	9.279	1
88047	4	Tazewell	I 155	1991	2010	19	0.00	8.740	1
88048	4	Tazewell	I 155	1992	2010	18	0.00	7.790	1
88051	4	Tazewell	I 155	1992	2010	18	0.00	7.111	1
88067	4	Tazewell	US 24	1995	2010	15	0.00	9.283	1

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Full-Depth HMA Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
88067	4	Tazewell	US 24	1995	2010	15	0.00	9.283	1
88261	4	McDonough	US 67	1996	2010	14	0.00	1.844	0
88624	4	Warren	US 67	2002	2010	8	0.00	1.017	0
90023	5	Champaign	I 74	1992	2010	18	0.00	30.335	1
90046	5	Champaign	I 74	1991	2010	19	0.00	30.598	1
90049	5	Champaign	I 74	1991	2010	19	0.00	29.150	1
90122	5	Champaign	I 74	1992	2010	18	0.00	29.329	1
90123	5	Champaign	I 74	1991	2010	19	0.00	29.827	1
90278	7	Macon	US 51	1995	2010	15	0.00	1.589	0
90281	7	Shelby	US 51	2003	2010	7	0.00	0.902	0
92108	6	Logan	I 155	1990	2010	20	0.00	6.661	1
92109	6	Scott	I 72	1990	2010	20	0.00	5.707	1
92228	6	Logan	I 155	1992	2010	18	0.00	6.832	1
92230	6	Pike	I 72	1991	2010	19	0.01	4.954	1
92328	6	Sangamon	Williamsville Rd	1991	2010	19	0.00	0.477	1
92434	6	Adams	IL 336	1995	2010	15	0.00	0.945	1
94037	7	Clay	US 50	1990	2010	20	0.00	1.914	1
96232	8	Madison	US 67	1993	2010	17	0.00	2.243	1
96349	8	Madison	I 70	1996	2010	14	0.00	27.970	1
96397	8	St. Clair	IL 161	1994	2010	16	0.00	1.116	0
96484	8	Washington	US 51	1995	2010	15	0.00	1.545	1
96625	8	Madison	New Poag Rd.	1995	2010	15	0.00	0.004	1
96737	8	Madison	IL 255	1998	2010	12	0.01	3.943	0
96739	8	Madison	IL 255	1998	2010	12	0.00	2.644	0
98119	9	Alexander	IL 3	1994	2010	16	0.00	0.674	0
98290	9	Union	US 51	1998	2010	12	0.00	0.359	1
98420	9	Jackson	US 51	2002	2010	8	0.00	0.620	0
70059	7	Clark	I 70	2003	2012	9	0.04	20.173	0
80482	1	Will	US 45	1992	2012	20	0.26	5.146	0
80497	1	Lake	IL 137	1990	2012	22	0.00	2.035	1

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Full-Depth HMA Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
80742_1	1	Dupage	IL 53	1991	2012	21	0.00	4.504	1
84125	2	Carroll	IL 73	1989	2012	23	0.00	1.158	2
84161	2	Ogle	IL 2	1998	2012	14	0.00	1.099	0
84167	2	Stephenson	IL 26	1991	2012	21	0.00	1.383	1
84199	2	Ogle	IL 26/72	1991	2012	21	0.00	0.897	1
84200	2	Lee	IL 2	1992	2012	20	0.00	2.361	2
84220	2	Lee	IL 2	1992	2012	20	0.00	1.183	2
84659	2	Stephenson	US 20	1995	2012	17	0.00	5.196	1
90278	7	Macon	US 51	1995	2012	17	0.00	1.804	0
90281	7	Shelby	US 51	2003	2012	9	0.00	1.159	0
92108	6	Logan	I 155	1990	2012	22	0.00	7.448	1
92109	6	Scott	I 72	1990	2012	22	0.00	6.509	1
92228	6	Logan	I 155	1992	2012	20	0.00	7.587	1
92230	6	Pike	I 72	1991	2012	21	0.01	5.622	1
92328	6	Sangamon	Williamsville Rd	1991	2012	21	0.00	0.836	1
92434	6	Adams	IL 336	1995	2012	17	0.00	1.108	1
94037	7	Clay	US 50	1990	2012	22	0.00	2.090	1
40463A	2	Stephenson	US 20	1986	2012	26	0.00	4.134	1
40463B	2	Stephenson	US 20	1986	2012	26	0.00	4.473	1
40406	9	Pulaski	I 57	1986	2013	27	0.00	22.399	1
40662	5	Champaign	IL 130	1987	2013	26	0.00	1.010	1
68159	4	Knox	IL 41	2005	2013	8	0.00	0.470	0
80169	1	Cook	111th St.	1990	2013	23	0.00	1.619	1
82125	1	Cook	Talcott Rd.	1995	2013	18	0.13	2.784	0
86068	4	Woodford	US 24	1990	2013	23	0.00	3.130	2
86602	5	McLean	IL 9	1996	2013	17	14.94	1.358	0
88031	4	Tazewell	I 155	1991	2013	22	0.00	10.670	2
88047	4	Tazewell	I 155	1991	2013	22	0.00	9.995	2
88048	4	Tazewell	I 155	1992	2013	21	0.00	9.042	2
88051	4	Tazewell	I 155	1992	2013	21	0.00	8.233	1
88261	4	McDonough	US 67	1996	2013	17	0.00	2.231	1

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Full-Depth HMA Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
88624	4	Warren	US 67	2002	2013	11	0.00	1.362	0
90023	5	Champaign	I 74	1992	2013	21	0.00	34.608	1
90046	5	Champaign	I 74	1991	2013	22	0.00	34.829	1
90049	5	Champaign	I 74	1991	2013	22	0.00	33.443	1
90122	5	Champaign	I 74	1992	2013	21	0.00	33.692	1
90123	5	Champaign	I 74	1991	2013	22	0.00	34.017	1
96232	8	Madison	US 67	1993	2013	20	0.00	2.540	1
96349	8	Madison	I 70	1996	2013	17	0.00	33.265	1
96397	8	St. Clair	IL 161	1994	2013	19	0.00	1.299	0
96625	8	Madison	New Poag Rd.	1995	2013	18	0.00	0.005	1
96737	8	Madison	IL 255	1998	2013	15	0.01	5.323	0
96739	8	Madison	IL 255	1998	2013	15	0.00	3.641	0
98119	9	Alexander	IL 3	1994	2013	19	0.00	0.892	0
98290	9	Union	US 51	1998	2013	15	0.00	0.457	1
98420	9	Jackson	US 51	2002	2013	11	0.00	0.879	0
40315M	8	Clinton	US 50	1986	2013	27	0.00	3.405	2
40315MI	8	Clinton	US 50	1986	2013	27	0.00	3.405	2
40315N	8	Clinton	US 50	1986	2013	27	0.00	3.405	2
40315O	8	Clinton	US 50	1986	2013	27	0.00	3.640	1
40315P	8	Clinton	US 50	1986	2013	27	0.00	3.982	1
40448A	8	St. Clair	US 50	1986	2013	27	0.00	3.208	2
40448B	8	St. Clair	US 50	1986	2013	27	0.00	3.181	2
40448C	8	St. Clair	US 50	1986	2013	27	0.00	3.181	2
40448D	8	St. Clair	US 50	1986	2013	27	0.00	3.181	1
40448E	8	St. Clair	US 50	1986	2013	27	0.00	3.181	1
40448H	8	St. Clair	US 50	1986	2013	27	0.00	3.181	1
40448I	8	St. Clair	US 50	1986	2013	27	0.00	3.181	1
40448J	8	St. Clair	US 50	1986	2013	27	0.00	3.181	1
40448K	8	St. Clair	US 50	1986	2013	27	0.00	3.181	1
88067A	4	Tazewell	US 24	1995	2013	18	0.00	1.397	1
88067B	4	Woodford	US 24	1995	2013	18	0.00	1.923	1

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Full-Depth HMA Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
96484A	8	Washington	US 51	1995	2013	18	0.00	1.666	1
96484B	8	Washington	US 51	1995	2013	18	0.00	1.901	1
70059	7	Clark	I 70	2003	2014	11	0.05	23.754	0
80482	1	Will	US 45	1992	2014	22	0.25	5.518	1
80497	1	Lake	IL 137	1990	2014	24	0.00	2.117	1
80742_1	1	Dupage	IL 53	1991	2014	23	0.00	4.997	1
84125	2	Carroll	IL 73	1989	2014	25	0.00	1.272	2
84161	2	Ogle	IL 2	1998	2014	16	0.00	1.282	0
84167	2	Stephenson	IL 26	1991	2014	23	0.00	1.535	1
84199	2	Ogle	IL 26/72	1991	2014	23	0.00	0.992	1
84200	2	Lee	IL 2	1992	2014	22	0.00	2.605	2
84220	2	Lee	IL 2	1992	2014	22	0.00	1.263	2
84659	2	Stephenson	US 20	1995	2014	19	0.00	5.896	1
90278	7	Macon	US 51	1995	2014	19	0.65	2.032	0
90281	7	Shelby	US 51	2003	2014	11	0.00	1.439	0
92108	6	Logan	I 155	1990	2014	24	0.00	8.318	1
92109	6	Scott	I 72	1990	2014	24	0.04	7.474	1
92228	6	Logan	I 155	1992	2014	22	0.00	8.315	1
92230	6	Pike	I 72	1991	2014	23	0.01	6.411	1
92328	6	Sangamon	Williamsville Rd	1991	2014	23	0.00	1.007	1
92434	6	Adams	IL 336	1995	2014	19	0.00	1.336	1
94037	7	Clay	US 50	1990	2014	24	0.00	2.300	1
40463A	2	Stephenson	US 20	1986	2014	28	0.00	4.548	1
40463B	2	Stephenson	US 20	1986	2014	28	0.00	4.891	1
40406	9	Pulaski	I 57	1986	2015	29	0.00	24.861	1
40662	5	Champaign	IL 130	1987	2015	28	0.00	1.068	1
68159	4	Knox	IL 41	2005	2015	10	0.00	0.589	0
80169	1	Cook	111th St.	1990	2015	25	0.00	1.736	1
82125	1	Cook	Talcott Rd.	1995	2015	20	0.17	2.808	0
86068	4	Woodford	US 24	1990	2015	25	0.00	3.368	2
86602	5	McLean	IL 9	1996	2015	19	0.00	1.554	1

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Full-Depth HMA Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
88031	4	Tazewell	I 155	1991	2015	24	0.00	11.547	2
88047	4	Tazewell	I 155	1991	2015	24	0.00	10.758	2
88048	4	Tazewell	I 155	1992	2015	23	0.00	9.845	2
88051	4	Tazewell	I 155	1992	2015	23	0.00	8.922	1
88261	4	McDonough	US 67	1996	2015	19	0.00	2.507	1
88624	4	Warren	US 67	2002	2015	13	0.00	1.594	0
90023	5	Champaign	I 74	1992	2015	23	0.00	37.650	1
90046	5	Champaign	I 74	1991	2015	24	0.00	38.029	1
90049	5	Champaign	I 74	1991	2015	24	0.00	36.376	1
90122	5	Champaign	I 74	1992	2015	23	0.00	36.816	1
90123	5	Champaign	I 74	1991	2015	24	0.00	37.375	1
96232	8	Madison	US 67	1993	2015	22	0.00	2.727	1
96349	8	Madison	I 70	1996	2015	19	0.00	36.928	1
96397	8	St. Clair	IL 161	1994	2015	21	0.00	1.458	0
96625	8	Madison	New Poag Rd.	1995	2015	20	0.00	0.006	1
96737	8	Madison	IL 255	1998	2015	17	0.01	6.718	0
96739	8	Madison	IL 255	1998	2015	17	0.00	4.571	0
98119	9	Alexander	IL 3	1994	2015	21	0.00	1.075	0
98290	9	Union	US 51	1998	2015	17	0.00	0.514	1
98420	9	Jackson	US 51	2002	2015	13	0.00	1.026	0
40315M	8	Clinton	US 50	1986	2015	29	0.00	3.584	2
40315MI	8	Clinton	US 50	1986	2015	29	0.00	3.584	2
40315N	8	Clinton	US 50	1986	2015	29	0.00	3.584	2
40315O	8	Clinton	US 50	1986	2015	29	0.00	4.043	1
40315P	8	Clinton	US 50	1986	2015	29	0.00	4.384	1
40448A	8	St. Clair	US 50	1986	2015	29	0.00	3.484	2
40448B	8	St. Clair	US 50	1986	2015	29	0.00	3.341	2
40448C	8	St. Clair	US 50	1986	2015	29	0.00	3.341	2
40448D	8	St. Clair	US 50	1986	2015	29	0.00	3.341	1
40448E	8	St. Clair	US 50	1986	2015	29	0.00	3.341	1
40448H	8	St. Clair	US 50	1986	2015	29	0.00	3.341	1

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
40448I	8	St. Clair	US 50	1986	2015	29	0.00	3.341	1
40448J	8	St. Clair	US 50	1986	2015	29	0.00	3.341	1
40448K	8	St. Clair	US 50	1986	2015	29	0.00	3.341	1
88067A	4	Tazewell	US 24	1995	2015	20	0.00	1.515	1
88067B	4	Woodford	US 24	1995	2015	20	0.00	2.191	1
96484A	8	Washington	US 51	1995	2015	20	0.00	1.887	1
96484B	8	Washington	US 51	1995	2015	20	0.00	2.141	1
80742_2	1	Will	IL 53	1991	2010	19	0.00	4.230	1
80742_2	1	Will	IL 53	1991	2012	21	0.00	4.504	1
80742_2	1	Will	IL 53	1991	2014	23	0.00	4.997	

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Appendix E

Patching Quantities from Jointed Plain Concrete Pavement Historical Distress Surveys

JPCP Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
40455C	2	Stephenson	US 20	1986	1990	4	0.00	0.758	0
40455D	2	Stephenson	US 20	1986	1990	4	0.00	0.758	0
40455E	2	Stephenson	US 20	1986	1990	4	0.00	0.758	0
40455F	2	Stephenson	US 20	1986	1990	4	0.00	0.758	0
40455G	2	Stephenson	US 20	1986	1990	4	0.00	0.758	0
40455H	2	Stephenson	US 20	1986	1990	4	0.00	0.758	0
AA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
BA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
CA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
DA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
EA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
FA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
GA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
HA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
IA-40456	8	Clinton	US 50	1986	1990	4	0.40	0.628	0
JA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
KA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
LA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
MA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
NA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
OA-40456	8	Clinton	US 50	1986	1990	4	1.35	0.628	0
PA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
QA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
RA-40456	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
40455C	2	Stephenson	US 20	1986	1992	6	0.00	1.094	0
40455D	2	Stephenson	US 20	1986	1992	6	0.00	1.093	0
40455E	2	Stephenson	US 20	1986	1992	6	0.00	1.093	0
40455F	2	Stephenson	US 20	1986	1992	6	0.00	1.093	0
40455G	2	Stephenson	US 20	1986	1992	6	0.00	1.093	0
40455H	2	Stephenson	US 20	1986	1992	6	0.00	1.093	0
AA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

JPCP Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
BA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
CA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
DA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
EA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
FA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
GA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
HA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
IA-40456	8	Clinton	US 50	1986	1992	6	0.40	0.906	0
JA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
KA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
LA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
MA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
NA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
OA-40456	8	Clinton	US 50	1986	1992	6	1.89	0.906	0
PA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
QA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
RA-40456	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
40455C	2	Stephenson	US 20	1986	1995	9	0.00	1.636	0
40455D	2	Stephenson	US 20	1986	1995	9	0.00	1.636	0
40455E	2	Stephenson	US 20	1986	1995	9	0.00	1.636	0
40455F	2	Stephenson	US 20	1986	1995	9	0.00	1.636	0
40455G	2	Stephenson	US 20	1986	1995	9	0.00	1.636	0
40455H	2	Stephenson	US 20	1986	1995	9	0.00	1.636	0
AA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
BA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
CA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
DA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
EA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
FA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
GA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
HA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

JPCP Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
IA-40456	8	Clinton	US 50	1986	1995	9	0.40	1.356	0
JA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
KA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
LA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
MA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
NA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
OA-40456	8	Clinton	US 50	1986	1995	9	1.89	1.356	0
PA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
QA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
RA-40456	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
40455C	2	Stephenson	US 20	1986	1997	11	0.00	2.019	0
40455D	2	Stephenson	US 20	1986	1997	11	0.00	2.019	0
40455E	2	Stephenson	US 20	1986	1997	11	0.00	2.019	0
40455F	2	Stephenson	US 20	1986	1997	11	0.00	2.019	0
40455G	2	Stephenson	US 20	1986	1997	11	0.00	2.019	0
40455H	2	Stephenson	US 20	1986	1997	11	0.00	2.019	0
AA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
BA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
CA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
DA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
EA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
FA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
GA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
HA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
IA-40456	8	Clinton	US 50	1986	1997	11	0.40	1.689	0
JA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
KA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
LA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
MA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
NA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
OA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

JPCP Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
PA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
QA-40456	8	Clinton	US 50	1986	1997	11	0.10	1.689	0
RA-40456	8	Clinton	US 50	1986	1997	11	0.00	1.689	0
40455	2	Stephenson	US 20	1986	2010	24	0.60	3.416	1
40456	8	Clinton	US 50	1986	2010	24	0.00	7.995	1
82139	1	DuPage	IL 59	1997	2010	13	0.14	9.563	1
82328	1	Kane	IL 64	1997	2010	13	0.21	4.422	1
82840	1	DuPage	US 34	1997	2010	13	0.00	3.264	1
82840	1	DuPage	US 34	1997	2010	13	0.08	3.264	1
82196	1	Cook	IL 83	1999	2010	11	0.32	2.138	1
92774	6	Morgan	US 67	1999	2010	11	0.04	1.788	1
64210	2	Lee	IL 2	2000	2010	10	0.18	1.443	1
92763	6	Pike	I 72	2000	2010	10	0.22	6.193	1
84790	2	Winnebago	IL 2	2001	2010	9	0.02	6.676	1
64555	2	Winnebago	IL 75	2002	2010	8	0.00	0.314	1
82514	1	DuPage	IL 64	2002	2010	8	0.02	7.305	1
82634	1	DuPage	IL 64	2002	2010	8	0.00	7.630	1
82712	1	Lake	US 45	2002	2010	8	0.03	2.355	1
84984	2	Winnebago	IL 75	2002	2010	8	0.19	2.133	1
64147	2	JoDaviess	US 20	2003	2010	7	0.00	1.584	1
64244	2	Rock Island	I 74	2003	2010	7	0.25	4.918	1
66013	3	Kendall	US 34	2003	2010	7	0.00	2.294	1
66160	3	Kendall	US 34	2003	2010	7	0.02	1.962	1
86854	5	McLean	I 55 BUS	2003	2010	7	0.00	1.886	1
60748	1	Cook	US 12/20/45	2004	2010	6	0.06	3.670	1
60927	1	Cook	US 12/20/45	2004	2010	6	0.09	3.539	1
62277	1	Cook	US 30	2004	2010	6	0.22	3.246	1
82385	1	Cook	US 30	2004	2010	6	0.49	4.190	1
40455C	2	Stephenson	US 20	1986	2012	26	2.65	6.509	1
40455D	2	Stephenson	US 20	1986	2012	26	3.47	6.510	1
40455E	2	Stephenson	US 20	1986	2012	26	0.00	6.512	1

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

JPCP Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
40455F	2	Stephenson	US 20	1986	2012	26	0.00	6.512	1
40455G	2	Stephenson	US 20	1986	2012	26	0.61	6.512	1
40455H	2	Stephenson	US 20	1986	2012	26	0.00	6.512	1
82139	1	DuPage	IL 59	1997	2012	15	0.14	10.725	1
82328	1	Kane	IL 64	1997	2012	15	0.48	4.954	1
82840A	1	DuPage	US 34	1997	2012	15	0.00	4.455	1
82840B	1	DuPage	IL 59	1997	2012	15	0.11	13.832	1
92774	6	Morgan	US 67	1999	2012	13	0.13	2.067	1
64210	2	Lee	IL 2	2000	2012	12	0.28	1.614	1
92763	6	Pike	I 72	2000	2012	12	0.21	7.360	1
84790A	2	Winnebago	IL 2	2001	2012	11	0.00	0.864	1
84790B	2	Winnebago	IL 2	2001	2012	11	0.00	1.287	1
64555	2	Winnebago	IL 75	2002	2012	10	0.00	0.468	1
82514	1	DuPage	IL 64	2002	2012	10	0.03	8.416	1
82634	1	DuPage	IL 64	2002	2012	10	0.00	9.624	1
82712	1	Lake	US 45	2002	2012	10	0.03	2.653	1
84984	2	Winnebago	IL 75	2002	2012	10	0.16	2.943	1
64244	2	Rock Island	I 74	2003	2012	9	0.20	5.565	1
66013	3	Kendall	US 34	2003	2012	9	0.01	2.774	1
66160	3	Kendall	US 34	2003	2012	9	0.02	2.465	1
AA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.722	1
BA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.722	1
CA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.722	1
DA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.650	1
EA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1
FA-40456	8	Clinton	US 50	1986	2013	27	0.66	4.401	1
GA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1
HA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1
IA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1
JA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1
KA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

JPCP Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
LA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1
MA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1
NA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1
OA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1
PA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1
QA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1
RA-40456	8	Clinton	US 50	1986	2013	27	0.00	4.401	1
82196	1	Cook	IL 83	1999	2013	14	0.33	2.512	1
64147	2	JoDaviess	US 20	2003	2013	10	0.23	2.297	1
86854	5	McLean	I 55 BUS	2003	2013	10	0.00	2.359	1
60748	1	Cook	US 12/20/45	2004	2013	9	0.00	4.494	1
60927	1	Cook	US 12/20/45	2004	2013	9	0.06	4.357	1
62277	1	Cook	US 30	2004	2013	9	0.22	4.493	1
82385	1	Cook	US 30	2004	2013	9	0.25	5.114	1
40455C	2	Stephenson	US 20	1986	2014	28	2.65	7.234	1
40455D	2	Stephenson	US 20	1986	2014	28	3.58	7.236	1
40455E	2	Stephenson	US 20	1986	2014	28	0.00	7.238	1
40455F	2	Stephenson	US 20	1986	2014	28	0.00	7.238	1
40455G	2	Stephenson	US 20	1986	2014	28	0.55	7.238	1
40455H	2	Stephenson	US 20	1986	2014	28	0.00	7.238	1
82139	1	DuPage	IL 59	1997	2014	17	0.51	11.855	1
82328	1	Kane	IL 64	1997	2014	17	0.46	5.286	1
82840A	1	DuPage	US 34	1997	2014	17	0.00	4.684	1
82840B	1	DuPage	IL 59	1997	2014	17	0.11	14.727	1
92774	6	Morgan	US 67	1999	2014	15	0.14	2.397	1
64210	2	Lee	IL 2	2000	2014	14	0.33	1.863	1
92763	6	Pike	I 72	2000	2014	14	0.21	8.733	1
84790A	2	Winnebago	IL 2	2001	2014	13	0.01	0.938	1
84790B	2	Winnebago	IL 2	2001	2014	13	0.00	1.341	1
64555	2	Winnebago	IL 75	2002	2014	12	0.00	0.652	1
82514	1	DuPage	IL 64	2002	2014	12	0.03	9.599	1

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

JPCP Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
82634	1	DuPage	IL 64	2002	2014	12	0.00	11.476	1
82712	1	Lake	US 45	2002	2014	12	0.03	2.955	1
84984	2	Winnebago	IL 75	2002	2014	12	0.16	3.920	1
64244	2	Rock Island	I 74	2003	2014	11	0.60	6.231	1
66013	3	Kendall	US 34	2003	2014	11	0.00	3.296	1
66160	3	Kendall	US 34	2003	2014	11	0.02	2.850	1
AA-40456	8	Clinton	US 50	1986	2015	29	0.00	5.163	1
BA-40456	8	Clinton	US 50	1986	2015	29	0.00	5.163	1
CA-40456	8	Clinton	US 50	1986	2015	29	0.00	5.163	1
DA-40456	8	Clinton	US 50	1986	2015	29	0.00	5.061	1
EA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
FA-40456	8	Clinton	US 50	1986	2015	29	0.66	4.712	1
GA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
HA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
IA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
JA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
KA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
LA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
MA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
NA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
OA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
PA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
QA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
RA-40456	8	Clinton	US 50	1986	2015	29	0.00	4.712	1
82196	1	Cook	IL 83	1999	2015	16	0.64	2.750	1
64147	2	JoDaviess	US 20	2003	2015	12	0.22	2.860	1
86854	5	McLean	I 55 BUS	2003	2015	12	0.00	2.591	1
60748	1	Cook	US 12/20/45	2004	2015	11	0.11	4.974	1
60927	1	Cook	US 12/20/45	2004	2015	11	0.10	4.833	1
62277	1	Cook	US 30	2004	2015	11	0.28	5.480	1
82385	1	Cook	US 30	2004	2015	11	0.26	5.681	1

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Appendix F

Patching Quantities from Continuously Reinforced Concrete Pavement Historical Distress Surveys

CRCP Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
40317A	8	Clinton	US 50	1986	1990	4	0.00	0.615	0
40317B	8	Clinton	US 50	1986	1990	4	0.00	0.620	0
40317C	8	Clinton	US 50	1986	1990	4	0.00	0.628	0
40442	7	Effingham	I 57	1986	1992	6	0.00	6.227	0
92038	6	Pike	I 72	1989	1992	3	0.00	0.664	0
40317A	8	Clinton	US 50	1986	1992	6	0.00	0.888	0
40317B	8	Clinton	US 50	1986	1992	6	0.00	0.894	0
40317C	8	Clinton	US 50	1986	1992	6	0.00	0.906	0
40442	7	Effingham	I 57	1986	1995	9	0.03	9.316	0
40317A	8	Clinton	US 50	1986	1995	9	0.00	1.328	0
40317B	8	Clinton	US 50	1986	1995	9	0.00	1.338	0
40317C	8	Clinton	US 50	1986	1995	9	0.00	1.356	0
40442	7	Effingham	I 57	1986	1997	11	0.03	11.644	0
42358	3	LaSalle	I 39	1987	1997	10	0.13	15.449	0
80666	1	Cook/Dupage	Elgin/O'hare Ex	1993	1997	4	0.00	1.708	0
86209	4	Woodford	I 39	1992	1997	5	0.01	37.414	0
86562	3	Grundy	I 80	1996	1997	1	0.00	4.763	0
92038	6	Pike	I 72	1989	1997	8	0.00	1.665	0
40317A	8	Clinton	US 50	1986	1998	12	0.23	1.878	0
40317B	8	Clinton	US 50	1986	1998	12	0.01	1.878	0
40317C	8	Clinton	US 50	1986	1998	12	0.72	1.876	0
40442	7	Effingham	I 57	1986	1999	13	0.03	14.550	0
42358	3	LaSalle	I 39	1987	1999	12	0.01	19.158	0
80666	1	Cook/Dupage	Elgin/O'hare Ex	1993	1999	6	0.00	3.883	0
86209	4	Woodford	I 39	1992	1999	7	0.01	37.414	0
86562	3	Grundy	I 80	1996	1999	3	0.00	10.502	0
92038	6	Pike	I 72	1989	1999	10	0.00	2.349	0
40317	8	Clinton	US 50	1986	2010	24	0.05	4.597	0
40442	7	Effingham	I 57	1986	2010	24	0.00	31.606	1
42358	3	LaSalle	I 39	1987	2010	23	1.25	39.641	0
44217	5	McLean	I 39	1989	2010	21	2.17	33.022	0

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

CRCP Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
64039	2	Henry	I 74	1998	2010	12	0.68	15.678	0
64219	2	Whiteside	I 88	2001	2010	9	0.02	8.494	0
66044	3	Grundy	I 80	2002	2010	8	0.00	27.265	0
66051	3	Grundy	I 80	2002	2010	8	0.00	27.265	0
70044	7	Clark	I 70	2002	2010	8	0.04	27.663	0
80666	1	Cook/Dupage	Elgin/O'hare Ex	1993	2010	17	0.00	22.749	0
82587	1	Will	I 80	1997	2010	13	0.00	43.538	0
82588	1	Will	I 80	1997	2010	13	0.05	48.796	0
82589	1	Will	I 80	1996	2010	14	0.00	46.306	0
82590	1	Will	I 80	1996	2010	14	0.00	51.790	0
82989	1	Cook	I 55	2000	2010	10	0.00	34.233	0
86074	3	LaSalle	I 39	1991	2010	19	0.23	31.427	0
86184	5	McLean	I 39	1992	2010	18	0.51	28.437	0
86210	4	Marshall	I 39	1992	2010	18	0.52	30.109	0
86399	3	Grundy	I 80	1993	2010	17	0.00	48.376	1
86562	3	Grundy	I 80	1996	2010	14	0.00	43.622	0
86856	5	McLean	I 55/74	2003	2010	7	0.00	2.701	0
86856	5	McLean	I 55/74	2003	2010	7	0.06	2.701	0
92038	6	Pike	I 72	1989	2010	21	0.02	7.244	0
86209A	4	Woodford	I 39	1992	2010	18	0.06	28.370	1
86209B	4	Woodford	I 39	1992	2010	18	0.13	28.917	0
40442	7	Effingham	I 57	1986	2012	26	0.00	34.657	1
42358	3	LaSalle	I 39	1987	2012	25	1.26	43.153	0
64039	2	Henry	I 74	1998	2012	14	0.40	18.572	0
66051	3	Grundy	I 80	2002	2012	10	0.01	34.151	0
82587	1	Will	I 80	1997	2012	15	0.00	50.002	0
82589	1	Will	I 80	1996	2012	16	0.00	52.769	0
86399	3	Grundy	I 80	1993	2012	19	0.10	53.787	1
86562	3	Grundy	I 80	1996	2012	16	0.00	49.100	0
92038	6	Pike	I 72	1989	2012	23	0.03	8.289	0
86209A	4	Woodford	I 39	1992	2012	20	0.01	31.598	1

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

CRCP Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
86209A	4	Woodford	I 39	1992	2012	20	0.00	31.598	1
44217	5	McLean	I 39	1989	2013	24	5.69	37.554	0
64219	2	Whiteside	I 88	2001	2013	12	0.02	11.097	0
66044	3	Grundy	I 80	2002	2013	11	0.00	38.453	0
70044	7	Clark	I 70	2002	2013	11	0.10	36.230	0
80666	1	Cook/Dupage	Elgin/O'hare Ex	1993	2013	20	0.00	26.121	0
82588	1	Will	I 80	1997	2013	16	0.04	57.940	0
82590	1	Will	I 80	1996	2013	17	0.01	60.934	0
86074	3	LaSalle	I 39	1991	2013	22	0.42	36.182	0
86184	5	McLean	I 39	1992	2013	21	1.01	32.903	0
86210	4	Marshall	I 39	1992	2013	21	2.77	34.713	0
40317A	8	Clinton	US 50	1986	2013	27	0.00	5.165	0
40317B	8	Clinton	US 50	1986	2013	27	0.05	4.984	0
40317C	8	Clinton	US 50	1986	2013	27	0.80	4.722	0
86209A	4	Woodford	I 39	1992	2013	21	0.15	33.208	1
86209A	4	Woodford	I 39	1992	2013	21	0.01	33.208	1
86209B	4	Woodford	I 39	1992	2013	21	0.36	33.571	0
86209B	4	Woodford	I 39	1992	2013	21	0.65	33.571	0
86856A	5	McLean	I 55/74	2003	2013	10	0.14	45.549	0
86856B	5	McLean	I 55/74	2003	2013	10	0.00	41.096	0
40442	7	Effingham	I 57	1986	2014	28	0.00	37.894	1
42358	3	LaSalle	I 39	1987	2014	27	1.67	46.822	0
64039	2	Henry	I 74	1998	2014	16	0.61	21.366	0
66044	3	Grundy	I 80	2002	2014	12	0.00	42.410	0
66051	3	Grundy	I 80	2002	2014	12	0.00	42.410	0
70044	7	Clark	I 70	2002	2014	12	0.10	39.219	0
82587	1	Will	I 80	1997	2014	17	0.01	57.714	0
82588	1	Will	I 80	1997	2014	17	0.04	61.172	0
82589	1	Will	I 80	1996	2014	18	0.00	60.482	0
82590	1	Will	I 80	1996	2014	18	0.01	64.167	0
86399	3	Grundy	I 80	1993	2014	21	0.18	59.881	1

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

CRCP Patching Quantities from Historical Distress Surveys

Contract Number	District	County	Marked Route	Year of Construction	Survey Year	Pavevment Age	Percent Patching	Cumulative ESALs ($x10^6$)	Overlay Status
86562	3	Grundy	I 80	1996	2014	18	0.01	55.527	0
92038	6	Pike	I 72	1989	2014	25	0.34	9.481	0
44217	5	McLean	I 39	1989	2015	26	0.00	40.712	0
64219	2	Whiteside	I 88	2001	2015	14	0.02	12.897	0
66044	3	Grundy	I 80	2002	2015	13	0.00	46.022	0
86074	3	LaSalle	I 39	1991	2015	24	0.61	39.815	0
86184	5	McLean	I 39	1992	2015	23	1.47	35.881	1
86210	4	Marshall	I 39	1992	2015	23	3.54	38.270	1
40317A	8	Clinton	US 50	1986	2015	29	0.53	5.679	0
40317B	8	Clinton	US 50	1986	2015	29	0.64	5.461	0
40317C	8	Clinton	US 50	1986	2015	29	1.40	5.163	0
86209A	4	Woodford	I 39	1992	2015	23	0.24	36.420	1
86209A	4	Woodford	I 39	1992	2015	23	0.01	36.420	1
86209B	4	Woodford	I 39	1992	2015	23	0.39	36.565	0
86209B	4	Woodford	I 39	1992	2015	23	0.67	36.565	0
86856A	5	McLean	I 55/74	2003	2015	12	0.14	53.314	0

0 - Denotes Bare Pavement
1 - Denotes 1st Overlay
2 - Denoted 2nd Overlay

Appendix G

Maintenance and Rehabilitation Activity Schedules

ACTIVITY 1 — YEAR 10
• 0.10% Class B Pavement Patching
ACTIVITY 2 — YEAR 15
• 0.20% Class B Pavement Patching
ACTIVITY 3 — YEAR 20
• 2.0% Class B Pavement Patching • 0.50% Class C Shoulder Patching • 100% Longitudinal Shoulder Joint Routing & Sealing • 100% Centerline Joint Routing & Sealing
ACTIVITY 4 — YEAR 25
• 3.0% Class B Pavement Patching • 1.0% Class C Shoulder Patching
ACTIVITY 5 — YEAR 30
• 4.0% Class B Pavement Patching • 1.5% Class C Shoulder Patching • Policy HMA Overlay of Pavement and Shoulder (see Chapter 53-4.04 for thickness)
ACTIVITY 6 — YEAR 35
• 100% Longitudinal Shoulder Joint Routing & Sealing • 100% Centerline Joint Routing & Sealing • 50% Random Crack Routing & Sealing (see Note) • 40% Reflective Transverse Crack Routing & Sealing • 0.10% Partial-Depth Pavement Patching (Mill & Fill Surface - Interstates; Mill & Fill 2.50 in. - Non-Interstates)
ACTIVITY 7 —YEAR 40
• 0.50% Class B Pavement Patching • 100% Longitudinal Shoulder Joint Routing & Sealing • 100% Centerline Joint Routing & Sealing • 60% Reflective Transverse Crack Routing & Sealing • 50% Random Crack Routing & Sealing (see Note) • 0.50% Partial-Depth Pavement Patching (Mill & Fill Surface - Interstates; Mill & Fill 2.50 in. - Non-Interstates)

Note: For random crack routing and sealing, assume 100 ft/station/lane.

MAINTENANCE AND REHABILITATION ACTIVITY SCHEDULE
JOINTED PLAIN CONCRETE PAVEMENT
AND UNBONDED JOINTED PLAIN CONCRETE OVERLAY

Figure 54-7.A

ACTIVITY 1 — YEAR 10
• 0.10% Class A Pavement Patching
ACTIVITY 2 — YEAR 15
• 0.20% Class A Pavement Patching
ACTIVITY 3 — YEAR 20
• 0.50% Class A Pavement Patching • 100% Longitudinal Shoulder Joint Routing & Sealing • 100% Centerline Joint Routing & Sealing
ACTIVITY 4 — YEAR 25
• 0.75% Class A Pavement Patching • 0.50% Class C Shoulder Patching
ACTIVITY 5 — YEAR 30
• 3.0% Class A Pavement Patching • 1.0% Class C Shoulder Patching • Policy HMA Overlay of Pavement and Shoulder (see Chapter 53-4.04 for thickness)
ACTIVITY 6 — YEAR 35
• 100% Longitudinal Shoulder Joint Routing & Sealing • 100% Centerline Joint Routing & Sealing • 50% Random Crack Routing & Sealing (see Note) • 0.10% Partial-Depth Pavement Patching (Mill & Fill Surface)
ACTIVITY 7 —YEAR 40
• 100% Longitudinal Shoulder Joint Routing & Sealing • 100% Centerline Joint Routing & Sealing • 50% Random Crack Routing & Sealing (see Note) • 0.50% Class A Pavement Patching • 0.50% Partial-Depth Patching (Mill & Fill Surface)

Note: For random crack routing and sealing, assume 100 ft/station/lane.

MAINTENANCE AND REHABILITATION ACTIVITY SCHEDULE
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
AND UNBONDED CONTINUOUSLY REINFORCED CONCRETE OVERLAY

Figure 54-7.B

ACTIVITY 1 — YEAR 5

- 100% Longitudinal Shoulder Joint Routing & Sealing
- 100% Centerline Joint Routing & Sealing
- 50% Random/Thermal Crack Routing & Sealing (see Note)
- 0.10% Partial-Depth Pavement Patching (Mill & Fill Surface)

ACTIVITY 2 — YEAR 10

- 100% Longitudinal Shoulder Joint Routing & Sealing
- 100% Centerline Joint Routing & Sealing
- 50% Random/Thermal Crack Routing & Sealing (see Note)
- 0.50% Partial-Depth Pavement Patching (Mill & Fill Surface)

ACTIVITY 3 — YEAR 15

- 2.00 in. Milling - Pavement & Shoulder
- 1.0% Partial-Depth Pavement Patching (Mill & Fill Additional 2.00 in.)
- 2.00 in. HMA Overlay - Pavement & Shoulder

ACTIVITY 4 — YEAR 20

- 100% Longitudinal Shoulder Joint Routing & Sealing
- 100% Centerline Joint Routing & Sealing
- 50% Random/Thermal Crack Routing & Sealing (see Note)
- 0.10% Partial-Depth Pavement Patching (Mill & Fill Surface)

ACTIVITY 5 — YEAR 25

- 100% Longitudinal Shoulder Joint Routing & Sealing
- 100% Centerline Joint Routing & Sealing
- 50% Random/Thermal Crack Routing & Sealing (see Note)
- 0.50% Partial-Depth Pavement Patching (Mill & Fill Surface)

ACTIVITY 6 — YEAR 30

Interstate Standard Design:

- 2.00 in. Milling - Pavement Only
- 2.0% Partial-Depth Pavement Patching (Mill & Fill Additional 2.00 in.)
- 1.0% Partial-Depth Shoulder Patching (Mill & Fill Surface)
- 3.75 in. HMA Overlay Pavement
- 1.75 in. HMA Overlay Shoulder

Other State Maintained Route Standard Design:

- 2.00 in. Milling - Pavement & Shoulder
- 2.0% Partial-Depth Pavement Patching (Mill & Fill Additional 2.00 in.)
- 1.0% Partial-Depth Shoulder Patching (Mill & Fill Additional 2.00 in.)
- 2.25 in. HMA Overlay Pavement & Shoulder

All Limiting Strain Criterion Designs:

- 2.00 in. Milling - Pavement & Shoulder
- 2.0% Partial-Depth Pavement Patching (Mill & Fill Additional 2.00 in.)
- 1.0% Partial-Depth Shoulder Patching (Mill & Fill Additional 2.00 in.)
- 2.00 in. HMA Overlay - Pavement & Shoulder

MAINTENANCE AND REHABILITATION ACTIVITY SCHEDULE
FULL-DEPTH HMA PAVEMENT
AND HMA OVERLAY OF RUBBLIZED PCC PAVEMENT

Figure 54-7.C

ACTIVITY 7 — YEAR 35
• 100% Longitudinal Shoulder Joint Routing & Sealing • 100% Centerline Joint Routing & Sealing • 50% Random/Thermal Crack Routing & Sealing (see Note) • 0.10% Partial-Depth Pavement Patching (Mill & Fill Surface)
ACTIVITY 8 — YEAR 40
• 100% Longitudinal Shoulder Joint Routing & Sealing • 100% Centerline Joint Routing & Sealing • 50% Random/Thermal Crack Routing & Sealing (see Note) • 0.50% Partial-Depth Pavement Patching (Mill & Fill Surface)

Note: For random/thermal crack routing and sealing, assume 110 ft/station/lane.

MAINTENANCE AND REHABILITATION ACTIVITY SCHEDULE
FULL-DEPTH HMA PAVEMENT
AND HMA OVERLAY OF RUBBLIZED PCC PAVEMENT

Figure 54-7.C
(Continued)

54-7.04 Cost Analysis

The costs of all major pay items will be based upon the anticipated quantities for the contract. Computations that are used to develop costs will be documented for each major pay item. Contact the BDE for the Department's computer analysis procedures for life-cycle cost estimation.

54-7.05 Selection Process

Pavement selection will be based on the annual costs of initial construction and life-cycle activities amortized over the 45-year service life of the pavement. A discount rate of 3% will be used to determine annual costs and no adjustment for inflation will be required. Use the following equation to determine annual costs of alternatives during the selection process:

$$A = D + M + CRF_n [C + R_1(PWF_{n1}) + R_2(PWF_{n2}) + ... + R_n(PWF_{nn})] \quad \text{Equation 54-7.1}$$

where:

A = total annual cost per mile

D = annual administrative and overhead cost per mile (assumed to be equal for all pavement types; therefore, do not include in analysis)

M = total annual maintenance cost per mile (assumed to be equal for all pavement types; therefore, do not include in analysis)