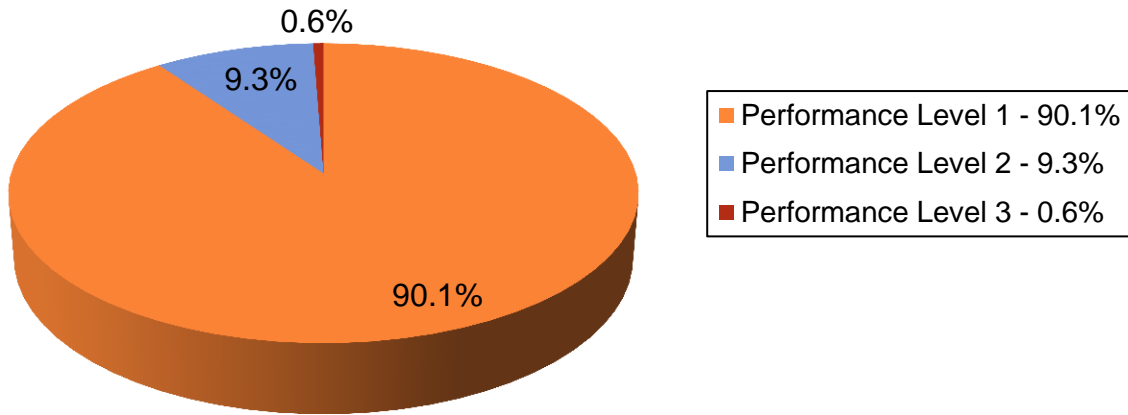


Bureau of Materials & Research

2014 Kansas NOS Condition Survey Report

September 1, 2014

Statewide



2014 Kansas Highway Pavement Conditions

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Condition Survey Report Frequently Asked Questions

What is the Condition Survey Report?

Every spring Materials and Research employees measure pavement surface conditions such as roughness, rutting, faulting and beginning in 2013, cracking with automated equipment. Joint Distress was again assessed manually this year. The Condition Survey Report contains these results for every (typically 1-mile long) pavement management section in the state. The data is also summarized into statewide, district, interstate, non-interstate, and pavement types using bar, line and pie graphs.

Why is the data collected?

The primary use of the data is input to the optimization system that selects candidate project locations for maintenance. The data also feeds the Priority Formula, which is used to select projects. However, the Condition Survey Report can also be used for other decision support applications.

How can the data be used?

The summary data provides a means to track pavement surface condition over time. Since the data was first collected in 1983, the percentage of pavement surface in good condition has appreciably increased while the percentage of poor pavement has significantly decreased. The detail data can be used in similar ways to track performance since a known action was applied. For instance, some users have tracked the data for highways they overlaid to see how quickly the roughness or cracking returns. In this way, they get a quantifiable measure of how well their project performs. The CSR can also be used to identify trouble spots and places where routine maintenance activities might be warranted.

How does this data differ from the Pavement Condition Maps?

They are not different. This data is used to generate the maps.

PL over Time:

The graph [Performance Level History 1983-2014](#) on page A-2 shows the percent of the state highway system miles (non-corporate, rural) in good (PL-1) and deteriorated (PL-3) condition for interstate and non-interstate as surveyed each spring since 1983. Clearly, it demonstrates an improvement in pavement surface conditions over time. It also shows that in 2014 pavement condition improved fairly dramatically. This may be an anomaly caused by the new automated data collection processing (depressed transverse cracks are not rated as severely under the new system). However, the new system offers many advantages including much more consistent ratings than the previous manual methods. This should yield very consistent and comparable results moving forward.

What is new in 2014?

The 2014 document returns to the standard format from 2012 and earlier based on requests from many users. That is, the data includes Number of Transverse Cracks of varying severities per 100 feet, Wheelpath fatigue cracking per 100 feet, and Block Cracking severity where at least 50% of the segment is impacted. These variables are derived from automated data where cracks are detected using images and laser measurements taken at near highway speeds. These data are analyzed using automated tools following AASHTO standards for Transverse, Longitudinal, and Pattern cracks

Transverse cracks are defined as being +/- 10 degrees from perpendicular to the centerline of the road and are reported across both wheelpaths and the zone between the wheelpaths (about 9 feet).

Longitudinal cracks are defined as being +/- 10 degrees from parallel to the centerline of the road. Longitudinal cracks in the wheelpath may be early signs of load related distress or may be due to environmental or construction conditions. Non-Wheelpath longitudinal cracks are not typically caused by traffic loads.

Any crack that does not meet the orientation criteria of transverse or longitudinal cracks is a pattern crack. Only wheelpath pattern cracks would lead to an action, so those are reported in the fatigue cracking variables.

If you have ideas for improvements, please contact Rick Miller, Pavement Management Engineer (rick@ksdot.org, 785.291.3842).

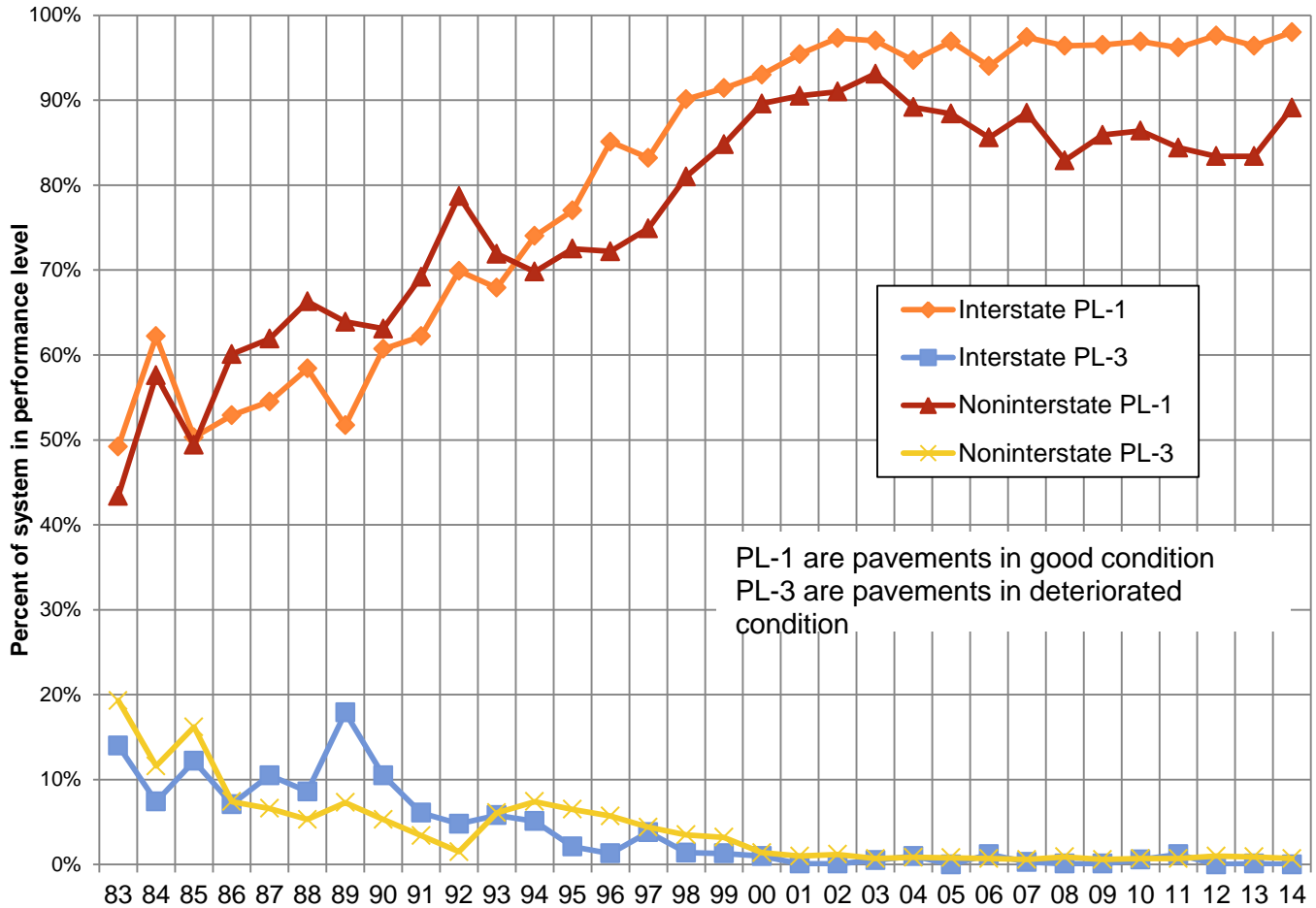
Are any changes planned for 2015?

2015 will add another year of experience to collecting and processing pavement surface condition data in an automated fashion. Expected areas of improvement will be in automatically detecting and recording sealed transverse cracks (TCR0) and detection of depressions at cracks (some forms of TCR2 and TCR3).

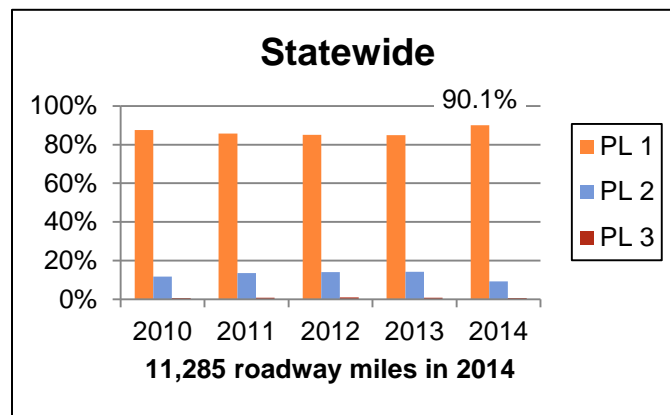
Summary Graphics

Performance Level History

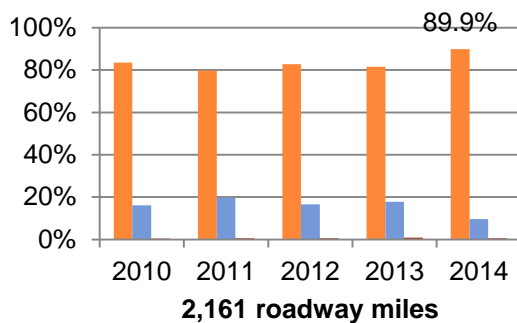
1983 - 2014



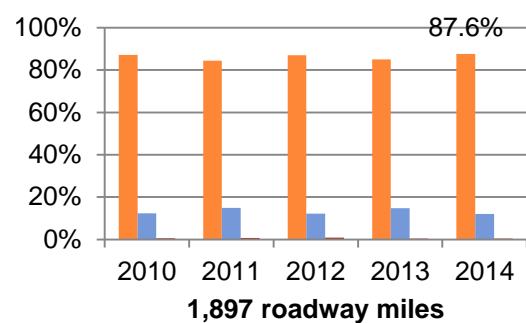
Total — Performance Level by District 2010 - 2014



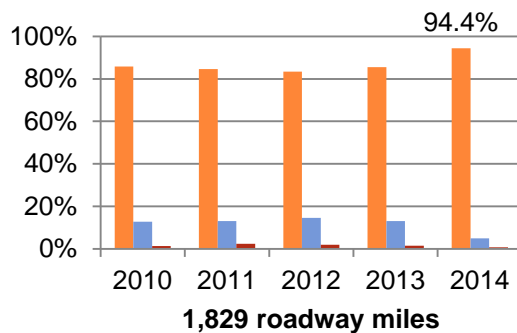
District 1



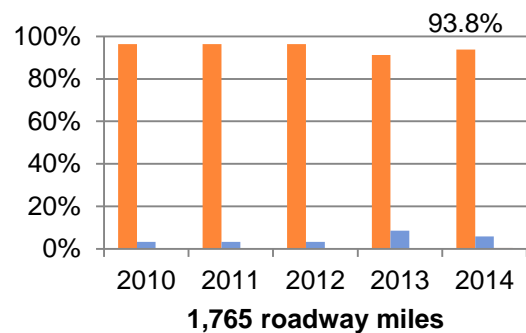
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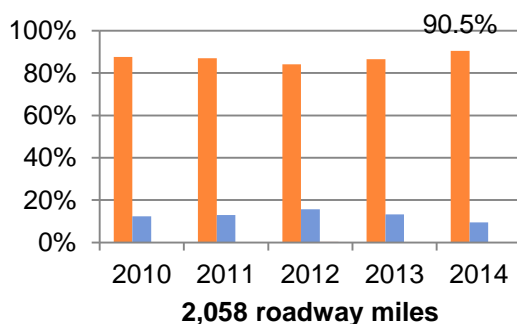
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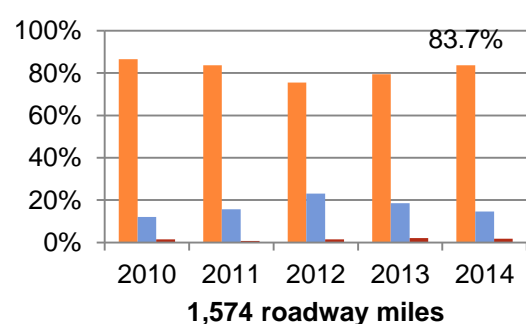
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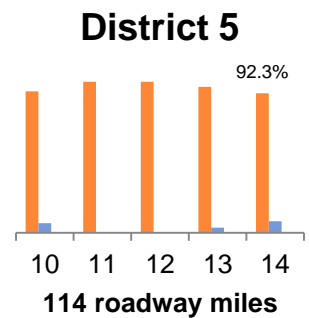
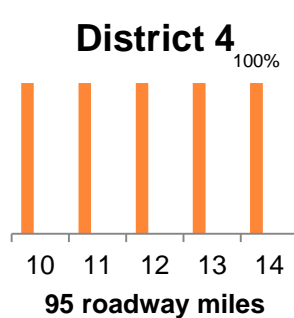
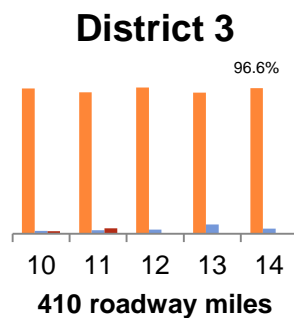
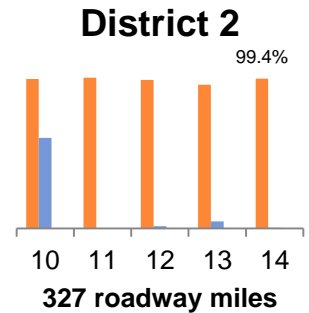
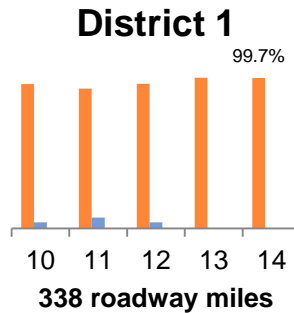
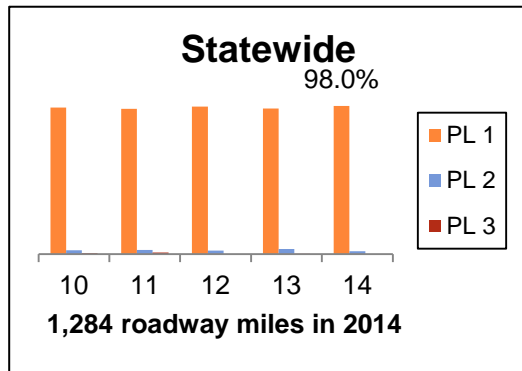
District 5



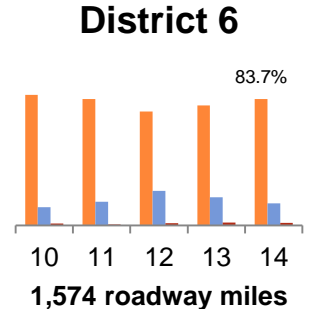
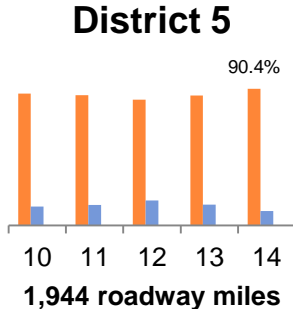
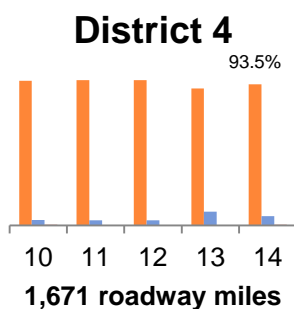
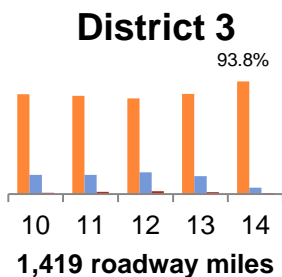
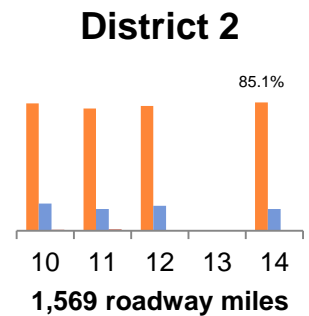
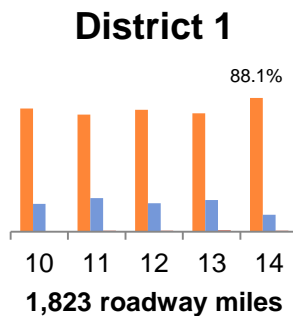
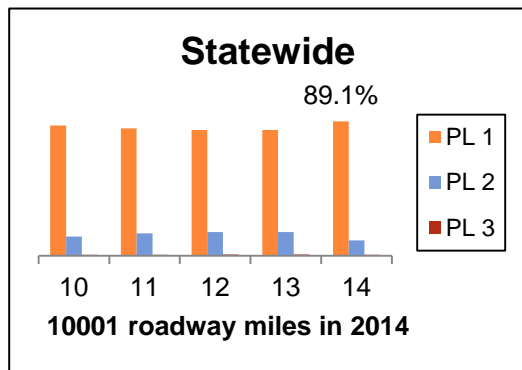
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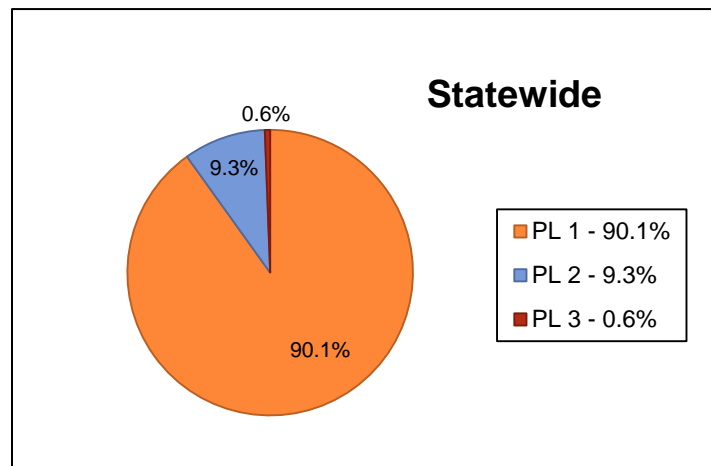
Interstate System --- Performance Level by District 2010 - 2014



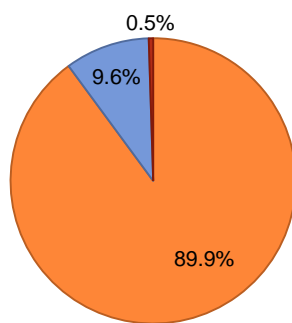
Non-Interstate System---Performance Level by District 2010 - 2014



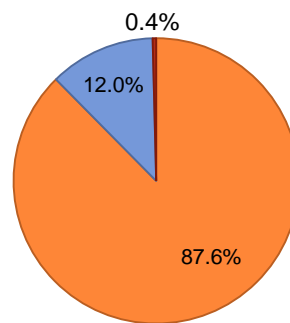
Total System---2014 Performance Level by District



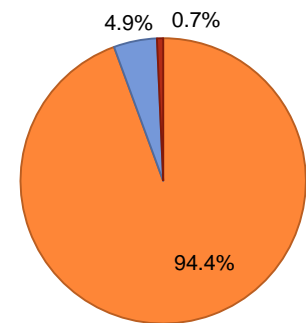
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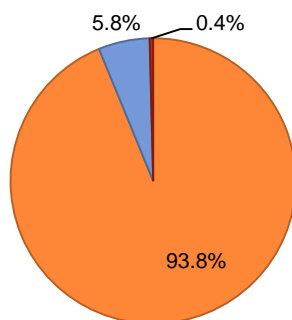
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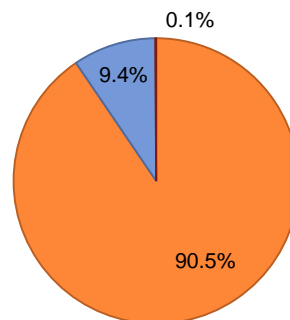
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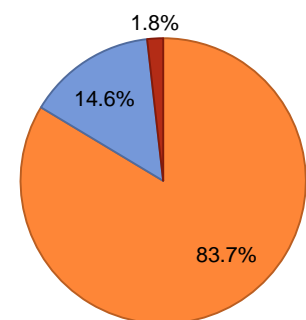
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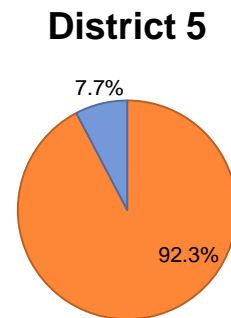
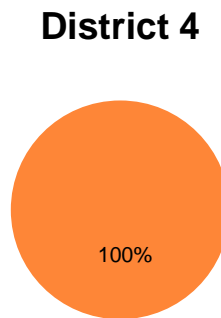
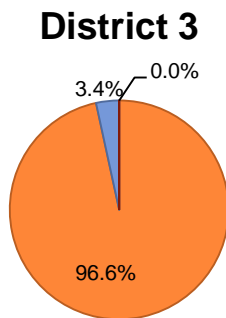
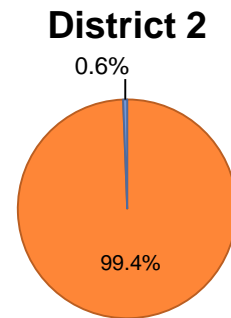
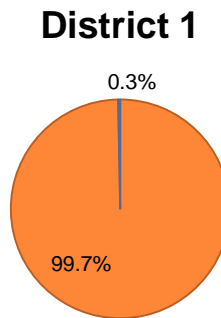
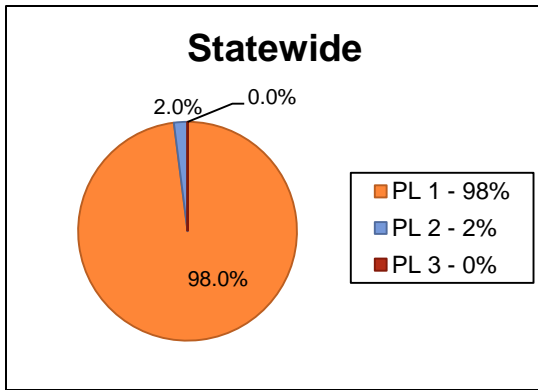
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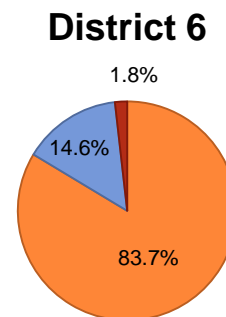
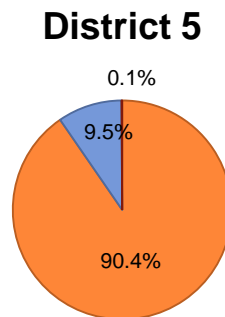
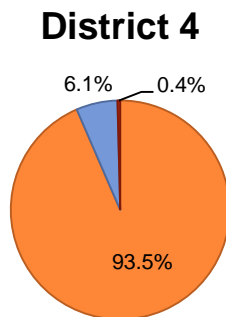
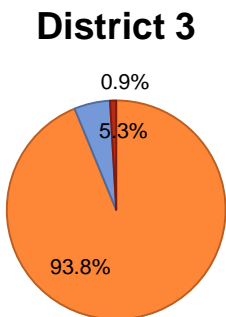
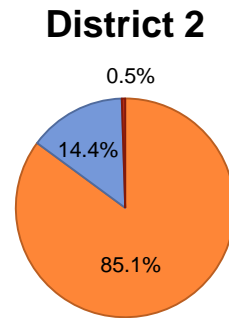
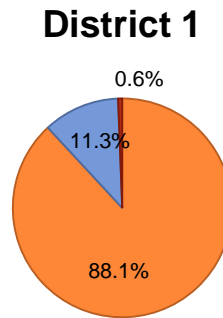
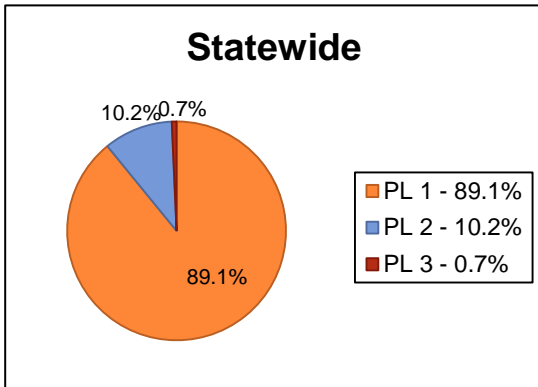
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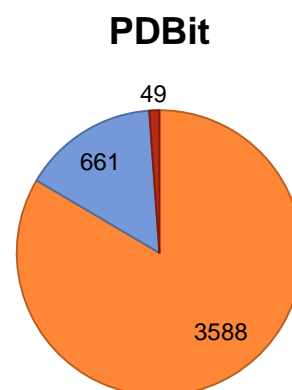
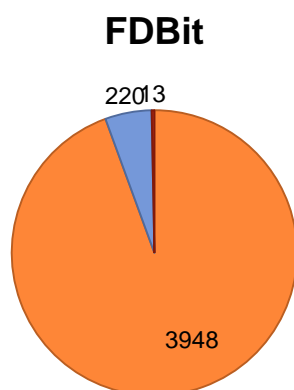
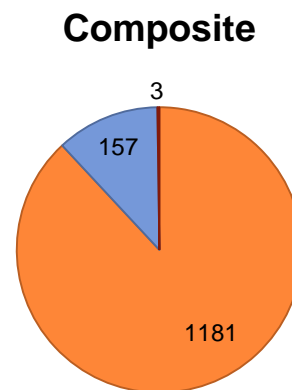
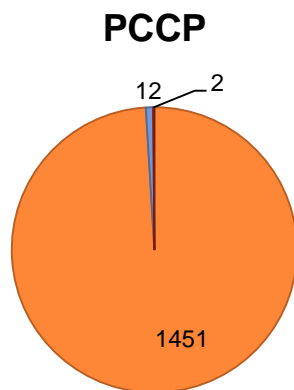
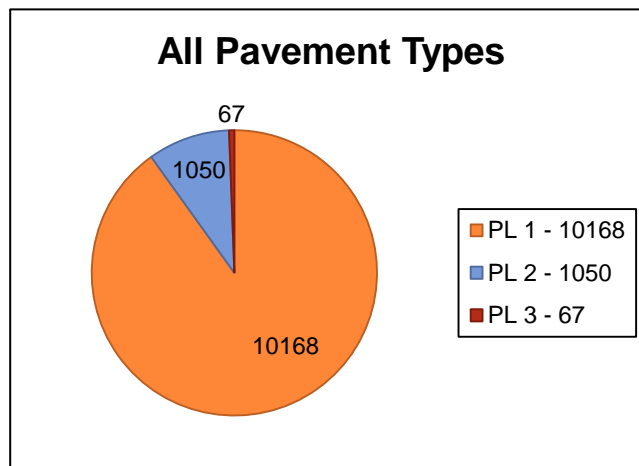
Interstate System---2014 Performance Level by District



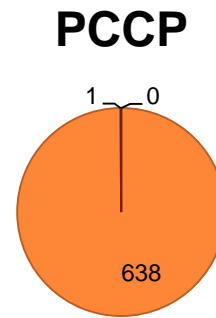
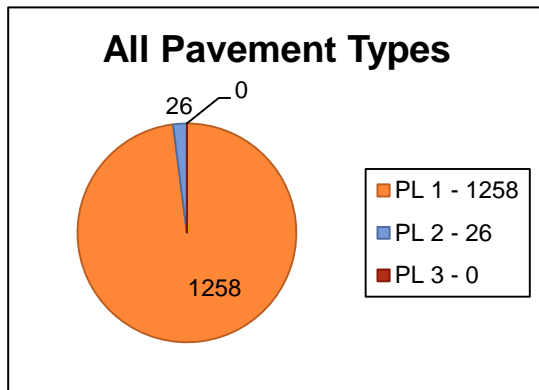
Non-Interstate---2014 Performance Level by District



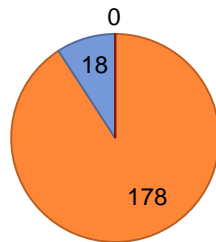
Total System---2014 Performance Level by Pavement Type (miles)



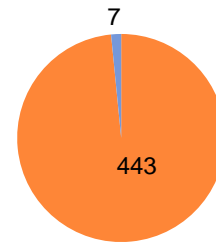
Interstate System---2014 Performance Level by Pavement Type (miles)



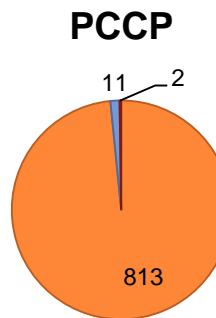
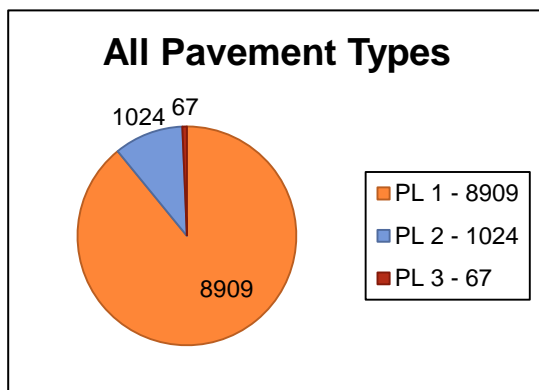
Composite



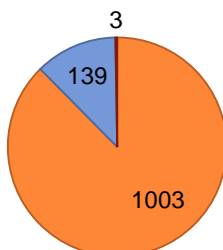
FDBit



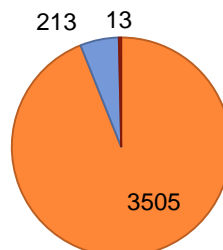
Non-Interstate System---2014 Performance Level by Pavement Type (miles)



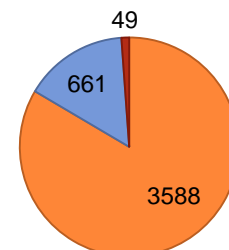
Composite



FDBit

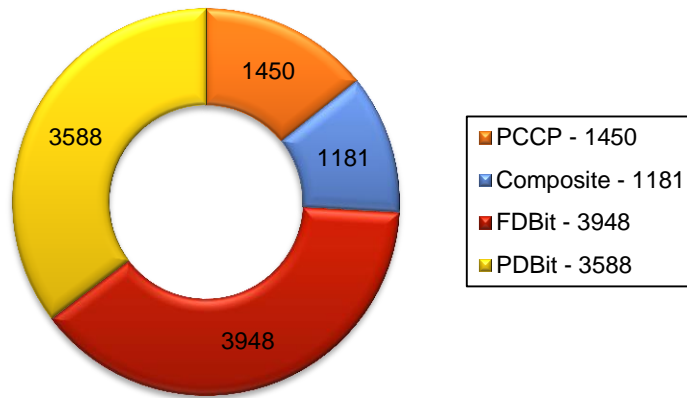


PDBit

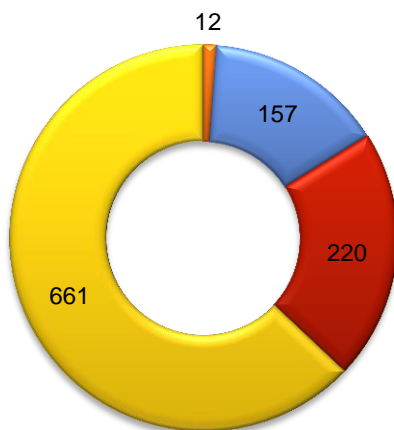


Total System---2014 Pavement Type by Performance Level (miles)

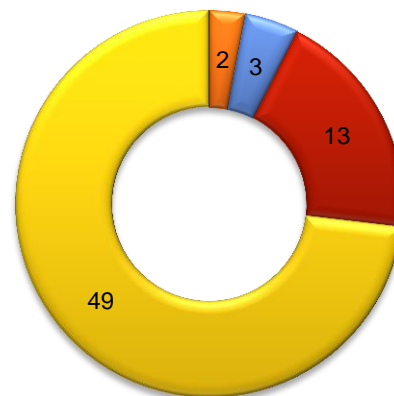
Performance Level 1



Performance Level 2

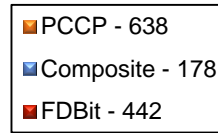
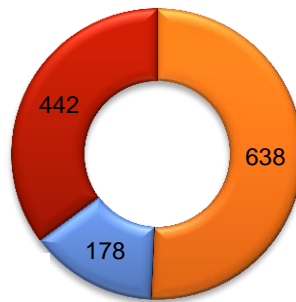


Performance Level 3

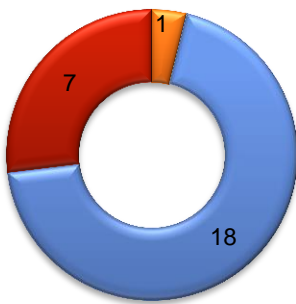


Interstate System---2014 Pavement Type by Performance Level (miles)

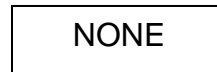
Performance Level 1



Performance Level 2

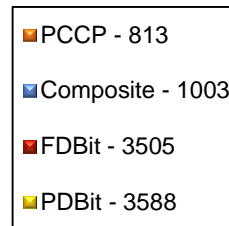
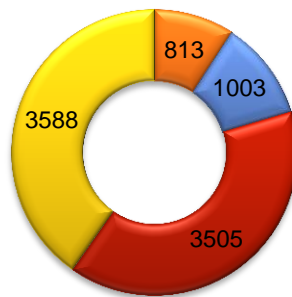


Performance Level 3

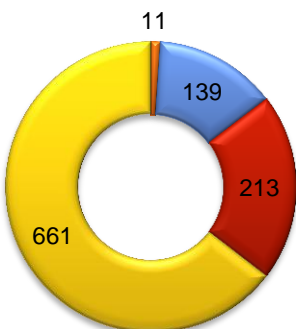


Non-Interstate System---2014 Pavement Type by Performance Level (miles)

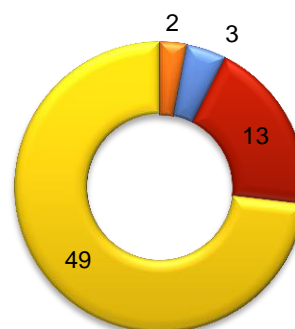
Performance Level 1



Performance Level 2



Performance Level 3



Total System---2014 Roadway Miles by Road Category

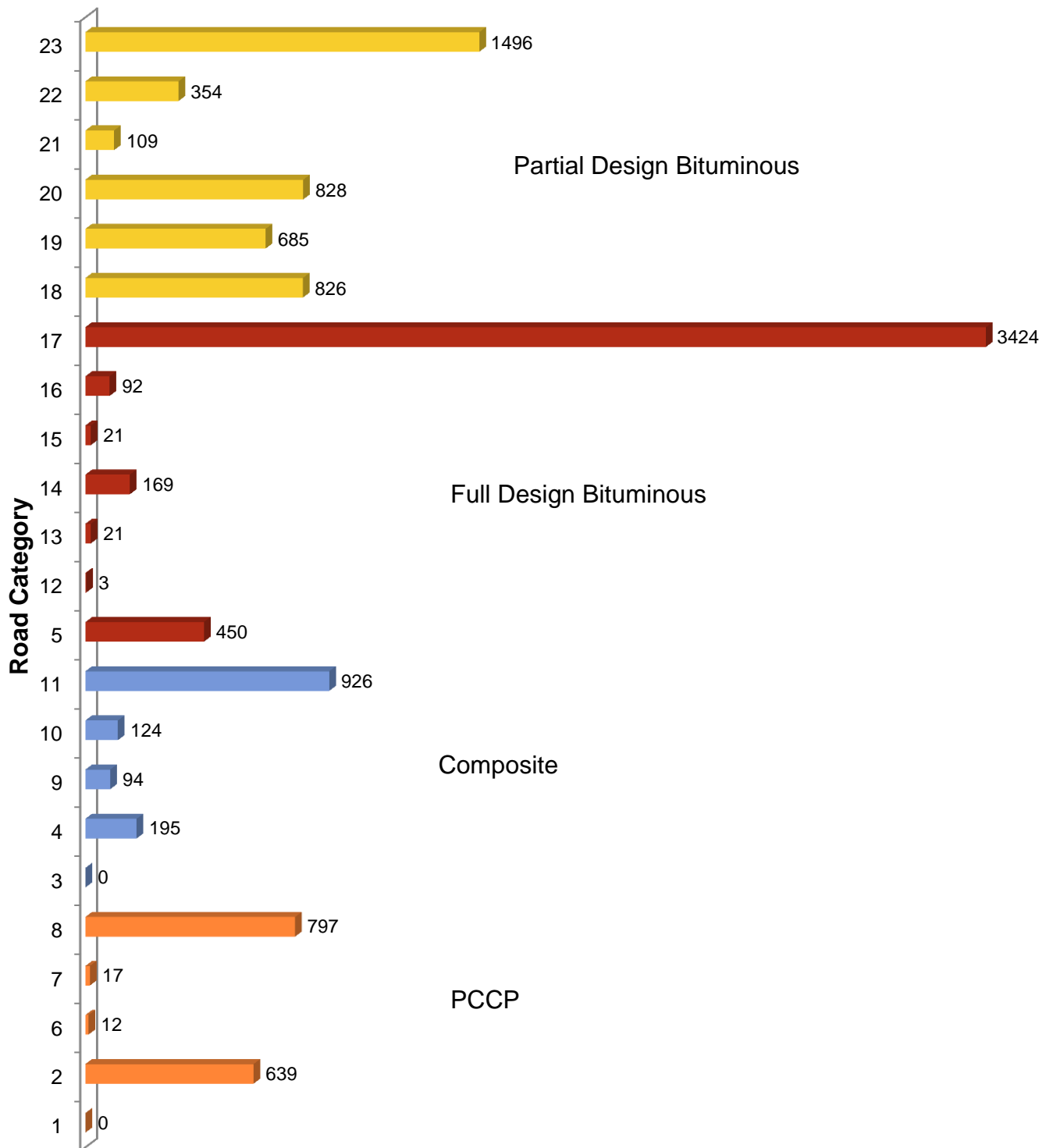


Table 1: 2014 Code 2 and 3 Rutting

<i>District</i>	1	2	3	4	5	6
<i>Total Miles</i>	0	0	0	0	0	0
<i>Miles with no Action Scheduled</i>	0	0	0	0	0	0

Summary Tables

Summary of Pavement Condition As Surveyed in 2014 - Statewide

Road Cat.	Class I/O	Pvmt Type	Roadway Width	Traffic Range	Total Miles	Miles in Perf.Lev.1	Miles in Perf.Lev.2	Miles in Perf.Lev.3
2	I	PCCP	ANY	750 - 9999	639.144	638.144 99.8%	1.000 0.2%	.....
4	I	COMP	ANY	750 - 9999	195.401	177.607 90.9%	17.794 9.1%	.....
5	I	FDBIT	ANY	0 - 9999	449.706	442.706 98.4%	7.000 1.6%	.....
				Interstate	1284.251	1258.457 98.0%	25.794 2.0%	.....
6	O	PCCP	ANY	0 - 87	11.779	11.779	.....	.....
7	O	PCCP	ANY	88 - 162	17.396	15.335 88.2%	2.061 11.8%	.....
8	O	PCCP	ANY	163 - 9999	796.824	785.706 98.6%	9.018 1.1%	2.100 0.3%
9	O	COMP	ANY	0 - 87	94.456	68.132 72.1%	26.324 27.9%	.....
10	O	COMP	ANY	88 - 162	124.058	115.656 93.2%	8.402 6.8%	.....
11	O	COMP	ANY	163 - 9999	926.438	819.210 88.4%	104.244 11.3%	2.984 0.3%
12	O	FDBIT	<32	0 - 22	3.325	2.525 75.9%	0.800 24.1%	.....
13	O	FDBIT	<32	23 - 50	21.232	16.727 78.8%	4.505 21.2%	.....
14	O	FDBIT	<32	51 - 9999	168.975	166.975 98.8%	1.000 0.6%	1.000 0.6%
15	O	FDBIT	>32	0 - 22	21.207	14.530 68.5%	6.171 29.1%	0.506 2.4%
16	O	FDBIT	>32	23 - 50	92.401	79.446 86.0%	12.399 13.4%	0.556 0.6%
17	O	FDBIT	>32	51 - 9999	3424.372	3225.048 94.2%	188.073 5.5%	11.251 0.3%
18	O	PDBIT	<32	0 - 22	826.349	575.919 69.7%	236.648 28.6%	13.782 1.7%
19	O	PDBIT	<32	23 - 50	684.528	555.828 81.2%	122.291 17.9%	6.409 0.9%
20	O	PDBIT	<32	51 - 9999	828.096	746.740 90.2%	75.614 9.1%	5.742 0.7%
21	O	PDBIT	>32	0 - 22	109.168	81.131 74.3%	19.626 18.0%	8.411 7.7%
22	O	PDBIT	>32	23 - 50	354.222	307.355 86.8%	43.510 12.3%	3.357 0.9%
23	O	PDBIT	>32	51 - 9999	1496.123	1321.400 88.3%	163.338 10.9%	11.385 0.8%
				Non-Interstate	10000.949	8909.442 89.1%	1024.024 10.2%	67.483 0.7%
					11285.200	10167.899 90.1%	1049.818 9.3%	67.483 0.6%

Summary of Pavement Condition As Surveyed in 2014 - District 1

Road Cat.	Class I/O	Pvmt Type	Roadway Width	Traffic Range	Total Miles	Miles in Perf.Lev.1	Miles in Perf.Lev.2	Miles in Perf.Lev.3
2	I	PCCP	ANY	750 - 9999	234.887	233.887 99.6%	1.000 0.4%	.....
4	I	COMP	ANY	750 - 9999	103.702	103.702	.....	.....
				Interstate	338.589	337.589 99.7%	1.000 0.3%	.....
8	O	PCCP	ANY	163 - 9999	163.095	163.095	.....	.....
9	O	COMP	ANY	0 - 87	42.264	31.794 75.2%	10.470 24.8%	.....
10	O	COMP	ANY	88 - 162	54.245	49.476 91.2%	4.769 8.8%	.....
11	O	COMP	ANY	163 - 9999	352.011	325.757 92.5%	24.270 6.9%	1.984 0.6%
12	O	FDBIT	<32	0 - 22	0.998	0.998	.....	.....
13	O	FDBIT	<32	23 - 50	6.849	6.849	.....	.....
14	O	FDBIT	<32	51 - 9999	39.269	39.269	.....	.....
15	O	FDBIT	>32	0 - 22	3.384	2.000 59.1%	1.384 40.9%	.....
16	O	FDBIT	>32	23 - 50	22.163	17.310 78.1%	4.853 21.9%	.....
17	O	FDBIT	>32	51 - 9999	399.517	386.041 96.6%	13.476 3.4%	.....
18	O	PDBIT	<32	0 - 22	217.449	134.369 61.8%	75.748 34.8%	7.332 3.4%
19	O	PDBIT	<32	23 - 50	232.296	180.001 77.5%	50.823 21.9%	1.472 0.6%
20	O	PDBIT	<32	51 - 9999	124.932	117.487 94.0%	7.445 6.0%	.....
21	O	PDBIT	>32	0 - 22	12.271	10.271 83.7%	1.000 8.1%	1.000 8.1%
22	O	PDBIT	>32	23 - 50	80.663	72.149 89.4%	8.514 10.6%	.....
23	O	PDBIT	>32	51 - 9999	71.228	68.228 95.8%	3.000 4.2%	.....
				Non-Interstate	1822.634	1605.094 88.1%	205.752 11.3%	11.788 0.6%
					2161.223	1942.683 89.9%	206.752 9.6%	11.788 0.5%

2014 Condition Survey Report

Summary of Pavement Condition As Surveyed in 2014 - District 2

Road Cat.	Class I/O	Pvmt Type	Roadway Width	Traffic Range	Total Miles	Miles in Perf.Lev.1	Miles in Perf.Lev.2	Miles in Perf.Lev.3
2	I	PCCP	ANY	750 - 9999	233.342	233.342	.....	.....
4	I	COMP	ANY	750 - 9999	24.282	24.282	.....	.....
5	I	FDBIT	ANY	0 - 9999	69.684	67.684	2.000	.....
				Interstate	327.308	325.308	2.000	.....
						97.1%	2.9%	
						99.4%	0.6%	
7	O	PCCP	ANY	88 - 162	0.529	0.529	.....	.....
8	O	PCCP	ANY	163 - 9999	97.976	96.322	1.000	0.654
						98.3%	1.0%	0.7%
9	O	COMP	ANY	0 - 87	27.213	23.146	4.067	.....
						85.1%	14.9%	
10	O	COMP	ANY	88 - 162	34.676	33.050	1.626	.....
						95.3%	4.7%	
11	O	COMP	ANY	163 - 9999	135.569	123.393	11.176	1.000
						91.0%	8.2%	0.7%
12	O	FDBIT	<32	0 - 22	2.327	1.527	0.800	.....
						65.6%	34.4%	
13	O	FDBIT	<32	23 - 50	4.000	4.000	.....	.....
14	O	FDBIT	<32	51 - 9999	32.021	32.021	.....	.....
15	O	FDBIT	>32	0 - 22	2.989	1.049	1.940	.....
						35.1%	64.9%	
16	O	FDBIT	>32	23 - 50	20.051	15.508	4.543	.....
						77.3%	22.7%	
17	O	FDBIT	>32	51 - 9999	387.521	357.883	28.957	0.681
						92.4%	7.5%	0.2%
18	O	PDBIT	<32	0 - 22	276.664	168.389	106.275	2.000
						60.9%	38.4%	0.7%
19	O	PDBIT	<32	23 - 50	87.134	66.579	19.905	0.650
						76.4%	22.8%	0.7%
20	O	PDBIT	<32	51 - 9999	147.909	138.682	9.227	.....
						93.8%	6.2%	
21	O	PDBIT	>32	0 - 22	26.829	13.890	10.939	2.000
						51.8%	40.8%	7.5%
22	O	PDBIT	>32	23 - 50	61.443	56.773	4.070	0.600
						92.4%	6.6%	1.0%
23	O	PDBIT	>32	51 - 9999	224.645	203.119	21.526	.....
						90.4%	9.6%	
				Non-Interstate	1569.496	1335.860	226.051	7.585
						85.1%	14.4%	0.5%
					1896.804	1661.168	228.051	7.585
						87.6%	12.0%	0.4%

Summary of Pavement Condition As Surveyed in 2014 - District 3

Road Cat.	Class I/O	Pvmt Type	Roadway Width	Traffic Range	Total Miles	Miles in Perf.Lev.1	Miles in Perf.Lev.2	Miles in Perf.Lev.3
2	I	PCCP	ANY	750 - 9999	9.858	9.858	.....	.....
4	I	COMP	ANY	750 - 9999	44.142	35.142	9.000	.....
						79.6%	20.4%	
5	I	FDBIT	ANY	0 - 9999	356.022	351.022	5.000	.....
						98.6%	1.4%	
				Interstate	410.022	396.022	14.000	.....
						96.6%	3.4%	
7	O	PCCP	ANY	88 - 162	1.062	.....	1.062	.....
8	O	PCCP	ANY	163 - 9999	6.114	6.114	.....	.....
10	O	COMP	ANY	88 - 162	1.082	1.082	.....	.....
11	O	COMP	ANY	163 - 9999	1.001	1.001	.....	.....
14	O	FDBIT	<32	51 - 9999	44.764	42.764	1.000	1.000
						95.5%	2.2%	2.2%
15	O	FDBIT	>32	0 - 22	2.847	.....	2.847	.....
16	O	FDBIT	>32	23 - 50	24.283	21.727	2.000	0.556
						89.5%	8.2%	2.3%
17	O	FDBIT	>32	51 - 9999	633.720	616.134	16.959	0.627
						97.2%	2.7%	
18	O	PDBIT	<32	0 - 22	97.463	83.416	12.597	1.450
						85.6%	12.9%	1.5%
19	O	PDBIT	<32	23 - 50	80.041	70.112	6.642	3.287
						87.6%	8.3%	4.1%
20	O	PDBIT	<32	51 - 9999	208.450	194.699	12.000	1.751
						93.4%	5.8%	0.8%
21	O	PDBIT	>32	0 - 22	8.307	4.024	2.872	1.411
						48.4%	34.6%	17.0%
22	O	PDBIT	>32	23 - 50	34.690	32.943	1.000	0.747
						95.0%	2.9%	2.2%
23	O	PDBIT	>32	51 - 9999	275.368	256.871	16.515	1.982
						93.3%	6.0%	0.7%
				Non-Interstate	1419.192	1330.887	75.494	12.811
						93.8%	5.3%	0.9%
					1829.214	1726.909	89.494	12.811
						94.4%	4.9%	0.7%

2014 Condition Survey Report

Summary of Pavement Condition As Surveyed in 2014 - District 4

Road Cat.	Class I/O	Pvmt Type	Roadway Width	Traffic Range	Total Miles	Miles in Perf.Lev.1	Miles in Perf.Lev.2	Miles in Perf.Lev.3
2	I	PCCP	ANY	750 - 9999	70.552	70.552	.....	.....
5	I	FDBIT	ANY	0 - 9999	24.000	24.000	.....	.....
Interstate					94.552	94.552	.....	.....
6	O	PCCP	ANY	0 - 87	10.310	10.310	.....	.....
7	O	PCCP	ANY	88 - 162	10.805	9.806 90.8%	0.999 9.2%	.....
8	O	PCCP	ANY	163 - 9999	298.218	291.957 97.9%	6.261 2.1%	.....
9	O	COMP	ANY	0 - 87	17.488	7.701 44.0%	9.787 56.0%	.....
10	O	COMP	ANY	88 - 162	22.058	22.058	.....	.....
11	O	COMP	ANY	163 - 9999	129.662	113.034 87.2%	16.628 12.8%	.....
13	O	FDBIT	<32	23 - 50	10.383	5.878 56.6%	4.505 43.4%	.....
14	O	FDBIT	<32	51 - 9999	21.357	21.357	.....	.....
15	O	FDBIT	>32	0 - 22	2.481	2.481	.....	.....
16	O	FDBIT	>32	23 - 50	23.558	23.558	.....	.....
17	O	FDBIT	>32	51 - 9999	598.152	567.983 95.0%	24.409 4.1%	5.760 1.0%
18	O	PDBIT	<32	0 - 22	160.161	141.327 88.2%	18.834 11.8%	.....
19	O	PDBIT	<32	23 - 50	145.455	135.210 93.0%	10.245 7.0%	.....
20	O	PDBIT	<32	51 - 9999	117.614	112.467 95.6%	5.147 4.4%	.....
21	O	PDBIT	>32	0 - 22	7.650	5.787 75.6%	1.863 24.4%	.....
22	O	PDBIT	>32	23 - 50	26.415	22.641 85.7%	3.774 14.3%	.....
23	O	PDBIT	>32	51 - 9999	69.139	68.586 99.2%	.....	0.553 0.8%
Non-Interstate					1670.906	1562.141 93.5%	102.452 6.1%	6.313 0.4%
					1765.458	1656.693 93.8%	102.452 5.8%	6.313 0.4%

Summary of Pavement Condition As Surveyed in 2014 - District 5

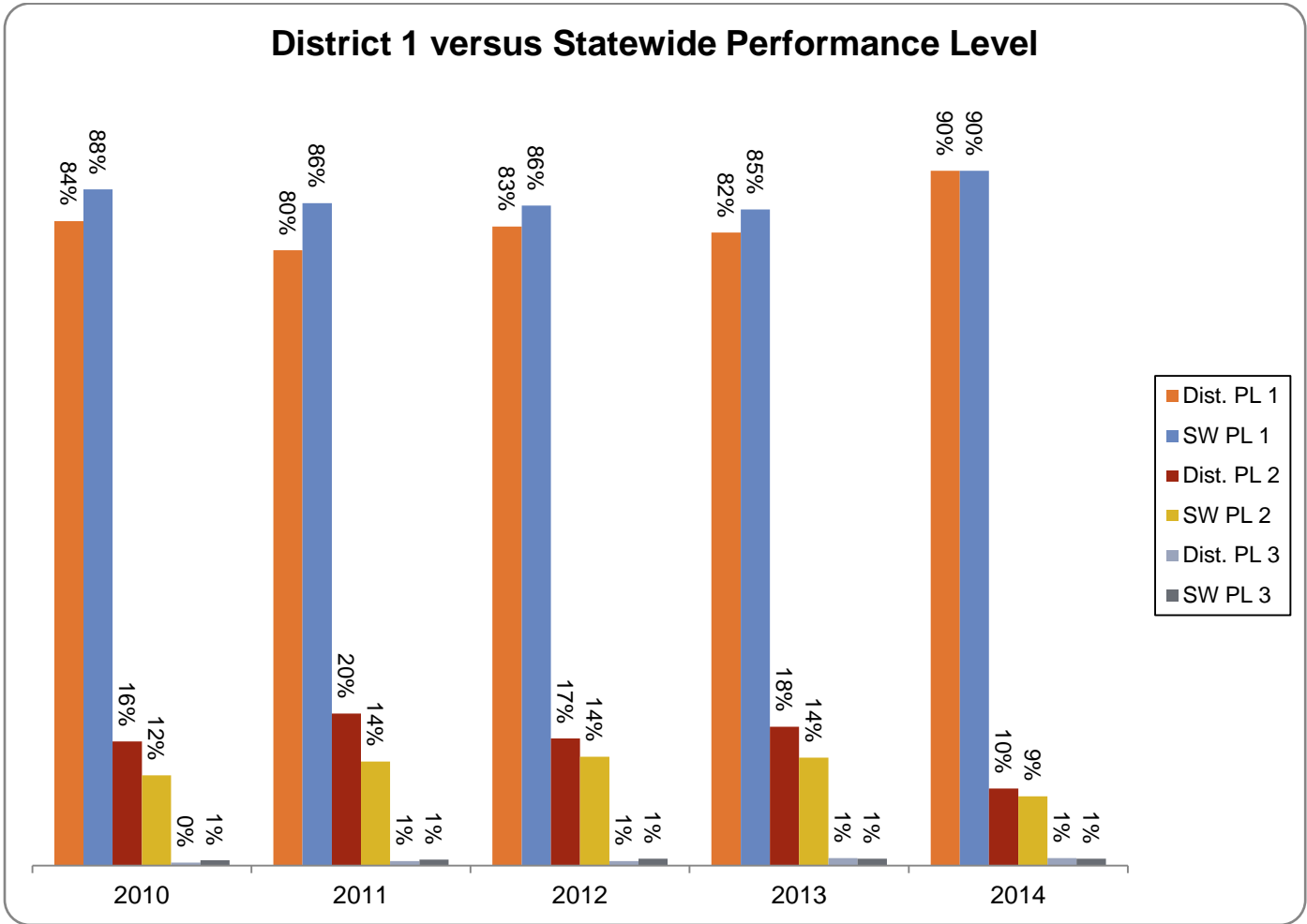
Road Cat.	Class I/O	Pvmt Type	Roadway Width	Traffic Range	Total Miles	Miles in Perf.Lev.1	Miles in Perf.Lev.2	Miles in Perf.Lev.3
2	I	PCCP	ANY	750 - 9999	90.505	90.505	.....	.....
4	I	COMP	ANY	750 - 9999	23.275	14.481	8.794	.....
				Interstate	113.780	62.2%	37.8%	.....
						92.3%	7.7%	.....
6	O	PCCP	ANY	0 - 87	1.469	1.469	.....	.....
7	O	PCCP	ANY	88 - 162	5.000	5.000	.....	.....
8	O	PCCP	ANY	163 - 9999	203.319	202.319	1.000	.....
						99.5%	0.5%	.....
9	O	COMP	ANY	0 - 87	7.491	5.491	2.000	.....
						73.3%	26.7%	.....
10	O	COMP	ANY	88 - 162	11.997	9.990	2.007	.....
						83.3%	16.7%	.....
11	O	COMP	ANY	163 - 9999	287.999	241.996	46.003	.....
						84.0%	16.0%	.....
14	O	FDBIT	<32	51 - 9999	5.417	5.417	.....	.....
15	O	FDBIT	>32	0 - 22	9.000	9.000	.....	.....
16	O	FDBIT	>32	23 - 50	2.346	1.343	1.003	.....
						57.2%	42.8%	.....
17	O	FDBIT	>32	51 - 9999	573.734	555.688	18.046	.....
						96.9%	3.1%	.....
18	O	PDBIT	<32	0 - 22	42.671	27.348	15.323	.....
						64.1%	35.9%	.....
19	O	PDBIT	<32	23 - 50	85.694	67.187	18.507	.....
						78.4%	21.6%	.....
20	O	PDBIT	<32	51 - 9999	119.816	107.186	11.630	1.000
						89.5%	9.7%	0.8%
21	O	PDBIT	>32	0 - 22	17.028	15.012	2.016	.....
						88.2%	11.8%	.....
22	O	PDBIT	>32	23 - 50	84.324	68.573	15.751	.....
						81.3%	18.7%	.....
23	O	PDBIT	>32	51 - 9999	486.931	435.269	51.662	.....
						89.4%	10.6%	.....
				Non-Interstate	1944.236	1758.288	184.948	1.000
						90.4%	9.5%	.....
					2058.016	1863.274	193.742	1.000
						90.5%	9.4%	.....

2014 Condition Survey Report

Summary of Pavement Condition As Surveyed in 2014 - District 6

Road Cat.	Class I/O	Pvmt Type	Roadway Width	Traffic Range	Total Miles	Miles in Perf.Lev.1	Miles in Perf.Lev.2	Miles in Perf.Lev.3
8	O	PCCP	ANY	163 - 9999	28.102	25.899 92.2%	0.757 2.7%	1.446 5.1%
11	O	COMP	ANY	163 - 9999	20.196	14.029 69.5%	6.167 30.5%	.....
14	O	FDBIT	<32	51 - 9999	26.147	26.147	.....	.....
15	O	FDBIT	>32	0 - 22	0.506	.....	.....	0.506
17	O	FDBIT	>32	51 - 9999	831.728	741.319 89.1%	86.226 10.4%	4.183 0.5%
18	O	PDBIT	<32	0 - 22	31.941	21.070 66.0%	7.871 24.6%	3.000 9.4%
19	O	PDBIT	<32	23 - 50	53.908	36.739 68.2%	16.169 30.0%	1.000 1.9%
20	O	PDBIT	<32	51 - 9999	109.375	76.219 69.7%	30.165 27.6%	2.991 2.7%
21	O	PDBIT	>32	0 - 22	37.083	32.147 86.7%	0.936 2.5%	4.000 10.8%
22	O	PDBIT	>32	23 - 50	66.687	54.276 81.4%	10.401 15.6%	2.010 3.0%
23	O	PDBIT	>32	51 - 9999	368.812	289.327 78.4%	70.635 19.2%	8.850 2.4%
Non-Interstate					1574.485	1317.172 83.7%	229.327 14.6%	27.986 1.8%
					1574.485	1317.172 83.7%	229.327 14.6%	27.986 1.8%

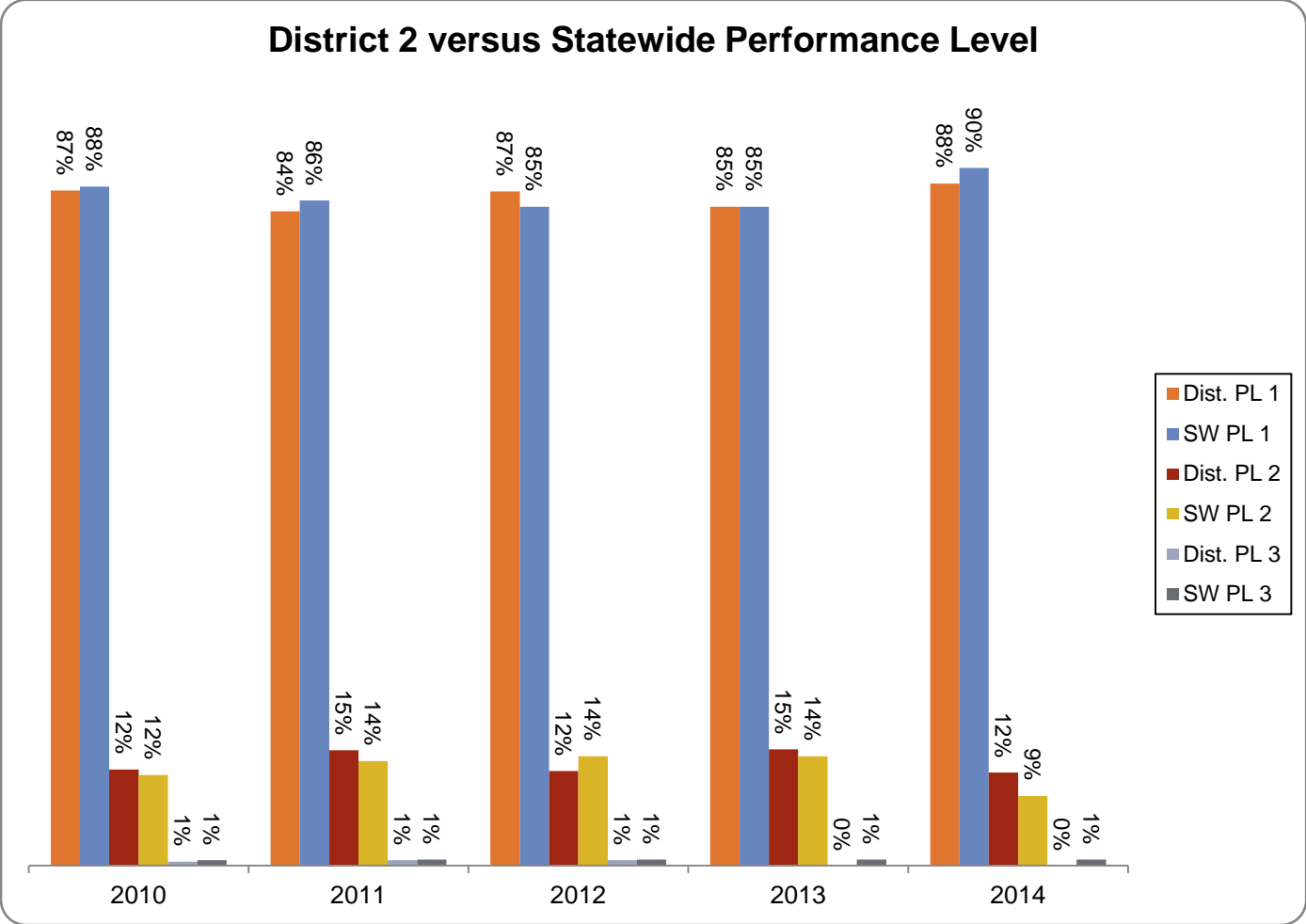
District 1 Report



Note:

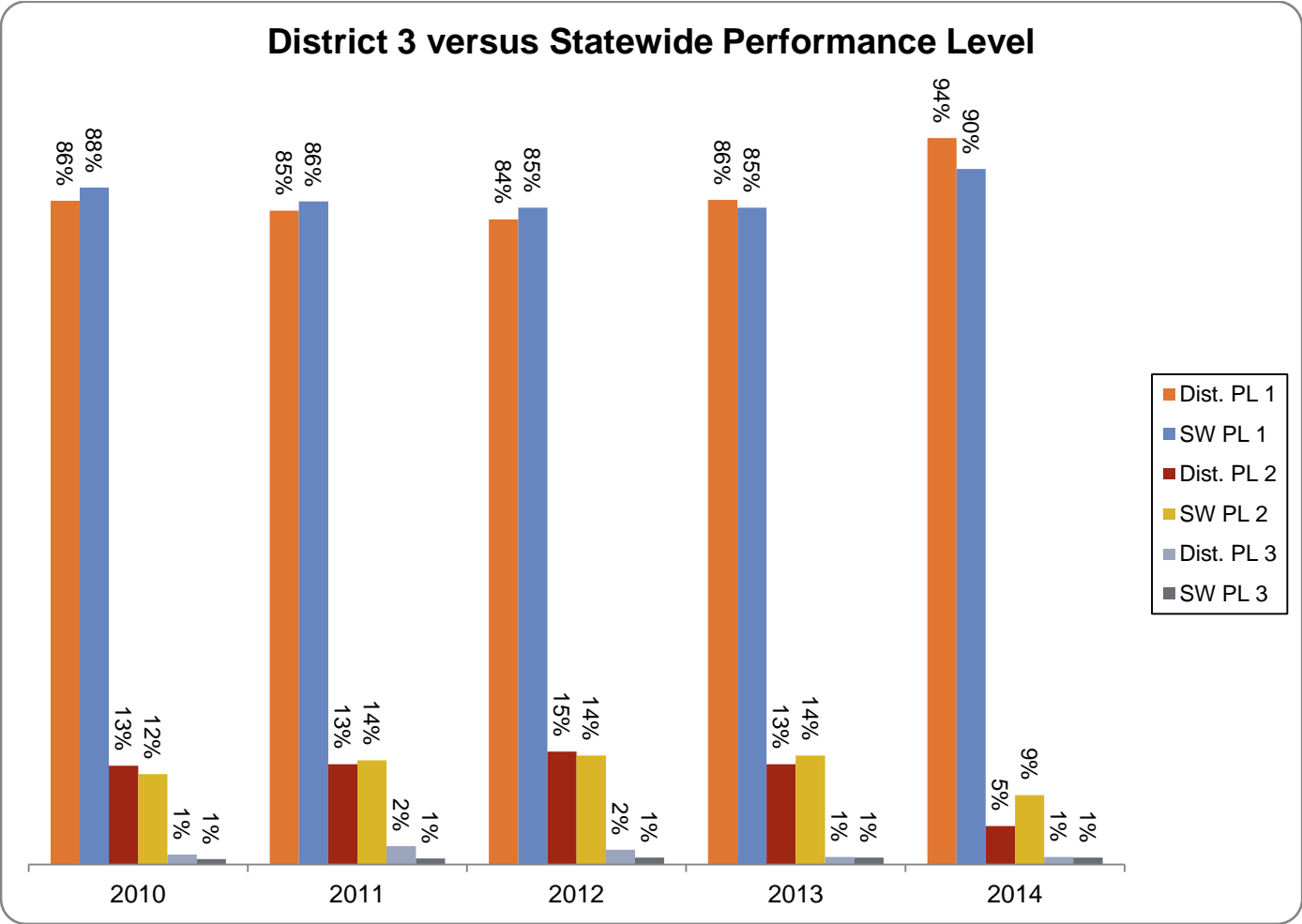
All or portions of K31 and I35 in Osage County and K33 in Douglas County are reassigned from District 1 to 4, K82 in Riley County is reassigned from District 1 to 2, and K130 in Coffey County is reassigned from District 4 to District 1.

District 2 Report

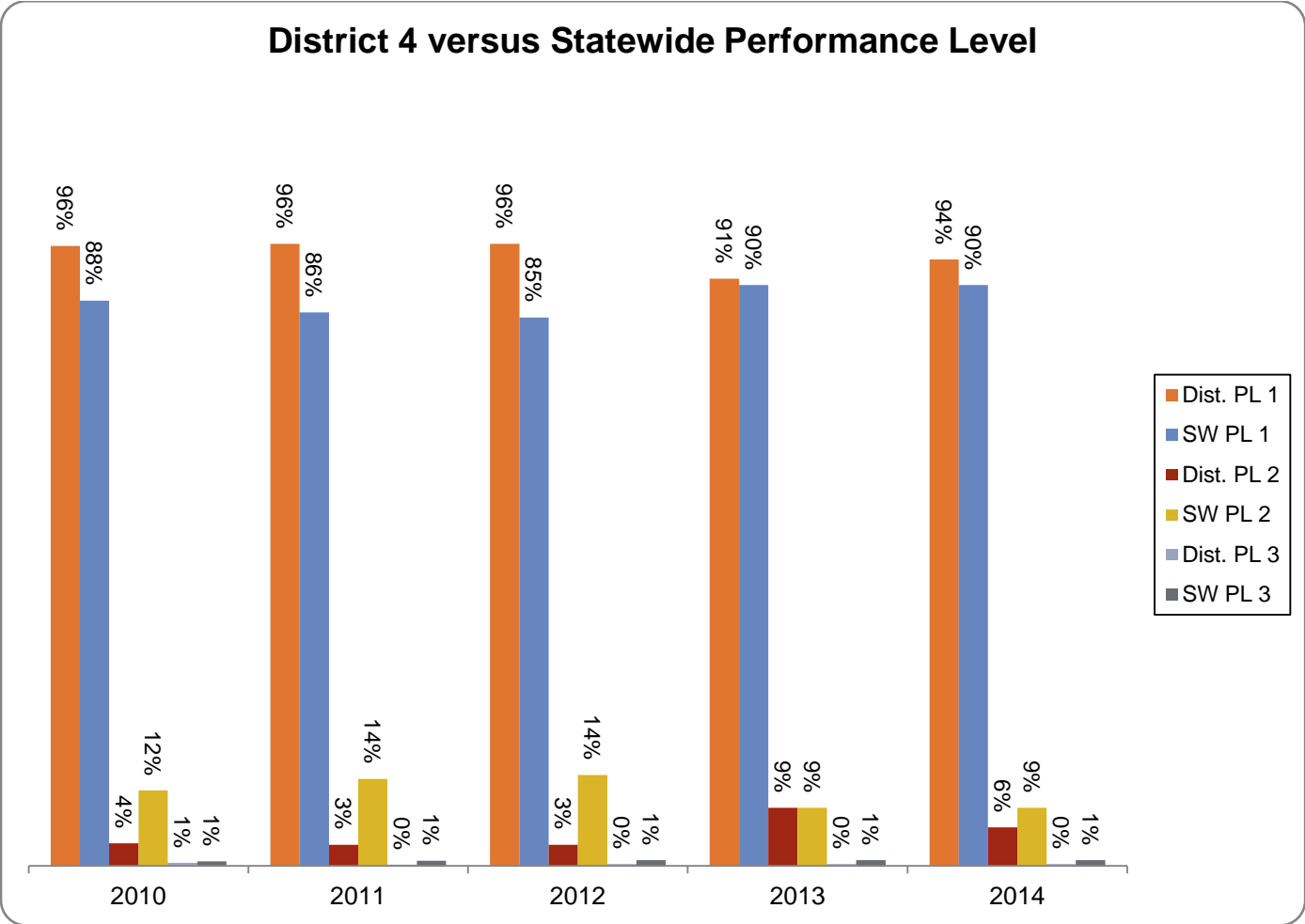


Note:
 All or portions of K31 and I35 in Osage County and K33 in Douglas County are reassigned from District 1 to 4, K82 in Riley County is reassigned from District 1 to 2, and K130 in Coffey County is reassigned from District 4 to 1.

District 3 Report



District 4 Report



Note: All or portions of K31 and I35 in Osage County and K33 in Douglas County are reassigned from District 1 to 4, K82 in Riley County is reassigned from District 1 to 2, and K130 in Coffey County is reassigned from District 4 to 1.

2014 Condition Survey Report

Allen County --- District 4

<-PMS Seg.ID.No.-->		LogPoint		Dis P Pr			Pv	Prof ROUGHNESS		Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																																					
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4																
										in/mi											lin.ft{wp}/100f											%															
		0.000	W CO L					328	-	0.360																																					
001(U054-0)0001(0)	0.000-1.000	111	1	-	17	FD		1235	255	5/22	71	85	5/22	01	-	-	-	-	-	11	Crack																-										
001(U054-0)0102(0)	1.000-2.000	121	1	-	11	CO		1235	255	5/22	74	79	5/22	01	3	-	-	-	-	34	Crack																-	*	*	*	*	*	*	*	*		
001(U054-0)0203(0)	2.000-3.000	111	1	-	11	CO		1353	243	5/22	67	67	5/22	01	-	-	-	-	-	04	Crack																-	*	*	*	*	*	*	*			
		2.019	RS1					330	-	0.364																																					
001(U054-0)0304(0)	3.000-4.000	111	1	-	17	FD		1355	244	5/22	68	72	5/22	01	3	-	-	-	-	05	Crack																-	*	*	*	*	*	*	*			
001(U054-0)0405(0)	4.000-5.000	111	1	-	17	FD		1532	266	5/22	68	73	5/22	01	3	-	-	-	-	-																	-										
001(U054-0)0505(0)	5.000-5.807	121	1	-	17	FD		1540	267	5/22	98	99	5/22	01	11	-	-	-	-	06																	-	*	*	*	*	*	*	*			
		5.807	WCL IOLA					333	+	0.456																																					
		6.227	WASHINGTON					333	+	0.876																																					
		6.879	2ND					335	-	0.410																																					
		7.345	ECL IOLA					335	+	0.056																																					
		7.425	2L/4L					335	+	0.136																																					
001(U054-0)0708(0)	7.425-8.000	211	1	13	8	PC		4072	436	5/22	138	115	5/22	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-										
		7.666	U54/U169					335	+	0.377																																					
001(U054-0)0809(0)	8.000-9.000	111	1	13	8	PC		3955	452	1/02	100	90	5/15																	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
001(U054-0)0910(0)	9.000-10.357	111	1	13	8	PC		2459	393	5/22	102	90	5/22	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-									
		9.046	WCL GAS CITY					337	-	0.231																																					
		9.983	ECL GAS CITY					338	-	0.319																																					
		9.983	ECL GAS CITY					338	-	0.294																																					
		10.109	RS7					338	-	0.193																																					
		10.109	RS7					338	-	0.168																																					
		10.357	4L/4LDIV					338	+	0.055																																					
001(U054-0)1011(1)	10.357-11.161	111	1	13	8	PC		2275	358	5/22	85	81	5/22	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-									
		10.357	4L/4LDIV					338	+	0.080																																					
001(U054-0)1011(3)	10.357-11.161	211	1	13	8	PC		2275	358	1/02	112	124	5/15																	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		11.161	4LDIV/4L					339	-	0.142																																					
		11.161	4LDIV/4L					339	-	0.117																																					
		11.415	WCL LAHARPE					339	+	0.134																																					
		12.059	ECL LAHARPE					340	-	0.216																																					
001(U054-0)1214(0)	12.560-14.000	111	1	-	17	FD		1370	191	6/18	57	67	6/18	01	6	-	-	-	-	08	Crack																-										
001(U054-0)1415(0)	14.000-15.000	111	1	-	17	FD		1370	192	6/18	50	55	6/18	01	6	-	-	-	-	05	Crack																-										
001(U054-0)1516(0)	15.000-16.000	121	1	-	17	FD		1370	192	6/18	55	66	6/18	01	19	10	-	-	-	33	Crack																-										
		15.560	RS1492					343	+	0.298																																					
001(U054-0)1617(0)	16.000-17.000	111	1	-	17	FD		1370	221	6/18	49	60	6/18	01	13	-	-	-	-	15	Crack																-										
001(U054-0)1718(0)	17.000-18.000	111	1	-	17	FD		1370	223	6/18	52	64	6/18	01	17	8	-	-	-	23	Crack																-										
001(U054-0)1818(0)	18.000-18.857	121	1	-	17	FD		1370	223	6/18	48	60	6/18	01	10	6	-	-	-	37	Crack																-										
		18.778	WCL MORAN					347	-	0.526																																					
		18.857	ECL MORAN					347	-	0.447																																					
001(U054-0)1820(0)	18.857-20.000	121	1	-	17	FD		1101	300	6/18	61	70	6/18	01	9	16	-	-	-	22																	-										
		19.110	U54/U59					347	-	0.194																																					
001(U054-0)2021(0)	20.000-21.000	131	2	-	17	FD		1025	332	6/18	55	59	6/18	01	16	8	-	-	-	36																	-										
001(U054-0)2122(0)	21.000-22.000	121	1	-	17	FD		1025	332	6/18	65	64	6/18	01	18	11	-	-	-	31	Crack																-										
001(U054-0)2223(0)	22.000-23.000	121	1	-	17	FD		1025	332	6/18	51	63	6/18	01	7	11	-	-	-	55	Crack																-										
001(U054-0)2324(0)	23.000-24.387	121	1	-	17	FD		961	272	6/18	54	63	6/18	01	8	12	-	-	-	75	Crack																-										
		23.282	RS1158					351	-	0.019																																					
		24.387	E CO L					352	+	0.087																																					
		0.000	S CO L					065	-	0.455																																					
001(U059-0)0001(0)	0.000-1.000	111	1	-	23	PD		420	76	6/17	44	43	6/17	01	8	38	-	-	-	10	Crack																-										
001(U059-0)0102(0)	1.000-2.000	111	1	-	23	PD		420	86	6/17	48	48	6/17	01	8	17	-	-	-	07	Crack																-										
		1.004	RS1153, OLD K202					066	-	0.446																																					
001(U059-0)0203(0)	2.000-3.000	111	1	-	23	PD		420	85	6/17	50	41	6/17	01	9	52	-	-	-	08	Crack																-										
001(U059-0)0304(0)	3.000-4.000	111	1	-	23	PD		424	84	6/17	59	54	6/17	01	4	112	-	-	-	07	Crack																-										

Allen County --- District 4

<-PMS Seg.ID.No.->	LogPoint	Dis P Pr	Pv	Prof	ROUGHNESS	Surv	<----- FLEXIBLE DISTRESS ----->	<- RIGID DISTRESS ->
Co.<Route><iLP><L>	Beg. End	St L FY RC Ty	AADT EAL	Date	iriL iriR	Date Rt	Fc1 Fc2 Fc3 Fc4 T0 T1 T2 T3 Bc F Fl F2 F3J1J2J3J4	
				068 + 0.405	in/mi |-----|lin.ft{wp}/100f|-----|		%	
001(U059-0)0405(0)	4.000-5.000	111 1	17 FD	455 111	6/17	59 58	6/17 01 10 81	10 Crack
001(U059-0)0506(0)	5.000-6.000	121 1	17 FD	455 111	6/17	67 71	6/17 01 5 79	14
001(U059-0)0607(0)	6.000-7.000	121 1	17 FD	455 111	6/17	59 57	6/17 01 11 41	10
001(U059-0)0708(0)	7.000-8.000	111 1	17 FD	455 111	6/17	60 59	6/17 01 20 57	05 Crack
001(U059-0)0809(0)	8.000-9.000	121 1	17 FD	455 111	6/17	62 73	6/17 01 11 77	06
001(U059-0)0910(0)	9.000-10.000	121 1	17 FD	455 111	6/17	69 67	6/17 01 10 55	08
001(U059-0)1011(0)	10.000-11.000	121 1	17 FD	607 123	6/17	58 61	6/17 01 8 64	08
	10.134 RS1151			075				- 0.314
001(U059-0)1112(0)	11.000-12.406	111 1	17 FD	630 130	6/17	77 63	6/17 01 5 128	14 Crack
	12.086 BEG 4L UNDIV			077				- 0.304
	12.406 SCL MORAN			077				+ 0.016
	13.134 U54/U59,NCL MRAN			078				- 0.329
001(U059-0)1314(0)	13.134-14.000	111 1	10 CO	670 106	6/17	49 49	6/17 01 8 7	22 Crack
001(U059-0)1415(0)	14.000-15.000	121 1	10 CO	670 106	6/17	45 45	6/17 01 17	35 Crack
001(U059-0)1516(0)	15.000-16.000	111 1	17 FD	544 101	6/17	46 50	6/17 01 20 3	22 Crack
	15.134 RS1157			080				- 0.291
001(U059-0)1617(0)	16.000-17.000	121 1	10 CO	525 101	6/17	45 50	6/17 01 8	31 Crack
001(U059-0)1718(0)	17.000-18.000	121 1	10 CO	525 101	6/17	47 50	6/17 01 8	44 Crack
001(U059-0)1819(0)	18.000-19.000	121 1	17 FD	525 101	6/17	41 45	6/17 01 10	33 Crack
001(U059-0)1920(0)	19.000-20.020	121 1	17 FD	525 101	6/17	46 48	6/17 01 9	30 Crack
	20.020 SCL MILDRED			085				- 0.381
	20.148 RS4,THIRD			085				- 0.253
	20.302 NCL MILDRED			085				- 0.099
001(U059-0)2021(0)	20.302-21.193	121 1	23 PD	385 72	6/17	51 49	6/17 01 1	31 Crack
	21.193 N CO L			085				+ 0.792
	0.000 S CO L			055				- 0.774
001(U169-0)0001(0)	0.000-1.000	111 1	8 PC	1580 719	3/17	60 61	3/17 01	03
001(U169-0)0102(0)	1.000-2.000	111 1	8 PC	1673 668	3/17	60 63	3/17 01	01 07
	1.312 RS2096			056				- 0.451
001(U169-0)0203(0)	2.000-3.000	111 1	8 PC	1715 647	3/17	55 56	3/17 01	02
001(U169-0)0304(0)	3.000-4.000	111 1	8 PC	1715 647	3/17	54 62	3/17 01	01 08
001(U169-0)0405(0)	4.000-5.000	111 1	8 PC	1715 647	3/17	39 43	3/17 01	01
001(U169-0)0506(0)	5.000-6.000	111 1	8 PC	1916 671	3/17	37 42	3/17 01	01
001(U169-0)0607(0)	6.000-7.000	111 1	8 PC	1970 677	3/17	52 58	3/17 01	01 09
001(U169-0)0707(0)	7.000-7.815	111 1	8 PC	2129 681	3/17	44 45	3/17 01	02
	7.514 OLD K224			062				- 0.226
001(U169-0)0708(0)	7.815-8.815	111 1	8 PC	2400 688	3/17	58 61	3/17 01	01 10
001(U169-0)0809(0)	8.815-9.815	111 1	8 PC	2400 688	3/17	52 53	3/17 01	03
001(U169-0)0910(0)	9.815-10.815	111 1	8 PC	2400 688	3/17	63 64	3/17 01	01 15
001(U169-0)1011(0)	10.815-11.824	111 1	8 PC	2400 688	3/17	50 52	3/17 01	01 04
001(U169-0)1112(0)	11.824-12.824	111 1	8 PC	2110 815	3/17	56 64	3/17 01	01 05
001(U169-0)1213(0)	12.824-13.824	111 1	8 PC	2110 815	3/17	57 64	3/17 01	02 01
001(U169-0)1314(0)	13.824-14.897	111 1	8 PC	2110 815	3/17	60 69	3/17 01 1 4	04 Crack
	14.897 U169/U54			069				+ 0.066
001(U169-0)1415(0)	14.897-15.897	111 1	14 17 FD	2035 560	3/17	55 64	3/17 01 11	04 Crack
001(U169-0)1516(0)	15.897-16.897	111 1	14 17 FD	2035 560	3/17	70 66	3/17 11 11 6	01 Crack
001(U169-0)1617(0)	16.897-17.897	111 1	14 17 FD	2040 545	3/17	51 54	3/17 11 15	03 Crack
001(U169-0)1718(0)	17.897-18.897	111 1	14 17 FD	2040 545	3/17	53 61	3/17 01 6	04 Crack
001(U169-0)1819(0)	18.897-19.897	111 1	14 17 FD	2040 545	3/17	54 57	3/17 01 14	03 Crack
001(U169-0)1920(0)	19.897-20.897	111 1	14 17 FD	2040 545	3/17	67 66	3/17 01 19	03 Crack
001(U169-0)2021(0)	20.897-21.897	111 1	14 17 FD	2040 545	3/17	73 94	3/17 11 35	01 Crack
001(U169-0)2122(0)	21.897-22.941	111 1	14 17 FD	1723 480	3/17	56 56	3/17 01 36	01 Crack

Anderson County --- District 4

<-PMS Seg.ID.No.-->	LogPoint	Dis P Pr	Pv	Prof	ROUGHNESS	Surv	----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																						
Co.<Route><iLP><L>	Beg.	End	St L FY RC Ty	AAADT EAL	Date	iriL iriR	Date	Rt	Fc1 Fc2 Fc3 Fc4 T0 T1 T2 T3	Bc	F	F1	F2	F3	J1	J2	J3	J4											
							in/mi	lin.ft{wp}/100f|-----|												%	|-----|								
002(U169-0)0809(0)	8.353-9.353	111 1 14 17	FD	1595 504	5/22	99 76	5/22 01	8 5	--	--	--	27	Crack	01															
002(U169-0)0910(0)	9.353-10.353	111 1 14 17	FD	1595 504	5/22	107 102	5/22 01	7	--	--	--	07	Crack	--	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
002(U169-0)1011(0)	10.353-11.353	131 2	CO	1638 473	5/22	66 70	5/22 01	3 5	--	--	--	44	--	--															
002(U169-0)1112(0)	11.353-12.353	131 2	CO	1670 456	5/22	83 72	5/22 01	5 4	--	--	--	42	--	--															
002(U169-0)1213(0)	12.353-13.727	131 2	CO	1670 456	5/22	88 83	5/22 01	6 12	--	--	--	36	--	--															
	13.727	SJCT U59/U169		092 + 0.726																									
	17.892	NJCT U59/U169		097 - 0.173																									
002(U169-0)1718(0)	17.945-18.358	111 1	CO	1440 471	6/17	60 61	6/17 01	-- 9	--	--	--	--	--	--	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
002(U169-0)1819(0)	18.358-19.358	111 1	FD	1440 483	6/17	41 45	6/17 01	--	--	--	--	--	--	--															
002(U169-0)1920(0)	19.358-20.358	111 1	FD	1548 475	6/17	37 37	6/17 01	--	--	--	--	--	--	--															
	19.897	U169/U169BUS		099 - 0.118																									
002(U169-0)2021(0)	20.358-21.358	111 1	FD	1675 460	6/17	42 38	6/17 01	--	--	--	--	--	--	--															
	20.815	RS15		100 - 0.208																									
002(U169-0)2122(0)	21.358-22.358	111 1	FD	1675 460	6/17	41 42	6/17 01	--	--	--	--	--	--	--															
002(U169-0)2223(0)	22.358-23.358	111 1	FD	1675 460	6/17	36 35	6/17 01	--	--	--	--	--	--	--															
002(U169-0)2324(0)	23.358-24.358	111 1	FD	1675 460	6/17	37 40	6/17 01	--	--	--	--	--	--	--															
002(U169-0)2425(0)	24.358-25.358	111 1	FD	1675 460	6/17	39 43	6/17 01	--	--	--	--	--	--	--															
002(U169-0)2526(0)	25.358-26.358	111 1	FD	1675 460	6/17	38 39	6/17 01	--	--	--	--	--	--	--															
002(U169-0)2627(0)	26.358-27.358	111 1	FD	1675 460	6/17	40 39	6/17 01	--	--	--	--	--	--	--															
002(U169-0)2728(0)	27.358-28.358	111 1	FD	1707 405	6/17	43 48	6/17 01	--	--	--	--	--	--	--															
	27.447	RS1244		106 + 0.437																									
002(U169-0)2829(0)	28.358-29.358	111 1	FD	1597 409	6/17	35 45	6/17 01	--	--	--	--	--	--	--															
	28.551	RS1160		108 - 0.455																									
002(U169-0)2930(0)	29.358-30.621	111 1	FD	1570 412	6/17	37 38	6/17 01	--	--	--	--	--	--	--															
	30.621	N CO L		109 + 0.613																									
	1.421	U59/U169BUS		000 - 0.154																									
002(U169-8)0102(0)	1.421-2.420	221 2	FD	491 41	5/22	111 128	5/22 01	1 13	--	--	--	22	--	--	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	1.807	OAK		000 + 0.232																									
	1.911	MAIN		000 + 0.336																									
	2.346	OLIVE		000 + 0.771																									
	2.420	ECL GARNETT		000 + 0.845																									
	2.811	U169/U169BUS		000 + 1.236																									
	0.000	W CO L		061 - 0.294																									
002(K031-0)0001(0)	0.000-1.000	121 1	PD	193 20	6/12	68 74	6/12 01	12 7	--	--	--	20	--	--															
002(K031-0)0102(0)	1.000-2.000	131 2	PD	130 17	6/12	57 77	6/12 01	4 10	--	--	--	34	--	--															
	1.003	RS1159		062 - 0.314																									
002(K031-0)0203(0)	2.000-3.000	111 1	PD	130 17	6/12	59 58	6/12 01	2 4	--	--	--	16	Crack	--															
002(K031-0)0304(0)	3.000-4.000	121 1	PD	130 15	6/12	63 60	6/12 01	17 7	--	--	--	33	Crack	--															
	3.011	RS260		064 - 0.317																									
002(K031-0)0405(0)	4.000-5.000	131 2	PD	130 15	6/12	65 62	6/12 01	8 3	--	--	--	54	--	--															
002(K031-0)0506(0)	5.000-6.000	131 2	PD	130 15	6/12	82 76	6/12 01	10 13	--	--	--	38	--	--															
002(K031-0)0607(0)	6.000-7.000	121 1	PD	130 15	6/12	77 67	6/12 01	2 13	--	--	--	44	Crack	--															
002(K031-0)0708(0)	7.000-8.174	121 1	PD	130 15	6/12	75 70	6/12 01	9 26	--	--	--	64	Crack	--															
	8.174	WCL HARRIS		069 - 0.162																									
002(K031-0)0808(0)	8.174-8.632	121 1	PD	130 15	6/12	111 106	6/12 01	15 12	--	--	--	12	--	--															
	8.632	ECL HARRIS,MAPLE		069 + 0.296																									
002(K031-0)0810(0)	8.632-10.000	131 2	PD	222 16	6/12	86 87	6/12 01	7 22	--	--	--	50	--	--															
	8.882	RS1544		070 - 0.465																									
	9.882	RS11		071 - 0.483																									
002(K031-0)1011(0)	10.000-11.000	121 1	PD	243 19	6/12	74 76	6/12 01	7 32	--	--	--	28	--	--															
002(K031-0)1112(0)	11.000-12.000	131 2	PD	243 19	6/12	75 68	6/12 01	7 36	--	--	--	30	--	--															
002(K031-0)1213(0)	12.000-13.000	121 1	PD	243 19	6/12	71 68	6/12 01	17 37	--	--	--	18	--	--															
002(K031-0)1314(0)	13.000-14.000	131 2	PD	243 19	6/12	72 84	6/12 01	12 38	--	--	--	32	--	01															

2014 Condition Survey Report

Anderson County --- District 4

<-PMS Seg.ID.No.->																	Prof ROUGHNESS Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																
Co.<Route><iLP><L>	LogPoint Beg.	End	Dis St	P L	Pr FY	Pv RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4		
-----																	in/mi	lin.ft{wp}/100f										-----	-----	-----			
002(K031-0)1415(0)	14.000-15.000		121	1			18	PD	243	19	6/12	67	72	6/12	01	12	50				42	Crack	01										
002(K031-0)1516(0)	15.000-16.000		121	1			18	PD	243	19	6/12	82	79	6/12	01	21	60				16												
002(K031-0)1617(0)	16.000-17.000		121	1			18	PD	243	19	6/12	78	73	6/12	01	13	80				14												
002(K031-0)1718(0)	17.000-18.000		121	1			18	PD	243	19	6/12	89	95	6/12	01	10	61				14												
002(K031-0)1819(0)	18.000-19.000		121	1			21	PD	243	19	6/12	77	81	6/12	01	15	37				18												
002(K031-0)1920(0)	19.000-20.000		121	1			18	PD	456	19	6/12	72	79	6/12	01	18	47				14												
002(K031-0)2020(0)	20.000-20.480		121	1			19	PD	887	26	6/12	75	82	6/12	11	33	67				02												
	20.480	WCL GARNETT						081	+	0.185																							
	20.682	NJCT U59/K31						081	+	0.387																							
	39.109	SJCT U59/K31						100	-	0.110																							
002(K031-0)3939(0)	39.109-39.616		111	1	13	22	PD		410	42	6/18	87	89	6/18	01	2					07	Crack											
002(K031-0)3940(0)	39.616-40.126		211	1	13	9	CO		306	46	6/18	90	103	6/18	01	6					08	Crack		*	*	*	*	*	*	*	*		
	39.619	WCL KINCAID						100	+	0.400																							
	39.734	WATER						101	-	0.457																							
	40.126	ECL KINCAID						101	-	0.065																							
002(K031-0)4041(0)	40.126-41.003		111	1	13	19	PD		233	36	6/18	75	79	6/18	01	3					04	Crack		*	*	*	*	*	*	*	*		
002(K031-0)4142(0)	41.003-42.003		111	1	13	19	PD		218	38	6/18	74	81	6/18	01						01	Crack											
	41.628	RS14						102	+	0.430																							
002(K031-0)4243(0)	42.003-43.003		111	1	13	19	PD		195	41	6/18	73	66	6/18	01	1																	
	42.128	RS1546						103	-	0.049																							
002(K031-0)4344(0)	43.003-44.128		111	1	13	19	PD		195	39	6/18	72	71	6/18	01																		
	44.128	E CO L						104	+	0.936																							
	0.000	W CO L						147	-	0.379																							
002(K058-0)0001(0)	0.000-1.000		121	1			22	PD	363	31	3/17	50	46	3/17	01	3					40	Crack											
002(K058-0)0102(0)	1.000-2.000		121	1			22	PD	363	31	3/17	56	48	3/17	01	1					55	Crack											
002(K058-0)0203(0)	2.000-3.000		121	1			22	PD	363	31	3/17	52	47	3/17	01	1					45	Crack											
	3.000	RS12						150	-	0.363																							
002(K058-0)0304(0)	3.000-4.000		121	1			19	PD	363	29	3/17	58	56	3/17	01	3					40	Crack											
002(K058-0)0405(0)	4.000-5.000		121	1			19	PD	363	29	3/17	59	61	3/17	01	2					46	Crack											
002(K058-0)0506(0)	5.000-6.000		121	1			13	FD	363	39	3/17	54	54	3/17	01	2					57	Crack											
002(K058-0)0607(0)	6.000-7.000		121	1			16	FD	229	37	3/17	53	47	3/17	01	1					49	Crack											
002(K058-0)0708(0)	7.000-8.109		121	1			16	FD	223	36	3/17	64	62	3/17	01	2					45	Crack											
	8.109	U169/K58						046	+	0.710																							
	0.000	W CO L						353	-	0.837																							
	0.227	WCL BRONSON PT1						353	-	0.610																							
	0.596	ECL BRONSON PT1						353	-	0.241																							
	0.750	WCL BRONSON PT2						353	-	0.087																							
	0.827	ECL BRONSON PT2						353	-	0.108																							
006(U054-0)0002(0)	0.827-2.000		121	1			17	FD	856	272	3/20	45	46	3/20	01	3					89	Crack											
	1.137	WJCT U54/K3						353	+	0.202																							
006(U054-0)0203(0)	2.000-3.000		121	1			17	FD	865	249	3/20	37	40	3/20	01	3					45	Crack	01										
006(U054-0)0304(0)	3.000-4.000		121	1			17	FD	865	246	3/20	41	42	3/20	01	1					40	Crack											
006(U054-0)0405(0)	4.000-5.000		121	1			17	FD	865	246	3/20	46	49	3/20	01	2					71	Crack											
006(U054-0)0506(0)	5.000-6.000		121	1			17	FD	865	246	3/20	48	57	3/20	01	2					40	Crack											
006(U054-0)0607(0)	6.000-7.000		121	1			17	FD	908	242	3/20	50	51	3/20	01	4					57	Crack											
	6.326	EJCT U54/K3						358	+	0.476																							
	6.843	RS49						359	-	0.077																							
006(U054-0)0708(0)	7.000-8.000		111	1			17	FD	1025	237	3/20	45	52	3/20	01	6					07	Crack											
006(U054-0)0809(0)	8.000-9.000		121	1			17	FD	1025	237	3/20	47	49	3/20	01	2					40	Crack											
006(U054-0)0910(0)	9.000-10.000		121	1			17	FD	1025	237	3/20	49	52	3/20	01	4					31	Crack											
006(U054-0)1011(0)	10.000-11.000		111	1			17	FD	1025	237	3/20	30	34	3/20	01	2					14	Crack											
006(U054-0)1112(0)	11.000-12.000		111	1			17	FD	1025	237	3/20	32	36	3/20	01	2					23	Crack											
	11.843	RS51						364	-	0.042																							

2014 Condition Survey Report

Bourbon County --- District 4

<-PMS Seg.ID.No.->		LogPoint	Dis	P	Pr	Pv	Prof ROUGHNESS Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																																
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fcl	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4								
-----|										in/mi	-----|lin.ft{wp}/100f|-----|										%	-----|																	
	11.139	U69/K7							058	+ 0.454																													
	20.559	U54/K7							068	- 0.190																													
006(K007-0)2021(0)	20.559-21.075		111	1			18	PD	348	12	6/18	72	89	6/18	01	3													05	Crack									
006(K007-0)2122(0)	21.075-22.075		111	1			18	PD	348	13	6/18	65	79	6/18	01	1															08	Crack							
006(K007-0)2223(0)	22.075-23.075		111	1			18	PD	348	13	6/18	58	89	6/18	01	1															12	Crack							
006(K007-0)2324(0)	23.075-24.075		111	1			18	PD	348	13	6/18	75	92	6/18	01																04	Crack							
006(K007-0)2425(0)	24.075-25.075		111	1			18	PD	348	13	6/18	63	83	6/18	01																								
006(K007-0)2526(0)	25.075-26.075		111	1			18	PD	348	13	6/18	52	80	6/18	01																01	Crack							
	25.559	RS58							073	- 0.167																													
006(K007-0)2627(0)	26.075-27.075		111	1			18	PD	348	13	6/18	58	86	6/18	01	1																							
006(K007-0)2728(0)	27.075-28.075		111	1			18	PD	95	7	6/18	75	98	6/18	01																04	Crack							
	27.212	RS53							075	- 0.455																													
006(K007-0)2829(0)	28.075-29.075		111	1			18	PD	55	6	6/18	53	76	6/18	01																01	Crack							
006(K007-0)2930(0)	29.075-30.075		111	1			18	PD	55	6	6/18	75	98	6/18	01																04	Crack							
006(K007-0)3031(0)	30.075-31.075		211	1			18	PD	55	6	6/18	75	109	6/18	01	1															05	Crack							
006(K007-0)3132(0)	31.075-32.075		211	1			18	PD	55	6	6/18	83	120	6/18	01	1															04	Crack							
006(K007-0)3233(0)	32.075-33.075		211	1			18	PD	55	6	6/18	76	110	6/18	01	1															03	Crack							
006(K007-0)3334(0)	33.075-34.075		111	1			18	PD	55	8	6/18	78	99	6/18	01	1															27	Crack							
006(K007-0)3435(0)	34.075-35.075		111	1			18	PD	121	21	6/18	69	85	6/18	01	2														11	Crack		*	*	*	*	*	*	*
	34.415	WJCT K7/K31							082	- 0.209																													
006(K007-0)3536(0)	35.075-36.075		121	1	13	18	PD	190	18		6/18	65	72	6/18	01	5	16													22		*	*	*	*	*	*	*	
	35.339	EJCT K7/K31							083	- 0.248																													
006(K007-0)3636(0)	36.075-36.852		121	1	13	18	PD	203	16		6/18	49	49	6/18	01	2	2													20									
	36.852	N CO L							084	+ 0.272																													
	0.000	N CO L							122	- 0.231																													
006(K031-0)0001(0)	0.000-1.300		111	1			18	PD	103	8	6/18	68	80	6/18	01	19															08	Crack							
	1.300	NCL MAPLETON							123	+ 0.031																													
006(K031-0)0102(0)	1.300-2.146		211	1			21	PD	191	14	6/18	98	100	6/18	01	3															22	Crack		*	*	*	*	*	*
	1.821	K31/K65							124	- 0.430																													
	2.146	ECL MAPLETON							124	- 0.105																													
006(K031-0)0203(0)	2.146-3.000		111	1			19	PD	133	23	6/18	85	92	6/18	01	14																11	Crack						
006(K031-0)0304(0)	3.000-4.000		111	1			19	PD	133	23	6/18	54	66	6/18	01	8																15	Crack						
006(K031-0)0405(0)	4.000-5.213		211	1			19	PD	133	24	6/18	75	110	6/18	01	25	1															10	Crack						
	5.213	WJCT K7/K31							127	+ 0.024																													
	6.137	EJCT K7/K31							128	- 0.063																													
006(K031-0)0607(0)	6.137-7.000		231	2	13	21	PD	178	17		6/18	97	113	6/18	01	4	57														32								
006(K031-0)0708(0)	7.000-8.000		131	2	13	18	PD	178	17		6/18	84	97	6/18	01	6	19														34								
006(K031-0)0809(0)	8.000-9.000		131	2	13	18	PD	178	17		6/18	64	80	6/18	01	4	21														34								
006(K031-0)0910(0)	9.000-10.000		131	2	13	18	PD	178	12		6/18	58	74	6/18	01	4	5														30								
006(K031-0)1011(0)	10.000-11.042		131	2	13	18	PD	178	10		6/18	62	74	6/18	01	7	5														46								
	11.042	WCL FULTON							133	- 0.218																													
006(K031-0)1111(0)	11.042-11.650		221	2	13	22	PD	268	33		6/18	94	119	6/18	01	4	11														16		*	*	*	*	*	*	
	11.650	ECL FULTON							133	+ 0.390																													
006(K031-0)1113(0)	11.650-13.156		131	2	13	13	FD	261	34		6/18	78	89	6/18	01	3	13														54		*	*	*	*	*	*	
	11.675	K31/OLD U69							133	+ 0.415																													
	13.156	U69/K31							135	+ 0.002																													
	0.000	W CO L							073	- 0.761																													
006(K039-0)0001(0)	0.000-1.000		111	1			18	PD	208	15	3/17	58	72	3/17	01	14																							

Bourbon County --- District 4																															
<-PMS Seg.ID.No.->	LogPoint	Dis	P	Pr	Pv	Prof ROUGHNESS Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																									
Co.<Route><ILP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	F4			
-----|													in/mi	-----|lin.ft{wp}/100f|-----|										%	-----|						
006(K039-0)0505(0)	5.000-5.971	5.971	111	1			18	PD	275	15	3/17	79	88	3/17	01	7					10	Crack									
	5.971	WJCT	K3/K39						056		+ 0.121																				
	6.475	EJCT	K3/K39						079		- 0.307																				
006(K039-0)0607(0)	6.475-7.000		111	1			18	PD	313	15	3/17	75	79	3/17	01	7					15	Crack									
006(K039-0)0708(0)	7.000-8.000		111	1			18	PD	313	15	3/17	61	65	3/17	01	3					20	Crack									
006(K039-0)0809(0)	8.000-9.000		111	1			18	PD	313	15	3/17	64	69	3/17	01	5					22	Crack									
	8.975	RS1198							059		+ 0.135																				
006(K039-0)0910(0)	9.000-10.000		111	1			18	PD	313	15	3/17	53	57	3/17	01	6					26	Crack									
006(K039-0)1011(0)	10.000-11.000		111	1			18	PD	313	15	3/17	62	70	3/17	01	14	1				10	Crack									
006(K039-0)1112(0)	11.000-12.000		111	1			21	PD	313	15	3/17	62	68	3/17	01	5					22	Crack									
	11.975	RS1192,RS50							062		+ 0.142																				
006(K039-0)1213(0)	12.000-13.000		111	1			18	PD	313	18	3/17	70	68	3/17	01	24	1				12	Crack									
006(K039-0)1314(0)	13.000-14.000		121	1			18	PD	313	18	3/17	64	74	3/17	01	6					34	Crack									
006(K039-0)1414(0)	14.000-14.757		111	1			18	PD	313	18	3/17	67	70	3/17	01	7					19	Crack									
	14.757	K7/K39							064		+ 0.930																				
	0.000	K3/K65							000		+ 0.000																				
006(K065-0)0001(0)	0.000-1.000		111	1			18	PD	53	7	6/18	53	63	6/18	01	8					22	Crack									
006(K065-0)0102(0)	1.000-2.000		121	1			18	PD	53	7	6/18	51	55	6/18	01	10					02										
006(K065-0)0203(0)	2.000-3.000		111	1			18	PD	53	7	6/18	50	60	6/18	01	3					04	Crack									
006(K065-0)0304(0)	3.000-4.000		111	1			18	PD	53	7	6/18	70	78	6/18	01	3					10	Crack									
	3.960	RS706							004		- 0.068																				
006(K065-0)0405(0)	4.000-5.000		111	1			18	PD	53	7	6/18	69	73	6/18	01	3					08	Crack									
006(K065-0)0506(0)	5.000-6.000		121	1			18	PD	53	7	6/18	71	87	6/18	01	17					12										
006(K065-0)0607(0)	6.000-7.000		111	1			18	PD	53	7	6/18	78	94	6/18	01	14					18	Crack									
006(K065-0)0708(0)	7.000-8.000		111	1			18	PD	53	7	6/18	71	87	6/18	01	11					19	Crack									
	8.000	RS1197							008		- 0.060																				
006(K065-0)0809(0)	8.000-9.000		111	1			18	PD	80	7	6/18	57	77	6/18	01	20					18	Crack									
006(K065-0)0910(0)	9.000-10.000		121	1			18	PD	80	7	6/18	65	74	6/18	01	9					04										
006(K065-0)1010(0)	10.000-10.602		121	1			18	PD	80	7	6/18	83	86	6/18	01	17					04										
	10.602	SCL MAPLETON							010		+ 0.397																				
006(K065-0)1011(0)	10.602-11.160		211	1			13	FD	94	34	6/18	103	104	6/18	01	1					03	Crack									
	11.160	K31/K65							010		+ 0.955																				
	0.000	W CO L							051		- 0.410																				
010(U166-0)0001(0)	0.000-1.000		111	1			17	FD	745	192	6/11	52	62	6/11	01	1	196														
010(U166-0)0102(0)	1.000-2.000		111	1			17	FD	805	168	6/11	43	50	6/11	01		169				04	Crack									
010(U166-0)0203(0)	2.000-3.000		121	1			17	FD	830	160	6/11	51	58	6/11	01	1		4			02										
010(U166-0)0304(0)	3.000-4.000		111	1			17	FD	716	173	6/11	54	57	6/11	01	5	171				03	Crack									
010(U166-0)0405(0)	4.000-5.000		111	1			17	FD	715	174	6/11	39	48	6/11	01	2	159				04	Crack									
010(U166-0)0506(0)	5.000-6.000		111	1			17	FD	715	174	6/11	51	51	6/11	01	29	110				01	Crack									
010(U166-0)0607(0)	6.000-7.000		121	1			17	FD	715	174	6/11	60	71	6/11	01	6	174				02										
010(U166-0)0708(0)	7.000-8.000		111	1			17	FD	715	225	6/11	54	58	6/11	01	1	188				03	Crack									
	7.116	RS96,RS804							058		- 0.273																				
010(U166-0)0809(0)	8.000-9.000		111	1			17	FD	715	234	6/11	66	66	6/11	01	1		2			03	Crack									
010(U166-0)0910(0)	9.000-10.000		111	1			17	FD	715	234	6/11	51	60	6/11	01			2			01	Crack									
010(U166-0)1011(0)	10.000-11.000		111	1			17	FD	715	234	6/11	52	58	6/11	01		185				03	Crack									
	10.098	RS1566							061		- 0.290																				
010(U166-0)1112(0)	11.000-12.000		111	1			17	FD	715	234	6/11	67	60	6/11	01			2			03	Crack									
010(U166-0)1213(0)	12.000-13.000		111	1			17	FD	723	236	6/11	73	62	6/11	01			3													
	12.592	RS1111							063		+ 0.199																				
010(U166-0)1314(0)	13.000-14.000		111	1			17	FD	735	240	6/11	58	61	6/11	01			4			01	Crack									
010(U166-0)1415(0)	14.000-15.000		111	1			17	FD	735	240	6/11	62	71	6/11	01		191				03	Crack									
010(U166-0)1515(0)	15.000-15.543		121	1			17	FD	735	235	6/11	86	88	6/11	01	7	145				02										
	15.543	WJCT	U166/U166B						066		+ 0.1																				

Chautauqua County --- District 4																											
Prof ROUGHNESS Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																											
Co.<Route><LP><L>																											
LogPoint	Dis	P	Pr	Pv	AADT		EAL	Date	iriL	iriR	Date	Rt	Fcl	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	F4	
Beg.	End	St	L	FY	RC	Ty																					
-----|													in/mi	-----|										lin.ft{wp}/100f|	-----|	%	-----|
010(K099-0)1112(0)	11.857-12.857	111	1		14	FD	293	95	4/07	51	60	4/07	01	1					20	Crack							
010(K099-0)1213(0)	12.857-13.857	121	1		14	FD	293	95	4/07	46	58	4/07	01	1					35	Crack							
010(K099-0)1314(0)	13.857-14.857	121	1		14	FD	293	95	4/07	39	43	4/07	01	5					50	Crack							
010(K099-0)1415(0)	14.857-15.857	121	1		14	FD	293	95	4/07	37	47	4/07	01	1					50	Crack							
010(K099-0)1516(0)	15.857-16.857	111	1		14	FD	293	95	4/07	46	60	4/07	01						11	Crack							
010(K099-0)1617(0)	16.857-17.857	111	1		14	FD	293	95	4/07	41	50	4/07	01	1					19	Crack							
010(K099-0)1718(0)	17.857-18.857	121	1		14	FD	293	95	4/07	37	41	4/07	01	2					37	Crack							
010(K099-0)1819(0)	18.857-19.857	121	1		14	FD	293	95	4/07	38	45	4/07	01	2					35	Crack							
010(K099-0)1920(0)	19.857-20.857	121	1		14	FD	293	95	4/07	47	57	4/07	01	2					34	Crack							
010(K099-0)2021(0)	20.857-21.857	111	1		14	FD	348	82	4/07	37	48	4/07	01	13					27	Crack							
	21.189	RS1566					021	+	0.089																		
010(K099-0)2123(0)	21.857-23.339	121	1		14	FD	375	78	4/07	41	50	4/07	01	3					41	Crack							
	23.339	N CO L					023	+	0.219																		
	0.000	STATE LINE					000	+	0.000																		
011(U069-0)0001(0)	0.000-1.000	211	1		10	CO	1160	128	3/18	102	115	3/18	11	43	11				11	Crack							
011(U069-0)0102(0)	1.000-2.000	211	1		10	CO	1160	128	3/18	99	123	3/18	12	19	7				10	Crack							
	1.234	RS105					001	+	0.283																		
011(U069-0)0203(0)	2.000-3.000	111	1		17	FD	1187	158	3/18	70	75	3/18	11	3					12	Crack							
	2.234	U69/U166					002	+	0.277																		
011(U069-0)0304(0)	3.000-4.000	111	1		17	FD	1195	166	3/18	46	48	3/18	01														
011(U069-0)0405(0)	4.000-5.000	111	1		17	FD	1195	166	3/18	41	43	3/18	01														
011(U069-0)0506(0)	5.000-6.000	111	1		17	FD	1195	166	3/18	52	50	3/18	01	1					01	Crack							
011(U069-0)0607(0)	6.000-7.000	111	1		17	FD	1877	180	3/18	50	51	3/18	01														
	6.234	RS101					006	+	0.283																		
011(U069-0)0708(0)	7.000-8.000	111	1		17	FD	2085	185	3/18	52	56	3/18	01														
011(U069-0)0809(0)	8.000-9.000	111	1		17	FD	2085	185	3/18	50	57	3/18	01	3					03	Crack							
011(U069-0)0910(0)	9.000-10.000	121	1		17	FD	2085	185	3/18	63	67	3/18	01	11					02								
	9.234	RS110					009	+	0.285																		
011(U069-0)1011(0)	10.000-11.000	121	1		17	FD	2085	185	3/18	44	53	3/18	01	2					02								
011(U069-0)1111(0)	11.000-11.857	211	1		17	FD	2085	185	3/18	132	136	3/18	11	9													
	11.799	2L/4L					012	-	0.180																		
	11.857	SCL COLUMBUS					012	-	0.122																		
	12.190	NCL COLUMBUS					012	+	0.211																		
011(U069-0)1213(0)	12.190-13.000	121	1		11	CO	1973	233	3/18	77	79	3/18	01	1					04		*	*	*	*	*	*	*
	12.265	4L/2L					012	+	0.286																		
	12.381	U69/K7/U160					012	+	0.402																		
011(U069-0)1314(0)	13.000-14.000	111	1		11	CO	1765	251	3/18	49	47	3/18	01														
011(U069-0)1415(0)	14.000-15.000	111	1		11	CO	1765	251	3/18	43	43	3/18	01														
011(U069-0)1516(0)	15.000-16.000	111	1		11	CO	1765	251	3/18	41	39	3/18	01														
011(U069-0)1617(0)	16.000-17.000	111	1		11	CO	1765	251	3/18	45	43	3/18	01														
011(U069-0)1718(0)	17.000-18.000	111	1		11	CO	1765	251	3/18	44	42	3/18	01														
011(U069-0)1819(0)	18.000-19.000	111	1		11	CO	1765	251	3/18	45	45	3/18	01														
011(U069-0)1920(0)	19.000-20.000	121	1		11	CO	2327	387	3/18	75	76	3/18	01	6	21				06								
	19.402	EJ U69/U160/U400					019	+	0.434																		
011(U069-0)2021(0)	20.000-21.000	111	1		11	CO	2705	479	3/18	49	55	3/18	01	5					14	Crack							
011(U069-0)2122(0)	21.000-22.000	111	1		11	CO	2705	479	3/18	53	58	3/18	01	5					05	Crack							
011(U069-0)2223(0)	22.000-23.000	111	1		11	CO	2757	495	3/18	49	51	3/18	01	1					07	Crack							
	22.485	RS1176					022	+	0.409																		
011(U069-0)2324(0)	23.000-24.000	111	1		11	CO	2805	513	3/18	51	51	3/18	01	5					05	Crack							
	23.485	RS1166					023	+	0.398																		
011(U069-0)2425(0)	24.000-25.000	111	1		11	CO	2805	513	3/18	58	57	3/18	01	4					10	Crack							
011(U069-0)2526(0)	25.000-26.000	111	1		11	CO	2805	513	3/18	49	54	3/18	01	4					03	Crack							
011(U069-0)2627(0)	26.000-27.000	111	1		11	CO	2805	513	3/18	47	57	3/18	01	2					07	Crack							

2014 Condition Survey Report

Cherokee County --- District 4

-<PMS Seg.ID.No.->		LogPoint		Dis P Pr				Pv	Prof ROUGHNESS Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																							
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AAADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J2	J3	J4		
-----|											in/mi	|-----|lin.ft{wp}/100f|-----|										%	|-----|									
	26.485	RS1366						026	+ 0.445																							
011(U069-0)2728(0)	27.000-28.000		111	1		11	CO	2805	513	3/18	44	43	3/18	01	1						04	Crack										
011(U069-0)2829(0)	28.000-29.000		121	1		11	CO	2877	522	3/18	47	47	3/18	01	5						10											
	28.520	K103,RS112						028	+ 0.473																							
011(U069-0)2930(0)	29.000-30.487		121	1		11	CO	2955	533	3/18	54	48	3/18	01	2						37	Crack										
	30.487	U69/U400/K171,CO						030	+ 0.428																							
	0.000	STATE LINE						000	+ 0.000																							
011(U069-5)0000(0)	0.000-0.483		111	1		23	PD	3120	151	3/17	71	79	3/17	01	13																	
	0.483	SCL BAXTER SPRGS						000	+ 0.483																							
011(U069-5)0001(0)	0.483-1.801		211	1		11	CO	4435	180	3/17	86	125	3/17	11	4	40					14	Crack		*	*	*	*	*	*	*		
	0.780	2L/4L						000	+ 0.780																							
	0.997	23RD						000	+ 0.997																							
	1.303	19TH,RS105						000	+ 1.303																							
	1.801	U69ALT/U166						003	- 1.170																							
011(U069-5)0103(0)	1.801-3.099		211	1		17	FD	3845	203	3/17	86	110	3/17	01	1	31					18	Crack										
	1.945	10TH						003	- 1.026																							
	2.304	5TH,RS1177						003	- 0.667																							
	3.099	NCL BAXTER SPRGS						003	+ 0.128																							
011(U069-5)0303(0)	3.099-3.980		111	1		17	FD	3215	240	3/17	68	72	3/17	11	4	140					03	Crack										
	3.980	U69ALT/U400						004	+ 0.036																							
	0.000	W CO L						444	- 0.345																							
011(U160-0)0001(0)	0.000-1.000		121	1		17	FD	905	123	3/18	63	66	3/18	01	1						04		*	*	*	*	*	*	*	*		
011(U160-0)0102(0)	1.000-2.000		111	1		17	FD	869	112	3/18	37	36	3/18	01																		
	1.345	RS1165						445	+ 0.005																							
011(U160-0)0203(0)	2.000-3.000		111	1		17	FD	850	107	3/18	36	38	3/18	01																		
011(U160-0)0304(0)	3.000-4.000		111	1		17	FD	850	107	3/18	39	40	3/18	01																		
011(U160-0)0405(0)	4.000-5.000		111	1		17	FD	990	112	3/18	41	42	3/18	01	1																	
	4.534	RS101,RS102						448	+ 0.195																							
011(U160-0)0506(0)	5.000-6.000		121	1		17	FD	1150	118	3/18	50	53	3/18	01							04											
011(U160-0)0607(0)	6.000-7.000		111	1		17	FD	1150	118	3/18	40	37	3/18	01																		
	6.584	RS1699						450	+ 0.255																							
011(U160-0)0708(0)	7.000-8.000		111	1		17	FD	1150	118	3/18	36	40	3/18	01																		
011(U160-0)0809(0)	8.000-9.000		111	1		17	FD	1169	122	3/18	35	37	3/18	01																		
	8.584	RS1170						452	+ 0.255																							
011(U160-0)0910(0)	9.000-10.000		111	1		17	FD	1195	126	3/18	34	35	3/18	01																		
011(U160-0)1011(0)	10.000-11.000		111	1		17	FD	1195	126	3/18	38	38	3/18	01																		
011(U160-0)1112(0)	11.000-12.000		111	1		17	FD	1195	126	3/18	40	36	3/18	01																		
	11.584	RS1169						460	+ 0.256																							
011(U160-0)1213(0)	12.000-13.076		111	1		10	CO	1195	126	3/18	51	58	3/18	01							16	Crack		*	*	*	*	*	*	*		
	12.983	WCL COLUMBUS						462	- 0.296																							
	13.076	ECL COLUMBUS						462	- 0.203																							
011(U160-0)1313(0)	13.076-13.584		211	1		8	PC	2015	186	3/18	130	110	3/18	01										01	03	01						
	13.584	WJCT U69/K7/U160						457	+ 0.296																							
	0.000	W CO L						138	- 0.235																							
011(U166-0)0001(0)	0.000-1.000		111	1		17	FD	1245	237	3/17	70	75	3/17	11	1						07	Crack										
	0.050	RS1165						138	- 0.185																							
011(U166-0)0102(0)	1.000-2.000		121	1		17	FD	1240	234	3/17	67	64	3/17	12							04											
011(U166-0)0203(0)	2.000-3.000		111	1		17	FD	1240	234	3/17	64	60	3/17	12																		
011(U166-0)0304(0)	3.000-4.000		111	1		17	FD	1240	234	3/17	71	63	3/17	12	1																	
011(U166-0)0405(0)	4.000-5.000		111	1		17	FD	1283	262	3/17	65	68	3/17	12	1						11	Crack										
	4.392	RS2106						142	+ 0.154																							
011(U166-0)0506(0)	5.000-6.000		111	1		17	FD	1310	283	3/17	69	61	3/17	11	4						15	Crack										
011(U166-0)0607(0)	6.000-7.000		121	1		17	FD	1310	283	3/17	97	90	3/17	11	5						35	Crack										

2014 Condition Survey Report

Cherokee County --- District 4

<-PMS Seg.ID.No.->	LogPoint	Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS -->																										
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fcl	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4				
-----|											in/mi	|lin.ft{wp}/100f|-----|											%	|-----											
011(U400-0)1617(0)	16.000-17.000	16.368	111	1			17	FD	2620	532	3/19	48	51	3/19	01	24																			
	RS113								428	+	0.465																								
011(U400-0)1718(0)	17.000-18.000		111	1			17	FD	2620	532	3/19	47	50	3/19	01	21																			
011(U400-0)1819(0)	18.000-19.000		111	1			17	FD	2620	532	3/19	44	42	3/19	01	7																			
011(U400-0)1920(0)	19.000-20.348	20.348	111	1			17	FD	2620	532	3/19	50	55	3/19	01	8																			
	U69/U400/K171								432	+	0.443																								
011(U400-0)3132(0)	31.433-32.743	31.443	121	1			11	CO	2485	292	3/17	57	56	3/17	11	6						37	Crack	01	*	*	*	*	*	*	*	*	*		
	U69/U400								012	-	1.440																								
	4L/2L								012	-	0.436																								
011(U400-0)3233(0)	32.743-33.743	33.534	121	1			11	CO	2485	292	3/17	35	37	3/17	01	9						37	Crack												
	RS109								011	-	0.350																								
011(U400-0)3334(0)	33.743-34.743	34.534	111	1			11	CO	2581	316	3/17	40	38	3/17	01	11						29	Crack												
	RS110								010	-	0.351																								
011(U400-0)3435(0)	34.743-35.743		121	1			11	CO	2945	419	3/17	47	45	3/17	01	3						46	Crack	01											
011(U400-0)3536(0)	35.743-36.743	36.534	121	1			11	CO	2945	419	3/17	43	46	3/17	01	8						45	Crack	01											
	RS1367								008	-	0.359																								
011(U400-0)3637(0)	36.743-37.743	37.529	111	1			11	CO	3059	418	3/17	52	54	3/17	01	8	4					29	Crack												
	RS101								007	+	0.014																								
011(U400-0)3738(0)	37.743-38.727	38.727	111	1			17	FD	2038	318	3/17	66	68	3/17	01	14	4					19	Crack												
	U400/K66								006	+	0.186																								
011(U400-0)3839(0)	38.727-39.524		211	1			17	FD	3055	284	3/17	95	102	3/17	11	4	44					10	Crack												
011(U400-0)3940(0)	39.524-40.494	40.494	111	1			17	FD	3055	284	3/17	59	55	3/17	01	3	63					11	Crack												
	U400/U69ALT								389	+	0.222																								
011(U400-0)4041(0)	40.539-41.539		111	1			17	FD	662	60	3/17	96	97	3/17	11		78					25	Crack												
011(U400-0)4142(0)	41.539-42.539		111	1			17	FD	605	61	3/17	77	79	3/17	11		182					05	Crack												
011(U400-0)4243(0)	42.539-43.570	43.570	111	1			17	FD	605	61	3/17	74	75	3/17	11	1	150					15	Crack												
	U400/U166								456	+	0.226																								
	U69/K7/U160								013	-	0.593																								
011(K007-0)1213(0)	12.381-13.000	12.381	111	1			20	PD	1595	96	3/17	81	93	3/17	01	81	55					01	Crack		*	*	*	*	*	*	*	*	*		
011(K007-0)1314(0)	13.000-14.000		121	1			20	PD	1595	96	3/17	90	94	3/17	01	70	50					02													
011(K007-0)1415(0)	14.000-15.000		111	1			20	PD	1595	96	3/17	61	72	3/17	01	75	51					03	Crack												
011(K007-0)1516(0)	15.000-16.000		111	1			20	PD	1595	96	3/17	86	97	3/17	01	81	68																		
011(K007-0)1617(0)	16.000-17.000	16.381	111	1			20	PD	1354	88	3/17	82	98	3/17	01	48	67					04	Crack												
	RS1166								016	+	0.420																								
011(K007-0)1718(0)	17.000-18.000		111	1			20	PD	1205	86	3/17	70	81	3/17	01	43	7					03	Crack												
011(K007-0)1819(0)	18.000-19.000		121	1			20	PD	1205	86	3/17	68	76	3/17	01	31						02													
011(K007-0)1920(0)	19.000-20.000	19.431	111	1			20	PD	1196	77	3/17	76	88	3/17	01	25						03	Crack												
	K7/K102								019	+	0.463																								
011(K007-0)2021(0)	20.000-21.000		111	1			20	PD	1230	85	3/17	66	73	3/17	01	34																			
011(K007-0)2122(0)	21.000-22.000	21.451	111	1			20	PD	1205	102	3/17	73	81	3/17	01	48	5					03	Crack												
	K7/K103								021	+	0.479																								
011(K007-0)2223(0)	22.000-23.445	23.445	111	1			20	PD	1160	100	3/17	84	92	3/17	01	81	7					03	Crack												
	N CO L,U400								023	+	0.485																								
	U166/K26								000	+	0.000																								
011(K026-0)0001(0)	0.000-1.000		121	1			23	PD	1595	79	3/17	51	55	3/17	01	11	19					33	Crack												
011(K026-0)0102(0)	1.000-2.349	2.349	121	1			20	PD	1595	79	3/17	50	67	3/17	01	9	5					22													
	SCL GALENA								002	+	0.345																								
011(K026-0)0203(0)	2.349-3.601	2.515	111	1			10	CO	2155	105	3/17	59	64	3/17	01	19	29					23	Crack		*	*	*	*	*	*	*	*	*		
	22ND								003	-	0.502																								
	21ST,RS1178								003	-	0.421																								
	12TH								003	+	0.274																								
	8TH								003	+	0.536																								
	K66/K26								003	+	0.584																								

2014 Condition Survey Report

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<-PMS Seg.ID.No.->		LogPoint		Dis P Pr			Pv	Prof		ROUGHNESS		Surv		FLEXIBLE DISTRESS										RIGID DISTRESS									
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4		
-----|													in/mi	-----|lin.ft{wp}/100f|-----|										%	-----|								
016(I035-0)0102(4)	1.000-2.000	111	1		5	FD		6550	2013	5/07	25	26	5/07	01																			
016(I035-0)0203(2)	2.000-3.000	111	1		5	FD		6550	2013	5/07	22	23	5/07	01							01	Crack											
016(I035-0)0203(4)	2.000-3.000	111	1		5	FD		6550	2013	5/07	30	32	5/07	01																			
016(I035-0)0304(2)	3.000-4.000	121	1		5	FD		6550	2013	5/07	31	32	5/07	01								02											
016(I035-0)0304(4)	3.000-4.000	121	1		5	FD		6550	2013	5/07	31	36	5/07	01								02											
016(I035-0)0405(2)	4.000-5.000	111	1		5	FD		6550	2013	5/07	25	29	5/07	01																			
016(I035-0)0405(4)	4.000-5.000	111	1		5	FD		6550	2013	5/07	35	38	5/07	01																			
016(I035-0)0506(2)	5.000-6.000	111	1		5	FD		6317	2014	5/07	24	27	5/07	01							01	Crack											
016(I035-0)0506(4)	5.000-6.000	111	1		5	FD		6317	2014	5/07	27	30	5/07	01																			
	5.224	I35/K131																															
	5.224	I35/K131																															
016(I035-0)0607(2)	6.000-7.000	111	1		5	FD		6250	2013	5/07	35	39	5/07	01	1						05	Crack											
016(I035-0)0607(4)	6.000-7.000	121	1		5	FD		6250	2013	5/07	27	28	5/07	01								02											
016(I035-0)0708(2)	7.000-8.000	111	1		5	FD		6250	2013	5/07	28	30	5/07	01	1						12	Crack											
016(I035-0)0708(4)	7.000-8.000	111	1		5	FD		6250	2013	5/07	24	23	5/07	01																			
016(I035-0)0809(2)	8.000-9.000	111	1		5	FD		6250	2013	5/07	24	24	5/07	01	2							05	Crack										
016(I035-0)0809(4)	8.000-9.000	111	1		5	FD		6250	2013	5/07	30	29	5/07	01																			
016(I035-0)0910(2)	9.000-10.000	111	1		5	FD		6250	2013	5/07	30	32	5/07	01							01	Crack											
016(I035-0)0910(4)	9.000-10.000	111	1		5	FD		6250	2013	5/07	31	39	5/07	01																			
016(I035-0)1011(2)	10.000-11.000	111	1		5	FD		6250	2013	5/07	26	27	5/07	01							01	Crack											
016(I035-0)1011(4)	10.000-11.000	111	1		5	FD		6250	2013	5/07	28	29	5/07	01																			
016(I035-0)1112(2)	11.000-12.000	121	1		5	FD		6250	2013	5/07	50	50	4/16									04											
016(I035-0)1112(4)	11.000-12.000	111	1		5	FD		6250	2013	5/07	42	44	4/16																				
016(I035-0)1213(2)	12.000-13.369	111	1	13	2	PC		5691	2726	5/07	64	64	5/07	01																			
016(I035-0)1213(4)	12.000-13.369	111	1	13	2	PC		5691	2726	5/07	60	66	5/07	01									01										
	12.276	I35/U75																															
	12.276	I35/U75																															
	13.369	N CO L																															
	13.369	N CO L																															
	0.000	S CO L																															
016(U075-0)0001(0)	0.000-1.000	111	1		17	FD		985	302	5/22	40	46	5/22	01	10	30					10	Crack											
016(U075-0)0102(0)	1.000-2.000	111	1		17	FD		985	302	5/22	41	46	5/22	01	15	28					07	Crack											
016(U075-0)0203(0)	2.000-3.000	111	1		17	FD		985	302	5/22	34	39	5/22	01	5	1					01	Crack											
016(U075-0)0304(0)	3.000-4.000	111	1		17	FD		1424	289	5/22	50	59	5/22	01	12	19					07	Crack											
	3.022	SJCT U75/K58																															
	3.960	NJCT U75/K58																															
016(U075-0)0405(0)	4.000-5.000	121	1		17	FD		1395	333	5/22	55	59	5/22	01	23	17					08												
016(U075-0)0506(0)	5.000-6.000	111	1		17	FD		1395	333	5/22	54	64	5/22	01	22	37					11	Crack											
016(U075-0)0607(0)	6.000-7.000	111	1		17	FD		1395	333	5/22	54	58	5/22	01	22	34					05	Crack											
016(U075-0)0708(0)	7.000-8.000	111	1		17	FD		1395	333	5/22	62	67	5/22	01	23	29					07	Crack											
016(U075-0)0809(0)	8.000-9.000	111	1		17	FD		1422	332	5/22	55	57	5/22	01	30	65					05	Crack											
016(U075-0)0910(0)	9.000-10.103	121	1		17	FD		2070	348	5/22	71	68	5/22	01	14	95					04												
	10.103	SCL BURLINGTON																															
016(U075-0)1011(0)	10.103-11.535	311	3	15	17	FD		2649	291	5/22	164	174	5/22	11	3	17					20	Crack			*	*	*	*	*	*	*		
	10.406	POTOMAC																															
	10.659	DES MOINES/4TH																															
	10.792	HUDSON																															
	11.038	KENNEBEC,RS10																															
016(U075-0)1112(0)	11.535-12.143	211	1	15	17	FD		2475	337	5/22	127	104	5/22	11	1						07	Crack											
	11.736	NCL BURLINGTON																															
016(U075-0)1213(0)	12.143-13.137	121	1	15	17	FD		2475	337	5/22	68	75	5/22	01	14	16					02												
016(U075-0)1313(0)	13.137-13.992	111	1	15	17	FD		2475	338	5/22	63	46	5/22	01							05	Crack											
016(U075-0)1315(0)	13.992-15.238	111	1	15	17	FD		2475	338	5/22	58	45	5/22	01	1						10	Crack											

Coffey County --- District 4

Co.<Route><iLP><L>	LogPoint Beg.	End	St	L	FY	Pr	RC	Ty	Pv	AADT	EAL	Date	Prof ROUGHNESS		Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																												
													iriL	iriR	Date	Rt	Fcl	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4										
													in/mi	lin.ft{wp}/100f										%																			
	15.238	SCL NEW STRAWN							101	+	0.004																																
016(U075-0)1515(0)	15.238-15.738	111	1	15	17	FD			2565	257	5/22	55	54	5/22	01	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	15.738	NCL NEW STRAWN							102	-	0.447																																
016(U075-0)1516(0)	15.738-16.992	111	1	15	17	FD			2350	345	5/22	48	40	5/22	01	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
016(U075-0)1617(0)	16.992-17.992	111	1	15	17	FD			2350	345	5/22	38	34	5/22	01	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
016(U075-0)1718(0)	17.992-18.992	111	1	15	17	FD			2062	352	5/22	41	39	5/22	01	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	18.405	RS153							104	+	0.164																																
016(U075-0)1819(0)	18.992-19.992	111	1	15	17	FD			1860	357	5/22	36	37	5/22	01	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
016(U075-0)1920(0)	19.992-20.992	111	1	15	17	FD			1860	357	5/22	48	44	5/22	01	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
016(U075-0)2021(0)	20.992-21.992	111	1	15	17	FD			1860	350	5/22	47	44	5/22	01	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	21.439	RS1133							107	+	0.201																																
016(U075-0)2122(0)	21.992-22.992	111	1	15	17	FD			1860	342	5/22	38	36	5/22	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
016(U075-0)2223(0)	22.992-23.992	111	1	15	17	FD			1860	342	5/22	39	35	5/22	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
016(U075-0)2324(0)	23.992-24.992	111	1	15	17	FD			1860	342	5/22	34	33	5/22	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
016(U075-0)2425(0)	24.992-25.992	111	1	15	17	FD			2697	568	5/22	45	47	5/22	01	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
016(U075-0)2527(0)	25.992-27.439	111	1	15	11	CO			2940	627	5/22	76	85	4/16	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	26.998	I35/U75							113	+	0.026																																
	27.439	N CO L							113	+	0.467																																
	0.000	N CO L							053	-	0.265																																
016(K031-0)0001(0)	0.000-1.000	121	1	-	22	PD			465	31	6/12	89	100	6/12	01	7	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
016(K031-0)0102(0)	1.000-2.000	221	2	-	22	PD			465	31	6/12	98	117	6/12	01	14	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
016(K031-0)0202(0)	2.000-2.501	121	1	-	19	PD			438	35	6/12	100	107	6/12	01	9	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	2.013	K31/OLD U50							055	-	0.265																																
	2.501	NCL WAVERLY,8TH							055	+	0.223																																
016(K031-0)0203(0)	2.501-3.126	211	1	-	9	CO			652	44	6/12	148	167	6/12	01	9	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	2.752	5TH							055	+	0.474																																
	2.931	2ND							056	-	0.357																																
	3.003	SCL WAVERLY,1ST							056	-	0.285																																
	3.101	WCL WAVERLY							056	-	0.187																																
	3.126	ECL WAVERLY							056	-	0.162																																
016(K031-0)0304(0)	3.126-4.000	121	1	-	18	PD			193	20	6/12	92	94	6/12	01	12	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
016(K031-0)0405(0)	4.000-5.000	121	1	-	18	PD			193	20	6/12	86	95	6/12	01	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
016(K031-0)0506(0)	5.000-6.000	121	1	-	18	PD			193	20	6/12	80	86	6/12	01	9	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
016(K031-0)0607(0)	6.000-7.000	131	2	-	18	PD			193	20	6/12	82	106	6/12	01	11	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
016(K031-0)0708(0)	7.000-8.003	131	2	-	18	PD			193	20	6/12	75	89	6/12	01	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	8.003	E CO L							060	+	0.763																																
	0.000	W CO L							121	-	0.711																																
016(K058-0)0001(0)	0.000-1.000	111	1	-	18	PD			153	14	5/22	55	58	5/22	01	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
016(K058-0)0102(0)	1.000-2.000	121	1	-	18	PD			153	14	5/22	61	68	5/22	01	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
016(K058-0)0203(0)	2.000-3.000	121	1	-	18	PD			153	14	5/22	56	66	5/22	01	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
016(K058-0)0304(0)	3.000-4.000	121	1	-	18	PD			153	14	5/22	62	68	5/22	01	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
016(K058-0)0404(0)	4.000-4.804	121	1	-	18	PD			153	14	5/22	53	63	5/22	01	5	-	-	-																								

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Coffey County --- District 4

<-PMS Seg.ID.No.->	LogPoint	Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	<----- FLEXIBLE DISTRESS ----->										<- RIGID DISTRESS ->															
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4			
										in/mi	|-----|lin.ft{wp}/100f|-----|										|-----| % |-----|													
016(K058-0)0910(0)	9.000-10.000	111	1		18	PD		293	18	5/22	39	43	5/22	01	1					20	Crack													
016(K058-0)1011(0)	10.000-11.000	111	1		18	PD		293	18	5/22	52	65	5/22	01	5					25	Crack													
016(K058-0)1112(0)	11.000-12.000	121	1		18	PD		293	18	5/22	42	49	5/22	01	3					30	Crack													
016(K058-0)1213(0)	12.000-13.182	121	1		18	PD		293	18	5/22	52	56	5/22	01	4					48	Crack													
	13.182	NJCT U75/K58						025	+	0.455																								
	14.120	SJCT U75/K58						135	-	0.460																								
016(K058-0)1415(0)	14.120-15.000	111	1		19	PD		555	41	3/17	74	71	3/17	01	2					29	Crack													
016(K058-0)1516(0)	15.000-16.000	111	1		19	PD		555	41	3/17	60	54	3/17	01	1					25	Crack													
016(K058-0)1617(0)	16.000-17.000	121	1		19	PD		555	41	3/17	75	71	3/17	01	1					30	Crack													
016(K058-0)1718(0)	17.000-18.000	111	1		19	PD		555	41	3/17	71	69	3/17	01	6					26	Crack													
016(K058-0)1819(0)	18.000-19.000	111	1		22	PD		555	41	3/17	80	64	3/17	01	7					25	Crack													
016(K058-0)1919(0)	19.000-19.634	111	1		22	PD		555	41	3/17	97	93	3/17	01	3					14	Crack													
	19.634	WCL LEROY						032	+	0.074																								
016(K058-0)1920(0)	19.634-20.177	211	1		16	FD		590	43	3/17	103	111	3/17	01	1					05	Crack													
	19.888	MAIN,RS1473						032	+	0.328																								
	20.177	ECL LEROY						141	-	0.410																								
016(K058-0)2021(0)	20.177-21.000	121	1		19	PD		505	37	3/17	72	69	3/17	01	10					30	Crack													
016(K058-0)2122(0)	21.000-22.000	111	1		19	PD		505	38	3/17	79	71	3/17	01	23					25	Crack													
016(K058-0)2223(0)	22.000-23.000	111	1		19	PD		385	33	3/17	84	81	3/17	01	3					19	Crack													
	22.157	RS666						143	-	0.437																								
016(K058-0)2324(0)	23.000-24.000	121	1		19	PD		363	33	3/17	79	75	3/17	01	2					35	Crack													
016(K058-0)2425(0)	24.000-25.000	121	1		19	PD		363	31	3/17	60	62	3/17	01	2					52	Crack													
	24.157	RS1135						037	-	0.463																								
016(K058-0)2526(0)	25.000-26.157	121	1		19	PD		363	31	3/17	86	74	3/17	01	2					57	Crack													
	26.157	E CO L						038	+	0.506																								
	0.000	NCL LEBO						000	+	0.000																								
016(K131-0)0000(0)	0.000-0.521	111	1		16	FD		930	47	5/07	62	70	5/07	01	5	14				29	Crack													
	0.521	I35/K131						000	+	0.521																								
	0.000	U69/U400/K171,CO						031	-	0.559																								
019(U069-0)0001(0)	0.000-1.000	121	1	14	17	FD		5350	622	3/20	55	59	3/20	01	7					45	Crack													
019(U069-0)0102(0)	1.000-2.000	121	1	14	17	FD		5350	622	3/20	49	52	3/20	01	9	7				35	Crack	01												
019(U069-0)0203(0)	2.000-3.000	121	1	14	17	FD		5445	571	3/20	64	68	3/20	01	13	23				22														
	2.050	RS172						033	-	0.483																								
019(U069-0)0304(0)	3.000-4.000	131	2	14	17	FD		4778	487	3/20	51	59	3/20	01	10	12				42														
	3.026	SJCT U69/U69BUS						033	+	0.493																								
019(U069-0)0405(0)	4.000-5.026	121	1	14	17	FD		5154	466	3/20	56	62	3/20	11	13	9				30	Crack													
	4.200	RS1183						035	-	0.277																								
	5.026	2L/4LDIV						036	-	0.524																								
	5.351	U69/K126						036	-	0.199																								
	5.418	SCL PITTSBURG						036	-	0.132																								
	5.682	4LDIV/2L						036	+	0.132																								
	5.894	12TH PITTSBURG						036	+	0.344																								
	6.439	NCL PITTSBURG						037	-	0.092																								
019(U069-0)0607(0)	6.439-7.462	121	1	14	17	FD		4500	466	3/20	60	61	3/20	11	13	5				50	Crack													
	7.462	WCL PITTSBURG						038	-	0.058																								
	7.680	NJCT U69/U69BUS						038	+	0.160																								
	7.936	NCL PITTSBURG						038	+	0.416																								
019(U069-0)0708(0)	7.936-8.814	221	2		11	CO		6615	599	3/20	101	110	3/20	11	9	64				42	Crack		*	*	*	*	*	*	*	*	*	*		
	8.695	NCL FRNT,U160						039	+	0.138																								
	8.695	NCL FRNT,U160						040	-	0.797	SB																							
	8.814	4L/4LDIV						040	-	0.743	NB																							
019(U069-0)0810(2)	8.814-10.000	111	1		11	CO		5336	489	3/20	68	70	3/20	01	12	2				10	Crack													
	8.814	4L/4LDIV						040	-	0.678	SB																							

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Co.<Route><iLP><L>	LogPoint	Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	FLEXIBLE DISTRESS												RIGID DISTRESS																	
									Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4											
									in/mi	lin.ft{wp}/100f												%																
019(U069-0)0810(4)	8.814-10.000	121	1	_	11	CO	5336	489	3/20	57	63	3/20	01	4	2	_	_	_	28	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
	9.690 NJCT U69/U160						039	+ 1.133																														
	9.690 NJCT U69/U160						040	+ 0.198	SB																													
019(U069-0)1011(2)	10.000-11.000	111	1	_	11	CO	5050	535	3/20	47	59	3/20	01	_	_	_	_	_	07	Crack	_																	
019(U069-0)1011(4)	10.000-11.000	121	1	_	11	CO	5050	535	3/20	50	61	3/20	01	7	_	_	_	_	59	Crack	_																	
019(U069-0)1112(2)	11.000-12.000	111	1	_	11	CO	5018	544	3/20	45	66	3/20	01	_	_	_	_	_	08	Crack	_																	
019(U069-0)1112(4)	11.000-12.000	121	1	_	11	CO	5018	544	3/20	58	81	3/20	01	5	_	_	_	_	50	Crack	_																	
019(U069-0)1213(2)	12.000-13.047	111	1	_	11	CO	4419	523	3/20	81	85	3/20	01	1	_	_	_	_	07	Crack	_																	
019(U069-0)1213(4)	12.000-13.047	111	1	_	11	CO	4419	523	3/20	79	98	3/20	01	3	_	_	_	_	18	Crack	_	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
	12.726 U69/K47						043	+ 0.171	NB																													
	12.726 U69/K47						043	+ 0.236	SB																													
	12.883 SJCT U69/U69BUS						043	+ 0.328	NB																													
	12.883 SJCT U69/U69BUS						043	+ 0.393	SB																													
	13.006 4LDIV/2L						043	+ 0.451	NB																													
	13.006 4LDIV/2L						043	+ 0.516	SB																													
019(U069-0)1314(0)	13.047-14.000	111	1	_	17	FD	3240	356	3/20	70	76	3/20	01	45	89	_	_	_	01	Crack	_																	
019(U069-0)1415(0)	14.000-15.000	121	1	_	17	FD	3128	372	3/20	57	63	3/20	01	48	86	_	_	_	02																			
	14.799 RS177						045	+ 0.238																														
019(U069-0)1516(0)	15.000-16.000	111	1	_	17	FD	2758	452	3/20	85	78	3/20	01	48	41	_	_	_				*	*	*	*	*	*	*	*	*	*	*	*	*	*			
	15.722 NJCT U69/U69BUS						046	+ 0.186																														
019(U069-0)1617(0)	16.000-17.000	111	1	_	8	PC	2875	638	3/20	73	75	3/20	01	_	_	_	_	_																				
019(U069-0)1718(0)	17.000-18.000	111	1	_	8	PC	2875	638	3/20	84	91	3/20	01	_	_	_	_	_	01	07	01																	
019(U069-0)1819(0)	18.000-19.000	111	1	_	8	PC	2835	632	3/20	64	67	3/20	01	_	_	_	_	_	01																			
	18.910 RS169						049	+ 0.375																														
019(U069-0)1920(0)	19.000-20.000	111	1	_	8	PC	2475	574	3/20	71	84	3/20	01	_	_	_	_	_	01	05																		
019(U069-0)2021(0)	20.000-21.000	211	1	_	8	PC	2475	574	3/20	101	113	3/20	01	_	_	_	_	_	01	10	01																	
019(U069-0)2122(0)	21.000-22.000	111	1	_	8	PC	2475	574	3/20	81	92	3/20	01	_	_	_	_	_	03																			
	21.910 RS55						052	+ 0.388																														
019(U069-0)2223(0)	22.000-23.000	111	1	_	8	PC	2475	574	3/20	84	93	3/20	01	_	_	_	_	_	01																			
019(U069-0)2323(0)	23.000-23.898	111	1	_	8	PC	2475	576	3/20	82	90	3/20	01	_	_	_	_	_	01	04																		
	23.908 N CO L						054	+ 0.387																														
	0.000 SJCT U69/U69BUS						000	+ 0.000																														
019(U069-5)0001(0)	0.000-1.277	211	1	_	9	CO	714	45	3/18	110	113	3/18	01	3	3	_	_	_	23	Crack	_																	
019(U069-5)0101(0)	1.277-1.909	121	1	_	9	CO	755	27	3/18	82	96	3/18	01	8	14	_	_	_	33	Crack	_																	
	1.909 SCL ARMA						000	+ 1.909																														
019(U069-5)0102(0)	1.909-2.674	211	1	_	9	CO	735	24	3/18	110	113	3/18	01	14	6	_	_	_	22	Crack	_																	
	2.160 SOUTH,RS177						000	+ 2.160																														
	2.485 PALMER						000	+ 2.485																														
	2.674 NCL ARMA						000	+ 2.674																														
	2.988 NJCT U69/U69BUS						000	+ 2.988																														
	9.690 NJCT U69/U160						478	- 1.840																														
019(U160-0)0910(0)	9.690-10.797	111	1	_	17	FD	1109	151	3/18	64	68	3/18	01	18	_	_	_	_																				
	10.690 CAYUGA ST/PRK RD						478	- 0.840																														
019(U160-0)1011(0)	10.797-11.969	111	1	_	17	FD	917	150	3/18	65	74	3/18	01	5	_	_	_	_	03	Crack	_																	
	10.816 ECL FRONTENAC						478	- 0.714																														
	11.780 RS55						486	+ 0.247																														
019(U160-0)1112(0)	11.969-12.969	121	1	_	17	FD	985	153	3/18	56	61	3/18	01	_	_	_	_	_	06																			
019(U160-0)1213(0)	12.969-13.969	111	1	_	17	FD	985	153	3/18	51	54	3/18	01	1	_	_	_																					

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<-PMS Seg.ID.No.->	LogPoint	Dis P Pr	Pv	Prof	ROUGHNESS	Surv	<----- FLEXIBLE DISTRESS ----->	RIGID DISTRESS ->																		
Co.<Route><iLP><L>	Beg. End	St L FY RC Ty	AADT EAL	Date	iriL iriR	Date Rt Fc1 Fc2 Fc3 Fc4 T0 T1 T2 T3 Bc F F1 F2 F3J1J2J3J4	%																			
-----|														in/mi	-----|lin.ft{wp}/100f|-----|										%	-----
019(K003-0)0102(0)	1.000-2.000	111 1	18 PD	318 16	3/20	67 67	3/20 01 12 1	19 Crack																		
019(K003-0)0203(0)	2.000-3.000	111 1	18 PD	318 16	3/20	54 59	3/20 01 7	19 Crack																		
019(K003-0)0304(0)	3.000-4.000	111 1	18 PD	244 15	3/20	57 67	3/20 01 7	15 Crack																		
3.015 RS177														003 + 0.032												
019(K003-0)0405(0)	4.000-5.000	121 1	18 PD	243 15	3/20	53 56	3/20 01 2	53 Crack																		
019(K003-0)0506(0)	5.000-6.000	121 1	18 PD	243 15	3/20	59 64	3/20 01 4	35 Crack																		
6.000 RS169														006 + 0.070												
019(K003-0)0607(0)	6.000-7.000	111 1	18 PD	228 16	3/20	78 81	3/20 01 3	22 Crack																		
6.406 K3/K146														006 + 0.476												
019(K003-0)0708(0)	7.000-8.000	111 1	18 PD	218 16	3/20	69 68	3/20 01 3	08 Crack																		
019(K003-0)0809(0)	8.000-9.000	111 1	18 PD	218 16	3/20	70 78	3/20 01 4	16 Crack																		
019(K003-0)0910(0)	9.000-10.203	111 1	18 PD	218 16	3/20	66 75	3/20 01 1	15 Crack																		
10.203 SCL HEPLER														010 + 0.234												
019(K003-0)1011(0)	10.203-11.467	111 1	21 PD	197 17	3/20	77 96	3/20 01 8	07 Crack																		
10.454 FARLING,RS170														010 + 0.485												
10.535 2ND														011 - 0.410												
11.209 NCL HEPLER														011 + 0.264												
11.467 N CO L														011 + 0.522												
0.000 S CO L,U400														024 - 0.491												
0.323 SCL CHEROKEE														024 - 0.168												
0.375 NCL CHEROKEE														024 - 0.116												
019(K007-0)0001(0)	0.375-1.000	111 1	17 FD	1310 138	3/17	68 70	3/17 01 12 12	07 Crack																		
1.000 RS1138														025 - 0.491												
019(K007-0)0102(0)	1.000-2.000	111 1	17 FD	1306 141	3/17	81 82	3/17 01 2 5	12 Crack																		
2.000 RS172														026 - 0.491												
019(K007-0)0203(0)	2.000-3.000	111 1	17 FD	1015 145	3/17	76 81	3/17 01 5 24	10 Crack																		
019(K007-0)0304(0)	3.000-4.000	111 1	17 FD	1015 145	3/17	76 71	3/17 11 3 24	10 Crack																		
019(K007-0)0404(0)	4.000-4.984	111 1	17 FD	1017 146	3/17	85 85	3/17 11 30	07 Crack																		
4.984 K7/K126														028 + 0.405												
019(K007-0)0406(0)	4.984-6.000	111 1	17 FD	1315 96	3/17	60 62	3/17 11 17																			
019(K007-0)0607(0)	6.000-7.000	111 1	17 FD	1315 95	3/17	54 57	3/17 11 65																			
019(K007-0)0708(0)	7.000-8.000	111 1	17 FD	1315 95	3/17	66 73	3/17 11 75																			
019(K007-0)0809(0)	8.000-9.000	111 1	17 FD	1322 96	3/17	65 67	3/17 11 66																			
019(K007-0)0910(0)	9.000-10.000	111 1	17 FD	1875 105	3/17	69 71	3/17 11 26																			
019(K007-0)1011(0)	10.000-11.147	111 1	14 FD	1875 104	3/17	72 67	3/17 01 6																			
11.147 SCL GIRARD														034 + 0.660												
11.594 MAGNOLA														034 + 1.107												
12.155 K7/K47														037 - 1.388												
12.403 CATALPA														037 - 1.140												
12.666 NCL GIRARD														037 - 0.877												
019(K007-0)1213(0)	12.666-13.703	111 1	20 PD	910 76	3/17	79 99	3/17 01 2	22 Crack																		
019(K007-0)1314(0)	13.703-14.703	121 1	20 PD	726 75	3/17	68 78	3/17 01 5	34 Crack																		
019(K007-0)1415(0)	14.703-15.703	111 1	20 PD	575 73	3/17	57 61	3/17 01 2	25 Crack																		
019(K007-0)1516(0)	15.703-16.703	111 1	20 PD	575 73	3/17	54 63	3/17 01 1	25 Crack																		
019(K007-0)1617(0)	16.703-17.703	111 1	20 PD	575 73	3/17	75 84	3/17 01 2	19 Crack																		
019(K007-0)1718(0)	17.703-18.703	111 1	20 PD	575 71	3/17	70 91	3/17 01 5	22 Crack	* * * * *																	
18.636 RS169														042 + 0.075												
019(K007-0)1819(0)	18.703-19.703	111 1	20 PD	575 74	3/17	84 92	3/17 01 6	22 Crack																		
019(K007-0)1920(0)	19.703-20.703	111 1	20 PD	575 74	3/17	67 79	3/17 01 15	20 Crack																		
019(K007-0)2021(0)	20.703-21.703	211 1	20 PD	567 75	3/17	102 103	3/17 11 8	20 Crack																		
21.636 K7/K277														045 + 0.071												
019(K007-0)2122(0)	21.703-22.703	121 1	20 PD	450 63	3/17	67 76	3/17 01 3	35 Crack																		
22.636 RS170														046 + 0.065												

Crawford County --- District 4

<-PMS Seg.ID.No.->	LogPoint	Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	FLEXIBLE DISTRESS							RIGID DISTRESS																	
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fcl	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3J1	J2	J3	J4			
										in/mi	lin.ft{wp}/100f							%															
019(K007-0)2223(0)	22.703-23.636	23.636	121	1			20	PD	450	63	3/17	68	85	3/17	01	8	3						34	Crack									
	23.636	N CO L							047	+ 0.075																							
	0.000	W CO L							215	- 0.566																							
019(K047-0)0001(0)	0.000-1.000	1.000	111	1			17	FD	765	101	3/20	50	58	3/20	01	10																	
	1.000	RS170							041	+ 0.430																							
019(K047-0)0102(0)	1.000-2.000		111	1			17	FD	670	84	3/20	41	51	3/20	01	15											07	Crack					
019(K047-0)0203(0)	2.000-3.000	3.000	121	1			17	FD	670	84	3/20	42	55	3/20	01	6												33	Crack				
		RS171							043	+ 0.441																							
019(K047-0)0304(0)	3.000-4.000		111	1			17	FD	765	88	3/20	42	48	3/20	01	30												05	Crack				
019(K047-0)0405(0)	4.000-5.000		111	1			17	FD	765	88	3/20	35	38	3/20	01	40	3												11	Crack			
019(K047-0)0506(0)	5.000-6.000	6.000	111	1			17	FD	765	88	3/20	39	53	3/20	01	31	4												11	Crack			
		RS1580							046	+ 0.446																							
019(K047-0)0607(0)	6.000-7.000		111	1			17	FD	765	88	3/20	40	55	3/20	01	28													15	Crack			
019(K047-0)0708(0)	7.000-8.000	7.021	111	1			17	FD	1000	117	3/20	46	52	3/20	01	8													20	Crack			
		K3/K47							047	+ 0.468																							
019(K047-0)0809(0)	8.000-9.000		111	1			17	FD	1005	118	3/20	39	46	3/20	01	4													18	Crack			
019(K047-0)0910(0)	9.000-10.000		121	1			17	FD	1005	118	3/20	43	48	3/20	01	14	4													35	Crack		
019(K047-0)1011(0)	10.000-11.000		111	1			17	FD	1005	118	3/20	49	57	3/20	01	36	18													11	Crack		
019(K047-0)1112(0)	11.000-12.513	11.021	121	1			17	FD	1005	117	3/20	46	42	3/20	01	33	43													37	Crack		
		RS1190							051	+ 0.479																							
	12.513	WCL GIRARD							226	+ 0.975																							
	13.458	K7/K47							229	- 1.070																							
	14.000	ECL GIRARD							229	- 0.528																							
019(K047-0)1415(0)	14.000-15.000		111	1			10	CO	2239	126	3/20	70	70	3/20	01	16	13												15	Crack			
019(K047-0)1516(0)	15.000-16.000		121	1			10	CO	1760	127	3/20	72	76	3/20	01	13													16				
019(K047-0)1617(0)	16.000-17.000		121	1			10	CO	1760	127	3/20	64	68	3/20	01	14														44	Crack		
019(K047-0)1718(0)	17.000-18.000		111	1			10	CO	1760	127	3/20	63	68	3/20	01	12	2													18	Crack		
019(K047-0)1819(0)	18.000-19.000	18.061	111	1			10	CO	1793	148	3/20	62	66	3/20	01	22	3													15	Crack		
		RS173							233	- 0.468																							
019(K047-0)1920(0)	19.000-20.000	19.061	111	1			10	CO	1795	149	3/20	64	61	3/20	01	19	1													26	Crack		
		RS2109							060	- 0.469																							
019(K047-0)2021(0)	20.000-21.044	21.063	121	1			10	CO	1795	150	3/20	56	61	3/20	01	32	8													08			
		U69/K47							061	+ 0.538																							
	0.000	S CO L,U400/K126							000	+ 0.000																							
019(K126-0)0001(0)	0.000-1.000		111	1			18	PD	348	19	3/18	67	93	3/18	01	7	3													12	Crack		
019(K126-0)0102(0)	1.000-2.000	1.020	111	1			19	PD	284	24	3/18	59	93	3/18	01	8														03	Crack		
		RS1138							001	+ 0.009																							
019(K126-0)0203(0)	2.000-3.000		111	1			19	PD	283	24	3/18	64	80	3/18	11	5														19	Crack		
019(K126-0)0304(0)	3.000-4.000		111	1			19	PD	283	23	3/18	65	86	3/18	01	5														05	Crack		
019(K126-0)0405(0)	4.000-5.000	5.000	111	1			19	PD	283	23	3/18	63	73	3/18	01	6	3													15	Crack		
		RS171							005	+ 0.007																							
019(K126-0)0506(0)	5.000-6.000		111	1			18	PD	260	21	3/18	59	83	3/18	01	4														18	Crack		
019(K126-0)0607(0)	6.000-7.000		111	1			18	PD	260	21	3/18	54	68	3/18	01	10														15	Crack		
019(K126-0)0708(0)	7.000-8.000	7.020	111	1			19	PD	260	26	3/18	79	93	3/18	01	23	2													23	Crack		
		RS1580							007	+ 0.031																							
019(K126-0)0809(0)	8.000-9.000		111	1			19	PD	260	26	3/18	77	107	3/18	01	8	2													25	Crack		
019(K126-0)0910(0)	9.000-10.000		221	2			19	PD	260	26	3/18	101	113	3/18	01	14														10			
019(K126-0)1011(0)	10.000-11.000	10.063	111	1			19	PD	356	28	3/18	62	81	3/18	01	4														12	Crack		
		RS1181							010	+ 0.083																							
019(K126-0)1112(0)	11.000-12.000		111	1			19	PD	363	28	3/18	60	82	3/18	01	3														14	Crack		
019(K126-0)1213(0)	12.000-13.000		211	1			19	PD	363	28	3/18	89	117	3/18	01	6														19	Crack		
019(K126-0)1314(0)	13.000-14.000		111	1			19	PD	363	28	3/18	63	79	3/18	01																		

2014 Condition Survey Report

Crawford County --- District 4

<-PMS Seg.ID.No.-->		LogPoint		Dis P Pr				Pv	Prof		ROUGHNESS	Surv			FLEXIBLE DISTRESS										RIGID DISTRESS												
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AAADT	EAL	Date	iriL	iriR	Date	Rt	Fcl	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4						
											in/mi	lin.ft{wp}/100f													%												
019(K126-0)1516(0)	15.000-16.000	15.063	111	1	14	14	FD	1227	141	3/18	64	71	3/18	01	22	2				05																	
		K7/K126						015 + 0.095																													
019(K126-0)1617(0)	16.000-17.000	16.000	111	1	14	17	FD	1285	149	3/18	55	54	3/18	01	57	52				01																	
019(K126-0)1718(0)	17.000-18.000	17.000	121	1	14	17	FD	1285	149	3/18	53	57	3/18	01	46	20				18																	
019(K126-0)1819(0)	18.000-19.000	18.000	111	1	14	17	FD	1403	125	3/18	49	51	3/18	01	23					15																	
019(K126-0)1920(0)	19.000-20.000	19.000	111	1	14	17	FD	1410	124	3/18	57	57	3/18	01	13	1				19																	
019(K126-0)2021(0)	20.000-21.089	20.063	121	1	14	10	CO	2712	149	3/18	90	95	3/18	01	16	4				38						*	*	*	*	*	*	*	*	*			
		RS173						020 + 0.102																													
		U69/K126						021 + 0.119																													
		WCL PITTSBURG						021 + 0.148																													
		GEORGIA						021 + 0.401																													
		PINE						021 + 1.079																													
		U69BUS/K126, BRD						021 + 1.162																													
		JOPLIN						021 + 1.407																													
		ECL PITTSBURG						024 - 0.047																													
019(K126-0)2425(0)	24.093-25.000	24.103	121	1	20	PD	1306	109	3/18	63	68	3/18	01	29	4					04																	
		RS55						024 - 0.037																													
019(K126-0)2526(0)	25.000-26.000	25.000	111	1	20	PD	1243	125	3/18	65	70	3/18	01	23	4					12																	
019(K126-0)2626(0)	26.000-26.918	26.077	111	1	23	PD	666	93	3/18	72	78	3/18	01	26	11					12																	
		RS174						026 + 0.043																													
		STATE LINE						026 + 0.884																													
		W CO L						010 - 0.995																													
019(K146-0)0001(0)	0.000-1.500	0.683	221	2	18	PD	219	17	3/20	94	116	3/20	01	12	5					35																	
		MAIN,RS170(RT)						010 - 0.312																													
		CEDAR,RS170(LT)						010 - 0.075																													
		MAGNOLIA						010 + 0.005																													
		ECL WALNUT						011 - 0.464																													
019(K146-0)0102(0)	1.500-2.000	1.500	111	1	18	PD	185	14	3/20	78	75	3/20	01	14	3					23																	
019(K146-0)0203(0)	2.000-3.000	2.000	121	1	18	PD	185	15	3/20	77	98	3/20	01	8	8					31																	
019(K146-0)0304(0)	3.000-4.000	3.000	121	1	18	PD	185	19	3/20	70	106	3/20	01	3	4					52																	
019(K146-0)0405(0)	4.000-5.000	4.000	121	1	18	PD	185	19	3/20	80	103	3/20	01	7	8					50																	
019(K146-0)0506(0)	5.000-6.000	5.000	121	1	18	PD	185	19	3/20	88	100	3/20	01	6	10					46																	
019(K146-0)0606(0)	6.000-6.564	6.564	111	1	18	PD	185	19	3/20	87	95	3/20	01	5	15					19																	
		K3/K146						015 + 0.583																													
		S CO L						009 - 0.848																													
023(K033-0)0001(0)	0.000-1.000	0.000	111	1	19	PD	775	34	5/07	65	72	5/07	01							01																	
023(K033-0)0102(0)	1.000-2.020	2.020	111	1	19	PD	730	34	5/07	83	95	5/07	01	1						04																	
		U56/K33						010 + 0.243																													
		W CO L						351 - 0.597																													
025(U160-0)0001(0)	0.000-1.000	0.000	111	1	14	20	PD	250	59	6/10	68	72	6/10	01	23	20				12																	
025(U160-0)0102(0)	1.000-2.000	1.000	111	1	14	20	PD	250	59	6/10	70	75	6/10	01	16	20				14																	
025(U160-0)0203(0)	2.000-3.000	2.000	111	1	14	20	PD	250	59	6/10	69	81	6/10	01	36	24				10																	
025(U160-0)0304(0)	3.000-4.000	3.000	121	1	14	20	PD	250	59	6/10	94	99	6/10	01	11	11				12																	
025(U160-0)0405(0)	4.000-5.000	4.296	121	1	14	20	PD	269	58	6/10	78	85	6/10	01	8	10				14																	
		RS95						355 - 0.330																													
025(U160-0)0506(0)	5.000-6.000	5.000	221	2	14	20	PD	278	59	6/10	97	118	6/10	01	9					12																	
025(U160-0)0607(0)	6.000-7.000	6.000	221	2	14	20	PD	278	59	6/10	103	113	6/10	01	5	13				10																	
025(U160-0)0708(0)	7.000-8.000	7.046	121	1	14	20	PD	278	66	6/10	83	102	6/10	01	11					06																	
		RS804						357 + 0.438																													
025(U160-0)0809(0)	8.000-9.000	8.000	121	1	14	20	PD	278	66	6/10	81	102	6/10	01	18					10																	
025(U160-0)0910(0)	9.000-10.000	9.000	121	1	14	20	PD	298	59	6/10	83	93	6/10	01	11					14																	
025(U160-0)1011(0)	10.000-11.000	10.000	111	1	14	20	PD	300	57	6/10	86	100	6/10	01	9					19																	
025(U160-0)1112(0)	11.000-12.106	11.000	121	1	14	20	PD	300	57	6/10	93	99	6/10	01	12					08																	

Elk County --- District 4																																						
Prof ROUGHNESS Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																																						
<-PMS Seg.ID.No.->	LogPoint	Dis	P	Pr	Pv																																	
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fcl	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4							
										in/mi	lin.ft{wp}/100f										%																	
	12.106	WCL	MOLINE					362	+ 0.480																													
025(U160-0)1213(0)	12.106-13.011	211	1	14	16	FD		418	50	6/10	129	140	6/10	01	11	23					18	Crack																
	12.371	BIDDLE,RS1782						362	+ 0.745																													
	12.443	MAIN						362	+ 0.817																													
	12.583	3RD						362	+ 0.957																													
	13.011	ECL	MOLINE					364	- 0.589																													
025(U160-0)1314(0)	13.011-14.000	111	1	14	20	PD		513	63	6/10	69	77	6/10	01	7						08	Crack																
	13.679	WJCT	U160/K99					364	+ 0.079																													
025(U160-0)1415(0)	14.000-15.000	121	1	14	22	PD		421	44	6/10	89	94	6/10	01	8	2					18																	
	14.243	EJCT	U160/K99					365	- 0.343																													
025(U160-0)1516(0)	15.000-16.000	121	1	14	19	PD		330	24	6/10	84	88	6/10	01	6						14																	
025(U160-0)1617(0)	16.000-17.000	221	2	14	19	PD		330	24	6/10	91	103	6/10	01	5						24																	
025(U160-0)1718(0)	17.000-18.000	121	1	14	19	PD		330	24	6/10	100	105	6/10	01	9	14					12																	
025(U160-0)1819(0)	18.000-19.245	131	2	14	19	PD		330	23	6/10	85	100	6/10	01	13	19					34		01															
	19.245	SCL	ELK FALLS					370	- 0.378																													
025(U160-0)1920(0)	19.245-20.070	121	1	14	13	FD		351	44	6/10	90	102	6/10	01	12	34					10																	
	19.777	11TH,RS228						370	+ 0.154																													
	20.070	ECL	ELK FALLS					370	+ 0.447																													
025(U160-0)2021(0)	20.070-21.000	221	2	14	18	PD		315	16	6/10	100	110	6/10	01	6	16					14																	
025(U160-0)2122(0)	21.000-22.000	211	1	14	18	PD		315	17	6/10	101	124	6/10	01	17	28					07	Crack																
025(U160-0)2223(0)	22.000-23.000	111	1	14	18	PD		315	17	6/10	91	104	6/10	01	9	28					12	Crack																
025(U160-0)2324(0)	23.000-24.000	111	1	14	18	PD		315	17	6/10	72	86	6/10	01	11	47					11	Crack																
025(U160-0)2425(0)	24.000-25.000	111	1	14	18	PD		315	17	6/10	72	83	6/10	01	10	28					23	Crack																
025(U160-0)2525(0)	25.000-25.779	111	1	14	18	PD		315	17	6/10	73	96	6/10	01	12	36					10	Crack																
	25.779	WCL	LONGTON					376	+ 0.179																													
025(U160-0)2526(0)	25.779-26.783	111	1	14	13	FD		362	36	6/10	84	93	6/10	01	15	41					14	Crack																
	26.366	KANSAS,RS98						377	- 0.258																													
	26.783	ECL	LONGTON					377	+ 0.159																													
025(U160-0)2628(0)	26.783-28.000	121	1	14	19	PD		355	24	6/10	69	73	6/10	01	26	42					14																	
025(U160-0)2829(0)	28.000-29.000	221	2	14	19	PD		348	25	6/10	113	109	6/10	01	11	19					12																	
025(U160-0)2930(0)	29.000-30.000	111	1	14	19	PD		348	25	6/10	86	89	6/10	01	11	9					18	Crack																
025(U160-0)3031(0)	30.000-31.000	111	1	14	19	PD		348	25	6/10	84	100	6/10	11	29	21					10	Crack																
025(U160-0)3132(0)	31.000-32.000	121	1	14	19	PD		348	25	6/10	70	84	6/10	01	9	9					14																	
	31.774	RS807						382	+ 0.153																													
025(U160-0)3233(0)	32.000-33.000	121	1	14	19	PD		348	25	6/10	72	80	6/10	01	15	6					16																	
025(U160-0)3334(0)	33.000-34.000	121	1	14	19	PD		348	25	6/10	72	90	6/10	01	23	6					14																	
025(U160-0)3434(0)	34.000-34.710	111	1		16	FD		348	33	6/10	64	70	6/10	01	1						03	Crack																
	34.710	E CO L						385	+ 0.083																													
	0.000	S CO L						024	- 0.790																													
025(K099-0)0001(0)	0.000-1.000	121	1		20	PD		375	57	4/07	36	42	4/07	01	2						30	Crack																
025(K099-0)0102(0)	1.000-2.000	111	1		20	PD		375	57	4/07	41	46	4/07	01	1						16	Crack																
025(K099-0)0203(0)	2.000-3.000	121	1		20	PD		375	57	4/07	38	45	4/07	01	1						49	Crack																
025(K099-0)0304(0)	3.000-4.000	121	1		20	PD		375	57	4/07	39	45	4/07	01	2						38	Crack																
025(K099-0)0404(0)	4.000-4.800	121	1		17	FD		375	78	4/07	57	56	4/07	01	2						16																	
	4.800	WJCT	U160/K99					028	+ 0.089																													
	5.364	EJCT	U160/K99					029	- 0.415																													
025(K099-0)0506(0)	5.364-6.000	111	1		17	FD		675	89																													

2014 Condition Survey Report

Elk County --- District 4																																		
<-PMS Seg.ID.No.->			LogPoint				Dis P Pr		Pv		Prof		ROUGHNESS		Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																			
Co.<Route><ILP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3J1J2J3J4							
-----|														in/mi	|-----|lin.ft{wp}/100f|-----|												%	|-----|						
025(K099-0)1213(0)	12.000-13.000	121	1		23	PD		610	97	4/07	86	97	4/07	11	2	12					38	Crack												
	12.186	RS228						036	-	0.432																								
	12.936	RS229						036	+	0.318																								
025(K099-0)1314(0)	13.000-14.000	111	1		17	FD		610	135	4/07	94	87	4/07	01																				
025(K099-0)1415(0)	14.000-15.000	111	1		17	FD		610	135	4/07	68	59	4/07	01																				
025(K099-0)1516(0)	15.000-16.000	111	1		17	FD		610	135	4/07	63	55	4/07	01																				
025(K099-0)1617(0)	16.000-17.000	111	1		17	FD		610	135	4/07	72	65	4/07	01	1																			
025(K099-0)1718(0)	17.000-18.000	111	1		17	FD		610	135	4/07	96	70	4/07	01	1																			
025(K099-0)1819(0)	18.000-19.000	111	1		17	FD		610	135	4/07	69	57	4/07	01	1																			
	18.934	RS780						042	+	0.304																								
025(K099-0)1920(0)	19.000-20.000	111	1		17	FD		610	135	4/07	92	65	4/07	01	1																			
025(K099-0)2021(0)	20.000-21.000	111	1		17	FD		592	133	4/07	73	66	4/07	01	1																			
025(K099-0)2121(0)	21.000-21.724	111	1		17	FD		545	130	4/07	73	75	4/07	01																				
	21.724	N CO L						045	-	0.210																								
	0.000	W CO L						169	-	0.986	NB																							
030(I035-0)0001(2)	0.000-1.000	111	1	13	2	PC		5850	2690	5/07	51	49	5/07	01											01		4	1						
	0.000	W CO L						168	+	0.000	SB																							
030(I035-0)0001(4)	0.000-1.000	111	1	13	2	PC		5850	2690	5/07	73	76	5/07	01												01		4	2					
030(I035-0)0102(2)	1.000-2.000	121	1	13	2	PC		5850	2690	5/07	67	69	5/07	01												03		1	8					
030(I035-0)0102(4)	1.000-2.000	121	1	13	2	PC		5850	2690	5/07	87	85	5/07	01												01	09		2	5				
030(I035-0)0203(2)	2.000-3.000	121	1	13	2	PC		6055	2720	5/07	64	76	5/07	01													03		2	5	1			
030(I035-0)0203(4)	2.000-3.000	121	1	13	2	PC		6055	2720	5/07	65	61	5/07	01													01		2	4				
	2.181	I35/K273						170	+	0.199	NB																							
030(I035-0)0304(2)	3.000-4.000	121	1	13	2	PC		6100	2725	5/07	99	84	5/07	01												01	04			3				
030(I035-0)0304(4)	3.000-4.000	111	1	13	2	PC		6100	2725	5/07	91	95	5/07	01													03		1	1				
030(I035-0)0405(2)	4.000-5.000	111	1	13	2	PC		6100	2725	5/07	94	89	5/07	01													01							
030(I035-0)0405(4)	4.000-5.000	111	1	13	2	PC		6100	2725	5/07	90	88	5/07	01														02						
030(I035-0)0506(2)	5.000-6.000	111	1	13	2	PC		6100	2725	5/07	97	97	5/07	01													01							
030(I035-0)0506(4)	5.000-6.000	111	1	13	2	PC		6100	2725	5/07	81	80	5/07	01																				
030(I035-0)0607(2)	6.000-7.000	111	1	13	2	PC		6100	2725	5/07	103	97	5/07	01																	1			
030(I035-0)0607(4)	6.000-7.000	111	1	13	2	PC		6100	2725	5/07	79	73	5/07	01																				
030(I035-0)0708(2)	7.000-8.000	111	1	13	2	PC		6100	2725	5/07	102	97	5/07	01														02						
030(I035-0)0708(4)	7.000-8.000	111	1	13	2	PC		6100	2725	5/07	90	82	5/07	01														01						
030(I035-0)0809(2)	8.000-9.000	211	1	13	2	PC		6237	2752	5/07	106	103	5/07	01														02						
030(I035-0)0809(4)	8.000-9.000	111	1	13	2	PC		6237	2752	5/07	86	82	5/07	01														01						
	8.316	RS1647						176	+	0.329	NB																							
	8.316	RS1647						176	+	0.331	SB																							
030(I035-0)0910(2)	9.000-10.000	111	1	13	2	PC		6300	2766	5/07	71	80	5/07	01														03						
030(I035-0)0910(4)	9.000-10.000	111	1	13	2	PC		6300	2766	5/07	93	82	5/07	01													01	04						
030(I035-0)1011(2)	10.000-11.000	111	1	13	2	PC		6300	2766	5/07	71	71	5/07	01														01				1		
030(I035-0)1011(4)	10.000-11.000	111	1	13	2	PC		6300	2766	5/07	93	85	5/07	01														01	07					
030(I035-0)1112(2)	11.000-12.000	111	1	13	2	PC		6300	2766	5/07	67	70	5/07	01														01				2		
030(I035-0)1112(4)	11.000-12.000	111	1	13	2	PC		6300	2766	5/07	94	76	5/07	01														01	07					
030(I035-0)1213(2)	12.000-13.000	121	1	13	2	PC		6300	2766	5/07	93	81	5/07	01														01	05			4	1	1
030(I035-0)1213(4)	12.000-13.000	111	1	13	2	PC		6300	2766	5/07	95	89	5/07	01															01	08				
030(I035-0)1314(2)	13.000-14.000	121	1	13	2	PC		6300	2766	5/07	91	94	5/07	01														01	08			1	1	1
030(I035-0)1314(4)	13.000-14.000	111	1	13	2	PC		6300	2766	5/07	78	73	5/07	01														01	05					
030(I035-0)1415(2)	14.000-15.000	121	1	13	2	PC		6361	2780	5/07	85	81	5/07	01														02				2	1	1
030(I035-0)1415(4)	14.000-15.000	111	1	13	2	PC		6361	2780	5/07	75	77	5/07	01														01				1		
	14.016	WJCT I35/U50BUS						182	+	0.034	NB																							
	14.016	WJCT I35/U50BUS						182	+	0.019	SB																							
	14.386	EJCT I35/U50BUS						182	+	0.404	NB																							
	14.386	EJCT I35/U50BUS						182	+	0.389	SB																							

Franklin County --- District 4

Table with columns: Co., Route, LogPoint, Beg., End, Dis, P, Pr, L, FY, RC, Ty, Pv, AADT, EAL, Date, iriL, iriR, Date, Rt, Fcl, Fc2, Fc3, Fc4, T0, T1, T2, T3, Bc, F, F1, F2, F3, J1, J2, J3, J4. The table contains multiple rows of data for various road segments, including details on pavement type, roughness, and distress levels.

Franklin County --- District 4

<-PMS Seg.ID.No.->	LogPoint		Dis P Pr			Pv		Prof		ROUGHNESS	Surv	<----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																					
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4		
-----|													in/mi	-----|lin.ft{wp}/100f|-----|										%	-----|								
030(K033-0)0708(0)	7.409-8.405	8.405	111	1		22	PD	775	34	5/07	47	59	5/07	01	-	-	-	-	-	04	Crack												
	8.405	N CO L																															
	0.000	W CO L																															
030(K068-0)0001(0)	0.000-1.000		111	1		23	PD	1200	101	5/07	51	57	5/07	01	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
030(K068-0)0102(0)	1.000-2.000		111	1		23	PD	1200	98	5/07	48	55	5/07	01	-	-	-	-	-	01	Crack												
030(K068-0)0202(0)	2.000-2.540		111	1		23	PD	1200	96	5/07	48	58	5/07	01	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	2.540	WCL POMONA																															
030(K068-0)0203(0)	2.540-3.538		111	1		17	FD	1589	143	5/07	67	85	5/07	01	9	-	-	-	-	03	Crack												
	3.042	MAIN,RS260																															
	3.538	ECL POMONA																															
030(K068-0)0305(0)	3.538-5.000		111	1		20	PD	1725	110	5/07	55	66	5/07	01	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
030(K068-0)0506(0)	5.000-6.000		111	1		20	PD	1725	110	5/07	47	63	5/07	01	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
030(K068-0)0607(0)	6.000-7.000		111	1		20	PD	1725	110	5/07	62	78	5/07	01	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	7.000	RS1647																															
030(K068-0)0708(0)	7.000-8.000		111	1		20	PD	1725	113	5/07	60	76	5/07	01	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
030(K068-0)0809(0)	8.000-9.000		111	1		20	PD	1725	113	5/07	53	62	5/07	01	3	-	-	-	-	04	Crack												
030(K068-0)0910(0)	9.000-10.000		111	1		20	PD	1971	128	5/07	48	59	5/07	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
030(K068-0)1011(0)	10.000-11.000		111	1		20	PD	2200	143	5/07	48	57	5/07	01	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
030(K068-0)1112(0)	11.000-12.000		121	1		20	PD	2200	143	5/07	60	69	5/07	01	2	-	-	-	-	02													
030(K068-0)1212(0)	12.000-12.654		111	1		17	FD	2349	197	5/07	64	68	5/07	01	4	-	-	-	-	05	Crack												
	12.043	RS1928,OLD K68																															
	12.311	WCL OTTAWA																															
	12.680	2ND																															
	13.354	2L/4LDIV																															
	13.548	U59/K68																															
	14.658	4L/4LDIV																															
030(K068-0)1415(1)	14.658-15.505		111	1		17	FD	3965	292	5/07	80	84	5/07	01	19	-	-	-	-	08	Crack		*	*	*	*	*	*	*	*	*	*	
	14.658	4L/4LDIV																															
030(K068-0)1415(3)	14.658-15.505		121	1		17	FD	3965	292	5/22	69	81	5/22	01	6	3	-	-	-	30	Crack		*	*	*	*	*	*	*	*	*	*	
030(K068-0)1517(0)	15.505-17.000		111	1	14	11	CO	2540	529	5/07	73	84	4/16	-	-	-	-	-	-	23	Crack		*	*	*	*	*	*	*	*	*	*	
	15.505	I35/K68																															
	15.505	I35/K68																															
030(K068-0)1718(0)	17.000-18.000		121	1		8	PC	2540	529	5/07	92	88	5/07	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
030(K068-0)1819(0)	18.000-19.000		121	1		8	PC	2540	529	5/07	77	69	5/07	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
030(K068-0)1920(0)	19.000-20.000		121	1		8	PC	2010	443	5/07	84	77	5/07	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	19.535	RS1646																															
030(K068-0)2021(0)	20.000-21.000		111	1		8	PC	1400	351	5/07	72	69	5/07	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
030(K068-0)2122(0)	21.000-22.000		131	2		8	PC	1400	351	5/07	72	63	5/07	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
030(K068-0)2223(0)	22.000-23.000		131	2		8	PC	1400	351	5/07	69	65	5/07	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
030(K068-0)2324(0)	23.000-24.000		111	1		8	PC	1402	368	5/07	69	69	5/07	01	8	3	-	-	-	08	Crack		01	-	-	-	-	-	-	-	-	-	
	23.535	K33/K68																															
030(K068-0)2424(0)	24.000-24.543		111	1		17	FD	1405	283	5/07	77	87	5/07	01	3	13	-	-	-	25	Crack												
	24.543	E CO L																															
	0.000	W CO L																															
037(U054-0)0001(0)	0.000-1.000		121	1		17	FD	1360	248	6/11	84	89	6/11	01	15	14	-	-	-	31	Crack												
037(U054-0)0102(0)	1.000-2.000		121	1		17	FD	1360	248	6/11	80	74	6/11	01	10	14	-	-	-	45	Crack	01											
037(U054-0)0203(0)	2.000-3.000		111	1		17	FD	1360	248	6/11	92	94	6/11	01	16	33	-	-	-	27	Crack												
037(U054-0)0304(0)	3.000-4.000		121	1		17	FD	1360	250	6/11	99	100	6/11	01	7	17	-	-	-	33	Crack												
037(U054-0)0405(0)	4.000-5.000		121	1		17	FD	1431	252	6/11	85	89	6/11	01	13	13	-	-	-	37	Crack												
	4.250	RS1360																															
037(U054-0)0506(0)	5.000-6.000		121	1		17	FD	1455	253	6/11	61	73	6/11	01	1	-	-	-	-	37	Crack												
037(U054-0)0607(0)	6.000-7.000		121	1		17	FD	1455	253	6/11	56	63	6/11	01	3	-	-	-	-	40	Crack												

Greenwood County --- District 4

<-PMS Seg.ID.No.->	LogPoint	Dis P Pr	Pv	Prof	ROUGHNESS	Surv	FLEXIBLE DISTRESS													RIGID DISTRESS												
Co.<Route><iLP><L>	Beg.	End	St L FY RC Ty	ADT EAL	Date	iriL iriR	Date Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4								
							in/mi	lin.ft{wp}/100f													%											
037(U400-0)1516(0)	15.000-16.000	15.275	111 1	8 PC	2097 797	6/11	81 86	6/11 01																		02	1	1				
					WJCT U400/K99				335	+	0.204																					
037(U400-0)1617(0)	16.000-17.000	16.322	211 1	8 PC	2182 785	6/11	101 114	6/11 01																								
					EJCT U400/K99				336	+	0.240																					
037(U400-0)1718(0)	17.000-18.000		111 1	8 PC	2156 722	6/11	67 85	6/11 01																								
037(U400-0)1819(0)	18.000-19.000		111 1	8 PC	2135 696	6/11	77 82	6/11 01																								
037(U400-0)1920(0)	19.000-20.000		111 1	8 PC	2135 696	6/11	105 105	6/11 01																			01	08	02	1	1	
037(U400-0)2020(0)	20.000-20.929		111 1	8 PC	2135 696	6/11	78 85	6/11 01																								
037(U400-0)2021(0)	20.929-21.840		111 1	8 PC	2135 696	6/11	71 82	6/11 01																								
037(U400-0)2122(0)	21.840-22.840		131 2	8 PC	2135 696	6/11	63 76	6/11 01																								
037(U400-0)2223(0)	22.840-23.840		111 1	8 PC	2135 696	6/11	77 87	6/11 01																								
037(U400-0)2324(0)	23.840-24.840		111 1	8 PC	2135 729	6/11	77 84	6/11 01																								
037(U400-0)2425(0)	24.840-25.840		111 1	8 PC	2135 732	6/11	70 80	6/11 01																								
037(U400-0)2526(0)	25.840-26.840		111 1	8 PC	2135 732	6/11	66 77	6/11 01																								
037(U400-0)2627(0)	26.840-27.840		111 1	8 PC	2128 730	6/11	79 89	6/11 01																								
					RS1379,RS679				348	-	0.302																					
037(U400-0)2728(0)	27.840-28.840		111 1	8 PC	2045 713	6/11	62 74	6/11 01																								
					RS1081				366	+	0.202																					
037(U400-0)2829(0)	28.840-29.840		111 1	8 PC	2045 713	6/11	61 67	6/11 01																								
037(U400-0)2930(0)	29.840-30.840		111 1	8 PC	2045 713	6/11	61 77	6/11 01																								
037(U400-0)3031(0)	30.840-31.554		111 1	8 PC	2045 712	6/11	68 79	6/11 01																								
					E CO L				351	+	0.476																					
					K58/K99				108	-	0.141																					
037(K058-0)0000(0)	0.000-0.573		121 1	17 FD	505 63	4/07	85 95	4/07 01		3	10																					
					WCL MADISON				108	+	0.432																					
037(K058-0)0001(0)	0.573-1.518		211 1	9 CO	569 51	4/07	101 144	4/07 01		11	19																					
					K58/K249				108	+	0.950																					
					ECL MADISON				110	-	0.599																					
037(K058-0)0102(0)	1.518-2.509		131 2	18 PD	297 15	4/07	97 95	4/07 01		1	6																					
037(K058-0)0203(0)	2.509-3.509		121 1	15 FD	240 20	4/07	51 63	4/07 01																								
037(K058-0)0304(0)	3.509-4.509		121 1	18 PD	240 15	4/07	49 62	4/07 01		3																						
037(K058-0)0405(0)	4.509-5.509		131 2	18 PD	240 15	4/07	63 75	4/07 01		4																						
037(K058-0)0506(0)	5.509-6.509		121 1	18 PD	240 15	4/07	56 68	4/07 01		2																						
037(K058-0)0607(0)	6.509-7.509		131 2	18 PD	240 15	4/07	49 58	4/07 01		5																						
037(K058-0)0708(0)	7.509-8.509		121 1	18 PD	240 16	4/07	50 63	4/07 01		7																						
					RS293,RS1504				008	+	0.016																					
037(K058-0)0809(0)	8.509-9.509		121 1	18 PD	240 17	4/07	46 58	4/07 01		7																						
037(K058-0)0910(0)	9.509-10.509		121 1	18 PD	240 17	4/07	57 69	4/07 01		2																						
037(K058-0)1011(0)	10.509-11.509		121 1	18 PD	240 17	4/07	51 69	4/07 01		8																						
037(K058-0)1112(0)	11.509-12.495		121 1	18 PD	240 17	4/07	49 60	4/07 01		6																						
					E CO L				012	+	0.323																					
					S CO L				045	-	0.010																					
037(K099-0)0001(0)	0.000-1.000		221 2	20 PD	545 95	4/07	143 151	4/07 11		1																						
037(K099-0)0102(0)	1.000-2.088		311 3	14 17 FD	470 117	4/07	153 180	4/07 11		2																						
					WJCT U400/K99				047	+	0.086																					
					EJCT U400/K99				048	+	0.127																					
037(K099-0)0304(0)	3.135-4.078		111 1	14 20 PD	475 51	4/07	63 84	4/07 01		19	17																					
037(K099-0)0405(0)	4.078-5.078		111 1	14 20 PD	475 51	4/07	53 61	4/07 01		16	6																					
037(K099-0)0506(0)	5.078-6.078		111 1	14 19 PD	475 49	4/07	70 72	4/07 11		5	10																					
037(K099-0)0607(0)	6.078-7.078		111 1	14 19 PD	475 49	4/07	69 69	4/07 01		9	2																					
037(K099-0)0708(0)	7.078-8.078		111 1	14 19 PD	475 49	4/07	87 95	4/07 11		12	3																					
037(K099-0)0809(0)	8.078-9.078		111 1	14 14 FD	477 68	4/07	75 77	4/07 01		12	3																					
					RS1358				054	+	0.021																					

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<-PMS Seg.ID.No.->		LogPoint		Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	FLEXIBLE DISTRESS											RIGID DISTRESS														
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4					
-----|											in/mi	|lin.ft{wp}/100f|											|-----|													
																							%													
037(K099-0)0910(0)	9.078-10.078	111	1	14	20	PD		493	55	4/07	46	57	4/07	01	7	-	-	-	-	01	Crack	-														
037(K099-0)1011(0)	10.078-11.078	111	1	14	23	PD		493	55	4/07	60	50	4/07	01	6	-	-	-	-	-	-	-	-													
037(K099-0)1112(0)	11.078-12.078	111	1	14	20	PD		493	55	4/07	42	43	4/07	01	3	-	-	-	-	-	-	-														
037(K099-0)1213(0)	12.078-13.078	111	1	14	20	PD		493	55	4/07	35	39	4/07	01	-	-	-	-	-	-	-	-														
037(K099-0)1314(0)	13.078-14.078	111	1	14	20	PD		493	55	4/07	36	39	4/07	01	-	-	-	-	-	-	-	-														
037(K099-0)1415(0)	14.078-15.078	111	1	14	19	PD		461	48	4/07	39	39	4/07	01	3	-	-	-	-	-	-	-														
	14.549	RS1112						060	-	0.595																										
037(K099-0)1516(0)	15.078-16.049	111	1	14	19	PD		433	43	4/07	44	45	4/07	01	-	-	-	-	-	-	-	-														
	16.049	WJCT U54/K99						061	+	0.149																										
	19.546	EJCT U54/K99						065	-	0.407																										
037(K099-0)1920(0)	19.546-20.087	211	1	-	19	PD		478	38	4/07	114	139	4/07	01	26	65	-	-	-	04	Crack	-														
037(K099-0)2021(0)	20.087-21.087	111	1	-	19	PD		478	38	4/07	82	91	4/07	11	32	5	-	-	-	04	Crack	-														
037(K099-0)2122(0)	21.087-22.087	111	1	-	19	PD		478	38	4/07	74	97	4/07	01	17	-	-	-	-	-	-	-														
037(K099-0)2223(0)	22.087-23.087	111	1	-	19	PD		478	38	4/07	82	90	4/07	01	42	1	-	-	-	-	-	-														
037(K099-0)2324(0)	23.087-24.087	111	1	-	19	PD		478	38	4/07	85	99	4/07	01	13	-	-	-	-	-	-	-														
037(K099-0)2425(0)	24.087-25.087	221	2	-	19	PD		478	38	4/07	95	118	4/07	01	15	6	-	-	-	-	04	-														
	24.546	SJCT RS1362						070	-	0.392																										
037(K099-0)2526(0)	25.087-26.087	111	1	-	19	PD		478	38	4/07	85	94	4/07	01	12	-	-	-	-	03	Crack	-														
	25.546	NJCT RS1362						071	-	0.392																										
037(K099-0)2627(0)	26.087-27.087	111	1	-	19	PD		478	38	4/07	89	99	4/07	01	20	3	-	-	-	04	Crack	-														
037(K099-0)2728(0)	27.087-28.087	211	1	-	19	PD		478	38	4/07	96	115	4/07	01	17	19	-	-	-	08	Crack	-														
037(K099-0)2829(0)	28.087-29.170	211	1	-	19	PD		478	38	4/07	98	117	4/07	01	20	18	-	-	-	11	Crack	-														
	29.168	SCL HAMILTON						074	+	0.220																										
037(K099-0)2929(0)	29.170-29.701	211	1	-	20	PD		540	64	4/07	127	132	4/07	01	3	4	-	-	-	05	Crack	-														
	29.418	MAIN,RS291						074	+	0.470																										
	29.699	NCL HAMILTON						075	-	0.234																										
037(K099-0)2931(0)	29.701-31.087	211	1	-	19	PD		482	45	4/07	96	104	4/07	01	14	3	-	-	-	08	Crack	-														
037(K099-0)3132(0)	31.087-32.087	111	1	-	19	PD		448	33	4/07	88	107	4/07	01	14	17	-	-	-	04	Crack	-														
037(K099-0)3233(0)	32.087-33.087	121	1	-	19	PD		448	33	4/07	92	97	4/07	01	8	-	-	-	-	02	-															
037(K099-0)3334(0)	33.087-34.087	111	1	-	19	PD		448	33	4/07	85	96	4/07	01	56	9	-	-	-	03	Crack	-														
037(K099-0)3435(0)	34.087-35.087	211	1	-	19	PD		448	33	4/07	93	109	4/07	01	37	18	-	-	-	03	Crack	-														
037(K099-0)3536(0)	35.087-36.087	211	1	-	19	PD		448	33	4/07	86	105	4/07	01	29	1	-	-	-	-	-	-														
037(K099-0)3637(0)	36.087-37.087	211	1	-	19	PD		448	33	4/07	95	103	4/07	01	23	5	-	-	-	01	Crack	-														
037(K099-0)3738(0)	37.087-38.087	211	1	-	19	PD		448	33	4/07	108	112	4/07	11	12	2	-	-	-	07	Crack	-														
037(K099-0)3839(0)	38.087-39.559	111	1	-	22	PD		578	41	4/07	71	89	4/07	01	24	23	-	-	-	23	Crack	-														
	39.557	SCL MADISON						085	-	0.341																										
037(K099-0)3940(0)	39.559-40.845	111	1	-	22	PD		545	41	4/07	90	98	4/07	01	35	14	-	-	-	11	Crack	-														
	39.681	NCL MADISON						085	-	0.217																										
	39.743	K99/K249						085	-	0.155																										
	40.743	RS150						086	+	0.005																										
	40.843	K58/K99						086	+	0.105																										
037(K099-0)4041(0)	40.845-41.336	111	1	-	17	FD		745	68	4/07	97	109	4/07	01	10	2	-	-	-	22	Crack	-														
037(K099-0)4142(0)	41.336-42.336	211	1	-	17	FD		745	68	4/07	106	114	4/07	01	6	11	-	-	-	26	Crack	-														
037(K099-0)4243(0)	42.336-43.334	211	1	-	17	FD		745	69	4/07	107	115	4/07	01	15	7	-	-	-	18	Crack	-														
	43.334	N CO L						088	+	0.601																										
	0.000	STATE LINE						000	+	0.000																										
050(U059-0)0001(0)	0.000-1.000	111	1	-	17	FD		817	116	3/18	39	40	3/18	01	-	-	-	-	-	-	-	-														
050(U059-0)0102(0)	1.000-2.187	121</																																		

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-<PMS Seg.ID.No.->		LogPoint		Dis P Pr		Pv	Prof		ROUGHNESS		Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																								
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4				
-----|											in/mi	|lin.ft{wp}/100f|-----										%	|-----												
050(U160-0)0405(0)	4.000-5.000		111	1	14	20	PD	600	59	3/18	79	107	3/18	01	24	13				15			Crack												
050(U160-0)0506(0)	5.000-6.000		111	1	14	20	PD	600	59	3/18	64	77	3/18	01	31	11				10			Crack												
	6.000	RS375						424	-	0.112																									
050(U160-0)0607(0)	6.000-7.000		111	1	14	17	FD	744	98	3/18	65	80	3/18	01	42	16				08			Crack												
	6.202	U160/K222						424	+	0.090																									
050(U160-0)0708(0)	7.000-8.000		111	1	14	17	FD	780	103	3/18	55	50	3/18	01	28	6				10			Crack												
050(U160-0)0809(0)	8.000-9.000		111	1	14	20	PD	780	69	3/18	61	81	3/18	01	62	19				08			Crack												
050(U160-0)0910(0)	9.000-10.000		111	1	14	20	PD	1017	71	3/18	64	79	3/18	01	30	10				08			Crack												
	9.033	U160/K101						432	-	0.140																									
050(U160-0)1011(0)	10.000-11.000		111	1	14	20	PD	1025	72	3/18	53	87	3/18	01	51	20				10			Crack												
050(U160-0)1112(0)	11.000-12.017		111	1	14	20	PD	1025	73	3/18	55	76	3/18	01	54	8				07			Crack												
	12.017	WCL ALTAMONT						429	+	0.957																									
050(U160-0)1213(0)	12.017-13.013		111	1	14	20	PD	1557	109	3/18	60	82	3/18	01	19	10				10			Crack												
	12.441	N HUSTON						431	-	0.598																									
	13.013	ECL ALTAMONT						431	-	0.026																									
050(U160-0)1314(0)	13.013-14.031		121	1	14	17	FD	1462	149	3/18	92	92	3/18	01	27	24				16					*	*	*	*	*	*	*	*			
	13.019	RS371						431	-	0.020																									
	14.031	WJCT U59/U160						431	+	0.992																									
	23.889	EJCT U59/U160						445	+	0.169																									
	23.965	MERCHANT						445	+	0.245																									
	24.665	ECL OSWEGO						446	-	0.065																									
050(U160-0)2425(0)	24.665-25.783		112	1		8	PC	905	171	3/18	91	107	3/18	01											02	48	01								
	25.783	E CO L						443	+	0.665																									
	0.000	W CO L						113	-	0.899																									
050(U166-0)0001(0)	0.000-1.000		121	1		17	FD	1440	294	3/18	60	68	3/18	11	2					35			Crack												
050(U166-0)0102(0)	1.000-2.000		121	1		17	FD	1440	294	3/18	58	63	3/18	11	7	4				30			Crack												
050(U166-0)0203(0)	2.000-3.000		111	1		17	FD	1440	294	3/18	56	53	3/18	11	3					27			Crack												
050(U166-0)0304(0)	3.000-4.000		111	1		17	FD	1440	294	3/18	49	53	3/18	11	1					19			Crack												
050(U166-0)0405(0)	4.000-5.000		111	1		17	FD	1456	271	3/18	56	59	3/18	11	1					18			Crack												
	4.201	RS368						116	+	0.319																									
050(U166-0)0506(0)	5.000-6.000		111	1		17	FD	1460	265	3/18	53	59	3/18	11	1					26			Crack												
050(U166-0)0607(0)	6.000-7.000		111	1		17	FD	1460	271	3/18	44	54	3/18	11	1					14			Crack												
050(U166-0)0708(0)	7.000-8.000		111	1		17	FD	1460	272	3/18	53	57	3/18	11						07			Crack												
050(U166-0)0809(0)	8.000-9.000		111	1		17	FD	1460	272	3/18	51	51	3/18	11	1					07			Crack												
050(U166-0)0910(0)	9.000-10.000		111	1		17	FD	1111	235	3/18	60	65	3/18	11	5					07			Crack												
	9.178	U166/K101						121	+	0.350																									
050(U166-0)1011(0)	10.000-11.000		111	1		17	FD	1035	226	3/18	54	62	3/18	01	1					07			Crack												
050(U166-0)1112(0)	11.000-12.000		111	1		17	FD	1035	226	3/18	58	68	3/18	01	1					08			Crack												
050(U166-0)1213(0)	12.000-13.000		111	1		17	FD	1035	226	3/18	53	72	3/18	11	8					12			Crack												
050(U166-0)1314(0)	13.000-14.000		111	1		17	FD	969	216	3/18	51	63	3/18	11						01			Crack												
	13.178	RS371						125	+	0.289																									
050(U166-0)1415(0)	14.000-15.000		111	1		17	FD	955	215	3/18	48	60	3/18	11	3					01			Crack												
050(U166-0)1516(0)	15.000-16.000		121	1		17	FD	955	215	3/18	59	71	3/18	11	1					02															
050(U166-0)1617(0)	16.000-17.000		111	1		17	FD	955	215	3/18	66	70	3/18	11	2					11			Crack												
050(U166-0)1718(0)	17.000-18.000		111	1		17	FD	958	214	3/18	70	82	3/18	11	6					07			Crack												
	17.201	RS1141						129	+	0.177																									
	17.362	U166/K134						129	+	0.338																									
050(U166-0)1819(0)	18.000-19.000		111	1		17	FD	960	215	3/18	73	89	3/18	11	5					12			Crack												
050(U166-0)1920(0)	19.000-20.000		111	1		17	FD	960	215	3/18	82	87	3/18	11	8	15				07			Crack												
050(U166-0)2021(0)	20.000-21.000		111	1		17	FD	960	215	3/18	68	73	3/18	11	8					03															

Labette County --- District 4

<-PMS Seg.ID.No.->	LogPoint	Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	<----- FLEXIBLE DISTRESS ----->	<- RIGID DISTRESS ->																								
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AAADT	EAL	Date	iriL	iriR	Date	Rt	Fcl	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4			
-----|											in/mi	-----|lin.ft{wp}/100f|-----|										%	-----|											
	23.489		WJCT	U59/U166				135	+ 0.634																									
	24.983		EJCT	U59/U166				139	+ 0.113																									
	25.232		ECL	CHETOPA				139	+ 0.362																									
050(U166-0)2525(0)	25.232-25.697	121	1			17	FD	1345	281	3/18	83	89	3/18	11	2								02											
	25.697		E	CO	L			139	+ 0.827																									
	0.000		W	CO	L			028	- 0.372																									
050(U169-0)0001(0)	0.000-1.000	111	1			17	FD	1940	468	3/19	42	38	3/19	01																				
050(U169-0)0101(0)	1.000-1.822	111	1			17	FD	1940	469	3/19	45	48	3/19	01	1																			
	1.822		N	CO	L			029	+ 0.454																									
	0.000		W	CO	L			388	- 0.500																									
050(U400-0)0001(0)	0.000-1.000	111	1			8	PC	1855	645	3/18	57	65	3/18	01																				
050(U400-0)0102(0)	1.000-2.000	111	1			8	PC	1855	644	3/18	56	61	3/18	01																				
	1.999		RS1136					390	- 0.499																									
050(U400-0)0203(0)	2.000-3.000	111	1			8	PC	1875	652	3/18	91	98	3/18	01																				
050(U400-0)0304(0)	3.000-4.000	111	1			8	PC	1875	652	3/18	83	89	3/18	01																				
050(U400-0)0405(0)	4.000-5.000	111	1			8	PC	1875	652	3/18	87	93	3/18	01																				
050(U400-0)0506(0)	5.000-6.000	111	1			8	PC	1883	652	3/18	81	89	3/18	01																				
	5.926		RS375					393	+ 0.426																									
050(U400-0)0607(0)	6.000-7.000	111	1			8	PC	1985	647	3/18	70	84	3/18	01																				
050(U400-0)0708(0)	7.000-8.000	111	1			8	PC	1985	647	3/18	82	96	3/18	01																				
050(U400-0)0808(0)	8.000-8.807	111	1			8	PC	1985	647	3/18	73	81	3/18	01																				
050(U400-0)0809(0)	8.807-9.807	111	1			8	PC	2254	645	3/18	69	76	3/18	01																				
050(U400-0)0910(0)	9.807-10.807	111	1			8	PC	2410	645	3/18	68	76	3/18	01																				
050(U400-0)1011(0)	10.807-11.807	111	1			8	PC	2410	645	3/18	67	74	3/18	01																				
050(U400-0)1112(0)	11.807-12.807	111	1			8	PC	2410	645	3/18	76	80	3/18	01																				
050(U400-0)1213(0)	12.807-13.807	111	1			8	PC	2410	645	3/18	65	72	3/18	01																				
050(U400-0)1314(0)	13.807-14.807	111	1			8	PC	2410	645	3/18	71	81	3/18	01																				
	14.448		WCL	PARSONS				401	+ 0.520																									
050(U400-0)1415(0)	14.807-15.807	111	1			8	PC	1791	694	3/18	89	93	3/18	01																				
	14.935		U59/U400					402	- 0.082																									
	15.441		ECL	PARSONS				402	+ 0.424																									
050(U400-0)1516(0)	15.807-16.807	111	1			8	PC	1700	706	3/18	90	94	3/18	01																				
	16.486		RS1137					438	- 0.359																									
050(U400-0)1617(0)	16.807-17.807	111	1			8	PC	1700	706	3/18	67	73	3/18	01																				
050(U400-0)1718(0)	17.807-18.807	111	1			8	PC	1710	707	3/18	62	82	3/18	01																				
050(U400-0)1819(0)	18.807-19.719	111	1			8	PC	1897	691	3/18	68	70	3/18	01																				
	19.719		U400/OLDU400					441	- 0.090																									
050(U400-0)1920(0)	19.719-20.719	111	1			11	CO	2510	512	3/18	77	78	3/18	11	13	36																		
050(U400-0)2021(0)	20.719-21.719	111	1			11	CO	2510	512	3/18	69	73	3/18	11	10	88																		
050(U400-0)2122(0)	21.719-22.719	111	1			11	CO	2504	512	3/18	62	65	3/18	11	4	142																		
050(U400-0)2223(0)	22.719-23.719	111	1			17	FD	2160	538	3/18	47	48	3/18	01	12	87																		
050(U400-0)2324(0)	23.719-24.719	121	1			17	FD	2160	538	3/18	46	51	3/18	01	9	61																		
050(U400-0)2425(0)	24.719-25.547	111	1			15	23	PD	2160	388	3/18	39	37	3/18	01	7	107																	
	25.654		E	CO	L			412	+ 0.206																									
	0.000		U166/K101					000	+ 0.000																									
050(K101-0)0000(0)	0.000-0.550	211	1			19	PD	805	49	3/18	76	101	3/18	01	4																			
	0.550		SCL	EDNA				001	- 0.446																									
050(K101-0)0001(0)	0.550-1.049	211	1			22	PD	593	41	3/18	112	136	3/18	11	3																			
	1.049		NCL	EDNA				001	+ 0.053																									
050(K101-0)0102(0)	1.049-2.000	211	1			19	PD	405	41	3/18	79	118	3/18	01	26																			
050(K101-0)0203(0)	2.000-3.000	111	1			19	PD	405	41	3/18	55	82	3/18	01	17																			

2014 Condition Survey Report

												Linn County --- District 4																						
<-PMS Seg.ID.No.->												Prof ROUGHNESS Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																						
Co.<Route><iLP><L>	LogPoint	Dis	P	Pr	Pv	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4					
Beg.	End	St	L	FY	RC	Ty			in/mi				lin.ft	wp	/100f							%												
	18.948	RS401				103	+	0.292																										
054(K007-0)1920(0)	19.000-20.000	121	1		19	PD		408	30	6/18	43	53	6/18	01	2	-	-	-	-	-	49	Crack	-											
054(K007-0)2021(0)	20.000-21.000	121	1		19	PD		408	30	6/18	55	62	6/18	01	3	-	-	-	-	-	50	Crack	-											
054(K007-0)2122(0)	21.000-22.000	121	1		19	PD		408	30	6/18	48	58	6/18	01	3	-	-	-	-	-	50	Crack	-											
054(K007-0)2223(0)	22.000-23.000	121	1		19	PD		427	28	6/18	51	53	6/18	01	4	-	-	-	-	-	40	Crack	-											
	22.918	K7/K152				107	+	0.271																										
054(K007-0)2324(0)	23.000-24.000	121	1		19	PD		650	28	6/18	67	69	6/18	01	7	-	-	-	-	-	30	Crack	-											
054(K007-0)2425(0)	24.000-25.000	131	2		19	PD		650	28	6/18	70	104	6/18	01	6	-	-	-	-	-	30	-	-											
054(K007-0)2526(0)	25.000-26.000	121	1		19	PD		650	27	6/18	53	71	6/18	11	3	-	-	-	-	-	42	Crack	-											
054(K007-0)2626(0)	26.000-26.918	111	1		19	PD		650	29	6/18	65	77	6/18	01	6	-	-	-	-	-	27	Crack	-											
	26.918	N CO L				111	+	0.285																										
	0.000	W CO L				105	-	0.095																										
054(K031-0)0001(0)	0.000-1.000	111	1	13	19	PD		195	41	6/18	76	72	6/18	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	1.000	K3/K31				106	-	0.084																										
054(K031-0)0102(0)	1.000-2.000	111	1	13	19	PD		225	37	6/18	79	81	6/18	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
054(K031-0)0203(0)	2.000-3.000	111	1	13	19	PD		225	37	6/18	91	86	6/18	01	1	-	-	-	-	-	03	Crack	-											
054(K031-0)0303(0)	3.000-3.815	111	1	13	19	PD		225	36	6/18	91	83	6/18	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	3.815	SCL BLUEMOUND				109	-	0.221																										
054(K031-0)0404(0)	4.165-4.936	111	1	13	14	FD		398	63	6/18	76	83	6/18	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	4.445	MAIN				109	+	0.409																										
	4.936	ECL BLUEMOUND				110	-	0.099																										
054(K031-0)0406(0)	4.936-6.000	111	1	13	19	PD		265	31	6/18	77	74	6/18	01	4	-	-	-	-	-	05	Crack	-											
054(K031-0)0607(0)	6.000-7.000	111	1	13	19	PD		265	32	6/18	84	82	6/18	01	5	-	-	-	-	-	08	Crack	-											
054(K031-0)0708(0)	7.000-8.000	111	1	13	19	PD		265	31	6/18	73	70	6/18	01	1	-	-	-	-	-	05	Crack	-											
054(K031-0)0809(0)	8.000-9.000	111	1	13	19	PD		265	31	6/18	80	74	6/18	01	3	-	-	-	-	-	08	Crack	-											
054(K031-0)0910(0)	9.000-10.000	111	1	13	19	PD		265	31	6/18	79	71	6/18	01	3	-	-	-	-	-	12	Crack	-											
054(K031-0)1011(0)	10.000-11.000	111	1	13	19	PD		265	31	6/18	79	71	6/18	01	2	-	-	-	-	-	11	Crack	-											
054(K031-0)1112(0)	11.000-12.000	111	1	13	19	PD		265	31	6/18	76	68	6/18	01	2	-	-	-	-	-	03	Crack	-											
054(K031-0)1213(0)	12.000-13.000	111	1		18	PD		183	16	6/18	72	79	6/18	01	2	-	-	-	-	-	18	Crack	-											
	12.254	K31/K52				117	+	0.241																										
054(K031-0)1314(0)	13.000-14.000	111	1		18	PD		155	13	6/18	77	87	6/18	01	14	-	-	-	-	-	08	Crack	-											
	13.854	RS408				119	-	0.228																										
054(K031-0)1415(0)	14.000-15.000	111	1		18	PD		155	13	6/18	80	86	6/18	01	6	-	-	-	-	-	12	Crack	-											
054(K031-0)1516(0)	15.000-16.000	111	1		18	PD		147	13	6/18	73	83	6/18	01	5	-	-	-	-	-	20	Crack	-											
	15.854	RS1481				121	-	0.231																										
054(K031-0)1616(0)	16.000-16.717	111	1		18	PD		103	8	6/18	91	99	6/18	01	7	-	-	-	-	-	04	Crack	-											
	16.717	S CO L				121	+	0.632																										
	0.000	K31/K52				000	+	0.000																										
054(K052-0)0000(0)	0.000-0.746	111	1	13	22	PD		355	37	6/18	79	92	6/18	01	1	-	-	-	-	-	07	Crack	-											
054(K052-0)0001(0)	0.746-1.746	111	1	13	22	PD		355	36	6/18	75	90	6/18	01	-	-	-	-	-	-	07	Crack	-											
054(K052-0)0102(0)	1.746-2.746	111	1	13	22	PD		355	36	6/18	70	83	6/18	01	-	-	-	-	-	-	01	Crack	-											
054(K052-0)0203(0)	2.746-3.746	111	1	13	22	PD		355	36	6/18	69	83	6/18	01	-	-	-	-	-	-	04	Crack	-											
054(K052-0)0304(0)	3.746-4.392	211	1	13	22	PD		568	33	6/18	76	102	6/18	01	-	-	-	-	-	-	03	Crack	-											
	4.384	WCL MOUND CITY				004	+	0.773																										
	4.392	SJCT K7/K52				004	+	0.781																										
	4.626	NJCT K7/K52				006	-	0.960																										
054(K052-0)0405(0)	4.626-5.626	231	2	14	17	FD		1326	70	6/18	109	127	6/18	01	3	9	-	-	-	-	42	-	-	*	*	*	*	*	*	*	*			
	5.019	5TH				006	-	0.567																										
	5.626	ECL MOUND CITY				034	-	0.004																										
054(K052-0)0506(0)	5.626-6.773	131	2	14	20	PD		970	53	6/18	75	107	6/18	01	5	-	-	-	-	-	46	-	-											
054(K052-0)0607(0)	6.773-7.773	111	1	14	20	PD		970	54	6/18	74	87	6/18	01</																				

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Table with columns: <-PMS Seg.ID.No.->, LogPoint, Dis P Pr, Pv, Prof, ROUGHNESS, Surv, FLEXIBLE DISTRESS, RIGID DISTRESS, Co., Route, iLP, L, Beg., End, St, L, FY, RC, Ty, AADT, EAL, Date, iriL, iriR, Date, Rt, Fcl, Fc2, Fc3, Fc4, T0, T1, T2, T3, Bc, F, F1, F2, F3, J1, J2, J3, J4. The table contains multiple rows of pavement segment data, including details like segment ID, location, length, traffic volume, and distress types such as cracks and potholes.

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<-PMS Seg.ID.No.->		LogPoint		Dis P Pr		Pv		Prof		ROUGHNESS		Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																								
Co.<Route><ILP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4					
										in/mi	lin.ft{wp}/100f										%															
061(U169-0)1718(2)	17.000-18.000	17.000-18.000	111	1		8	PC	5700	733	6/18	64	76	6/18	01																						
061(U169-0)1718(4)	17.000-18.000	17.000-18.000	121	1		17	FD	5700	527	6/17	48	52	6/17	01	2							04														
061(U169-0)1819(2)	18.000-19.000	18.000-19.000	111	1		8	PC	5700	734	6/18	62	72	6/18	01																						
061(U169-0)1819(4)	18.000-19.000	18.000-19.000	111	1		17	FD	5700	527	6/17	48	51	6/17	01	1								01	Crack												
061(U169-0)1920(2)	19.000-20.000	19.000-20.000	111	1		8	PC	5700	734	6/18	73	80	6/18	01															01	01						
061(U169-0)1920(4)	19.000-20.000	19.000-20.000	121	1		17	FD	5700	527	6/17	52	55	6/17	01	2								04													
061(U169-0)2021(2)	20.000-21.000	20.000-21.000	111	1		8	PC	5765	771	6/18	70	76	6/18	01																						
061(U169-0)2021(4)	20.000-21.000	20.000-21.000	111	1		17	FD	5765	553	6/17	52	54	6/17	01	11										*	*	*	*	*	*	*	*	*			
	20.870	U169/K68						133	-	0.128	NB																									
	20.870	U169/K68						133	-	0.118	SB																									
061(U169-0)2122(2)	21.000-22.000	21.000-22.000	111	1		8	PC	6200	1023	6/18	78	89	6/18	01														01	04	01		1				
061(U169-0)2122(4)	21.000-22.000	21.000-22.000	121	1		17	FD	6200	735	6/17	55	60	6/17	11	7								04													
	21.121	NCL PAOLA						133	+	0.123	NB																									
	21.121	NCL PAOLA						133	+	0.133	SB																									
061(U169-0)2223(2)	22.000-23.000	22.000-23.000	111	1		8	PC	6200	1023	6/18	84	84	6/18	01																						
061(U169-0)2223(4)	22.000-23.000	22.000-23.000	111	1		17	FD	6200	735	6/17	48	53	6/17	11	7																					
061(U169-0)2324(2)	23.000-24.000	23.000-24.000	111	1		8	PC	6200	1019	6/18	77	85	6/18	01																	02		1			
061(U169-0)2324(4)	23.000-24.000	23.000-24.000	121	1		17	FD	6200	732	6/17	50	55	6/17	01	3								04													
	23.885	RS460						136	-	0.109	NB																									
	23.885	RS460						136	-	0.113	SB																									
061(U169-0)2425(2)	24.000-25.000	24.000-25.000	111	1		8	PC	6200	999	6/18	85	90	6/18	01																	01			1		
061(U169-0)2425(4)	24.000-25.000	24.000-25.000	111	1		17	FD	6200	717	6/17	47	49	6/17	01	4								04	Crack												
061(U169-0)2526(2)	25.000-26.000	25.000-26.000	111	1		8	PC	6200	1000	6/18	78	87	6/18	01																01	03	01				
061(U169-0)2526(4)	25.000-26.000	25.000-26.000	111	1		17	FD	6200	717	6/17	58	55	6/17	01	7								05	Crack												
061(U169-0)2627(2)	26.000-27.305	26.000-27.305	111	1		8	PC	6200	1000	6/18	84	91	6/18	01																			1			
061(U169-0)2627(4)	26.000-27.305	26.000-27.305	121	1		17	FD	6200	717	6/17	46	47	6/17	01	8								06													
061(U169-0)2728(2)	27.305-28.000	27.305-28.000	121	1		8	PC	6295	997	6/18	77	105	6/18	01															01	14	01		1	1	2	
061(U169-0)2728(4)	27.305-28.000	27.305-28.000	111	1		8	PC	6295	996	6/17	71	82	6/17	01	1								01	Crack				01	04			1				
	27.947	RS1803						140	-	0.038	NB																									
	27.947	RS1083						140	-	0.049	SB																									
061(U169-0)2829(2)	28.000-29.046	28.000-29.046	111	1	14	8	PC	7450	997	6/18	82	105	6/18	01														01	10		01	3				
061(U169-0)2829(4)	28.000-29.046	28.000-29.046	121	1	14	8	PC	7450	997	6/17	67	75	6/17	01														01	03	01		2		1		
	29.046	N CO L						141	+	0.118	NB																									
	0.000	S CO L						112	-	0.690																										
061(K007-0)0001(0)	0.000-1.000	0.000-1.000	131	2		9	CO	650	39	6/18	84	93	6/18	01	1								50				*	*	*	*	*	*	*	*		
061(K007-0)0102(0)	1.000-2.000	1.000-2.000	131	2		9	CO	650	39	6/18	113	105	6/18	01	1								96				*	*	*	*	*	*	*	*		
061(K007-0)0203(0)	2.000-3.000	2.000-3.000	131	2		9	CO	987	55	6/18	122	100	6/18	01	1								50				*	*	*	*	*	*	*	*		
061(K007-0)0304(0)	3.000-4.000	3.000-4.000	131	2		9	CO	990	56	6/18	118	91	6/18	01									90				*	*	*	*	*	*	*	*		
061(K007-0)0405(0)	4.000-5.000	4.000-5.000	131	2		9	CO	990	56	6/18	106	87	6/18	01									50				*	*	*	*	*	*	*	*		
061(K007-0)0506(0)	5.000-6.000	5.000-6.000	131	2		9	CO	1615	66	6/18	93	88	6/18	01	3								60				*	*	*	*	*	*	*	*		
061(K007-0)0607(0)	6.000-7.000	6.000-7.000	131	2		9	CO	1707	71	6/18	82	73	6/18	01									76				*	*	*	*	*	*	*	*		
061(K007-0)0707(0)	7.000-7.866	7.000-7.866	131	2		9	CO	1785	80	6/18	100	94	6/18	01									46				*	*	*	*	*	*	*	*		
	7.866	U169/K7						119	+	0.167																										
	0.000	W CO L						038	-	1.011																										
061(K068-0)0001(0)	0.000-1.000	0.000-1.000	131	2		17	FD	1405	282	6/16	68	73	6/16	01	9	12							40													
061(K068-0)0102(0)	1.000-2.000	1.000-2.000	131	2		17	FD	1405	283	6/16	66	69	6/16	01	6	11							38													
061(K068-0)0203(0)	2.000-3.000	2.000-3.000	121	1		17																														

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<-PMS Seg.ID.No.->	LogPoint	Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	<----- FLEXIBLE DISTRESS ----->	<- RIGID DISTRESS ->																													
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4								
											in/mi	lin.ft{wp}/100f									%																		
061(K068-0)0708(0)	7.000-8.000		111	1			17	FD	1735	282	6/16	71	79	6/16	01	25	79				07	Crack																	
061(K068-0)0809(0)	8.000-9.000		121	1			17	FD	1735	281	6/16	82	89	6/16	01	12	71				20																		
	8.862	RS1384							046	-	0.109																												
061(K068-0)0910(0)	9.000-10.000		111	1			17	FD	1735	281	6/16	71	79	6/16	01	22	48				16	Crack																	
061(K068-0)1011(0)	10.000-11.000		111	1			17	FD	1735	281	6/16	67	75	6/16	01	6	20				07	Crack																	
061(K068-0)1112(0)	11.000-12.000		221	2			17	FD	1735	281	6/16	118	119	6/16	01	17	25				06																		
	11.352	K68/OLD U169							048	+	0.405																												
061(K068-0)1213(0)	12.000-13.000		121	1			17	FD	2566	282	6/16	80	107	6/16	11	13	11				24																		
	12.400	U169/K68							049	+	0.372																												
061(K068-0)1314(0)	13.000-14.000		111	1			17	FD	3120	286	6/16	67	79	6/16	01	8					07	Crack																	
	13.400	RS1383							050	+	0.367																												
061(K068-0)1415(0)	14.000-15.000		111	1			17	FD	3120	285	6/16	73	89	6/16	01	21	40				07	Crack																	
061(K068-0)1516(0)	15.000-16.000		111	1			17	FD	3120	285	6/16	64	78	6/16	01	14	58				04	Crack																	
061(K068-0)1617(0)	16.000-17.000		111	1			17	FD	3120	285	6/16	56	67	6/16	01	12	15				08	Crack																	
	16.061	RS1032							053	+	0.051																												
061(K068-0)1718(0)	17.000-18.000		111	1			17	FD	3120	285	6/16	58	72	6/16	01	19	22				07	Crack																	
061(K068-0)1819(0)	18.000-19.663		111	1			17	FD	3491	299	6/16	69	74	6/16	01	8	11				12	Crack																	
	18.061	RS1017							055	+	0.039																												
061(K068-0)1920(0)	19.663-20.369		221	2			17	FD	4540	268	6/16	111	136	6/16	01	6	17				06					*	*	*	*	*	*	*	*	*	*				
	20.036	U69/K68							057	+	0.143																												
061(K068-0)2021(0)	20.369-21.100		111	1	14		10	CO	4652	133	1/01	50	50	1/01																									
	20.428	WCL LOUISBURG							058	-	0.471																												
	20.790	BROADWAY							058	-	0.109																												
	21.063	K68/OLD U69							058	+	0.164																												
	21.100	ECL LOUISBURG							058	+	0.201																												
061(K068-0)2122(0)	21.100-22.000		111	1	14		20	PD	1830	100	1/01	50	50	1/01																									
061(K068-0)2223(0)	22.000-23.000		111	1	14		20	PD	1206	96	1/01	50	50	1/01																									
061(K068-0)2324(0)	23.000-24.000		111	1	14		20	PD	1165	94	1/01	50	50	1/01																									
061(K068-0)2424(0)	24.000-24.553		311	3	14		23	PD	1165	94	6/16	125	187	6/16	01	2																							
	24.553	STATE LINE							061	+	0.657																												
	0.000	U169/K279							000	+	0.000																												
061(K279-0)0000(0)	0.000-0.489		321	3			17	FD	590	109	6/18	152	175	6/18	11	2	68				04																		
	0.489	STATE HOSPITAL							000	+	0.489																												
	0.000	STATE LINE							000	+	0.000																												
063(U075-0)0000(0)	0.000-0.703		111	1			17	FD	2920	302	3/18	58	65	3/18	01	93	17																						
	0.703	SCL CANEY							000	+	0.703																												
063(U075-0)0001(0)	0.703-1.201		311	3			17	FD	3427	290	3/18	123	177	3/18	01	10	36				03	Crack				*	*	*	*	*	*	*	*	*	*	*			
	0.845	4TH							000	+	0.845																												
	0.952	3RD,LOCL MINC							000	+	0.952																												
	1.201	NCL CANEY							002	-	0.767																												
063(U075-0)0102(0)	1.201-2.000		111	1			17	FD	2901	312	3/18	76	96	3/18	01	40	50				05	Crack																	
	1.697	SJCT U75/U166							002	-	0.271																												
063(U075-0)0203(0)	2.000-3.000		111	1			17	FD	2330	394	3/18	61	61	3/18	01	54	18				08	Crack																	
063(U075-0)0304(0)	3.000-4.000		111	1			17	FD	2330	389	3/18	55	48	3/18	01	111	7																						
063(U075-0)0405(0)	4.000-5.000		111	1			17	FD	2101	331	3/18	61	57	3/18	01	28					07	Crack																	
	4.695	NJCT U75/U166							034	+	0.057																												
063(U075-0)0506(0)	5.000-6.000		111	1			17	FD	1580	203	3/18	54	48	3/18	01	17					03	Crack																	
063(U075-0)0607(0)	6.000-7.000		111	1			17	FD	1532	202	3/18	53	47	3/18	01	15					11	Crack																	
	6.726	RS471							007	-	0.232																												
063(U075-0)0708(0)	7.000-8.000		111	1			23	PD	1405	143	3/18	56	53	3/18	01	10					07	Crack																	
063(U075-0)0809(0)	8.000-9.000		111	1			23	PD	1405	143	3/18	52	52	3/18	01	14					01	Crack																	
063(U075-0)0910(0)	9.000-10.000		111	1			23	PD	1405	143	3/18	48	49	3/18	01	10					03	Crack																	
063(U075-0)1011(0)	10.000-11.000		111	1			23	PD	1406	143	3/18	57	51	3/18	01	12																							

2014 Condition Survey Report

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<-PMS Seg.ID.No.->	LogPoint	Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	<----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																													
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4							
-----|										in/mi	-----|lin.ft{wp}/100f|-----|										%	-----|																
	10.996	RS5035																																				
								011	+ 0.032																													
063(U075-0)1112(0)	11.000-12.000		111	1			23	PD	1555	157	3/18	52	53	3/18	01	19																						
063(U075-0)1213(0)	12.000-13.000		111	1			23	PD	1555	157	3/18	49	52	3/18	01	14																						
063(U075-0)1314(0)	13.000-14.000		111	1			23	PD	1555	157	3/18	53	46	3/18	01	14																						
063(U075-0)1415(0)	14.000-15.000		111	1			23	PD	1555	157	3/18	46	44	3/18	01	35																						
063(U075-0)1516(0)	15.000-16.000		111	1			23	PD	1555	157	3/18	47	40	3/18	01	44																						
	15.218	RS474							015	+ 0.259																												
063(U075-0)1617(0)	16.000-17.000		111	1			23	PD	1555	157	3/18	44	40	3/18	01	49																						
063(U075-0)1718(0)	17.000-18.000		111	1			23	PD	1563	156	3/18	43	46	3/18	01	26																						
	17.980	RS1673							018	+ 0.014																												
063(U075-0)1819(0)	18.000-19.000		111	1			23	PD	1960	163	3/18	52	43	3/18	01	49																						
	18.303	RS812							018	+ 0.337																												
	18.664	RS97							019	- 0.296																												
063(U075-0)1920(0)	19.000-20.000		111	1			17	FD	1960	227	3/18	54	50	3/18	01	21																						
063(U075-0)2020(0)	20.000-20.664		111	1			17	FD	1960	227	3/18	63	57	3/18	01	19																						
	20.664	WJCT U75/U160							020	+ 0.705																												
063(U075-0)2021(2)	20.664-21.783		111	1			14	FD	2615	240	3/18	61	76	3/18	01	9	62																					
	20.664	WJCT U75/U160							021	- 0.306	SB																											
063(U075-0)2021(4)	20.664-21.783		111	1			14	FD	2615	240	3/18	81	83	3/18	11	2	117																					
	21.783	WCL INDEPENDENCE							022	- 0.187	NB																											
	21.913	D ST							022	- 0.057	NB																											
	22.013	4LDIV/4L							022	+ 0.043	NB																											
	22.812	22ND							022	+ 0.842	NB																											
	23.684	EJ U75/U160,10TH							022	+ 1.714	NB																											
	24.141	PENN							022	+ 2.171	NB																											
	25.719	4L/2L							027	- 1.231	NB																											
	25.814	TAYLOR							027	- 1.136	NB																											
	26.311	NCL INDEPENDENCE							027	- 0.751																												
063(U075-0)2627(0)	26.311-27.000		121	1	13	17	FD	2665	309	3/18	64	70	3/18	01	27																							
063(U075-0)2728(0)	27.000-28.000		111	1	13	17	FD	2665	309	3/18	51	54	3/18	01	22	12																						
063(U075-0)2829(0)	28.000-29.000		111	1	13	17	FD	2665	309	3/18	45	49	3/18	01	32	51																						
063(U075-0)2930(0)	29.000-30.000		111	1	13	17	FD	2144	273	3/18	50	50	3/18	01	32	18																						
	29.101	RS5034							029	+ 0.031																												
063(U075-0)3031(0)	30.000-31.000		111	1	13	17	FD	2085	269	3/18	50	51	3/18	01	33	7																						
063(U075-0)3132(0)	31.000-32.000		111	1	13	11	CO	2085	269	3/18	58	57	3/18	01	13																							
	31.099	RS465,RS473							031	+ 0.041																												
063(U075-0)3233(0)	32.000-33.493		111	1	13	17	FD	2085	269	3/18	72	73	3/18	01	40	19																						
	33.493	U75/U400,2L/4LDV							034	- 0.277	NB																											
063(U075-0)3334(2)	33.493-34.493		111	1			8	PC	3070	936	3/18	79	87	3/18	01																							
	33.493	U75/U400,2L/4LDV							034	- 0.258	SB																											
063(U075-0)3334(4)	33.493-34.493		111	1			8	PC	3070	936	3/18	81	82	3/18	01																							
063(U075-0)3435(2)	34.493-35.557		111	1			8	PC	3070	936	3/18	84	87	3/18	01																							
063(U075-0)3435(4)	34.493-35.557		111	1			8	PC	3070	936	3/18	91	89	3/18	01																							
	35.557	N CO L							035	+ 0.806	NB																											
	35.557	N CO L							395	+ 0.791	SB																											
	0.000	W CO L							386	- 0.920																												
063(U160-0)0001(0)	0.000-1.000		121	1			16																															

Montgomery County --- District 4

<-PMS Seg.ID.No.-> Co.<Route><iLP><L>	LogPoint		Dis	P	Pr	Pv	AADT	EAL	Date	Prof ROUGHNESS		Surv <----- FLEXIBLE DISTRESS -----><- RIGID DISTRESS ->																													
	Beg.	End								St	L	FY	RC	Ty	iriL	iriR	Date	Rt	Fcl	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4						
										in/mi	lin.ft{wp}/100f										%																				
063(U160-0)0607(0)	6.000-7.000		111	1		16	FD	591	41	6/10	48	55	6/10	01	15																										
	6.637	SJCT RS472						392	-	0.304																															
063(U160-0)0708(0)	7.000-8.000		121	1		16	FD	610	49	6/10	54	63	6/10	01	12																										
063(U160-0)0809(0)	8.000-9.000		111	1		16	FD	610	48	6/10	54	65	6/10	01	10																										
063(U160-0)0910(0)	9.000-10.000		121	1		16	FD	610	48	6/10	52	53	6/10	01	5																										
063(U160-0)1011(0)	10.000-11.000		111	1		16	FD	610	48	6/10	45	54	6/10	01	3																										
063(U160-0)1112(0)	11.000-12.000		111	1		16	FD	610	48	6/10	54	57	6/10	01	12																										
063(U160-0)1213(0)	12.000-13.000		111	1		16	FD	610	48	6/10	54	62	6/10	01	9																										
063(U160-0)1314(0)	13.000-14.000		111	1		16	FD	610	48	6/10	63	60	6/10	01	8																										
063(U160-0)1415(0)	14.000-15.000		111	1		16	FD	610	48	6/10	57	55	6/10	01	23																										
063(U160-0)1516(0)	15.000-16.000		111	1		16	FD	705	49	6/10	60	57	6/10	01	17																										
063(U160-0)1616(0)	16.000-16.927		111	1		16	FD	705	49	6/10	70	69	6/10	01	10																										
	16.927	WJCT U75/U160						402	+	0.031																															
	19.947	EJ U75/U160,10TH						407	-	1.947																															
	20.020	9TH						407	-	1.874																															
	20.252	6TH						407	-	1.642																															
	20.324	5TH						407	-	1.570																															
	20.933	ECL INDEPENDENCE						407	-	0.961																															
063(U160-0)2022(0)	20.933-22.000		121	1		11	CO	3569	269	6/10	58	66	6/10	01	10	7																									
063(U160-0)2223(0)	22.000-23.000		111	1		11	CO	2519	247	6/10	54	56	6/10	01	27	22																									
	22.899	RS814						408	+	0.002																															
063(U160-0)2324(0)	23.000-24.000		111	1		11	CO	2245	223	6/10	52	58	6/10	01	20	2																									
063(U160-0)2425(0)	24.000-25.000		111	1		11	CO	2245	224	6/10	57	58	6/10	01	26	5																									
063(U160-0)2526(0)	25.000-26.000		121	1		11	CO	2245	224	6/10	52	53	6/10	01	21	13																									
063(U160-0)2626(0)	26.000-26.887		111	1		11	CO	2245	224	6/10	74	79	6/10	01	32	21																									
	26.887	NJCT U160/U169						412	+	0.025																															
063(U160-0)2627(1)	26.887-27.890		111	1		8	PC	3040	939	1/02	78	86	5/13		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	01			
063(U160-0)2627(3)	26.887-27.890		111	1		8	PC	3040	941	6/10	75	75	6/10	01																											
063(U160-0)2728(0)	27.890-28.910		121	1	14	20	PD	493	89	6/10	67	79	6/10	01	6																										
	27.890	SJCT U160/U169						413	+	0.085	WB																														
063(U160-0)2829(0)	28.910-29.910		111	1	14	20	PD	493	88	6/10	73	85	6/10	01	22	18																									
063(U160-0)2930(0)	29.910-30.910		111	1	14	20	PD	493	88	6/10	69	86	6/10	01	19	6																									
063(U160-0)3032(0)	30.910-32.378		111	1	14	20	PD	570	71	6/10	87	100	6/10	01	30	8																									
	31.322	RS458						422	-	0.169																															
	32.378	E CO L						418	-	0.652																															
	0.000	W CO L						087	-	0.895																															
063(U166-0)0001(0)	0.000-1.000		121	1		17	FD	1275	262	6/11	60	68	6/11	01	12	85																									
063(U166-0)0102(0)	1.000-2.129		111	1		17	FD	1275	270	6/11	73	93	6/11	01	6	106																									
	2.129	NJCT U75/U166						088	+	0.245																															
	5.127	SJCT U75/U166						092	-	0.785																															
063(U166-0)0506(0)	5.127-6.000		111	1	14	23	PD	1810	163	3/18	70	77	3/18	11	27	13																									
063(U166-0)0607(0)	6.000-7.000		111	1	14	23	PD	1548	158	3/18	55	63	3/18	01	29	22																									
063(U166-0)0708(0)	7.000-8.000		111	1	14	23	PD	1510	157	3/18	56	59	3/18	01	26	17																									
063(U166-0)0809(0)	8.000-9.000		111	1	14	23	PD	1510	157	3/18	61	63	3/18	01	61	18																									
063(U166-0)0910(0)	9.000-10.000																																								

Montgomery County --- District 4

<-PMS Seg.ID.No.->	LogPoint	Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	<----- FLEXIBLE DISTRESS ----->												<- RIGID DISTRESS ->															
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fcl	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4					
-----|											in/mi	-----|lin.ft{wp}/100f|-----|												%	-----|											
	12.277	RS818						012	+ 0.232																											
063(U169-0)1314(0)	13.085-14.085		121	1		11	CO	2440	592	3/19	54	71	3/19	01	9						72	Crack	01													
063(U169-0)1415(0)	14.085-15.085		121	1		11	CO	2440	592	3/19	50	65	3/19	01	4						30	Crack														
063(U169-0)1516(0)	15.085-16.065		121	1		11	CO	2440	592	3/19	51	63	3/19	01	5						30	Crack														
	16.065	SJCT U160/U169						016	+ 0.028																											
063(U169-0)1718(2)	17.068-18.053		111	1		17	FD	3275	600	3/19	42	66	3/19	01	1						03	Crack														
063(U169-0)1718(4)	17.068-18.053		111	1		17	FD	3275	600	3/19	46	49	3/19	01	2																					
	17.086	NJCT U160/U169						017	+ 0.033	NB																										
063(U169-0)1819(0)	18.053-19.053		111	1		17	FD	3275	600	3/19	41	52	3/19	01	5						05	Crack														
	18.053	4LDIV/2L						018	+ 0.034	NB																										
	18.053	4LDIV/2L						018	+ 0.013	SB																										
063(U169-0)1920(0)	19.053-20.326		111	1		17	FD	2905	664	3/19	49	58	3/19	01	7						10	Crack														
063(U169-0)2021(0)	20.326-21.113		111	1		17	FD	2554	625	3/19	45	50	3/19	01	2						07	Crack														
063(U169-0)2122(0)	21.113-22.053		111	1		17	FD	2485	594	3/19	41	44	3/19	01																						
063(U169-0)2223(0)	22.053-23.053		121	1		17	FD	2485	594	3/19	61	66	3/19	01							08															
063(U169-0)2324(0)	23.053-24.053		111	1		17	FD	2485	594	3/19	34	37	3/19	01	1																					
063(U169-0)2425(0)	24.053-25.053		111	1		17	FD	2485	594	3/19	46	44	3/19	01	4																					
063(U169-0)2526(0)	25.053-26.593		111	1		17	FD	2462	581	3/19	46	52	3/19	01	6						12	Crack														
	26.593	U169/U400						027	- 0.442																											
063(U169-0)2627(0)	26.593-27.618		111	1		17	FD	1940	468	3/19	59	73	3/19	01	3						07	Crack		*	*	*	*	*	*	*	*	*	*			
	27.618	E CO L						027	+ 0.583																											
	2.064	U75/U400						379	- 0.733	WB																										
063(U400-0)0202(1)	2.064-2.689		111	1		8	PC	1510	716	3/18	76	82	3/18	01																					01	
063(U400-0)0202(3)	2.064-2.689		111	1		8	PC	1510	715	3/18	86	86	3/18	01																					01 03	
063(U400-0)0204(0)	2.689-4.064		111	1		8	PC	1510	714	3/18	63	66	3/18	01																					01 03	
	2.689	4LDIV/2L						379	- 0.108	WB																										
063(U400-0)0405(0)	4.064-5.064		111	1		8	PC	1463	717	3/18	54	57	3/18	01																						
063(U400-0)0506(0)	5.064-6.064		111	1		8	PC	1450	721	3/18	67	69	3/18	01																						
063(U400-0)0607(0)	6.064-7.064		111	1		8	PC	1450	721	3/18	60	64	3/18	01																						02
063(U400-0)0708(0)	7.064-8.064		111	1		8	PC	1450	721	3/18	74	74	3/18	01																						02
063(U400-0)0809(0)	8.064-9.064		111	1		8	PC	1450	721	3/18	61	62	3/18	01																						01 01
063(U400-0)0910(0)	9.064-10.064		111	1		8	PC	1450	721	3/18	59	63	3/18	01																						02 01
063(U400-0)1011(0)	10.064-11.064		111	1		8	PC	1450	721	3/18	73	76	3/18	01																						01 04 01
063(U400-0)1111(0)	11.064-11.864		111	1		8	PC	1753	665	3/18	118	107	3/18	01																						01 14 02
	11.265	U169/U400						405	+ 0.466																											
	11.864	E CO L						405	+ 1.065																											
	0.000	S CO L						036	- 0.526																											
067(U059-0)0001(0)	0.000-1.000		111	1		17	FD	3860	277	3/19	51	61	3/19	01	12						15	Crack														
067(U059-0)0102(0)	1.000-2.000		111	1		17	FD	3860	284	3/19	51	69	3/19	01	15						11	Crack														
067(U059-0)0203(0)	2.000-3.000		111	1		17	FD	3860	284	3/19	58	65	3/19	01	23						15	Crack														
067(U059-0)0304(0)	3.000-4.000		111	1		17	FD	2141	253	3/19	51	56	3/19	01	6						18	Crack														
	3.229	RS498						039	- 0.305																											
067(U059-0)0405(0)	4.000-5.000		111	1		17	FD	1630	245	3/19	57	59	3/19	01	9						07	Crack														
067(U059-0)0506(0)	5.000-6.000		111	1		17	FD	1630	245	3/19	60	62	3/19	01	20	5					10	Crack														
067(U059-0)0607(0)	6.000-7.000		111	1		17	FD	1630	245	3/19	56	58	3/19	01	21						03	Crack														
	6.229	RS491						042	- 0.314																											
067(U059-0)0708(0)	7.000-8.000		111	1		17	FD	1433	244	3/19	59	62	3/19	01	10						04	Crack														
067(U059-0)0809(0)	8.000-9.000		111	1		17	FD	1375	244	3/19	54	56	3/19	01	9						04	Crack														

2014 Condition Survey Report

Neosho County --- District 4

<-PMS Seg.ID.No.->	LogPoint	Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	<----- FLEXIBLE DISTRESS ----->								<----- RIGID DISTRESS ----->																
Co.<Route><LP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4		
											in/mi	|lin.ft{wp}/100f|								| % |													
	11.551	BEG	.158	MI	BRG	047		+ 0.013																									
067(U059-0)1113(0)	11.709-13.000		111	1		17	FD	1355	277	3/19	50	61	3/19	01	6																		
	12.900	SJCT	U59/K108			048		+ 0.320																									
067(U059-0)1314(0)	13.000-14.000		121	1		17	FD	1208	215	3/19	64	61	3/19	01	19	27																	
	13.401	NJCT	U59/K108			049		- 0.175																									
067(U059-0)1415(0)	14.000-15.000		111	1		17	FD	1110	173	3/19	55	57	3/19	01	23	8																	
067(U059-0)1516(0)	15.000-16.000		121	1		11	CO	1048	165	3/19	69	72	3/19	01	8	4																	
	15.413	U59/K146				051		- 0.170																	*	*	*	*	*	*	*	*	
067(U059-0)1617(0)	16.000-17.000		121	1		10	CO	1005	159	3/19	56	60	3/19	01																			
067(U059-0)1718(0)	17.000-18.000		121	1		10	CO	891	152	3/19	56	56	3/19	01																			
	17.413	RS797,RS1146				053		- 0.173																	*	*	*	*	*	*	*	*	
067(U059-0)1819(0)	18.000-19.000		121	1		10	CO	810	149	3/19	57	52	3/19	01																			
067(U059-0)1920(0)	19.000-20.000		121	1		10	CO	810	148	3/19	58	53	3/19	01																			
067(U059-0)2021(0)	20.000-21.000		121	1		10	CO	785	143	3/19	65	61	3/19	01	3																		
	20.922	U59/K39				056		+ 0.363																									
067(U059-0)2122(0)	21.000-22.000		111	1		23	PD	485	62	3/19	68	56	3/19	01	3																		
067(U059-0)2223(0)	22.000-23.000		111	1		23	PD	485	62	3/19	51	45	3/19	01	11																		
067(U059-0)2324(0)	23.000-24.000		111	1		23	PD	485	59	3/19	52	46	3/19	01	13																		
	23.096	RS1149				058		+ 0.535																									
067(U059-0)2425(0)	24.000-25.000		121	1		23	PD	485	58	3/19	53	49	3/19	01	23																		
067(U059-0)2526(0)	25.000-26.000		111	1		23	PD	485	58	3/19	54	52	3/19	01	33	5																	
067(U059-0)2627(0)	26.000-27.000		111	1		23	PD	526	58	3/19	50	46	3/19	01	19																		
	26.096	RS499	OLDK201			062		- 0.475																									
067(U059-0)2728(0)	27.000-28.000		111	1		23	PD	530	58	3/19	50	42	3/19	01	14																		
067(U059-0)2829(0)	28.000-29.115		111	1		23	PD	431	74	3/19	51	46	3/19	01	22																		
	28.107	EJCT	U59/K39			064		- 0.456																									
	29.115	N CO L				064		+ 0.552																									
	0.000	S CO L				030		- 0.555																									
067(U169-0)0001(0)	0.000-1.000		121	1		17	FD	1940	469	3/19	40	37	3/19	11	2																		
067(U169-0)0102(0)	1.000-2.000		111	1		17	FD	1940	468	3/19	43	35	3/19	11																			
067(U169-0)0203(0)	2.000-3.000		111	1		17	FD	1940	468	3/19	41	38	3/19	11																			
067(U169-0)0304(0)	3.000-4.000		111	1		17	FD	1940	468	3/19	42	34	3/19	11																			
067(U169-0)0405(0)	4.000-5.000		111	1		17	FD	1940	468	3/19	50	42	3/19	11	1																		
067(U169-0)0506(0)	5.000-6.000		111	1		17	FD	1999	520	3/19	52	47	3/19	01	5																		
	5.257	RS493				035		- 0.318																									
067(U169-0)0607(0)	6.000-7.232		111	1		17	FD	2020	537	3/19	51	43	3/19	01	1																		
	7.232	SCL	THAYER			036		+ 0.671																									
067(U169-0)0707(0)	7.232-7.860		111	1		8	PC	2293	542	3/19	72	77	3/19	01																			
	7.364	MONTGOMERY				036		+ 0.803																									
	7.519	NEOSHO	ST			036		+ 0.958																									
	7.593	LABETTE				036		+ 1.032																									
	7.737	GREENWOOD				038		- 1.000																									
	7.860	NCL	THAYER			038		- 0.877																									
067(U169-0)0709(0)	7.860-9.000		111	1		8	PC	2090	754	3/19	61	63	3/19	01																			
067(U169-0)0910(0)	9.000-10.000		111	1		8	PC	2090	754	3/19	59	57	3/19	01																			
067(U169-0)1011(0)	10.000-11.000		111	1		8	PC	2379	702	3/19	60	58	3/19	01																			
	10.335	U169/K47				040		- 0.389																									
067(U169-0)1112(0)	11.000-12.000		111	1		8	PC	2530	686	3/19	54	59	3/19	01																			
067(U169-0)1213(0)	12.000-13.000		111	1		8	PC	2530	686	3/19	50	58	3/19	01																			
	12.335	RS1942				042		- 0.396																									
067(U169-0)1314(0)	13.000-14.000		112	1		8	PC	2771	667	3/19	106	108	3/19	01																			
067(U169-0)1415(0)	14.000-15.000		212	1		8	PC	2623	714	3/19	126	125	3/19	01																			

Neosho County --- District 4

<-PMS Seg.ID.No.->	LogPoint	Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	FLEXIBLE DISTRESS										RIGID DISTRESS														
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fcl	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4		
											in/mi	lin.ft{wp}/100f										%											
067(U169-0)1516(0)	15.000-16.000	212	1		8	PC		2465	748	3/19	130	132	3/19	01												02	65	01					
067(U169-0)1617(0)	16.000-17.000	212	1		8	PC		2465	680	3/19	118	130	3/19	01												02	62	02					
067(U169-0)1718(0)	17.000-18.000	212	1		8	PC		2465	620	3/19	102	117	3/19	01												02	70						
067(U169-0)1819(0)	18.000-19.430	222	1		8	PC		2262	620	3/19	118	121	3/19	01												02	74		1	1	1		
067(U169-0)1920(2)	19.430-20.000	212	1		8	PC		2155	628	3/19	132	133	3/19	01												02	79	02					
067(U169-0)1920(4)	19.430-20.000	212	1		8	PC		2155	627	3/19	118	134	3/19	01												02	88						
	19.434	2L/4LDIV						049	- 0.318 NB																								
	19.434	2L/4LDIV						049	- 0.329 SB																								
	19.499	RS1787						049	- 0.253 NB																								
	19.499	RS1787						049	- 0.264 SB																								
	20.000	SCL CHANUTE						049	+ 0.248 NB																								
067(U169-0)2020(2)	20.000-20.586	212	1		8	PC		2155	628	3/19	151	158	3/19	01												02	95	01		1			
	20.000	SCL CHANUTE						049	+ 0.237 SB																								
067(U169-0)2020(4)	20.000-20.586	212	1		8	PC		2155	628	3/19	120	132	3/19	01												02	89	01		1			
	20.586	NCL CHANUTE						050	- 0.161 NB																								
067(U169-0)2021(2)	20.586-21.788	232	2		8	PC		2049	644	3/19	105	110	3/19	01												02	65					1	
	20.586	NCL CHANUTE						050	- 0.178 SB																								
067(U169-0)2021(4)	20.586-21.788	112	1		8	PC		2049	645	3/19	96	104	3/19	01												02	56	01					
	21.495	U169/K39						051	- 0.263 NB																								
	21.495	U169/K39						051	- 0.265 SB																								
067(U169-0)2123(0)	21.788-23.000	212	1		8	PC		1725	694	3/19	131	141	3/19	01												02	48	03	01				
	21.792	4LDIV/2L						051	+ 0.034 NB																								
	21.792	4LDIV/2L						051	+ 0.032 SB																								
067(U169-0)2324(0)	23.000-24.000	111	1		8	PC		1725	695	3/19	101	101	3/19	01												01	34						
067(U169-0)2424(0)	24.000-24.964	211	1		8	PC		1605	714	3/19	105	108	3/19	01												01	41	01					
	24.172	RS1332,RS1						053	+ 0.412																								
	24.968	N CO L						054	+ 0.212																								
	0.000	W CO L						024	- 0.380																								
067(K039-0)0001(0)	0.000-1.000	111	1		17	FD		1300	131	6/11	86	90	6/11	01	1											10	Crack						
067(K039-0)0102(0)	1.000-2.000	111	1		17	FD		1300	131	6/11	87	87	6/11	01	1											16	Crack						
067(K039-0)0202(0)	2.000-2.913	211	1		17	FD		1493	113	6/11	125	121	6/11	11	1											19	Crack		*	*	*	*	*
	2.534	U169/K39						026	+ 0.155																								
	2.913	WCL CHANUTE						026	+ 0.534																								
	3.288	2L/4L						026	+ 0.909																								
	3.640	WASHINGTON						026	+ 1.261																								
	3.934	GRANT						051	- 1.368																								
	4.455	HIGHLAND						051	- 0.847																								
	4.525	EVERGREEN						051	- 0.777																								
	4.734	ASHBY						051	- 0.568																								
	4.979	ECL CHANUTE						051	- 0.323																								
067(K039-0)0406(0)	4.979-6.073	211	1		7	PC		1220	113	6/11	94	113	6/11	01												01	08	01					
	5.634	RS2094						029	+ 0.275																								
	6.073	BEG .214 MI BRG						052	- 0.220																								
067(K039-0)0607(0)	6.287-7.000	111	1		7	PC		1220	118	6/11	93	101	6/11	01												01	10	01					
067(K039-0)0708(0)	7.000-8.000	111	1		7	PC		1307	107	6/11	95	105	6/11	01												01	13	01		1	1		
	7.334	RS1148						031	- 0.029																								
067(K039-0)0809(0)	8.000-9.000	111	1		14	FD		1350	73	6/11	62	70	6/11	01	4											27	Crack		*	*	*	*	*
	8.368	RS500						032	+ 0.000																								
067(K039-0)0910(0)	9.000-10.000	121	1		17	FD		1074	66	6/11	47	54	6/11	01	5	5										41	Crack						
067(K039-0)1011(0)	10.000-11.000	111	1		17	FD		935	64	6/11	49	57	6/11	01	3											18	Crack						
067(K039-0)1112(0)	11.000-12.000	121	1		17	FD		935	65	6/11	70	92	6/11	01	22											14							
	11.334	RS1147						035	- 0.013																								
067(K039-0)1213(0)	12.000-13.000	121	1		17	FD		935	65	6/11	50	59	6/11	01	1											30	Crack						

2014 Condition Survey Report

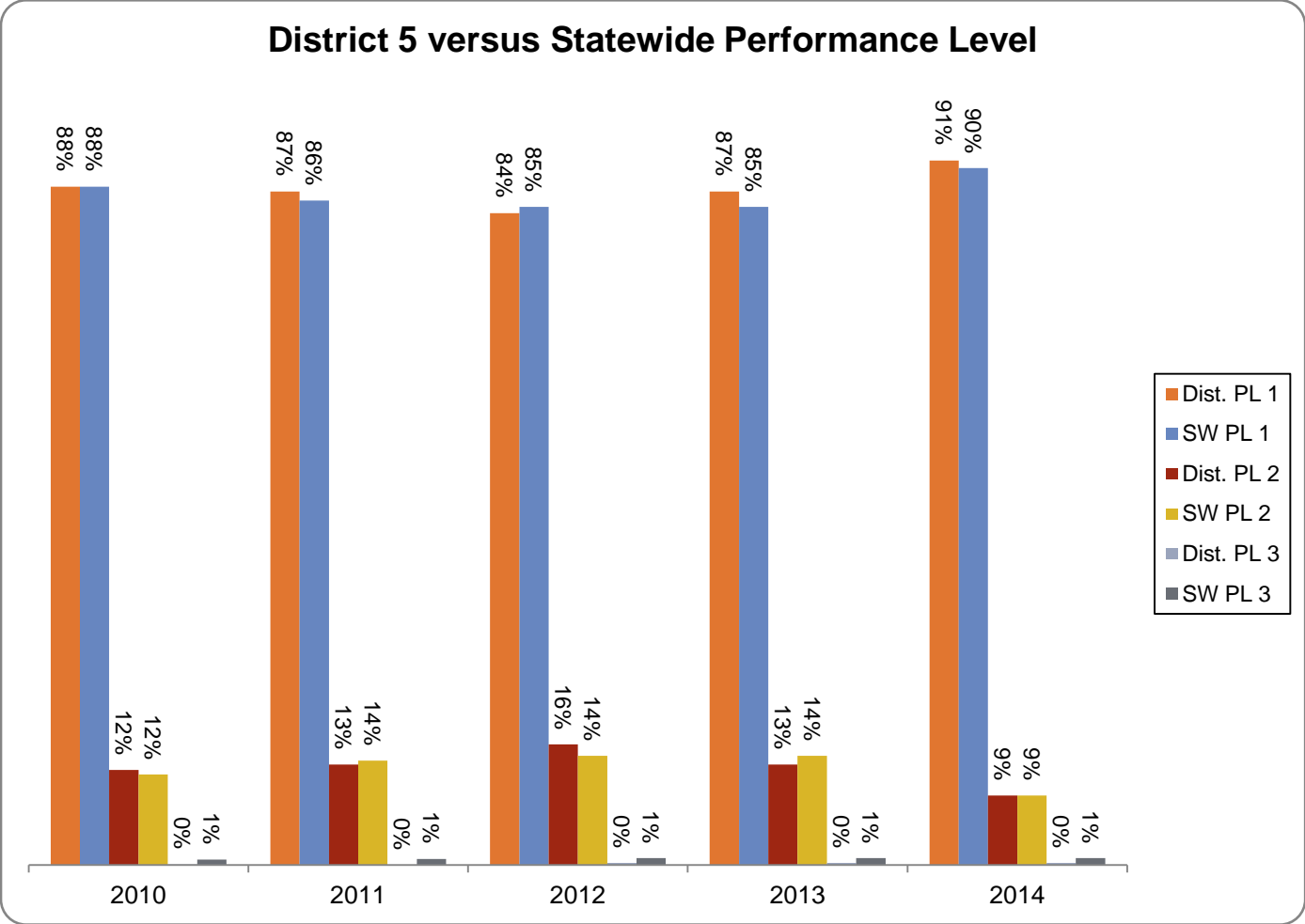
Wilson County --- District 4

Co.<Route><iLP><L>	LogPoint	Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	FLEXIBLE DISTRESS											RIGID DISTRESS											
									Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4
									in/mi	lin.ft{wp}/100f											%										
103(U075-0)0405(0)	4.362-5.233	221	2	_	17	FD	1045	152	6/11	96	141	6/11	01	14	12	_	_	_	_	26	01										
103(U075-0)0506(0)	5.233-6.233	231	2	_	17	FD	1045	150	6/11	106	127	6/11	01	11	13	_	_	_	_	34	_										
103(U075-0)0607(0)	6.233-7.233	131	2	_	17	FD	837	132	6/11	87	93	6/11	01	8	19	_	_	_	_	44	_										
	6.476	RS492					041	+	0.454																						
103(U075-0)0708(0)	7.233-8.233	131	2	_	17	FD	770	127	6/11	97	86	6/11	01	7	13	_	_	_	_	42	_										
103(U075-0)0809(0)	8.233-9.233	131	2	_	17	FD	770	127	6/11	87	74	6/11	01	17	8	_	_	_	_	44	01										
103(U075-0)0910(0)	9.233-10.233	131	2	_	17	FD	770	127	6/11	77	76	6/11	01	19	5	_	_	_	_	30	_										
	9.496	RS1127					044	+	0.476																						
103(U075-0)1011(0)	10.233-11.233	121	1	_	17	FD	770	127	6/11	52	52	6/11	01	28	_	_	_	_	10	_											
103(U075-0)1112(0)	11.233-12.083	121	1	_	23	PD	770	91	6/11	84	86	6/11	11	18	_	_	_	_	20	_											
	11.436	SJCT U75/U75BUS					046	+	0.451																						
	12.065	SCL ALTOONA					047	+	0.088																						
103(U075-0)1212(0)	12.083-12.585	211	1	_	23	PD	766	91	6/11	111	126	6/11	01	16	20	_	_	_	16	Crack	_										
	12.567	U75/K47,NCL					048	-	0.488																						
103(U075-0)1213(0)	12.585-13.233	111	1	_	23	PD	665	112	6/11	93	100	6/11	01	6	34	_	_	_	07	Crack	_	*	*	*	*	*	*	*	*	*	*
	12.955	NJCT U75/U75BUS					048	-	0.100																						
103(U075-0)1314(0)	13.233-14.233	111	1	_	17	FD	665	161	6/11	51	64	6/11	01	17	79	_	_	_	07	Crack	_										
103(U075-0)1415(0)	14.233-15.233	111	1	_	17	FD	665	161	6/11	50	58	6/11	01	13	45	_	_	_	22	Crack	_										
103(U075-0)1516(0)	15.233-16.233	111	1	_	17	FD	665	161	6/11	54	59	6/11	01	14	40	_	_	_	15	Crack	_										
103(U075-0)1617(0)	16.233-17.233	111	1	_	17	FD	631	154	6/11	44	56	6/11	01	11	32	_	_	_	15	Crack	_										
	16.606	RS494					052	-	0.273																						
103(U075-0)1718(0)	17.233-18.233	111	1	_	17	FD	610	149	6/11	49	55	6/11	01	16	_	_	_	_	01	Crack	_										
103(U075-0)1819(0)	18.233-19.233	111	1	_	17	FD	610	149	6/11	38	42	6/11	01	_	_	_	_	_	_	_	_										
103(U075-0)1920(0)	19.233-20.233	111	1	_	17	FD	610	149	6/11	36	43	6/11	01	30	_	_	_	_	_	_	_										
	19.606	RS760					055	-	0.256																						
103(U075-0)2021(0)	20.233-21.233	111	1	_	17	FD	610	149	6/11	39	48	6/11	01	8	_	_	_	_	01	Crack	_										
103(U075-0)2122(0)	21.233-22.233	111	1	_	17	FD	610	149	6/11	47	60	6/11	01	12	_	_	_	_	_	_	_										
	21.606	RS1787					057	-	0.241																						
103(U075-0)2223(0)	22.233-23.233	111	1	_	17	FD	610	149	6/11	53	59	6/11	01	21	_	_	_	_	_	_	_										
103(U075-0)2324(0)	23.233-24.483	111	1	_	17	FD	854	218	6/11	48	61	6/11	01	18	_	_	_	_	_	_	_										
	24.041	EJCT U75/K39					059	+	0.209																						
103(U075-0)2425(0)	24.483-25.733	121	1	_	17	FD	1153	321	6/11	50	51	6/11	11	6	_	_	_	_	02	_											
	24.969	WJCT U75/K39					060	+	0.140																						
103(U075-0)2526(0)	25.733-26.733	111	1	_	17	FD	973	277	6/11	32	32	6/11	01	7	_	_	_	_	07	Crack	_										
103(U075-0)2627(0)	26.733-27.952	121	1	_	17	FD	885	245	6/11	36	38	6/11	01	_	_	_	_	_	02	_											
	27.952	N CO L					063	+	0.210																						
	0.000	W CO L					352	-	0.529																						
103(U400-0)0001(0)	0.000-1.000	111	1	_	8	PC	2045	713	6/11	86	82	6/11	01	_	_	_	_	_	_	_	_	01									
103(U400-0)0102(0)	1.000-2.000	111	1	_	8	PC	1734	717	6/11	77	82	6/11	01	_	_	_	_	_	_	_	_	02									
103(U400-0)0203(0)	2.000-3.000	111	1	_	8	PC	1725	717	6/11	80	94	6/11	01	_	_	_	_	_	_	_	_	02									
103(U400-0)0304(0)	3.000-4.000	111	1	_	8	PC	1623	691	6/11	74	76	6/11	01	_	_	_	_	_	_	_	_	02	_	1							
	3.557	U400/K39					355	+	0.034																						
103(U400-0)0405(0)	4.000-5.000	111	1	_	8	PC	1495	655	6/11	69	67	6/11	01	_	_	_	_	_	_	_	_	01									
103(U400-0)0506(0)	5.000-6.000	111	1	_	8	PC	1495	655	6/11	66	71	6/11	01	_	_	_	_	_	_	_	_	01									
103(U400-0)0607(0)	6.000-7.000	111	1	_	8	PC	1469	657	6/11	59	63	6/11	01	_	_	_	_	_	_	_	_	01									
	6.765	RS2004					358	+	0.243																						
103(U400-0)0708(0)	7.000-8.000	111	1	_	8	PC	1385	655	6/11	58	69	6/11	01	_	_	_	_	_	_	_	_	01									
103(U400-0)0809(0)	8.000-9.000	111	1	_	8	PC	1385	655	6/11	60	67	6/11	01	_	_	_	_	_	_	_	_	02									
103(U400-0)0910(0)	9.000-10.000	111	1	_	8	PC	1385	655	6/11	69	74	6/11	01	_	_	_	_	_	_	_	_	02									
103(U400-0)1011(0)	10.000-11.000	111	1	_	8	PC	1385	655	6/11	76	83	6/11	01	_	_	_	_	_	_	_	_	03	_	1							
103(U400-0)1112(0)	11.000-12.000	111	1	_	8	PC	1403	663	6/11	88	93	6/11	01	_	_	_	_	_	_	_	01	03	01								
	11.949	U400/K47					021	+	0.010																						
103(U400-0)1213(0)	12.000-13.000	211	1	15	8	PC	1750	551	6/11	106	113	6/11	01	_	_	_	_	_	_	_	01	15	01								

Wilson County --- District 4

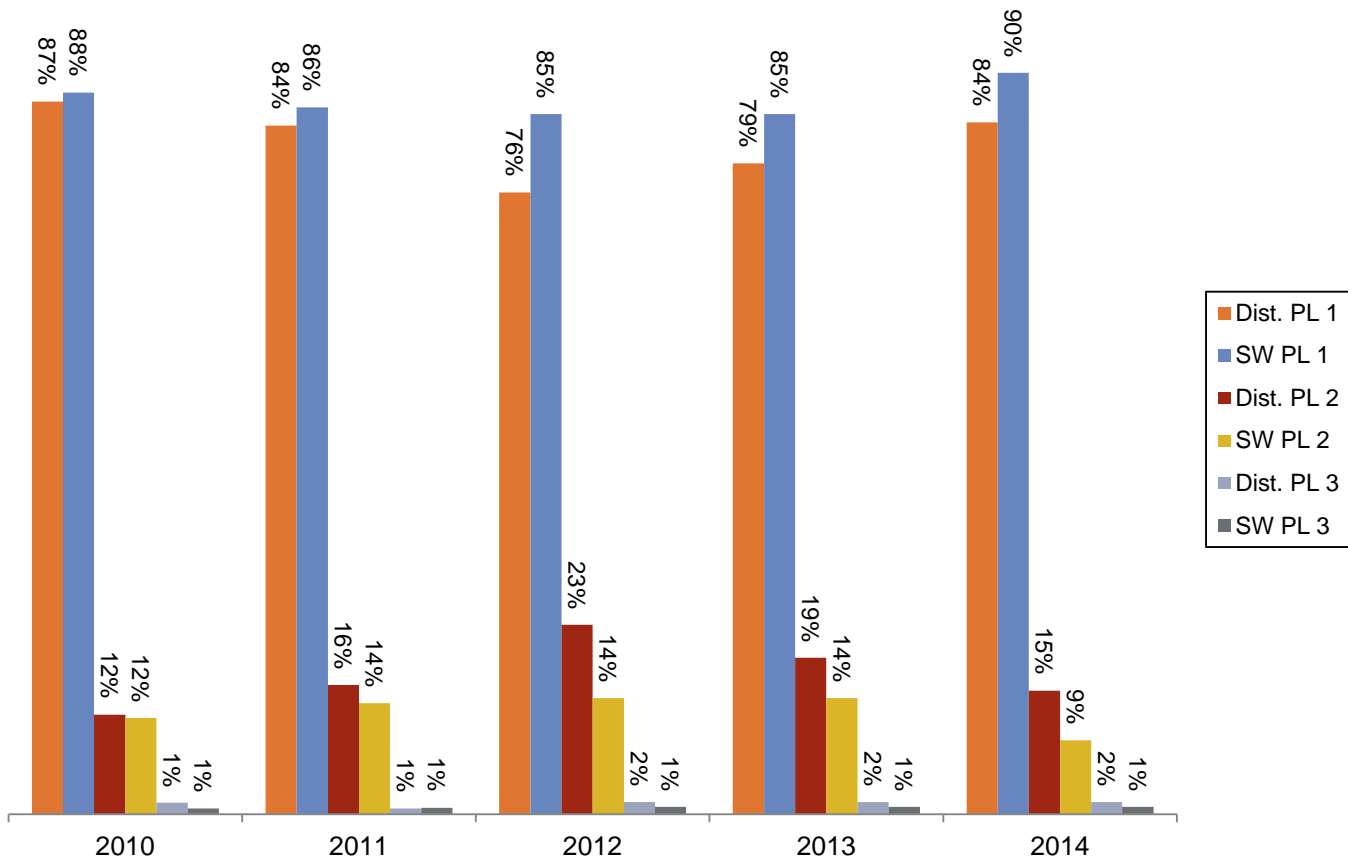
<-PMS Seg.ID.No.->	LogPoint	Dis	P	Pr	Pv	Prof	ROUGHNESS	Surv	FLEXIBLE DISTRESS										RIGID DISTRESS																
Co.<Route><iLP><L>	Beg.	End	St	L	FY	RC	Ty	AADT	EAL	Date	iriL	iriR	Date	Rt	Fc1	Fc2	Fc3	Fc4	T0	T1	T2	T3	Bc	F	F1	F2	F3	J1	J2	J3	J4				
											in/mi	lin.ft{wp}/100f										%													
103(U400-0)1314(0)	13.000-14.000	111	1	15	8	PC		1750	551	6/11	87	88	6/11	01	-	-	-	-	-	-	-	-	-	-	01	07	02	-	-	-	-	-			
103(U400-0)1415(0)	14.000-15.000	211	1	15	8	PC		1750	551	6/11	147	145	6/11	01	-	-	-	-	-	-	-	-	-	-	01	25	01	-	-	-	-	-			
103(U400-0)1516(0)	15.000-16.000	111	1	15	8	PC		1750	551	6/11	97	92	6/11	01	-	-	-	-	-	-	-	-	-	-	01	09	01	-	-	-	-	-			
103(U400-0)1617(0)	16.000-17.000	211	1	15	8	PC		1750	552	6/11	114	115	6/11	01	-	-	-	-	-	-	-	-	-	-	01	17	02	-	-	-	-	-			
103(U400-0)1718(0)	17.000-18.000	111	1	15	8	PC		1750	542	6/11	77	75	6/11	01	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	-	-			
103(U400-0)1819(0)	18.000-19.000	111	1	15	8	PC		1750	545	6/11	68	69	6/11	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
103(U400-0)1920(0)	19.000-20.000	111	1	15	8	PC		1824	556	6/11	72	75	6/11	01	-	-	-	-	-	-	-	-	-	-	01	04	-	-	-	-	-	-			
103(U400-0)2021(0)	20.000-21.000	111	1	15	8	PC		1870	559	6/11	82	83	6/11	01	-	-	-	-	-	-	-	-	-	-	01	07	-	-	-	-	-	-			
103(U400-0)2122(0)	21.000-22.000	111	1	15	8	PC		1870	573	6/11	80	81	6/11	01	-	-	-	-	-	-	-	-	-	-	01	05	-	-	-	-	-	-			
103(U400-0)2222(0)	22.000-22.389	211	1	15	8	PC		1870	583	6/11	111	110	6/11	01	-	-	-	-	-	-	-	-	-	-	01	13	04	01	1	-	-	-			
	22.389	2L/4LDIV						374	-	0.122	WB																								
103(U400-0)2222(1)	22.389-22.748	111	1	15	8	PC		1870	583	1/02	80	85	5/12											01	-	-	-	-	-	-	-	-			
	22.389	2L/4LDIV						392	-	0.098	EB																								
	22.748	U400/U75						374	+	0.237	WB																								
	22.748	U400/U75						374	+	0.249	EB																								
	0.000	U400/K39						001	-	1.000																									
103(K039-0)0000(0)	0.000-0.549	111	1		17	FD		295	168	6/11	61	65	6/11	01	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
103(K039-0)0001(0)	0.549-1.727	111	1		20	PD		295	121	6/11	48	53	6/11	01	3	-	-	-	-	-	-	-	-	-	04	Crack	-	-	-	-	-	-	-		
103(K039-0)0102(0)	1.727-2.727	111	1		20	PD		295	121	6/11	46	44	6/11	01	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
103(K039-0)0203(0)	2.727-3.766	111	1		20	PD		295	118	6/11	49	56	6/11	01	8	-	-	-	-	-	-	-	-	-	01	Crack	-	-	-	-	-	-	-		
103(K039-0)0304(0)	3.766-4.858	111	1		20	PD		436	80	6/11	41	53	6/11	01	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
103(K039-0)0405(0)	4.858-5.858	111	1		20	PD		535	110	6/11	35	39	6/11	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
103(K039-0)0506(0)	5.858-6.858	111	1		20	PD		535	110	6/11	34	43	6/11	01	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
103(K039-0)0607(0)	6.858-7.858	111	1		20	PD		535	110	6/11	78	100	6/11	01	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
103(K039-0)0708(0)	7.858-8.858	121	1		20	PD		535	110	6/11	47	61	6/11	01	3	-	-	-	-	-	-	-	-	-	04	-	-	-	-	-	-	-	-		
103(K039-0)0809(0)	8.858-9.858	111	1		20	PD		535	110	6/11	40	57	6/11	01	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
103(K039-0)0910(0)	9.858-10.858	111	1		20	PD		535	110	6/11	39	52	6/11	01	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
103(K039-0)1011(0)	10.858-11.858	111	1		20	PD		460	97	6/11	42	57	6/11	01	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
103(K039-0)1112(0)	11.858-12.858	111	1		20	PD		450	95	6/11	40	58	6/11	01	14	-	-	-	-	-	-	-	-	-	01	Crack	-	-	-	-	-	-	-		
103(K039-0)1213(0)	12.858-13.858	111	1		20	PD		450	111	6/11	35	50	6/11	01	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
103(K039-0)1314(0)	13.858-14.821	111	1		20	PD		450	116	6/11	43	48	6/11	01	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	14.821	WJCT U75/K39						024	-	0.379																									
	15.749	EJCT U75/K39						016	-	0.430																									
103(K039-0)1516(0)	15.749-16.849	111	1		17	FD		970	104	6/11	60	71	6/11	11	-	-	-	-	-	-	-	-	-	-	01	Crack	-	-	-	-	-	-	-		
103(K039-0)1617(0)	16.849-17.694	111	1		17	FD		970	104	6/11	67	66	6/11	11	2	-	-	-	-	-	-	-	-	-	01	Crack	-	-	-	-	-	-	-		
103(K039-0)1718(0)	17.694-18.694	111	1		17	FD		970	105	6/11	75	69	6/11	01	-	-	-	-	-	-	-	-	-	-	03	Crack	-	-	-	-	-	-	-		
103(K039-0)1819(0)	18.694-19.694	111	1		17	FD		970	105	6/11	82	85	6/11	01	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
103(K039-0)1920(0)	19.694-20.694	111	1		17	FD		970	96	6/11	90	91	6/11	01	1	-	-	-	-	-	-	-	-	-	01	Crack	-	-	-	-	-	-	-		
	19.883	RS1881						029	-	0.168																									
103(K039-0)2021(0)	20.694-21.694	111	1		17	FD		970	96	6/11	98	89	6/11	11	-	-	-	-	-	-	-	-	-	-	01	Crack	-	-	-	-	-	-	-		
103(K039-0)2122(0)	21.694-22.694	111	1		17	FD		970	96	6/11	87	79	6/11	01	2	-	-	-	-	-	-	-	-	-	01	Crack	-	-	-	-	-	-	-		
103(K039-0)2223(0)	22.694-23.755	111	1		17	FD		970	95	6/11	82	90	6/11	01	1	-	-	-	-	-	-	-	-	-	04	Crack	-	-	-	-	-	-	-		
	23.755	E CO L						033	-	0.295																									
	0.000	ECL FREDONIA						001	-	0.571																									
103(K047-0)0001(0)	0.000-1.000	231	2		17	FD		847	86	6/11	99	116	5/15		3	-	-	-	-	-	-	-	-	-	30	-	-	-	-	-	-	-	-		
	0.347	K47/U400						001	-	0.224																									
103(K047-0)0102(0)	1.000-2.000	131	2		17	FD		685	67	6/11	63	78	6/11	01	2	-	-	-	-	-	-	-	-	-	46	-	-	-	-	-	-	-	-		
103(K047-0)0203(0)	2.000-3.000	121	1		17	FD		685	67	6/11	79	96	6/11	01	5	-	-	-	-	-	-	-	-	-	24	-	-	-	-	-	-	-	-		
103(K047-0)0304(0)	3.000-4.000	121	1		17	FD		685	67	6/11	84	89	6/11	01	4	-	-	-	-	-	-	-	-	-	12	-	-	-	-	-	-	-	-		
103(K047-0)0405(0)	4.000-5.000	121	1		17	FD		685	67	6/11	57	63	6/11	01	6	-	-	-	-	-	-	-	-	-	04	-	-	-	-	-	-	-	-		
103(K047-0)0506(0)	5.000-6.000	121	1		17	FD		643	63	6/11	57	76	6/11	01	10	-	-	-	-	-	-	-	-	-	22	-	01	-	-	-	-	-	-		
	5.558	RS1378						006	-	0.023																									
103(K047-0)0607(0)	6.000-7.000	121	1		17	FD		595	60	6/11	47	50	6/11	01	5	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-		

District 5 Report



District 6 Report

District 6 versus Statewide Performance Level



Glossary of Terms

Pavement Condition Summary

PMS An acronym for **P**avement **M**anagement **S**ystem

NOS An acronym for **N**etwork **O**ptimization **S**ystem

Road Cat. The PMS stratifies the highway network into twenty-three road categories by classification, pavement type, traffic, and width.

Class I/O **I**: for interstate. **O**: for all others.

Pvmt Type

- PCCP** Portland cement concrete pavement.
- COMP** Composite pavement, PCC pavement or brick that has been overlaid with asphaltic concrete.
- FDBIT** Full design bituminous pavement, designed and constructed to carry expected traffic.
- PDBIT** Partial design bituminous pavement, not designed or constructed to carry expected traffic (Par Value less than 20).

Roadway Width Width of roadway including any paved shoulders.

Traffic Range These are design lane EAL (Equivalent Axle Loads). The values are expressed in equivalent 18 kip axle loads which take into account axle weight and type and the load carrying capacity of the pavement.

Total Miles Total roadway miles in each road category. "Roadway" miles count divided facilities twice.

Miles In Level 1 Total roadway miles that were smooth and exhibited few if any surface defects at the time of the survey. Pavement segments in this category do not require corrective action, however it may be appropriate to perform preventative maintenance actions to prolong this good condition.

Miles In Level 2 Total roadway miles that appeared to require at least routine maintenance to address roughness or to correct moderate surface defects observed at the time of the survey.

Miles In Level 3 Total roadway miles that require a rehabilitative action beyond routine maintenance at the time of the survey.

Distress Data, Distress State and Performance Level

PMS SEG.ID.NO. PMS segment identification number. Each of the segments in the network has a unique ID number. It contains county number, route classification letter, route number, route suffix number, segment integer log points (mileposts), and lane number.

CO. The number (1-105) of the county the PMS segment is in. A table of county names, numbers, and abbreviations is inside the back cover.

ROUTE Route classification letters are "I", "U" and "K".
Route number is the assigned number of the route.
Route suffix numbers are:

0: no suffix	5: Alternate
1: North	6: Spur
2: East	7: Connector
3: South	8: Business
4: West	9: Kansas Turnpike

iLP Segment integer log points (mileposts) are created using the format of "99-99" by simple truncation of the fractional portions of both beginning and ending log points (mileposts) of the PMS segment.

L Lane numbers are:

- 0:** undivided
- 1:** north lane (west bound)
- 2:** east lane (north bound)
- 3:** south lane (east bound)
- 4:** west lane (south bound)

LOGPOINT County log point (milepost) normally begins with zero where the route enters a county at the west or south county line or where the route begins inside a county.

Beg Beginning of segment with reference to county log points (mileposts).

End Ending of segment with reference to county log points (mileposts).

Dis St Distress State. Condition of the segment at the time of the survey. This is a three-digit number, where each digit represents the level of a certain pavement condition parameter. The level ranges from 1-3 with 1 being the best condition, 3 being the worst. The three digits are defined as:

First digit: An indicator of roughness on all pavement types based upon the IRI value calculated from the right wheel path profile. (see ["IRI Notes"](#) page C-8)

Second digit: An indicator of joint distress on rigid pavements or transverse cracking on flexible pavements.

Third digit: Indicator of faulting on rigid pavements or rutting on flexible pavements.

P L Performance Level. There are three performance levels; 1, 2 & 3.

1: Denotes segments that are smooth and exhibit few if any surface defects. Pavement segments in this category do not require corrective action, however it may be appropriate to perform preventative maintenance actions to prolong this good condition. Formerly denoted "Good" or "Acceptable" condition.

2: Denotes segments that appear to require at least routine maintenance to address roughness or to correct moderate surface defects. Formerly denoted "Deteriorating" or "Tolerable" condition.

3: Denotes segments that appeared to require a rehabilitative action beyond routine maintenance at the time of the survey. Formerly denoted "Deteriorated" or "Unacceptable" condition.

For Performance [Performance Level Notes](#) pages C-8.

Pr FY Project Fiscal Year. The fiscal year in which a scheduled project is expected to be let.

RC Road category. The highway network is separated into 23 categories based on functional class, pavement type, roadway width, and traffic (EAL). (see "[Road Category Notes](#)" page C-9)

Pv Ty Pavement Type.

PC: Portland cement concrete pavement.

CO: Composite pavement, PCC pavement or brick that has been overlaid with asphaltic concrete.

FD: Full design bituminous pavement, designed and constructed to carry expected traffic.

PD: Partial design bituminous pavement, not designed or constructed to carry expected traffic (Par Value less than 20).

AADT Annual Average Daily Traffic. (one direction only)

EAL Design Lane Equivalent Axle Loads. Expressed in daily equivalent 18 kip axle loads.

Prof Date The date of the automated survey or these special codes:

1/01: roughness and rutting default values assigned due to new construction.

1/02: roughness and rutting based on an average of adjacent segments.

1/03: roughness and rutting based on a subjective rating made during the survey.

ROUGHNESS Results of roughness survey. Pavement roughness was determined using a Mays meter from 1982 through 1992. Then a South Dakota Profilometer

equipped with sonic sensors was used from 1993 through 1995. In 1996 the South Dakota Profilometer sensors were converted from sonic to laser devices.

iriL iriR in/mi International Roughness Index (IRI) roughness in inches per mile calculated from left and right wheel path profiles collected with a South Dakota Profilometer. Roughness levels are based on right wheel path IRI values for determination of distress states and performance levels. (see [“IRI Notes”](#) page C-8)

Flexible Distress

For the distresses: Beginning in 2013, all pavement condition data except for Joint Distress was collected using an automated system that collects pavement intensity and range images. Intensity images are similar to a picture from a camera where each pixel may represent an area of 2 mm x 2mm and a color such as black, white, or many shades of gray. A range image represents the same area, but gives a relative elevation for that pixel to the surrounding pixels. The range image is predominately used by the automated cracking algorithms to identify cracks in the pavement. The intensity image is used more for identifying sealed cracks.

Rut Val Average rutting depth (inches). Measured using the range image data across the pavement.

**Fc1 Fc2 Fc3 Fc4
lin.ft{wp}/100f** Condition of fatigue cracking in wheel paths. FC1 header denotes code 1 cracking severity, FC2 denotes code 2 cracking severity, and so forth. The values in the columns under the severity codes report the lineal feet of fatigue cracking expected in any 100-foot sample. Fatigue Cracking severity codes are:

FC1: Hairline alligator cracking, pieces not removable.

FC2: Alligator cracking, pieces not removable, cracks spalled.

FC3: Alligator cracking, pieces are loose and removable, pavement may pump.

FC4: Pavement has shoved forming a ridge of material adjacent to the wheel path.

T0 T1 T2 T3 Condition of transverse cracking per 100-foot section.

The severity codes are:

T0: Sealed transverse cracks with no roughness (NOT RECORDED IN THIS REPORT)

T1: No roughness, **0.25”** or wider with no secondary cracking; or any width with secondary cracking less than 4 feet per lane; or any width with a failed seal (1 or more feet per lane).

T2: Any width with noticeable roughness due to depression or bump. Also cracks that have greater than **4 feet** of secondary cracking but no roughness.

T3: Any width with significant roughness due to depression or bump.

Secondary cracking will be more severe than Code 2.

The extent of transverse cracking is reported as a one- or two-digit number which represents the number of full width cracks expected in any 100-foot sample of the segment, to the nearest 0.1 cracks.

Note: Transverse cracking extent values are displayed without a decimal point, xx instead of x.x, due to space limitations on the printed page.

When the word "Crack" appears below the T2 and T3 headers, the segment was recorded as having only *code1* or *code0* and *code1* transverse cracking severity and thus is a candidate for crack sealing.

Bc Condition of block cracking. Block cracking is not coded unless it covers more than 50% of the test section. Block cracking severity codes are:

- 1:Block size greater than **4 feet** with no secondary cracking.
- 2:Block size less than **4 feet** with no secondary cracking.
- 3:Block size greater than **4 feet** with secondary cracking.
- 4:Block size less than **4 feet** with secondary cracking.

The extent is a one-digit number. The number shown denotes the code of block cracking exhibited, code 1, 2, 3 or 4. For example, a "3" indicates code 3 block cracking is present in more than 50% of the average section. The worst condition found in the three test sections is used to represent the segment.

Rigid Distress

Faulting

There are three faulting severity codes:

F1: > 0 . 1 2 5 " and < 0 . 2 5 "

F2: 0.25" to 0.5"

F3: >0.5"

W i t h t h e s e c o d e s a " F a u l t S c o r e " i

Fault Score = [percentage of joints in a segment exhibiting **F1** faulting]
+ 2 * [percentage of joints in a segment exhibiting **F2** faulting]
+ 4 * [percentage of joints in a segment exhibiting **F3** faulting]

F Using the Fault Score, the Fault Code (F in the report) is assigned as:

1: 4 < Fault Score <= 45

2: 45 < Fault Score <= 100

3: 100 < Fault Score

F1 F2 F3 % The weighted average percent of code 1,2 and 3 faults per mile based on 352 joints per mile (15 or actual spacing if known)

Joint Distress

J1 J2 J3 J4 Condition of joints in the segment as determined from the average of three 100-foot test sections. This is a one-digit number indicating the number of distressed joints of a given severity code which can be expected to occur in any 100-foot sample of the segment. Averages between 0.01 and 1.49 were rounded to 1. The severity codes for joint distress are:

J1: Minimal cracking at each joint.

J2: Hairline cracking with minimum spalling.

J3: Significant cracking and spalling. Some patching done or necessary.

J4: Advanced cracking and severe spalling. Patching deteriorated and 2 to 3 feet wide along joint.

Minimal cracking or spalling is defined as *less than 2 feet* along the joint length. *Significant* cracking or spalling is defined as *more than 2 feet* along the joint length. More than one severity level may be coded per test section. Extent is the number of full width joints in each severity code.

IRI Notes

The first digit of the Distress State parameter (see [Dis“St”](#) page C-3) is roughness. Roughness is expressed in ranges of the International Roughness Index (IRI) as follows:

- < "1" indicates an IRI value of less than **105 inches per mile**.
- < "2" indicates an IRI value of **105 to 164 inches per mile**.
- < "3" indicates an IRI value of more than **164 inches per mile**.

Based on a study of the variability of Mays Ridemeter (MRM) readings, a statistical procedure using the standard deviation of MRM readings was developed to lessen the annual change between distress levels. In order for a distress level to change from one year to the next, an IRI value must exceed the distress level range division by +/- **5 inches per mile**. The following table illustrates this rule:

Previous RL	Current IRI	New RL	Previous RL	Current IRI	New RL	Previous RL	Current IRI	New RL
1	<110	1	2	<100	1	3	<105	1
1	110-164	2	2	100-169	2	3	105-159	2
1	>164	3	2	>169	3	3	>159	3

Where "RL" is Roughness Level

Performance Level Notes

Performance Level (PL) is defined by Distress State and Pavement Type according to the following table:

Performance Levels Assigned to each Distress State

DS Code	PCCP	Composite	F.D.Bit	P.D.Bit
111, 112	1	1	1	1
113	1	1	1	2
121, 122	1	1	1	1
123	1	2	2	2
131-133	2	2	2	2
211	1	1	1	1
212	1	1	1	2
213	1	1	2	2
221	1	2	2	2
222	1	2	2	2
223	2	2	2	2
231-233	2	2	2	2
311	2	2	3	3
312, 313	3	3	3	3
321-323	3	3	3	3
331-333	3	3	3	3

Road Category Notes

Road category. The highway network is separated into 23 categories based on functional class, pavement type, roadway width, and traffic (EAL) as illustrated by the following table:

Road Category Number	Functional Classification	Pavement Type	Roadway Width	Design Lane Range in Equiv. 18 kip / day
1	Interstate	PCC	All	0-749
2	''	''	''	750-9999
3	''	Composite	''	0-749
4	''	''	''	750-9999
5	''	Full Design Bituminous	''	0-9999
6	Other	PCC	''	0-87
7	''	''	''	88-162
8	''	''	''	163-9999
9	''	Composite	''	0-87
10	''	''	''	88-162
11	''	''	''	163-9999
12	''	Full Design Bituminous	< 3 2	0-22
13	''	''	''	23-50
14	''	''	''	51-9999
15	''	''	> = 3	0-22
16	''	''	''	23-50
17	''	''	''	51-9999
18	''	Partial Design Bituminous	< 3 2	0-22
19	''	''	''	23-50
20	''	''	''	51-9999
21	''	''	> = 3	0-22
22	''	''	''	23-50
23	''	''	''	51-9999

County Codes and District Numbers

ABBR.	NO.	DIST.	COUNTY	ABBR.	NO.	DIST.	COUNTY	ABBR.	NO.	DIST.	COUNTY
AL	1	4	Allen	GL	36	6	Greeley	OB	71	3	Osborne
AN	2	4	Anderson	GW	37	4	Greenwood	OT	72	2	Ottawa
AT	3	1	Atchison	HM	38	6	Hamilton	PN	73	5	Pawnee
BA	4	5	Barber	HP	39	5	Harper	PL	74	3	Phillips
BT	5	5	Barton	HV	40	5	Harvey	PT	75	1	Pottawatomie
BB	6	4	Bourbon	HS	41	6	Haskell	PR	76	5	Pratt
BR	7	1	Brown	HG	42	6	Hodgeman	RA	77	3	Rawlins
BU	8	5	Butler	JA	43	1	Jackson	RN	78	5	Reno
CS	9	2	Chase	JF	44	1	Jefferson	RP	79	2	Republic
CQ	10	4	Chautauqua	JW	45	2	Jewell	RC	80	5	Rice
CK	11	4	Cherokee	JO	46	1	Johnson	RL	81	1	Riley
CN	12	3	Cheyenne	KE	47	6	Kearny	RO	82	3	Rooks
CA	13	6	Clark	KM	48	5	Kingman	RH	83	5	Rush
CY	14	2	Clay	KW	49	5	Kiowa	RS	84	3	Russell
CD	15	2	Cloud	LB	50	4	Labette	SA	85	2	Saline
CF	16	4	Coffey	LE	51	6	Lane	SC	86	6	Scott
CM	17	5	Comanche	LV	52	1	Leavenworth	SG	87	5	Sedgwick
CL	18	5	Cowley	LC	53	2	Lincoln	SW	88	6	Seward
CR	19	4	Crawford	LN	54	4	Linn	SN	89	1	Shawnee
DC	20	3	Decatur	LG	55	3	Logan	SD	90	3	Sheridan
DK	21	2	Dickinson	LY	56	1	Lyon	SH	91	3	Sherman
DP	22	1	Doniphan	MN	57	2	Marion	SM	92	3	Smith
DG	23	1	Douglas	MS	58	1	Marshall	SF	93	5	Stafford
ED	24	5	Edwards	MP	59	2	McPherson	ST	94	6	Stanton
EK	25	4	Elk	ME	60	6	Meade	SV	95	6	Stevens
EL	26	3	Ellis	MI	61	4	Miami	SU	96	5	Sumner
EW	27	2	Ellsworth	MC	62	2	Mitchell	TH	97	3	Thomas
FI	28	6	Finney	MG	63	4	Montgomery	TR	98	3	Trego
FO	29	6	Ford	MR	64	2	Morris	WB	99	1	Wabaunsee
FR	30	4	Franklin	MT	65	6	Morton	WA	100	3	Wallace
GE	31	2	Geary	NM	66	1	Nemaha	WS	101	2	Washington
GO	32	3	Gove	NO	67	4	Neosho	WH	102	6	Wichita
GH	33	3	Graham	NS	68	6	Ness	WL	103	4	Wilson
GT	34	6	Grant	NT	69	3	Norton	WO	104	4	Woodson
GY	35	6	Gray	OS	70	1	Osage	WY	105	1	Wyandotte