Performance Monitoring of Mechanistically-Designed Pavements

2010 Data Collection

PHYSICAL RESEARCH REPORT NO. 159
MARCH 2011

Illinois Department of Transportation
Division of Highways / Bureau of Materials and Physical Research
126 East Ash Street / Springfield, Illinois / 62704-4766

Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
FHWA/IL/PRR-159		

4. Title and Subtitle

Performance Monitoring of Mechanistically-Designed Pavements
2010 Data Collection

5. Report Date
March 2011

6. Performing Organization Code

7. Author(s)
Juan D. Pava

8. Performing Organization Report No.
Physical Research Report No. 159

9. Performing Organization Name and Address

Illinois Department of Transportation
Bureau of Materials and Physical 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 Materials and Physical Research
126 East Ash Street
Springfield, Illinois 62704-4766

14. Sponsoring Agency Code

15. Supplementary Notes

16. Abstract

In order to verify its mechanistic pavement design procedures and review and update the life-cycle cost models used in the pavement selection process, the Illinois Department of Transportation (IDOT) conducted pavement performance monitoring. IDOT's Bureau of Materials and Physical Research (BMPR) initially conducted performance monitoring on mechanistically-designed pavement contracts in the 1990s. In 2000, this effort was halted as BMPR experienced staffing shortages. BMPR resumed monitoring the performance of mechanistically-designed pavements in 2010. Pavement performance monitoring involves tracking distresses as they occur over time, and identifying the maintenance and rehabilitation activities that are performed on the contract.

A total of 105 contracts were monitored: 55 full-depth hot-mix asphalt (HMA) pavements, 24 jointed plain concrete pavements (JPCP), and 26 continuously reinforced concrete pavements (CRCP). Contracts were broken into sections depending on the number of lanes on the project and the number of different cross-sectional elements (i.e. thickness, joint spacing, etc.). Distress data, weighted average rut depth, weighted average ride quality, and weighted average traffic values are provided for each section. Historical patching quantities are also presented. Also, graphs of patching quantities and overlays are presented as a function of age for full-depth HMA pavements, JPCP, and CRCP.

17. Key Words	18. Distribution Statement
mechanistic design, hot-mix asphalt, portland cement concrete, full-depth HMA pavements, jointed plain concrete pavements, continuously reinforced concrete pavements, pavement performance	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	331	

PERFORMANCE MONITORING OF MECHANISTICALLY-DESIGNED PAVEMENTS

2010 DATA COLLECTION

by:

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BUREAU OF MATERIALS AND PHYSICAL RESEARCH
SPRINGFIELD, ILLINOIS

MARCH 2011

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ACKNOWLEDGEMENTS

The author gratefully thanks the contribution of the following people without whose help and support this report would have not been possible: Christine Reed, Bill Frey, David Lippert, Amy Schutzbach, and LaDonna Rowden for their help with the scope of the project; Michael Brownlee, Chad Coombs, Adam Dow, Adam Gabany, David Lass, Brian McCoy, Parth Narielwala, Daniel Skinner, and Collin Wilcox for their assistance in data collection and/or analysis; Brian Carlson, Abdul Dahhan, Jay Howell, David Broviak, Jeff Gauwitz, Omer Osman, Jeannie Bland, Sal Madonia, Gary Welton, Tiffany Brase, and Bruce Peebles for providing historical information; and Amy Schutzbach and LaDonna Rowden for their guidance and assistance in this report.

DISCLAIMER

The contents of this report reflect the views of the author, who is 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.

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PAVEMENT PERFORMANCE MONITORING DATA – 2010

The Illinois Department of Transportation (IDOT) is committed to verifying its mechanistic pavement design procedures and reviewing and updating the life-cycle cost models used in the pavement selection process. IDOT's Bureau of Materials and Physical Research (BMPR) initially conducted performance monitoring on mechanistically-designed pavement sections in the 1990s. In 2000, this effort was halted as BMPR experienced staffing shortages. In 2010, BMPR resumed monitoring the performance of mechanistically-designed pavements. Performance monitoring involves tracking distresses as they occur over time, and identifying the maintenance and rehabilitation activities that are performed on the section.

Contracts were selected from previously monitored pavements, and filtered to reduce redundancies and span a wide range of pavement thicknesses with a good spread of locations throughout the state. 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. Within each pavement type, contracts were selected for inclusion in the matrix based on location in the state and pavement thickness. Districts 1 and 2 were considered northern districts; Districts 3 – 7 were considered central districts, and Districts 8 and 9 were considered southern districts. These groupings correspond to the pavement temperatures found on the HMA Mixture Temperature map in the full-depth HMA design procedure (1). The central districts were further broken down into central-north (Districts 3 - 4) and central-south (Districts 5 - 7). Mechanistically-designed pavements constructed between 1986 and 2005 were reviewed. Priority placement in the matrix was given to pavement sections that had been previously monitored by BMPR. The matrix for full-depth HMA pavements is shown in Table 1, the JPCP matrix in Table 2, and the CRCP matrix in Table 3.

A total of 105 contracts are being monitored: 55 full-depth HMA, 24 JPCP, and 26 CRCP. 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. All distresses were collected in the surveys. Appendix A, *Bureau of Materials and Physical Research Pavement Distress Manual*, documents the various distresses and the severity levels identified and summarized for each pavement type.

Field surveys were summarized upon survey completion. Distress summaries for 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 Office of Planning and Programming's I-ROADS 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.

Once field surveys were completed, districts were contacted to verify maintenance and rehabilitation activities performed on the monitored sections. Dates and limits of overlays were confirmed and are reported on the individual distress summaries. When reviewing rehabilitation data, 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 considered to be bare (i.e., did not receive an overlay), while sections that received an overlay over more than 75 percent of the monitored section limits were considered to be overlaid in their entirety. Sections that received an overlay covering between 25 and 75 percent of the monitored section limits were further split into two sections and distresses summarized individually.

Distress summaries also include weighted average rut depth, weighted average ride quality, and weighted average traffic values for each section. Rut depth, ride quality, and traffic data were obtained from the Office of Planning and Programming, and represent the latest year data was available, generally 2009 or 2010, depending upon the data collection schedule.

An analysis was completed to review patching quantities as a function of age for each pavement type. Data was summarized by contract. Patching quantities from previous distress surveys are shown in Appendix E, *Patching Quantities from Full-Depth HMA Pavement Historical Distress Surveys;* Appendix F, *Patching Quantities from JPCP Historical Distress Surveys*; and Appendix G, *Patching Quantities from CRCP Historical Distress Surveys*. Using data from Appendix B and Appendix E, an analysis of patching quantities as a function of age on full-depth HMA pavements was made and is shown in Figures 1 and 4. Similarly, data from Appendix C and Appendix F was used to create an analysis of patching quantities as a function of age for JPCP in Figures 2 and 5, and data from Appendix D and Appendix G was used to create an analysis of patching quantities as a function of age for CRCP in Figures 3 and 6. Figures 1 – 3 are presented over the complete 45-year life-cycle analysis period; whereas Figures 4 – 6 are magnified versions for the first 25 years of the life-cycle analysis period, which corresponds to the maximum age of the sections surveyed. Note that each point shown in Figures 1 – 6 represents a distress survey; a contract may have more than one point depending on the amount of historical data available.

Analyses of overlays on the different pavement types were also completed. An analysis of overlays on HMA pavements as a function of age is shown in Figure 7, an analysis of overlays on JPCP as a function of age is shown in Figure 8, and an analysis of overlays on CRCP as a function of age is shown in Figure 9. Note that in Figures 7 – 9 each contract may be represented more than once, depending on the number of section distress summaries per contract.

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 **❖Data not available at time of report**

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	40456											
SOUTH	8												
	9												

NOTE: ★Contract contains 2 pavement thicknesses

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: ❖Data not available at time of report

Table 3: Selected Performance Monitoring Sections – CRCP Matrix

Figure 1: Patching Quantities as a Function of Age: Full-Depth HMA Pavements Complete Life-Cycle Analysis Period

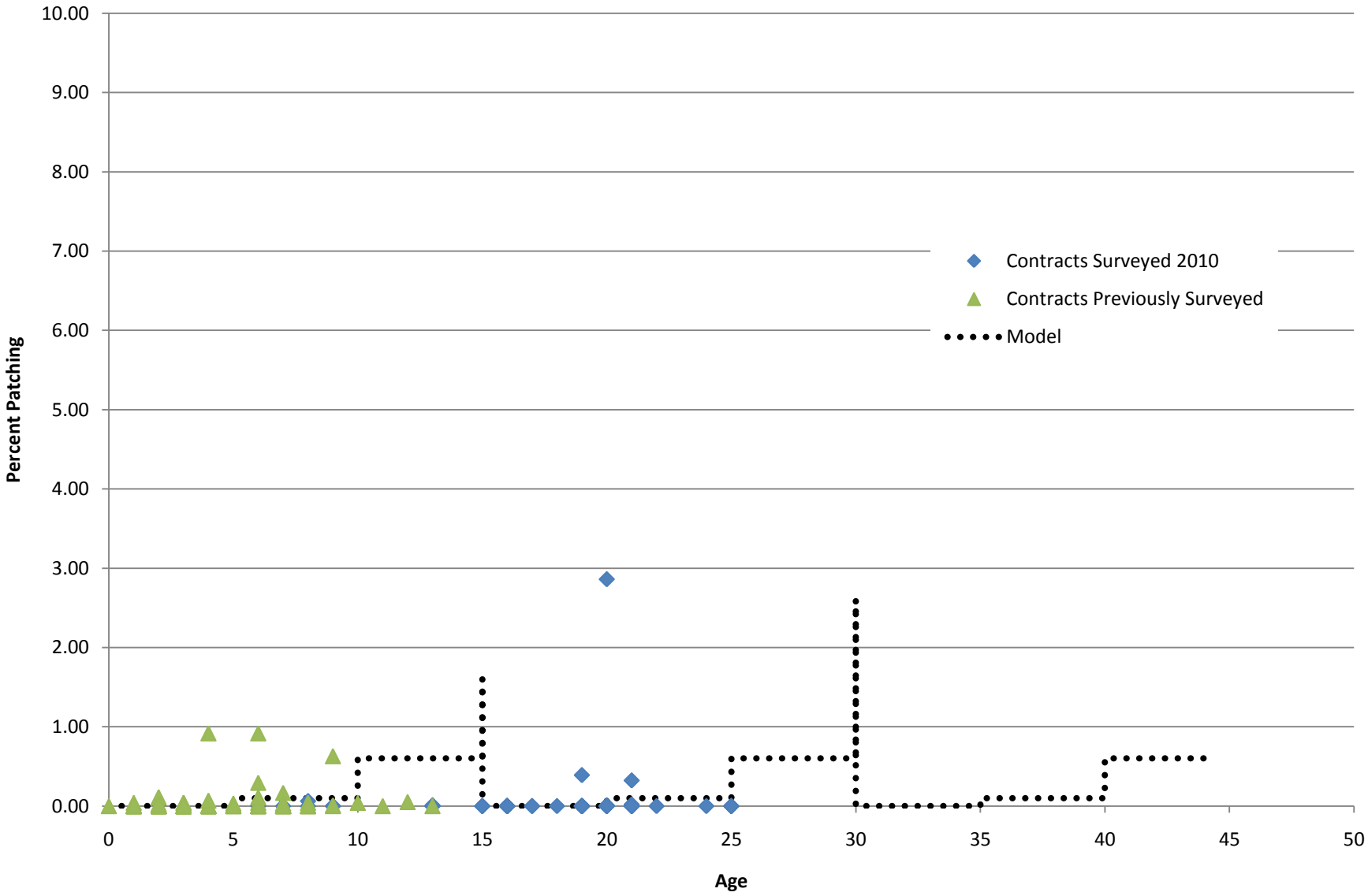


Figure 2: Patching Quantities as a Function of Age: JPCP Complete Life-Cycle Analysis Period

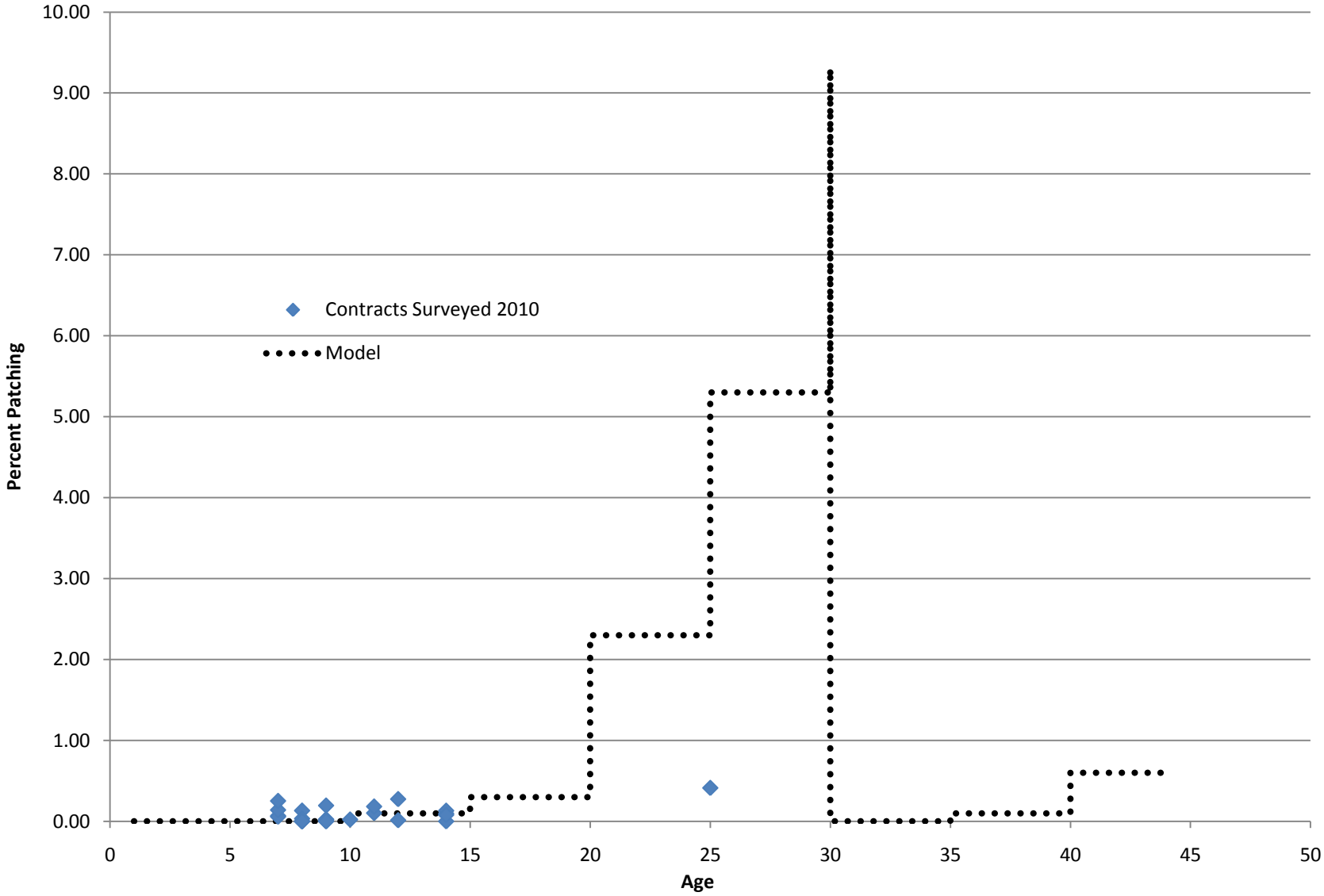


Figure 3: Patching Quantities as a Function of Age: CRCP Complete Life-Cycle Analysis Period

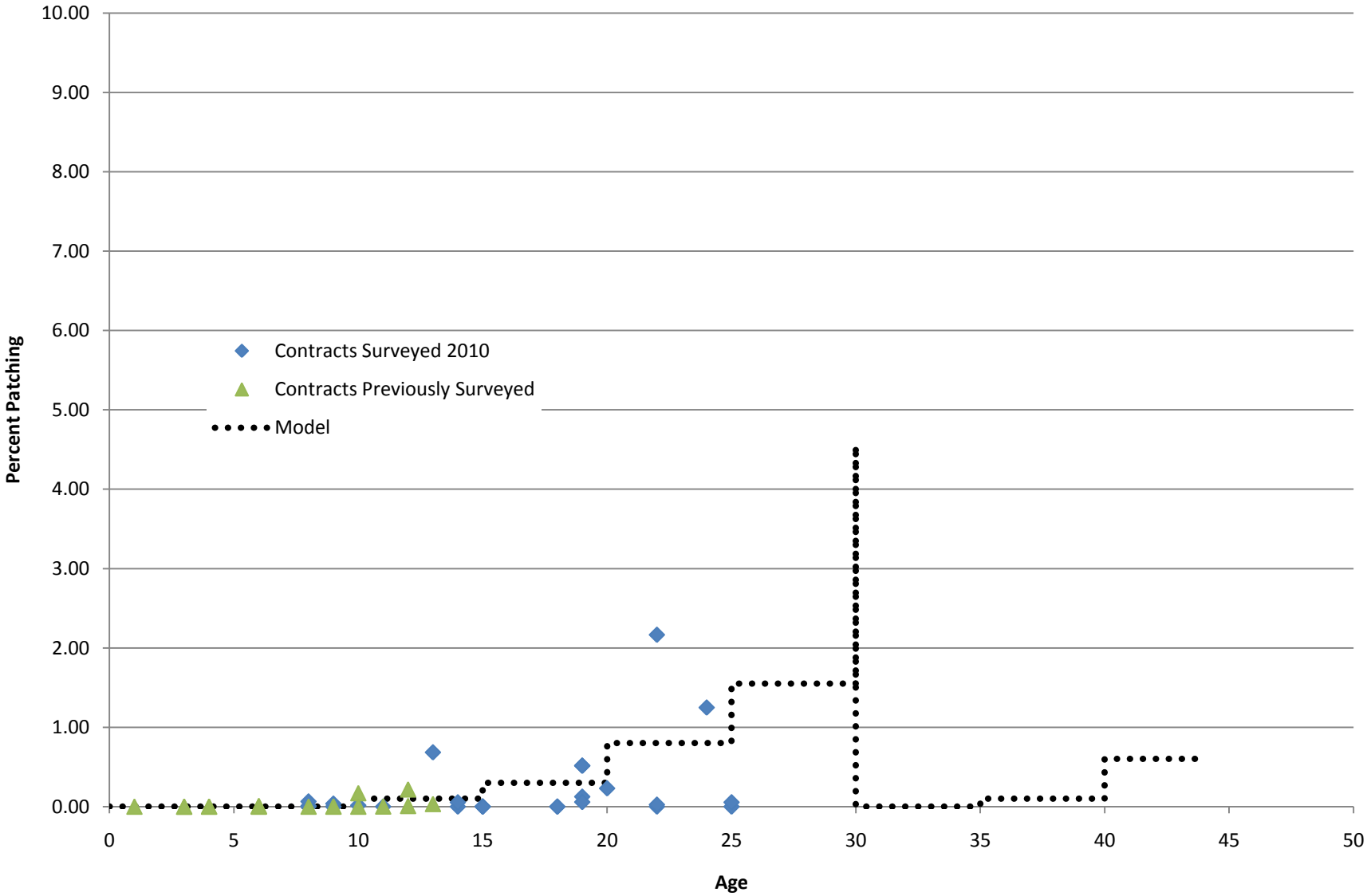


Figure 4: Patching Quantities as a Function of Age: Full-Depth HMA Pavements
First 25 Years of Life-Cycle Analysis Period

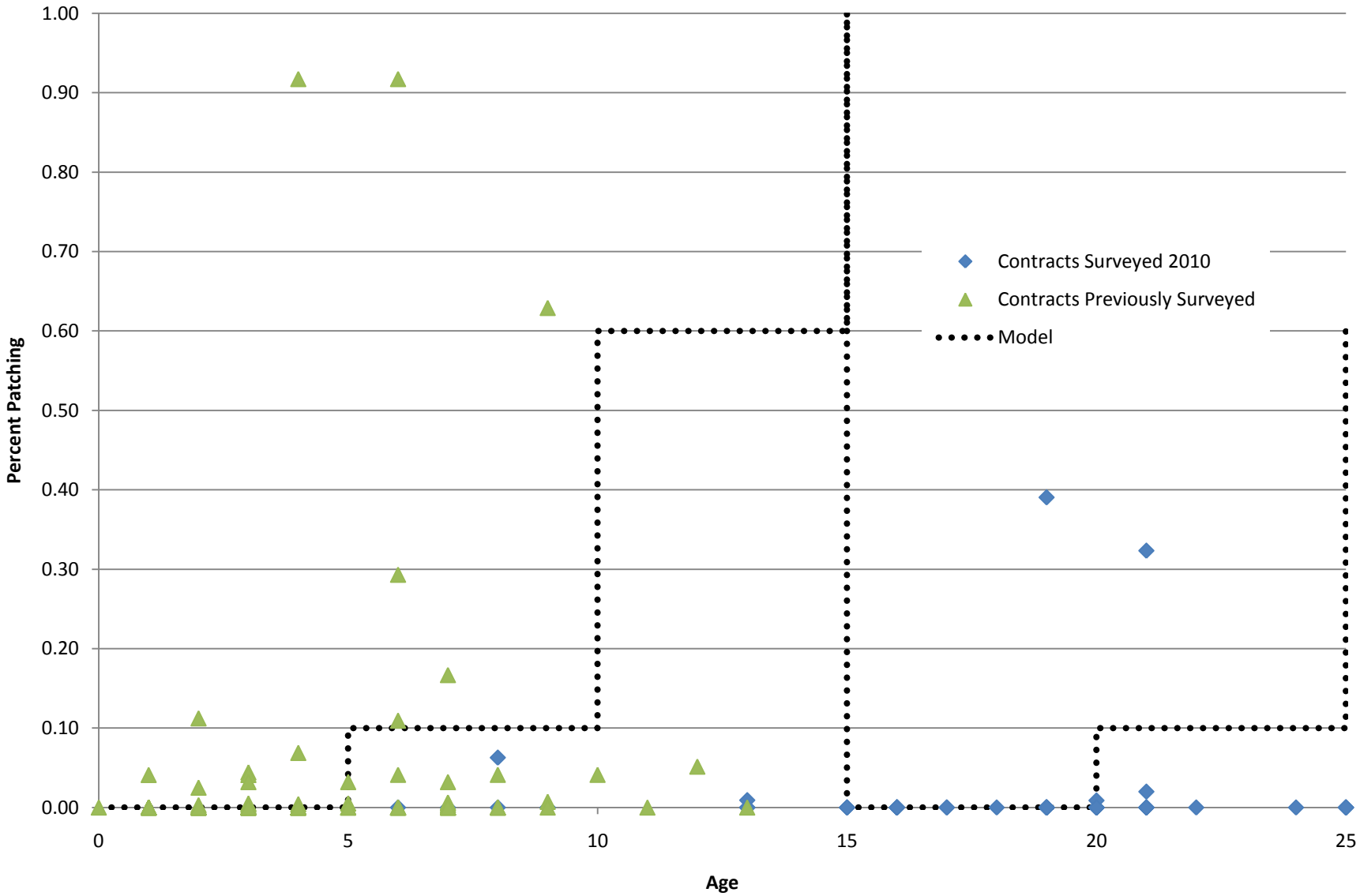


Figure 5: Patching Quantities as a Function of Age: JPCP
First 25 Years of Life-Cycle Analysis Period

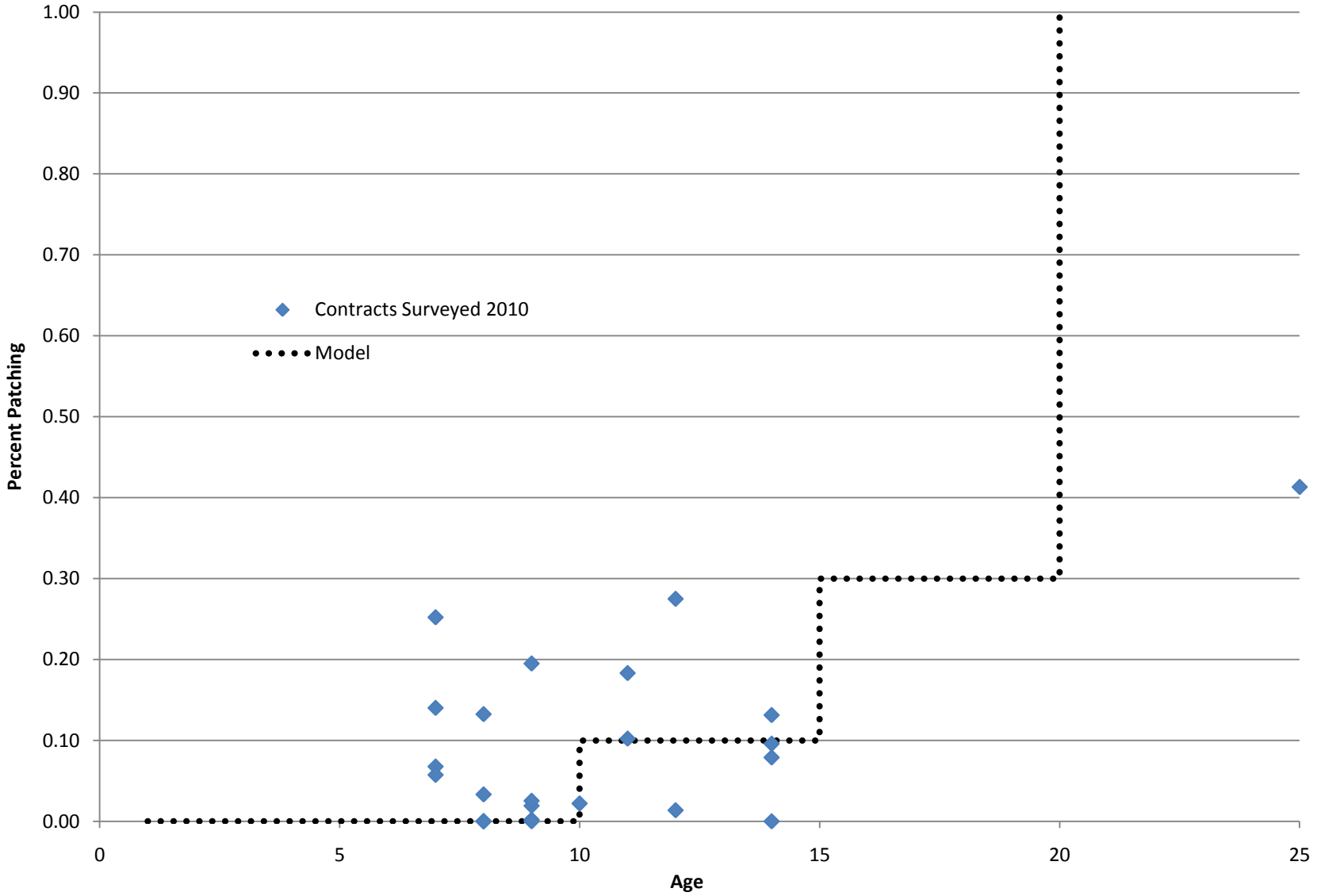


Figure 6: Patching Quantities as a Function of Age: CRCP
First 25 Years of Life-Cycle Analysis Period

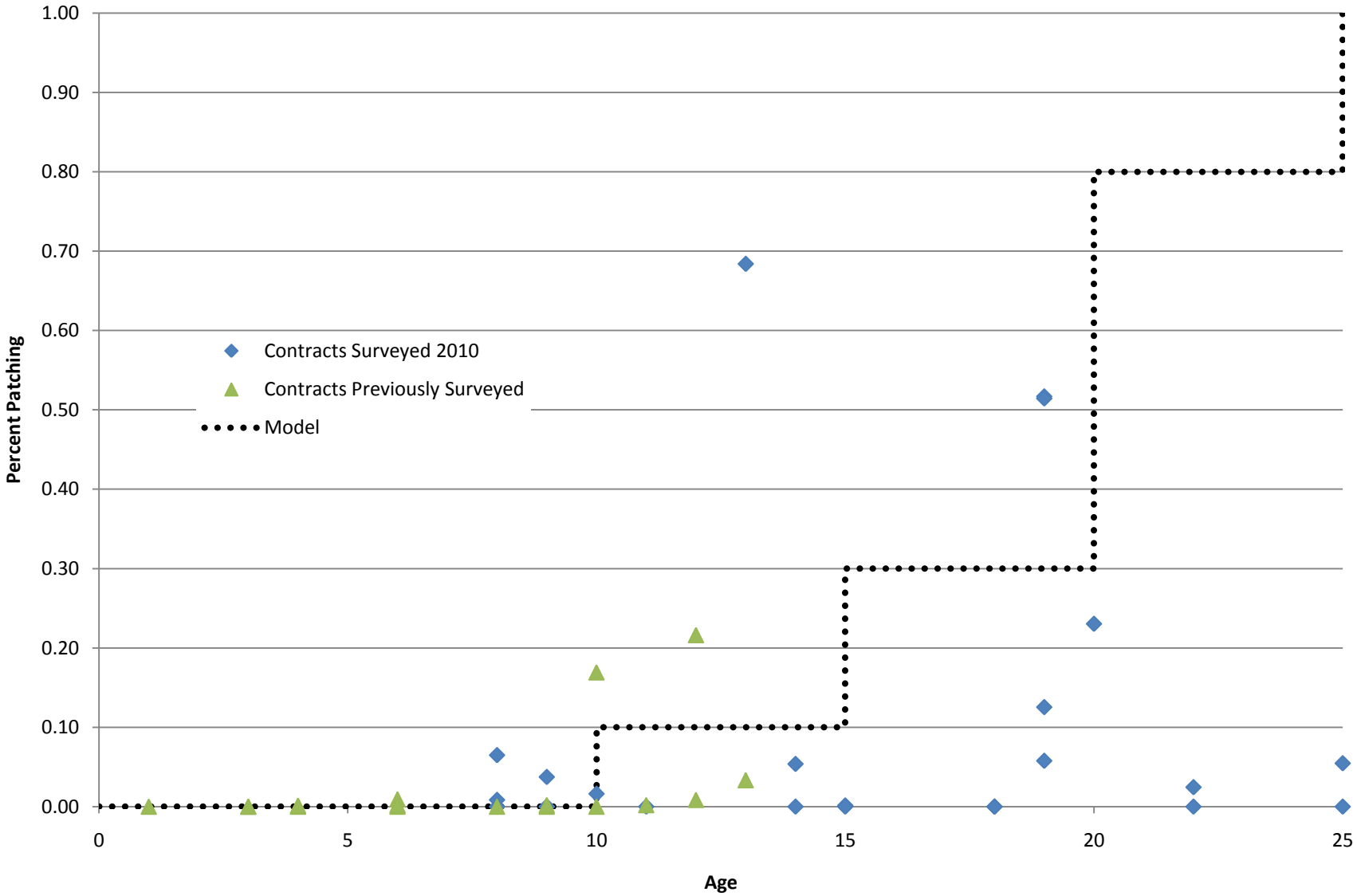


Figure 7: Overlays as a Function of Age: Full-Depth HMA Pavements

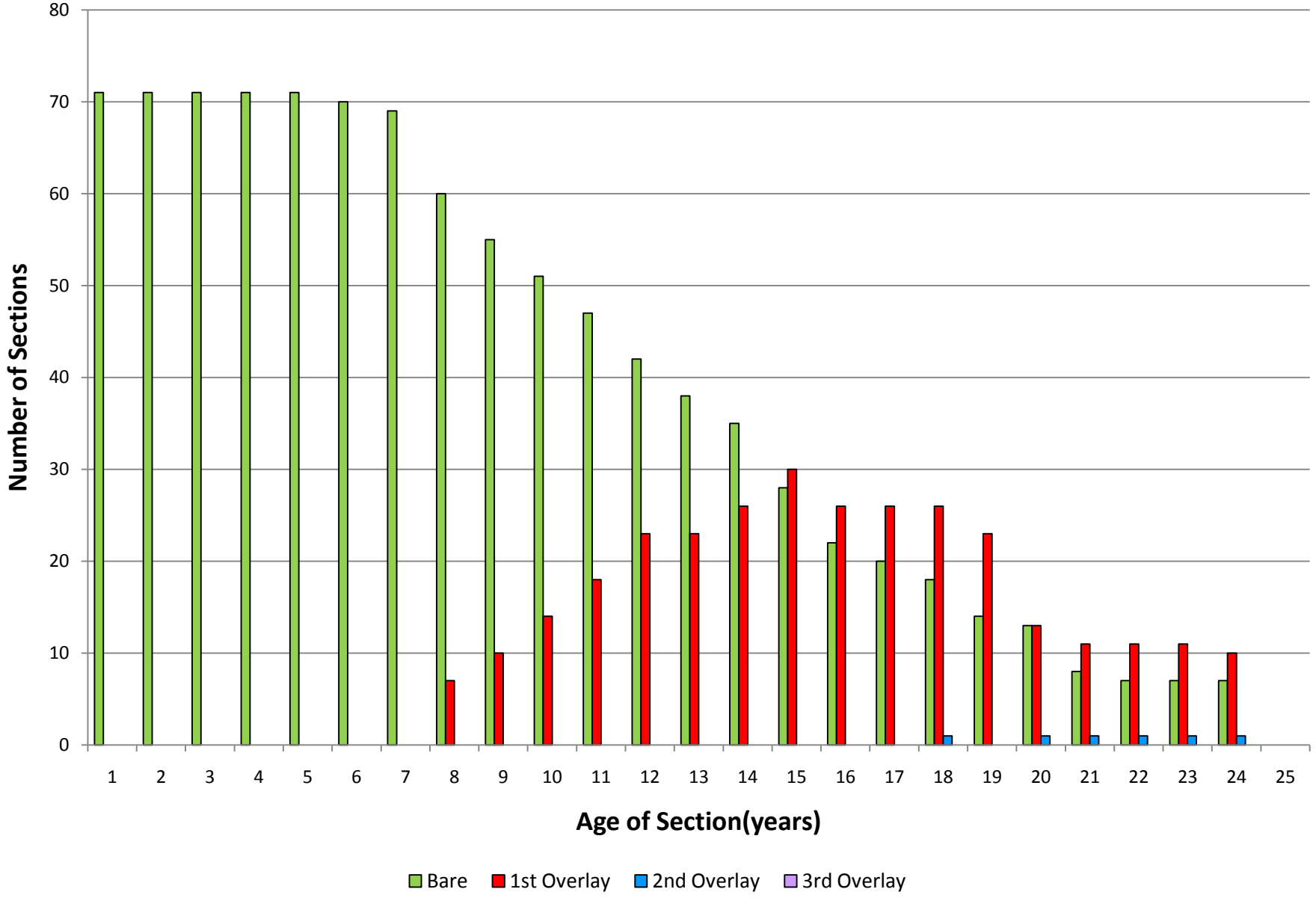


Figure 8: Overlays as a Function of Age: JPCP

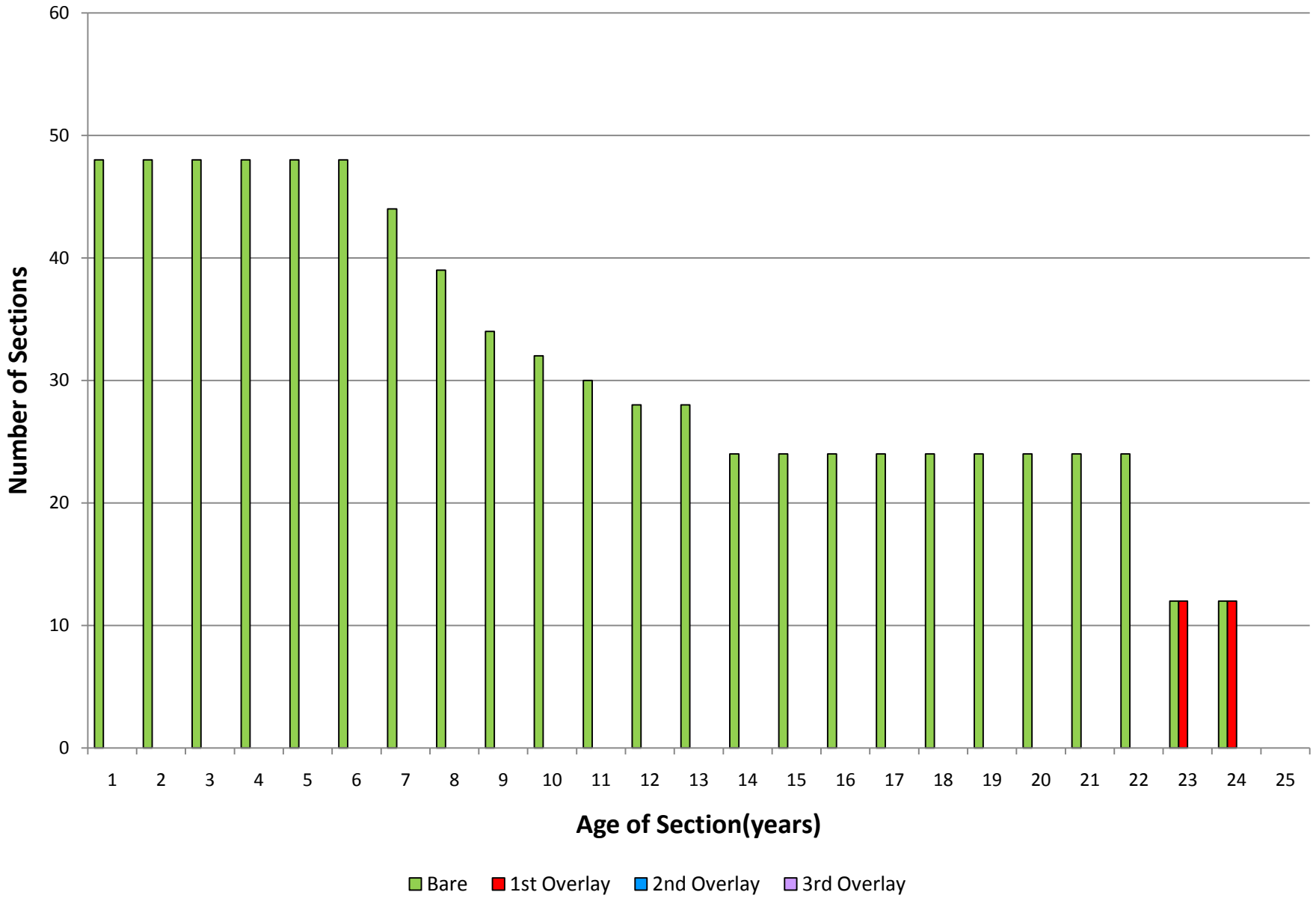
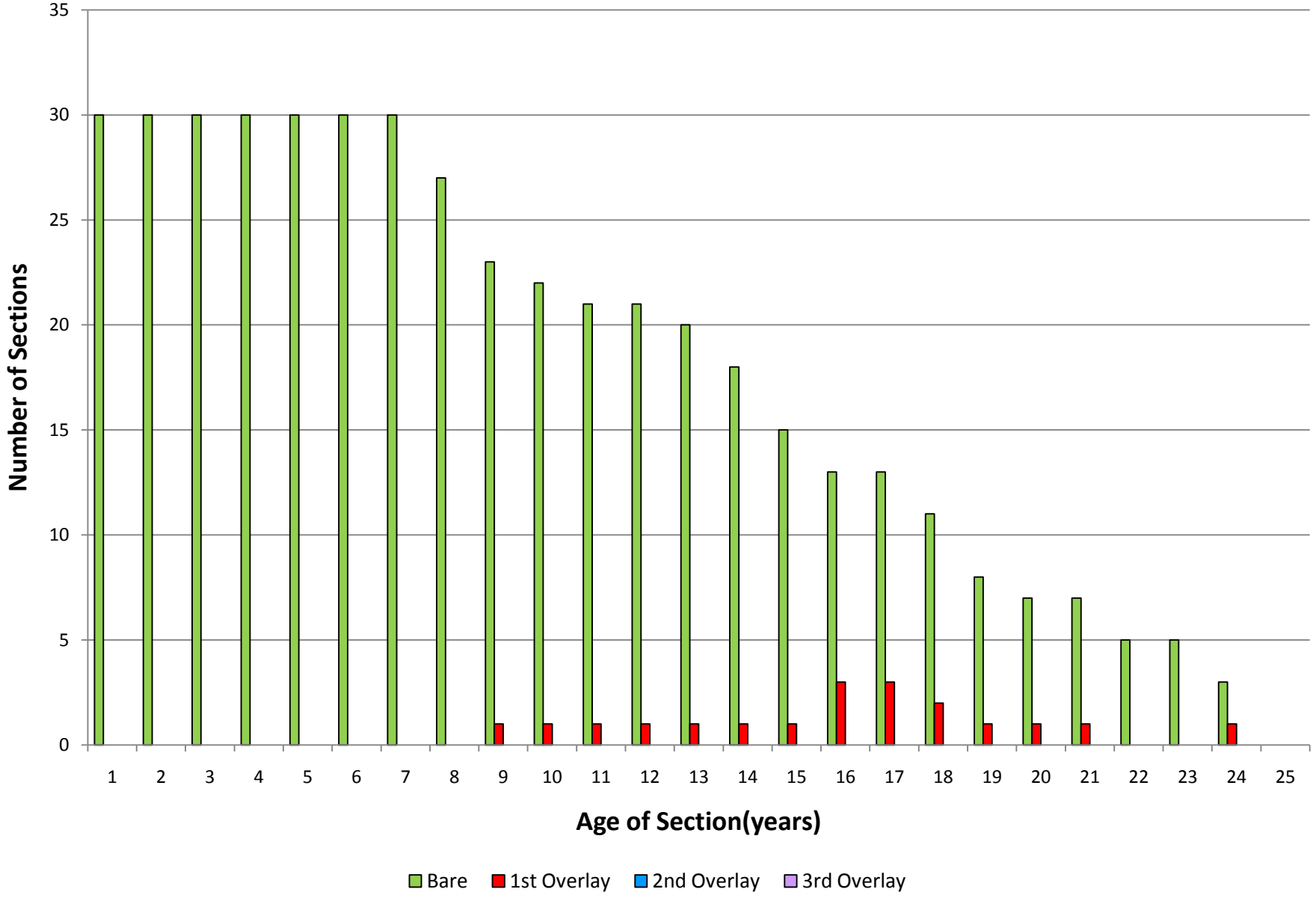


Figure 9: Overlays as a Function of Age: CRCP



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APPENDIX A

Bureau of Materials
and
Physical Research
Pavement Distress Manual

Bureau of Materials and Physical Research
Pavement Distress Manual

DISTRESS	APPLIES TO:	MEASURED IN:
1. ALLIGATOR OR FATIGUE CRACKING	AC	LANE-FEET
2. ASPHALT BLEEDING*	AC	LANE-FEET
3. BELT CRACKING	AC	NUMBER
4. BLOCK CRACKING	AC	LANE-FEET
5. CENTER OF LANE CRACKING	AC	LINEAL FEET
6. CENTERLINE CRACKING	AC	LINEAL FEET
7. CONSTRUCTION JOINT DETERIORATION	CRCP	NUMBER
8. CORNER BREAK	JRCP	NUMBER
9. D-CRACKING	CRCP	1,2, OR 3
	JRCP	LINEAL FEET
10. DEPRESSION	CRCP/JRCP	NUMBER
11. FAULTING OF LONGITUDINAL JOINTS	CRCP/JRCP	1,2, OR 3
12. FAULTING OF TRANSVERSE JTS. & CRACKS*	JRCP	INCHES
13. LONGITUDINAL CRACKING	ALL	LINEAL FEET
14. OVERLAID PATCH DETERIORATION	AC	SQUARE FEET
15. PATCH ADJACENT SLAB DETERIORATION	CRCP/JRCP	NUMBER
16. PERMANENT PATCH DETERIORATION	ALL	SQUARE FEET
17. POPOUTS*	CRCP/JRCP	1,2, OR 3
18. POTHOLES & LOCALIZED DISTRESS	ALL	NUMBER
19. PUNCHOUTS	CRCP	NUMBER
20. RANDOM LONGITUDINAL CRACKING	CRCP/JRCP	LINEAL FEET
21. RAVELING & WEATHERING	AC	LANE-FEET
22. REFLECTED PATCH JOINT CRACKING	AC	NUMBER
23. REFLECTION CRACKING OF TRANS. JOINTS	AC	NUMBER
24. REFLECTIVE WIDENING CRACKING	AC	LINEAL FEET
25. RUTTING*	AC	INCHES
26. SCALING & MAP CRACKING OR CRAZING	CRCP/JRCP	HIGHEST SEV
27. SHOVING/CORRUGATION	AC	LANE-FEET
28. SPALLING	CRCP/JRCP	NUMBER
29. SWELL	CRCP/JRCP	NUMBER
30. TRANSVERSE CRACKING	ALL	NUMBER

* NO SEVERITY LEVELS DEFINED (ALL OTHERS HAVE L,M,H SEVERITY LEVELS)

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Asphalt Concrete
Surfaced Pavement

ALLIGATOR OR FATIGUE CRACKING

Description:

Alligator or fatigue cracking is a series of interconnecting cracks forming many-sided, sharp-edged pieces. The cracks develop a pattern resembling chicken wire or the skin of an alligator. The longest side of the pieces is usually less than one-foot in length. Fatigue or alligator cracking is a load associated distress. Pattern-type cracking occurring over an area not subjected to traffic load is rated as "Block Cracking".

Severity Levels:

L - Longitudinal disconnected hairline cracks running parallel to each other. The cracks are not spalled. Initially there may only be a single crack in the wheel path. Defined as Class 1 cracking at AASHO Road Test.

M - Further development of low severity fatigue cracking into a pattern of pieces formed by cracks that may be sealed. Defined as Class 2 cracking at AASHO Road Test.

H - Medium fatigue cracking has progressed so that pieces are more severely spalled at the edges and loosened until the cells rock under traffic. Pumping may exist. Defined as Class 3 cracking at AASHO Road Test.

How to Record:

Alligator and fatigue cracking is measured as the length of pavement (lane feet) where the distress occurs anywhere within the lane. The highest severity level present within the width of the pavement should be recorded.

High Severity Alligator Cracking

ASPHALT BLEEDING

Description:

Asphalt bleeding is the presence of excess asphalt material on the pavement surface. It usually occurs in the wheelpaths. Asphalt material spilled onto the surface from sealing operations or moving vehicles should not be included.

Severity Levels:

No degrees of severity are defined.

How to Record:

Asphalt bleeding is recorded as the length of pavement (lane feet) where the distress occurs anywhere within the lane.

Asphalt Bleeding in Wheelpaths

BELT-CRACKING

Description:

Belt-cracking consists of two parallel cracks, two to eight inches apart. Usually one crack forms first and then with time and/or traffic, a second or parallel crack forms. The second crack may be the same length as the first crack, but usually occurs only along a portion of the first crack.

Belt-cracking usually is found in association with the following distresses: Transverse Joint Reflection Cracking, Transverse Cracking, Reflective Widening Cracking, and Reflected Patch Cracking.

Severity Levels:

L - One or both parallel cracks are very tight and barely visible to the eye, or one crack is definitely wider than the other.

M - Both cracks have the same crack width. The area between the parallel cracks may be slightly depressed (less than or equal to .10"), but is in good overall condition.

H - The following conditions may exist alone or in combination: (1) the area between the parallel cracks is depressed noticeably, (2) the area between cracks is severely distressed and material may be loose or missing, (3) maintenance has been performed.

How to Record:

Belt-cracking is measured in the number of occurrences. A crack exhibiting various levels of severity is to be recorded as the highest level of severity present.

Medium Severity Belt Cracking

High Severity Belt Cracking

BLOCK CRACKING

Description:

Block cracking, sometimes called area cracking, divides the asphalt surface into approximately rectangular pieces. These blocks range in size from approximately 1-ft^2. to 100 ft^2. Cracking into larger blocks is generally rated as longitudinal and/or transverse cracking. Block cracking normally occurs over a large portion of the pavement area. The cracks usually extend only a short distance into the bituminous surface. Block cracking should not be mistaken for Fatigue Cracking or "Alligator Cracking", which forms smaller, many-sided pieces having sharp angles.

Severity Levels:

L - Cracks are tight (mean width less than or equal to 1/4”) with minor or no spalling present.

M - Crack width is between 1/4” and 1/2". Cracks may be moderately spalled. Low severity random parallel cracking may exist near the crack or at the intersection of cracks.

H - One or more of the following conditions exist: (1) crack width is greater than 1/2", (2) crack is severely spalled, (3) medium or severe random parallel cracking exists near the crack or at the intersection of the cracks, (4) major sealing or other major maintenance activity has been performed.

How to Record:

Block cracking is measured as the length of pavement (lane feet) where the distress occurs anywhere within the lane. If a length of pavement exhibits more than one severity level, it should be subdivided into lengths exhibiting one predominate severity level.

Note:

Most sealed cracks are of high severity because of original crack width and/or severe spalling. In some cases, low and medium severity cracks have been sealed for preventive maintenance.

Medium Severity Block Cracking

High Severity Block Cracking

CENTER OF LANE CRACKING

Description:

Center of lane cracking is a longitudinal crack situated in the center of a lane. This crack is very straight in nature and does not wander or meander. All other longitudinal cracks should be identified as "Longitudinal Cracking".

Severity Levels:

L - Cracks are tight (mean width less than or equal to 1/4") with minor or no spalling present.

M - Crack width is between 1/4" and 1/2". Cracks may be moderately spalled. Low severity random parallel cracking may exist near the crack or at the intersection of cracks.

H - One or more of the following conditions exist: (1) crack width is greater than 1/2", (2) crack is severely spalled, (3) medium or severe random parallel cracking exists near the crack or at the intersection of cracks, (4) major sealing or other major maintenance activity has been performed.

How to Record:

Center of lane cracking is measured in lineal feet. The length and severity level of each crack should he identified and recorded. If the crack does not have the same severity level along its entire length, each general portion should be recorded separately.

Note:

Most sealed cracks are of high severity because of original crack width and/or severe spalling. In some cases, low and medium severity cracks have been sealed for preventive maintenance.

CENTERLINE CRACKING

Description:

Centerline cracking is located alone the centerline of two-lane pavements and between lanes of pavements with three or more lanes. The joint formed by the bituminous paving operation is included in this distress. The reflection crack caused by the centerline joint in the underlying Portland cement concrete (PCC) is also included.

Severity Levels:

L - Cracks are tight (mean width less than or equal to 1/4”) with minor or no spalling present.

M - Crack width is between 1/4" and 1/2". Cracks may be moderately spalled. Low severity random parallel cracking may exist near the crack or at the intersection of cracks.

H - One or more of the following conditions exist: (1) crack width is greater than 1/2", (2) crack is severely spalled, (3) medium or severe random parallel cracking exists near the crack or at the intersection of cracks, (4) major sealing or other major maintenance activity has been performed.

How to Record:

The total lengths, in feet, of each severity level existing in the sample unit are recorded.

Note:

Most sealed cracks are of high severity because of original crack width and/or severe spalling. In some cases, low and medium severity cracks have been sealed for preventive maintenance.

Low Severity Centerline Cracking

High Severity Centerline Cracking

LONGITUDINAL CRACKING

Description:

Longitudinal cracks are parallel to the pavement's centerline. They can appear anywhere between the centerline and the outer edge of the outer wheelpath. This crack may be fairly straight or may meander within a lane width. Very straight cracks located in the exact center of the lane are not included as these are identified as "Center of Lane Cracking".

Severity Levels:

L - Cracks are tight (mean width less than or equal to 1/4”) with minor or no spalling present.

M - Crack width is between 1/4" and 1/2". Cracks may be moderately spalled. Low severity random parallel cracking may exist near the crack or at the intersection of cracks.

H - One or more of the following conditions exist: (1) crack width is greater than 1/2”, (2) crack is severely spalled, (3) medium or severe random parallel cracking exists near the crack or at the intersection of cracks, (4) major sealing or other major maintenance activity has been performed.

How to Record:

Longitudinal cracking is measured in lineal feet. The length and severity level of each crack should be identified and recorded. If the crack does not have the same severity level along its entire length, each general portion should be recorded separately.

Note:

Most sealed cracks are of high severity because of original crack width and/or severe spalling. In some cases, low and medium severity cracks have been sealed for preventive maintenance.

OVERLAID PATCH DETERIORATION

Description:

Overlaid patch deterioration occurs when a patch in the underlying pavement has reflected through the bituminous overlay. Only the area between the reflected cracks is to be evaluated.

Severity Levels:

L - Cracks are tight and the bituminous overlay is in very good condition in the vicinity of the cracks.

M - The bituminous overlay is somewhat deteriorated, having medium level of severity for any type of distress described in this manual.

H - The bituminous overlay is badly deteriorated in the area of the patch and in need of maintenance.

How to Record:

Each reflected patch is measured in square feet of surface and is rated to the highest level of distress present. The reflected cracks are rated and recorded separately as "Reflected Patch Cracking". Only those patches whose edges have reflected through the overlay enough to determine the area should be rated. For jointed pavements, both cracks should extend at least halfway across a lane.

Low Severity Overlaid Patch Deterioration

PERMANENT PATCH DETERIORATION

Description:

A permanent patch deterioration is an area where the pavement has been removed and replaced with either similar or different material.

Severity Levels:

L - Patch is in very good condition and is performing satisfactorily.

M - Patch is somewhat deteriorated, having low to medium levels of any type of distress described in this manual.

H - Patch is badly deteriorated and soon needs replacement.

How to Record:

Each patch is measured in square feet of surface and is rated to the highest level of distress present. Even if a patch is in excellent condition, it is still rated low severity.

Low Severity Permanent Patch Deterioration

High Severity Permanent Patch Deterioration

POTHOLES AND LOCALIZED DISTRESS

Description:

Potholes and localized distress are bowl-shaped holes of various sizes in the pavement surface. The bituminous material has broken into small pieces by fatigue cracking or by localized disintegration of the mixture and the material is removed by traffic.

Severity Levels:

Area (ft2)	Less than 1	1-3	Greater than 3
Depth (in)			
Less than 1	L	L	M
1-2	M	M	H
Greater than 2	M	H	H

Potholes that have been filled or partially filled by maintenance forces should be rated the same as an unfilled pothole, i.e., a filled pothole (2 ft^2) with a remaining depth of 1.5" would be rated “M”.

How to Record:

Potholes and areas of localized distress are recorded by the number of occurrences of each severity level within the sample units.

Note:

Potholes or localized failures associated with severe spalling of cracks are not recorded under this distress.

Medium Severity Pothole

High Severity Pothole

RAVELING / WEATHERING / SEGREGATION

Description:

Wearing away of the pavement surface caused by the dislodging of aggregate particles (raveling) and loss of asphalt binder (weathering). Segregation is the result of the coarse and fine components of the bituminous mix being separated in the pavement surface.

Severity Levels:

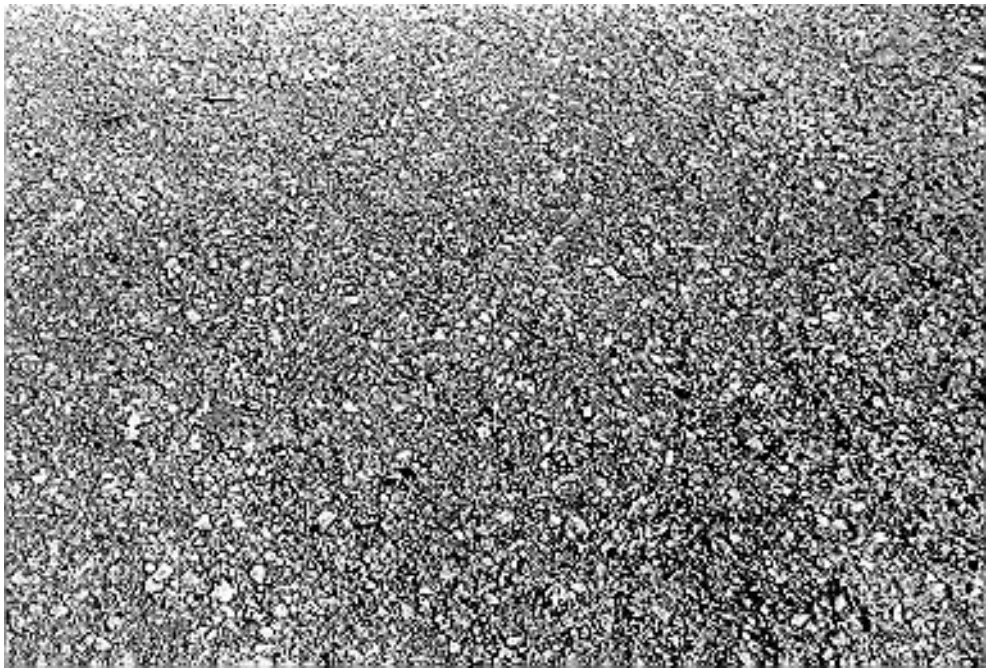
L - Wearing away of the aggregate or binder has started but has not progressed significantly.

M - Aggregate and/or binder has worn away and the surface texture is becoming rough and pitted; loose particles generally exist.

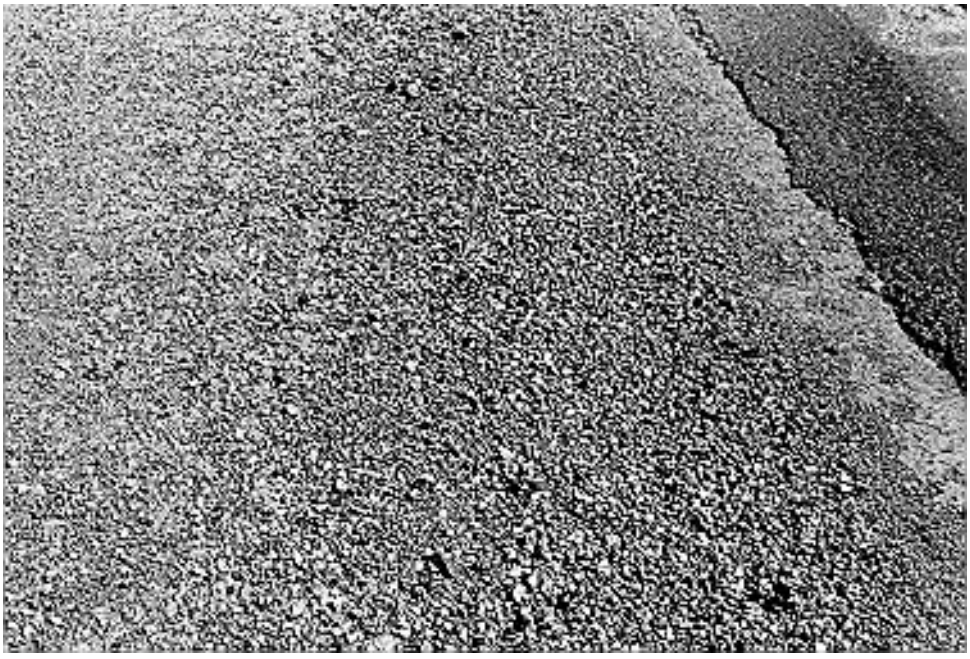
H - Aggregate and/or binder has worn away and the surface texture is very rough and pitted.

How to Record:

Unit - Lane feet. Feet along the lane of the affected area at each severity level.



Medium Severity Raveling and Weathering



High Severity Raveling and Weathering

REFLECTED PATCH JOINT CRACKING

Description:

Reflected patch joint cracks form along the edges of patches located in the underlying Portland cement concrete (PCC) pavement. In overlaid jointed concrete pavements these cracks usually appear as two parallel cracks less than ten feet apart and extending across the full lane width. For overlaid continuous reinforced concrete pavements and flexible pavements, the underlying patches may be of any size and shape.

Severity Levels:

L - Cracks are tight (mean width less than or equal to 1/4”) with minor or no spalling present.

M - Crack width is between 1/4" and 1/2”. Cracks may be moderately spalled. Low severity random parallel cracking may exist near the crack or at the intersection of cracks.

H - One or more of the following conditions exist: (1) crack width is greater than 1/2”, (2) crack is severely spalled, (3) medium or severe random parallel cracking exists near the crack or at the intersection of cracks, (4) major sealing or other major maintenance activity has been performed.

How to Record:

Reflected patch joint cracking is recorded as the number of occurrences at each severity level. A crack extending at least halfway across a lane constitutes one occurrence. A crack exhibiting various levels of severity is to be recorded as the highest level of severity present. If it is uncertain whether the crack is caused by an underlying patch, it should be treated as Transverse Cracking .

Note:

Most sealed cracks are of high severity because of original crack width and/or severe spalling. In some cases, low and medium severity cracks have been sealed for preventive maintenance.

Low Severity Reflected Patch Joint Cracking

REFLECTION CRACKING OF TRANSVERSE JOINTS

Description:

This distress occurs only in bituminous surfaces over jointed Portland cement concrete (PCC) pavements. The distress occurs over the transverse joints in the underlying slab. This distress does not include reflection cracking away from a joint or from any other type of base material (i.e., cement, lime bituminous, or pozzolanic stabilized) as these cracks are identified as "Transverse Cracking". A knowledge of the slab dimensions beneath the bituminous overlay will help identify these cracks.

Severity Levels:

L - Cracks are tight (mean width less than or equal to 1/4”) with minor or no spalling present.

M - Crack width is between 1/4" and 1/2". Cracks may be moderately spalled. Low severity random parallel cracking may exist near the crack or at the intersection of cracks.

H - One or more of the following conditions exist: (1) crack width is greater than 1/2”, (2) crack is severely spalled, (3) medium or severe random parallel cracking exists near the crack or at the intersection of cracks, (4) major sealing or other major maintenance activity has been performed.

How to Record:

Transverse joint reflection cracking is recorded as the number of occurrences at each severity level. A crack extending at least halfway across a lane constitutes one occurrence. A crack exhibiting various levels of severity is to be recorded as the highest level of severity present.

Note:

Most sealed cracks are of high severity because of original crack width and/or severe spalling. In some cases, low and medium severity cracks have been sealed for preventive maintenance.

Medium Severity Reflection Cracking of Transverse Joints
(sealed for preventive maintenance)

High Severity Reflection Cracking of Transverse Joints

REFLECTIVE WIDENING CRACKING

Description:

Reflective widening cracking runs parallel to the pavement edge. This type of crack occurs two to four feet from the edge of both sides of the pavement and is very straight. In some cases, the crack may occur six to eight feet from one edge of the pavement, indicating all of the widening was placed on one side.

Severity Levels:

L - Cracks are tight (mean width less than or equal to 1/4”) with minor or no spalling-a present.

M - Crack width is between 1/4" and 1/2". Cracks may be moderately spalled. Low severity random parallel cracking may exist near the crack or at the intersection of cracks.

H - One or more of the following conditions exist: (1) crack width is greater than 1/2", (2) crack is severely spalled, (3) medium or severe random parallel cracking exists near the crack or at the intersection of cracks, (4) major sealing or other major maintenance activity has been performed.

How to Record:

Reflective widening cracking is measured in lineal feet. The length and severity level of each crack should be identified and recorded. If the crack does not have the same severity level alone its entire length, each general portion should be recorded separately.

Note:

Most sealed cracks are of high severity because of original crack width and/or severe spalling. In some cases, low and medium severity cracks have been sealed for preventive maintenance.

High Severity Widening Cracking

RUTTING

Description:

Rutting is longitudinal depressions in the wheelpaths. It may result from consolidation of the pavement materials and/or sideways movement of the bituminous mix.

Severity Levels:

No degrees of severity are defined.

How to Record:

Manual - A six foot beam is used to measure the rutting in both wheelpaths in the outer lane. Rutting is measured in 1/20" increments.

Automatic - The Video Inspection Vehicle (VIV) uses sensors to measure the distance between the bumper and the pavement. The rut depth is calculated automatically and stored in 1/10 mile increments.

Note:

The manual and automatic methods of measurement do not give the same rut depth. At this time, there is no correlation between the two methods. Caution should be used when comparing rut depths that were measured using different methods.

SHOVING/CORRUGATION

Description:

Shoving/Corrugation is a form of plastic movement of bituminous material typified by ripples across the asphalt pavement surface. It occurs usually at locations where traffic starts and stops or where turning movements occur.

Severity Levels:

L - The distress causes some vibration of the vehicle but creates no discomfort to passengers.

M - The distress causes significant vibration of the vehicle, creating some passenger discomfort.

H - The distress causes excessive vibration of the vehicle creating substantial discomfort, and/or a safety hazard, and/or vehicle damage, requiring a reduction in speed.

How to Record:

Shoving/Corrugation is measured as the length of pavement (lane feet) where the distress occurs anywhere within the lane. The highest severity level present within the width of the pavement should be recorded.

TRANSVERSE CRACKING

Description:

Transverse cracks extend across the pavement perpendicular to the centerline. They are caused by cracks in the underlying pavement or stabilized base reflecting through the bituminous surface. The cracks may also be due to thermal cracking of the bituminous surface. Transverse cracking is usually not as straight as "Transverse Joint Reflection Cracking".

Severity Levels:

L - Cracks are tight (mean width less than or equal to 1/4”) with minor or no spalling present.

M - Crack width is between 1/4" and 1/2". Cracks may be moderately spalled. Low severity random parallel cracking may exist near the crack or at the intersection of cracks.

H - One or more of the following conditions exist: (1) crack width is greater than 1/2”, (2) crack is severely spalled, (3) medium or severe random parallel cracking exists near the crack or at the intersection of cracks, (4) major sealing or other major maintenance activity has been performed.

How to Record:

Transverse cracking is recorded as the number of occurrences at each severity level. A crack extending at least halfway across a lane constitutes one occurrence. A crack exhibiting various levels of severity is to be recorded as the highest level present.

Note:

Most sealed cracks are of high severity because of original crack width and/or severe spalling. In some cases, low and medium severity cracks have been sealed for preventive maintenance.

Low Severity Transverse Cracking

Continuously Reinforced Concrete Pavement

CONSTRUCTION JOINT DETERIORATION

Description:

Construction joint distress is a breakdown of the concrete or steel at a CRCP construction joint. It often results in a series of closely spaced transverse cracks near the construction joint or a large number of interconnecting cracks. These cracks can, in time, lead to spalling and breakup of the concrete. If an inadequate steel lap or a steel rupture occurs at a construction joint, the result is often spalling and disintegration of the surrounding concrete, and a possible punchout. This can also lead to a readily accessible entrance for water. The primary causes of construction joint distress are poorly consolidated concrete and inadequate steel content or placement.

Severity Levels:

L - Only closely spaced tight cracks with no spalling or faulting occurring within 10 ft of each side of construction joint.

M - Some low severity spalling of cracks, or a low severity punchout exists within 10 ft of either side of the construction joint. Temporary patching may have been placed.

H - Significant deterioration and breakup exists within 10 ft of the construction joint that requires patching.

How to Measure:

The number of construction joints at each severity level is noted and recorded.

High Severity Construction Joint Deterioration

D-CRACKING

Description:

D-cracking is a series of closely spaced hairline cracks that appear on the PCC pavement slab surface adjacent to transverse and longitudinal joints in jointed pavements and adjacent to the normal tight cracking pattern in CRC pavements. The surface cracks often appear as a darker stained area and may contain a white residue which leaches from the cracks.

Severity Levels:

L - The characteristic crack pattern is evident along with staining and leaching. A fan shape spreading of the cracks is also evident. No spalling is present.

M - The characteristic crack pattern is very evident and patterns at individual transverse cracks are beginning to joint together. Minor spalling is evident and the pavement produces a hollow sound when thumped.

H - A high level of spalling is evident with maintenance patching required. Considerable loose material along the shoulders. Crack pattern formed between several adjacent transverse cracks.

Frequency Level:

1 - Less than 10 percent of the pavement surface shows the characteristic pattern for CRC pavements or pattern not evident alone full length of transverse cracks or joints for jointed pavement.

2 - 10 to 50 percent of the pavement surface shows cracking pattern or full length of joints in jointed pavements show cracking with pattern extending an average of 12 to 24 inches from crack.

3 - More than 50 percent of the surface area of CRC pavements shows cracking or pattern extends more than 24 inches from joints on jointed pavements.

Low Severity D-Cracking

High Severity D-Cracking

DEPRESSION

Description:

Depressions in concrete pavements are localized settled areas. There is generally significant slab Cracking in these areas due to uneven settlement. The depressions can be located by stains caused by oil drippings from vehicles and by riding over the pavement. Depressions can be caused by settlement or consolidation of the foundation soil or can be "built in" during construction. They are frequently found near culverts. This is usually caused by poor compaction of soil around the culvert during construction. Depressions cause slab cracking, roughness, and hydroplaning when filled with water of sufficient depth.

Severity Levels:

L - Depression causes a distinct bounce of vehicle which creates no discomfort.

M - Depression causes significant bounce of the vehicle which creates some discomfort.

H - Depression causes excessive bounce of the vehicle which creates substantial discomfort, and/or a safety hazard, and/or vehicle damage, requiring a reduction in speed for safety.

How to Measure:

Depressions are measured by counting the number that exists in each uniform section. Each depression is rated according to its level of severity. Severity level is determined by riding in a mid- to full-sized sedan weighing approximately 3000-3800 lb. over the uniform section at the posted speed limit.

FAULTING OF LONGITUDINAL JOINTS

Description:

Longitudinal joint faulting is a difference in elevation of two traffic lanes measured at the longitudinal joint. It is caused primarily by heavy truck traffic and settlement of the foundation.

Severity Levels:

Low - Average faulting less than 0.25 inches.

Medium - Average faulting between 0.25 and 0.75 inches.

High - Average faulting greater than 0.75 inches.

Frequency Levels-

1 - Less than 10% of the length affected.
2 - 10 to 50% of the length affected.
3 - More than 50% of the length affected.

LONGITUDINAL CRACKING

Description:

Longitudinal cracks occur generally parallel to the centerline of the pavement. They are often caused by a combination of heavy load repetition, loss of foundation support and thermal and moisture gradient stresses.

Severity Levels:

L - Hairline (tight) crack with no spalling or faulting, or a well sealed crack with no visible faulting or spalling.

M - Working crack with a moderate or less severity spalling and/or faulting less than 1/2 inch.

H - A crack with width greater than 1 inch; a crack with a high severity level of spalling; or a crack faulted 1/2 inch or more.

How to Measure:

Cracks are measured in linear feet for each level of distress. The length and average severity of each crack should be identified and recorded.

PATCH ADJACENT SLAB DETERIORATION

Description:

Deterioration of the original concrete slab adjacent to the permanent patch is given the above name. This may be in the form of spalling of the slab/patch joint, “D" cracking of the slab adjacent to the patch, or a corner break (or edge punchout) in the adjacent slab.

Severity Levels:

The severity is rated L, M, or H according to the severity level of the distress.

How to Measure:

The number of permanent patches with distress in the original slab adjacent to the patch at each distress level (i.e., corner break, "D" cracking, spalling) will be counted and recorded separately.

PERMANENT PATCH DETERIORATION

Description:

A patch is an area where a portion or all of the original concrete slab has been removed and replaced with a permanent type of material (e.g., concrete, epoxy, hot mix asphalt/aggregate mixture). Only permanent patches should be considered.

Severity Levels:

L - Patch has little or no deterioration. Cracks and edge joints are tight. Low severity spalling or raveling may exist. No faulting or settlement has occurred. Patch is rated low severity even if it is in excellent condition.

M - Patch is somewhat deteriorated. Settlement less than 1/2 inch, cracking, rutting, or shoving- has occurred in an asphalt patch; concrete patch may exhibit spalling and/or faulting up to 1/2 inch around the edges and/or cracks.

H - Patch is badly deteriorated either by cracking, faulting, spalling, rutting or shoving to a condition which requires replacement. Patch may present tire damage potential.

How to Measure:

The area of patches at each severity level within the sample unit are recorded. Patching is measured in square feet of area.

Low Severity Permanent Patch Deterioration

POPOUTS

Description:

A popout is a small piece of concrete that breaks loose from the pavement surface due to freeze-thaw action, expansive aggregate or non-durable aggregate.

Severity Levels:

No levels of severity are defined.

Frequency Levels:

1 - An average of less than 1 popout per square yard of affected pavement surface or less than 10% of the surface area affected.

2 - One to two popouts per square yard of affected surface area and 10 to 50% of the surface area affected.

3 - More than 2 popouts per square yard of affected surface area or more than 50% of the surface area affected.

POTHOLES AND LOCALIZED DISTRESS

Description:

A localized distress is an area where the concrete has broken up into pieces, spalled or scaled. The localized distress takes many shapes and forms. Many times it occurs within an area between intersecting, Y-shaped or closely spaced cracks. A localized distress can occur anywhere on the slab surface, but is frequently located in the wheelpaths. Inadequate consolidation of concrete is often a primary cause of localized distress. This is primarily considered to be caused by a construction deficiency, whereas the Edge Punchout is primarily load associated.

Severity Levels:

Area (ft^2)	Less than 1	1-3	Greater than 3
Depth (in)			
Less than 1	L	L	M
1-2	M	M	H
Greater than 2	M	H	H

Localized distresses that have been filled or partially filled by maintenance forces should be rated the same as an unfilled localized distress, i.e., a filled localized distress (2 ft^2) with a remaining depth of 1.5" would be rated “M”.

How to Measure:

The number of localized distress areas are counted and recorded at each severity level in the uniform section.

Low Severity Localized Distress

PUNCHOUTS

Description:

A punchout is first characterized by a loss of aggregate interlock at one or two closely spaced cracks (i.e., usually less than 48 inches apart) near the edge joint. The crack or cracks begin to fault and spall slightly which causes the portion of the slab between the closely spaced cracks to act essentially as a cantilever beam. As heavy truck load applications continue, a short longitudinal crack forms between the two transverse cracks about 24-60 inches from the pavement edge. Eventually the transverse cracks break down further, the steel ruptures and the pieces of concrete punch downward under load into the subbase and subgrade. There is generally evidence of pumping near edge punchouts, and sometimes extensive pumping. The distressed area will expand in size to adjoining cracks and develop into a very large area if not repaired. The edge punchout is the major structural distress of CRCP.

Severity Levels:

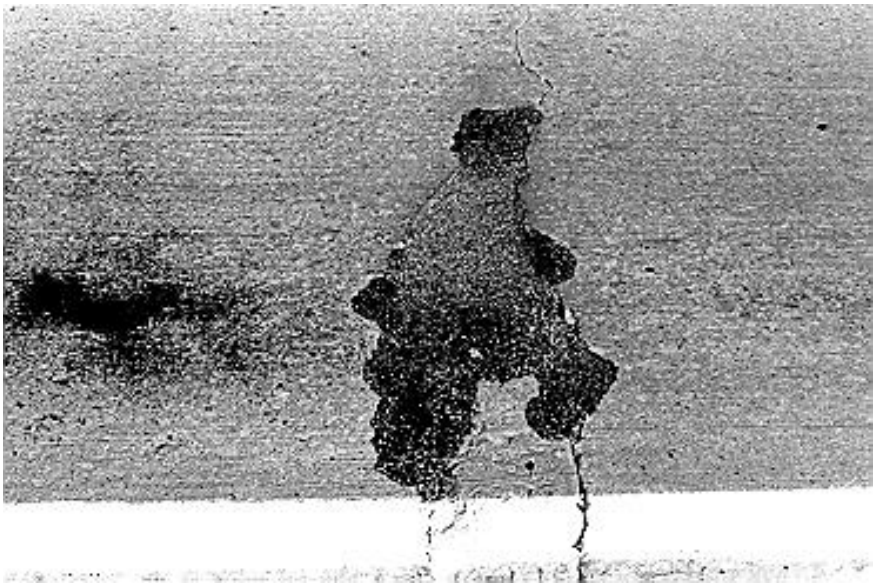
L - A longitudinal crack develops between two closely spaced transverse cracks. The longitudinal and transverse cracks are fairly tight and only slight faulting or spalling is present.

M - The transverse and/or longitudinal cracks have begun to widen and spall with faulting or punching down of the concrete less than 1/2 inch.

H - The concrete within the boundary of the punchout is breaking up, has been punched down into the subbase more than 1/2 inch and/or has an asphalt patch on top. If the area has been patched with asphalt, it is still considered a punchout and not an asphalt patch since this is only a temporary patch.

How to Measure:

The number of punchouts and their level of severity are recorded for each sample unit.



High Severity Punchout

RANDOM LONGITUDINAL CRACKING

Description:

The lack of proper joint construction due to late sawing, inadequate depth of sawing, inadequate placement of inserts, etc., may result in random cracks developing in the slab. These cracks may occur very close to where the joint was supposed to be located, or they may meander a substantial distance from the intended joint. These cracks may lead to a major structural distress with heavy load repetitions.

Severity Levels:

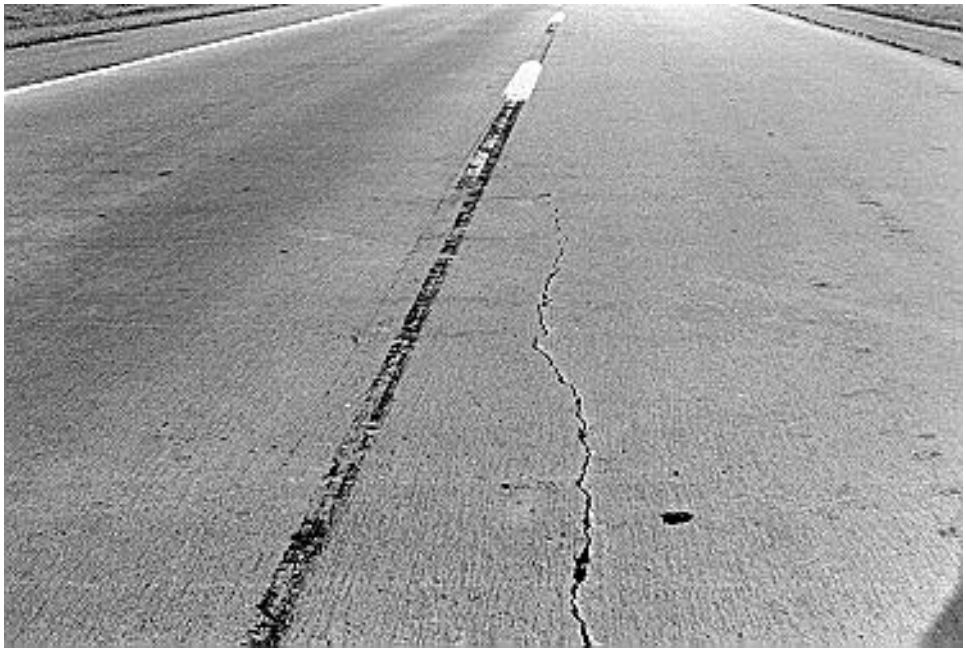
L - Tight (hairline) crack with no spalling or faulting, or a well sealed crack with no visible faulting or spalling.

M- Working crack with moderate or less severity spalling and/or faulting less than 1/2".

H - A crack with width greater than 1 inch; a crack with a high severity level of spalling; or a crack faulted 1/2" or more.

How to Measure:

Random longitudinal cracking is measured in linear feet.



Low Severity Random Longitudinal Cracking

Medium Severity Random Longitudinal Cracking

SCALING AND MAP CRACKING OR CRAZING

Description:

Scaling is the deterioration of the upper 1/8-1/2 inch of the concrete slab surface. Map cracking or crazing is a series of fine cracks that extend only into the upper surface of the slab surface. Map cracking or crazing is usually caused by over-finishing of the slab and may lead to scaling of the surface. Scaling can also be caused by reinforcing steel being too close to the surface.

Severity Levels:

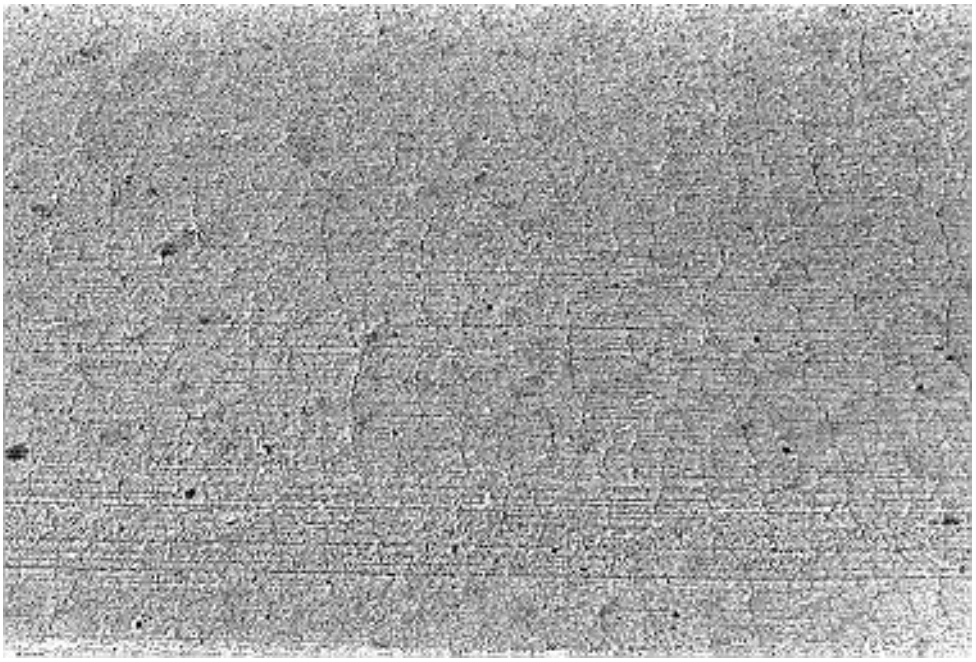
L - Crazing or map cracking exists over a majority of the slab area; the surface is in good condition with no scaling.

M - Less than 10% of any slab exhibits scaling.

H - More than 10% of any slab exhibits scaling.

How to Measure:

Scaling and map cracking or crazing are rated according to the highest severity level found in a sample unit.



Low Severity Map Cracking

SPALLING

Description:

Spalling of cracks and joints is the breakdown or fraying of the slab edges within 2 ft of the crack or joint. A spall usually does not extend vertically through the whole slab thickness, but extends to intersect the crack or joint at an angle. Spalling usually results from: (1) excessive stresses at the joint or crack caused by infiltration of incompressible materials and subsequent expansion, (2) disintegration of the concrete from durability problems, (3) weak concrete at the surface (caused by overworking or honeycombing), or (4) a keyed longitudinal joint failure.

Severity Levels:

L - The spall or fray does not extend more than 3 inches on either side of the crack or joint. No temporary patching has been placed to repair the spall.

M - The spall or fray extends more than 3 inches on either side of the joint or crack. Some pieces may be loose and/or missing but the spalled area does not present a tire damage or safety hazard. Temporary patching may have been placed because of spalling.

H - The joint is severely spalled or frayed to the extent that a tire damage or safety hazard exists.

How to Measure:

Spalling of CRCP pavements is recorded under 5 distress types. Spalling of construction joints will be recorded under "Construction Joint Deterioration". Spalling of longitudinal joints and cracks and transverse cracks are recorded under "Spalling", "Transverse Cracks", and "Longitudinal Cracks". Spalling of the slab edge adjacent to a permanent patch will be recorded as "Patch Adjacent Slab Deterioration". Only the spalling of longitudinal and transverse joints is recorded under “spalling”.

SWELL

Description:

A swell is an upward movement or heave of the slab surface resulting in a sometimes sharp wave. The swell is usually accompanied by slab cracking. It is usually caused by frost heave in the subgrade or by an expansive soil. Swells can often be identified by oil drippings on the surface as well as riding over the pavement in a vehicle.

Severity Levels:

L - Swell causes a distinct bounce of the vehicle which creates no discomfort.

M - Swell causes significant bounce of the vehicle which creates some discomfort.

H - Swell causes excessive bounce of the vehicle which creates substantial discomfort, and/or a safety hazard, and/or vehicle damage, requiring a reduction in speed for safety.

How to Measure:

The number of swells within the uniform section are counted and recorded by severity level. Severity levels are determined by riding in a mid- to full-sized sedan weighing approximately 3000-3800 lb. over the uniform section at the posted speed limit.

TRANSVERSE CRACKING

Description:

Transverse cracking of continuously reinforced slabs is a normal occurrence and is not in itself considered to be a distress. As soon as the slab is placed and begins to harden, drying shrinkage of the concrete occurs. Reinforcement in the slab and subbase friction oppose the shrinkage and cracks soon form. After about 2-4 years, the crack spacing becomes constant. The purpose of the steel is to hold these random spaced transverse cracks tightly together so that load transfer across the crack will be obtained through aggregate interlock. If the steel ruptures or shears, load transfer across the crack is lost and the crack becomes a potential location for major distress. When deicing salts and water infiltrate through a wide crack, the reinforcing steel is subjected to corrosion and the effective diameter t of the steel begins to decrease. When the stresses due to temperature chances and loading are greater than the strength of the steel, the reinforcing bar ruptures. Indicators of sheared or decreased diameter reinforcing bars are faulted and/or widened spalled cracks. Some cracks may have widened substantially after steel rupture. (Note: Sometimes the transverse cracks run diagonally across the pavement and intersect. Hairline cracks that are less than 6 feet long are not rated.)

Severity Levels:

Severity levels of transverse cracking are determined by crack spalling and faulting.

L - Tight (hairline) cracks with no faulting, steel rupture, or spalling.

M - A crack with no steel rupture, faulting less than or equal to 0.2 inch and/or low severity spalling.

H - Faulting greater than 0.2 inch, or steel rupture, or medium to high severity spalling.

How to Measure:

Low severity cracks are counted for the first 100 feet and multiplied by 5 to approximate the number in the entire unit.

Medium and high severity cracks are counted individually for the entire unit.

Low Severity Transverse Crack

Jointed Reinforced Concrete Pavement

CORNER BREAK

Description:

A corner break is a crack that intersects the joints at a distance less than 6 ft on each side measured from the corner of the slab. A corner break extends vertically through the entire slab thickness. It should not be confused with a corner spall which intersects the joint at an angle through the slab and is typically within 1 ft from the slab corner. Heavy repeated loads combined with pumping, poor load transfer across the joint, and thermal curling and moisture warping stresses result in corner breaks.

Severity Levels:

L - Crack is tight (hairline). Well sealed cracks will be considered tight. No faulting or break-up at broken corner exists. Crack is not spalled.

M - Crack is working and spalled at low or medium severity. Break-up of broken corner has not occurred. Faulting of crack or joint must be less than 1/2 inch. Temporary patching has been placed because of corner break.

H - Crack is spalled at high severity or the corner piece has broken into two or more pieces. If faulting of crack or joint is more than 1/2 inch, it will be considered high severity.

How to Measure:

Corner breaks are measured by counting the number that exists in each inspection unit. Different levels of severity should be counted and recorded separately. Corner breaks adjacent to a patch will be counted "Patch Adjacent Slab Deterioration".

D-CRACKING

Description:

"D" cracking is a series of closely spaced crescent-shaped hairline cracks that appear at a PCC pavement slab surface adjacent and roughly parallel to transverse and longitudinal joints, transverse and longitudinal cracks, and the free edges of pavement slab. The fine surface cracks often curve around the intersection of longitudinal joints/cracks and transverse joints/cracks. These surface cracks often contain calcium hydroxide residue which causes a dark coloring of the crack and immediate surrounding area. This may eventually lead to disintegration of the concrete within 1-2 ft or more of the joint or crack, particularly in the wheelpaths. "D" cracking is caused by freeze-thaw expansive pressures of certain types of coarse aggregates and typically begins at the bottom of the slab which disintegrates first. Concrete durability problems caused by reactive aggregates are rated under "Reactive Aggregate Distress".

Severity Levels:

L - The characteristic pattern of closely spaced fine cracks has developed near joints, cracks, and/or free edges; however, the width of the affected area is generally less than 12 inches wide at the center of the lane in transverse cracks and joints. The crack pattern may fan out at the intersection of transverse cracks/joints with longitudinal cracks/joints. No joint/crack spalling has occurred, and no patches have been placed for "D" cracking.

M - The characteristic pattern of closely spaced cracks has developed near the crack, joint or free edge and: (1) is generally wider than 12 inches at the center of the lane in transverse cracks and/or joints, or (2) low or medium severity joint/crack or corner spalling has developed in the affected area; or (3) temporary patches have been placed due to "D" cracking induced spalling.

H - The pattern of fine cracks has developed near joints or cracks and (1) a high severity level of spalling at joints/cracks exists and considerable material is loose in the affected area, or (2) the crack pattern has developed generally over the entire slab area between cracks and/or joints.

How to Measure:

"D" cracking is measured and recorded in linear feet of free edges, cracks and joints affected. Different severity levels are counted and recorded separately. "D" cracking adjacent to a patch is rated as patch-adjacent slab deterioration. "D" cracking should not be counted if the fine crack pattern has not developed near cracks, joints and free edges. Popouts and discoloration of joints, cracks and free edges may occur without "D" cracking.

Low Severity D-Cracking

Medium Severity D-Cracking

High Severity D-Cracking

DEPRESSION

Description:

Depressions in concrete pavements are localized settled areas. There is generally significant slab cracking in these areas due to uneven settlement. The depressions can be located by stains caused by oil drippings from vehicles, and by riding over the pavement. Depressions can be caused by settlement or consolidation of the foundation soil or can be "built in" during construction. They are frequently found near culverts. This is usually caused by poor compaction of soil around the culvert during construction. Depressions cause slab cracking, roughness, and hydroplaning when filled with water of sufficient depth.

Severity Levels:

L - Depression causes a distinct bounce of the vehicle which creates no discomfort.

M - Depression causes significant bounce of the vehicle which creates some discomfort.

H - Depression causes excessive bounce of the vehicle which creates substantial discomfort, and/or a safety hazard, and/or vehicle damage, requiring a reduction in speed for safety.

How to Measure:

Depressions are measured by counting the number that exists in each uniform section. Each depression is rated according to its level of severity. Severity level is determined by riding in a mid- to full-sized sedan weighing approximately 3000-3800 lb. over the uniform section at the posted speed limit.

FAULTING OF LONGITUDINAL JOINTS

Description:

Longitudinal joint faulting is a difference in elevation of two traffic lanes measured at the longitudinal joint. It is caused primarily by heavy truck traffic and settlement of the foundation.

Severity Levels:

Low - Average faulting less than 0.25 inches.
Medium - Average faulting between 0.25 and 0.75 inches.
High - Average faulting greater than 0.75 inches.

Frequency Levels:

1 - Less than 10% of the length affected.
2 - 10 to 50% of the length affected.
3 - More than 50% of the length affected.

FAULTING OF TRANSVERSE JOINTS AND CRACKS

Description:

Faulting is the difference of elevation across a joint or crack. Faulting is caused in part by a buildup of loose materials under the approach slab near the joint or crack as well as depression of the leave slab. The buildup of eroded or infiltrated materials is caused by pumping from under the leave slab and shoulder (free moisture under pressure) due to heavy loading. The warp and/or curl upward of the slab near the joint or crack due to moisture and/or temperature gradient contributes to the pumping condition. Lack of load transfer contributes greatly to faulting.

Severity Levels:

No levels of severity are defined.

How to Measure:

Faulting is determined by measuring the difference in elevation of slabs at transverse joints and cracks for the slabs in the sample unit. Faulting is measured one foot in from the outside (right) slab edge of the outer lane. At 50 foot intervals, select a representative joint or crack and measure the fault depth. Ten readings should be taken per sample unit. These readings should be averaged and the result recorded. Sign convention: + when approach slab is higher than departure slab; - when the opposite occurs.

LONGITUDINAL CRACKING

Description:

Longitudinal cracks occur generally parallel to the centerline of the pavement. They are often caused by a combination of heavy load repetition, loss of foundation support, and thermal and moisture gradient stresses.

Severity Levels:

L - Hairline (tight) crack with no spalling or faulting, or a well sealed crack with no visible faulting or spalling.

M - Working crack with a moderate or less severity spalling and/or faulting- less than 1/2 inch.

H - A crack with width greater than 1 inch; a crack with a high severity level of spalling; or, a crack faulted 1/2 inch or more.

How to Measure:

Cracks are measured in linear feet for each level of distress. The length and average severity of each crack should be identified and recorded.

PATCH ADJACENT SLAB DETERIORATION

Description:

Deterioration of the original concrete slab adjacent to the permanent patch is given the above name. This may be in the form of spalling of the slab/patch joint, "D" cracking of the slab adjacent to the patch, or a corner break in the adjacent slab.

Severity Levels:

The severity level is rated L, M, or H according to the severity level of the distress.

How to Measure:

The number of patched joints with distress in the original slab adjacent to the patch(es) at each distress level (i.e., corner break, "D" cracking, spalling) will be counted and recorded separately.

PERMANENT PATCH DETERIORATION (INCLUDING REPLACED SLABS)

Description:

A patch is an area where a portion or all of the original concrete slab has been removed and replaced with a permanent type of material (e.g., concrete, epoxy, hot mix asphalt/aggregate mixture). Only permanent patches should be considered.

Severity Levels:

L - Patch has little or no deterioration. Some low severity spalling or raveling of the patch edges may exist. Faulting (concrete) patch or settlement (asphalt) patch across the slab-patch joint must be less than 1/4 inch. Patch is rated low severity even if it is in excellent condition.

M - Patch has cracked (low severity level) and/or some spalling of medium severity level exists around the edges. Minor raveling, rutting, or shoving may be present. Faulting or settlement of 1/4 to 1/2 inch exists. Temporary patches may have been placed because of permanent patch deterioration.

H - Patch is badly deteriorated either by cracking, faulting, spalling, rutting or shoving to a condition which requires replacement. Patch may present tire damage potential.

How to Measure:

The area and severity level of each patch are recorded.

Medium Severity Permanent Patch Deterioration

POPOUTS

Description:

A popout is a small piece of concrete that breaks loose from the pavement surface due to freeze-thaw action, expansive aggregate or non-durable aggregate.

Severity Levels:

No levels of severity are defined

Frequency Levels:

1 - An average of less than 1 popout per square yard of affected pavement surface or less than 10% of the surface area affected.

2 - One to two popouts per square yard of affected surface area and 10 to 50% of the surface area affected.

3 - More than 2 popouts per square yard of affected surface area or more than 50% of the surface area affected.

POTHOLES AND LOCALIZED DISTRESS

Description:

A localized distress is an area of slab where the concrete has broken up into pieces, spalled or scaled. The localized distress takes many shapes and forms. Many times it occurs within an area between intersecting, Y-shaped or closely spaced cracks. A localized distress can occur anywhere on the slab surface, but is frequently located in the wheelpaths. Inadequate consolidation of concrete is often a primary cause of localized distress. This is primarily considered to be caused by a construction deficiency.

Severity Levels:

Area (ft2)	Less than 1	1-3	Greater than 3
Depth (in)			
Less than 1	L	L	M
1-2	M	M	H
Greater than 2	M	H	H

Localized distresses that have been filled or partially filled by maintenance forces should be rated the same as an unfilled localized distress, i.e., a filled localized distress (2 ft^2) with a remaining depth of 1.5" would be rated "M".

How to Measure:

The number of localized distress areas are counted and recorded at each severity level in the uniform section.

RANDOM LONGITUDINAL CRACKING

Description:

The lack of proper joint construction due to late sawing, inadequate depth of sawing, inadequate placement of inserts, etc., may result in random cracks developing in the slab. These cracks may occur very close to where the joint was supposed to be located, or they may meander a substantial distance from the intended joint. These cracks may lead to a major structural distress with heavy load repetitions.

Severity Levels:

L - Hairline (tight) crack with no spalling or faulting, or a well sealed crack with no visible faulting or spalling.

M - Working crack with a moderate or less severity spalling, and/or faulting less than 1/2 inch.

H - A crack with width greater than 1 inch: a crack with a high severity level of spalling; or a crack faulted 1/2 inch or more.

How to Measure:

Random longitudinal cracking is measured in linear feet.

Medium Severity Random Longitudinal Cracking

SCALING AND MAP CRACKING OR CRAZING

Description:

Scaling is the deterioration of the upper 1/8-1/2 inch of the concrete slab surface. Map cracking or crazing is a series of fine cracks that extend only into the upper surface of the slab surface. Map cracking or crazing is usually caused by over-finishing of the slab and may lead to scaling of the surface. Scaling can also be caused by reinforcing steel being too close to the surface.

Severity Levels:

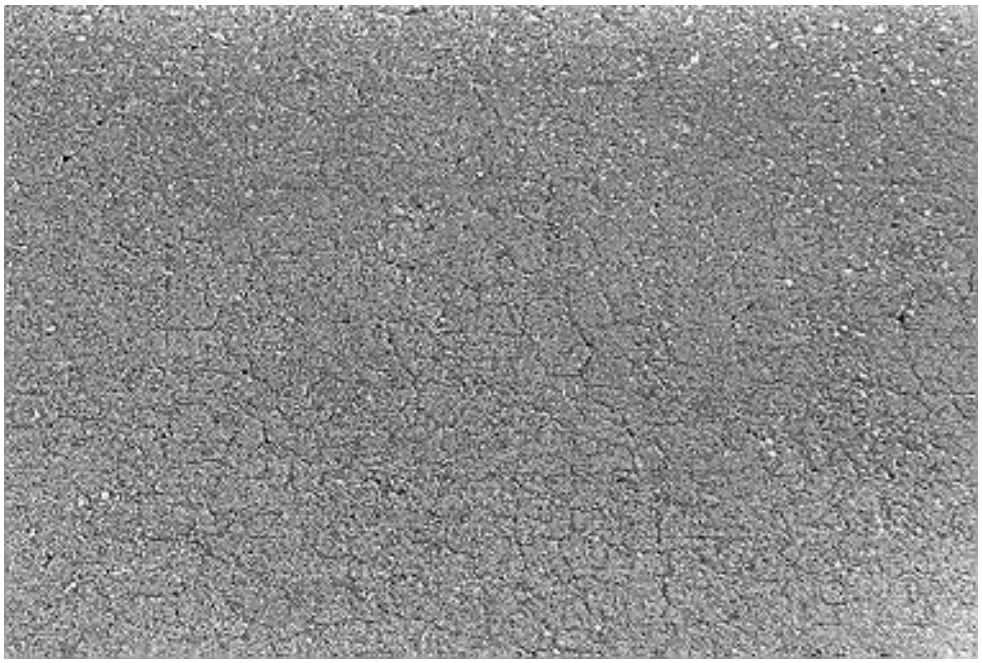
L - Crazing or map cracking exists over a majority of the slab area; the surface is in good condition with no scaling.

M - Less than 10% of any slab exhibits scaling.

H - More than 10% of any slab exhibits scaling.

How to Measure:

Scaling and map cracking or crazing are rated according to the highest severity level found in a sample unit.



Low Severity Map Cracking

SPALLING

Description:

Spalling of cracks and joints is the cracking, breaking or chipping (or fraying) of the slab edges within 2 ft of the joint/crack. A spall usually does not extend vertically through the whole slab thickness, but extends to intersect the joint at an angle. Spalling usually results from: (1) excessive stresses at the joint or crack caused by infiltration of incompressible materials and subsequent expansion, (2) disintegration of the concrete from freeze-thaw action of "D" cracking, (3) weak concrete at the joint (caused by honeycombing), (4) poorly designed or constructed load transfer device (misalignment, corrosion), and/or (5) heavy repeated traffic loads.

Severity Levels:

L - The spall or fray does not extend more than 3 inches on either side of the joint or crack. No temporary patching has been placed to repair the spall.

M - The spall or fray extends more than 3 inches on either side of the joint or crack. Some pieces may be loose and/or missing, but the spalled area does not present a tire damage or safety hazard. Temporary patching may have been placed because of spalling.

H - The joint is severely spalled or frayed to the extent that a tire damage or safety hazard exists.

How to Measure:

Spalling is measured by counting and recording separately, the number of occurrences at each severity level. Although the definition and severity levels are the same, spalling of cracks should not be recorded. The spalling of cracks is included in rating severity levels of cracks. Spall of the slab adjacent to a permanent patch will be recorded as patch adjacent slab deterioration. Only the spalling of longitudinal and transverse joints is recorded under "spalling."

SWELL

Description:

A swell is an upward movement or heave of the slab surface resulting in a sometimes sharp wave. The swell is usually accompanied by slab cracking. It is usually caused by frost heave in the subgrade or by an expansive soil. Swells can often be identified by oil drippings on the surface as well as riding over the pavement in a vehicle.

Severity Levels:

L - Swell causes a distinct bounce of the vehicle which creates no discomfort.

M - Swell causes significant bounce of the vehicle which creates some discomfort.

H - Swell causes excessive bounce of the vehicle which creates substantial discomfort, and/or a safety hazard, and/or vehicle damage, requiring a reduction in speed for safety.

How to Measure:

The number of swells within the uniform section are counted and recorded by severity level. Severity levels are determined by riding in a mid- to full-sized sedan weighing approximately 3000-3800 lb. over the uniform section at the posted speed limit.

TRANSVERSE CRACKING

Description:

Transverse cracks are caused by one or a combination of the following: heavy load repetition, thermal and moisture gradient stresses, and drying shrinkage stresses. Medium or high severity cracks are working cracks and are considered major structural distresses. (Note: Hairline cracks that are less than 6 feet long are not rated.

Severity Levels:

L - Hairline (tight) crack with no spalling or faulting, a well sealed crack with no visible faulting or spalling.

M - Working crack with low to medium severity level of spalling and/or faulting less than 1/2 inch. Temporary patching may be present.

H - A crack with width of greater than 1 inch; a crack with a high severity level of spalling; or, a crack faulted 1/2 inch or more.

How to Measure:

The number of cracks at each severity level are counted and recorded separately.

High Severity Transverse Crack (foreground) and

Medium Severity Transverse Crack (background)

Name of Distress: Joint Seal Damage of Transverse Joints

Description: Joint seal damage is any condition which enables incompressible materials to infiltrate into the joints from the surface or allows significant infiltration of water. Accumulation of incompressible materials within the joints restricts in-slab expansion and may result in buckling, shattering, or spalling. A pliable joint filler bonded to the edges of the slabs protects the joints from accumulation of incompressible materials, and also reduces the amount of water seeping into the pavement structure. Typical types of joint seal damage are: (1) stripping of joint sealant, (2) extrusion of joint sealant, (3) weed growth, (4) hardening of the filler (oxidation), (5) loss of bond to the slab edges, and (6) lack or absence of sealant in the joint.

GOOD - Sealant is performing well with only a minor amount of any of the above types of damage present. Little water and no incompressibles can infiltrate through the joint.

FAIR - One or more of the above types of damage occurring to a moderate degree. Water can infiltrate the joint fairly easily; some incompressibles can infiltrate the joint. Sealant needs replacement within 3 years.

POOR - One or more of the above types of damage occurring to a severe degree. Water and incompressibles can freely infiltrate the joint. Sealant needs immediate replacement.

How to Measure: Joint seal damage of transverse joints is rated based on the overall condition of the sealant over the entire inspection unit.

Name of Distress: Pumping and Water Bleeding

Description: Pumping is the ejection of material by water through joints or cracks, caused by deflection of the slab under moving loads. As the water is ejected, it carries particles of gravel, sand, clay, or silt, resulting in a progressive loss of pavement support. Surface staining or accumulation of base or subgrade material on the pavement surface close to joints or cracks is evidence of pumping. Pumping can occur without such evidence, particularly when stabilized bases are used. The observation of water being ejected by heavy traffic loads after a rain storm can also be used to identify pumping. Water bleeding occurs when water seeps out of joints or cracks.

Severity Levels: LOW - Water is forced out of a joint or crack when trucks pass over the joints or cracks, water is forced out of the lane/shoulder joint when trucks pass along the joint, or water bleeding exists. No fines can be seen on the surface of the traffic lanes or shoulder.

MODERATE - A small amount of pumped material can be observed near some of the joints or cracks on the surface of the traffic lane or shoulder.

SEVERE - A significant amount of pumped materials exist on the pavement surface of the traffic lane or shoulder along the joints or cracks.

How to Measure: If pumping or water bleeding exists anywhere in the sample unit it is counted as occurring at highest severity level noted.

Name of Distress: Lane/Shoulder Joint Separation

Description: Lane/shoulder joint separation is the widening of the joint between the traffic lane and the shoulder generally due to movement in the shoulder. If the joint is tightly closed or well sealed so that water cannot easily infiltrate, then lane/shoulder joint separation is not considered a distress.

Severity Level: No severity level is counted if the joint is tightly sealed.

LOW - Some opening but less than or equal to 0.12 inch (3 mm).

MODERATE - More than 0.12 inch (3 mm) but equal to or less than 0.4 inch (10 mm) opening.

SEVERE - More than 0.4 inch (10 mm) opening.

How to Measure: Lane/shoulder joint separation is measured and recorded in inches (or mm) near transverse joints and at mid slab. The mean separation is used to determine the severity level.

APPENDIX B

Performance Monitoring Section Summaries for Full-Depth HMA Pavements

Surveyed Section Information

District:	1	County:	Cook
Key Route:	FAU 3514	Marked Route:	Talcott Rd.
Contract Number:	82125	Year of Construction:	1995
Pavement Type:	HMA	Pavement Thickness:	8.5

Survey Section Limits

Beginning:	7.33	Ending:	8.08
Surveyed Lanes:	2 of 2	Direction Surveyed:	NB/SB
Overlay Years:			

Summary of Distresses

LANE	SOUTH BOUND			NORTH BOUND		
DISTRESS	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	143	0	0	80	0	0
4	554	0	0	560	0	0
5	0	0	0	0	0	0
6	0	0	0	635	0	0
13	164	0	0	126	0	0
14	0	0	0	0	0	0
16	0	0	0	220	0	0
18	2	0	0	0	1	2
21	3,925	0	0	3,975	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	2	0	0	3	0	0

Traffic Data

Year: 2010

AADT: 12290 PV: 11902 SU: 180 MU: 209

CRS Data

Year: 2010

CRS Value: 6.7 Average IRI: 169 Average Rut: 0.15

Surveyed 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 Years:	2006				

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	29	0	0
14	0	0	0	94	0	0
18	0	0	0	0	0	0
21	9,790	0	0	9,790	0	0
23	1	0	0	1	0	0
27	0	0	0	0	0	0
30	28	0	0	42	0	0

Traffic Data

Year:	2010						
AADT:	17484	PV:	17121	SU:	211	MU:	152

CRS Data

Year:	2010				
CRS Value:	7.8	Average IRI:	161	Average Rut:	0.09

Surveyed 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 Years: 2006

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	5	0	0	0	0	0
14	0	0	0	0	0	0
18	0	0	0	0	0	0
21	9,782	0	0	9,782	0	0
23	1	0	0	1	0	0
27	0	0	0	0	0	0
30	26	0	0	28	0	0

Traffic Data

Year: 2010

AADT: 17484 PV: 17121 SU: 211 MU: 152

CRS Data

Year: 2010

CRS Value: 7.8 Average IRI: 161 Average Rut: 0.09

Surveyed 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 Years:	2009		

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	2,731	0	0	2,731	0	0
5	0	0	0	0	0	0
6	0	0	0	606	2,125	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	0
21	2,731	0	0	2,731	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	8	0	0	8	0	0

Traffic Data

Year: 2009

AADT: 15400 PV: 14950 SU: 275 MU: 175

CRS Data

Year: 2009

CRS Value: 9.0 Average IRI: 0 Average Rut: 0.00

Surveyed 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 Years:	2009		

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	2,294	60	0	2,710	0	0
5	0	0	0	0	0	0
6	0	0	0	0	2,710	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	15	5	0	2	0	0
21	2,354	0	0	2,710	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	0	0	2	0	0

Traffic Data

Year: 2009

AADT: 15400 PV: 14950 SU: 275 MU: 175

CRS Data

Year: 2009

CRS Value: 9.0 Average IRI: 0 Average Rut: 0.00

Surveyed 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:	3.35
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB
Overlay Years:			

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	6,241	0	0	6,241	0	0
5	0	0	0	0	0	0
6	0	0	0	679	5,562	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	241	0	0	120	0	0
18	1	0	0	1	0	0
21	6,241	0	0	6,241	0	0
23	7	0	0	7	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	4	1	0	3	1	0

Traffic Data

Year: 2009

AADT: 35803 PV: 33432 SU: 1578 MU: 793

CRS Data

Year: 2009

CRS Value: 6.0 Average IRI: 187 Average Rut: 0.19

Surveyed 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:	3.35
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB
Overlay Years:			

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	6,243	0	0	6,243	0	0
5	0	0	0	0	0	0
6	0	0	0	679	5,537	27
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	96	0	0	186	0	0
18	0	0	0	0	1	1
21	6,243	0	0	6,243	0	0
23	4	0	0	4	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 35803 PV: 33432 SU: 1578 MU: 793

CRS Data

Year: 2009

CRS Value: 6.0 Average IRI: 187 Average Rut: 0.19

Surveyed Section Information

District:	1	County:	Dupage
Key Route:	FAP 870	Marked Route:	IL 53
Contract Number:	80742	Year of Construction:	1991
Pavement Type:	HMA	Pavement Thickness:	15.25

Survey Section Limits

Beginning:	15.3	Ending:	16.93
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB
Overlay Years:			

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	81	4,528	0	500	6,718	0
5	0	0	0	0	0	0
6	0	0	0	2,909	4,212	0
13	0	0	0	18	0	0
14	0	0	0	0	0	0
16	2,293	0	0	688	0	0
18	3	1	0	7	0	0
21	10,659	28	0	10,687	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 Data

Year: 2009

AADT: 25400 PV: 24400 SU: 550 MU: 450

CRS Data

Year: 2009

CRS Value: 5.9 Average IRI: 199 Average Rut: 0.20

Surveyed Section Information

District:	1	County:	Dupage
Key Route:	FAP 870	Marked Route:	IL 53
Contract Number:	80742	Year of Construction:	1991
Pavement Type:	HMA	Pavement Thickness:	15.25

Survey Section Limits

Beginning:	15.3	Ending:	16.93
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB
Overlay Years:			

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	464	5,795	0	594	4,551	0
5	0	0	0	0	0	0
6	0	0	0	1,916	4,705	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	5,505	0	0	6,880	0	0
18	1	0	0	0	0	1
21	10,148	203	0	10,282	41	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 Data

Year: 2009

AADT: 25400 PV: 24400 SU: 550 MU: 450

CRS Data

Year: 2009

CRS Value: 5.9 Average IRI: 199 Average Rut: 0.20

Surveyed 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 Years: 2009

Summary of Distresses

LANE	SOUTH BOUND			NORTH BOUND		
DISTRESS	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	2,248	0	0	2,248	0	0
5	0	0	0	0	0	0
6	0	0	0	2,749	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	10,971	0	0	10,971	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 Data

Year: 2009

AADT: 2826 PV: 2571 SU: 87 MU: 167

CRS Data

Year: 2009

CRS Value: 9.0 Average IRI: 149 Average Rut: 0.12

Surveyed Section Information

District:	2	County:	Jo Daviess
Key Route:	FA 5	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 Years:	2007		

Summary of Distresses

LANE	WEST BOUND			EAST BOUND		
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	215	0	0	234	0	0
5	0	0	0	0	0	0
6	3,720	340	0	0	0	0
13	680	0	0	64	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	4,060	0	0	4,060	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	65	0	0	59	0	0

Traffic Data

Year: 2009

AADT: 4377 PV: 3671 SU: 177 MU: 528

CRS Data

Year: 2009

CRS Value: 7.5 Average IRI: 68 Average Rut: 0.09

Surveyed 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 Years:			

Summary of Distresses

LANE	SOUTH BOUND			NORTH BOUND		
DISTRESS	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	2,995	1,054	0	1,000	3,049	0
5	0	0	0	0	0	0
6	0	0	0	4,049	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	2,049	0	0	4,049	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 Data

Year: 2009

AADT: 7435 PV: 6802 SU: 441 MU: 193

CRS Data

Year: 2009

CRS Value: 6.3 Average IRI: 163 Average Rut: 0.12

Surveyed 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 Years:	2000				

Summary of Distresses

LANE	SOUTH BOUND			NORTH BOUND		
DISTRESS	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	2,282	0	0	2,282	0	0
5	0	0	0	0	0	0
6	0	0	0	2,390	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	2,390	0	0	2,282	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 Data

Year: 2009

AADT: 2648 PV: 2323 SU: 125 MU: 200

CRS Data

Year: 2009

CRS Value: 5.1 Average IRI: 123 Average Rut: 0.21

Surveyed 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 Years:	2009		

Summary of Distresses

LANE	WEST BOUND			EAST BOUND		
DISTRESS	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	9,591	0	0	9,591	0	0
5	0	0	0	0	0	0
6	0	0	0	9,591	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	9,664	0	0	9,664	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	27	0	0	41	0	0

Traffic Data

Year: 2009

AADT: 4650 PV: 4225 SU: 125 MU: 300

CRS Data

Year: 2009

CRS Value: 5.5 Average IRI: 103 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	EB
Overlay Years:	2007		

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	8,659	0	0
13	49	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	8,659	0	0	8,659	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	11	0	0	8	0	0

Traffic Data

Year: 2009

AADT: 6405 PV: 5302 SU: 226 MU: 877

CRS Data

Year: 2009

CRS Value: 8.3 Average IRI: 78 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	WB
Overlay Years:	2007		

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	7	0	0	0	0	0
6	0	0	0	8,148	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	8,148	0	0	8,148	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	9	0	0	6	0	0

Traffic Data

Year: 2009

AADT: 6405 PV: 5302 SU: 226 MU: 877

CRS Data

Year: 2009

CRS Value: 8.3 Average IRI: 78 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	EB
Overlay Years:	2007		

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	11,157	0	0
13	43	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	11,157	0	0	11,157	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	24	0	0	43	0	0

Traffic Data

Year: 2009

AADT: 6405 PV: 5302 SU: 226 MU: 877

CRS Data

Year: 2009

CRS Value: 8.3 Average IRI: 78 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	WB
Overlay Years:	2007		

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	11,751	0	0
13	0	0	0	11	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	11,751	0	0	11,751	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 Data

Year: 2009

AADT: 6405 PV: 5302 SU: 226 MU: 877

CRS Data

Year: 2009

CRS Value: 8.3 Average IRI: 78 Average Rut: 0.08

Surveyed 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 2	Direction Surveyed:	EB/WB
Overlay Years:	2002	2010	

Summary of Distresses

LANE	WEST BOUND			EAST BOUND		
DISTRESS	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	14,692	0	0	14,489	0	0
5	0	0	0	15	0	0
6	0	0	0	11,689	3,003	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	2	0	0	1	2	0
21	14,692	0	0	14,692	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	21	16	0	18	1	0

Traffic Data

Year: 2009

AADT: 11400 PV: 11125 SU: 150 MU: 125

CRS Data

Year: 2009

CRS Value: 4.6 Average IRI: 124 Average Rut: 0.16

Surveyed Section Information

District:	2	County:	Stephenson
Key Route:	FAP 301	Marked Route:	US 20
Contract Number:	84659	Year of Construction:	1995
Pavement Type:	HMA	Pavement Thickness:	13.75

Survey Section Limits

Beginning:	23.34 / 0.00	Ending:	29.95 / 1.12
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:	2010		

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	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
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 Data

Year: 2009

AADT: 12545 PV: 11078 SU: 379 MU: 1088

CRS Data

Year: 2009

CRS Value: 9.0 Average IRI: 120 Average Rut: 0.15

Surveyed Section Information

District:	2	County:	Stephenson
Key Route:	FAP 301	Marked Route:	US 20
Contract Number:	84659	Year of Construction:	1995
Pavement Type:	HMA	Pavement Thickness:	13.75

Survey Section Limits

Beginning:	23.34 / 0.00	Ending:	29.95 / 1.12
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB
Overlay Years:	2010		

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	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
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 Data

Year: 2009

AADT: 12545 PV: 11078 SU: 379 MU: 1088

CRS Data

Year: 2009

CRS Value: 9.0 Average IRI: 120 Average Rut: 0.15

Surveyed 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:	SB/NB

Overlay Years: _____ _____ _____

Summary of Distresses

LANE	NORTH BOUND			SOUTH BOUND		
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	4,651	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	4,651	0	0	4,651	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 Data

Year: 2009

AADT: 5932 PV: 5580 SU: 175 MU: 177

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 108 Average Rut: 0.08

Surveyed Section Information

District:	4	County:	Tazewell / Woodford
Key Route:	FAP 317	Marked Route:	US 24
Contract Number:	88067A	Year of Construction:	1995
Pavement Type:	HMA	Pavement Thickness:	13

Survey Section Limits

Beginning:	7.66 / 0.00	Ending:	11.61 / 1.50
Surveyed Lanes:	2 of 2	Direction Surveyed:	EB/WB
Overlay Years:	2010		

Summary of Distresses

LANE	WEST BOUND			EAST BOUND		
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
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	27,538	0	0	27,538	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 Data

Year: 2009

AADT: 6106 PV: 5747 SU: 130 MU: 229

CRS Data

Year: 2010

CRS Value: 9.0 Average IRI: 153 Average Rut: 0.18

Surveyed 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 Years:	2010		

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	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	12,102	0	0	12,102	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 Data

Year: 2009

AADT: 12106 PV: 11616 SU: 219 MU: 272

CRS Data

Year: 2010

CRS Value: 9.0 Average IRI: 88 Average Rut: 0.18

Surveyed 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 Years: 2010

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	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	13,005	0	0	13,005	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 Data

Year: 2009

AADT: 12106 PV: 11616 SU: 219 MU: 272

CRS Data

Year: 2010

CRS Value: 9.0 Average IRI: 88 Average Rut: 0.18

Surveyed 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 Years:			

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	14,740	0	0	9,535	0	0
5	200	0	0	1,045	0	0
6	0	0	0	14,445	465	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	4	0	0
21	14,940	0	0	14,910	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	20	0	0

Traffic Data

Year: 2009

AADT: 4679 PV: 4014 SU: 168 MU: 496

CRS Data

Year: 2010

CRS Value: 5.1 Average IRI: 98 Average Rut: 0.16

Surveyed 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 Years:			

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	19,034	32	0	17,879	32	0
5	0	0	0	0	0	0
6	0	0	0	18,680	386	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	11	3	0	2	4	0
21	17,595	1,471	0	19,066	0	0
23	0	1	0	0	1	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	1	0	8	0	0

Traffic Data

Year: 2009

AADT: 4679 PV: 4014 SU: 168 MU: 496

CRS Data

Year: 2010

CRS Value: 5.1 Average IRI: 98 Average Rut: 0.16

Surveyed Section Information

District:	4	County:	Woodford
Key Route:	FA 412	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 Years:	2001	2010	

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	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	4,430	0	0	4,430	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 Data

Year: 2009

AADT: 7870 PV: 6931 SU: 446 MU: 493

CRS Data

Year: 2010

CRS Value: 9.0 Average IRI: 119 Average Rut: 0.13

Surveyed 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 Years:			

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	8,752	0	0	8,982	0	0
6	0	0	0	24,616	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	1	0	0	0	0	0
21	24,616	0	0	24,616	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	3	0	0	5	0	0

Traffic Data

Year: 2009

AADT: 3893 PV: 3248 SU: 175 MU: 471

CRS Data

Year: 2010

CRS Value: 7.4 Average IRI: 63 Average Rut: 0.12

Surveyed 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 Years:			

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	14,220	0	0	8,918	0	0
6	0	0	0	24,012	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	1	0	0	1	0	0
21	24,012	0	0	24,012	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	4	0	0

Traffic Data

Year: 2009

AADT: 3893 PV: 3248 SU: 175 MU: 471

CRS Data

Year: 2010

CRS Value: 7.4 Average IRI: 63 Average Rut: 0.12

Surveyed 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 Years:					

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	16,353	0	0	16,353	0	0
5	0	0	0	0	0	0
6	0	0	0	16,353	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	16,353	0	0	16,353	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	1	0	0

Traffic Data

Year: 2009

AADT: 9800 PV: 7800 SU: 450 MU: 1550

CRS Data

Year: 2010

CRS Value: 5.4 Average IRI: 67 Average Rut: 0.08

Surveyed 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 Years:					

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	15,870	0	0	15,870	0	0
5	0	0	0	0	0	0
6	0	0	0	15,870	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	0	0
21	15,870	0	0	15,870	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	4	0	0

Traffic Data

Year: 2009

AADT: 9800 PV: 7800 SU: 450 MU: 1550

CRS Data

Year: 2010

CRS Value: 5.4 Average IRI: 67 Average Rut: 0.08

Surveyed 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 Years:	2000				

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	15,156	0	0	8,181	0	0
5	287	0	0	5,117	0	0
6	0	0	0	15,390	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	1	0	0
21	15,390	0	0	15,390	0	0
22	0	0	1	0	0	1
23	1	0	0	1	1	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	77	0	0	136	0	0

Traffic Data

Year: 2009

AADT: 13463 PV: 11180 SU: 562 MU: 1721

CRS Data

Year: 2010

CRS Value: 5.6 Average IRI: 83 Average Rut: 0.11

Surveyed Section Information

District:	4	County:	Tazewell
Key Route:	FAI 155	Marked Route:	I 155
Contract Number:	88031	Year of Construction:	1991
Pavement Type:	HMA	Pavement Thickness:	16.75

Survey Section Limits

Beginning:	15.62	Ending:	18.29
Surveyed Lanes:	2 of 2	Direction Surveyed:	SB
Overlay Years:	2000		

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
22	6	0	0	0	0	0
4	10,101	3,402	0	9,507	3,402	0
5	8	0	0	280	0	0
6	10,248	2,534	806	0	0	0
13	3,340	0	0	0	0	0
18	1	6	4	0	1	0
21	10,196	3,402	0	10,196	3,402	0
23	0	0	0	0	0	0
30	63	7	0	65	8	0

Traffic Data

Year: 2009

AADT: 18238 PV: 15523 SU: 687 MU: 2028

CRS Data

Year: 2010

CRS Value: 5.5 Average IRI: 85 Average Rut: 0.11

Surveyed 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 Years:	2000		

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	10,792	0	0	10,792	0	0
5	840	0	0	921	0	0
6	10,792	0	0	0	0	0
13	0	0	0	0	0	0
18	0	0	0	0	0	0
21	10,792	0	0	10,792	0	0
23	0	0	0	0	0	0
27	0	0	0	0	0	0
30	40	0	0	54	0	0

Traffic Data

Year: 2009

AADT: 15696 PV: 13182 SU: 650 MU: 1864

CRS Data

Year: 2010

CRS Value: 5.5 Average IRI: 85 Average Rut: 0.11

Surveyed 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 Years:	2000		

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	9,637	3,755	0	9,637	3,755	0
5	0	0	0	0	0	0
6	9,515	3,875	0	0	0	0
13	3,875	0	0	0	0	0
18	4	3	0	3	0	0
21	13,392	0	0	13,392	0	0
23	0	0	0	0	0	0
27	0	0	0	0	0	0
30	16	0	0	11	0	0

Traffic Data

Year: 2009

AADT: 15696 PV: 13182 SU: 650 MU: 1864

CRS Data

Year: 2010

CRS Value: 5.5 Average IRI: 85 Average Rut: 0.11

Surveyed 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:	6.85
Surveyed Lanes:	2 of 2	Direction Surveyed:	NB/SB
Overlay Years:	2006		

Summary of Distresses

LANE	SOUTH BOUND			NORTH BOUND		
DISTRESS	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	9,918	0	0	8,933	0	0
5	0	0	0	0	0	0
6	0	0	0	3,647	0	0
13	119	0	0	185	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	0	0
21	11,957	0	0	11,957	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	27	24	0	14	6	0

Traffic Data

Year: 2009

AADT: 9691 PV: 9185 SU: 321 MU: 185

CRS Data

Year: 2010

CRS Value: 6.3 Average IRI: 86 Average Rut: 0.12

Surveyed Section Information

District:	5	County:	McLean
Key Route:	FAP 693	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 Years:			

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	5,000	400	0	5,047	433	0
5	0	0	0	0	0	0
6	0	0	0	0	5,680	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	2	1	0	2	0	0
21	0	5,400	0	0	5,680	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 Data

Year: 2009

AADT: 12922 PV: 12475 SU: 251 MU: 196

CRS Data

Year: 2010

CRS Value: 4.4 Average IRI: 113 Average Rut: 0.14

Surveyed 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 4	Direction Surveyed:	EB
Overlay Years:	2003		

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	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	3,516	0	0	3,516	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	6	0	0	5	0	0

Traffic Data

Year: 2009

AADT: 45300 PV: 37500 SU: 1300 MU: 6500

CRS Data

Year: 2010

CRS Value: 7.6 Average IRI: 60 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	WB
Overlay Years:	2003		

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	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	3,613	0	0	3,613	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	1	0	0

Traffic Data

Year: 2009

AADT: 45300 PV: 37500 SU: 1300 MU: 6500

CRS Data

Year: 2010

CRS Value: 7.6 Average IRI: 60 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	EB
Overlay Years:	2003		

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	50	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	5,065	0	0	5,065	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	0	0	31	0	0

Traffic Data

Year: 2009

AADT: 42300 PV: 34638 SU: 1241 MU: 6422

CRS Data

Year: 2010

CRS Value: 7.6 Average IRI: 60 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	WB
Overlay Years:	2003		

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	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	5,063	0	0	5,063	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	25	0	0	10	0	0

Traffic Data

Year: 2009

AADT: 42300 PV: 34638 SU: 1241 MU: 6422

CRS Data

Year: 2010

CRS Value: 7.6 Average IRI: 60 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	EB
Overlay Years:	2003		

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	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	2,260	0	0	2,260	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	9	0	0	2	0	0

Traffic Data

Year: 2009

AADT: 45300 PV: 37500 SU: 1300 MU: 6500

CRS Data

Year: 2010

CRS Value: 7.6 Average IRI: 60 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	WB
Overlay Years:	2003		

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	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	2,257	0	0	2,257	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	1	0	0

Traffic Data

Year: 2009

AADT: 45300 PV: 37500 SU: 1300 MU: 6500

CRS Data

Year: 2010

CRS Value: 7.6 Average IRI: 60 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	EB
Overlay Years:	2003		

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	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	3,105	0	0	3,105	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 Data

Year: 2009

AADT: 50281 PV: 42254 SU: 1354 MU: 6672

CRS Data

Year: 2010

CRS Value: 7.6 Average IRI: 60 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	WB
Overlay Years:	2003		

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	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	3,111	0	0	3,111	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	11	0	0	13	0	0

Traffic Data

Year: 2009

AADT: 50281 PV: 42254 SU: 1354 MU: 6672

CRS Data

Year: 2010

CRS Value: 7.6 Average IRI: 60 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	EB
Overlay Years:	2003		

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	20	0	0
5	0	0	0	40	0	0
6	0	0	0	0	0	0
13	18	0	0	50	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	1	0	0
21	2,744	0	0	2,744	0	0
23	1	0	0	1	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	7	0	0	7	0	0

Traffic Data

Year: 2009

AADT: 54300 PV: 46050 SU: 1450 MU: 6800

CRS Data

Year: 2010

CRS Value: 7.6 Average IRI: 60 Average Rut: 0.08

Surveyed 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 4	Direction Surveyed:	WB
Overlay Years:	2003		

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	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	2,847	0	0	2,847	0	0
23	3	0	0	4	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	12	0	0	8	0	0

Traffic Data

Year: 2009

AADT: 54300 PV: 46050 SU: 1450 MU: 6800

CRS Data

Year: 2010

CRS Value: 7.6 Average IRI: 60 Average Rut: 0.08

Surveyed 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 Years:	2007				

Summary of Distresses

LANE	SOUTH BOUND			NORTH BOUND		
DISTRESS	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	2,050	0	0	2,484	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	0	0	0	0	0	0
18	0	0	0	0	0	0
21	2,584	0	0	2,584	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 Data

Year:	2005						
AADT:	1650	PV:	1525	SU:	125	MU:	0

CRS Data

Year:	2009				
CRS Value:	8.0	Average IRI:	115	Average Rut:	0.14

Surveyed 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 Years:	2005		

Summary of Distresses

LANE	WEST BOUND			EAST BOUND		
DISTRESS	Low	Medium	High	Low	Medium	High
1	0	0	0	9	0	0
4	12,940	0	0	12,826	114	0
5	6,591	0	0	6,360	0	0
6	12,940	0	0	0	0	0
13	74	0	0	546	0	0
18	0	0	0	1	0	0
21	11,940	1,000	0	11,379	1,561	0
23	0	0	0	0	0	0
30	24	5	0	23	1	0

Traffic Data

Year: 2009

AADT: 2200 PV: 1900 SU: 150 MU: 150

CRS Data

Year: 2009

CRS Value: 6.2 Average IRI: 89 Average Rut: 0.14

Surveyed 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 Years:			

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	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	13,171	0	0	13,171	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 Data

Year: 2009

AADT: 4157 PV: 3684 SU: 152 MU: 321

CRS Data

Year: 2009

CRS Value: 7.1 Average IRI: 75 Average Rut: 0.13

Surveyed 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 Years:	2001		

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	11,564	500	0	10,426	1,628	0
5	0	0	0	0	0	0
6	0	0	0	12,064	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	12,064	0	0	12,064	0	0
23	0	0	0	1	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	1	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 9329 PV: 7430 SU: 450 MU: 1449

CRS Data

Year: 2010

CRS Value: 6.4 Average IRI: 53 Average Rut: 0.14

Surveyed 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 Years:	2001		

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	15,957	125	0	15,957	125	0
5	0	0	0	0	0	0
6	0	0	0	16,082	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	16,082	0	0	16,082	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	0	0	1	0	0

Traffic Data

Year: 2009

AADT: 9329 PV: 7430 SU: 450 MU: 1449

CRS Data

Year: 2010

CRS Value: 6.4 Average IRI: 53 Average Rut: 0.14

Surveyed 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 Years:	2000				

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	81	0	0
6	0	0	0	41,338	0	0
13	89	0	0	102	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	0	1	0
21	41,341	0	0	41,338	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	0	0	20	0	0

Traffic Data

Year: 2009

AADT: 9452 PV: 7566 SU: 450 MU: 1435

CRS Data

Year: 2010

CRS Value: 8.0 Average IRI: 66 Average Rut: 0.15

Surveyed 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 Years:	2000				

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	31,364	0	0	16,692	0	0
5	0	0	0	59	0	0
6	0	0	0	37,464	0	0
13	69	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	2
21	37,464	0	0	37,464	0	0
23	0	1	0	0	1	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	44	0	0	25	0	0

Traffic Data

Year: 2009

AADT: 9452 PV: 7566 SU: 450 MU: 1435

CRS Data

Year: 2010

CRS Value: 8.0 Average IRI: 66 Average Rut: 0.15

Surveyed 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 Years:	2000				

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
27	1	0	0	0	0	0
4	18,267	0	0	11,029	0	0
5	0	0	0	0	0	0
6	18,267	0	0	0	0	0
13	0	0	0	0	0	0
18	0	0	0	1	2	0
21	18,267	0	0	18,267	0	0
23	2	0	0	2	0	0
30	1	0	0	1	0	0

Traffic Data

Year:	2009						
AADT:	6000	PV:	4300	SU:	250	MU:	1450

CRS Data

Year:	2010				
CRS Value:	6.5	Average IRI:	59	Average Rut:	0.10

Surveyed 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 Years:	2000				

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
3	0	0	0	1	0	0
4	16,292	0	0	10,997	28	0
5	0	0	0	37	0	0
6	17,705	0	0	0	0	0
13	235	0	0	31	0	0
18	0	0	0	5	0	0
21	17,705	0	0	17,705	0	0
16	4	0	0	0	0	0
30	7	0	0	23	0	0

Traffic Data

Year: 2009

AADT: 6000 PV: 4300 SU: 250 MU: 1450

CRS Data

Year: 2010

CRS Value: 6.5 Average IRI: 59 Average Rut: 0.10

Surveyed 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 Years:	2003		

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	9,245	0	0	13,321	0	0
5	69	0	0	613	0	0
6	0	0	0	28,466	0	0
13	927	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	4	0	0
21	28,466	0	0	28,466	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	32	0	0	35	0	0

Traffic Data

Year: 2009

AADT: 5200 PV: 3450 SU: 200 MU: 1550

CRS Data

Year: 2010

CRS Value: 6.4 Average IRI: 48 Average Rut: 0.10

Surveyed 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 Years:	2003		

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	23,440	0	0	6,818	0	0
5	0	0	0	200	0	0
6	0	0	0	28,517	0	0
13	0	0	0	741	0	0
14	0	0	0	0	0	0
16	0	0	0	120	0	0
18	1	0	0	10	0	0
21	28,517	0	0	28,517	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	6	0	0	37	0	0

Traffic Data

Year: 2009

AADT: 5200 PV: 3450 SU: 200 MU: 1550

CRS Data

Year: 2010

CRS Value: 6.4 Average IRI: 48 Average Rut: 0.10

Surveyed Section Information

District:	7	County:	Efffingham
Key Route:	FAI 57	Marked Route:	I 57 NB
Contract Number:	94859	Year of Construction:	2004
Pavement Type:	HMA	Pavement Thickness:	11.25

Survey Section Limits

Beginning:	5.49	Ending:	7.43
Surveyed Lanes:	2 of 2	Direction Surveyed:	NB
Overlay Years:			

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	10,289	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	10,395	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	10,395	0	0	10,395	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	4	0	0

Traffic Data

Year: 2010

AADT: 15500 PV: 9400 SU: 600 MU: 5500

CRS Data

Year: 2010

CRS Value: 6.0 Average IRI: 79 Average Rut: 0.19

Surveyed Section Information

District:	7	County:	Clay
Key Route:	FA 99	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 Years:			

Summary of Distresses

LANE	WEST BOUND			EAST BOUND		
DISTRESS	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	0	0	0	0	0	0
4	6,970	0	0	6,970	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	0	0	0	0	0	0
18	0	0	0	0	0	0
21	6,970	0	0	6,970	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 Data

Year: 2009

AADT: 2288 PV: 1657 SU: 130 MU: 500

CRS Data

Year: 2009

CRS Value: 7.0 Average IRI: 72 Average Rut: 0.08

Surveyed 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:	16.55	Ending:	21.29
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB

Overlay Years: _____ _____ _____

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	24,900	0	0	24,900	0	0
5	0	0	0	0	0	0
6	15,755	0	0	0	0	0
13	0	33	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	3	1	0	3	0	0
21	14,630	10,270	0	14,630	10,192	78
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	8	0	0
30	13	0	0	11	0	0

Traffic Data

Year: 2009

AADT: 5085 PV: 4534 SU: 183 MU: 368

CRS Data

Year: 2009

CRS Value: 5.2 Average IRI: 99 Average Rut: 0.16

Surveyed 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:	16.55	Ending:	21.29
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB

Overlay Years: _____ _____ _____

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	14,963	8,662	0	14,925	8,379	321
5	0	0	0	0	0	0
6	0	0	0	1,092	0	7
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	1	2	0
21	0	23,625	0	0	23,625	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	23	3	0	2	0	0

Traffic Data

Year: 2009

AADT: 5085 PV: 4534 SU: 183 MU: 368

CRS Data

Year: 2009

CRS Value: 5.2 Average IRI: 99 Average Rut: 0.16

Surveyed Section Information

District:	7	County:	Shelby / Christian
Key Route:	FAP 322	Marked Route:	US 51
Contract Number:	90281	Year of Construction:	2003
Pavement Type:	HMA	Pavement Thickness:	15

Survey Section Limits

Beginning:	0.00 / 0.00	Ending:	3.76 / 1.23
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB

Overlay Years: _____ _____ _____

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	25,786	0	0	25,786	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
13	25,357	0	0	25,678	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	1	0	0
21	25,786	0	0	25,786	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	3	0	0

Traffic Data

Year: 2009

AADT: 5416 PV: 4681 SU: 257 MU: 478

CRS Data

Year: 2009

CRS Value: 5.0 Average IRI: 61 Average Rut: 0.10

Surveyed Section Information

District:	7	County:	Shelby / Christian
Key Route:	FAP 322	Marked Route:	US 51
Contract Number:	90281	Year of Construction:	2003
Pavement Type:	HMA	Pavement Thickness:	15

Survey Section Limits

Beginning:	0.00 / 0.00	Ending:	3.76 / 1.23
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB
Overlay Years:			

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	25,908	0	0	25,908	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
13	25,908	0	0	25,908	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	3	0	0
21	25,908	0	0	25,908	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	40	1	0	13	0	0

Traffic Data

Year: 2009

AADT: 5416 PV: 4681 SU: 257 MU: 478

CRS Data

Year: 2009

CRS Value: 5.0 Average IRI: 61 Average Rut: 0.10

Surveyed 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 Years:			

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
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	744	0	0	744	0	0
18	0	0	0	0	0	0
21	49,283	0	0	49,283	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 Data

Year: 2010

AADT: 20400 PV: 11750 SU: 750 MU: 7900

CRS Data

Year: 2010

CRS Value: 8.2 Average IRI: 41 Average Rut: 0.11

Surveyed 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 Years:			

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
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	0	0
21	49,318	0	0	49,318	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 Data

Year: 2010

AADT: 20400 PV: 11750 SU: 750 MU: 7900

CRS Data

Year: 2010

CRS Value: 8.2 Average IRI: 41 Average Rut: 0.11

Surveyed Section Information

District:	8	County:	Madison
Key Route:	FAU 8877	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 Years:	2010		

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	2,733	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	2,733	0	0	2,733	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 Data

Year: 2006

AADT: 2006 PV: 1806 SU: 200 MU: 0

CRS Data

Year: 0

CRS Value: 0.0 Average IRI: 0 Average Rut: 0.00

Surveyed 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 Years:	1994		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	20	0	0	60	0	0
6	0	0	0	2,950	0	0
13	5	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	2,950	0	0	2,950	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	1	0	0

Traffic Data

Year: 2009

AADT: 8925 PV: 8043 SU: 181 MU: 700

CRS Data

Year: 2010

CRS Value: 4.9 Average IRI: 125 Average Rut: 0.29

Surveyed 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 Years:	1994		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	1,000	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	1,000	0	0	1,000	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 Data

Year: 2009

AADT: 8925 PV: 8043 SU: 181 MU: 700

CRS Data

Year: 2010

CRS Value: 4.9 Average IRI: 125 Average Rut: 0.29

Surveyed 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 Years: 1994

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	230	0	0
5	0	0	0	0	0	0
6	0	0	0	1,017	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	1,017	0	0	1,017	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 Data

Year: 2009

AADT: 8925 PV: 8043 SU: 181 MU: 700

CRS Data

Year: 2010

CRS Value: 4.9 Average IRI: 125 Average Rut: 0.29

Surveyed 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 Years: _____ _____ _____

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	1,167	0	0	1,167	0	0
5	20	0	0	20	0	0
6	0	0	0	1,167	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	3	1	0	0	0	1
21	1,167	0	0	1,167	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 Data

Year: 2009

AADT: 8925 PV: 8043 SU: 181 MU: 700

CRS Data

Year: 2010

CRS Value: 4.9 Average IRI: 125 Average Rut: 0.29

Surveyed 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 Years: _____ _____ _____

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	2,523	0	0	5,050	0	0
5	0	0	0	90	0	0
6	0	0	0	5,500	0	0
13	40	0	0	130	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	2	0	0	2	0	0
21	5,500	0	0	5,465	35	0
22	0	0	0	35	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 Data

Year: 2009

AADT: 8925 PV: 8043 SU: 181 MU: 700

CRS Data

Year: 2010

CRS Value: 4.9 Average IRI: 125 Average Rut: 0.29

Surveyed 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 Years: _____ _____ _____

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	900	0	0	900	0	0
5	0	0	0	94	0	0
6	0	0	0	900	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	2	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
27	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 8925 PV: 8043 SU: 181 MU: 700

CRS Data

Year: 2010

CRS Value: 4.9 Average IRI: 125 Average Rut: 0.29

Surveyed 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 Years: _____ _____ _____

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	1,890	0	0	1,916	0	0
5	0	0	0	0	0	0
6	0	0	0	2,000	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	2,000	0	0	2,000	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 Data

Year: 2009

AADT: 8925 PV: 8043 SU: 181 MU: 700

CRS Data

Year: 2010

CRS Value: 4.9 Average IRI: 125 Average Rut: 0.29

Surveyed 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 Years: _____ _____ _____

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	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
27	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 8925 PV: 8043 SU: 181 MU: 700

CRS Data

Year: 2010

CRS Value: 4.9 Average IRI: 125 Average Rut: 0.29

Surveyed 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 Years: _____ _____ _____

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	2,433	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	2,433	0	0	2,433	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 Data

Year: 2009

AADT: 8925 PV: 8043 SU: 181 MU: 700

CRS Data

Year: 2010

CRS Value: 4.9 Average IRI: 125 Average Rut: 0.29

Surveyed Section Information

District:	8	County:	St. Clair
Key Route:	FAP 327	Marked Route:	US 50
Contract Number:	40448L	Year of Construction:	1986
Pavement Type:	HMA	Pavement Thickness:	9.5

Survey Section Limits

Beginning:	5.56	Ending:	5.64
Surveyed Lanes:	2 of 2	Direction Surveyed:	EB/WB

Overlay Years: _____ _____ _____

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	500	0	0	500	0	0
5	45	0	0	0	0	0
6	0	0	0	777	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	777	0	0	777	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 Data

Year: 2009

AADT: 8925 PV: 8043 SU: 181 MU: 700

CRS Data

Year: 2010

CRS Value: 4.9 Average IRI: 125 Average Rut: 0.29

Surveyed 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 to 4	Direction Surveyed:	EB/WB
Overlay Years:	1994				

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	1,353	0	0	1,353	0	0
5	0	0	0	0	0	0
6	0	0	0	1,253	200	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	1,453	0	0	1,453	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	1	0	0	1	0	0

Traffic Data

Year: 2009

AADT: 7374 PV: 6486 SU: 250 MU: 638

CRS Data

Year: 2010

CRS Value: 8.0 Average IRI: 76 Average Rut: 0.14

Surveyed 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 to 4	Direction Surveyed:	EB/WB
Overlay Years:	1994				

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	2,326	0	0	2,326	0	0
5	0	0	0	0	0	0
6	0	0	0	2,100	300	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	2,400	0	0	2,400	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 Data

Year:	2009						
AADT:	7374	PV:	6486	SU:	250	MU:	638

CRS Data

Year:	2010				
CRS Value:	8.0	Average IRI:	76	Average Rut:	0.14

Surveyed 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 to 4	Direction Surveyed:	EB/WB
Overlay Years:	1994		2007		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	1,327	0	0	1,327	0	0
5	0	0	0	0	0	0
6	0	0	0	1,327	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	1,327	0	0	1,327	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 Data

Year:	2009						
AADT:	7374	PV:	6486	SU:	250	MU:	638

CRS Data

Year:	2010				
CRS Value:	8.0	Average IRI:	76	Average Rut:	0.14

Surveyed 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 to 4	Direction Surveyed:	EB/WB
Overlay Years:	2007				

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	1,000	0	0	1,000	0	0
5	0	0	0	0	0	0
6	0	0	0	1,000	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	1,000	0	0	1,000	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 Data

Year:	2009						
AADT:	7374	PV:	6486	SU:	250	MU:	638

CRS Data

Year:	2010				
CRS Value:	8.0	Average IRI:	76	Average Rut:	0.14

Surveyed 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 to 4	Direction Surveyed:	EB/WB
Overlay Years:	2007				

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	14,877	0	0	14,877	0	0
5	0	0	0	0	0	0
6	0	0	0	14,877	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	14,877	0	0	14,877	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 Data

Year:	2009						
AADT:	7374	PV:	6486	SU:	250	MU:	638

CRS Data

Year:	2010				
CRS Value:	8.0	Average IRI:	76	Average Rut:	0.14

Surveyed 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 Years:	2009		

Summary of Distresses

LANE	WEST BOUND			EAST BOUND		
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	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	1	0	0	0	0	0
21	15,850	0	0	15,850	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 Data

Year: 2009

AADT: 12879 PV: 11962 SU: 423 MU: 494

CRS Data

Year: 2010

CRS Value: 8.7 Average IRI: 108 Average Rut: 0.09

Surveyed 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 Years:			

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	15,500	0	0	15,500	0	0
5	0	0	0	0	0	0
6	15,500	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	3	0	0	3	0	0
21	15,500	0	0	15,500	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 Data

Year: 2007

AADT: 16245 PV: 15735 SU: 293 MU: 216

CRS Data

Year: 2010

CRS Value: 5.7 Average IRI: 103 Average Rut: 0.17

Surveyed 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 Years:			

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	14,599	0	0	12,533	0	0
5	0	0	0	250	0	0
6	0	0	0	13,986	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	1	1	0	1	0	0
21	14,599	0	0	14,599	0	0
23	0	0	0	2	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	1	0	0

Traffic Data

Year: 2008

AADT: 23422 PV: 21536 SU: 786 MU: 1100

CRS Data

Year: 2010

CRS Value: 6.0 Average IRI: 111 Average Rut: 0.15

Surveyed 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 Years:			

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	14,984	0	0	14,092	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	0	0	0	0	0	0
18	0	0	0	0	0	0
21	15,076	0	0	15,076	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 Data

Year: 2008

AADT: 23422 PV: 21536 SU: 786 MU: 1100

CRS Data

Year: 2010

CRS Value: 6.0 Average IRI: 111 Average Rut: 0.15

Surveyed 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 Years:			

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	16,301	0	0	16,302	0	0
5	0	0	0	0	0	0
6	0	0	0	16,302	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	1	0	0	5	0	0
21	16,301	0	0	16,302	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	0	0	0

Traffic Data

Year: 2009

AADT: 28052 PV: 25435 SU: 1145 MU: 1472

CRS Data

Year: 2010

CRS Value: 6.0 Average IRI: 111 Average Rut: 0.15

Surveyed 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 Years:					

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	14,314	0	0	13,331	0	0
5	0	0	0	0	0	0
6	0	0	0	14,312	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	63	0	0
18	0	0	0	3	0	0
21	14,314	0	0	14,312	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 Data

Year: 2009

AADT: 28052 PV: 25435 SU: 1145 MU: 1472

CRS Data

Year: 2010

CRS Value: 6.0 Average IRI: 111 Average Rut: 0.15

Surveyed 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	4	Direction Surveyed:	NB
Overlay Years:	2009				

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	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	4,700	0	0	4,700	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 Data

Year: 2009

AADT: 5403 PV: 4939 SU: 132 MU: 332

CRS Data

Year: 2010

CRS Value: 9.0 Average IRI: 60 Average Rut: 0.05

Surveyed Section Information

District:	8	County:	Jefferson
Key Route:	FA 322	Marked Route:	US 51
Contract Number:	96484B	Year of Construction:	1995
Pavement Type:	HMA	Pavement Thickness:	15.25

Survey Section Limits

Beginning:	0.75	Ending:	2.25
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB
Overlay Years:			

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	5,983	217	0	5,983	217	0
5	0	0	0	0	0	0
6	0	0	0	6,200	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	1	0	0	0	2	0
21	7,983	217	0	7,983	217	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 Data

Year: 2009

AADT: 7100 PV: 6600 SU: 150 MU: 350

CRS Data

Year: 2010

CRS Value: 4.8 Average IRI: 150 Average Rut: 0.21

Surveyed 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 Years:	2010		

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	1,000	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	5,000	0	0	5,000	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 Data

Year: 2009

AADT: 38269 PV: 29547 SU: 1505 MU: 7217

CRS Data

Year: 2010

CRS Value: 9.0 Average IRI: 107 Average Rut: 0.26

Surveyed 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 Years:	2010		

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	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	5,000	0	0	5,000	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 Data

Year: 2009

AADT: 38269 PV: 29547 SU: 1505 MU: 7217

CRS Data

Year: 2010

CRS Value: 9.0 Average IRI: 107 Average Rut: 0.26

Surveyed 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 Years: 2008

Summary of Distresses

LANE	NORTH BOUND			SOUTH BOUND		
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	0	0	0
18	0	0	0	0	0	0
21	12,921	0	0	12,921	0	0
23	0	0	0	0	0	0
30	2	0	0	5	0	0

Traffic Data

Year: 2009

AADT: 3642 PV: 3410 SU: 93 MU: 138

CRS Data

Year: 2010

CRS Value: 7.4 Average IRI: 88 Average Rut: 0.15

Surveyed 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 Years: _____ _____ _____

Summary of Distresses

LANE	SOUTH BOUND			NORTH BOUND		
DISTRESS	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	2,923	208	3	7,140	108	15
4	183	0	0	135	0	0
5	0	0	0	145	0	0
6	0	0	0	0	0	0
13	171	0	0	175	0	0
18	0	0	0	0	0	0
21	23,220	730	0	23,131	819	0
23	0	0	0	0	0	0
27	0	0	0	350	0	0
30	2	0	0	2	0	0

Traffic Data

Year: 2009

AADT: 3500 PV: 3225 SU: 100 MU: 175

CRS Data

Year: 2010

CRS Value: 8.0 Average IRI: 74 Average Rut: 0.28

Surveyed 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 Years:			

Summary of Distresses

LANE	SOUTH BOUND			NORTH BOUND		
DISTRESS	Low	Medium	High	Low	Medium	High
14	0	0	0	1	0	0
2	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	450	0	0
6	3,823	0	0	0	0	0
13	7,541	0	0	6,323	0	0
18	0	0	0	0	0	0
21	11,596	0	0	11,596	0	0
22	6	0	0	7	0	0
30	0	0	0	2	0	0

Traffic Data

Year: 2009

AADT: 10269 PV: 9753 SU: 266 MU: 249

CRS Data

Year: 2010

CRS Value: 7.6 Average IRI: 80 Average Rut: 0.11

Surveyed 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 Years: 2009 NB 2008 SB

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
1	0	0	0	0	0	0
2	45	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	60	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	11	0	0	40	2	1
21	21,398	0	0	21,398	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	1	0	0
27	0	0	0	0	0	0
30	1	0	0	1	0	0

Traffic Data

Year: 2010

AADT: 9700 PV: 5450 SU: 550 MU: 3700

CRS Data

Year: 2010

CRS Value: 8.1 Average IRI: 44 Average Rut: 0.10

Surveyed 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 Years:	2009 NB	2008 SB	

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	17	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	284	0	0	0	0	0
13	0	0	0	0	0	0
18	0	0	1	12	0	0
21	21,334	0	0	21,334	0	0
23	2	0	0	1	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2010

AADT: 9700 PV: 5450 SU: 550 MU: 3700

CRS Data

Year: 2010

CRS Value: 8.1 Average IRI: 44 Average Rut: 0.10

APPENDIX C

Performance Monitoring
Section Summaries
for
JPCP

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	5	0	0	16	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	14	0	0	18	0	0
15	0	0	0	0	0	0
16	336	0	0	216	0	0
17	0	0	0	0	0	0
18	0	0	0	0	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	2	0	0	6	0	0
29	0	0	0	0	0	0
30	41	10	1	41	9	1

Traffic Data

Year: 2009

AADT: 31390 PV: 29776 SU: 1062 MU: 552

CRS Data

Year: 2009

CRS Value: 7.8 Average IRI: 178 Average Rut: 0.14

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	6	0	0	4	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	10	0	0	18	0	0
15	0	0	0	0	0	0
16	150	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	4	0	0	10	0	0
29	0	0	0	0	0	0
30	19	5	0	13	4	0

Traffic Data

Year: 2009

AADT: 31390 PV: 29776 SU: 1062 MU: 552

CRS Data

Year: 2009

CRS Value: 7.8 Average IRI: 178 Average Rut: 0.14

Surveyed Section Information

District:	1	County:	DuPage / Will
Key Route:	FAP 338	Marked Route:	IL 59
Contract Number:	82139	Year of Construction:	1997
Pavement Type:	JPCP	Pavement Thickness:	9.5

Survey Section Limits

Beginning:	17.36 / 0.00	Ending:	18.67 / 2.24
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	4	0	0	8	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	13	0	0	52	0	0
15	0	0	0	0	0	0
16	804	0	0	8	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	13	3	1	16	2	1
29	0	0	0	0	0	0
30	184	35	0	185	30	0

Traffic Data

Year: 2009

AADT: 45039 PV: 42022 SU: 1266 MU: 1751

CRS Data

Year: 2009

CRS Value: 7.5 Average IRI: 110 Average Rut: 0.10

Surveyed Section Information

District:	1	County:	DuPage / Will
Key Route:	FAP 338	Marked Route:	IL 59
Contract Number:	82139	Year of Construction:	1997
Pavement Type:	JPCP	Pavement Thickness:	9.5

Survey Section Limits

Beginning:	17.36 / 0.00	Ending:	18.67 / 2.24
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB
Overlay Years:			

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	24	0	0	68	0	0
15	0	0	0	0	0	0
16	459	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	6	0	0	19	0	0
29	0	0	0	0	0	0
30	194	40	1	188	51	1

Traffic Data

Year: 2009

AADT: 45039 PV: 42022 SU: 1266 MU: 1751

CRS Data

Year: 2009

CRS Value: 7.5 Average IRI: 110 Average Rut: 0.10

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	4	1	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
12	0	0	0	0	0	0
13	0	0	0	13	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	1	0	0	0	0	0
29	0	0	0	0	0	0
30	13	2	2	14	3	1

Traffic Data

Year: 2009

AADT: 28208 PV: 27175 SU: 529 MU: 504

CRS Data

Year: 2009

CRS Value: 7.5 Average IRI: 133 Average Rut: 0.10

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	3	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	52	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	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	1	2	0	1	0	0
29	0	0	0	0	0	0
30	9	0	0	9	0	0

Traffic Data

Year: 2009

AADT: 28208 PV: 27175 SU: 529 MU: 504

CRS Data

Year: 2009

CRS Value: 7.5 Average IRI: 133 Average Rut: 0.10

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	0	0	0	10	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	1	0	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	4	0	0	2	0	0
29	0	0	0	0	0	0
30	5	1	0	7	1	0

Traffic Data

Year: 2009

AADT: 51431 PV: 48040 SU: 1672 MU: 1719

CRS Data

Year: 2009

CRS Value: 7.6 Average IRI: 124 Average Rut: 0.12

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	5	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	18	0	0	0	0	0
15	0	0	0	0	0	0
16	144	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	5	0	0	1	0	0
29	0	0	0	0	0	0
30	11	4	1	10	2	1

Traffic Data

Year: 2009

AADT: 51431 PV: 48040 SU: 1672 MU: 1719

CRS Data

Year: 2009

CRS Value: 7.6 Average IRI: 124 Average Rut: 0.12

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	2	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	80	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	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	4	0	0	13	0	0
29	0	0	0	0	0	0
30	1	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 40240 PV: 37778 SU: 1460 MU: 1002

CRS Data

Year: 2010

CRS Value: 7.2 Average IRI: 92 Average Rut: 0.10

Surveyed 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 Years:			

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	44	0	0
15	0	0	0	0	0	0
16	1	0	0	1	0	0
17	0	0	0	0	0	0
18	0	0	0	0	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	5	2	3	5	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 40240 PV: 37778 SU: 1460 MU: 1002

CRS Data

Year: 2010

CRS Value: 7.2 Average IRI: 92 Average Rut: 0.10

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	0	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
12	0	0	0	0	0	0
13	378	0	0	269	0	0
15	0	0	0	0	0	0
16	240	0	0	240	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	17	0	4	17	2	4
29	0	0	0	0	0	0
30	2	0	0	1	0	0

Traffic Data

Year: 2009

AADT: 37365 PV: 34980 SU: 1311 MU: 1074

CRS Data

Year: 2010

CRS Value: 7.2 Average IRI: 92 Average Rut: 0.10

Surveyed 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 Years:			

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	35	0	0	46	0	0
15	0	0	0	0	0	0
16	96	0	0	96	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	21	1	3	21	4	7
29	0	0	0	0	0	0
30	3	0	0	3	0	0

Traffic Data

Year: 2009

AADT: 37365 PV: 34980 SU: 1311 MU: 1074

CRS Data

Year: 2010

CRS Value: 7.2 Average IRI: 92 Average Rut: 0.10

Surveyed 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 Years:			

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	40	0	0	48	0	0
15	0	0	0	0	0	0
16	134	0	0	320	0	0
17	0	0	0	0	0	0
18	0	0	0	3	0	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	13	2	1	24	6	0
29	0	0	0	0	0	0
30	4	0	0	8	0	0

Traffic Data

Year: 2009

AADT: 19276 PV: 18317 SU: 585 MU: 374

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 107 Average Rut: 0.09

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	4	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	48	0	0
15	0	0	0	0	0	0
16	0	0	0	1,215	0	0
17	1	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	5	0	0	18	5	0
29	0	0	0	0	0	0
30	8	1	0	8	1	0

Traffic Data

Year: 2009

AADT: 19276 PV: 18317 SU: 585 MU: 374

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 107 Average Rut: 0.09

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	4	1	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
12	0	0	0	0	0	0
13	54	0	0	12	0	0
15	0	0	0	0	0	0
16	9	72	0	0	0	0
17	0	0	0	0	0	0
18	3	1	0	7	0	0
20	0	0	0	24	0	0
26	0	0	0	0	0	0
28	8	0	0	16	0	0
29	0	0	0	0	0	0
30	1	1	0	3	1	0

Traffic Data

Year: 2009

AADT: 21690 PV: 20612 SU: 528 MU: 549

CRS Data

Year: 2009

CRS Value: 7.6 Average IRI: 111 Average Rut: 0.13

Surveyed 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 Years:			

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	90	0	0	30	0	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	19	0	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	12	2	0	19	1	0
29	0	0	0	0	0	0
30	3	1	0	5	1	0

Traffic Data

Year: 2009

AADT: 21690 PV: 20612 SU: 528 MU: 549

CRS Data

Year: 2009

CRS Value: 7.6 Average IRI: 111 Average Rut: 0.13

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	0	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	15	0	0	78	0	0
15	0	0	0	0	0	0
16	408	0	0	408	0	0
17	0	0	0	0	0	0
18	1	0	0	1	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	47	4	0	3	1	0
29	0	0	0	0	0	0
30	2	0	0	2	0	0

Traffic Data

Year: 2009

AADT: 15319 PV: 14106 SU: 541 MU: 672

CRS Data

Year: 2010

CRS Value: 7.1 Average IRI: 119 Average Rut: 0.12

Surveyed 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 Years:			

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	1	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	55	0	0
15	0	0	0	0	0	0
16	288	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	24	0	0	14	0	0
29	0	0	0	0	0	0
30	1	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 15319 PV: 14106 SU: 541 MU: 672

CRS Data

Year: 2010

CRS Value: 7.1 Average IRI: 119 Average Rut: 0.12

Surveyed 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 Years:			

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	9	0	0	0	0	0
15	1	0	0	1	0	0
16	180	180	0	296	180	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	5	0	0	4	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 21512 PV: 19925 SU: 602 MU: 984

CRS Data

Year: 2010

CRS Value: 7.1 Average IRI: 129 Average Rut: 0.10

Surveyed 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 Years:			

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	0	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	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	4	0	0	3	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 21512 PV: 19925 SU: 602 MU: 984

CRS Data

Year: 2010

CRS Value: 7.1 Average IRI: 129 Average Rut: 0.10

Surveyed 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:	2.52	Ending:	4.02
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	1	0	0	4	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	24	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	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	4	1	0	4	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 38320 PV: 35650 SU: 1320 MU: 1350

CRS Data

Year: 2009

CRS Value: 7.7 Average IRI: 111 Average Rut: 0.09

Surveyed 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:	2.52	Ending:	4.02
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	0	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	31	0	0
15	0	0	0	0	0	1
16	72	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	3	6	0	6	3	0
29	0	0	0	0	0	0
30	1	1	0	15	1	0

Traffic Data

Year: 2009

AADT: 38320 PV: 35650 SU: 1320 MU: 1350

CRS Data

Year: 2009

CRS Value: 7.7 Average IRI: 111 Average Rut: 0.09

Surveyed 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:	2.46	Ending:	5.52
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	1	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	0	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	0	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	6	0	0	13	1	0
29	0	0	0	0	0	0
30	4	0	0	4	0	0

Traffic Data

Year: 2009

AADT: 42075 PV: 38948 SU: 1636 MU: 1491

CRS Data

Year: 2009

CRS Value: 7.7 Average IRI: 111 Average Rut: 0.09

Surveyed 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:	2.46	Ending:	5.52
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	2	0	0	1	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	9	0	0	0	0	0
15	0	0	0	0	0	0
16	0	15	0	0	0	0
17	0	0	0	0	0	0
18	0	0	0	2	4	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	6	2	0	12	4	1
29	0	0	0	0	0	0
30	4	1	0	4	1	0

Traffic Data

Year: 2009

AADT: 42075 PV: 38948 SU: 1636 MU: 1491

CRS Data

Year: 2009

CRS Value: 7.7 Average IRI: 111 Average Rut: 0.09

Surveyed 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 Years:			

Summary of Distresses

LANE	EASTBOUND LANE			WESTBOUND LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	2	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
12	0	0	0	0	0	0
13	83	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	1	0	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	2	1	0	3	0	0
29	0	0	0	0	0	0
30	1	0	0	4	0	0

Traffic Data

Year: 2009

AADT: 12040 PV: 10900 SU: 510 MU: 630

CRS Data

Year: 2009

CRS Value: 7.9 Average IRI: 119 Average Rut: 0.08

Surveyed 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 Years:			

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	7	13	0
15	0	0	0	0	0	0
16	0	0	0	43	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	2	0	0	1	0	0
29	0	0	0	0	0	0
30	1	0	0	1	0	0

Traffic Data

Year: 2009

AADT: 8800 PV: 8350 SU: 250 MU: 200

CRS Data

Year: 2009

CRS Value: 7.7 Average IRI: 148 Average Rut: 0.08

Surveyed 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 Years:			

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	14	0	0	0	0	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	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	2	0	0	6	0	1
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 8800 PV: 8350 SU: 250 MU: 200

CRS Data

Year: 2009

CRS Value: 7.7 Average IRI: 148 Average Rut: 0.08

Surveyed Section Information

District:	2	County:	Winnebago
Key Route:	FAP 734	Marked Route:	IL 2
Contract Number:	84790A	Year of Construction:	2001
Pavement Type:	JPCP	Pavement Thickness:	9.75

Survey Section Limits

Beginning:	15.13	Ending:	15.62
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB
Overlay Years:			

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	0	0	2	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	5	0	0	3	0	1
29	0	0	0	0	0	0
30	9	0	0	9	0	0

Traffic Data

Year: 2009

AADT: 11000 PV: 10575 SU: 275 MU: 150

CRS Data

Year: 2009

CRS Value: 8.1 Average IRI: 151 Average Rut: 0.12

Surveyed Section Information

District:	2	County:	Winnebago
Key Route:	FAP 734	Marked Route:	IL 2
Contract Number:	84790A	Year of Construction:	2001
Pavement Type:	JPCP	Pavement Thickness:	9.75

Survey Section Limits

Beginning:	15.13	Ending:	15.62
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	1	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	0	0
15	0	0	0	0	0	0
16	0	0	0	4	0	0
17	0	0	0	0	0	0
18	0	0	1	1	0	2
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	3	0	0	6	0	0
29	0	0	0	0	0	0
30	2	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 11000 PV: 10575 SU: 275 MU: 150

CRS Data

Year: 2009

CRS Value: 8.1 Average IRI: 151 Average Rut: 0.12

Surveyed Section Information

District:	2	County:	Winnebago
Key Route:	FAP 734	Marked Route:	IL 2
Contract Number:	84790B	Year of Construction:	2001
Pavement Type:	JPCP	Pavement Thickness:	9.75

Survey Section Limits

Beginning:	15.02	Ending:	15.13
Surveyed Lanes:	2 of 2	Direction Surveyed:	NB
Overlay Years:			

Summary of Distresses

LANE	South Bound			North Bound		
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	0	0	2	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	5	0	0	3	0	1
29	0	0	0	0	0	0
30	9	0	0	9	0	0

Traffic Data

Year: 2009

AADT: 11000 PV: 10575 SU: 275 MU: 150

CRS Data

Year: 2009

CRS Value: 8.1 Average IRI: 151 Average Rut: 0.12

Surveyed Section Information

District:	2	County:	Stephenson
Key Route:	FAP 301	Marked Route:	US 20
Contract Number:	40455	Year of Construction:	1986
Pavement Type:	JPCP	Pavement Thickness:	10

Survey Section Limits

Beginning:	19.12	Ending:	22.17
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	3	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	72	0	0	92	0	0
15	0	0	0	0	0	0
16	2,376	0	0	1,812	0	0
17	0	0	0	0	0	0
18	10	0	0	3	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	4	0	0
29	0	0	0	0	0	0
30	114	79	0	123	77	2

Traffic Data

Year: 2009

AADT: 6139 PV: 4995 SU: 244 MU: 900

CRS Data

Year: 2009

CRS Value: 6.5 Average IRI: 167 Average Rut: 0.10

Surveyed Section Information

District:	2	County:	Stephenson
Key Route:	FAP 301	Marked Route:	US 20
Contract Number:	40455	Year of Construction:	1986
Pavement Type:	JPCP	Pavement Thickness:	10

Survey Section Limits

Beginning:	19.12	Ending:	22.17
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	1	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	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	0	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	13	2	0	18	1	0
29	0	0	0	0	0	0
30	14	3	0	19	3	2

Traffic Data

Year: 2009

AADT: 6139 PV: 4995 SU: 244 MU: 900

CRS Data

Year: 2009

CRS Value: 6.5 Average IRI: 167 Average Rut: 0.10

Surveyed Section Information

District:	2	County:	Stephenson
Key Route:	FAP 301	Marked Route:	US 20
Contract Number:	40455C	Year of Construction:	1986
Pavement Type:	JPCP	Pavement Thickness:	10

Survey Section Limits

Beginning:	19.23	Ending:	19.57
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:			

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	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	0	0	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	1	0	1	0	0

Traffic Data

Year: 2009

AADT: 6139 PV: 4995 SU: 244 MU: 900

CRS Data

Year: 2009

CRS Value: 6.5 Average IRI: 167 Average Rut: 0.10

Surveyed 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:	19.57	Ending:	20.12
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:			

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	29	0	0	20	0	0
15	0	0	0	0	0	0
16	852	0	0	1,344	0	0
17	0	0	0	0	0	0
18	3	0	0	0	0	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	45	17	0	39	13	0

Traffic Data

Year: 2009

AADT: 6139 PV: 4995 SU: 244 MU: 900

CRS Data

Year: 2009

CRS Value: 6.5 Average IRI: 167 Average Rut: 0.10

Surveyed 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 4	Direction Surveyed:	EB
Overlay Years:			

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	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	0	0	4	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 6139 PV: 4995 SU: 244 MU: 900

CRS Data

Year: 2009

CRS Value: 6.5 Average IRI: 167 Average Rut: 0.10

Surveyed 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 4	Direction Surveyed:	EB
Overlay Years:			

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	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	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	0	0
29	0	0	0	0	0	0
30	4	4	0	6	2	0

Traffic Data

Year: 2009

AADT: 6139 PV: 4995 SU: 244 MU: 900

CRS Data

Year: 2009

CRS Value: 6.5 Average IRI: 167 Average Rut: 0.10

Surveyed 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 Years:			

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	43	0	0	32	0	0
15	0	0	0	0	0	0
16	1,440	0	0	384	0	0
17	0	0	0	0	0	0
18	7	0	0	3	0	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	60	57	0	73	62	2

Traffic Data

Year: 2009

AADT: 6139 PV: 4995 SU: 244 MU: 900

CRS Data

Year: 2009

CRS Value: 6.5 Average IRI: 167 Average Rut: 0.10

Surveyed 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 Years:			

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	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	0	0
29	0	0	0	0	0	0
30	4	0	0	3	0	0

Traffic Data

Year: 2009

AADT: 6139 PV: 4995 SU: 244 MU: 900

CRS Data

Year: 2009

CRS Value: 6.5 Average IRI: 167 Average Rut: 0.10

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	1	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	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	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	13	1	0	18	0	0
29	0	0	0	0	0	0
30	4	0	0	5	0	0

Traffic Data

Year: 2009

AADT: 6139 PV: 4995 SU: 244 MU: 900

CRS Data

Year: 2009

CRS Value: 6.5 Average IRI: 167 Average Rut: 0.10

Surveyed 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 Years:			

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	0	0	0
15	0	0	0	0	0	0
16	156	0	0	156	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	2	0	5	1	0
29	0	0	0	0	0	0
30	13	3	0	17	3	0

Traffic Data

Year: 2009

AADT: 38500 PV: 35850 SU: 950 MU: 1700

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 106 Average Rut: 0.09

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	1	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	0	0
15	0	0	0	0	0	0
16	36	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	0	0	2	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 38500 PV: 35850 SU: 950 MU: 1700

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 106 Average Rut: 0.09

Surveyed 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 Years:			

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	0	0	0	0	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	1	0	1	0	0

Traffic Data

Year: 2009

AADT: 1650 PV: 1435 SU: 40 MU: 175

CRS Data

Year: 2009

CRS Value: 7.9 Average IRI: 126 Average Rut: 0.09

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	1	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	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	0	0	0
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	2	0	0	1	0	0

Traffic Data

Year: 2009

AADT: 1650 PV: 1435 SU: 40 MU: 175

CRS Data

Year: 2009

CRS Value: 7.9 Average IRI: 126 Average Rut: 0.09

Surveyed 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 Years:			

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	2	1	0	1	0	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	5	0	0	3	1	0

Traffic Data

Year: 2009

AADT: 8030 PV: 6252 SU: 1037 MU: 741

CRS Data

Year: 2009

CRS Value: 7.8 Average IRI: 169 Average Rut: 0.08

Surveyed 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 Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	3	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	13	0	0	0	0	0
15	0	0	0	0	0	0
16	252	0	0	0	0	0
17	0	0	0	0	0	0
18	2	0	0	2	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	1	0	0	1	0	0
29	0	0	0	0	0	0
30	9	0	0	4	2	0

Traffic Data

Year: 2009

AADT: 8030 PV: 6252 SU: 1037 MU: 741

CRS Data

Year: 2009

CRS Value: 7.8 Average IRI: 169 Average Rut: 0.08

Surveyed 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:	20.1			Ending:	21.55
Surveyed Lanes:	2	of	4	Direction Surveyed:	EB
Overlay Years:					

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	5	0	0	4	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	123	0	0	1,285	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	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	2	0	0	1	0	0
29	0	0	0	0	0	0
30	22	9	0	21	10	0

Traffic Data

Year: 2009

AADT: 26723 PV: 25374 SU: 833 MU: 516

CRS Data

Year: 2009

CRS Value: 7.5 Average IRI: 92 Average Rut: 0.09

Surveyed 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:	20.1	Ending:	21.55
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	9	0	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	169	0	0	1,187	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	3	0	0	4	0	0
29	0	0	0	0	0	0
30	18	14	0	25	12	0

Traffic Data

Year: 2009

AADT: 26723 PV: 25374 SU: 833 MU: 516

CRS Data

Year: 2009

CRS Value: 7.5 Average IRI: 92 Average Rut: 0.09

Surveyed 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
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:			

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	77	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	0	0	1	0	0
29	0	0	0	0	0	0
30	4	0	0	4	0	0

Traffic Data

Year: 2009

AADT: 26006 PV: 24949 SU: 564 MU: 493

CRS Data

Year: 2009

CRS Value: 7.5 Average IRI: 92 Average Rut: 0.09

Surveyed 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
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	3	0	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	0	0	0	148	0	0
15	0	0	0	0	0	0
16	0	0	0	18	30	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	2	0	0	6	3	0
29	0	0	0	0	0	0
30	4	4	0	6	4	0

Traffic Data

Year: 2009

AADT: 26006 PV: 24949 SU: 564 MU: 493

CRS Data

Year: 2009

CRS Value: 7.5 Average IRI: 92 Average Rut: 0.09

Surveyed 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 Years:					

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	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	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	13	0	0	6	0	0
29	0	0	0	0	0	0
30	1	0	0	2	0	0

Traffic Data

Year: 2009

AADT: 20300 PV: 19275 SU: 475 MU: 550

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 94 Average Rut: 0.10

Surveyed 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 Years:			

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	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	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	13	0	0	5	0	0
29	0	0	0	0	0	0
30	1	0	0	1	0	0

Traffic Data

Year: 2009

AADT: 20300 PV: 19275 SU: 475 MU: 550

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 94 Average Rut: 0.10

Surveyed 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:	15.32	Ending:	21.05
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB
Overlay Years:			

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	10	0	0
15	1	1	0	1	1	0
16	187	0	0	187	0	0
17	5 of 46	0	0	5 of 46	0	0
18	11	1	0	17	0	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	28	0	0	82	4	1
29	0	0	0	0	0	0
30	1	0	0	1	1	0

Traffic Data

Year: 2009

AADT: 4828 PV: 4265 SU: 211 MU: 351

CRS Data

Year: 2009

CRS Value: 7.2 Average IRI: 85 Average Rut: 0.11

Surveyed 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:	15.32	Ending:	21.05
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
8	2	1	0	3	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	202	0	0
15	2	0	0	6	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	2	0	0	7	0	0
20	0	0	0	0	0	0
26	0	0	0	1	0	0
28	15	0	0	38	1	2
29	0	0	0	0	0	0
30	0	1	0	0	1	0

Traffic Data

Year: 2009

AADT: 4828 PV: 4265 SU: 211 MU: 351

CRS Data

Year: 2009

CRS Value: 7.2 Average IRI: 85 Average Rut: 0.11

Surveyed 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 Years:			

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	0	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	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	2	0	0	4	0	2
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 9651 PV: 7451 SU: 350 MU: 1850

CRS Data

Year: 2010

CRS Value: 8.3 Average IRI: 80 Average Rut: 0.09

Surveyed 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 Years:					

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	13	0	0
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	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	9	1	0	8	1	2
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 9651 PV: 7451 SU: 350 MU: 1850

CRS Data

Year: 2010

CRS Value: 8.3 Average IRI: 80 Average Rut: 0.09

Surveyed 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:	12.3	Ending:	12.49
Surveyed Lanes:	2 of 2	Direction Surveyed:	EB/WB
Overlay Years:			

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	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	0	0	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	0	0

Traffic Data

Year: 2009

AADT: 5300 PV: 4525 SU: 225 MU: 550

CRS Data

Year: 2010

CRS Value: 5.9 Average IRI: 133 Average Rut: 0.11

Surveyed 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:	12.9
Surveyed Lanes:	2 of 2	Direction Surveyed:	EB/WB
Overlay Years:			

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	15	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	0	0	0	0	0
29	0	0	0	0	0	0
30	16	8	29	16	6	34

Traffic Data

Year: 2009

AADT: 5300 PV: 4525 SU: 225 MU: 550

CRS Data

Year: 2010

CRS Value: 5.5 Average IRI: 145 Average Rut: 0.11

Surveyed 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:	12.9	Ending:	13.27
Surveyed Lanes:	2 of 2	Direction Surveyed:	EB/WB
Overlay Years:			

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	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	0	0	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	2	48	2	2	53	2

Traffic Data

Year: 2009

AADT: 5300 PV: 4525 SU: 225 MU: 550

CRS Data

Year: 2010

CRS Value: 5.5 Average IRI: 145 Average Rut: 0.11

Surveyed 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 Years:			

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	0	0	0	0	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	37	0	0	36	4	0

Traffic Data

Year: 2009

AADT: 5115 PV: 4373 SU: 209 MU: 534

CRS Data

Year: 2010

CRS Value: 5.5 Average IRI: 145 Average Rut: 0.11

Surveyed 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 Years:			

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	117	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	0	0	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	21	90	1	23	90	5

Traffic Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 5.5 Average IRI: 145 Average Rut: 0.11

Surveyed 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 Years:			

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	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	1	0	0	0	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	7	34	3	5	28	10

Traffic Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 5.5 Average IRI: 145 Average Rut: 0.11

Surveyed 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 Years:	2009		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	1,626	0	0	1,626	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	1	0	0	1	0	0

Traffic Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 68 Average Rut: 0.11

Surveyed 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 Years:	2009		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	2,000	0	0	2,000	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	4	0	0	5	0	0

Traffic Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 68 Average Rut: 0.11

Surveyed 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 Years:	2009		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	1,020	0	0	1,020	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	1	0	0	1	0	0

Traffic Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 68 Average Rut: 0.11

Surveyed 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 Years:	2009		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	1,000	0	0	1,000	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	4	0	0	4	0	0

Traffic Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 68 Average Rut: 0.11

Surveyed 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
Surveyed Lanes:	2 of 2	Direction Surveyed:	EB/WB
Overlay Years:	2009		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	1,000	0	0	1,000	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 Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 68 Average Rut: 0.11

Surveyed 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			Ending:	16.21
Surveyed Lanes:	2	of	2	Direction Surveyed:	EB/WB
Overlay Years:	2009				

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	1,100	0	0	1,100	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 Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 68 Average Rut: 0.11

Surveyed 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 Years:	2009		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	1,100	0	0	1,100	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 Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 68 Average Rut: 0.11

Surveyed 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:	16.6
Surveyed Lanes:	2 of 2	Direction Surveyed:	EB/WB
Overlay Years:	2009		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	1,000	0	0	1,000	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	4	0	0	6	0	0

Traffic Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 68 Average Rut: 0.11

Surveyed 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:	16.6	Ending:	16.98
Surveyed Lanes:	2 of 2	Direction Surveyed:	EB/WB
Overlay Years:	2009		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	2,000	0	0	2,000	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	5	0	0	5	0	0

Traffic Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 68 Average Rut: 0.11

Surveyed 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 Years:	2009		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	2,000	0	0	2,000	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	11	0	0	12	0	0

Traffic Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 68 Average Rut: 0.11

Surveyed 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 Years:	2009		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	1,996	0	0	1,996	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	11	0	0	12	0	0

Traffic Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 68 Average Rut: 0.11

Surveyed 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 Years:	2009		

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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
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	1,987	0	0	1,987	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	12	0	0	13	0	0

Traffic Data

Year: 2009

AADT: 4450 PV: 3825 SU: 150 MU: 475

CRS Data

Year: 2010

CRS Value: 8.4 Average IRI: 68 Average Rut: 0.11

APPENDIX D

Performance Monitoring Section Summaries for CRCP

Surveyed Section Information

District:	1	County:	Cook/Dupage
Key Route:	FAP 345	Marked Route:	Elgin/O'hare Ex.
Contract Number:	80666	Year of Construction:	1993
Pavement Type:	CRC	Pavement Thickness:	10.5

Survey Section Limits

Beginning:	8.48	Ending:	10.36
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB

Overlay Years: _____ _____ _____

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	72	0	0	65	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	3	0	0	6	0	0
19	0	0	0	0	0	0
20	0	0	0	57	0	0
26	0	0	0	0	0	0
28	0	0	0	2	0	0
29	0	0	0	0	0	0
30	68	0	0	69	0	0

Traffic Data

Year: 2009

AADT: 85486 PV: 78699 SU: 2570 MU: 4216

CRS Data

Year: 2010

CRS Value: 7.7 Average IRI: 108 Average Rut: 0.09

Surveyed Section Information

District:	1	County:	Cook/Dupage
Key Route:	FAP 345	Marked Route:	Elgin/O'hare Ex.
Contract Number:	80666	Year of Construction:	1993
Pavement Type:	CRC	Pavement Thickness:	10.5

Survey Section Limits

Beginning:	8.48	Ending:	10.36
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB

Overlay Years: _____ _____ _____

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	210	0	0	243	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	3	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	0	0	0
29	0	0	0	0	0	0
30	41	0	0	41	0	0

Traffic Data

Year: 2009

AADT: 85486 PV: 78699 SU: 2570 MU: 4216

CRS Data

Year: 2010

CRS Value: 7.7 Average IRI: 108 Average Rut: 0.09

Surveyed Section Information

District:	1	County:	Will
Key Route:	FAI 80	Marked Route:	I 80
Contract Number:	82587	Year of Construction:	1997
Pavement Type:	CRC	Pavement Thickness:	12.25

Survey Section Limits

Beginning:	14.83	Ending:	19.3
Surveyed Lanes:	2 of 2	Direction Surveyed:	WB
Overlay Years:			

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	4,046	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	28	8	4	7	4	1
19	4	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	3	0	0	3	5	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2010

AADT: 101926 PV: 90030 SU: 2964 MU: 8932

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 78 Average Rut: 0.09

Surveyed Section Information

District:	1	County:	Will
Key Route:	FAI 80	Marked Route:	I 80
Contract Number:	82588	Year of Construction:	1997
Pavement Type:	CRC	Pavement Thickness:	12.25

Survey Section Limits

Beginning:	19.3			Ending:	26.2
Surveyed Lanes:	2	of	4	Direction Surveyed:	WB
Overlay Years:					

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	4,000	0	0	11,790	0	0
15	0	0	0	0	0	0
16	0	0	0	900	20	0
17	0	0	0	0	0	0
18	4	4	0	47	23	1
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	0	0	0
29	0	0	0	0	0	0
30	1	0	0	1	0	0

Traffic Data

Year: 2010

AADT: 103509 PV: 91977 SU: 3000 MU: 8532

CRS Data

Year: 2010

CRS Value: 8.0 Average IRI: 77 Average Rut: 0.09

Surveyed Section Information

District:	1	County:	Will
Key Route:	FAI 80	Marked Route:	I 80
Contract Number:	82589	Year of Construction:	1996
Pavement Type:	CRC	Pavement Thickness:	12.25

Survey Section Limits

Beginning:	14.83	Ending:	19.3
Surveyed Lanes:	2 of 2	Direction Surveyed:	EB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	6	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
13	295	0	0	142	0	0
15	0	0	0	0	0	0
16	15	0	0	0	0	0
17	3	0	0	2	0	0
18	17	5	0	5	3	0
19	0	0	0	0	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	15	1	0	2	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2010

AADT: 103509 PV: 91977 SU: 3000 MU: 8532

CRS Data

Year: 2010

CRS Value: 8.0 Average IRI: 77 Average Rut: 0.09

Surveyed Section Information

District:	1	County:	Will
Key Route:	FAI 80	Marked Route:	I 80
Contract Number:	82590	Year of Construction:	1996
Pavement Type:	CRC	Pavement Thickness:	12.25

Survey Section Limits

Beginning:	19.3	Ending:	26.2
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:			

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	375	82	0	22,391	453	0
15	0	0	0	0	0	0
16	10	0	0	0	0	0
17	0	0	0	0	0	0
18	0	1	0	23	20	1
19	0	0	0	0	0	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	3	0	0
29	0	0	0	0	0	0
30	1	0	0	5	0	1

Traffic Data

Year: 2010

AADT: 101926 PV: 90030 SU: 2964 MU: 8932

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 78 Average Rut: 0.09

Surveyed Section Information

District:	1	County:	Cook
Key Route:	FAI 55	Marked Route:	I 55
Contract Number:	82989	Year of Construction:	2000
Pavement Type:	CRC	Pavement Thickness:	12.5

Survey Section Limits

Beginning:	11.9	Ending:	13.19
Surveyed Lanes:	2 of 6	Direction Surveyed:	SB
Overlay Years:			

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	502	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
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	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 146884 PV: 135084 SU: 4400 MU: 7400

CRS Data

Year: 2010

CRS Value: 7.4 Average IRI: 143 Average Rut: 0.09

Surveyed Section Information

District:	2	County:	Whiteside
Key Route:	FAI 88	Marked Route:	I 88
Contract Number:	64219	Year of Construction:	2001
Pavement Type:	CRC	Pavement Thickness:	9

Survey Section Limits

Beginning:	12.03	Ending:	22.9
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:			

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	25	0	0	460	0	0
15	0	0	0	0	0	0
16	8	0	0	432	4	0
17	0	0	0	0	0	0
18	11	1	0	10	7	0
19	0	0	0	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	10	0	0
29	0	0	0	0	0	0
30	1	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 8916 PV: 6320 SU: 302 MU: 2294

CRS Data

Year: 2010

CRS Value: 8.0 Average IRI: 57 Average Rut: 0.11

Surveyed Section Information

District:	2	County:	Whiteside
Key Route:	FAI 88	Marked Route:	I 88
Contract Number:	64219	Year of Construction:	2001
Pavement Type:	CRC	Pavement Thickness:	9

Survey Section Limits

Beginning:	12.03	Ending:	22.9
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB
Overlay Years:			

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	191	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	3	0	0	1	6	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	0	0
29	0	0	0	0	0	0
30	0	0	0	0	1	0

Traffic Data

Year: 2009

AADT: 8916 PV: 6320 SU: 302 MU: 2294

CRS Data

Year: 2010

CRS Value: 8.0 Average IRI: 57 Average Rut: 0.11

Surveyed Section Information

District:	2	County:	Henry
Key Route:	FAI 74	Marked Route:	I 74
Contract Number:	64039	Year of Construction:	1998
Pavement Type:	CRC	Pavement Thickness:	9.75

Survey Section Limits

Beginning:	12.05	Ending:	14.5
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:			

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	23	0	0
15	0	0	0	0	0	0
16	72	0	0	498	516	276
17	0	0	0	0	0	0
18	0	0	0	4	2	1
19	0	0	0	1	2	1
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	4	2	0	3	7	0

Traffic Data

Year: 2009

AADT: 13900 PV: 9825 SU: 475 MU: 3600

CRS Data

Year: 2010

CRS Value: 6.0 Average IRI: 85 Average Rut: 0.09

Surveyed Section Information

District:	2	County:	Henry
Key Route:	FAI 74	Marked Route:	I 74
Contract Number:	64039	Year of Construction:	1998
Pavement Type:	CRC	Pavement Thickness:	9.75

Survey Section Limits

Beginning:	12.05	Ending:	14.5
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB
Overlay Years:			

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	135	0	0
15	0	0	0	0	2	1
16	0	0	0	324	594	243
17	0	0	0	0	0	0
18	1	1	0	1	2	0
19	0	0	0	0	1	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	4	0

Traffic Data

Year: 2009

AADT: 13900 PV: 9825 SU: 475 MU: 3600

CRS Data

Year: 2010

CRS Value: 6.0 Average IRI: 85 Average Rut: 0.09

Surveyed Section Information

District:	3	County:	LaSalle
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	42358	Year of Construction:	1987
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	11.64	Ending:	17.65
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB
Overlay Years:			

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	128	122	66	491	231	102
15	0	0	0	1	0	0
16	2,124	0	0	6,276	0	0
17	0	0	0	0	0	0
18	4	1	0	7	1	1
19	0	0	0	4	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	593	81	0	9	0	0
29	0	0	0	0	0	0
30	0	0	0	1	0	0

Traffic Data

Year: 2009

AADT: 19342 PV: 13692 SU: 763 MU: 4887

CRS Data

Year: 2010

CRS Value: 6.3 Average IRI: 91 Average Rut: 0.10

Surveyed Section Information

District:	3	County:	LaSalle
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	42358	Year of Construction:	1987
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	11.64	Ending:	17.65
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	0	2	0	1	2	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	344	193	0	792	30	103
15	0	0	0	0	3	0
16	432	276	0	3,876	1,260	0
17	1	0	0	1	0	0
18	3	2	1	24	1	0
19	1	0	0	2	0	0
20	0	0	0	27	0	0
26	0	0	0	0	0	0
28	332	0	0	96	3	4
29	0	0	0	0	0	0
30	0	0	0	3	2	0

Traffic Data

Year: 2009

AADT: 19342 PV: 13692 SU: 763 MU: 4887

CRS Data

Year: 2010

CRS Value: 6.3 Average IRI: 91 Average Rut: 0.10

Surveyed Section Information

District:	3	County:	LaSalle
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86074	Year of Construction:	1991
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	0			Ending:	11.68
Surveyed Lanes:	2	of	4	Direction Surveyed:	NB

Overlay Years: _____ _____ _____

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	62	0	1,045	416	0
15	0	0	0	1	1	0
16	576	0	0	2,424	324	48
17	0	0	0	0	0	0
18	4	14	0	36	12	1
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	39	12	1
29	0	0	0	0	0	0
30	0	2	0	0	57	0

Traffic Data

Year: 2009

AADT: 17337 PV: 12755 SU: 641 MU: 3940

CRS Data

Year: 2010

CRS Value: 6.2 Average IRI: 87 Average Rut: 0.10

Surveyed Section Information

District:	3	County:	LaSalle
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86074	Year of Construction:	1991
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	0			Ending:	11.68
Surveyed Lanes:	2	of	4	Direction Surveyed:	SB

Overlay Years: _____ _____ _____

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	1	2	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	940	125	0	1,495	214	0
15	0	0	0	1	0	3
16	1,452	0	0	1,860	72	0
17	0	0	0	0	0	0
18	7	0	1	38	9	1
19	0	0	0	1	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	4	1	0	22	8	0
29	0	0	0	0	0	0
30	2	1	0	11	30	2

Traffic Data

Year: 2009

AADT: 17337 PV: 12755 SU: 641 MU: 3940

CRS Data

Year: 2010

CRS Value: 6.2 Average IRI: 87 Average Rut: 0.10

Surveyed Section Information

District:	3	County:	Grundy
Key Route:	FAI 80	Marked Route:	I 80
Contract Number:	86399	Year of Construction:	1993
Pavement Type:	CRC	Pavement Thickness:	11.5

Survey Section Limits

Beginning:	2.36	Ending:	8.67
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:	2009		

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	4	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	32,270	0	93
13	0	0	0	343	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	0	0	0	1	2	0
21	32,363	0	0	32,363	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	5	0	1

Traffic Data

Year: 2007

AADT: 29400 PV: 17300 SU: 1900 MU: 10200

CRS Data

Year: 2010

CRS Value: 8.0 Average IRI: 65 Average Rut: 0.10

Surveyed Section Information

District:	3	County:	Grundy
Key Route:	FAI 80	Marked Route:	I 80
Contract Number:	86399	Year of Construction:	1993
Pavement Type:	CRC	Pavement Thickness:	11.5

Survey Section Limits

Beginning:	2.36	Ending:	8.67
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB
Overlay Years:	2009		

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	614	0	0
6	0	0	0	32,261	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	2	0	0	0	1	0
21	32,238	23	0	32,261	0	0
23	0	0	0	2	0	0
24	0	0	0	0	0	0
27	0	0	0	0	0	0
30	0	0	0	4	0	0
30	2	1	0	11	30	2

Traffic Data

Year: 2007

AADT: 29400 PV: 17300 SU: 1900 MU: 10200

CRS Data

Year: 2010

CRS Value: 8.0 Average IRI: 65 Average Rut: 0.10

Surveyed Section Information

District:	3	County:	Grundy
Key Route:	FAI 80	Marked Route:	I 80
Contract Number:	86562	Year of Construction:	1996
Pavement Type:	CRC	Pavement Thickness:	11.75

Survey Section Limits

Beginning:	8.67			Ending:	11.98
Surveyed Lanes:	2	of	4	Direction Surveyed:	EB
Overlay Years:					

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	0	0	0	0	0	0
9	37	0	0	37	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	0	0	0	722	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	2	0	0	0	0	0
18	6	1	0	3	1	0
19	0	0	1	0	0	0
20	0	0	0	31	0	0
26	0	0	0	0	0	0
28	1	0	0	1	0	0
29	0	0	0	0	0	0
30	1	0	0	1	0	0

Traffic Data

Year: 2009

AADT: 37235 PV: 27503 SU: 2287 MU: 7445

CRS Data

Year: 2010

CRS Value: 8.1 Average IRI: 67 Average Rut: 0.08

Surveyed Section Information

District:	3	County:	Grundy
Key Route:	FAI 80	Marked Route:	I 80
Contract Number:	86562	Year of Construction:	1996
Pavement Type:	CRC	Pavement Thickness:	11.75

Survey Section Limits

Beginning:	8.67			Ending:	11.98
Surveyed Lanes:	2	of	4	Direction Surveyed:	WB
Overlay Years:					

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	4,283	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	13	1	0	30	4	1
19	0	0	0	2	1	0
20	0	0	0	30	0	0
26	0	0	0	0	0	0
28	3	1	0	9	1	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 37235 PV: 27503 SU: 2287 MU: 7445

CRS Data

Year: 2010

CRS Value: 8.1 Average IRI: 67 Average Rut: 0.08

Surveyed Section Information

District:	3	County:	Grundy
Key Route:	FAI 80	Marked Route:	I 80
Contract Number:	66044	Year of Construction:	2002
Pavement Type:	CRC	Pavement Thickness:	13.75

Survey Section Limits

Beginning:	11.99	Ending:	19.7
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB
Overlay Years:			

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	1,692	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	0	0	6	1	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	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 40533 PV: 31300 SU: 2208 MU: 7025

CRS Data

Year: 2010

CRS Value: 8.3 Average IRI: 68 Average Rut: 0.11

Surveyed Section Information

District:	3	County:	Grundy
Key Route:	FAI 80	Marked Route:	I 80
Contract Number:	66051	Year of Construction:	2002
Pavement Type:	CRC	Pavement Thickness:	13.75

Survey Section Limits

Beginning:	11.99	Ending:	19.7
Surveyed Lanes:	2 of 2	Direction Surveyed:	EB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	8	0	0	7	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	310	0	0	450	0	0
15	0	0	0	0	0	0
16	0	0	0	49	0	0
17	0	0	0	0	0	0
18	3	1	0	2	3	1
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	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 40533 PV: 31300 SU: 2208 MU: 7025

CRS Data

Year: 2010

CRS Value: 8.3 Average IRI: 68 Average Rut: 0.11

Surveyed Section Information

District:	4	County:	Marshall
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86210	Year of Construction:	1992
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	6.06			Ending:	12.59
Surveyed Lanes:	2	of	4	Direction Surveyed:	NB
Overlay Years:					

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	0	1	0	0	1	1
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	91	63	0	3,203	196	0
15	0	0	0	2	0	0
16	0	0	0	1,770	972	0
17	0	0	0	0	0	0
18	1	1	0	20	5	3
19	0	0	0	8	5	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	14	3	0	8	2	0
29	0	0	0	0	0	0
30	1	2	0	3	34	5

Traffic Data

Year: 2009

AADT: 15299 PV: 9711 SU: 578 MU: 5011

CRS Data

Year: 2010

CRS Value: 5.8 Average IRI: 100 Average Rut: 0.09

Surveyed Section Information

District:	4	County:	Marshall
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86210	Year of Construction:	1992
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	6.06			Ending:	12.59
Surveyed Lanes:	2	of	4	Direction Surveyed:	SB
Overlay Years:					

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	107	51	0	569	248	0
15	0	0	0	2	0	0
16	0	0	0	2,508	3,000	300
17	0	0	0	0	0	0
18	12	5	9	11	2	0
19	0	0	0	3	2	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	13	3	0
29	0	0	0	0	0	0
30	0	1	0	0	52	8

Traffic Data

Year: 2009

AADT: 15299 PV: 9711 SU: 578 MU: 5011

CRS Data

Year: 2010

CRS Value: 5.8 Average IRI: 100 Average Rut: 0.09

Surveyed Section Information

District:	4	County:	Woodford
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86209A	Year of Construction:	1992
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	9.64			Ending:	13.54
Surveyed Lanes:	2	of	4	Direction Surveyed:	NB

Overlay Years: 2008

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
13	0	0	0	0	0	0
14	0	0	0	0	0	0
16	0	0	0	0	0	0
18	2	0	0	5	2	0
21	21,780	0	0	21,780	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	1	0	0

Traffic Data

Year: 2009

AADT: 14700 PV: 9400 SU: 500 MU: 4800

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 64 Average Rut: 0.07

Surveyed Section Information

District:	4	County:	Woodford
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86209A	Year of Construction:	1992
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	9.64	Ending:	13.54
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB

Overlay Years: 2008

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
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	23,791	0	0	23,791	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 Data

Year: 2009

AADT: 14700 PV: 9400 SU: 500 MU: 4800

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 64 Average Rut: 0.07

Surveyed Section Information

District:	4	County:	Woodford / Marshall
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86209B	Year of Construction:	1992
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	13.54 / 0.00	Ending:	19.10 / 5.05
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	0	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	71	0	0	614	26	0
15	0	0	0	2	0	0
16	0	0	0	900	252	0
17	0	0	0	0	0	0
18	1	1	0	36	5	1
19	0	0	0	1	4	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	1	2	0	11	3	0
29	0	0	0	0	0	0
30	0	3	0	0	36	0

Traffic Data

Year: 2009

AADT: 14700 PV: 9400 SU: 500 MU: 4800

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 64 Average Rut: 0.07

Surveyed Section Information

District:	4	County:	Woodford / Marshall
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86209B	Year of Construction:	1992
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	13.54 / 0.00	Ending:	19.10 / 5.05
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB
Overlay Years:			

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	60	49	0	349	52	0
15	0	0	0	1	0	0
16	0	0	0	1,404	708	0
17	0	0	0	0	0	0
18	7	2	0	48	14	1
19	0	0	0	9	1	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	5	8	0	28	5	0
29	0	0	0	0	0	0
30	0	1	0	3	58	5

Traffic Data

Year: 2009

AADT: 14700 PV: 9400 SU: 500 MU: 4800

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 64 Average Rut: 0.07

Surveyed Section Information

District:	4	County:	Tazewell
Key Route:	FA 406	Marked Route:	I 155
Contract Number:	44029	Year of Construction:	1989
Pavement Type:	CRC	Pavement Thickness:	10.25

Survey Section Limits

Beginning:	19.71	Ending:	20.6
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB

Overlay Years: 1998 Reconst.

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	0	0	1	0	0	1
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	3	0	5	12	0
19	6	0	0	15	3	2
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	18	1	3	1	0	1
29	0	0	0	0	0	0
30	0	14	0	0	17	0

Traffic Data

Year: 2009

AADT: 21273 PV: 18338 SU: 726 MU: 2209

CRS Data

Year: 2010

CRS Value: 5.9 Average IRI: 165 Average Rut: 0.10

Surveyed Section Information

District:	4	County:	Tazewell
Key Route:	FA 406	Marked Route:	I 155
Contract Number:	44029	Year of Construction:	1989
Pavement Type:	CRC	Pavement Thickness:	10.25

Survey Section Limits

Beginning:	19.71	Ending:	20.6
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB

Overlay Years: 1998 Reconst.

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	0	0	1	0	0	1
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	9	0	22	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	1	0	4	0	2
19	0	0	0	1	0	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	7	0	0	11	0	0
29	0	0	0	0	0	0
30	0	6	0	0	9	0

Traffic Data

Year: 2009

AADT: 21273 PV: 18338 SU: 726 MU: 2209

CRS Data

Year: 2010

CRS Value: 5.9 Average IRI: 165 Average Rut: 0.10

Surveyed Section Information

District:	5	County:	McLean
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	44217	Year of Construction:	1989
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	3.2			Ending:	5.91
Surveyed Lanes:	2	of	4	Direction Surveyed:	NB
Overlay Years:					

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	6	2	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
13	1,863	0	0	2,654	721	0
15	0	0	0	8	12	3
16	0	0	0	5,844	96	0
17	0	0	0	0	0	0
18	1	0	0	13	9	1
19	0	0	0	2	4	4
20	40	194	0	12	83	31
26	0	0	0	0	0	0
28	49	19	6	90	54	2
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 19717 PV: 14567 SU: 750 MU: 4400

CRS Data

Year: 2010

CRS Value: 5.0 Average IRI: 112 Average Rut: 0.09

Surveyed Section Information

District:	5	County:	McLean
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	44217	Year of Construction:	1989
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	3.2			Ending:	5.91
Surveyed Lanes:	2	of	4	Direction Surveyed:	SB
Overlay Years:					

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	2	0	0	1	1	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	613	446	0
13	514	52	0	1,816	898	94
15	1	0	0	5	7	2
16	420	0	0	6,846	822	114
17	0	0	0	0	0	0
18	6	3	0	25	8	0
19	0	0	0	13	5	2
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	28	2	1	34	14	1
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 19717 PV: 14567 SU: 750 MU: 4400

CRS Data

Year: 2010

CRS Value: 5.0 Average IRI: 112 Average Rut: 0.09

Surveyed Section Information

District:	5	County:	McLean / Woodford
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86184	Year of Construction:	1992
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	5.91 / 0.00	Ending:	9.55 / 1.00
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	1	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	1
11	0	0	0	0	0	0
13	187	65	0	1,132	59	0
15	0	0	0	4	0	0
16	0	0	0	1,524	240	156
17	0	0	0	0	0	0
18	20	3	0	56	14	1
19	0	0	0	7	13	2
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	8	9	0	6	1	0
29	0	0	0	0	0	0
30	1	0	0	3	2	1

Traffic Data

Year: 2009

AADT: 18110 PV: 13047 SU: 664 MU: 4400

CRS Data

Year: 2010

CRS Value: 5.6 Average IRI: 106 Average Rut: 0.09

Surveyed Section Information

District:	5	County:	McLean / Woodford
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86184	Year of Construction:	1992
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	5.91 / 0.00	Ending:	9.55 / 1.00
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB
Overlay Years:			

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	348	8	0	361	139	0
15	0	0	0	8	1	1
16	120	0	0	2,739	552	288
17	0	0	0	0	0	0
18	7	0	0	34	7	1
19	1	0	1	2	3	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	2	0	0	45	1	0
29	0	0	0	0	0	0
30	2	3	0	52	1	0

Traffic Data

Year: 2009

AADT: 18110 PV: 13047 SU: 664 MU: 4400

CRS Data

Year: 2010

CRS Value: 5.6 Average IRI: 106 Average Rut: 0.09

Surveyed Section Information

District:	4	County:	McLean
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86856A	Year of Construction:	1992
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	17.72	Ending:	21.7
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	6	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
13	0	0	0	0	0	0
15	0	0	0	0	0	0
16	168	0	0	84	0	0
17	0	0	0	0	0	0
18	1	0	0	3	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	1	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 37994 PV: 25495 SU: 1247 MU: 11253

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 81 Average Rut: 0.09

Surveyed Section Information

District:	4	County:	McLean
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86856A	Year of Construction:	1992
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	17.72	Ending:	21.7
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	3	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	0	0	0	0	0	0
15	0	0	0	0	0	0
16	192	0	0	96	0	0
17	0	0	0	0	0	0
18	0	1	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	2	1	0
29	0	0	0	0	0	0
30	0	0	0	0	1	0

Traffic Data

Year: 2009

AADT: 37994 PV: 25495 SU: 1247 MU: 11253

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 81 Average Rut: 0.09

Surveyed Section Information

District:	4	County:	McLean
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86856B	Year of Construction:	1992
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	21.7	Ending:	22.52
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB
Overlay Years:			

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	0	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	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 37900 PV: 25350 SU: 1250 MU: 11300

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 81 Average Rut: 0.09

Surveyed Section Information

District:	4	County:	McLean
Key Route:	FAI 39	Marked Route:	I 39
Contract Number:	86856B	Year of Construction:	1992
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	21.7			Ending:	22.52
Surveyed Lanes:	2	of	4	Direction Surveyed:	SB
Overlay Years:					

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	0	0	1	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	72	0	0	0	0	0
17	0	0	0	0	0	0
18	0	0	0	0	0	2
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	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 37900 PV: 25350 SU: 1250 MU: 11300

CRS Data

Year: 2010

CRS Value: 7.9 Average IRI: 81 Average Rut: 0.09

Surveyed Section Information

District:	6	County:	Pike
Key Route:	FAI 72	Marked Route:	I 72
Contract Number:	92038	Year of Construction:	1989
Pavement Type:	CRC	Pavement Thickness:	9

Survey Section Limits

Beginning:	4.32	Ending:	11.42
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	0	4	1	0	4	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	15	0	0
15	0	3	0	0	2	1
16	0	204	0	44	204	0
17	0	0	0	0	0	0
18	5	4	1	12	11	2
19	0	0	0	8	6	0
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	1	0	0	8	0	0
29	0	0	0	0	0	0
30	44	0	0	41	0	0

Traffic Data

Year: 2009

AADT: 6282 PV: 4417 SU: 251 MU: 1613

CRS Data

Year: 2010

CRS Value: 7.0 Average IRI: 88 Average Rut: 0.10

Surveyed Section Information

District:	6	County:	Pike
Key Route:	FAI 72	Marked Route:	I 72
Contract Number:	92038	Year of Construction:	1989
Pavement Type:	CRC	Pavement Thickness:	9

Survey Section Limits

Beginning:	4.32	Ending:	11.42
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB
Overlay Years:			

Summary of Distresses

LANE	PASSING LANE			DRIVING LANE		
DISTRESS	Low	Medium	High	Low	Medium	High
7	3	4	3	3	4	4
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
13	323	15	0	306	47	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	5	4	0	37	19	0
19	0	0	1	1	2	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	4	0	2	5	1	0
29	0	0	0	0	0	0
30	19	0	0	19	0	0

Traffic Data

Year: 2009

AADT: 6282 PV: 4417 SU: 251 MU: 1613

CRS Data

Year: 2010

CRS Value: 7.0 Average IRI: 88 Average Rut: 0.10

Surveyed Section Information

District:	7	County:	Effingham
Key Route:	FAI 57	Marked Route:	I 57
Contract Number:	40442	Year of Construction:	1986
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	15.77	Ending:	19.92
Surveyed Lanes:	2 of 4	Direction Surveyed:	NB
Overlay Years:	2010		

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	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	21,479	0	0	21,479	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 Data

Year: 2010

AADT: 17400 PV: 12500 SU: 500 MU: 4400

CRS Data

Year: 2010

CRS Value: 9.0 Average IRI: 111 Average Rut: 0.10

Surveyed Section Information

District:	7	County:	Effingham
Key Route:	FAI 57	Marked Route:	I 57
Contract Number:	40442	Year of Construction:	1986
Pavement Type:	CRC	Pavement Thickness:	10

Survey Section Limits

Beginning:	15.77	Ending:	19.92
Surveyed Lanes:	2 of 4	Direction Surveyed:	SB
Overlay Years:	2010		

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	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	21,167	0	0	21,167	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 Data

Year: 2010

AADT: 17400 PV: 12500 SU: 500 MU: 4400

CRS Data

Year: 2010

CRS Value: 9.0 Average IRI: 111 Average Rut: 0.10

Surveyed Section Information

District:	7	County:	Clark
Key Route:	FAI 70	Marked Route:	I 70
Contract Number:	70044	Year of Construction:	2002
Pavement Type:	CRC	Pavement Thickness:	12

Survey Section Limits

Beginning:	17.92	Ending:	27.38
Surveyed Lanes:	2 of 4	Direction Surveyed:	EB
Overlay Years:			

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	0	0	0
15	0	0	0	1	0	0
16	0	0	0	372	0	0
17	0	0	0	0	0	0
18	0	0	0	11	3	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	5	1
29	0	0	0	0	0	0
30	0	0	0	0	1	0

Traffic Data

Year: 2010

AADT: 20863 PV: 12204 SU: 669 MU: 7990

CRS Data

Year: 2010

CRS Value: 8.1 Average IRI: 69 Average Rut: 0.11

Surveyed Section Information

District:	7	County:	Clark
Key Route:	FAI 70	Marked Route:	I 70
Contract Number:	70044	Year of Construction:	2002
Pavement Type:	CRC	Pavement Thickness:	12

Survey Section Limits

Beginning:	17.92	Ending:	27.38
Surveyed Lanes:	2 of 4	Direction Surveyed:	WB
Overlay Years:			

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	297	0	0
17	0	0	0	0	0	0
18	0	0	0	0	11	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	2	4	0
29	0	0	0	0	0	0
30	0	0	0	0	1	0

Traffic Data

Year: 2010

AADT: 20863 PV: 12204 SU: 669 MU: 7990

CRS Data

Year: 2010

CRS Value: 8.1 Average IRI: 69 Average Rut: 0.11

Surveyed Section Information

District:	8	County:	Clinton
Key Route:	FAP 327	Marked Route:	US 50
Contract Number:	40317A	Year of Construction:	1986
Pavement Type:	CRC	Pavement Thickness:	9

Survey Section Limits

Beginning:	8.07			Ending:	8.55
Surveyed Lanes:	2	of	2 to 3	Direction Surveyed:	EB/WB

Overlay Years: _____ _____ _____

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	228	0	0
17	0	0	0	0	0	0
18	0	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	2	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 6210 PV: 5378 SU: 236 MU: 596

CRS Data

Year: 2010

CRS Value: 7.2 Average IRI: 101 Average Rut: 0.11

Surveyed Section Information

District:	8	County:	Clinton
Key Route:	FAP 327	Marked Route:	US 50
Contract Number:	40317B	Year of Construction:	1986
Pavement Type:	CRC	Pavement Thickness:	8

Survey Section Limits

Beginning:	8.55			Ending:	11.19
Surveyed Lanes:	2	of	2 to 3	Direction Surveyed:	EB/WB

Overlay Years: _____ _____ _____

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	42	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	0	0	0	0	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 6210 PV: 5378 SU: 236 MU: 596

CRS Data

Year: 2010

CRS Value: 7.2 Average IRI: 101 Average Rut: 0.11

Surveyed Section Information

District:	8	County:	Clinton
Key Route:	FAP 327	Marked Route:	US 50
Contract Number:	40317C	Year of Construction:	1986
Pavement Type:	CRC	Pavement Thickness:	7

Survey Section Limits

Beginning:	11.19			Ending:	12.06
Surveyed Lanes:	2	of	2 to 3	Direction Surveyed:	EB/WB

Overlay Years: _____ _____ _____

Summary of Distresses

LANE	EAST BOUND			WEST BOUND		
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	54	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
19	0	1	0	0	2	1
20	0	0	0	0	0	0
26	0	0	0	0	0	0
28	0	0	0	4	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0

Traffic Data

Year: 2009

AADT: 6210 PV: 5378 SU: 236 MU: 596

CRS Data

Year: 2010

CRS Value: 7.2 Average IRI: 101 Average Rut: 0.11

APPENDIX E

Patching Quantities
from
Full-Depth HMA Pavement
Historical Distress Surveys

Patching Quantities from Full-Depth HMA Pavement Historical Distress Surveys

Contract	District	County	Marked Route	Construction Year	AGE	Average Percent Patching	Survey Year
40662	5	Champaign	IL 130	1987	3	0.01	1990
92108	6	Logan	I 155	1990	0	0.00	1990
40406	9	Pulaski	I 57	1986	4	0.00	1990
40662	5	Champaign	IL 130	1987	5	0.01	1992
92108	6	Logan	I 155	1990	2	0.00	1992
92109	6	Scott	I 72	1990	2	0.00	1992
92230	6	Pike	I 72	1991	1	0.00	1992
40406	9	Pulaski	I 57	1986	6	0.00	1992
80169	1	Cook	111th St.	1990	3	0.00	1993
80315	1	Dupage	IL 38	1990	3	0.04	1993
80482	1	Will	US 45	1992	1	0.00	1993
80742	1	Dupage	IL 53	1991	2	0.00	1993
40463	2	Stephenson	US 20	1986	7	0.01	1993
84125	2	Carroll	IL 73	1989	4	0.00	1993
84199	2	Ogle	IL 26/72	1991	2	0.00	1993
84200	2	Jo Daviess	US 20	1992	1	0.00	1993
84220	2	Lee	IL 2	1992	1	0.00	1993
88031	4	Tazewell	I 155	1991	2	0.00	1993
88047	4	Tazewell	I 155	1991	2	0.00	1993
88048	4	Tazewell	I 155	1992	1	0.00	1993
88051	4	Tazewell	I 155	1992	1	0.04	1993
40662	5	Champaign	IL 130	1987	6	0.04	1993
90023	5	Champaign	I 74	1992	1	0.00	1993
90046	5	Champaign	I 74	1991	2	0.00	1993
90049	5	Champaign	I 74	1991	2	0.00	1993
90122	5	Champaign	I 74	1992	1	0.00	1993
90123	5	Champaign	I 74	1991	2	0.00	1993
92108	6	Logan	I 155	1990	3	0.00	1993
92109	6	Scott	I 72	1990	3	0.00	1993
92228	6	Logan	I 155	1992	1	0.00	1993
92230	6	Pike	I 72	1991	2	0.00	1993
92328	6	Sangamon	Williamsville Rd.	1991	2	0.11	1993
94037	7	Clay	US 50	1990	3	0.03	1993
40406	9	Pulaski	I 57	1986	7	0.00	1993
84125	2	Carroll	IL 73	1989	6	0.00	1995
84199	2	Ogle	IL 26/72	1991	4	0.00	1995
84200	2	Jo Daviess	US 20	1992	3	0.00	1995

Patching Quantities from Full-Depth HMA Pavement Historical Distress Surveys (Continued)

Contract	District	County	Marked Route	Construction Year	AGE	Average Percent Patching	Survey Year
84220	2	Lee	IL 2	1992	3	0.00	1995
88031	4	Tazewell	I 155	1991	4	0.00	1995
88047	4	Tazewell	I 155	1991	4	0.00	1995
88048	4	Tazewell	I 155	1992	3	0.00	1995
88051	4	Tazewell	I 155	1992	3	0.04	1995
40662	5	Champaign	IL 130	1987	8	0.04	1995
90023	5	Champaign	I 74	1992	3	0.00	1995
90046	5	Champaign	I 74	1991	4	0.00	1995
90049	5	Champaign	I 74	1991	4	0.00	1995
90122	5	Champaign	I 74	1992	3	0.00	1995
90123	5	Champaign	I 74	1991	4	0.00	1995
92108	6	Logan	I 155	1990	5	0.00	1995
92109	6	Scott	I 72	1990	5	0.00	1995
92228	6	Logan	I 155	1992	3	0.00	1995
92328	6	Sangamon	Williamsville Rd.	1991	4	0.92	1995
94037	7	Clay	US 50	1990	5	0.03	1995
96232	8	Madison	US 67	1993	2	0.03	1995
40406	9	Pulaski	I 57	1986	9	0.00	1995
80169	1	Cook	111th St.	1990	7	0.01	1997
80315	1	Dupage	IL 38	1990	7	0.17	1997
88067	4	Tazewell	US 24	1995	2	0.00	1997
40662	5	Champaign	IL 130	1987	10	0.04	1997
92328	6	Sangamon	Williamsville Rd.	1991	6	0.92	1997
94037	7	Clay	US 50	1990	7	0.03	1997
96232	8	Madison	US 67	1993	4	0.07	1997
40406	9	Pulaski	I 57	1986	11	0.00	1997
98119	9	Alexander	IL 3	1994	3	0.00	1997
80482	1	Will	US 45	1992	6	0.00	1998
80497	1	Lake	IL 137	1990	8	0.00	1998
80742	1	Dupage	IL 53	1991	7	0.00	1998
82125	1	Cook	Talcott Rd.	1995	3	0.00	1998
84167	2	Stephenson	IL 26	1991	7	0.00	1998
84199	2	Ogle	IL 26/72	1991	7	0.00	1998
88048	4	Tazewell	I 155	1992	6	0.00	1998
88051	4	Tazewell	I 155	1992	6	0.29	1998
90023	5	Champaign	I 74	1992	6	0.00	1998
90046	5	Champaign	I 74	1991	7	0.00	1998

Patching Quantities from Full-Depth HMA Pavement Historical Distress Surveys (Continued)

Contract	District	County	Marked Route	Construction Year	AGE	Average Percent Patching	Survey Year
90122	5	Champaign	I 74	1992	6	0.00	1998
90123	5	Champaign	I 74	1991	7	0.00	1998
92109	6	Scott	I 72	1990	8	0.00	1998
92230	6	Pike	I 72	1991	7	0.00	1998
92339	6	Macoupin	Shipman Rd.	1995	3	0.00	1998
96349	8	Madison	I 70	1996	2	0.00	1998
96625	8	Madison	New Poag Rd.	1995	3	0.00	1998
80169	1	Cook	111th St.	1990	9	0.01	1999
80315	1	Dupage	IL 38	1990	9	0.63	1999
84161	2	Ogle	IL 2	1998	1	0.00	1999
84659	2	Stephenson	US 20	1995	4	0.00	1999
88047	4	Tazewell	I 155	1991	8	0.00	1999
88067	4	Tazewell	US 24	1995	4	0.00	1999
40662	5	Champaign	IL 130	1987	12	0.05	1999
90049	5	Champaign	I 74	1991	8	0.00	1999
96232	8	Madison	US 67	1993	6	0.11	1999
40406	9	Pulaski	I 57	1986	13	0.00	1999
98119	9	Alexander	IL 3	1994	5	0.00	1999
80169	1	Cook	111th St.	1990	20	0.02	2010
80315	1	Dupage	IL 38	1990	20	0.32	2010
80482	1	Will	US 45	1992	18	0.39	2010
80497	1	Lake	IL 137	1990	20	0.00	2010
80742	1	Dupage	IL 53	1991	19	2.86	2010
82125	1	Cook	Talcott Rd.	1995	15	0.00	2010
40463	2	Stephenson	US 20	1986	24	0.00	2010
84125	2	Carroll	IL 73	1989	21	0.00	2010
84161	2	Ogle	IL 2	1998	12	0.00	2010
84167	2	Stephenson	IL 26	1991	19	0.00	2010
84199	2	Ogle	IL 26/72	1991	19	0.00	2010
84200	2	Jo Daviess	US 20	1992	18	0.00	2010
84220	2	Lee	IL 2	1992	18	0.00	2010
84659	2	Stephenson	US 20	1995	15	0.00	2010
68159	4	Knox	IL 41	2005	5	0.00	2010
86068	4	Woodford	US 24	1990	20	0.00	2010
88031	4	Tazewell	I 155	1991	19	0.00	2010
88047	4	Tazewell	I 155	1991	19	0.00	2010
88048	4	Tazewell	I 155	1992	18	0.00	2010

Patching Quantities from Full-Depth HMA Pavement Historical Distress Surveys (Continued)

Contract	District	County	Marked Route	Construction Year	AGE	Average Percent Patching	Survey Year
88051	4	Tazewell	I 155	1992	18	0.00	2010
88067	4	Tazewell	US 24	1995	15	0.00	2010
88067	4	Tazewell	US 24	1995	15	0.00	2010
88261	4	McDonough	US 67	1996	14	0.00	2010
88624	4	Warren	US 67	2002	8	0.00	2010
40662	5	Champaign	IL 130	1987	23	0.00	2010
86602	5	McLean	IL 9	1996	14	0.00	2010
90023	5	Champaign	I 74	1992	18	0.00	2010
90046	5	Champaign	I 74	1991	19	0.00	2010
90049	5	Champaign	I 74	1991	19	0.00	2010
90122	5	Champaign	I 74	1992	18	0.00	2010
90123	5	Champaign	I 74	1991	19	0.00	2010
92108	6	Logan	I 155	1990	20	0.00	2010
92109	6	Scott	I 72	1990	20	0.00	2010
92228	6	Logan	I 155	1992	18	0.00	2010
92230	6	Pike	I 72	1991	19	0.01	2010
92328	6	Sangamon	Williamsville Rd.	1991	19	0.00	2010
92339	6	Macoupin	Shipman Rd.	1995	15	0.00	2010
92434	6	Adams	IL 336	1995	15	0.00	2010
70059	7	Clark	I 70	2003	7	0.06	2010
90278	7	Macon	US 51	1995	15	0.00	2010
90281	7	Shelby	US 51	2003	7	0.00	2010
94037	7	Clay	US 50	1990	20	0.00	2010
94859	7	Effingham	I 57 NB	2004	6	0.00	2010
40315	8	Clinton	US 50	1986	24	0.00	2010
40448	8	St. Clair	US 50	1986	24	0.00	2010
96232	8	Madison	US 67	1993	17	0.00	2010
96349	8	Madison	I 70	1996	14	0.00	2010
96397	8	St. Clair	IL 161	1994	16	0.00	2010
96484	8	Washington	US 51	1995	15	0.00	2010
96625	8	Madison	New Poag Rd.	1995	15	0.00	2010
96737	8	Madison	IL 255	1998	12	0.01	2010
96739	8	Madison	IL 255	1998	12	0.00	2010
40406	9	Pulaski	I 57	1986	24	0.00	2010
98119	9	Alexander	IL 3	1994	16	0.00	2010
98290	9	Union	US 51	1998	12	0.00	2010
98420	9	Jackson	US 51	2002	8	0.00	2010

APPENDIX F

Patching Quantities
from
JPCP
Historical Distress Surveys

Patching Quantities from JPCP Historical Distress Surveys

Contract	District	County	Marked Route	Construction Year	AGE	Average Percent Patching	Survey Year
60748	1	Cook	US 12/20/45	2004	7	0.06	2010
60927	1	Cook	US 12/20/45	2004	7	0.09	2010
62277	1	Cook	US 30	2004	7	0.22	2010
82139	1	DuPage	IL 59	1997	14	0.14	2010
82196	1	Cook	IL 83	1999	12	0.32	2010
82328	1	Kane	IL 64	1997	14	0.21	2010
82385	1	Cook	US 30	2004	7	0.49	2010
82514	1	Dupage	IL 64	2002	9	0.02	2010
82634	1	Dupage	IL 64	2002	9	0.00	2010
82712	1	Lake	US 45	2002	9	0.03	2010
82840	1	DuPage	US 34	1997	14	0.00	2010
82840	1	DuPage	IL 59	1997	14	0.08	2010
40455	2	Stephenson	US 20	1986	25	0.60	2010
64147	2	JoDaviess	US 20	2003	8	0.00	2010
64210	2	Lee	IL 2	2000	11	0.18	2010
64244	2	Rock Island	I 74	2003	8	0.25	2010
64555	2	Winnebago	IL 75	2002	9	0.00	2010
84790	2	Winnebago	IL 2	2001	10	0.02	2010
84984	2	Winnebago	IL 75	2002	9	0.19	2010
66013	3	Kendall	US 34	2003	8	0.00	2010
66160	3	Kendall	US 34	2003	8	0.02	2010
86854	5	McLean	I 55 BUS	2003	8	0.00	2010
92763	6	Pike	I 72	2000	11	0.22	2010
92774	6	Morgan	US 67	1999	12	0.04	2010
40456	8	Clinton	US 50	1986	25	0.00	2010

APPENDIX G

Patching Quantities
from
CRCP
Historical Distress Surveys

Patching Quantities from CRCP Historical Distress Surveys

Contract	District	County	Marked Route	Construction Year	AGE	Average Percent Patching	Survey Year
40442	7	Effingham	I 57	1986	4	0.00	1990
92038	6	Pike	I 72	1989	3	0.00	1992
40442	7	Effingham	I 57	1986	6	0.00	1992
40442	7	Effingham	I 57	1986	9	0.00	1995
80666	1	Cook/Dupage	Elgin/O'hare Ex.	1993	4	0.00	1997
42358	3	LaSalle	I 39	1987	10	0.17	1997
86074	3	LaSalle	I 39	1991	6	0.01	1997
86562	3	Grundy	I 80	1996	1	0.00	1997
92038	6	Pike	I 72	1989	8	0.00	1997
40442	7	Effingham	I 57	1986	11	0.00	1997
44029	4	Tazewell	I 155	1989	9	0.00	1998
40317	8	Clinton	US 50	1986	12	0.01	1998
80666	1	Cook/Dupage	Elgin/O'hare Ex.	1993	6	0.00	1999
42358	3	LaSalle	I 39	1987	12	0.22	1999
86562	3	Grundy	I 80	1996	3	0.00	1999
92038	6	Pike	I 72	1989	10	0.00	1999
40442	7	Effingham	I 57	1986	13	0.03	1999
60401	1	Cook	I 290	2003	7	0.01	2010
80666	1	Cook/Dupage	Elgin/O'hare Ex.	1993	17	0.00	2010
82587	1	Will	I 80	1997	13	0.00	2010
82588	1	Will	I 80	1997	13	0.05	2010
82589	1	Will	I 80	1996	14	0.00	2010
82590	1	Will	I 80	1996	14	0.00	2010
82989	1	Cook	I 55	2000	10	0.00	2010
64039	2	Henry	I 74	1998	12	0.68	2010
64219	2	Whiteside	I 88	2001	9	0.02	2010
42358	3	LaSalle	I 39	1987	23	1.25	2010
66044	3	Grundy	I 80	2002	8	0.00	2010
66051	3	Grundy	I 80	2002	8	0.00	2010
86074	3	LaSalle	I 39	1991	19	0.23	2010
86399	3	Grundy	I 80	1993	17	0.00	2010
86562	3	Grundy	I 80	1996	14	0.00	2010
44029	4	Tazewell	I 155	1989	21	0.00	2010
86210	4	Marshall	I 39	1992	18	0.52	2010
86209A	4	Woodford	I 39	1992	18	0.06	2010

Patching Quantities from CRCP Historical Distress Surveys (Continued)

Contract	District	County	Marked Route	Construction Year	AGE	Average Percent Patching	Survey Year
86209B	4	Woodford/Marshall	I 39	1992	18	0.13	2010
44217	5	McLean	I 39	1989	21	2.17	2010
86184	5	McLean	I 39	1992	18	0.51	2010
86856A	5	McLean	I 55/74	2003	7	0.00	2010
86856B	5	McLean	I 55/74	2003	7	0.06	2010
92038	6	Pike	I 72	1989	21	0.02	2010
40442	7	Effingham	I 57	1986	24	0.00	2010
70044	7	Clark	I 70	2002	8	0.04	2010
40317	8	Clinton	US 50	1986	24	0.05	2010