

# Grain Valley, MO

## Pavement Management Analysis Report

October, 2020

City of Grain Valley, MO  
Attn.: Mark Trosen, Community Development Director  
711 Main Street  
Grain Valley, MO 64029



# IMS

Infrastructure Management Services

**IMS Infrastructure Management Services**  
8380 S. Kyrene Rd., Suite 101, Tempe, AZ 85283  
Phone: (480) 839-4347, Fax: (480) 839-4348  
[www.imsanalysis.com](http://www.imsanalysis.com)

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**APPENDED MAPS**

**Located on Thumb Drive**

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Abbreviation or Acronym	Definition
\$k	Dollars in thousands (\$,000)
\$M	Dollars in millions
%SP	Percent Spreadability - component of deflection analysis
AC	Asphalt Concrete - asphalt streets, flexible pavements, also known as ACP
ACP	Asphalt Concrete Pavement - asphalt streets, flexible pavements, also known as AC
ART	Arterial roadway functional classification
ASTM	American Society of Testing Methods
Avg	Average
BCI	Base Curvature Index - component of deflection analysis
Brk	Break
CAL	Coarse Aggregate Loss
CDV	Corrected Deduct Value - part of the ASTM D6433 PCI calculation
COL	Collector roadway functional classification
Crk	Crack
DeflCON	Deflection Condition - structural load analysis based on traffic loading and deflection
DMD	Dynamic Maximum Deflection - temperature corrected deflection
Dvdd Slab	Divided Slab
DynaCON	Dynamic Condition - structural layer analysis
ft or FT	Foot
ft <sup>2</sup> or FT <sup>2</sup>	Square foot
FunCL	Functional Classification
FWD	Falling weight deflectometer
GCI	Gravel Condition Index
GFP	Good - Fair - Poor
GIS	Geographic Information System
GISID	GIS segment identification number
H&V	Horizontal and Vertical
IRI	International Roughness Index
Jt	Joint
L&T	Longitudinal and Transverse
LAD	Load associated distress
LOC	Local roadway functional classification - same as RES
LOG	Lip of Gutter
m	Metre or meter
M	Moderate
m <sup>2</sup>	square metre or square meter
MART	Major arterial roadway functional classification
Max	Maximum
MaxDV	Maximum Deduct Value
MCOL	Major collector roadway functional classification
mi or Mi	Mile
Mn	Minimum
MnART	Minor arterial roadway functional classification
MnCOL	Minor collector roadway functional classification
MOD	Moderate
NLAD	Non-load associated distress
OCI	Overall condition index, also known as PCI
Olay	Overlay
PART	Primary arterial roadway functional classification
Pavetype	Pavement Type
PCC	Portland Cement Concrete - concrete streets
PCI	Pavement Condition Index - generic term for OCI
R&R	Remove and replace
RART	Rural arterial roadway functional classification
PWF	Priority Weighting Factor
Recon	Reconstruction
Rehab	Rehabilitation
RES	Local roadway functional classification - same as LOC
RI or RCI	Roughness Index
S	Strong
SART	Secondary arterial roadway functional classification
SCI	Surface Curvature Index - component of deflection analysis
SDI	Surface Distress Index
SI	Structural Index
STA	Station or chainage
Surf Trtmt	Surface Treatment
TDV	Total Deduct Value
W	Weak

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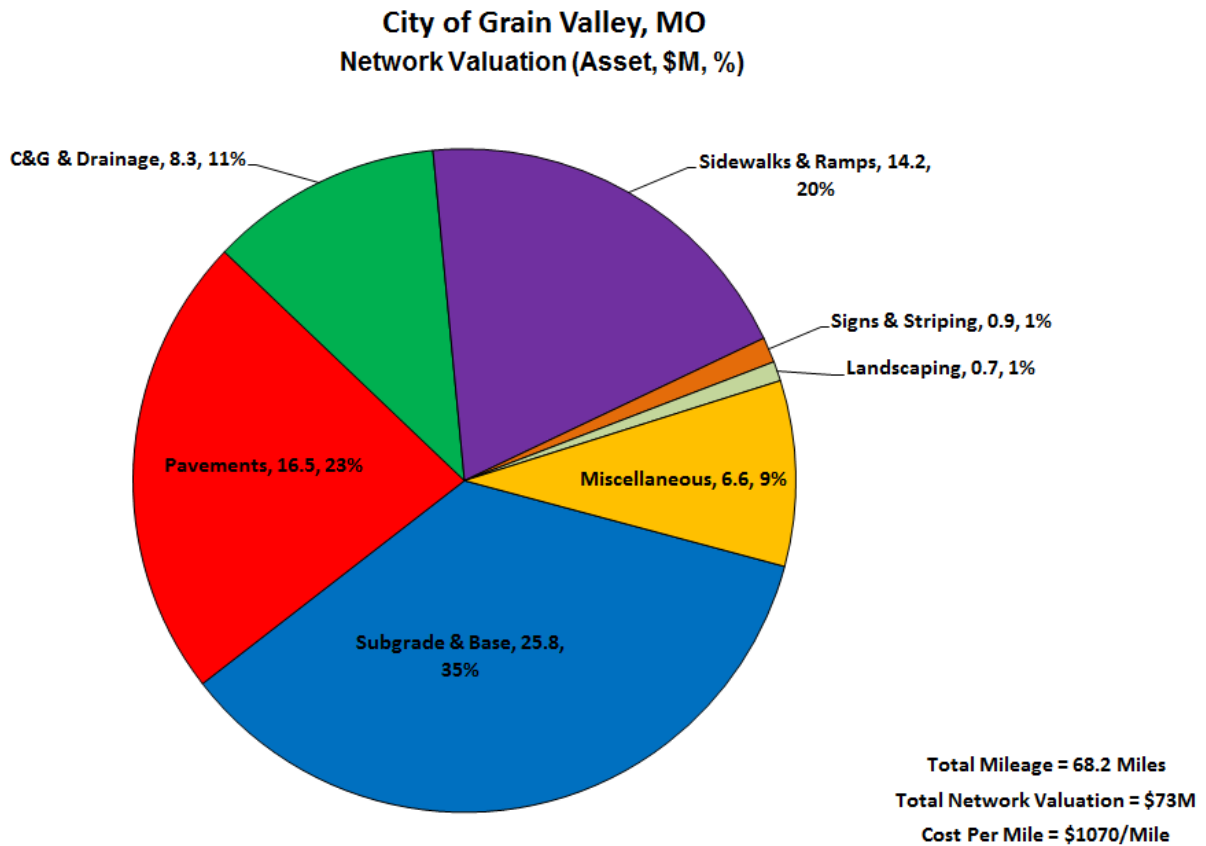
## 1.0 EXECUTIVE SUMMARY & RECOMMENDATIONS

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### PROJECT SUMMARY

In 2020 IMS Infrastructure Management Services, LLC (IMS) was contracted by the City of Grain Valley to conduct a pavement condition assessment and analysis update on approximately 68 centerline miles of City maintained asphalt and concrete roadways alike.

IMS mobilized their Laser Road Surface Tester (RST) to conduct an objective assessment using industry standard pavement distress protocols such as those found in ASTM D6433-11. The City's network average Pavement Condition Index was found to be a 56 and the City's backlog (roads below a PCI of 40) was at 12%. See section 4 for more information



**Figure 1- Replacement Value of Roadway Network**

As seen in **Figure 1**, Grain Valley has just over 68 centerline miles of roadway, encompassing nearly 1.1M square yards of pavement surfacing, which is predominantly asphalt. At an average replacement cost for a typical roadway just over \$1M per mile, not including the value of the land, the City has over \$73M invested in its paved roadway network.

## **SUMMARY METRICS OF HEALTH**

**Pavement Condition Index (PCI)** – The PCI score is a ranking assessment on the overall health of a pavement segment on a scale of 0 to 100. The network average PCI is a good global indicator of a network's overall health. *(Explained in section 4)*

**Percent of Excellent Roads** – Roads with a condition category of Excellent are those that score between a PCI of 85 to 100.

**Backlog** –Backlog is the Very Poor and Poor roads (between a PCI of 0 and 40) that represent a portion of the network in need of extensive rehabilitation such as full and partial reconstruction. Using sound pavement management and finance principles, a very healthy network will have a backlog of 10% or less.

*Grain Valley met one out of three of the metrics for evaluating the quality of its roadway network.*

- Grain Valley's network average pavement condition score is below the national average currently seen by IMS of 60 to 65, with the City's average scoring a 56.
- The number of streets rated Excellent is below the minimum recommended target of 15% at 8%
- ✓ The backlog amount is below the maximum recommended value of 15% at 12%.

## **BUDGET SCENARIOS**

*See section 5 for more information*

The current annual budget for Grain Valley is \$340K per year dedicated to pavement preservation and rehabilitation. This will increase the backlog to 45% while dropping the average PCI to a 49 over 5 years. Please note this number is an annual budget average across all 5 years of the analysis horizon.

In order to maintain the backlog at its current level of 12% a budget on the order of \$2.75M would be required. This budget would also elevate the network average PCI to a 73 over the 5-year budget horizon.

## **EXECUTIVE SUMMARY CONCLUSION**

The Grain Valley network has an average PCI of 56 and a backlog of 12%, with most of the network landing in the Marginal to Fair PCI range. With the City's existing budget, the network conditions will continue deteriorate into the high 40s PCI range and backlog will inflate dramatically over the 5-year model timeframe. It is worth noting that the City does have a large concentration of streets approaching the end of their lifespan where overlays can be effective, representing a percentage of the network at the steepest part of their deterioration curves. These streets are generally those that fall within the 40-50 PCI range and represent the streets that will contribute to the quickly growing backlog within the Grain Valley community. A management plan that focuses on cost of deferral will prioritize these streets to avoid the heavy costs associated with partial and complete reconstruction.

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## 2.0 PRINCIPLES OF PAVEMENT MANAGEMENT

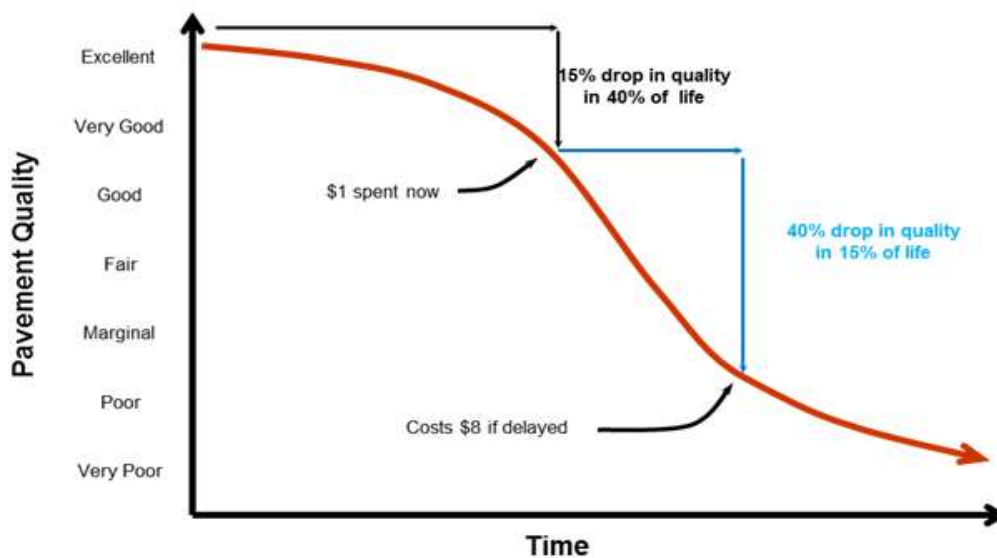
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### 2.1 PAVEMENT PRESERVATION

Preservation of existing roads and street systems has become a major activity for all levels of government. Because municipalities must consistently optimize the spending of their budgets, funds that have been designated for pavement must be used as effectively as possible. The best method to obtain the maximum value of available funds is through the use of a pavement management system.

*Pavement management is the process of planning, budgeting, designing, evaluating, and rehabilitating a pavement network to provide maximum benefit with available funds.*

A pavement management system is a set of tools or methods that assist decision makers in finding optimal strategies for providing and maintaining pavements in a serviceable condition over a given time period. The intent is to identify the optimum level of long-term funding to sustain the network at a predetermined level of service while incorporating local conditions and constraints.

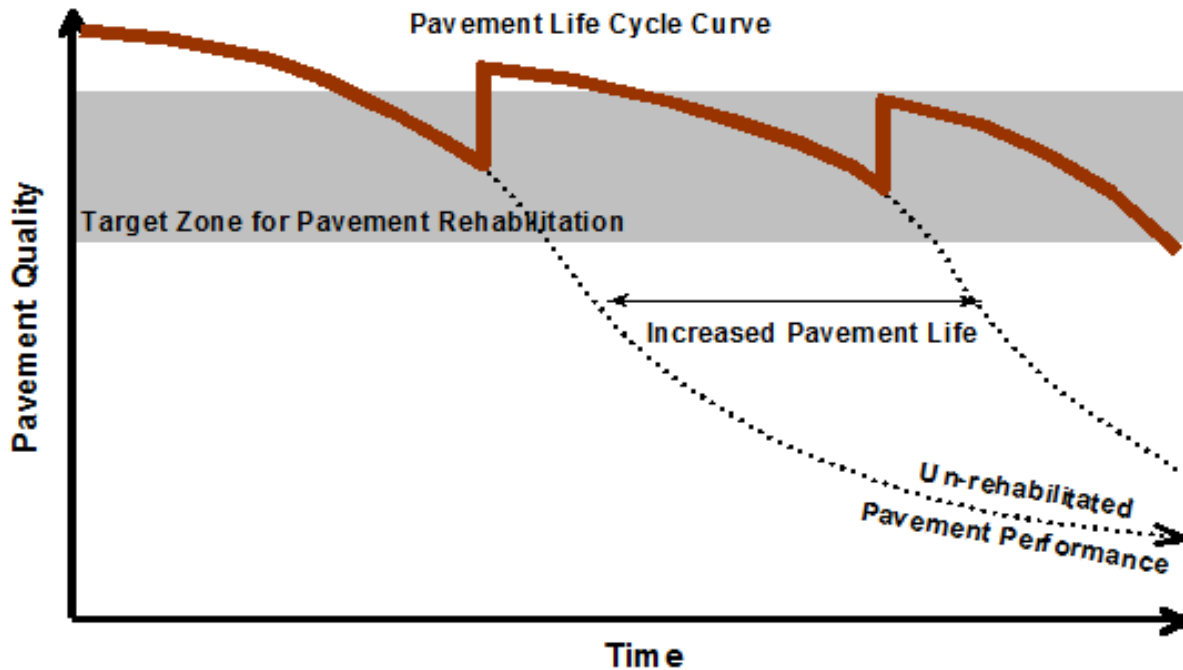


**Figure 2 – Pavement Deterioration and Life Cycle Costs**

As shown as **Figure 2**, the streets that are repaired while in good condition will cost less over their lifetime than those left to deteriorate to a poor condition. Without an adequate routine pavement maintenance program, streets require more frequent reconstruction, thereby costing millions of extra dollars.

The key to a successful pavement management program is to develop a reasonably accurate performance model of the roadway, and then identify the optimal timing and rehabilitation strategy. The resultant benefit of this exercise is realized by the long term cost savings and increase in pavement quality over time. As illustrated in **Figure 2**, pavements typically deteriorate rapidly once they hit a specific threshold. A \$1 investment after 40% lifespan is much more effective than deferring maintenance until heavier overlays or possibly reconstruction are required just a few years later.

Once implemented, an effective pavement information management system can assist agencies in developing long-term rehabilitation programs and budgets. The key is to develop policies and practices that delay the inevitable total reconstruction for as long as practical yet still remain within the target zone for cost effective rehabilitation. That is, as each roadway approaches the steepest part of its deterioration curve, apply a remedy that extends the pavement life, at a minimum cost, thereby avoiding costly heavy overlays and reconstruction. **Figure 3** illustrates the concept of extending pavement life through the application of timely rehabilitations.



**Figure 3 – Pavement Life Cycle Curve**

Ideally, the lower limit of the target zone shown in **Figure 3** would have a minimum PCI value in the 60 to 70 range to keep as many streets as possible requiring a thin overlay or less. The upper limit would tend to fall close to the higher end of the Very Good category – that is a pavement condition score approaching 85. Other functions of a pavement management system include assessing the effectiveness of maintenance activities, new technologies, and storing historical data and images.

For Grain Valley, a prioritization methodology based on pavement condition, pavement materials, functional class, and strength rating was used to analyze the network condition and develop the proposed 5 year rehabilitation plan.

The analysis methodologies and data collection technologies were based on *ASTM D6433 Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys* (hereinafter ASTM D6433) for assessment of pavement surface condition and the International Roughness Index (IRI) for quantification of pavement roughness on all City streets. These measurements of pavement quality are combined to form an overall 0 to 100 Pavement Condition Index (PCI), with 100 being the best.



## 2.2 ECONOMIC IMPACTS OF MAINTENANCE & REHABILITATION

The role of the street network as a factor in the City's well-being cannot be overstated. In the simplest of terms, roadways form the economic backbone of a community. They provide the means for goods to be exchanged, commerce to flourish, and commercial enterprises to generate revenue. As such, they are an investment to be maintained.

The overall condition of an agency's infrastructure and transportation network is a key indicator of economic prosperity. Roadway networks, in general, are one of the most important and dynamic sectors in the global economy. They have a strong influence on not only the economic well-being of a community, but a strong impact on quality of life. Well-maintained road networks experience multiple socioeconomic benefits through greater labor market opportunities and decreasing income gap.

As a crucial link between producers and their markets, quality road networks ensure straightforward access to goods and drive global and local economies. Likewise, higher network quality has a strong correlation to improvements in household consumption and income. Roads also act as a key element to social cohesion by acting as a median for integration of bordering regions. This social integration promotes a decreased gap in income along with diversity and a greater sense of community that can play a large role in decreasing rates of poverty.

Conversely, deterioration of roads can have adverse effects on a community and may bring about important and unanticipated welfare effects that the governments should be aware of when cutting transportation budgets. Poor road conditions increase fuel and tire consumption while shortening intervals between vehicle repair and maintenance. In turn, these roads result in delayed or more expensive deliveries for businesses and consumers. Economic effects of poor road networks, such as time consuming and costly rehabilitation, can be reduced if a proactive maintenance approach is successfully implemented. To accomplish this, a pavement assessment and analysis should be completed every few years in an effort update the budget models and rehabilitation plans. As shown below, the IMS Laser Road Surface Tester (featured in **Figure 4**) was mobilized to Grain Valley to conduct an objective survey.



**Figure 4 – Laser Road Surface Tester (RST)**

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## 3.0 THE PAVEMENT MANAGEMENT PROCESS

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### 3.1 FUNCTIONAL CLASS REVIEW

As part of the scope of this assignment, the functional classification designations currently used in the Grain Valley pavement management program were adopted for their use in the pavement analysis.

Although there is no uniform standard for classifying pavement into functional classes, The Federal Highway Administration (FHWA), American Public Works Association (APWA) and Institute of Transportation Engineers (ITE) offer some broad guidelines on how to assign classifications that were followed in this study.

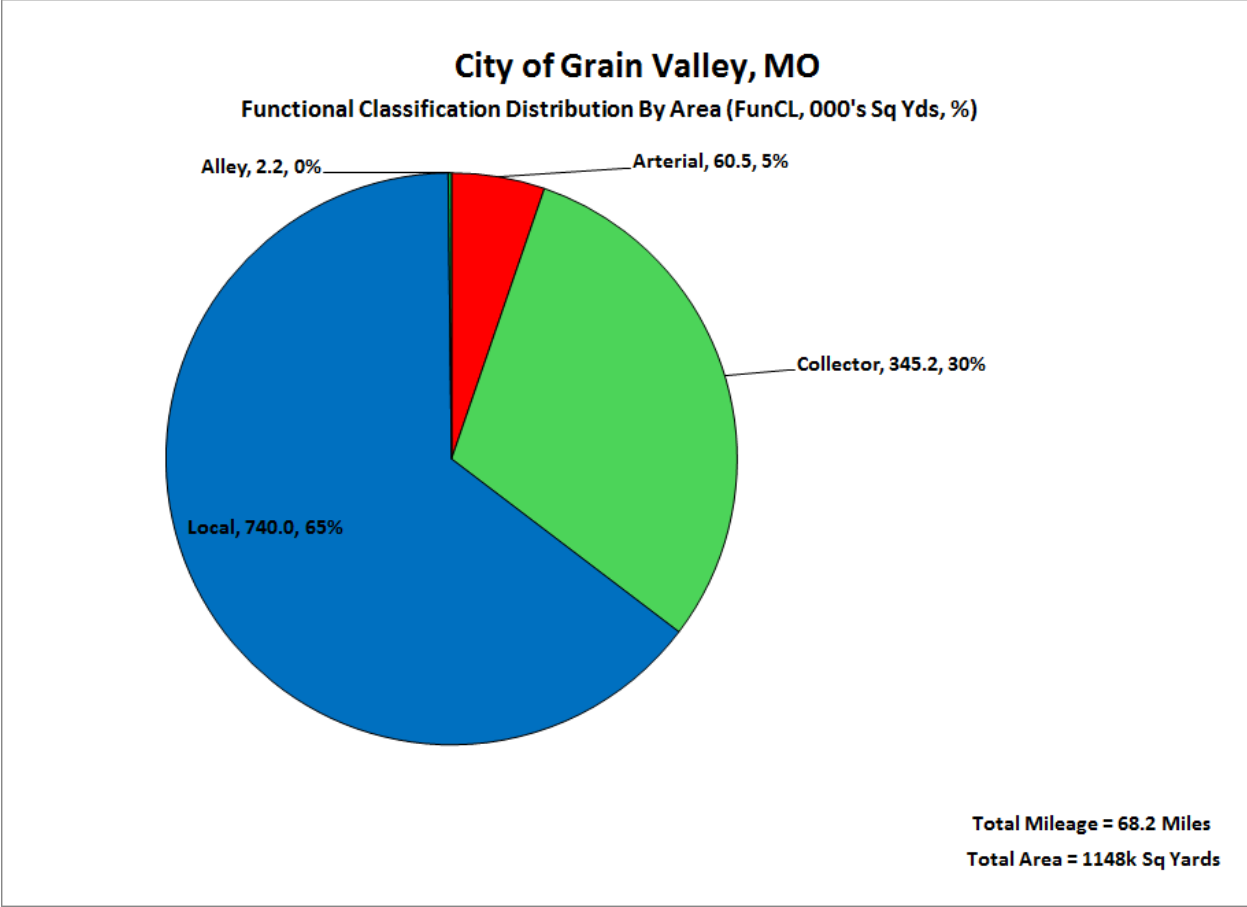
The City's functional classification definitions used in the assessment are as follows:

1. **Arterial (ART)** – all cross City corridors consisting of 2 to 4 or more lanes, generally spaced at 1 mile intervals with daily traffic counts generally exceeding 10,000 vehicles per day. Major cross City corridors with a landscaped median were also assigned to Arterials.
2. **Collector (COL)** – Continuous and discontinuous cross City and inter-district corridors that are 2 to 4 lanes across and generally have a centerline stripe or a designated bus route. The ADT generally falls in the 1,000 to 10,000 vehicle per day range. They are typically spaced on the ½ or ¼ mile section line and on occasion, may have a short non-landscaped median. Major collectors are also assigned to streets segments leading to, or adjacent to, a major traffic generator site such as a regional shopping complex. Collectors form the entrance to communities and may have a decorative landscaped median of short duration.
3. **Local (LOC)** – These are the majority of the street segments consisting of all residential roads not defined above or as industrial/commercial.

The paved roadway network consists of 3 functional classes, covering approximately 68 miles of pavement. The average pavement condition index (PCI) of the roadway network is a 56 and the network's primary pavement type is asphalt. The following table and **Figure 5** summarize the functional classification splits within the system.

**City of Grain Valley, MO  
Network Summary by Functional Class**

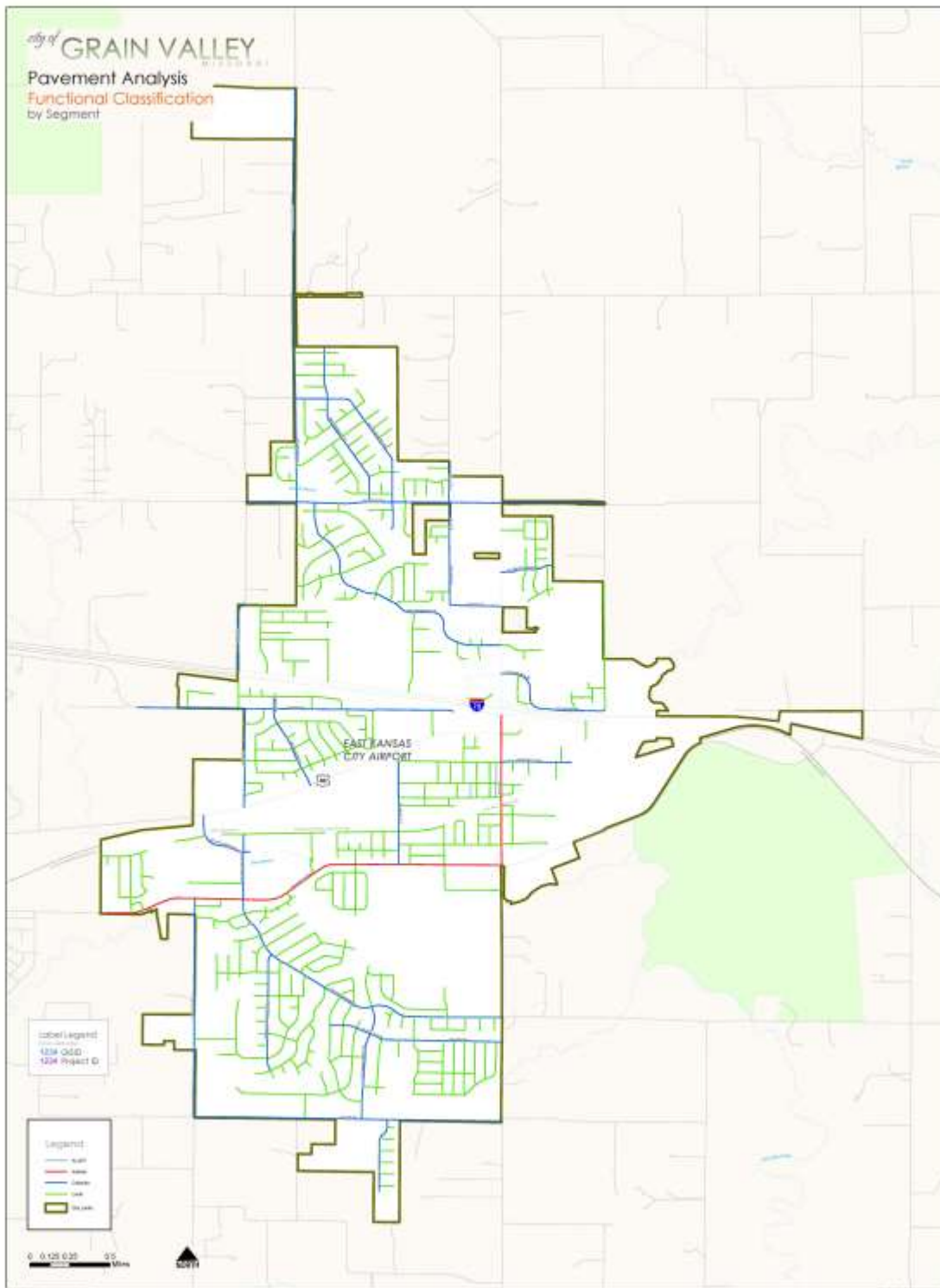
	Pavetype	Network	Arterial	Collector	Local	Alley
Segment (Block) Count	All Streets	801	23	218	556	4
	Asphalt	784	20	212	548	4
	Concrete	17	3	6	8	0
Network Length (ft):	All Streets	360,187	14,271	102,417	242,235	1,264
	Asphalt	351,142	12,547	99,314	238,017	1,264
	Concrete	9,045	1,724	3,103	4,218	0
Network Length (mi):	All Streets	68.2	2.7	19.4	45.9	0.2
	Asphalt	66.5	2.4	18.8	45.1	0.2
	Concrete	1.7	0.3	0.6	0.8	0.0
Average Width (ft):	All Streets	28.7	38.2	30.3	27.5	15.4
	Asphalt	28.3	34.3	30.0	27.4	15.4
	Concrete	42.7	66.5	42.0	33.5	0.0
Network Area (yd2):	All Streets	1,147,893	60,582	345,146	739,997	2,168
	Asphalt	1,104,984	47,842	330,670	724,304	2,168
	Concrete	42,909	12,740	14,476	15,693	0
Current Pavement Condition Index (CPCI) 8/6/20	All Streets	56	68	54	56	47
	Asphalt	56	66	53	56	47
	Concrete	70	76	77	59	0
Pavement Condition Index (Surveyed PCI)	All Streets	56	69	53	56	47
	Asphalt	55	67	52	56	47
	Concrete	71	77	77	59	0
Current Backlog (%)	All Streets	12	Percentage of Network with a PCI < 40			
Current Network Index	All Streets	50	Cautionary Network Index			
Surface Distress Index (SDI) 8/6/20	All Streets	56	65	50	58	54
	Asphalt	55	62	48	58	54
	Concrete	73	79	79	62	0
Roughness Index (RI) 8/6/20	All Streets	57	74	63	53	31
	Asphalt	57	75	63	53	31
	Concrete	64	70	71	52	0



**Figure 5 – Functional Class Distribution by Mileage**

As discussed later in this report, the functional classifications also play a critical role in the rehabilitation candidate selection process as Arterials are generally given preference over other rehab candidates due to their higher traffic counts and steeper deterioration curves.

The following figure (**Figure 6**) highlights the functional classifications used for the Grain Valley roadway network. An electronic version of this map is appended to this report.



**Figure 6 – Grain Valley Functional Classification Designation**

### 3.2 ASSEMBLY OF DATA INTO PROJECTS

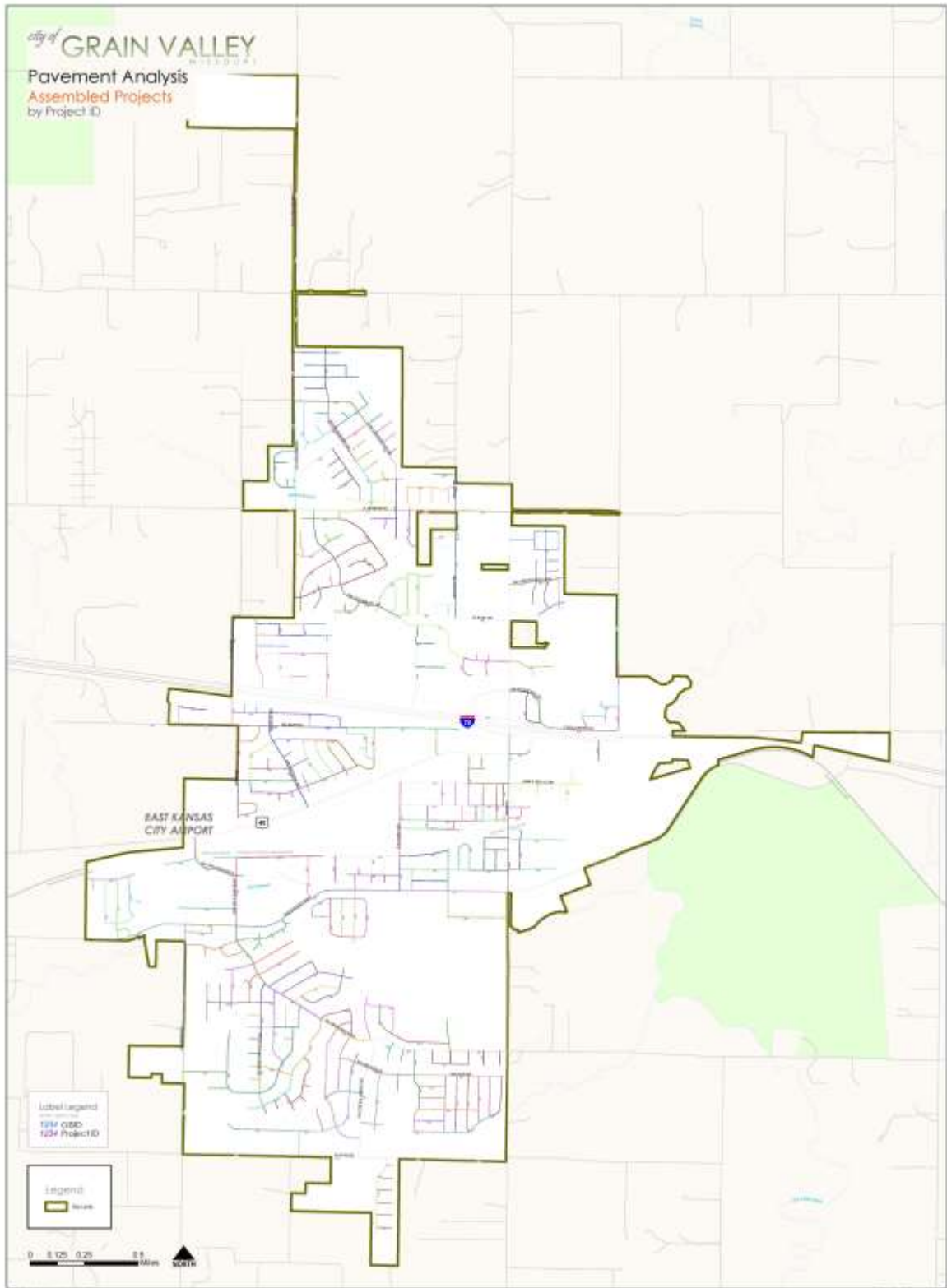
Grain Valley's Geographic Information System (GIS) was used as the basis for segmenting the roadway network on a block-by-block basis. Each segment was assigned a unique identifier referred to as a GISID, establishing a one-to-one relationship between the GIS and the street inventory. The segments form the basic building block of the pavement management system and are where all attribute and condition data are stored.

The centerline segments were aggregated together within the pavement management system to form logical projects that the analysis and rehabilitation program are developed against.

- Arterial projects run from major intersection to major intersection up to 1 mile in length.
- Similar to arterials, collector streets within a neighborhood were aggregated together to form a single project where practical.
- Local streets along a homogenous route were aggregated together along with adjacent side streets to form a small neighborhood based approach.

Segments were joined only when the pavement condition and functional classification were homogeneous in nature such that when joined they have a relatively uniform condition that may be rehabilitated using a single strategy.

The following figure (**Figure 7**) highlights the projects, used for the analysis. An electronic version of this map is appended to this report.



**Figure 7 – Grain Valley Assembled Projects**

### 3.3 FIELD SURVEY METHODOLOGY

Following a set of predefined assessment protocols matching the pavement management software (ASTM D6433), a specialized piece of survey equipment – referred to as a Laser Road Surface Tester (Laser RST, pictured on page 5) – is used to collect observations on the condition of the pavement surface, as well as collect high definition digital imagery and spatial coordinate information. The Laser RST surveys each local street from end to end in a single pass, while all other roadway classifications are completed in two passes.

Key pavement condition data elements collected by the Laser RST include:

**Surface Distress Index** – The Laser RST collects surface distress observations based on the extent and severity of distresses encountered along the length of the roadway following ASTM D6433 protocols for asphalt and concrete pavements. The surface distress condition (cracking, potholes, raveling, and the like) is considered by the traveling public to be the most important aspect in assessing the overall pavement condition.

Presented on a 0 to 100 scale, the Surface Distress Index (SDI) is an aggregation of the observed pavement defects. Within the SDI, not all distresses are weighted equally. Certain load associated distresses (caused by traffic loading), such as rutting or alligator cracking on asphalt streets, or divided slab on concrete streets, have a much higher impact on the surface distress index than non-load associated distresses such as raveling or patching. Even at low extents and moderate severity – less than 10% of the total area – load associated distresses can drop the SDI considerably. ASTM D6433 also has algorithms within it to correct for multiple or overlapping distresses within a segment.

For this project, extent and severity observations were collected, processed, and loaded into the pavement management software. Within the software, the following distresses, listed in order from greatest to lowest impact, are presented as a 0 to 10 rating for review and reporting:

- Alligator Cracking – Alligator cracking is quantified by the severity of the failure and number of square feet. Even at low extents, this can have a large impact on the condition score as this distress represents a failure of the underlying base materials.
- Wheel Path Rutting – Starting at a minimum depth of ¼ inch, wheel path ruts are quantified by their depth and the number of square feet encountered. Like alligator cracking, low densities of rutting can have a large impact on the final condition score.
- Longitudinal, Transverse, Block (Map), and Edge Cracks – These are quantified by their length and width. Longitudinal cracks that intertwine are the start of alligator cracking.
- Patching – Patching is quantified by the extent and quality of patches. When the majority of a roadway surface is covered by a patch, such as a large utility replacement, the rating of the patch is minimized. All potholes are rated as patches.
- Distortions – All uneven pavement surfaces, such as depressions, bumps, sags, swells, heaves, and corrugations, are included as distortions and are quantified by the severity and extent of the affected area.
- Raveling – Raveling is the loss of fine aggregate materials on the pavement surface and is measured by the severity and number of square feet affected.



- Bleeding – Bleeding is the presence of free asphalt on the roadway surface caused by too much asphalt in the pavement or insufficient voids in the matrix. The result is a pavement surface with low skid resistance and is measured by the amount and severity of the area.
- Similar distresses were collected for concrete streets including divided slab, corner breaks, joint spalling, faulting, polished aggregate, and scaling.

**Roughness Index** – Roughness is recorded following the industry standard “International Roughness Index” (IRI), a measure of the change in elevation over a distance expressed as a slope and reported in millimeters/meter. The IRI value is converted to a 0 to 100 score and reported as the Roughness Index (RI) as follows:

$$RI = (11 - 3.5 \times \ln(IRI)) \times 10$$

$\ln(IRI)$  is the natural logarithm of IRI.

In common terms, a newer street would generally have a Roughness Index above 85, while one due for an overlay would be in the range 40 to 70. Failed streets typically have roughness values below 40.

**Structural Index** – The network of streets was not tested for structural adequacy, instead, the relationship between the final pavement condition score and amount of load associated distresses was analyzed and each pavement section assigned a Weak, Moderate or Strong strength rating. The assigned structural index (30, 60 or 80 for weak, moderate and strong respectively) was not used in determining the overall pavement condition score, but simply to classify the pavement strength and aid in selecting appropriate rehabilitation strategies.

**Pavement Condition Index (PCI)** – Following our field surveys, the condition data is assembled to create a single score representing the overall condition of the pavement. The Pavement Condition Index (PCI) is calculated as follows:

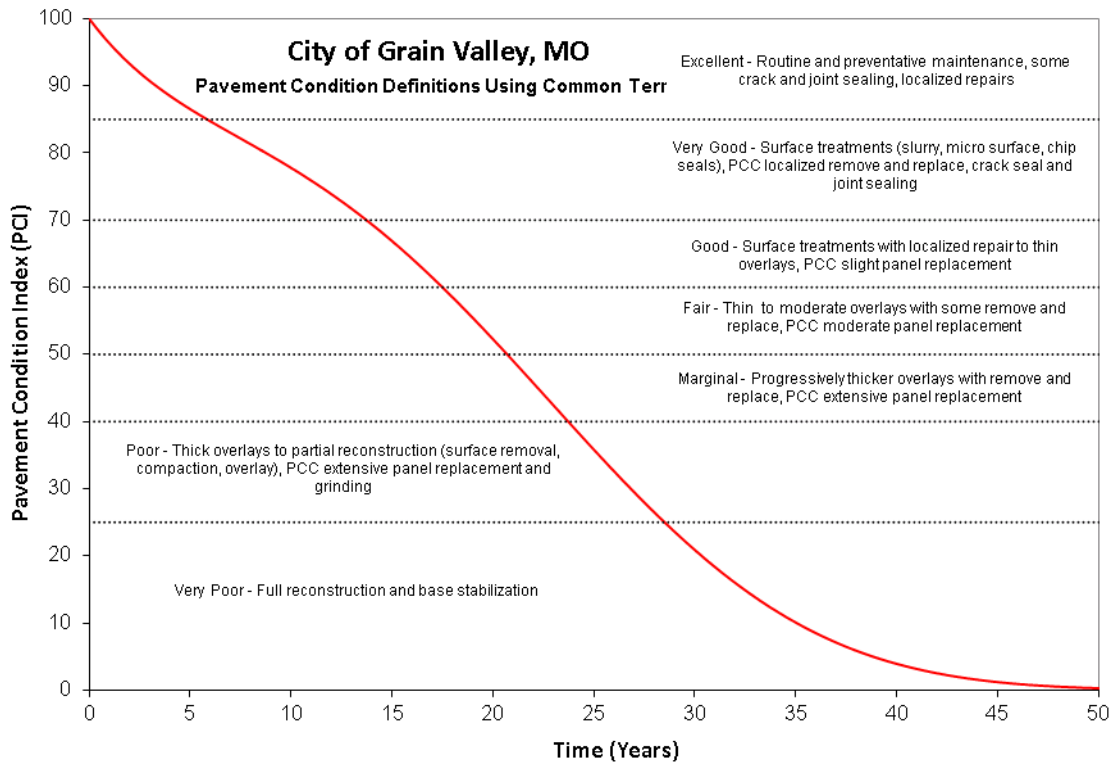
$$PCI = 33\% \text{ Roughness Index} + 67\% \text{ Surface Distress Index}$$

Development of the pavement management plan and budgets were completed using Grain Valley - specific rehabilitation strategies, unit rates, priorities, and pavement performance curves. The process was iterative in its attempt to obtain the greatest efficiency and cost benefit.

## 4.0 GRAIN VALLEY SURVEY PAVEMENT CONDITION

### 4.1 UNDERSTANDING THE PAVEMENT CONDITION INDEX

The following compares the Pavement Condition Index (PCI) to commonly used descriptive terms. Divisions between the terms are not fixed, but are meant to reflect common perceptions of condition.



**Figure 8 – Understanding the Pavement Condition Index (PCI) Score**

The following table details a general description for each of these condition levels with respect to remaining life and typical rehabilitation actions:

PCI Range	Description	Relative Remaining Life	Definition
85 – 100	Excellent	15 to 25 Years	Like new condition – little to no maintenance required when new; routine maintenance such as crack and joint sealing.
70 – 85	Very Good	12 to 20 Years	Routine maintenance such as patching and crack sealing with surface treatments such as seal coats or slurries.
60 – 70	Good	10 to 15 Years	Heavier surface treatments, chip seals and thin overlays. Localized panel replacements for concrete.
40 – 60	Marginal to Fair	7 to 12 Years	Heavy surface-based inlays or overlays with localized repairs. Moderate to extensive panel replacements.
25 – 40	Poor	5 to 10 Years	Sections will require very thick overlays, surface replacement, base reconstruction, and possible subgrade stabilization.
0 – 25	Very Poor	0 to 5 Years	High percentage of full reconstruction.

## 4.2 GRAIN VALLEY NETWORK CONDITION IMAGERY

The images presented below provide a sampling of the Grain Valley streets that fall into the various condition categories with a discussion of potential rehabilitation strategies.

### Very Poor (PCI = 0 to 25) – Complete Reconstruction



**Squire Court from James Rollo Drive to North End (GISID 1638, PCI = 22)** – Rated as Very Poor, this street displays spreading base failure as evidenced by the severe alligator cracking and several potholes. It is also worth noting that the curb along the right hand side of the street has severely deteriorated and will continue to rapidly deteriorate from traffic. This is allowing water to wash out the base of the street and allow edge cracking to form much more rapidly. A mill and overlay on this street would not be suitable as the base has failed and would not meet an extended service life of at least 15 years. This street requires a full reconstruction and should be carefully monitored.

*Deferral of reconstruction of streets rated as Very Poor will not cause a substantial decrease in pavement quality as the streets have passed the opportunity for overlay-based strategies. Due to the high cost of reconstruction, Very Poor streets are often deferred until full funding is available in favor of completing more streets that can be rehabilitated at lower costs, resulting in a greater net benefit to the City. This strategy however must be sensitive to citizen complaints forcing the street to be selected earlier. In addition, this type of street can pose a safety hazard for motorists, since severe potholes and distortions may develop. It is important to consistently monitor these streets and check for potholes or other structural deficiencies until the street is eventually rebuilt.*

## Poor (PCI = 25 to 40) – Last Opportunity for Surface Base Rehabilitation



**Azalea Circle from South End to North West Long Drive (GISID 1843, PCI = 38)** – Rated as Poor, this segment still has some remaining life before it becomes a critical reconstruction need. As evident in the imagery, some of the cracked areas have been patched, but the patch itself is beginning to develop cracks. On this street, the base is showing signs of failure in areas exhibiting alligator/fatigue cracking. The severely cracked areas are isolated and do not persist throughout the entire segment length and cross section. These areas should be dug out and structurally patched to attain the maximum life from any potential rehabilitation efforts. If left untreated, within a short period of time, a full reconstruction would be required.

*On arterial roadways, Poor streets often require partial to full reconstruction – that is removal of the pavement surface and base down to the subgrade and rebuilding from there. On local roadways, they require removal of the pavement surface through grinding or excavation, base repairs, restoration of the curb line and drainage, and then placement of a new surface.*

*In general, the service life of Poor streets is such that if deferred for too long, it would require a more costly reconstruction. Streets rated as Poor are typically selected first for rehabilitation as they provide the greatest cost/benefit to the City – that is the greatest increase in life per rehabilitation dollar spent.*

## Marginal (PCI = 40 to 50) – Progressively Thicker Overlays



**Clover Drive from Foxtail Drive to Cross Creek Drive (GISID 1555, PCI = 46)** – Marginal streets have distresses that tend to be localized and moderate in nature – that is they do not extend the full length of the segment and can be readily dug out and repaired. This street segment highlights this characteristic as the failed area does not quite extend the full length or width of the roadway and is still serviceable. However, it also highlights the relationship between base and pavement quality. Placing an overlay on this street without repairing the base would not achieve a full 15 year life as the failure would continue to occur over time. Structural patching of the failed areas along localized rehabs would permit a full width grind and inlay on this street segment and return it to full service.

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



## Fair (PCI = 50 to 60) – Thin to Moderate Overlays



**Elmwood Drive from Boxelder Court to Walnut Court Street (GISID 1687, PCI = 57)** – Rated in the Fair category, these streets require thin to moderate overlays for asphalt when they enter their need year (generally within 2-3 points of the lower PCI in the defined range). Several distresses are present, but tend to be more localized and moderate in severity, and non-load related (primarily longitudinal and transverse cracking and raveling).

*Asphalt streets rated as Fair tend to receive a lower priority when developing a rehabilitation program. If deferred, the rehabilitation cost would only increase by about \$3 to \$5/yd<sup>2</sup>, again depending on the functional classification, in about 5 to 10 years. This delay represents a 20% difference over the time stated. Thus, the cost of deferral is low when compared to deferring a thick overlay to a reconstruction with a two to threefold increase in cost.*

## Good (PCI = 60 to 70) – Surface Treatments to Thin Overlays



**Pecan Drive from Woodbury Drive to Magnolia Lane (GISID 1757, PCI = 63)** – Rated as Good with the primary cause of deterioration the transverse and longitudinal cracking. It also displays small amounts of load associated distresses that can easily be removed to restore the visual appearance of the roadway. The existing cracks should be sealed and the pavement surface restored, with a heavier surface treatment such as microsurfacing or double slurry to fully waterproof the pavement and cover the crack sealant. The occasional dig out and replacement may be required to correct localized deficiencies. Alternatively, depending on the extent of the distressed areas, base strength and drainage, a thin overlay may be applied.

*Asphalt streets rated as Good are ideal candidates for thinner surface-based rehabilitations and local repairs. Depending on the amount of localized failures, a thin edge mill and overlay, or possibly a surface treatment, would be a suitable rehabilitation strategy for streets rated as Good. Streets that fall in the high*



*60 - low 70 PCI range provide the greatest opportunity for extending pavement life at the lowest possible cost, thus applying the principles of the perpetual life cycle approach to pavement maintenance. The adjacent photo is a great example of a street segment (not a Grain Valley Road) that displayed low load associated distresses and thus, high structural characteristics, and once the distressed areas were replaced, a slurry seal was applied. The patching accounted for less than 5 to 10% of the total area and resulted in a good looking, watertight final surface at a much lower cost than an overlay with less disruption to the neighborhood and curb line. The patches were paver laid and roller compacted.*

## Very Good (PCI = 70 to 85) – Surface Treatments and Localized Rehabilitation



**Stockman Drive from Whitestone Drive to Centurion Court (GISID 1517, PCI = 73)** – Rated as Very Good, this road displays minor amounts of transverse cracking and patching. The surface is non-weathered, and the base is still strong. This street is an example of a candidate for preventative maintenance and light weight surface treatments to extend the life of a roadway.

*Asphalt streets rated as Very Good generally need lightweight surface-based treatments such as surface seals, slurries, chip seals or microsurfacing. Routine maintenance such as crack sealing and localized repairs often precede surface treatments. The concept is to keep the cracks as waterproof as possible through crack sealing and the application of a surface treatment. By keeping water out of the base layers, the pavement life is extended without the need for thicker rehabilitations such as overlays or reconstruction. Surface treatments also tend to increase surface friction and visual appearance of the pavement surface but do not add structure or increase smoothness.*

*Surface treatments may include:*

- *Double or single application of slurry seals (slurries are a sand and asphalt cement mix).*
- *Microsurfacing – asphalt cement and up to 3/8 sand aggregate.*
- *Chip seals and cape seals (Chip seal followed by a slurry).*

*Additional cost benefits of early intervention include:*

- *Less use of non-renewable resources through thinner rehabilitation strategies.*
- *Less intrusive rehabilitation and easier to maintain access during construction.*
- *Easier to maintain existing drainage patterns.*



**Excellent (PCI = 85 to 100)**



**Rosewood Drive from Brentwood Drive to Lindenwood Drive (GISID 1716, PCI = 91)** – Rated as Excellent, displaying little to no surface distresses. The ride is smooth and the surface is non-weathered and the base is strong. In a couple of years, this street segment would be an ideal candidate for routine maintenance activities such as crack sealant rehabilitation.

*In terms of pavement management efficiency, a program based on worst-first, that is starting at the lowest rated street and working up towards the highest, does not achieve optimal expenditure of money. Generally, under this scenario, agencies can not sufficiently fund pavement rehabilitation and lose ground despite injecting large amounts of capital into the network.*

*The preferred basis of rehabilitation candidate selection is to examine the cost of deferral of a street, against increased life expectancy.*

### 4.3 EVALUATING THE PAVEMENT QUALITY AND BACKLOG

The concept of the Pavement Condition Index (PCI) score, backlog percentage and number of streets rated as Excellent must be fully understood in order to understand and develop an effective pavement management program. These three metrics should fall into certain ranges in order to measure the quality and long term viability of a network.

The PCI score indicates the overall pavement condition and represents the amount of equity in the system; it is the value most commonly considered when gauging the overall quality of a roadway network. It may also be used to define a desired level of service: that is, an agency may wish to develop a pavement management program such that in five years the overall network score meets a set minimum value. Obviously, the higher the PCI score the better off the overall network condition is. Agencies with an average PCI score above 80 (when considering surface distress, roughness and possibly strength) are rare and found only in a few select communities. Less than 1 in 20 communities surveyed by IMS have that high of a condition average. Averages between 65 and 80 are indicative of either newer networks, or ones that have an ongoing pavement rehabilitation program and tend to be fully funded. Scores between 60 and 65 are common and represent a reasonable average providing a satisfactory balance between levels of service and funding, and when taken with the other two metrics may represent a well-managed and funded network. A minimum score of 60 means that overall the network falls at the lower end of the range where light weight surface treatments and thin overlays are the standard rehabilitation practice. Below a 60 means an agency has to rely on more costly rehabilitations and reconstructions to address condition issues.

At the upper end of the condition scale, a minimum of 15% of the network should be rated as Excellent. Generally, at or above 15%, means that a noticeable percentage of the roadway network is in like new condition, requiring only routine maintenance. While higher percentages of streets rated as Excellent are certainly desirable, the annual cost to maintain rates at higher multiples is often cost prohibitive. Below 15% means the agency is struggling to effectively rehabilitate their network on an annual basis. The 15% marker represents a cost effective balance between annual investment and satisfactory level of service.

Backlog roadways are those that have dropped sufficiently in quality to the point where surface based rehabilitation efforts would no longer prove to be cost effective. These roadways are rated Poor or Very Poor and will require either partial or total reconstruction. Backlog is expressed as the percentage of roads requiring reconstruction as compared to the network totals.

It is the backlog, however, that defines the amount of legacy work an agency is facing and is willing to accept in the future. It is the combination of the three metrics that presents the true picture of the condition of a roadway network, and conversely defines improvement goals.

Generally, a backlog of 10% to 15% of the overall network is considered manageable from a funding point of view with 12% being a realistic target. Fifteen percent (15%) is used as a control limit to indicate the maximum amount of backlog that can be readily managed. Backlog rates below 10%, again are certainly desirable, but financially unachievable for a large percentage of agencies. Backlogs approaching 20% or more tend to become unmanageable, unless aggressively checked through larger rehabilitation programs, and will grow at an alarming rate. At 20% a tipping point has been met and the backlog tends to increase faster than an agency's ability to reconstruct their streets.

#### 4.4 GRAIN VALLEY NETWORK CONDITION DISTRIBUTION

Figure 9 presented below shows the distribution of pavement condition for the roadway network in Grain Valley. The average PCI for the network is 56. While direct comparisons to other agencies are difficult due to variances in ratings systems, Grain Valley is below average when compared to other agencies recently surveyed by IMS, which typically fall in the 60 to 65 range.

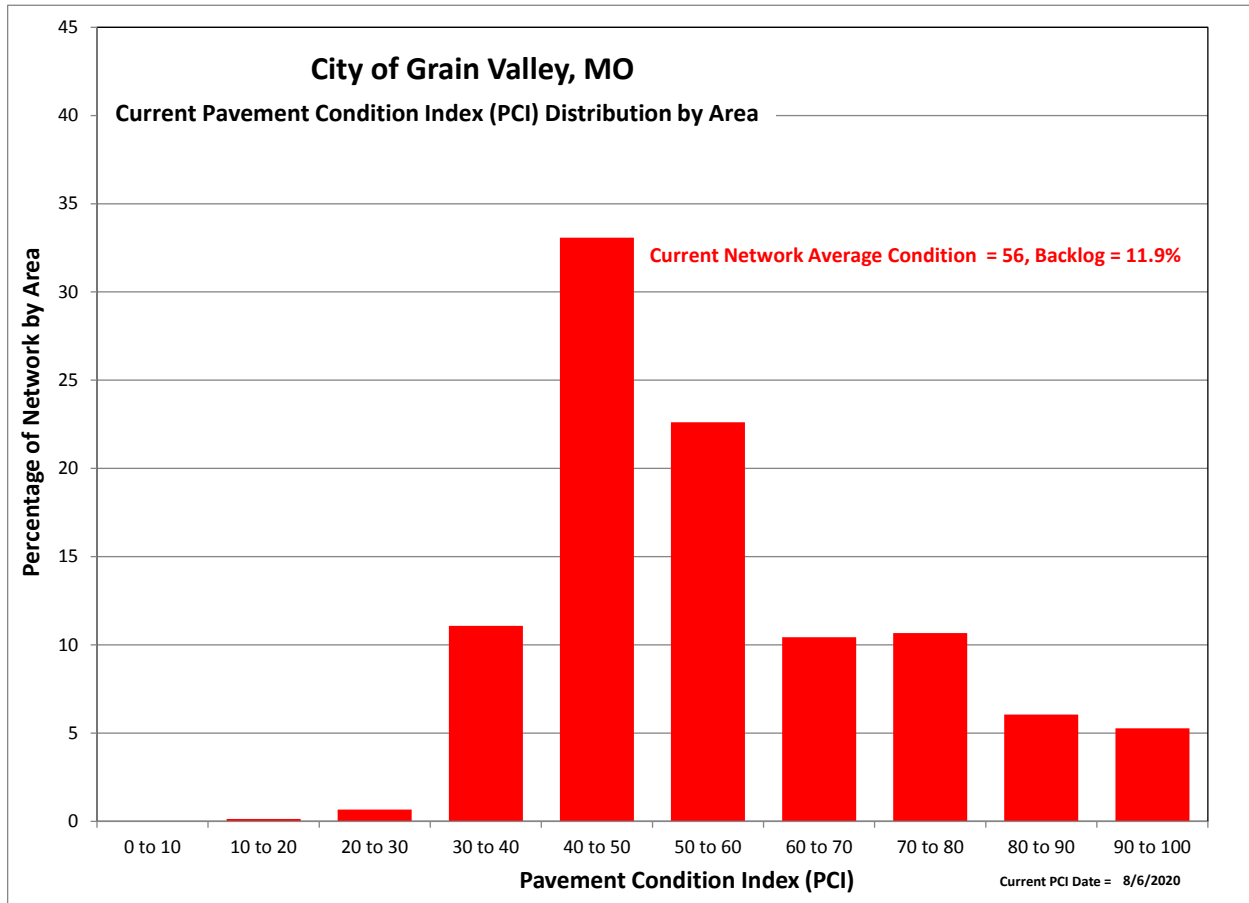
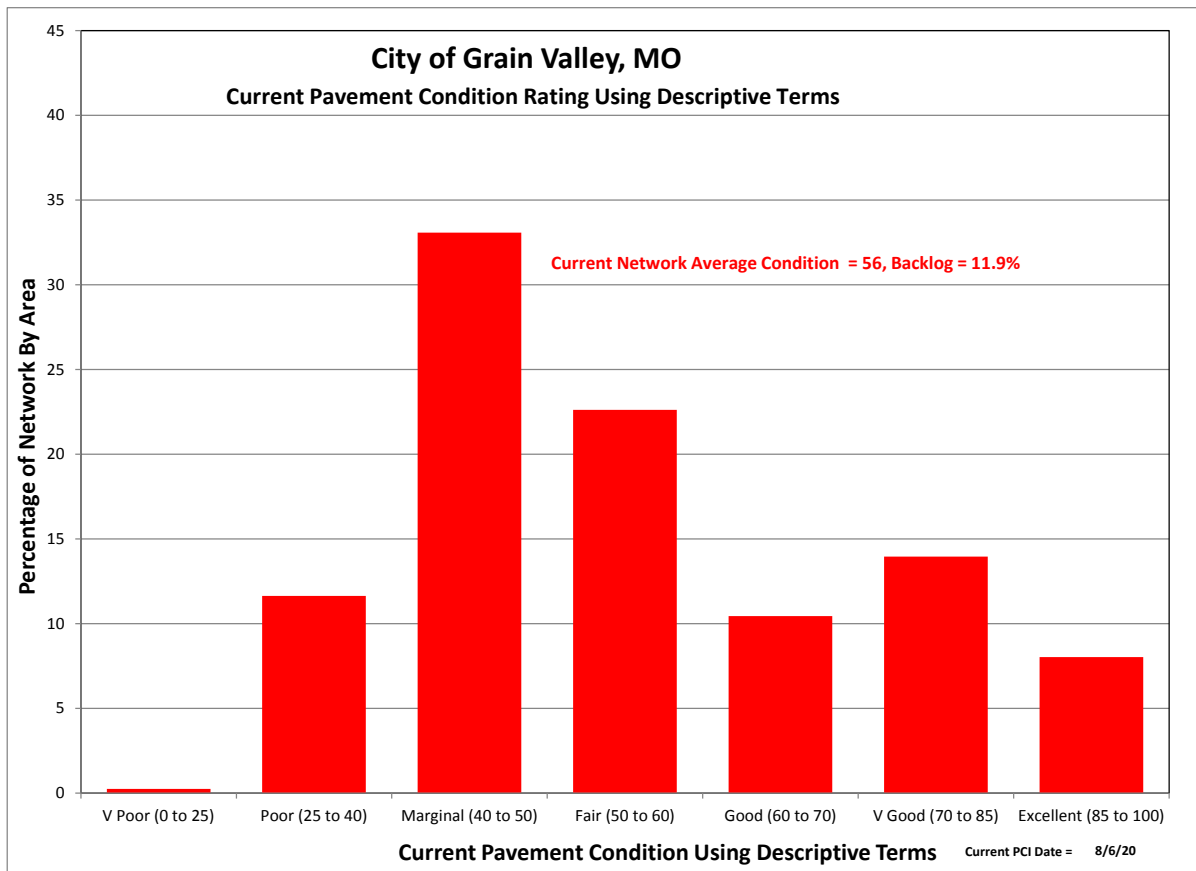


Figure 9 – Roadway Network Present Status

- This is reflective of an aged network that has had little roadway renewal effort.
- Simultaneously, the City has a large sample of streets that are approaching the end of their life where surface based rehabilitations, such as overlays, can be effective.
- Traditionally we expect to see a bell curve that is skewed to the right and centered between a PCI of 60 and 70. The Grain Valley network curve illustrated above does not follow this norm and shows the impact of underfunding roadway renewal efforts over the last several years.

The following graph (**Figure 10**) plots the same pavement condition information, but instead of using the actual Pavement Condition Index (PCI) value, descriptive terms are used to classify the roadways.

- Eight percent (8%) of the network can be considered in Excellent condition and require only routine maintenance.
- Fourteen percent (14%) of the network falls into the Very Good classification. These are roads that benefit most from preventative maintenance techniques such as microsurfacing, slurry seals and localized panel repairs.
- Ten percent (10%) of the streets are rated as Good and are candidates for lighter surface-based rehabilitations such as thin overlays or slight panel replacements.
- Fifty-six percent (56%) of network can be considered Fair to Marginal condition representing candidates for progressively thicker overlay-based rehabilitation or panel replacements. If left untreated, they will decline rapidly into reconstruction candidates.
- The remaining twelve percent (12%) of the network is rated as Poor or Very Poor, meaning these roadways have failed or are past their optimal due point for overlay or surface-based rehabilitation and may require progressively heavier or thicker forms of rehabilitation (such as extensive panel replacement, surface reconstruction or deep patch and paving) or total reconstruction.



**Figure 10 – Roadway Network Present Status Using Descriptive Terms**

Figures 11 and 12 present the surveyed condition of the streets using PCI and Good-Fair-Poor descriptive terms, respectively. Electronic versions of these maps are appended to this report.

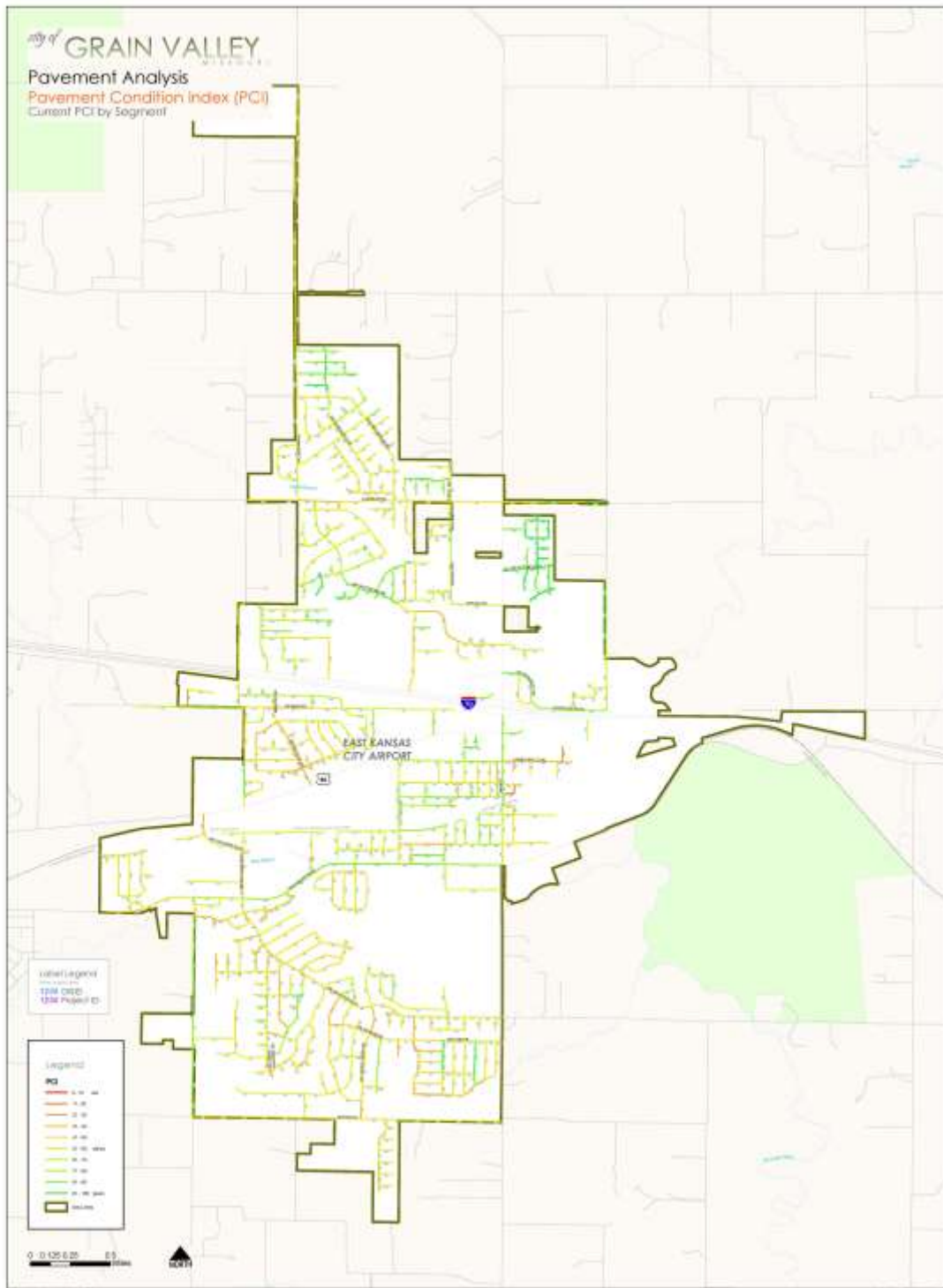
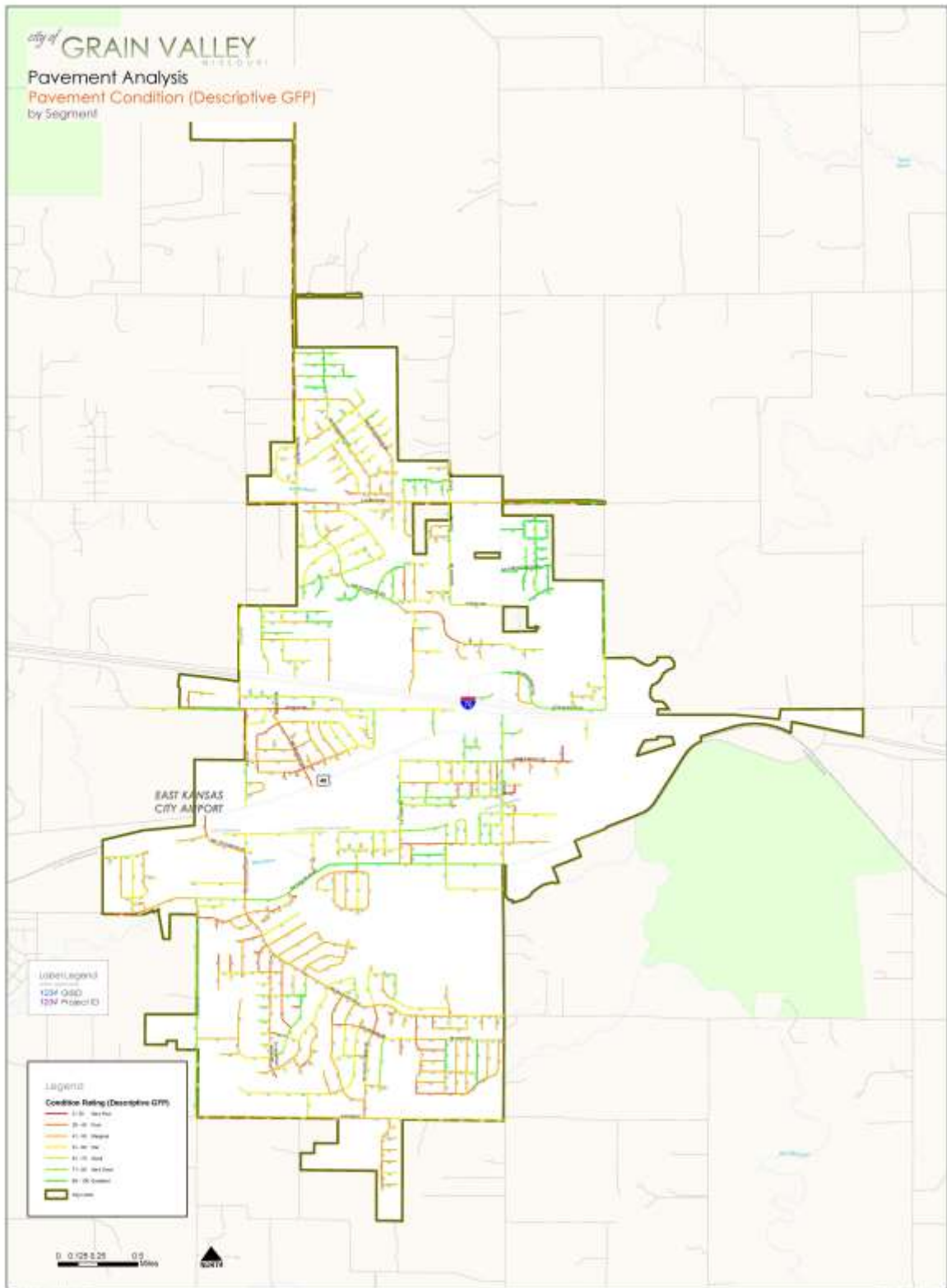


Figure 11 – Grain Valley by Segment Using Pavement Condition Index (PCI)

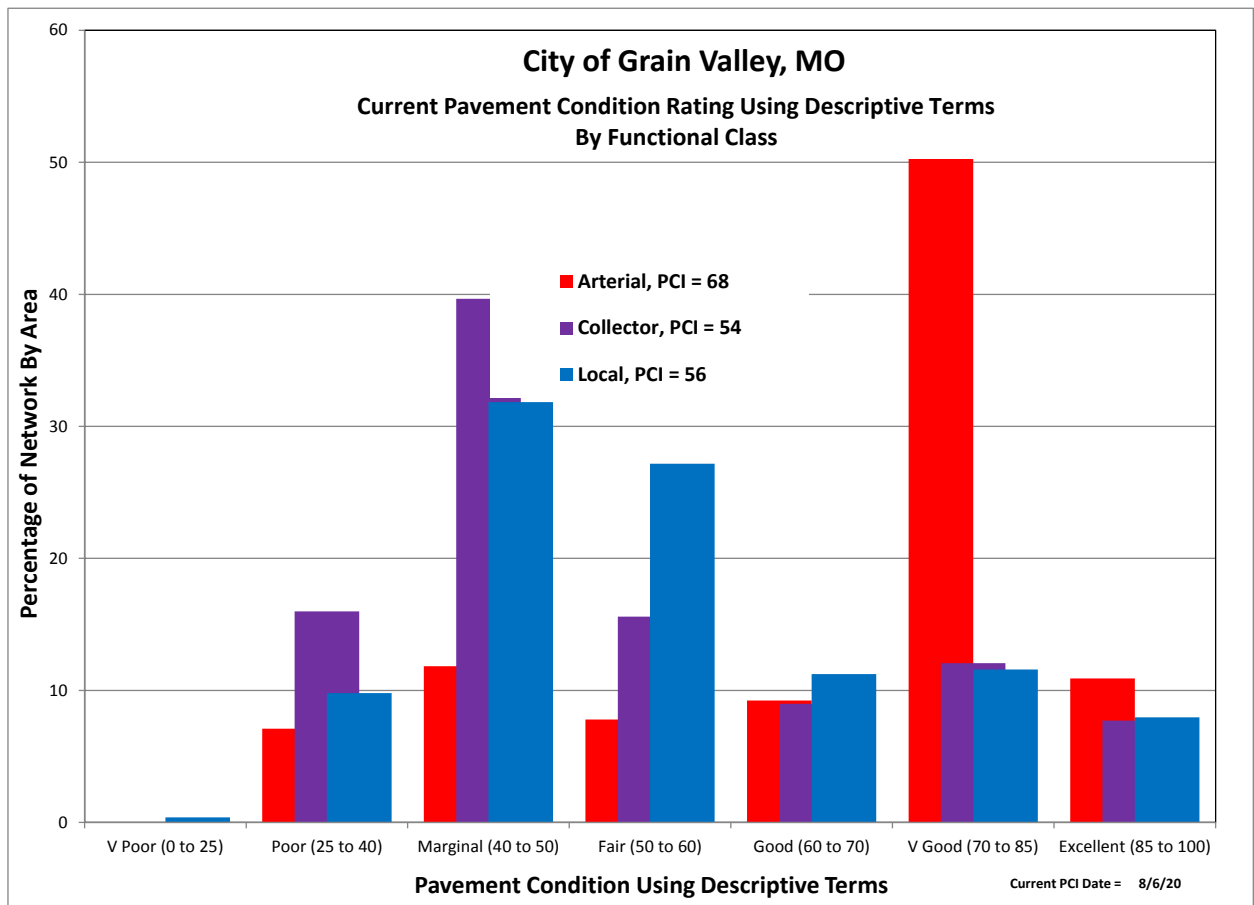


**Figure 12 – Grain Valley Pavement Condition by Segment Using Descriptive Terms**

#### 4.5 CONDITION BY FUNCTIONAL CLASSIFICATION

**Figure 13** highlights the pavement condition distribution for the arterial, collector, and local streets. Keep in mind that arterial roadways, the streets that have the majority of traffic use and link various parts of the city together, may be considered the thoroughfares of the city and during the budget development process, should receive the highest priority when selecting rehabilitation candidates.

- The **arterial network** has an average PCI of **68**
- The **collector network** has an average PCI of **54**
- The **Local network** has an average PCI of **56**



**Figure 13 – Condition Rating by Functional Classification**



## 4.6 STRUCTURAL AND LOAD ASSOCIATED DISTRESS ANALYSIS

Structural testing and analysis was not performed for the City of Grain Valley. Instead, analysis of the cause of pavement failure for these street segments was completed by examining the types of distresses that have caused the PCI score to drop.

Surface distresses may be categorized into two classifications – load associated distresses (LADD) and non-load associated distresses (NLAD). Load associated distresses are those that are directly related to traffic loading and structural capacity. Non-load associated distresses are those that result from materials or environmental issues including shrinkage (transverse) cracking, bleeding and raveling. Generally, load associated distresses affect the overall condition score more than non-load associated distresses – as is the case in Grain Valley. For asphalt streets, roadways were classified as Weak, Moderate, or Strong.

The purpose of the structural analysis is twofold:

- The structural analysis provides input into which performance curve each segment is to use – performance curves are used to predict pavement deterioration over time.
- Structural analysis assists in rehabilitation selection by constraining inadequate pavement sections from receiving too light of a rehabilitation and conversely, identifying segments suitable for lighter weight treatment.

**Figure 14** plots the relationship of the load associated distresses (shown in red) against pavement condition. As can be seen from the plot, at higher PCI scores, most pavements fall into the moderate strength classification as the distresses have not yet begun to manifest themselves into severe failures. As the PCI score drops, the load associated distresses typically affect the PCI score to a higher degree with more segments being classified as weak. Conversely, segments that have a declining PCI score and low LADD, are classified as strong as they display few load associated failures. High PCI score (above 60) rehab selections should focus on pavement preservation activities such as surface treatments or thin overlays, possibly with some localized pavement repairs and crack sealing.

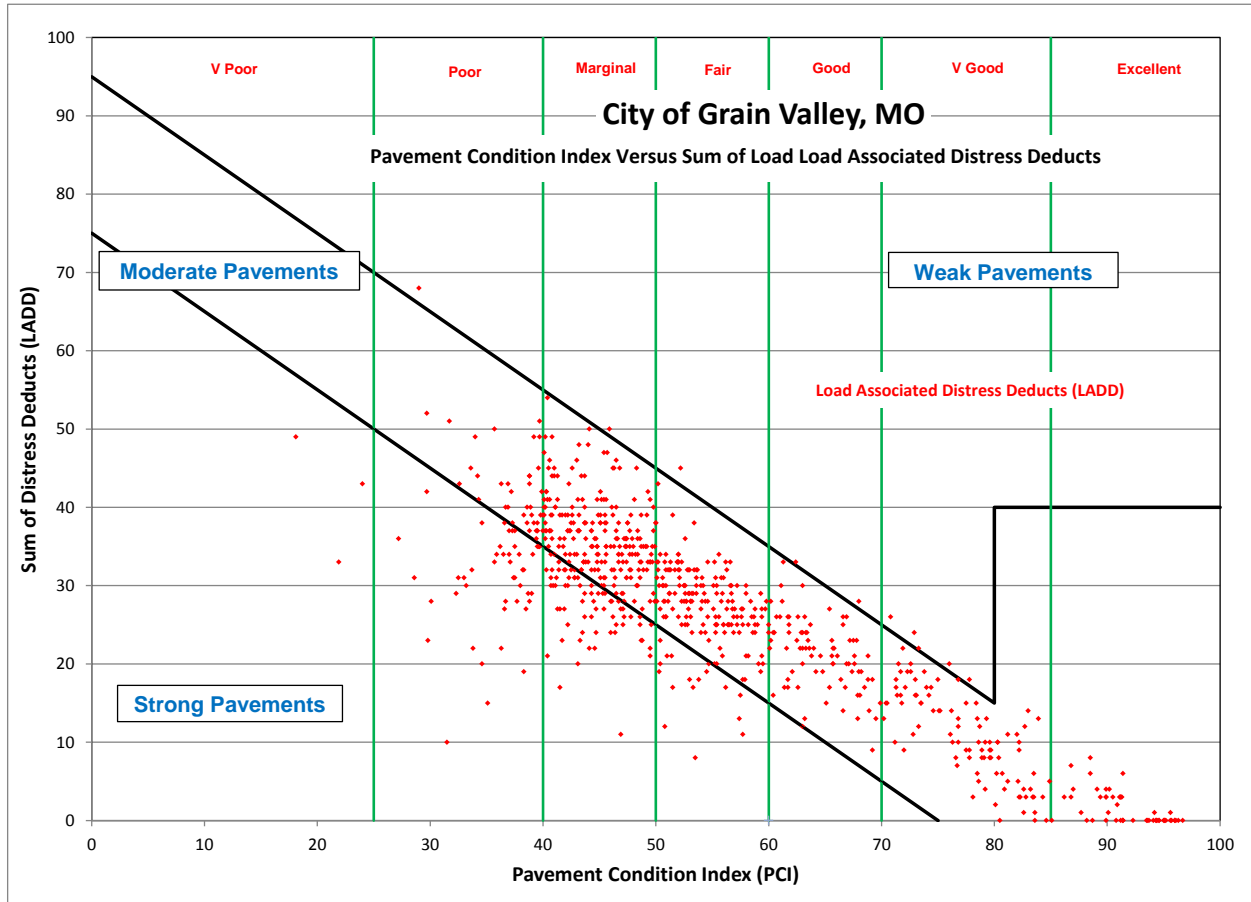
The sum of the Load-Associated Distress deducts (LADD) is also used to qualify the appropriate rehabilitation strategy selection in addition to the overall pavement condition score. For example, a street that has a good PCI score (that is between 60 and 70) and is displaying relatively low load associated distress deducts would be a suitable candidate for a surface treatment in place of a thin overlay in that the PCI score is more influenced by materials issues such as transverse cracking or raveling.

Overall, the low amounts of streets exhibiting weak performance can generally be attributed to poor subgrade conditions, insufficient pavement thickness and increased traffic loading – in particular heavy, side-loading garbage and recycling trucks (an unintended consequence of green initiatives) along with school buses and delivery vehicles. The average weight of these vehicles coupled with tire pressure and configuration today compared to those from a few decades ago has increased drastically.



- The upper black diagonal line identifies segments that have a high ratio of load associated distresses compared to their PCI score. These segments are classified as weak.
- The lower black diagonal line identifies segments that have a low ratio of load associated distresses compared to their PCI score and are classified as strong.
- Segments that fall between the two lines are assigned a moderate pavement strength.

The sum of the Load-Associated Distress deducts (LADD) is also used to qualify the appropriate rehabilitation strategy selection in addition to the overall pavement condition score.



**Figure 14 – Pavement Condition Index versus Sum of Distress Deducts**

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## 5.0 REHABILITATION PLAN AND BUDGET DEVELOPMENT

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### 5.1 KEY ANALYSIS SET POINTS AND PAVEMENT PERFORMANCE CURVES

Pavement management analysis requires user inputs in order to complete its condition forecasting and prioritization. A series of operating parameters were developed in order to create an efficient program that is tailored to the City's needs.

Some of the highlights include:

- The pavement performance curves that are used to predict future pavement condition. Asphalt streets are classified as weak, moderate, or strong, and then assigned the appropriate pavement performance curve based on their functional classification to use in the analysis. The concept of load associated distresses does not apply to concrete streets.
- The shape of performance curves reflect the concept of deferred maintenance and salvage life. Instead of dropping to an absolute PCI value of 0 after 40 years of service, the curves are designed to become asymptotic to the age axis and have a whole life of approximately 50 to 60 years depending on pavement type. This indicates the notion that once a street deteriorates past a specific threshold – about a PCI of 20, age becomes less important in rehab selection.
- Priority ranking analysis uses prioritization for rehabilitation candidate selection. It is designed to capture as many segments in their need year based on the incremental cost of deferral. The higher the functional classification of a street, the higher priority a segment is given.

#### Rehabilitation Strategies and Unit Rates

The rehab strategies and unit rates used in the pavement analysis can be found on the following page. Some important parameters include:

- **Rehab Code and Activity** – The relative terms of thin, moderate and thick are used to describe the overlay thickness. This is to facilitate consistency in the naming convention, but does not imply the same material thickness has to be used for each functional classification.

The recommended rehab activities for any given PCI range may vary due to pavement strength and functional classification. For example, an arterial between a PCI of 50 to 60 may receive a thin to moderate overlay, while a local access road may only receive a chip seal or thin overlay.

- **Unit Rates** – The rehab costs are presented on a per square yard basis for each pavement type, functional class, and rehabilitation activity combination. The rates were developed using typical national averages for similar activities and adjusted for Grain Valley's location and unique conditions. An additional burden to all costs was also added to cover City overheads, design and engineering and inspection. Costs for peripheral concrete rehab (valley gutters, inlets, approaches, etc.) have not been included in the analysis.

***The unit rates are reflected in the network value, final budgets, and average cost/mile for doing work in Grain Valley.***

**City of Grain Valley, MO  
Rehabilitation Strategies and Unit Rates**

Pavetype	Rehab Code	Rehab Activity	Rehab Group 1				Arterial Unit Rate (\$/yd2)	Collector Unit Rate (\$/yd2)	Local Unit Rate (\$/yd2)
			Min PCI	Critical PCI (Need Year)	Max PCI	Base Unit Rate (\$/yd2)			
All	5	Routine Maintenance			100	0.00	0.00	0.00	0.00
Asphalt	10	Slurry Seal / Seal Coat				2.25	2.50	2.40	2.35
Asphalt	20	MicroSurface / Chip Seal				3.10	3.40	3.30	3.30
Asphalt	23	MicroSurface / Chip Seal + Strctrl Ptch					4.20	4.10	4.00
Asphalt	26	MicroSurface / Chip Seal + Strctrl Ptch					5.10	4.90	4.80
Asphalt	30	Edge Mill + Thin Overlay (1.5 - 2.0)	60	63	70	13.75	15.25	14.75	14.50
Asphalt	33	Edge Mill + Thin Overlay (1.5 - 2.0) + Strctrl Ptch	60	63	70		17.00	16.75	16.25
Asphalt	36	Edge Mill + Thin Overlay (1.5 - 2.0) + Strctrl Ptch	50	54	60		19.00	18.50	18.00
Asphalt	40	EM/FWM + Moderate Overlay (2.0 - 3.0)	50	54	60	18.25	21.00	20.25	19.75
Asphalt	43	EM/FWM + Moderate Overlay (2.0 - 3.0) + Strctrl Ptch	50	54	60		23.00	22.25	21.50
Asphalt	46	EM/FWM + Moderate Overlay (2.0 - 3.0) + Strctrl Ptch	40	44	50		25.00	24.25	23.50
Asphalt	50	FWM + Thick Overlay (> 2.0 - 3.0)	40	44	50	22.25	27.00	25.75	24.50
Asphalt	53	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	40	44	50		29.25	28.00	26.75
Asphalt	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	25	30	40		31.75	30.25	29.00
Asphalt	60	Surf Recon + Base Rehab / FWM + Strctrl Ptch + Olay	25	30	40	39.50	48.00	45.50	43.50
Composite	65	Surf Recon + PCC to Base/FWM + Strctrl Ptch + Olay	25	30	40	43.50	52.50	50.50	48.00
Asphalt	70	ACP Full Depth Reconstruction	0	15	25	58.50	64.50	63.00	61.50
Composite	75	Full Depth Recon + PCC to Base	0	15	25	66.50	73.00	71.50	70.00
Concrete	510	PCC Jnt Rehab & Crk Seal	80	82	100	5.00	5.50	5.50	5.25
Concrete	520	PCC Localized Rehab	70	73	80	11.00	12.75	12.25	11.75
Concrete	523	PCC Localized Rehab + Grind	70	73	80		12.75	12.25	11.75
Concrete	530	PCC Slight Pnl Rplcmnt (<10%)	60	63	70	22.50	27.25	26.00	24.75
Concrete	533	PCC Slight Pnl Rplcmnt (<10%) + Grind	60	63	70		27.25	26.00	24.75
Concrete	540	PCC Moderate Pnl Rplcmnt (< 20%)	50	54	60	34.50	44.00	41.50	39.00
Concrete	543	PCC Moderate Pnl Rplcmnt (< 20%) + Grind	50	54	60		44.00	41.50	39.00
Concrete	550	PCC Extensive Pnl Rplcmnt (<33%)	40	44	50	47.50	63.00	59.00	55.00
Concrete	553	PCC Extensive Pnl Rplcmnt (<33%) + Grind	40	44	50		63.00	59.00	55.00
Concrete	560	PCC Partial Reconstruction	25	30	40	65.50	83.00	78.50	74.00
Concrete	570	PCC Full Depth Reconstruction	0	15	25	99.50	132.50	123.50	115.00

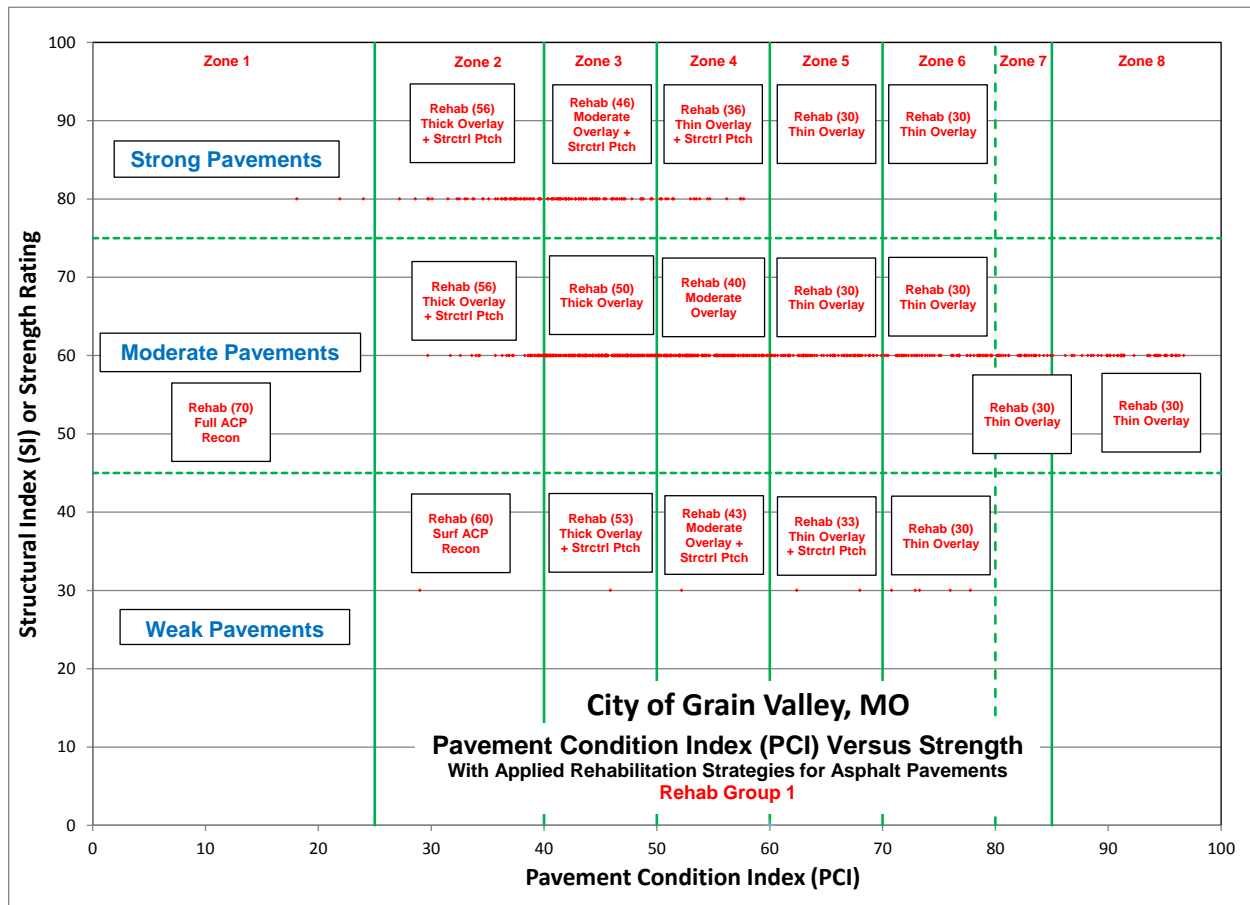
**Figure 15 – Rehabilitation Rates**

*\*Unit rates vary slightly between functional classes*

**Min PCI, Critical PCI, and Max PCI** – These define the Pavement Condition Index (PCI) range applicable to the rehab selection. The Critical PCI defines when a segment is in its need year and is deemed to be critical, otherwise if deferred, the street declines in PCI past the point which the rehabilitation is no longer appropriate. Generally the Critical PCI falls 2 to 4 points higher than the minimum PCI applicable for each rehab activity.

**Figure 16** graphically presents the application of pavement rehabilitations for asphalt streets by PCI. The Rehab numbers are simply placeholders that separate each rehabilitation project identified on the chart above. For example, Rehab 48 is a Moderate Overlay Structural Patch.

Unit rates increase slightly between functional classes to reflect increase costs in pavement thickness, traffic control, and striping.



**Figure 16 – Asphalt (ACP) Rehabilitation Strategies**

**Selection and Prioritization of Rehab Candidates**

The City’s pavement management program incorporates a series of user defined values to prioritize and select the street segments for rehabilitation. The rehab selection order is not worst first, but rather designed to capture as many segments in their need year based on the incremental cost of rehab deferral. A Street is considered to be in its need year when it has reached its maximum service life and any further deferral would require a heavier and more costly rehabilitation. The rehab program has been designed to maximize the increased service life for each rehabilitation dollar spent on a segment.

Other factors included in the prioritization process focus on:

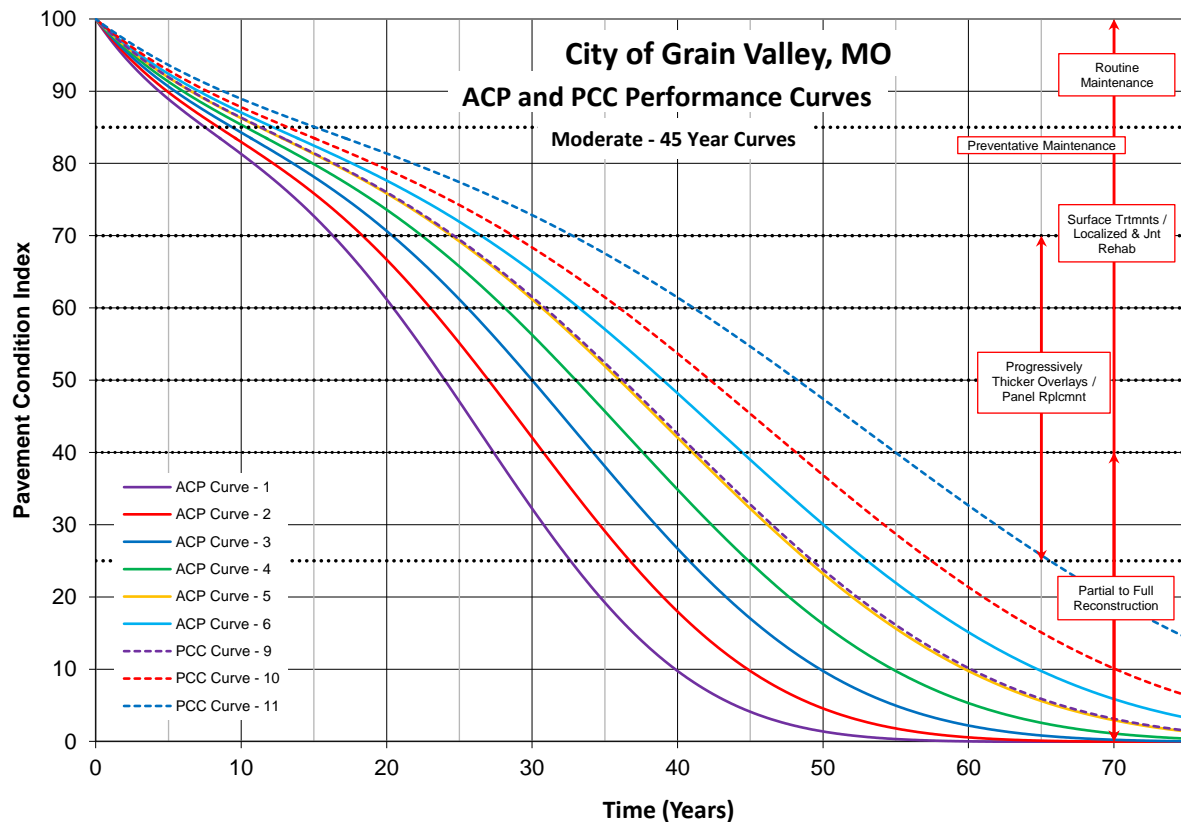
- **Need Year** – streets are only selected when they have expended their service life and are optimal for rehab selection.

- **Functional Classification** – generally priority is given to higher functional classifications as they provide greater benefits to a larger group of users
- **Pavement Strength** – weaker streets are prioritized higher than stronger ones as they deteriorate faster.
- **Area** – a very slight increase in priority is given to larger projects over smaller ones.

The net result is a program that favors thick overlays, followed by partial reconstruction projects then full reconstruction projects (more for safety reasons than cost-benefit). These are then followed by surface treatments and lastly by moderate to thin overlays.

The programmed deterioration curves illustrated in **Figure 17** are designed to integrate the pavement condition distribution performance curves for the network, with the applied rehabilitation strategies and their expected life cycle. Different color performance curves are meant to represent the full suite of curves assigned to segments based upon their functional class, pavement type, and strength.

It is important to recognize that even though all streets fall into specific rating categories and their respective rehabilitation strategies, it is not until a street falls to within a few points of the lower end of the range that it will become a critical need selected for rehabilitation.



**Figure 17 - Performance Curves**

## 5.2 FIX ALL AND ANNUAL ESTIMATES

Three different approaches may be taken to identify and confirm the amount of funds the City needs to set aside each year to maintain the roadway network at its current condition. All three are completed externally to the pavement management system and are simply used to validate the final results.

### Option 1 – Estimated Life Cycle Cost Based on Network Value

An approximate value for the annual street maintenance budget may be quickly determined by taking the total value of Grain Valley’s roadway network, estimated at \$73M, and dividing that by the ultimate life of a roadway – approximated to be 50 years for asphalt and 75 years for concrete. By this method, the annual budget is estimated at \$1,430,000.

Please note, the 50 to 75 year lifespan of the roadway is the theoretical life of the roadway surface from construction, until the point at which there not usable surface remaining, it is not simply the lifespan of the pavement surface until the next overlay.

#### Rehabilitation Estimate Based on Network Valuation

Pavement Type	Network Valuation (\$)	Ultimate Life Span (yrs)	Life Cycle Cost (\$/Yr)
Asphalt Network	68,434,000	50	1,369,000
Concrete Network	4,578,000	75	61,000
<b>City of Grain Valley, MO Network Totals:</b>	<b>73,012,000</b>		<b>1,430,000</b>

### Option 2 – Estimated Life Cycle Cost Based on Current Condition

A second method to validate the annual budget is to identify the average network PCI and associated rehabilitation requirements, and then estimate the number of miles required to be rehabilitated each year based on a typical life cycle for that rehabilitation activity. For Grain Valley, the average PCI for asphalt roads is 56, which places the Grain Valley asphalt network in the EM/FWM + Moderate Overlay range, at an average cost of \$19.95/yd<sup>2</sup>. Based on this estimate the City needs to spend approximately \$913,354/year to maintain the current condition average.

#### Rehabilitation Estimate Based on Network Average Condition

Pavement Type	Pavement Condition Index (PCI)	Rehab Code	Rehab Activity	Average Rehab Life Cycle (Yrs)	Miles to do Each Year	Blended Unit Rate (\$/yd <sup>2</sup> )	Average Cost per Mile (\$/)	Life Cycle Cost (\$/Yr)
Asphalt Network	56	40	EM/FWM + Moderate Overlay (2.0 - 3.0)	25	2.7	19.95	331,500	881,844
Concrete Network	70	523	PCC Localized Rehab	16	0.1	11.75	294,300	31,510
<b>City of Grain Valley, MO Network Totals:</b>								<b>913,354</b>

### Option 3 – Estimated Life Cycle Cost Based on Network Deficiency

The third methodology to confirm the required amount of annual funding is to identify the current network deficiency, that is the amount required to rehabilitate all streets in the network assuming unlimited funding, and then divide by the typical life cycle of each rehabilitation activity. This is referred to as the Fix All Estimate and Life Cycle Cost. The rehab strategies listed in the table are generic in nature and not necessarily the final set that was applied to Grain Valley. For Grain Valley, the Fix All Estimate for the network deficiency is approximately \$24M and the Life Cycle Cost is \$954K/year, broken down as follows:

#### City of Grain Valley, MO

#### Rehabilitation Estimate Based on Current Network Deficiency and Life Cycle Cost

Rehab Code	Rehab Activity	Network Total (\$)	% of Total	Arterial	Collector	Local	Alley	Life Cycle (Yrs)	Life Cycle Cost (\$/Yr)
30	Edge Mill + Thin Overlay (1.5 - 2.0)	4,672,400	20.1	374,570	1,110,740	3,176,970	10,080	20	233,600
33	Edge Mill + Thin Overlay (1.5 - 2.0) + Strctrl Ptch	189,600	0.8	79,090	110,500	0	0	20	9,500
36	Edge Mill + Thin Overlay (1.5 - 2.0) + Strctrl Ptch	251,400	1.1	0	0	251,400	0	20	12,600
40	EMFVWM + Moderate Overlay (2.0 - 3.0)	4,942,500	21.2	219,630	987,540	3,735,310	0	25	197,700
43	EMFVWM + Moderate Overlay (2.0 - 3.0) + Strctrl Ptch	0	0.0	0	0	0	0	25	0
46	EMFVWM + Moderate Overlay (2.0 - 3.0) + Strctrl Ptch	1,809,700	7.8	0	325,230	1,484,510	0	25	72,400
50	FWM + Thick Overlay (> 2.0 - 3.0)	8,099,400	34.8	0	3,830,410	4,269,030	0	31	261,300
53	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	146,600	0.6	0	0	146,570	0	31	4,700
56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	3,161,300	13.6	259,400	1,144,580	1,717,480	39,820	31	102,000
<b>Total Asphalt and Composite Network:</b>		<b>23,272,900</b>	<b>100.0</b>	<b>932,690</b>	<b>7,509,000</b>	<b>14,781,270</b>	<b>49,900</b>		<b>893,800</b>
510	PCC Jnt Rehab & Crk Seal	45,100	4.7	0	45,130	0	0	2	22,600
520	PCC Localized Rehab	205,200	21.4	162,430	0	42,790	0	10	20,500
530	PCC Slight Pnl Rplcmnt (<10%)	163,000	17.0	0	163,020	0	0	31	5,300
543	PCC Moderate Pnl Rplcmnt (< 20%) + Grind	283,300	29.5	0	0	283,310	0	41	6,900
553	PCC Extensive Pnl Rplcmnt (<33%) + Grind	263,300	27.4	0	0	263,290	0	54	4,900
<b>Total Concrete Network:</b>		<b>959,900</b>	<b>100.0</b>	<b>162,430</b>	<b>208,150</b>	<b>589,390</b>	<b>0</b>		<b>60,200</b>
<b>City of Grain Valley, MO Network Totals:</b>		<b>24,232,800</b>		<b>1,095,120</b>	<b>7,717,150</b>	<b>15,370,660</b>	<b>49,900</b>		<b>954,000</b>

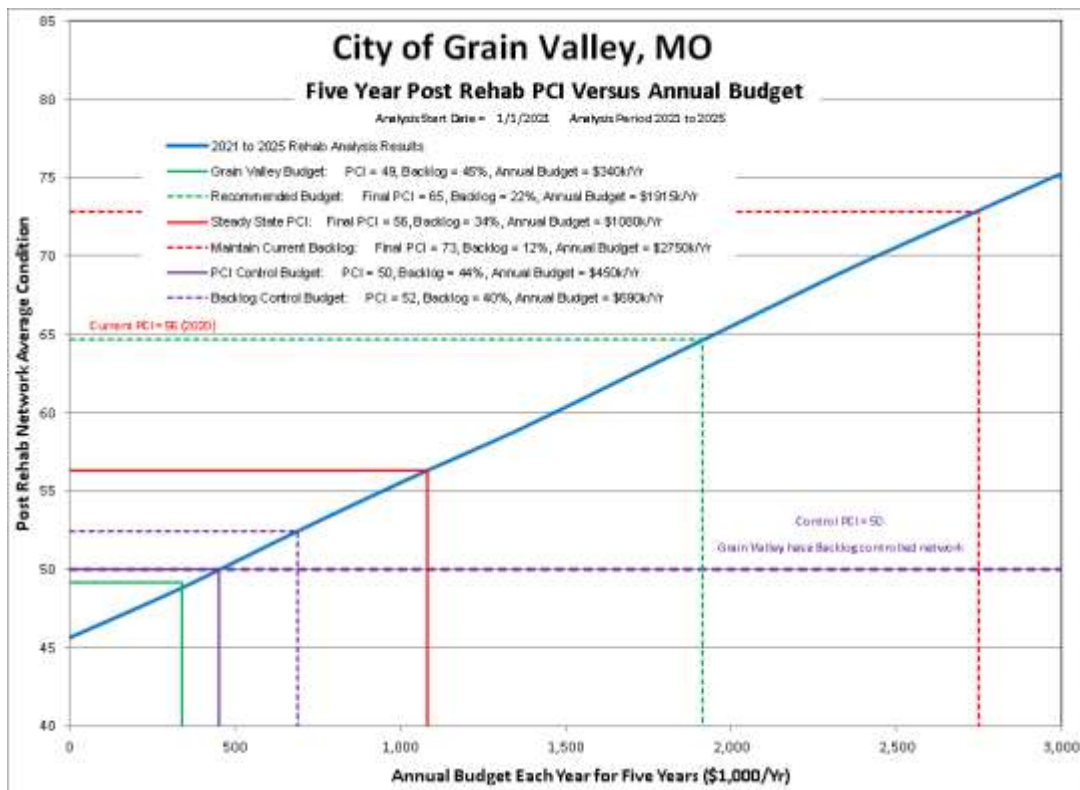
### 5.3 NETWORK BUDGET ANALYSIS MODELS

An analysis containing a total of 10 profile budget runs plus a Do Nothing options was prepared for Grain Valley.

The analysis results are summarized below:

- **Do Nothing** (illustrated in Figure 20) – This option identifies the effect of spending no capital for 5 years. After 5 years, this scenario results in a network average PCI drop to a 46 and a dramatic increase in backlog to 51%.
- **Grain Valley Budget** (Green Line) – this represents the City’s current annual budget of \$340K annually dedicated to pavement preservation and rehabilitation. This level of funding will result in a network average PCI score of 49 and a backlog reduction to 45%.
- **Steady State PCI** – this is simply the funds required to maintain the current network average PCI at a 56. The annual budget required to do so is on the order of \$1.08M annually, however backlog (Very Poor & Poor roadways) continues to climb to 34% from its current 12%
- **Backlog Steady State Budget** – A budget designed to maintain the City’s current backlog of 12%.

The results of the analysis are summarized in **Figure 18** below. The X-axis highlights the annual budget, while the Y-axis plots the 5 Year Post Rehab Network Average PCI value. The diagonal blue line is the results of the pavement analysis (the Grain Valley model profile).



**Figure 18 – 5 Year Post Rehab Network PCI Analysis Results**



Figure 19 presents the resultant network backlog against annual budget. Similar to Figure 18, but instead of plotting the average PCI score, the blue diagonal line represents the total backlog after 5 years.

The lower the backlog the better, with a maximum of 12% recommended

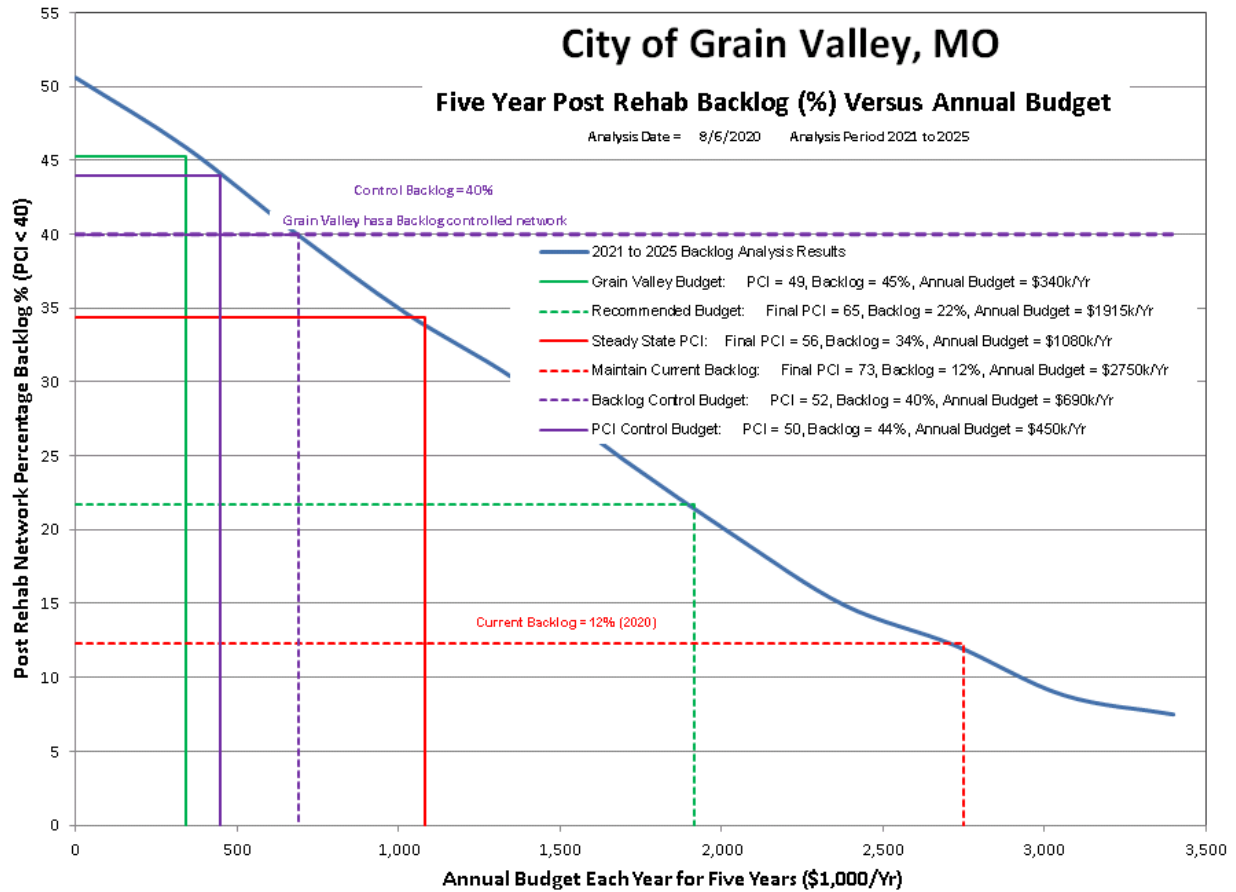
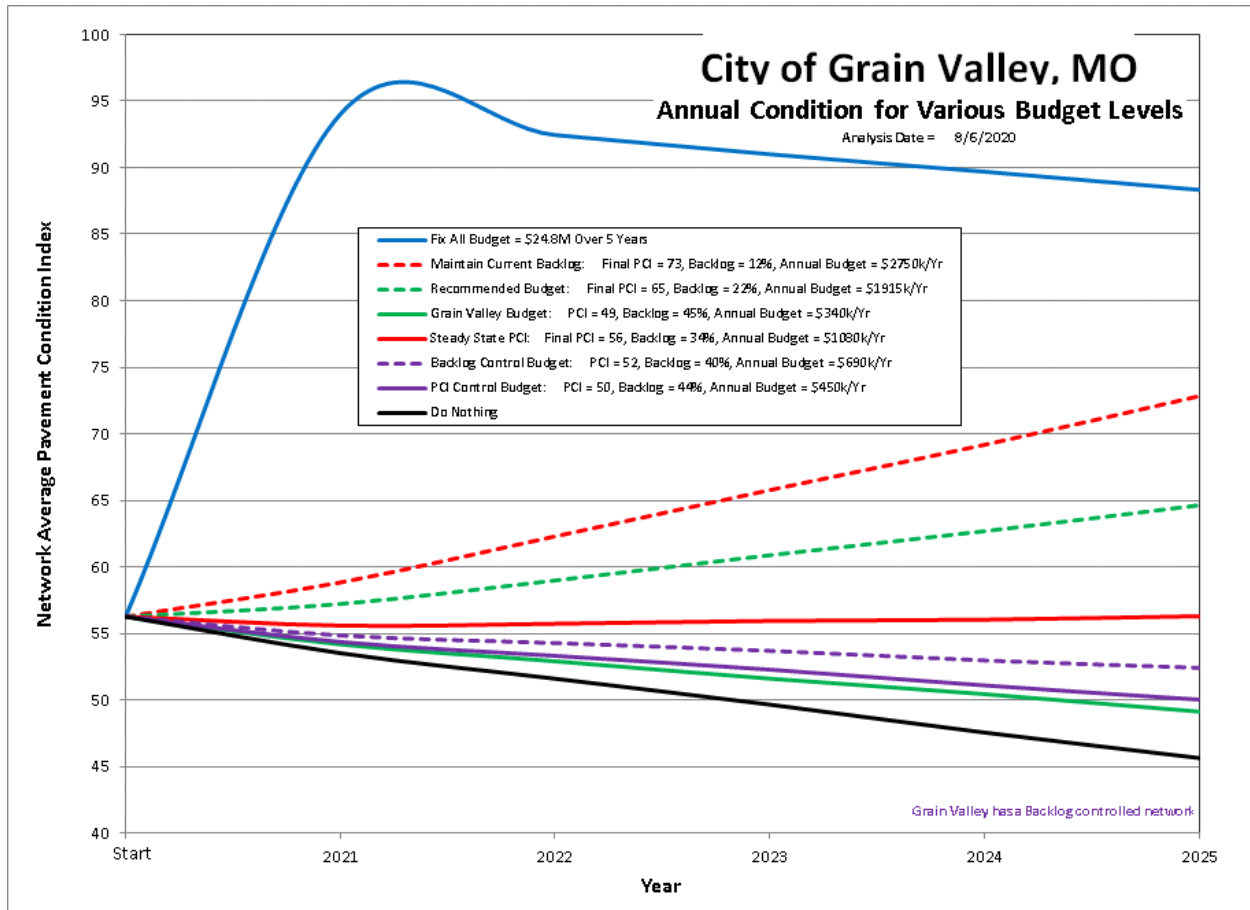


Figure 19 – 5 Year Post Rehab Network Backlog Results

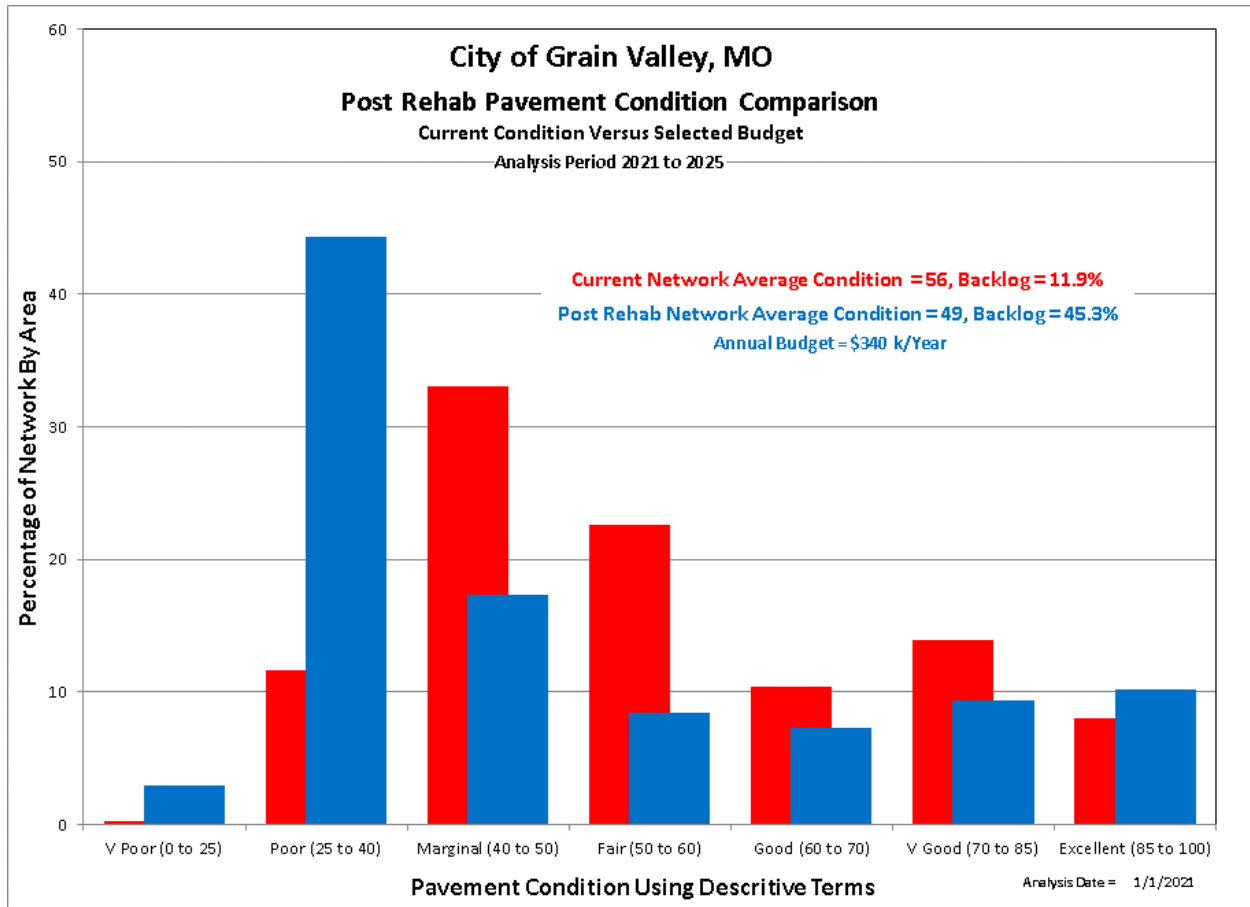
**Figure 20** presents the analysis results on an annual basis. This shows that if the budget falls below \$1.08M/year (Steady State Budget), over time the overall condition of the roads will deteriorate as backlog continues to grow.



**Figure 20– 5 Year Annual PCI**

## 5.4 POST REHABILITATION CONDITION

The following figure (**Figure 21**) compares the current network condition distribution (red) against what the 5-year post rehabilitation distribution would be at with a budget of \$340K/year (blue). As can be seen in the plot, the Grain Valley budget will reduce the overall network's PCI average and increase the amount of roads rated as poor.



**Figure 21 – Five-Year Post Rehabilitation Condition Distribution**

*Three metrics are used to evaluate the quality of a roadway network, they are:*

*Average Condition – should be between 60 and 65 at a minimum*

*Percentage of Backlog – target 12%, should be less than 15%, must be less than 20%*

*Percentage of Streets Rated as Excellent – should be greater than 15%*

Figures 22 and 23 present the current Grain Valley recommended budget network rehabilitation plan by year and activity. Electronic versions of these maps are appended to this report.

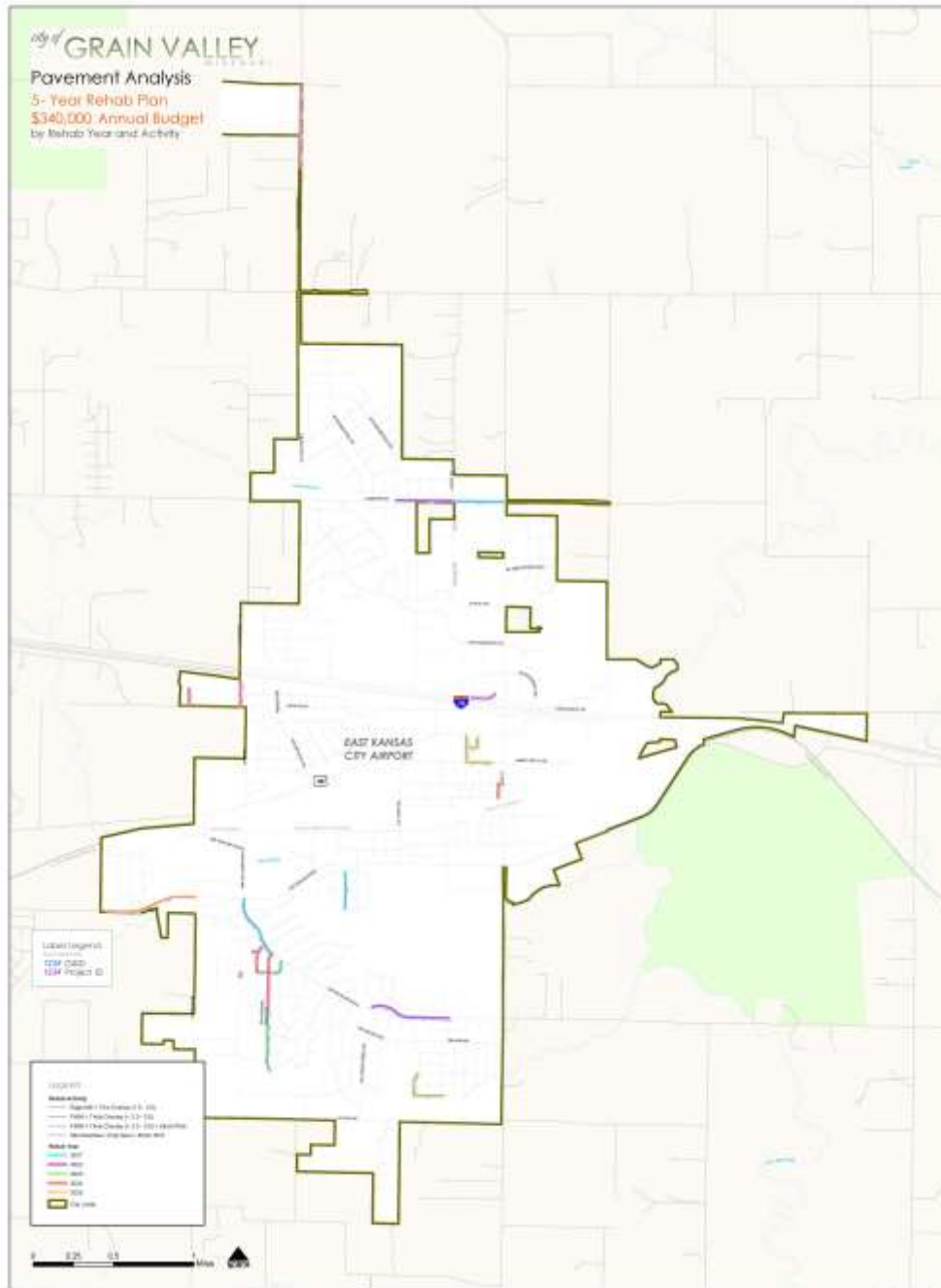
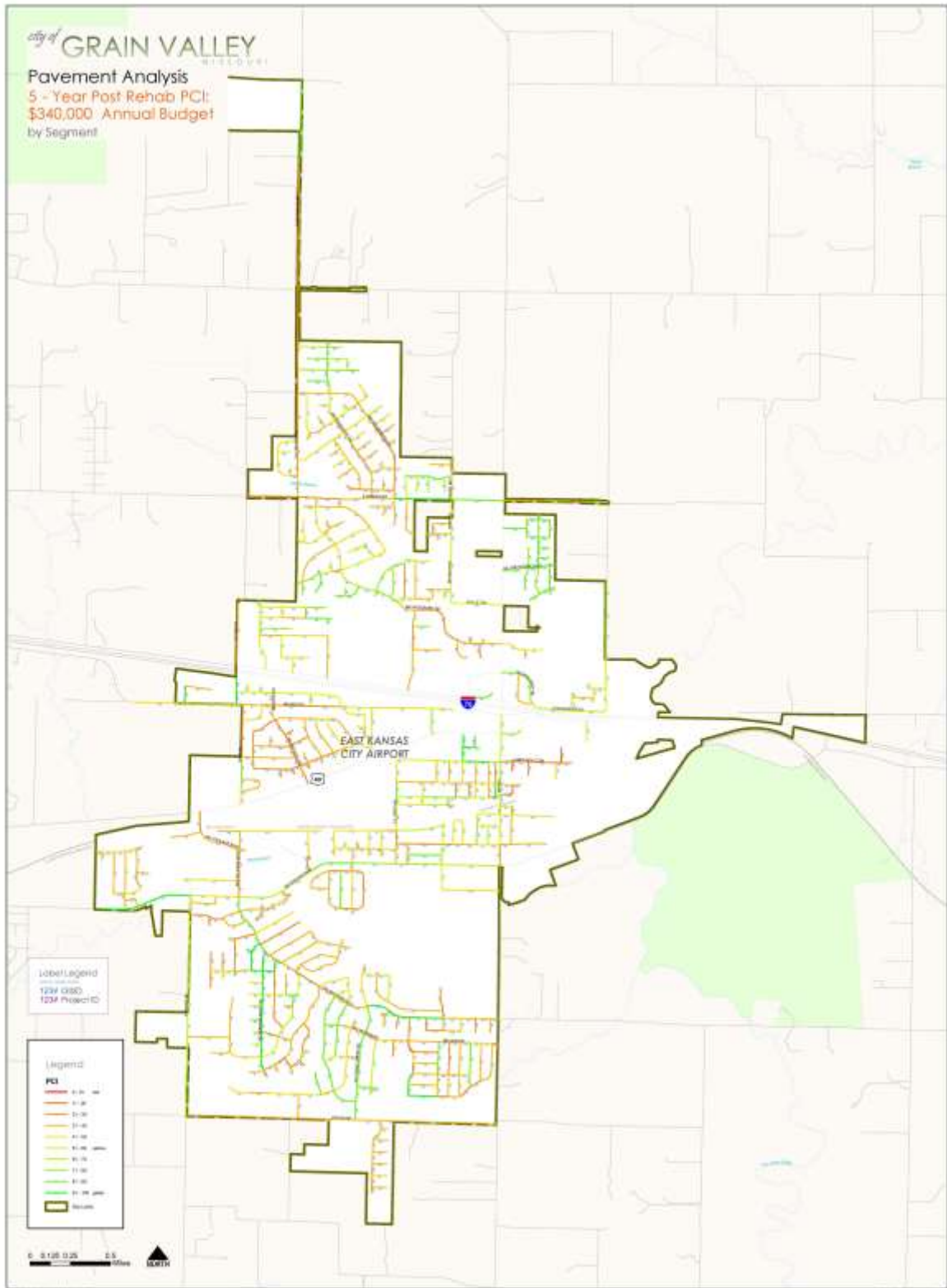


Figure 22 – \$340K/Year Rehabilitation Plan by Activity and Year



**Figure 23 – \$340K/Year Post Rehabilitation PCI by Segment**

## 5.6 TRUE COST OF UNDERFUNDING OF A ROADWAY NETWORK

Funding of roadway rehabilitation is an exercise in identifying the balance between available funding and the desired level of service that is right for each agency. There are no hard rules for what is the definitive level of funding as this is a decision for local elected officials, based on their priorities and practices.

However, the true costs of over and underfunding must be presented in order to provide decision makers with all the information available to base the decisions upon. Grain Valley has a considerable investment in their paved roadway network with a combined replacement value (just for the streets, not right of way) exceeding \$24M. Spreading this cost over a 50 to 75 year period (the expected ultimate life of a roadway) means that an annual investment on the order of \$1.08M per year would be required – not including the cost of maintenance, deterioration, repair curbing, drainage, tree roots, sidewalks or ADA ramps.

Government Accounting Standards Board Statement 34 requires that agencies who collect taxes (local, business, property or gas taxes) for the purpose of maintaining long term infrastructure assets (such as roads) be good stewards of those assets by either accounting for them financially on the City's balance sheet, or implement a methodology to manage and fund them to a locally defined level of service.

The condition of a roadway network may be equated to equity in a depreciating asset. Regular payments to that asset must be made in order to maintain the equity at a constant level. Should those payments fall short, the equity must eventually be replaced through a large influx of capital in order to make the investment whole again. Roadway networks are no different. Long term underfunding of rehabilitation and maintenance is the direct equivalent of removing equity from an asset – eventually it must be repaid through total reconstruction. The following table compares the real cost of the various budgets against the Do Nothing and Steady State options.

### City of Grain Valley, MO Equity Removal Summary

<b>Starting PCI:</b>	56					
<b>Five Year Post Rehab Fix All PCI:</b>	88					
<b>Fix All PCI Increase:</b>	32					
<b>Five Year Fix All Total Cost (\$):</b>	24,779,000					
<b>Cost Per PCI Point (Total Cost / PCI Increase, \$/pt)</b>	773,000					
<b>Equity Removal Based On PCI Restoration</b>		<b>For PCI Controlled Agencies</b>				
<b>Model:</b>	<b>Do Nothing</b>	<b>\$340k Annual</b>	<b>\$680k Annual</b>	<b>\$1020k Annual</b>	<b>Steady State</b>	
<b>Annual Budget (\$k/Year):</b>	0	340	680	1020	1080	
<b>Starting PCI</b>	56	56	56	56	56	
<b>Final PCI</b>	46	49	52	56	56	
<b>PCI Drop:</b>	11	7	4	1	0	
<b>Cost to Replace Equity (PCI Drop X \$/Pt, \$):</b>	8,212,000	5,748,000	3,028,000	419,000	0	
<b>5 Year Budget Expenditure (\$):</b>	0	1,700,000	3,400,000	5,100,000	5,400,000	
<b>Total 5 Year Cost (\$):</b>	8,212,000	7,448,000	6,428,000	5,519,000	5,400,000	
<b>Cost Over Steady State Budget (\$):</b>	2,812,000	2,048,000	1,028,000	119,000	0	
<b>Additional Annual Cost Over Steady State (\$/year):</b>	<b>562,400</b>	<b>409,600</b>	<b>205,600</b>	<b>23,800</b>	<b>0</b>	

## 5.7 NETWORK RECOMMENDATIONS AND COMMENTS

The following recommendations are presented to Grain Valley as an output from the pavement analysis, and must be read in conjunction with the attached reports.

1. Grain Valley should adopt a policy statement to maintain PCI at or above a 60 while keeping backlog below 15%.

**An annual budget of \$340K (dedicated to pavement rehabilitation) will achieve a network average PCI of 49 and backlog will be increased to 45%.**

**An annual budget of \$2.75M will achieve a network average PCI of 73 and maintain the network backlog at 12%.**

2. The full suite of proposed rehabilitation strategies and unit rates should be reviewed annually as these can have considerable effects on the final program.
3. No allowance has been made for network growth. As the City expands or increases the amount of paved roads, increased budgets will be required.
4. No allowance has been made for routine maintenance activities such as asphalt crack sealing, pothole filling, sweeping, striping or patching within the budget runs and analysis. These costs are assumed to be outside the pavement management costs.
5. The City should resurvey their streets every few years to update the condition data and rehabilitation program.



**Appendix A**

**Street Inventory and Condition Summary**

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City of Grain Valley, MO  
Street Inventory and Condition Summary - Sorted by Street Name



GISID	Street Number	Block Number	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary							
											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)
1853	1410	10	3RD ST	MAIN ST	CYPRESS ST	LOCAL	24	299	40	837	75	54	60	68	Mod	Good	19	5
1611	1030	10	AARON LN	W BROADWAY ST	WILLOW DR	LOCAL	25	463	64	1,350	57	69	60	61	Mod	Good	28	15
1119	4660	10	ABAR DR	SW FOXTAIL DR	NORTH END	LOCAL	30	588	98	2,058	40	42	80	41	Strng	Marginal	34	26 94
1623	4670	10	ADDIE LN	S MINTER RD	SW GRAYSTONE DR	LOCAL	26	1,078	156	3,270	47	51	60	48	Mod	Marginal	34	16
1824	2570	10	ALBATROSS CR	SOUTH END	NW LONG DR	LOCAL	26	160	23	485	51	28	80	44	Strng	Marginal	28	19
1814	2580	10	ALBATROSS DR	NW LONG DR	NW BAYTREE DR	LOCAL	26	625	90	1,896	44	54	60	47	Mod	Marginal	35	21
1797	2580	20	ALBATROSS DR	NW BAYTREE DR	NW SCENIC DR	LOCAL	26	474	68	1,438	43	51	60	46	Mod	Marginal	33	20
1231	1050	10	ALY E OF GREGG ST	W FRONT ST	W WALNUT ST	ALLEY	17	363	34	720	79	60	60	73	Mod	V Good	11	10
1249	1060	10	ALY E OF GREGG ST	W WALNUT ST	YENNIE AVE	ALLEY	15	532	44	931	45	11	80	34	Strng	Poor	22	21
1462	1090	10	ALY W OF CAPELLE ST	W FRONT ST	ALY N OF W FRONT ST	ALLEY	12	195	13	273	40	33	80	38	Strng	Poor	31	16
1581	1090	20	ALY W OF CAPELLE ST	ALY N OF W FRONT ST	W WALNUT ST	ALLEY	12	174	12	244	39	25	80	35	Strng	Poor	20	22
1625	1110	10	AMANDA CT	SOUTH END	W BROADWAY ST	LOCAL	26	183	26	555	49	50	60	49	Mod	Marginal	33	18
1302	2240	10	AMANDA JEAN WAY	SOUTH END	NE HANNAH CT	LOCAL	28	139	22	454	91	72	60	85	Mod	V Good	0	1
1311	2240	20	AMANDA JEAN WAY	NE HANNAH CT	NE GREYSTONE BLVD	LOCAL	28	619	96	2,022	99	90	60	96	Mod	Excellent	1	0
1478	1120	10	AMANDA LN	W BROADWAY ST	WILLOW DR	LOCAL	27	470	71	1,481	55	53	60	54	Mod	Fair	28	17
1553	4680	10	AMBUSH CT	SW GINGER HILL DR	EAST END	LOCAL	25	172	24	502	56	31	60	47	Mod	Marginal	33	11
1671	2250	10	ANDEON ST	NE HOOT OWL ST	NE JENSEN ST	LOCAL	25	445	62	1,298	95	84	60	91	Mod	Excellent	0	5
1590	4690	10	APPLE GROVE CT	SW CROSS CREEK DR	EAST END	LOCAL	26	368	53	1,116	54	37	80	49	Strng	Marginal	23	17
1630	1130	10	ARMSTRONG DR	SOUTH END	JAMES ROLLO DR	LOCAL	26	335	48	1,016	43	37	80	41	Strng	Marginal	31	14
1329	2590	10	ASBURY CT	SOUTH END	NW CEDAR LN	LOCAL	25	241	33	703	52	36	60	47	Mod	Marginal	33	14
1234	2600	10	ASHLEY DR	BARR RD	NW ASHLEY LN	LOCAL	25	535	74	1,560	40	49	60	43	Mod	Marginal	39	21
1233	2610	10	ASHLEY LN	BARR RD	NW ASHLEY DR	LOCAL	25	541	75	1,578	41	49	60	44	Mod	Marginal	36	21
1665	2620	10	ASPEN CIR	NW ASPEN CT	NORTH END	LOCAL	27	185	28	583	86	68	60	80	Mod	V Good	6	8
1397	2630	10	ASPEN CT	WEST END	NW ASPEN CIR	LOCAL	25	247	34	720	95	96	60	95	Mod	Excellent	0	5
1307	2630	20	ASPEN CT	NW ASPEN CIR	NW WOODBURY DR	LOCAL	25	483	67	1,409	93	80	60	89	Mod	Excellent	0	7
1883	4700	10	AUGUST LN	SW CROSS CREEK DR	SW TISHA LANE	LOCAL	25	360	50	1,050	61	43	60	55	Mod	Fair	20	12
1595	4700	20	AUGUST LN	SW TISHA LANE	SW CRESTVIEW DR	LOCAL	25	161	22	470	80	61	60	74	Mod	V Good	17	2
1843	2640	10	AZALEA CR	SOUTH END	NW LONG DR	LOCAL	25	184	26	537	39	35	80	38	Strng	Poor	37	23
1682	2650	10	BAILEY DR	NW NICHOLAS DR	NW TAYLER CT	LOCAL	25	298	41	869	92	77	60	87	Mod	Excellent	3	5
1681	2650	20	BAILEY DR	NW TAYLER CT	NW MADI CT	LOCAL	25	287	40	837	90	95	60	91	Mod	Excellent	3	8
1740	2650	30	BAILEY DR	NW MADI CT	NW MAYA CT	LOCAL	25	398	55	1,161	94	82	60	90	Mod	Excellent	0	6
1741	2650	40	BAILEY DR	NW MAYA CT	S RUST RD	LOCAL	25	215	30	627	91	73	60	85	Mod	V Good	5	4
1847	1150	10	BARR RD	US 40 HWY	NW ASHLEY LN	COLLECTOR	24	314	42	879	64	44	80	58	Strng	Fair	11	16
1844	1150	20	BARR RD	NW ASHLEY LN	NW ASHLEY DR	COLLECTOR	24	316	42	885	88	69	60	82	Mod	V Good	5	6
1821	1150	30	BARR RD	NW ASHLEY DR	NW SAWGRASS DR	COLLECTOR	24	565	75	1,582	87	68	60	81	Mod	V Good	4	8
1820	1150	40	BARR RD	NW SAWGRASS DR	VALLEY WOODS CT	COLLECTOR	28	946	147	3,090	30	65	80	42	Strng	Marginal	27	36
1641	1150	50	BARR RD	VALLEY WOODS CT	RD MIZE RD	COLLECTOR	28	382	59	1,248	27	58	80	37	Strng	Poor	34	28
1698	2670	10	BASSWOOD CT	WEST END	NW ROSEWOOD DR	LOCAL	26	292	42	886	67	50	60	62	Mod	Good	22	11
1806	2680	10	BAYTREE CR	NW BAYTREE DR	NORTH END	LOCAL	28	253	39	826	55	39	60	50	Mod	Marginal	29	15
1420	2690	10	BAYTREE DR	NW SCENIC DR	NW BAYTREE CR	LOCAL	26	422	61	1,280	49	51	60	50	Mod	Fair	33	16
1264	2690	20	BAYTREE DR	NW BAYTREE CR	NW MEADOW RD	LOCAL	26	520	75	1,577	41	44	60	42	Mod	Marginal	36	17
1267	2700	10	BAYTREE DR	NW MEADOW RD	NW ALBATROSS DR	LOCAL	26	510	74	1,547	40	43	60	41	Mod	Marginal	40	20

City of Grain Valley, MO  
Street Inventory and Condition Summary - Sorted by Street Name



GISID	Street Number	Block Number	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary								
											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)
1361	2710	10	BIRCH CT	NW ROSEWOOD DR	NE END	LOCAL	28	444	69	1,450	55	46	60	52	Mod	Fair	32	12	
1191	1170	10	BLUE BRANCH CIR	SW END	DS@199N SW END	LOCAL	25	199	28	580	34	48	60	39	Mod	Poor	44	23	
1194	1170	20	BLUE BRANCH CIR	DS@199N SW END	BLUE BRANCH DR	LOCAL	25	124	17	362	59	39	60	53	Mod	Fair	28	13	
1497	1170	30	BLUE BRANCH CIR	BLUE BRANCH DR	NORTH END	LOCAL	25	114	16	333	51	38	60	47	Mod	Marginal	34	15	
1596	1180	10	BLUE BRANCH CIR	BLUE BRANCH CR	SE END	LOCAL	30	94	16	329	50	34	60	45	Mod	Marginal	34	16	
1188	1160	10	BLUE BRANCH CT	SOUTH END	BLUE BRANCH DR	LOCAL	24	222	30	622	42	35	80	40	Strng	Poor	35	16	
1192	1190	10	BLUE BRANCH DR	S MINTER RD	BLUE BRANCH CT	LOCAL	26	536	77	1,626	43	35	60	40	Mod	Marginal	40	14	
1189	1190	20	BLUE BRANCH DR	BLUE BRANCH CT	STONEBROOK DR	LOCAL	26	348	50	1,056	36	42	80	38	Strng	Poor	30	16	
1193	1190	30	BLUE BRANCH DR	STONEBROOK DR	SW SNI-A-BAR BLVD	LOCAL	26	459	66	1,392	40	46	80	42	Strng	Marginal	32	19	
1195	1200	10	BLUE BRANCH DR	SW SNI-A-BAR BLVD	BLUE BRANCH CR	LOCAL	26	559	81	1,696	43	50	60	45	Mod	Marginal	31	14	
1196	1200	20	BLUE BRANCH DR	BLUE BRANCH CR	DS@316E BLUE BRANCH CR	LOCAL	26	316	46	959	29	45	60	34	Mod	Poor	49	20	
1496	1200	30	BLUE BRANCH DR	DS@316E BLUE BRANCH CR	DS@613E BLUE BRANCH CR	LOCAL	26	297	43	901	57	52	60	55	Mod	Fair	25	18	
1203	1200	40	BLUE BRANCH DR	DS@613E BLUE BRANCH CR	DS@785N BLUE BRANCH CR	LOCAL	26	172	25	522	42	50	60	45	Mod	Marginal	42	16	
1209	1200	50	BLUE BRANCH DR	DS@785N BLUE BRANCH CR	SW EAGLES PKWY	LOCAL	34	149	28	591	58	24	60	47	Mod	Marginal	29	12	
1597	1210	10	BLUE BRANCH DR	BLUE BRANCH DR	SE END	LOCAL	35	81	16	331	47	41	60	45	Mod	Marginal	30	22	
1598	1210	20	BLUE BRANCH DR	BLUE BRANCH DR	NW END	LOCAL	80	48	21	448	38	24	80	34	Strng	Poor	32	20	
1599	1220	10	BLUE BRANCH DR	SE END	BLUE BRANCH DR	LOCAL	34	98	19	389	64	36	60	55	Mod	Fair	23	13	
1880	1230	10	BLUE BRANCH DR	BLUE BRANCH DR	EAST END	LOCAL	27	117	18	369	41	30	80	38	Strng	Poor	28	15	
1367	2720	10	BOXELDER CT	SW END	NW ELMWOOD DR	LOCAL	26	492	71	1,492	53	37	80	48	Strng	Marginal	26	10	
1678	2730	10	BRADFORD CT	NW DOGWOOD DR	NORTH END	LOCAL	27	245	37	772	54	38	60	49	Mod	Marginal	31	15	
1271	2260	10	BREEZEWAY DR	SOUTH END	NE WOODBURY DR	LOCAL	25	215	30	627	52	34	60	46	Mod	Marginal	32	15	
1356	2740	10	BRENTWOOD DR	WEST END	NW ROSEWOOD DR	LOCAL	26	530	77	1,608	95	84	60	91	Mod	Excellent	0	5	
1865	1450	10	BROADWAY ST	MAIN ST	CYPRESS ST	LOCAL	25	283	39	825	46	38	80	44	Strng	Marginal	29	14	
1866	1450	20	BROADWAY ST	CYPRESS ST	EAST END	LOCAL	26	900	130	2,730	50	42	60	48	Mod	Marginal	0	0	
1600	2750	10	BROADWAY ST	NW MICHAEL DR	NW JACKIE AVE	LOCAL	26	286	41	868	53	49	60	52	Mod	Fair	32	15	
1878	2750	20	BROADWAY ST	NW JACKIE AVE	NW LINDSEY LN	LOCAL	26	473	68	1,435	62	54	60	59	Mod	Fair	25	13	
1489	2760	10	BROADWAY ST	WEST END	S MINTER RD	LOCAL	26	175	25	531	74	53	60	67	Mod	Good	17	9	
1490	2760	20	BROADWAY ST	S MINTER RD	NW SNI-A-BAR PKWY	LOCAL	26	1,240	179	3,761	62	53	60	59	Mod	Fair	21	13	
1440	5800	10	BROADWAY ST	NW PARKER DR	KIMBERLY CT	LOCAL	25	295	41	860	66	59	60	64	Mod	Good	23	11	
1441	5800	20	BROADWAY ST	KIMBERLY CT	SW CROSS CREEK DR	LOCAL	25	175	24	510	61	47	60	56	Mod	Fair	25	14	
1442	5800	30	BROADWAY ST	SW CROSS CREEK DR	BROADWAY TER	LOCAL	25	110	15	321	53	57	60	54	Mod	Fair	30	17	
1444	5800	40	BROADWAY ST	BROADWAY TER	AARON LN	LOCAL	25	303	42	884	49	59	60	52	Mod	Fair	33	19	
1445	5800	50	BROADWAY ST	AARON LN	AMANDA LN	LOCAL	25	312	43	910	47	59	60	51	Mod	Fair	32	21	
1446	5800	60	BROADWAY ST	AMANDA LN	E.E. KIRBY RD	LOCAL	25	377	52	1,100	51	59	60	54	Mod	Fair	31	18	
1479	5820	10	BROADWAY ST	E.E. KIRBY RD	OAK ST	LOCAL	26	292	42	886	29	61	60	40	Mod	Marginal	40	30	
1217	5820	20	BROADWAY ST	OAK ST	GARDEN ST	LOCAL	26	882	127	2,675	34	53	80	40	Strng	Marginal	32	27	
1480	5820	30	BROADWAY ST	GARDEN ST	VALLEY DR	LOCAL	26	272	39	825	35	41	80	37	Strng	Poor	33	25	
1481	5820	40	BROADWAY ST	VALLEY DR	CONCORD CIR	LOCAL	26	252	36	764	41	64	80	49	Strng	Marginal	23	35	
1482	5820	50	BROADWAY ST	CONCORD CIR	YOUNG ST	LOCAL	24	355	47	994	46	68	60	53	Mod	Fair	28	26	
1437	5820	60	BROADWAY ST	YOUNG ST	GREGG ST	LOCAL	22	283	35	726	66	66	60	66	Mod	Good	21	13	
1833	5820	70	BROADWAY ST	GREGG ST	MAIN ST	LOCAL	22	307	38	788	69	46	60	61	Mod	Good	17	6	
1608	1240	10	BROADWAY TER	W BROADWAY ST	NORTH END	LOCAL	27	160	24	504	50	47	60	49	Mod	Marginal	35	15	
1450	4710	10	BROME DR	SW CLOVER DR	SW NELSON DR	LOCAL	25	786	109	2,293	59	50	60	56	Mod	Fair	22	19	94

City of Grain Valley, MO  
Street Inventory and Condition Summary - Sorted by Street Name



GISID	Street Number	Block Number	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary								
											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)
1161	4720	10	BROME DR	SW NELSON DR	SW SNI-A-BAR BLVD	LOCAL	25	595	83	1,735	51	40	80	47	Strng	Marginal	27	17	94
1245	4730	10	BROME DR	SW SNI-A-BAR BLVD	SW SHORTHORN DR	LOCAL	25	365	51	1,065	75	54	60	68	Mod	Good	16	8	
1166	4730	20	BROME DR	SW SHORTHORN DR	SW LAKEVIEW DR	LOCAL	25	318	44	928	69	55	60	64	Mod	Good	19	12	
1395	2770	10	BURR OAK LN	SOUTH END	NW PECAN DR	LOCAL	27	345	52	1,087	87	68	60	80	Mod	V Good	10	2	
1754	2770	20	BURR OAK LN	NW PECAN DR	NW WOODBURY DR	LOCAL	27	1,337	201	4,212	53	53	60	53	Mod	Fair	32	11	
1322	2780	10	BURR OAK LN	NW WOODBURY DR	NW CEDAR LN	LOCAL	27	988	148	3,112	59	51	60	56	Mod	Fair	27	9	
1473	1250	10	CANNON ST	YOUNG ST	GREGG ST	LOCAL	22	281	34	721	71	60	60	67	Mod	Good	23	6	
1436	1250	20	CANNON ST	GREGG ST	MAIN ST	LOCAL	22	304	37	780	67	40	60	58	Mod	Fair	18	12	
1851	1260	10	CAPELLE ST	W FRONT ST	W WALNUT ST	LOCAL	24	370	49	1,036	66	52	60	61	Mod	Good	26	7	
1632	1260	20	CAPELLE ST	W WALNUT ST	YENNIE AVE	LOCAL	24	538	72	1,506	46	43	60	45	Mod	Marginal	31	22	
1639	2230	10	CAPELLE ST	MINTER AVE	NORTH END	LOCAL	20	274	30	639	90	71	60	84	Mod	V Good	6	4	
1808	2790	10	CASEY BLVD	NW JEFFERSON ST	NW OLYMPIC DR	LOCAL	35	390	76	1,593	72	50	60	65	Mod	Good	0	0	
1343	2800	10	CATALPA CT	SW END	NW SYCAMORE LN	LOCAL	27	203	30	639	46	46	60	46	Mod	Marginal	32	22	
1332	2810	10	CEDAR CT	WEST END	NW WOODBURY DR	LOCAL	25	293	41	855	52	44	60	49	Mod	Marginal	32	12	
1331	2820	10	CEDAR LN	NW WOODBURY DR	NW WOODBURY LN	LOCAL	25	618	86	1,803	43	49	60	45	Mod	Marginal	33	19	
1327	2820	20	CEDAR LN	NW WOODBURY LN	NW BURR OAK LN	LOCAL	25	957	133	2,791	49	59	60	52	Mod	Fair	32	19	
1072	2820	30	CEDAR LN	NW BURR OAK LN	NW PECAN DR	LOCAL	25	727	101	2,120	57	57	60	57	Mod	Fair	30	13	
1382	2830	10	CEDAR LN	NW ASBURY CT	NW HEDGEWOOD DR	LOCAL	25	264	37	770	46	53	60	48	Mod	Marginal	37	17	
1330	2830	20	CEDAR LN	WEST END	NW ASBURY CT	LOCAL	25	361	50	1,053	56	46	60	53	Mod	Fair	29	15	
1513	1270	10	CENTURION CT	SW STOCKMAN DR	NORTH END	LOCAL	27	524	79	1,651	48	44	60	47	Mod	Marginal	36	11	
1615	1280	10	CHARLOTTE ST	ELIZABETH ST	W FRONT ST	LOCAL	20	200	22	467	72	50	60	65	Mod	Good	19	9	
1618	1280	20	CHARLOTTE ST	W FRONT ST	W WALNUT ST	LOCAL	20	370	41	863	78	58	60	71	Mod	V Good	18	5	
1634	1290	10	CHARLOTTE ST	W WALNUT ST	YENNIE AVE	LOCAL	18	560	56	1,176	53	50	60	52	Mod	Fair	26	17	
1345	2840	10	CHERRY CT	NW END	NW SYCAMORE DR	LOCAL	27	234	35	737	80	61	60	74	Mod	V Good	15	4	
1182	1300	10	CHRISTIE LN	SW SNI-A-BAR BLVD	LOIS LN	LOCAL	26	1,211	175	3,673	38	53	80	43	Strng	Marginal	31	26	
1793	2270	10	CLEAR CREEK RD	SOUTH END	NE COLDWATER CREEK RD	LOCAL	25	114	16	333	62	40	60	55	Mod	Fair	28	10	
1644	2270	20	CLEAR CREEK RD	NE COLDWATER CREEK RD	NE WOLF CREEK RD	LOCAL	25	230	32	671	58	62	60	59	Mod	Fair	20	22	
1593	4740	10	CLOVER CT	SE END	SW GINGER HILL DR	LOCAL	24	170	23	476	46	32	60	42	Mod	Marginal	36	18	
1132	4750	10	CLOVER DR	SW SHORTHORN DR	SW BROME DR	LOCAL	26	318	46	965	57	57	60	57	Mod	Fair	27	16	
1133	4750	20	CLOVER DR	SW BROME DR	SW FOXTAIL DR	LOCAL	26	290	42	880	65	64	60	65	Mod	Good	21	14	
1555	4750	30	CLOVER DR	SW FOXTAIL DR	SW CROSS CREEK DR	LOCAL	26	330	48	1,001	50	38	80	46	Strng	Marginal	24	17	
1792	2280	10	COLDWATER CREEK RD	NE DEER CREEK RD	NE CLEAR CREEK RD	LOCAL	27	539	81	1,698	46	54	60	49	Mod	Marginal	32	19	
1832	1310	10	CONCORD CIR	W BROADWAY ST	VALLEY DR	LOCAL	23	670	86	1,798	69	48	60	62	Mod	Good	19	12	
1747	2850	10	COTTONWOOD CIR	NW COTTONWOOD DR	NORTH END	LOCAL	26	602	87	1,826	67	45	60	60	Mod	Fair	28	5	
1323	2860	10	COTTONWOOD CT	NW WOODBURY DR	NW PIN OAK CT	LOCAL	26	218	31	661	46	40	60	44	Mod	Marginal	38	15	
1325	2860	20	COTTONWOOD CT	NW PIN OAK CT	NE END	LOCAL	25	377	52	1,100	47	56	60	50	Mod	Marginal	35	17	
1751	2870	10	COTTONWOOD DR	WEST END	NW COTTONWOOD CIR	LOCAL	25	187	26	545	80	61	60	73	Mod	V Good	12	8	
1319	2870	20	COTTONWOOD DR	NW COTTONWOOD CIR	NW WOODBURY DR	LOCAL	25	592	82	1,727	73	51	60	66	Mod	Good	22	6	
1563	4760	10	COUNTRY HILL DR	SW CREEK RIDGE DR	SW GATEWAY DR	LOCAL	26	553	80	1,677	44	48	60	46	Mod	Marginal	35	20	
1546	4760	20	COUNTRY HILL DR	SW GATEWAY DR	NELSON DR	LOCAL	26	822	119	2,493	40	45	80	41	Strng	Marginal	31	20	
1571	4770	10	CREEK RIDGE DR	SW MEADOWOOD DR	SW RIDGEVIEW DR	LOCAL	26	743	107	2,254	32	26	60	30	Mod	Poor	52	17	
1572	4770	20	CREEK RIDGE DR	SW RIDGEVIEW DR	SW COUNTRY HILL DR	LOCAL	26	273	39	828	34	47	80	38	Strng	Poor	32	20	
1109	4770	30	CREEK RIDGE DR	SW COUNTRY HILL DR	SW LEE ANN DR	LOCAL	26	331	48	1,004	56	18	80	43	Strng	Marginal	20	14	

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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)
1112	4770	40	CREEK RIDGE DR	SW LEE ANN DR	HARVEST DR	LOCAL	30	362	60	1,267	48	0	60	32	Mod	Poor	51	1
1115	4770	50	CREEK RIDGE DR	HARVEST DR	SW WOODLAND DR	LOCAL	26	281	41	852	44	30	60	39	Mod	Poor	36	17
1875	2880	10	CREEKLAND DR	NW LINDSEY LN	EAST END	LOCAL	26	302	44	916	48	45	60	47	Mod	Marginal	34	18
1523	4780	10	CRESTVIEW CT	NW END	SW CRESTVIEW TER	LOCAL	26	123	18	373	36	39	60	37	Mod	Poor	42	22
1167	4790	10	CRESTVIEW DR	SW TISHA LANE	SW AUGUST LN	LOCAL	26	817	118	2,478	83	64	60	77	Mod	V Good	12	3
1144	4800	10	CRESTVIEW DR	SW RIDGEVIEW DR	SW LOGAN DR	LOCAL	26	438	63	1,329	42	43	60	42	Mod	Marginal	34	25
1543	4800	20	CRESTVIEW DR	SW LOGAN DR	SW LEE ANN CR	LOCAL	26	452	65	1,371	45	44	60	45	Mod	Marginal	32	21
1155	4810	10	CRESTVIEW TER	SOUTH END	SW CRESTVIEW CT	LOCAL	26	304	44	922	44	44	80	44	Strng	Marginal	26	17
1158	4810	20	CRESTVIEW TER	SW CRESTVIEW CT	SW SNI-A-BAR BLVD	LOCAL	26	152	22	461	45	45	60	45	Mod	Marginal	33	22
1586	2890	10	CRESTWOOD DR	DILLINGHAM RD	NW ROSEWOOD DR	LOCAL	26	756	109	2,293	83	64	60	76	Mod	V Good	10	7
1588	2890	20	CRESTWOOD DR	NW ROSEWOOD DR	EAST END	LOCAL	26	355	51	1,077	85	67	60	73	Mod	V Good	4	11
1578	4830	10	CROSS CREEK DR	SOUTH END	SW MILL CREEK CT	COLLECTOR	26	135	20	410	50	28	80	49	Strng	Marginal	31	17
1576	4830	20	CROSS CREEK DR	SW MILL CREEK CT	SW HILL TOP COURT	COLLECTOR	26	302	44	916	42	37	60	41	Mod	Marginal	45	11
1103	4830	30	CROSS CREEK DR	SW HILL TOP COURT	SW APPLE GROVE CT	COLLECTOR	26	297	43	901	39	40	60	39	Mod	Poor	39	18
1104	4830	40	CROSS CREEK DR	SW APPLE GROVE CT	SW MEADOW GLEN	COLLECTOR	26	302	44	916	47	42	80	45	Strng	Marginal	27	24
1105	4830	50	CROSS CREEK DR	SW MEADOW GLEN	SW ORCHARD CT	COLLECTOR	26	348	50	1,056	37	60	60	45	Mod	Marginal	34	28
1106	4830	60	CROSS CREEK DR	SW ORCHARD CT	SW MISTY GLEN CT	COLLECTOR	26	320	46	971	44	57	60	48	Mod	Marginal	30	25
1575	4830	70	CROSS CREEK DR	SW MISTY GLEN CT	W RYAN RD	COLLECTOR	26	197	28	598	45	42	80	44	Strng	Marginal	26	19
1108	4840	10	CROSS CREEK DR	W RYAN RD	SW SHORTHORN DR	COLLECTOR	33	468	86	1,802	29	39	80	33	Strng	Poor	31	19 94
1113	4840	20	CROSS CREEK DR	SW SHORTHORN DR	SW ROCKHILL DR	COLLECTOR	34	377	71	1,495	38	52	60	43	Mod	Marginal	38	19 94
1126	4840	30	CROSS CREEK DR	SW ROCKHILL DR	SW CLOVER DR	COLLECTOR	34	735	139	2,916	50	59	60	53	Mod	Fair	29	21 94
1238	4840	40	CROSS CREEK DR	SW CLOVER DR	SW NELSON DR	COLLECTOR	34	625	118	2,479	43	40	80	42	Strng	Marginal	30	20 94
1152	4850	10	CROSS CREEK DR	SW NELSON DR	SW SNI-A-BAR BLVD	COLLECTOR	34	722	136	2,864	34	48	60	39	Mod	Poor	37	28 94
1164	4860	10	CROSS CREEK DR	SW SNI-A-BAR BLVD	SW AUGUST LN	LOCAL	34	882	167	3,499	62	55	60	60	Mod	Fair	27	10
1509	4860	20	CROSS CREEK DR	SW AUGUST LN	NORTH END	LOCAL	34	193	36	766	54	50	60	53	Mod	Fair	29	17
1499	4870	10	CROSS CREEK DR	SOUTH END	STONE BROOK DR	LOCAL	30	140	23	490	47	52	60	48	Mod	Marginal	45	9
1206	4870	20	CROSS CREEK DR	STONE BROOK DR	STONE BROOK LN	LOCAL	30	949	158	3,322	60	52	80	58	Strng	Fair	16	11
1215	4870	30	CROSS CREEK DR	STONE BROOK LN	SW EAGLES PKWY	LOCAL	38	209	44	927	52	33	80	46	Strng	Marginal	29	12
1443	4880	10	CROSS CREEK DR	SW EAGLES PKWY	W BROADWAY ST	LOCAL	39	368	80	1,674	52	50	60	51	Mod	Fair	33	14
1492	1320	10	CROSS CREEK LN	STONE BROOK DR	STONE BROOK LN	LOCAL	25	945	131	2,756	45	45	60	45	Mod	Marginal	39	15
1389	2290	10	CRUMLEY ST	NE HOOT OWL ST	NE HOOT OWL LN	LOCAL	25	219	30	639	97	88	60	94	Mod	Excellent	0	3
1384	2290	20	CRUMLEY ST	NE HOOT OWL LN	NE JENSEN ST	LOCAL	25	229	32	668	92	76	60	86	Mod	Excellent	3	6
1857	1330	10	CYPRESS ST	E BROADWAY ST	E HARRIS ST	LOCAL	25	743	103	2,167	46	53	80	49	Strng	Marginal	25	18
1854	1330	20	CYPRESS ST	E HARRIS ST	E 3RD ST	LOCAL	24	222	30	622	36	28	60	34	Mod	Poor	45	9
1229	1340	10	CYPRESS ST	MAIN ST	E WALNUT ST	LOCAL	25	528	73	1,540	14	26	80	18	Strng	V Poor	49	20
1521	4890	10	DAKOTA STAR CT	WEST END	SW MONTANA RIDGE DR	LOCAL	26	290	42	880	81	62	60	74	Mod	V Good	17	2
1503	1350	10	DEAN DR	WEST END	SW JOSEPH LN	LOCAL	27	170	26	536	42	40	80	42	Strng	Marginal	23	19
1186	1350	20	DEAN DR	SW JOSEPH LN	SW SNI-A-BAR BLVD	LOCAL	25	527	73	1,537	28	40	80	32	Strng	Poor	29	25
1190	1360	10	DEAN DR	SW SNI-A-BAR BLVD	NE END	LOCAL	27	1,118	168	3,522	54	59	60	55	Mod	Fair	24	18
1827	2300	10	DEER CREEK RD	E MCQUERRY RD	NE COLDWATER CREEK RD	LOCAL	33	362	66	1,394	70	57	60	66	Mod	Good	20	10
1642	2300	20	DEER CREEK RD	NE COLDWATER CREEK RD	NORTH END	LOCAL	25	117	16	341	87	68	60	81	Mod	V Good	6	7
1340	1380	10	DILLINGHAM RD	E DUNCAN RD	NW POND AVE	COLLECTOR	25	543	75	1,584	48	55	60	51	Mod	Fair	30	19
1365	1380	20	DILLINGHAM RD	NW POND AVE	NW PERSIMMON DR	COLLECTOR	33	386	71	1,486	35	53	60	41	Mod	Marginal	49	17

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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	
1341	1380	30	DILLINGHAM RD	NW PERSIMMON DR	NW POND AVE	COLLECTOR	28	471	73	1,539	39	71	60	50	Mod	Marginal	41	20		
1358	1380	40	DILLINGHAM RD	NW POND AVE	NW HEDGEWOOD DR	COLLECTOR	26	1,240	179	3,761	43	70	60	52	Mod	Fair	28	25		
1355	1380	60	DILLINGHAM RD	E TYER RD	NW LINDENWOOD DR	COLLECTOR	26	587	85	1,781	23	62	80	36	Strng	Poor	34	21		
1349	1380	70	DILLINGHAM RD	NW LINDENWOOD DR	NW CRESTWOOD DR	COLLECTOR	26	581	84	1,762	28	68	80	41	Strng	Marginal	27	26		
1579	1380	80	DILLINGHAM RD	NW CRESTWOOD DR	S DILLINGHAM RD	COLLECTOR	25	149	21	435	23	71	80	39	Strng	Poor	34	19		
1713	4360	10	DILLINGHAM RD	DILLINGHAM RD	E PINK HILL RD	COLLECTOR	22	1,299	159	3,334	31	66	80	42	Strng	Marginal	30	23		
1020	4370	10	DILLINGHAM RD	E PINK HILL RD	DS@528N E PINK HILL RD	COLLECTOR	22	528	65	1,355	37	64	60	46	Mod	Marginal	45	15		
1019	4370	20	DILLINGHAM RD	DS@528N E PINK HILL RD	DS@1056N E PINK HILL RD	COLLECTOR	22	528	65	1,355	31	88	60	50	Mod	Fair	43	26		
1018	4370	30	DILLINGHAM RD	DS@1056N E PINK HILL RD	DS@1584N E PINK HILL RD	COLLECTOR	22	528	65	1,355	29	81	60	46	Mod	Marginal	35	25		
1017	4370	40	DILLINGHAM RD	DS@1584N E PINK HILL RD	DS@2112N E PINK HILL RD	COLLECTOR	22	528	65	1,355	21	78	60	40	Mod	Marginal	37	25		
1016	4370	50	DILLINGHAM RD	DS@2112N E PINK HILL RD	DS@2640N E PINK HILL RD	COLLECTOR	22	528	65	1,355	23	78	60	41	Mod	Marginal	40	24		
1015	4370	60	DILLINGHAM RD	DS@2640N E PINK HILL RD	DS@3168N E PINK HILL RD	COLLECTOR	22	528	65	1,355	23	77	60	41	Mod	Marginal	37	26		
1014	4370	70	DILLINGHAM RD	DS@3168N E PINK HILL RD	DS@3696N E PINK HILL RD	COLLECTOR	22	528	65	1,355	30	67	60	42	Mod	Marginal	34	24		
1013	4370	80	DILLINGHAM RD	DS@3696N E PINK HILL RD	DS@4224N E PINK HILL RD	COLLECTOR	22	528	65	1,355	32	68	60	44	Mod	Marginal	33	23		
1012	4370	90	DILLINGHAM RD	DS@4224N E PINK HILL RD	DS@4752N E PINK HILL RD	COLLECTOR	22	528	65	1,355	28	68	80	42	Strng	Marginal	27	28		
1011	4370	100	DILLINGHAM RD	DS@4752N E PINK HILL RD	E ARGO RD	COLLECTOR	22	536	66	1,376	28	67	60	41	Mod	Marginal	41	24		
1338	2900	10	DOGWOOD DR	WEST END	NW ELMWOOD DR	LOCAL	26	345	50	1,047	43	34	60	40	Mod	Marginal	36	15		
1373	2900	20	DOGWOOD DR	NW ELMWOOD DR	NW ROSEWOOD DR	LOCAL	25	293	41	855	47	33	60	42	Mod	Marginal	39	14		
1337	2910	10	DOGWOOD DR	NW ROSEWOOD DR	NW BRADFORD CT	LOCAL	25	301	42	878	47	42	60	46	Mod	Marginal	31	14		
1374	2910	20	DOGWOOD DR	NW BRADFORD CT	NW HEDGEWOOD DR	LOCAL	25	285	40	831	46	31	80	41	Strng	Marginal	30	15		
1676	1470	10	DUNCAN RD	S TYER RD	S MEADOW LN	COLLECTOR	25	850	118	2,479	28	74	60	43	Mod	Marginal	48	19		
1675	1470	20	DUNCAN RD	S MEADOW LN	DILLINGHAM RD	COLLECTOR	25	458	64	1,336	30	69	60	43	Mod	Marginal	46	17		
1376	1480	10	DUNCAN RD	DILLINGHAM RD	NW WOODBURY DR	COLLECTOR	25	456	63	1,330	27	67	60	40	Mod	Marginal	49	20		
1336	1480	20	DUNCAN RD	NW WOODBURY DR	NW WOODBURY LN	COLLECTOR	25	614	85	1,791	26	67	60	40	Mod	Poor	51	19		
1335	1480	30	DUNCAN RD	NW WOODBURY LN	NW ROSEWOOD DR	COLLECTOR	25	797	111	2,325	42	66	60	50	Mod	Fair	31	23		
1377	1490	10	DUNCAN RD	NW ROSEWOOD DR	NW HEDGEWOOD DR	COLLECTOR	25	584	81	1,703	31	71	60	44	Mod	Marginal	50	18		
1334	1500	10	DUNCAN RD	NW HEDGEWOOD DR	NW NICHOLAS DR	COLLECTOR	25	330	46	963	34	62	60	44	Mod	Marginal	33	17		
1744	1500	20	DUNCAN RD	NW NICHOLAS DR	RUST RD	COLLECTOR	25	1,131	157	3,299	34	70	60	46	Mod	Marginal	40	18		
1745	1510	10	DUNCAN RD	RUST RD	N BUCKNER-TARSNEY RD	COLLECTOR	25	1,319	183	3,847	34	60	60	43	Mod	Marginal	40	15		
1025	1520	10	DUNCAN RD	S BUCKNER TARSNEY RD	DS@528E S BUCKNER TARSNEY RD	COLLECTOR	24	528	70	1,478	52	43	60	49	Mod	Marginal	42	5		
1024	1520	20	DUNCAN RD	DS@528E S BUCKNER TARSNEY RD	DS@1056E S BUCKNER TARSNEY RC	COLLECTOR	24	528	70	1,478	52	53	30	52	Weak	Fair	45	3		
1023	1520	30	DUNCAN RD	DS@1056E S BUCKNER TARSNEY RCD	DS@1584E S BUCKNER TARSNEY RC	COLLECTOR	24	528	70	1,478	69	69	60	69	Mod	Good	9	5		
1022	1520	40	DUNCAN RD	DS@1584E S BUCKNER TARSNEY RCD	DS@2112E S BUCKNER TARSNEY RC	COLLECTOR	23	528	67	1,417	48	54	60	50	Mod	Marginal	40	8		
1021	1520	50	DUNCAN RD	DS@2112E S BUCKNER TARSNEY RC	S SWEENEY RD	COLLECTOR	22	552	67	1,417	89	71	60	83	Mod	V Good	1	9		
1506	1400	10	DUSTER CT	NW END	SW HAMILTON LN	LOCAL	27	141	21	444	40	36	80	39	Strng	Poor	27	21		
1624	1730	10	E.E. KIRBY RD	SW EAGLES PKWY	W BROADWAY ST	COLLECTOR	30	366	61	1,281	36	60	60	44	Mod	Marginal	37	18		
1607	1730	20	E.E. KIRBY RD	W BROADWAY ST	W BROADWAY ST	COLLECTOR	30	146	24	511	39	58	60	46	Mod	Marginal	39	18		
1610	1740	10	E.E. KIRBY RD	W BROADWAY ST	WILLOW DR	COLLECTOR	30	334	56	1,169	36	60	60	44	Mod	Marginal	38	19		
1818	2920	10	EAGLE CT	SOUTH END	NW LONG DR	LOCAL	28	142	22	464	47	35	60	43	Mod	Marginal	37	16		
1276	2930	10	EAGLE DR	NW LONG DR	NW SCENIC DR	LOCAL	26	883	128	2,678	54	54	60	54	Mod	Fair	30	16		
1783	2940	10	EAGLE RIDGE BLVD	NW JEFFERSON ST	W EAST KANSAS CITY INDUSTRIAL BL	LOCAL	34	900	170	3,570	73	61	60	69	Mod	Good	21	7		
1656	2940	20	EAGLE RIDGE BLVD	W EAST KANSAS CITY INDUSTRIAL BL	NW EAGLE RIDGE DR	LOCAL	34	171	32	678	74	59	60	69	Mod	Good	18	8		
1660	2940	30	EAGLE RIDGE BLVD	NW EAGLE RIDGE DR	NW HIGH VIEW DR	LOCAL	34	274	52	1,087	64	72	60	67	Mod	Good	26	10		



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1663	2940	40	EAGLE RIDGE BLVD	NW HIGH VIEW DR	NW HILLTOP LN	LOCAL	34	270	51	1,071	71	60	60	68	Mod	Good	21	8
1776	2940	50	EAGLE RIDGE BLVD	NW HILLTOP LN	NORTH END	LOCAL	34	16	3	65	91	73	60	85	Mod	Excellent	0	9
1657	2950	10	EAGLE RIDGE DR	NW EAGLE RIDGE BLVD	EAST END	LOCAL	28	784	122	2,561	85	66	60	79	Mod	V Good	10	5
1198	4910	10	EAGLES PKWY	WEST END	NW JACKIE AVE	ARTERIAL	38	638	135	2,828	25	72	60	40	Mod	Marginal	41	19
1199	4910	20	EAGLES PKWY	NW JACKIE AVE	UNNAMED 001	ARTERIAL	42	301	70	1,475	24	72	60	40	Mod	Marginal	41	20
1200	4910	30	EAGLES PKWY	UNNAMED 001	S MINTER RD	ARTERIAL	24	1,381	184	3,867	23	80	80	42	Strng	Marginal	32	25
1493	4910	40	EAGLES PKWY	S MINTER RD	SW MINTER WAY	ARTERIAL	32	658	117	2,457	62	80	30	68	Weak	Good	28	10
1495	4910	50	EAGLES PKWY	SW MINTER WAY	SW SNI-A-BAR BLVD	ARTERIAL	32	588	105	2,195	58	74	60	63	Mod	Good	30	12
1208	4910	60	EAGLES PKWY	SW SNI-A-BAR BLVD	BLUE BRANCH DR	ARTERIAL	38	1,165	246	5,165	69	79	60	73	Mod	V Good	20	11
1488	4910	70	EAGLES PKWY	BLUE BRANCH DR	NW ROYER LN	ARTERIAL	35	859	167	3,508	77	78	60	78	Mod	V Good	15	8
1216	4910	80	EAGLES PKWY	NW ROYER LN	SW CROSS CREEK DR	ARTERIAL	26	1,118	161	3,391	88	89	60	89	Mod	Excellent	8	3
1483	4910	90	EAGLES PKWY	SW CROSS CREEK DR	E.E. KIRBY RD	ARTERIAL	25	1,102	153	3,214	88	84	60	87	Mod	Excellent	7	5
1484	4910	100	EAGLES PKWY	E.E. KIRBY RD	OAK ST	ARTERIAL	25	291	40	849	85	68	60	79	Mod	V Good	9	6
1214	4910	110	EAGLES PKWY	OAK ST	GARDEN ST	ARTERIAL	25	890	124	2,596	84	81	60	83	Mod	V Good	4	12
1485	4910	120	EAGLES PKWY	GARDEN ST	S BUCKNER TARSNEY RD	ARTERIAL	34	1,472	278	5,839	79	80	60	79	Mod	V Good	8	13
1654	2970	10	EAST KANSAS CITY INDUSTRIAL BLVD	NW EAGLE RIDGE BLVD	NW GRAINTE DR	LOCAL	33	562	103	2,164	45	48	60	46	Mod	Marginal	0	0
1784	2970	20	EAST KANSAS CITY INDUSTRIAL BLVD	NW GRAINTE DR	NW PAMELA BLVD	LOCAL	33	1,182	217	4,551	55	61	60	57	Mod	Fair	28	17
1469	1790	10	ELIZABETH ST	E.E. KIRBY RD	CHARLOTTE ST	LOCAL	20	675	75	1,575	67	52	60	62	Mod	Good	24	9
1223	1790	20	ELIZABETH ST	CHARLOTTE ST	W FRONT ST	LOCAL	20	611	68	1,426	75	65	60	72	Mod	V Good	19	5
1227	1790	30	ELIZABETH ST	W FRONT ST	W FRONT ST	LOCAL	20	193	21	450	80	63	60	75	Mod	V Good	14	5
1737	2980	10	ELMWOOD DR	NW DOGWOOD DR	NW BOXELDER CT	LOCAL	25	606	84	1,768	53	50	60	52	Mod	Fair	34	12
1687	2980	20	ELMWOOD DR	NW BOXELDER CT	NW WALNUT CT	LOCAL	25	296	41	863	63	44	60	57	Mod	Fair	26	11
1733	2980	30	ELMWOOD DR	NW WALNUT CT	NW HONEYLOCUST CT	LOCAL	25	282	39	823	63	36	60	54	Mod	Fair	29	7
1691	2980	40	ELMWOOD DR	NW HONEYLOCUST CT	NW PERSIMMON DR	LOCAL	25	293	41	855	50	40	80	47	Strng	Marginal	28	11
1500	1800	10	EPHRAIM DR	SW SNI-A-BAR BLVD	NE END	LOCAL	27	1,167	175	3,676	38	47	80	41	Strng	Marginal	30	16
1753	2310	10	ERIN CT	NE GREYSTONE BLVD	NORTH END	LOCAL	26	540	78	1,638	87	68	60	80	Mod	V Good	8	6
1749	2990	10	EUROPA DR	NW MINOS DR	RUST RD	LOCAL	25	481	67	1,403	41	51	60	45	Mod	Marginal	36	19
1174	1810	10	FOOT HILL DR	SOUTH END	SW HILLSBORO DR	LOCAL	26	434	63	1,316	40	42	60	41	Mod	Marginal	39	21
1507	1810	20	FOOT HILL DR	SW HILLSBORO DR	NORTH END	LOCAL	26	469	68	1,423	39	40	60	40	Mod	Poor	39	21
1534	4930	10	FOXTAIL CT	SW NELSON DR	NE END	LOCAL	26	218	31	661	49	46	60	48	Mod	Marginal	34	17
1059	4940	10	FOXTAIL DR	WEST END	DS@528E WEST END	LOCAL	26	528	76	1,602	54	67	60	58	Mod	Fair	28	18
1058	4940	20	FOXTAIL DR	DS@528E WEST END	DS@1056E WEST END	LOCAL	25	528	73	1,540	52	54	60	53	Mod	Fair	32	16
1057	4940	30	FOXTAIL DR	DS@1056E WEST END	DS@1584E WEST END	LOCAL	25	528	73	1,540	58	52	60	56	Mod	Fair	25	17
1056	4940	40	FOXTAIL DR	DS@1584E WEST END	SW STONY POINT DR	LOCAL	25	227	32	662	54	75	60	61	Mod	Good	30	16
1110	4940	50	FOXTAIL DR	SW STONY POINT DR	SW ABAR DR	LOCAL	25	572	79	1,668	54	59	60	56	Mod	Fair	29	16
1111	4940	60	FOXTAIL DR	SW ABAR DR	SW SHORTHORN DR	LOCAL	25	336	47	980	49	52	60	50	Mod	Fair	34	17
1123	4940	70	FOXTAIL DR	SW SHORTHORN DR	SW CLOVER DR	LOCAL	25	998	139	2,911	56	63	60	58	Mod	Fair	30	15
1240	4940	80	FOXTAIL DR	SW CLOVER DR	SW NELSON DR	LOCAL	25	743	103	2,167	52	66	60	57	Mod	Fair	33	15
1464	5840	10	FRONT ST	E.E. KIRBY RD	CHARLOTTE ST	LOCAL	23	674	86	1,809	66	70	60	68	Mod	Good	23	8
1465	5840	20	FRONT ST	CHARLOTTE ST	ELIZABETH ST	LOCAL	23	627	80	1,682	86	72	60	81	Mod	V Good	11	3
1466	5840	30	FRONT ST	ELIZABETH ST	THIEME ST	LOCAL	23	201	26	539	86	67	60	80	Mod	V Good	10	4
1467	5840	40	FRONT ST	THIEME ST	CAPELLE ST	LOCAL	24	512	68	1,434	85	79	60	83	Mod	V Good	12	3
1226	5840	50	FRONT ST	CAPELLE ST	GREGG ST	LOCAL	24	326	43	913	71	59	60	67	Mod	Good	20	9



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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating				
1225	5840	60	FRONT ST	GREGG ST	MAIN ST	LOCAL	32	301	54	1,124	45	35	60	42	Mod	Marginal	35	16		
1852	5850	10	FRONT ST	ELIZABETH ST	EAST END	LOCAL	22	158	19	406	38	22	60	33	Mod	Poor	43	15		
1871	1820	10	GARDEN ST	SW ROCK CREEK LN	SW EAGLES PKWY	LOCAL	29	621	100	2,101	72	57	60	67	Mod	Good	19	9		
1867	1830	10	GARDEN ST	SW EAGLES PKWY	SOUTH ST	LOCAL	25	239	33	697	73	52	60	66	Mod	Good	18	9		
1605	1830	20	GARDEN ST	SOUTH ST	W BROADWAY ST	LOCAL	25	281	39	820	78	58	60	71	Mod	V Good	17	5		
1860	1840	10	GARDEN ST	W BROADWAY ST	WILLOW DR	LOCAL	25	465	65	1,356	75	55	60	68	Mod	Good	19	6		
1894	1840	20	GARDEN ST	WILLOW DR	NE END	LOCAL	55	51	16	327	71	48	60	63	Mod	Good	12	8		
1594	4950	10	GATEWAY CT	SW SNI-A-BAR BLVD	SW TISHA LANE	LOCAL	26	187	27	567	48	39	80	45	Strng	Marginal	29	15		
1839	4950	20	GATEWAY CT	SW TISHA LANE	NORTH END	LOCAL	33	696	128	2,680	44	35	60	41	Mod	Marginal	44	11		
1559	4960	10	GATEWAY DR	SW MEADOWOOD DR	SW RIDGEVIEW DR	LOCAL	26	642	93	1,947	43	45	60	44	Mod	Marginal	34	23		
1560	4960	20	GATEWAY DR	SW RIDGEVIEW DR	SW COUNTRY HILL DR	LOCAL	26	277	40	840	47	46	80	47	Strng	Marginal	25	21		
1562	4960	30	GATEWAY DR	SW COUNTRY HILL DR	SW LEE ANN DR	LOCAL	26	271	39	822	51	31	80	45	Strng	Marginal	28	17		
1564	4960	40	GATEWAY DR	SW LEE ANN DR	HARVEST DR	LOCAL	26	269	39	816	59	45	80	55	Strng	Fair	19	20		
1130	4970	10	GINGER HILL DR	SW MOUNTAIN VIEW CT	SW CLOVER CT	LOCAL	25	285	40	831	38	44	60	40	Mod	Marginal	39	22		
1137	4970	20	GINGER HILL DR	SW CLOVER CT	SW AMBUSH CT	LOCAL	25	272	38	793	41	53	60	45	Mod	Marginal	38	21		
1148	4970	30	GINGER HILL DR	SW AMBUSH CT	SW LAKEVIEW DR	LOCAL	25	768	107	2,240	39	49	60	42	Mod	Marginal	37	19		
1648	1850	10	GOLFVIEW CR	GOLFVIEW DR	NORTH END	LOCAL	26	158	23	479	71	49	60	64	Mod	Good	22	7		
1651	1860	10	GOLFVIEW CT	GOLFVIEW DR	NORTH END	LOCAL	27	189	28	595	82	64	60	76	Mod	V Good	14	3		
1650	1870	10	GOLFVIEW DR	PAVILION DR	EAST END	LOCAL	26	678	98	2,057	51	42	60	48	Mod	Marginal	0	0		
1406	1880	10	GOLFVIEW DR	TYER RD	GOLFVIEW CT	LOCAL	25	293	41	855	65	67	60	66	Mod	Good	22	13		
1407	1880	20	GOLFVIEW DR	GOLFVIEW CT	GOLFVIEW CR	LOCAL	25	300	42	875	64	61	60	63	Mod	Good	26	10		
1408	1880	30	GOLFVIEW DR	GOLFVIEW CR	MEADOW RD	LOCAL	25	309	43	901	76	82	60	78	Mod	V Good	15	9		
1409	1890	10	GOLFVIEW DR	MEADOW RD	MEADOW LN	LOCAL	25	983	137	2,867	69	52	60	63	Mod	Good	24	7		
1288	1890	20	GOLFVIEW DR	MEADOW LN	RD MIZE RD	LOCAL	25	976	136	2,847	68	54	60	63	Mod	Good	22	10		
1295	3000	10	GRAINTE DR	NW OLYMPIC DR	V EAST KANSAS CITY INDUSTRIAL BL	LOCAL	35	554	108	2,262	68	46	60	61	Mod	Good	0	0		
1886	4980	10	GRAYSTONE CR	WEST END	SW GRAYSTONE DR	LOCAL	25	492	68	1,435	47	39	60	45	Mod	Marginal	35	16		
1522	4990	10	GRAYSTONE CT	WEST END	SW GRAYSTONE DR	LOCAL	28	201	31	657	41	27	80	37	Strng	Poor	38	19		
1168	1900	10	GRAYSTONE DR	SW STOCKMAN DR	SW SNI-A-BAR BLVD	LOCAL	25	530	74	1,546	77	57	60	70	Mod	V Good	15	8		
1080	5000	10	GRAYSTONE DR	SW ADDIE LN	SW GRAYSTONE CR	LOCAL	26	364	53	1,104	46	39	80	44	Strng	Marginal	24	23		
1136	5000	20	GRAYSTONE DR	SW GRAYSTONE CR	SW MONTANA RIDGE DR	LOCAL	27	826	124	2,602	60	47	60	55	Mod	Fair	25	10		
1243	5010	10	GRAYSTONE DR	SW MONTANA RIDGE DR	SW INDIAN CREEK DR	LOCAL	24	750	100	2,100	64	68	60	65	Mod	Good	27	9		
1145	5010	20	GRAYSTONE DR	SW INDIAN CREEK DR	SW WHITESTONE DR	LOCAL	24	256	34	717	78	58	60	71	Mod	V Good	16	6		
1157	5010	30	GRAYSTONE DR	SW WHITESTONE DR	SW GRAYSTONE CT	LOCAL	24	622	83	1,742	73	68	60	72	Mod	V Good	20	7		
1520	5010	40	GRAYSTONE DR	SW GRAYSTONE CT	SW STOCKMAN DR	LOCAL	24	290	39	812	92	77	60	87	Mod	Excellent	4	4		
1176	5020	10	GRAYSTONE DR	SW SNI-A-BAR BLVD	SW LAURA LN	LOCAL	25	228	32	665	46	38	60	43	Mod	Marginal	34	20		
1179	5020	20	GRAYSTONE DR	SW LAURA LN	SW LAURA LN	LOCAL	25	996	138	2,905	45	56	60	49	Mod	Marginal	33	19		
1273	3010	10	GREEN DR	NW LONG DR	NW SCENIC WAY	LOCAL	26	736	106	2,233	50	55	60	52	Mod	Fair	27	18		
1628	1910	10	GREGG ST	W BROADWAY ST	CANNON ST	LOCAL	24	494	66	1,383	80	60	60	73	Mod	V Good	16	5		
1617	1920	10	GREGG ST	W FRONT ST	W WALNUT ST	LOCAL	32	360	64	1,344	48	36	80	44	Strng	Marginal	30	16		
1631	1920	20	GREGG ST	W FRONT ST	YENNIE AVE	LOCAL	18	535	54	1,124	51	36	80	46	Strng	Marginal	28	17		
1761	2330	10	GREYSTONE BLVD	N BUCKNER-TARSNEY RD	NE ERIN CT	COLLECTOR	32	647	115	2,415	94	83	60	90	Mod	Excellent	4	2		
1762	2330	20	GREYSTONE BLVD	NE ERIN CT	NE JACLYN DR	COLLECTOR	32	262	47	978	95	84	60	91	Mod	Excellent	0	5		
1759	2330	30	GREYSTONE BLVD	NE JACLYN DR	NE AMANDA JEAN WAY	COLLECTOR	32	293	52	1,094	93	80	60	89	Mod	Excellent	6	1		

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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	
1758	2330	40	GREYSTONE BLVD	NE AMANDA JEAN WAY	EAST END	COLLECTOR	32	157	28	586	98	89	60	95	Mod	Excellent	0	2		
1686	3020	10	HACKBERRY CT	NW REDBUD DR	NORTH END	LOCAL	27	182	27	573	59	42	60	54	Mod	Fair	29	11		
1180	5030	10	HAMILTON LN	SW HILLSBORO DR	DUSTER CT	LOCAL	25	479	67	1,397	34	43	60	37	Mod	Poor	40	17		
1183	5030	20	HAMILTON LN	DUSTER CT	SW SNI-A-BAR BLVD	LOCAL	25	291	40	849	39	39	60	39	Mod	Poor	40	21		
1514	1930	10	HAMPTON CT	WEST END	SW MONTANA RIDGE DR	LOCAL	25	343	48	1,000	62	45	60	57	Mod	Fair	30	8		
1774	2350	10	HANNAH CT	SW END	NE JACLYN DR	LOCAL	27	315	47	992	100	90	60	96	Mod	Excellent	0	1		
1773	2350	20	HANNAH CT	NE JACLYN DR	NE AMANDA JEAN WAY	LOCAL	25	289	40	843	99	90	60	96	Mod	Excellent	0	1		
1771	2350	30	HANNAH CT	NE AMANDA JEAN WAY	EAST END	LOCAL	25	126	18	368	98	89	60	95	Mod	Excellent	0	3		
1614	1550	10	HARRIS ST	MAIN ST	CYPRESS ST	LOCAL	26	293	42	889	65	59	60	63	Mod	Good	22	11		
1858	1550	20	HARRIS ST	CYPRESS ST	EAST END	LOCAL	30	1,073	179	3,756	65	39	80	56	Strng	Fair	17	5		
1221	5860	10	HARRIS ST	YOUNG ST	MAIN ST	LOCAL	22	578	71	1,484	70	50	60	64	Mod	Good	22	7		
1536	5040	10	HARVEST CR	SOUTH END	SW SNI-A-BAR BLVD	LOCAL	26	343	50	1,040	46	33	60	42	Mod	Marginal	39	14		
1116	1940	10	HARVEST DR	SW CREEK RIDGE DR	SW GATEWAY DR	LOCAL	24	289	39	809	94	82	60	90	Mod	Excellent	1	5		
1140	1940	20	HARVEST DR	SW GATEWAY DR	NELSON DR	LOCAL	24	824	110	2,307	97	88	60	94	Mod	Excellent	1	2		
1697	3030	10	HAWTHORN CT	NW HEDGEWOOD DR	NE END	LOCAL	25	525	73	1,531	59	52	60	57	Mod	Fair	24	15		
1328	3040	10	HEDGEWOOD DR	SOUTH END	NW CEDAR LN	COLLECTOR	26	494	71	1,498	52	53	60	52	Mod	Fair	33	14		
1379	3040	20	HEDGEWOOD DR	NW CEDAR LN	E DUNCAN RD	COLLECTOR	26	204	29	619	63	56	60	60	Mod	Good	24	13		
1677	3050	10	HEDGEWOOD DR	E DUNCAN RD	NW DOGWOOD DR	COLLECTOR	26	212	31	643	53	26	80	44	Strng	Marginal	22	20		
1679	3050	20	HEDGEWOOD DR	NW DOGWOOD DR	NW REDBUD DR	COLLECTOR	26	553	80	1,677	36	51	60	41	Mod	Marginal	36	22		
1732	3050	30	HEDGEWOOD DR	NW REDBUD DR	NW MULBERRY CT	COLLECTOR	26	658	95	1,996	37	54	60	43	Mod	Marginal	38	21		
1892	3050	40	HEDGEWOOD DR	NW MULBERRY CT	NW POPLAR CT	COLLECTOR	26	317	46	962	34	53	60	40	Mod	Marginal	42	24		
1729	3050	50	HEDGEWOOD DR	NW POPLAR CT	NW HAWTHORN CT	COLLECTOR	26	285	41	865	41	48	60	43	Mod	Marginal	37	15		
1696	3050	60	HEDGEWOOD DR	NW HAWTHORN CT	NW PERSIMMON DR	COLLECTOR	26	293	42	889	47	51	60	49	Mod	Marginal	33	15		
1722	3050	70	HEDGEWOOD DR	NW PERSIMMON DR	NW SYCAMORE DR	COLLECTOR	26	389	56	1,180	53	52	60	53	Mod	Fair	30	18		
1071	3050	80	HEDGEWOOD DR	NW SYCAMORE DR	NW ROSEWOOD DR	COLLECTOR	26	830	120	2,518	41	53	60	45	Mod	Marginal	30	15		
1718	3060	10	HEDGEWOOD DR	DILLINGHAM RD	NW SYCAMORE LN	COLLECTOR	26	229	33	695	43	38	60	41	Mod	Marginal	35	20		
1719	3060	20	HEDGEWOOD DR	NW SYCAMORE LN	NW ROSEWOOD DR	COLLECTOR	26	592	86	1,796	45	54	60	48	Mod	Marginal	32	17		
1391	3080	10	HELEN CT	SOUTH END	NW ORION DR	LOCAL	28	146	23	477	54	32	60	47	Mod	Marginal	34	12		
1569	1950	10	HEREFORD DR	SOUTH END	SW ROCKHILL DR	LOCAL	25	155	22	452	61	34	60	52	Mod	Fair	25	13		
1127	1950	20	HEREFORD DR	SW ROCKHILL DR	SW NELSON DR	LOCAL	23	1,229	157	3,298	83	64	60	77	Mod	V Good	13	4		
1360	3090	10	HICKORY CT	NW ROSEWOOD DR	NE END	LOCAL	28	453	70	1,480	62	50	60	58	Mod	Fair	25	13		
1310	3100	10	HICKORY RIDGE DR	NW HICKORY RIDGE PL	NW MAPLE DR	LOCAL	26	701	101	2,126	86	67	60	80	Mod	V Good	8	6		
1312	3100	20	HICKORY RIDGE DR	NW MAPLE DR	NW NICHOLAS DR	LOCAL	24	382	51	1,070	94	82	60	90	Mod	Excellent	4	0		
1755	3100	30	HICKORY RIDGE DR	NW NICHOLAS DR	NW NOLAN DR	LOCAL	25	356	49	1,038	79	59	60	72	Mod	V Good	9	13		
1756	3100	40	HICKORY RIDGE DR	NW NOLAN DR	EAST END	LOCAL	26	359	52	1,089	60	49	60	57	Mod	Fair	25	14		
1303	3110	10	HICKORY RIDGE PL	SOUTH END	NW HICKORY RIDGE DR	LOCAL	28	144	22	470	90	70	60	84	Mod	V Good	0	10		
1352	3120	10	HICKORYWOOD CT	WEST END	NW ROSEWOOD DR	LOCAL	26	513	74	1,556	86	68	60	80	Mod	V Good	2	12		
1353	3120	20	HICKORYWOOD CT	NW ROSEWOOD DR	NW LINDENWOOD CT	LOCAL	25	507	70	1,479	84	66	60	78	Mod	V Good	3	13		
1661	3130	10	HIGH VIEW DR	NW EAGLE RIDGE BLVD	NW SHORT ST	LOCAL	26	555	80	1,684	74	53	60	67	Mod	Good	20	6		
1781	3130	20	HIGH VIEW DR	NW SHORT ST	NW MEADOW LN	LOCAL	26	611	88	1,853	43	50	60	46	Mod	Marginal	47	9		
1659	3130	30	HIGH VIEW DR	NW MEADOW LN	UNKNOWN OFF NW HIGH VIEW DR	LOCAL	26	550	79	1,668	94	81	60	89	Mod	Excellent	3	4		
1658	3130	40	HIGH VIEW DR	UNKNOWN OFF NW HIGH VIEW DR	EAST END	LOCAL	26	108	16	328	97	87	60	94	Mod	Excellent	0	4		
1139	5050	10	HIGHLAND AVE	SW CREEK RIDGE DR	NELSON DR	LOCAL	26	956	138	2,900	49	48	60	49	Mod	Marginal	39	12		

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1589	5060	10	HILL TOP COURT	SW CROSS CREEK DR	EAST END	LOCAL	26	373	54	1,131	64	36	80	55	Strng	Fair	20	9
1169	1960	10	HILLSBORO DR	SW HILLSBORO DR	SW WHITESTONE DR	LOCAL	26	300	43	910	52	47	60	50	Mod	Fair	28	20
1583	5070	10	HILLSBORO DR	FOOT HILL DR	SW OAKWOOD LN	LOCAL	26	301	43	913	62	57	60	60	Mod	Good	23	14
1171	5070	20	HILLSBORO DR	SW OAKWOOD LN	SW JOSEPH CT	LOCAL	26	302	44	916	53	64	60	53	Mod	Fair	28	19
1173	5070	30	HILLSBORO DR	SW JOSEPH CT	SW HAMILTON LN	LOCAL	26	431	62	1,307	51	57	60	53	Mod	Fair	28	21
1100	5070	40	HILLSBORO DR	SW HAMILTON LN	HILLSBORO DR	LOCAL	26	295	43	895	49	41	60	47	Mod	Marginal	33	17
1153	5080	10	HILLSIDE CT	SOUTH END	SW SNI-A-BAR BLVD	LOCAL	27	303	45	954	37	48	60	41	Mod	Marginal	39	18
1398	3140	10	HILLTOP LN	NW EAGLE RIDGE BLVD	NW SHORT ST	LOCAL	26	552	80	1,674	55	67	60	59	Mod	Fair	19	12
1779	3140	20	HILLTOP LN	NW SHORT ST	NW MEADOW LN	LOCAL	26	614	89	1,862	68	54	60	63	Mod	Good	24	8
1662	3140	30	HILLTOP LN	NW MEADOW LN	EAST END	LOCAL	26	513	74	1,556	86	68	60	80	Mod	V Good	8	6
1668	3150	10	HOLLY COURT	NW MAGNOLIA LN	NORTH END	LOCAL	26	99	14	300	99	90	60	96	Mod	Excellent	0	1
1362	3160	10	HONEYLOCUST CT	SW END	NW ELMWOOD DR	LOCAL	28	324	50	1,058	48	43	60	47	Mod	Marginal	37	11
1387	2360	10	HOOT OWL LN	N BUCKNER-TARSNEY DR	NE CRUMLEY ST	LOCAL	25	600	83	1,750	92	78	60	88	Mod	Excellent	1	7
1670	2370	10	HOOT OWL ST	NE CRUMLEY ST	NE JACLYN DR	LOCAL	25	289	40	843	95	84	60	91	Mod	Excellent	0	5
1669	2370	20	HOOT OWL ST	NE JACLYN DR	NE ANDEON ST	LOCAL	25	299	42	872	90	95	60	91	Mod	Excellent	6	4
1541	5090	10	INDIAN CREEK CT	WEST END	SW MONTANA RIDGE DR	LOCAL	26	228	33	692	66	40	80	57	Strng	Fair	13	6
1885	5100	10	INDIAN CREEK DR	SW MONTANA RIDGE DR	SW GRAYSTONE DR	LOCAL	25	460	64	1,342	41	32	80	38	Strng	Poor	34	13
1840	5100	20	INDIAN CREEK DR	SW GRAYSTONE DR	SW LAKEVIEW DR	LOCAL	25	330	46	963	59	39	60	53	Mod	Fair	30	11
1881	3170	10	JACKIE AVE	SW EAGLES PKWY	UNNAMED 001	LOCAL	34	220	42	873	63	50	60	59	Mod	Fair	27	10
1879	3170	20	JACKIE AVE	UNNAMED 001	NW BROADWAY ST	LOCAL	34	183	35	726	60	38	60	53	Mod	Fair	25	15
1874	3170	30	JACKIE AVE	NW BROADWAY ST	NW WILLOW DR	LOCAL	34	1,072	202	4,252	49	55	60	51	Mod	Fair	33	19
1764	2380	10	JACLYN DR	NE HANNAH CT	NE GREYSTONE BLVD	LOCAL	25	692	96	2,018	89	70	60	83	Mod	V Good	3	8
1313	2390	10	JACLYN DR	NE GREYSTONE BLVD	NE KIM CT	LOCAL	25	265	37	773	97	91	60	95	Mod	Excellent	0	3
1315	2390	20	JACLYN DR	NE KIM CT	NE KATIE CT	LOCAL	25	254	35	741	98	89	60	95	Mod	Excellent	0	2
1318	2390	30	JACLYN DR	NE KATIE CT	NE HOOT OWL ST	LOCAL	25	265	37	773	99	90	60	96	Mod	Excellent	0	1
1672	2390	40	JACLYN DR	NE HOOT OWL ST	NE JENSEN ST	LOCAL	25	448	62	1,307	90	70	60	84	Mod	V Good	1	9
1673	2390	50	JACLYN DR	NE JENSEN ST	NORTH END	LOCAL	25	129	18	376	100	90	60	97	Mod	Excellent	0	0
1621	2030	10	JAMES ROLLO CT	SOUTH END	JAMES ROLLO DR	LOCAL	25	411	57	1,199	63	50	60	59	Mod	Fair	24	13
1830	2050	10	JAMES ROLLO DR	MAIN ST	PEARL'S PLACE	COLLECTOR	26	298	43	904	36	48	80	40	Strng	Poor	35	25
1831	2050	20	JAMES ROLLO DR	PEARL'S PLACE	ARMSTRONG DR	COLLECTOR	26	412	60	1,250	35	47	80	39	Strng	Poor	28	33
1841	2050	30	JAMES ROLLO DR	ARMSTRONG DR	JAMES ROLLO CT	COLLECTOR	26	704	102	2,135	34	51	60	40	Mod	Poor	45	20
1622	2050	40	JAMES ROLLO DR	JAMES ROLLO CT	SQUIRE CT	COLLECTOR	26	132	19	400	32	45	80	36	Strng	Poor	35	13
1842	2050	50	JAMES ROLLO DR	SQUIRE CT	EAST END	COLLECTOR	26	250	36	758	38	46	80	40	Strng	Marginal	21	27
1791	3200	10	JEFFERSON ST	DS@1555E NW VALLEY RIDGE DR	EAST END	LOCAL	23	632	81	1,696	76	64	60	72	Mod	V Good	17	7
1383	2430	10	JENSEN ST	NE CRUMLEY ST	NE JACLYN DR	LOCAL	25	290	40	846	94	84	60	91	Mod	Excellent	0	6
1385	2430	20	JENSEN ST	NE JACLYN DR	NE ANDEON ST	LOCAL	25	295	41	860	96	86	60	92	Mod	Excellent	0	5
1884	5110	10	JOSEPH CR	SW GRAYSTONE DR	NORTH END	LOCAL	24	1,012	135	2,834	49	53	60	50	Mod	Fair	33	15
1170	5120	10	JOSEPH CT	SOUTH END	SW HILLSBORO DR	LOCAL	27	108	16	340	36	17	80	30	Strng	Poor	23	22
1502	5130	10	JOSEPH LN	SW JOSEPH CT	DEAN DR	LOCAL	26	831	120	2,521	40	43	60	41	Mod	Marginal	34	24
1316	2440	10	KATIE CT	NE JACLYN DR	EAST END	LOCAL	27	301	45	948	98	91	60	96	Mod	Excellent	0	2
1314	2450	10	KIM CT	NE JACLYN DR	EAST END	LOCAL	27	301	45	948	97	89	60	94	Mod	Excellent	0	3
1609	2070	10	KIMBERLY CT	W BROADWAY ST	NORTH END	LOCAL	26	165	24	501	77	57	60	71	Mod	V Good	15	8
1859	1740	20	KIRBY RD	WILLOW DR	ELIZABETH ST	COLLECTOR	30	665	111	2,328	68	62	60	66	Mod	Good	0	0

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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)
1616	1740	30	KIRBY RD	ELIZABETH ST	W FRONT ST	COLLECTOR	30	202	34	707	76	80	60	78	Mod	V Good	0	0	
1619	1740	40	KIRBY RD	W FRONT ST	W WALNUT ST	COLLECTOR	30	365	61	1,278	94	82	60	90	Mod	Excellent	0	0	
1636	1740	50	KIRBY RD	W WALNUT ST	YENNIE AVE	COLLECTOR	30	559	93	1,957	46	67	60	53	Mod	Fair	0	0	
1121	5140	10	LAKEVIEW DR	WEST END	SW MONTANA RIDGE DR	LOCAL	26	391	56	1,186	50	42	60	47	Mod	Marginal	36	12	
1556	5150	10	LAKEVIEW DR	SW MONTANA RIDGE DR	SW PRIMROSE CT	LOCAL	26	309	45	937	41	53	60	45	Mod	Marginal	41	18	
1128	5150	20	LAKEVIEW DR	SW PRIMROSE CT	SW MOUNTAIN VIEW CT	LOCAL	26	291	42	883	43	42	60	43	Mod	Marginal	36	21	
1241	5150	30	LAKEVIEW DR	SW MOUNTAIN VIEW CT	SW INDIAN CREEK DR	LOCAL	26	509	74	1,544	42	45	60	43	Mod	Marginal	37	20	
1147	5150	40	LAKEVIEW DR	SW INDIAN CREEK DR	SW GINGER HILL DR	LOCAL	26	534	77	1,620	49	57	60	52	Mod	Fair	33	16	
1150	5150	50	LAKEVIEW DR	SW GINGER HILL DR	SW SNI-A-BAR BLVD	LOCAL	26	1,056	153	3,203	51	51	60	51	Mod	Fair	26	15	
1165	5160	10	LAKEVIEW DR	SW SNI-A-BAR BLVD	SW BROME DR	LOCAL	26	760	110	2,305	58	51	60	56	Mod	Fair	31	11	
1504	5170	10	LAURA CT	SW LAURA LN	NORTH END	LOCAL	27	180	27	567	53	54	60	53	Mod	Fair	28	18	
1178	5180	10	LAURA LN	SW GRAYSTONE DR	SW GRAYSTONE DR	LOCAL	26	1,107	160	3,358	46	56	60	50	Mod	Marginal	33	18	
1181	5180	20	LAURA LN	SW GRAYSTONE DR	SW SANDY LN	LOCAL	26	311	45	943	42	46	60	43	Mod	Marginal	37	16	
1533	5190	10	LEE ANN CR	SW CRESTVIEW DR	SW SNI-A-BAR BLVD	LOCAL	26	325	47	986	58	46	60	54	Mod	Fair	27	10	
1117	5200	10	LEE ANN DR	SW CREEK RIDGE DR	SW GATEWAY DR	LOCAL	26	546	79	1,656	48	48	60	48	Mod	Marginal	28	15	
1548	5200	20	LEE ANN DR	SW GATEWAY DR	NELSON DR	LOCAL	26	826	119	2,506	46	38	60	43	Mod	Marginal	32	13	
1706	3230	10	LINDENWOOD CT	NW LINDENWOOD DR	NW HICKORYWOOD CT	LOCAL	25	293	41	855	83	64	60	77	Mod	V Good	7	10	
1704	3240	10	LINDENWOOD DR	DILLINGHAM RD	NW ROSEWOOD DR	LOCAL	25	748	104	2,182	89	70	60	83	Mod	V Good	4	7	
1703	3240	20	LINDENWOOD DR	NW ROSEWOOD DR	NW LINDENWOOD CT	LOCAL	25	511	71	1,490	89	70	60	82	Mod	V Good	3	8	
1702	3240	30	LINDENWOOD DR	NW LINDENWOOD CT	EAST END	LOCAL	25	148	21	431	91	90	60	91	Mod	Excellent	2	6	
1876	3250	10	LINDSEY LN	NW BROADWAY ST	NW CREEKLAND DR	LOCAL	25	407	57	1,187	40	41	60	41	Mod	Marginal	41	17	
1872	3250	20	LINDSEY LN	NW CREEKLAND DR	NW WILLOW DR	LOCAL	25	608	84	1,773	48	51	60	49	Mod	Marginal	35	17	
1531	5210	10	LOGAN DR	SW CRESTVIEW DR	SW SNI-A-BAR BLVD	LOCAL	25	317	44	925	58	38	80	51	Strng	Fair	21	21	
1501	2080	10	LOIS LN	SW SANDY LN	CHRISTIE LN	LOCAL	25	319	44	930	45	51	60	47	Mod	Marginal	31	23	
1526	5220	10	LONESTAR CT	WEST END	SW MONTANA RIDGE DR	LOCAL	25	287	40	837	89	69	60	82	Mod	V Good	9	3	
1235	3260	10	LONG DR	NW SCENIC LN	NW AZALEA CR	LOCAL	26	660	95	2,002	40	45	60	42	Mod	Marginal	39	20	
1236	3260	20	LONG DR	NW AZALEA CR	NW MAGNOLIA CR	LOCAL	26	307	44	931	32	36	80	33	Strng	Poor	30	16	
1435	3260	30	LONG DR	NW MAGNOLIA CR	NW MEADOW RD	LOCAL	26	196	28	595	37	33	80	36	Strng	Poor	33	22	
1424	3270	10	LONG DR	NW MEADOW RD	NW SILVERSTONE CT	LOCAL	26	232	34	704	38	34	60	36	Mod	Poor	43	19	
1258	3270	20	LONG DR	NW SILVERSTONE CT	NW ALBATROSS DR	LOCAL	26	365	53	1,107	37	44	80	40	Strng	Poor	35	18	
1261	3270	30	LONG DR	NW ALBATROSS DR	NW PAR CT	LOCAL	26	328	47	995	37	48	60	41	Mod	Marginal	44	19	
1263	3270	40	LONG DR	NW PAR CT	NW EAGLE DR	LOCAL	26	315	46	956	49	49	60	49	Mod	Marginal	36	16	
1265	3270	50	LONG DR	NW EAGLE DR	NW GREEN DR	LOCAL	26	289	42	877	57	59	60	57	Mod	Fair	24	20	
1266	3270	60	LONG DR	NW GREEN DR	VALLEY WOODS DR	LOCAL	26	657	95	1,993	62	57	60	60	Mod	Good	22	11	
1430	3270	70	LONG DR	VALLEY WOODS DR	RD MIZE RD	LOCAL	26	734	106	2,226	71	74	60	72	Mod	V Good	22	7	
1372	3280	10	MADI CT	SOUTH END	NW BAILEY DR	LOCAL	27	388	58	1,222	85	66	60	79	Mod	V Good	6	9	
1396	3290	10	MADISON CT	SOUTH END	NW WHITNEY DR	LOCAL	26	243	35	737	77	57	60	70	Mod	Good	15	8	
1620	3300	10	MAGNOLIA CR	SE END	NW LONG DR	LOCAL	26	138	20	419	42	32	80	39	Strng	Poor	29	22	
1752	3310	10	MAGNOLIA LN	WEST END	NW HOLLY COURT	LOCAL	27	419	63	1,320	59	51	60	56	Mod	Fair	32	9	
1317	3310	20	MAGNOLIA LN	NW PECAN DR	NW HOLLY COURT	LOCAL	25	370	51	1,079	60	40	60	54	Mod	Fair	32	8	
1438	2100	10	MAIN ST	S BUCKNER TARSNEY RD	W BROADWAY ST	ARTERIAL	50	531	148	3,098	35	62	60	44	Mod	Marginal	48	16	
1247	2100	20	MAIN ST	W BROADWAY ST	CANNON ST	ARTERIAL	42	489	114	2,396	48	73	60	56	Mod	Fair	31	21	
1472	2100	30	MAIN ST	CANNON ST	E HARRIS ST	ARTERIAL	42	268	63	1,313	49	71	60	57	Mod	Fair	30	20	

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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)
1470	2100	50	MAIN ST	W HARRIS ST	E 3RD ST	ARTERIAL	42	207	48	1,014	57	51	60	55	Mod	Fair	26	16
1468	2100	60	MAIN ST	E 3RD ST	W FRONT ST	ARTERIAL	36	225	45	945	74	52	60	67	Mod	Good	14	11
1463	2100	70	MAIN ST	W FRONT ST	CYPRESS ST	ARTERIAL	38	68	14	301	86	67	60	80	Mod	V Good	9	5
1230	2100	80	MAIN ST	CYPRESS ST	E WALNUT ST	ARTERIAL	40	254	56	1,185	75	66	60	72	Mod	V Good	15	10
1461	2100	90	MAIN ST	E WALNUT ST	W WALNUT ST	ARTERIAL	42	42	10	206	54	28	60	46	Mod	Marginal	34	12
1434	2100	100	MAIN ST	W WALNUT ST	YENNIE AVE	ARTERIAL	42	530	124	2,597	83	73	60	80	Mod	V Good	0	0
1419	2100	120	MAIN ST	YENNIE AVE	US 40 HWY	ARTERIAL	58	716	231	4,845	74	75	60	75	Mod	V Good	0	0
1274	2110	10	MAIN ST	US 40 HWY	I 70 HWY OFF RAMP E	ARTERIAL	95	478	252	5,298	84	65	60	77	Mod	V Good	0	0
1760	3320	10	MAPLE DR	NW WOODBURY DR	NW HICKORY RIDGE DR	LOCAL	24	781	104	2,187	90	71	60	84	Mod	V Good	3	7
1363	3330	10	MAPLEWOOD CT	NW ROSEWOOD DR	NE END	LOCAL	26	439	63	1,332	56	45	60	52	Mod	Fair	30	14
1763	2460	10	MARY CT	SOUTH END	NE ERIN CT	LOCAL	27	583	87	1,836	97	88	60	94	Mod	Excellent	0	3
1339	3340	10	MAYA CT	SOUTH END	NW BAILEY DR	LOCAL	25	360	50	1,050	78	58	60	71	Mod	V Good	10	9
1828	1600	10	MCQUERRY RD	NE MCQUERRY RD	NE DEER CREEK RD	COLLECTOR	24	1,168	156	3,270	73	76	60	74	Mod	V Good	16	11
1795	1600	20	MCQUERRY RD	NE DEER CREEK RD	S SEYMOUR RD	COLLECTOR	23	773	99	2,074	84	65	60	78	Mod	V Good	9	8
1811	2480	10	MCQUERRY RD	N BUCKNER-TARSNEY DR	NE SUNNY LANE DR	COLLECTOR	70	452	176	3,691	93	80	60	89	Mod	Excellent	0	0
1070	2480	20	MCQUERRY RD	NE SUNNY LANE DR	NE SUNNY LANE DR	COLLECTOR	45	860	215	4,515	87	68	60	80	Mod	V Good	0	0
1414	3350	10	MEADOW CT	NW MEADOW RD	NE END	LOCAL	28	238	37	777	44	34	80	41	Strng	Marginal	30	22
1591	5230	10	MEADOW GLEN	SW CROSS CREEK DR	EAST END	LOCAL	25	367	51	1,070	51	37	80	47	Strng	Marginal	25	22
1643	2130	10	MEADOW LN	RD MIZE RD	GOLFVIEW DR	LOCAL	27	314	47	989	89	69	60	82	Mod	V Good	3	9
1400	3360	10	MEADOW LN	NW HIGH VIEW DR	NW HILLTOP LN	LOCAL	25	271	38	790	94	82	60	90	Mod	Excellent	3	3
1646	2150	10	MEADOW RD	RD MIZE RD	GOLFVIEW DR	COLLECTOR	27	317	48	999	65	37	60	55	Mod	Fair	20	15
1248	3380	10	MEADOW RD	US 40 HWY	NW LONG DR	COLLECTOR	38	489	103	2,168	34	47	60	38	Mod	Poor	39	27
1823	3380	20	MEADOW RD	NW LONG DR	NW SAWGRASS DR	COLLECTOR	34	256	48	1,015	31	55	60	39	Mod	Poor	40	28
1816	3380	30	MEADOW RD	NW SAWGRASS DR	NW BAYTREE DR	COLLECTOR	34	305	58	1,210	30	53	80	38	Strng	Poor	35	19
1805	3380	40	MEADOW RD	NW BAYTREE DR	NW MEADOW CT	COLLECTOR	34	303	57	1,202	36	47	60	40	Mod	Poor	37	26
1798	3380	50	MEADOW RD	NW MEADOW CT	NW SCENIC DR	COLLECTOR	34	459	87	1,821	31	50	80	37	Strng	Poor	37	32
1826	3380	60	MEADOW RD	NW SCENIC DR	RD MIZE RD	COLLECTOR	34	389	73	1,543	45	40	80	43	Strng	Marginal	30	22
1114	5240	10	MEADOWOOD DR	SW CREEK RIDGE DR	SW MURIEL DR	LOCAL	26	277	40	840	36	33	80	35	Strng	Poor	15	7
1118	5240	20	MEADOWOOD DR	SW MURIEL DR	SW GATEWAY DR	LOCAL	30	304	51	1,064	56	28	80	47	Strng	Marginal	11	6
1124	5240	30	MEADOWOOD DR	SW GATEWAY DR	SW SUNSET DR	LOCAL	27	274	41	863	39	44	60	41	Mod	Marginal	35	26
1134	5240	40	MEADOWOOD DR	SW SUNSET DR	SW WESTVIEW DR	LOCAL	30	262	44	917	58	44	60	53	Mod	Fair	29	12
1237	5240	50	MEADOWOOD DR	SW WESTVIEW DR	SW NELSON DR	LOCAL	26	335	48	1,016	38	6	80	27	Strng	Poor	36	26
1525	5250	10	MEADOWOOD DR	SW NELSON DR	SW SNI-A-BAR BLVD	LOCAL	26	602	87	1,826	43	25	80	37	Strng	Poor	27	30
1873	3400	10	MICHAEL DR	NW BROADWAY ST	NW WILLOW DR	LOCAL	26	1,047	151	3,176	40	58	30	46	Weak	Marginal	50	9
1577	5260	10	MILL CREEK CT	SW CROSS CREEK DR	EAST END	LOCAL	27	376	56	1,184	52	32	60	46	Mod	Marginal	35	13
1750	3410	10	MINOS DR	NW ORION DR	NW EUROPA DR	LOCAL	25	237	33	691	37	47	60	41	Mod	Marginal	37	18
1421	2170	10	MINTER AVE	THIEME ST	N CAPELLE ST	LOCAL	20	303	34	707	93	79	60	88	Mod	Excellent	0	5
1422	2170	20	MINTER AVE	N CAPELLE ST	EAST END	LOCAL	20	107	12	250	61	39	80	54	Strng	Fair	8	7
1055	4430	10	MINTER RD	W RYAN RD	DS@528N W RYAN RD	COLLECTOR	25	528	73	1,540	83	70	60	79	Mod	V Good	12	4
1054	4430	20	MINTER RD	DS@1056N W RYAN RD	DS@1056N W RYAN RD	COLLECTOR	25	528	73	1,540	82	85	60	83	Mod	V Good	14	4
1053	4430	30	MINTER RD	DS@1056N W RYAN RD	DS@1584N W RYAN RD	COLLECTOR	25	528	73	1,540	73	81	30	76	Weak	V Good	20	6
1052	4430	40	MINTER RD	DS@1584N W RYAN RD	SW ADDIE LN	COLLECTOR	25	403	56	1,175	71	73	60	72	Mod	V Good	16	13
1051	4430	50	MINTER RD	SW ADDIE LN	DS@528N SW ADDIE LN	COLLECTOR	25	528	73	1,540	72	76	30	73	Weak	V Good	22	6



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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)
1050	4430	60	MINTER RD	DS@528N SW ADDIE LN	DS@1056N SW ADDIE LN	COLLECTOR	25	528	73	1,540	70	81	60	74	Mod	V Good	19	11
1049	4430	70	MINTER RD	DS@1056N SW ADDIE LN	DS@1584N SW ADDIE LN	COLLECTOR	23	528	67	1,417	74	83	60	77	Mod	V Good	18	9
1048	4430	80	MINTER RD	DS@1584N SW ADDIE LN	DS@2112N SW ADDIE LN	COLLECTOR	22	528	65	1,355	83	80	60	82	Mod	V Good	10	7
1047	4430	90	MINTER RD	DS@2112N SW ADDIE LN	DS@2640N SW ADDIE LN	COLLECTOR	23	528	67	1,417	79	71	60	76	Mod	V Good	11	11
1046	4430	100	MINTER RD	DS@2640N SW ADDIE LN	BLUE BRANCH DR	COLLECTOR	24	465	62	1,302	72	73	60	72	Mod	V Good	19	9
1201	4430	110	MINTER RD	BLUE BRANCH DR	SW MINTER WAY	COLLECTOR	28	299	47	977	49	43	60	47	Mod	Marginal	28	13
1494	4430	120	MINTER RD	SW MINTER WAY	SW EAGLES PKWY	COLLECTOR	33	190	35	732	75	55	60	69	Mod	Good	17	6
1204	5270	10	MINTER WAY	S MINTER RD	SW EAGLES PKWY	LOCAL	33	848	155	3,265	54	45	60	51	Mod	Fair	28	18
1592	5280	10	MISTY GLEN CT	SW CROSS CREEK DR	EAST END	LOCAL	25	172	24	502	59	40	60	53	Mod	Fair	27	14
1120	5290	10	MONTANA RIDGE DR	SE END	SW LAKEVIEW DR	LOCAL	26	203	29	616	48	15	60	37	Mod	Poor	38	12
1887	5300	10	MONTANA RIDGE DR	SW LAKEVIEW DR	SW GRAYSTONE DR	COLLECTOR	26	333	48	1,010	37	36	60	37	Mod	Poor	43	19
1141	5300	20	MONTANA RIDGE DR	SW GRAYSTONE DR	SW WINDCREST CT	COLLECTOR	26	327	47	992	54	51	80	53	Strng	Fair	18	25
1542	5300	30	MONTANA RIDGE DR	SW WINDCREST CT	SW INDIAN CREEK CT	COLLECTOR	26	302	44	916	40	62	60	48	Mod	Marginal	38	21
1527	5300	40	MONTANA RIDGE DR	SW INDIAN CREEK CT	SW LONESTAR CT	COLLECTOR	26	313	45	949	47	56	60	50	Mod	Marginal	37	16
1160	5300	50	MONTANA RIDGE DR	SW LONESTAR CT	SW DAKOTA STAR CT	COLLECTOR	26	354	51	1,074	43	53	60	46	Mod	Marginal	39	19
1516	5300	60	MONTANA RIDGE DR	SW DAKOTA STAR CT	SW STOCKMAN CT	COLLECTOR	26	297	43	901	34	51	60	40	Mod	Poor	42	23
1515	5300	70	MONTANA RIDGE DR	SW STOCKMAN CT	HAMPTON CT	COLLECTOR	26	298	43	904	38	51	60	42	Mod	Marginal	43	19
1511	5300	80	MONTANA RIDGE DR	HAMPTON CT	SW HILLSBORO DR	COLLECTOR	26	301	43	913	31	54	60	39	Mod	Poor	44	25
1175	5300	100	MONTANA RIDGE DR	SW HILLSBORO DR	SW SNI-A-BAR BLVD	COLLECTOR	26	487	70	1,477	28	46	60	34	Mod	Poor	41	25
1122	5320	10	MOUNTAIN VIEW CT	SOUTH END	SW GINGER HILL DR	LOCAL	26	177	26	537	46	42	60	45	Mod	Marginal	36	18
1131	5320	20	MOUNTAIN VIEW CT	SW GINGER HILL DR	SW LAKEVIEW DR	LOCAL	26	291	42	883	44	38	60	42	Mod	Marginal	39	17
1690	3420	10	MULBERRY CT	NW HEDGEWOOD DR	NE END	LOCAL	28	238	37	777	61	49	60	57	Mod	Fair	26	12
1565	5330	10	MURIEL DR	SW MEADOWOOD DR	SW RIDGEVIEW DR	LOCAL	26	738	107	2,239	46	46	80	46	Strng	Marginal	26	12
1452	5340	10	NELSON CT	SOUTH END	SW NELSON DR	LOCAL	26	403	58	1,222	35	41	60	37	Mod	Poor	40	17
1453	2550	10	NELSON DR	SW MEADOWOOD DR	SW RIDGEVIEW DR	COLLECTOR	26	770	111	2,336	41	65	60	49	Mod	Marginal	32	24
1544	2550	20	NELSON DR	SW RIDGEVIEW DR	SW COUNTRY HILL DR	COLLECTOR	26	271	39	822	48	67	60	54	Mod	Fair	30	21
1547	2550	30	NELSON DR	SW COUNTRY HILL DR	SW LEE ANN DR	COLLECTOR	26	278	40	843	47	58	60	51	Mod	Fair	31	22
1549	2550	40	NELSON DR	SW LEE ANN DR	HARVEST DR	COLLECTOR	26	267	39	810	43	69	60	52	Mod	Fair	33	22
1550	2550	50	NELSON DR	HARVEST DR	SW HIGHLAND AVE	COLLECTOR	26	269	39	816	56	66	60	59	Mod	Fair	27	16
1551	2550	60	NELSON DR	SW HIGHLAND AVE	SW WOODLAND DR	COLLECTOR	26	273	39	828	69	70	60	69	Mod	Good	18	13
1552	2550	70	NELSON DR	SW WOODLAND DR	S BUCKNER TARSNEY DR	COLLECTOR	26	160	23	485	36	36	80	36	Strng	Poor	22	18
1539	5360	10	NELSON DR	SW SHORTHORN DR	SW BROME DR	COLLECTOR	26	336	49	1,019	42	31	80	38	Strng	Poor	32	24
1146	5360	20	NELSON DR	SW BROME DR	SW FOXTAIL DR	COLLECTOR	26	359	52	1,089	40	52	60	44	Mod	Marginal	37	22
1540	5360	30	NELSON DR	SW FOXTAIL DR	SW CROSS CREEK DR	COLLECTOR	26	371	54	1,125	41	54	60	46	Mod	Marginal	37	21
1143	5370	10	NELSON DR	SW CROSS CREEK DR	HEREFORD DR	COLLECTOR	26	331	48	1,004	34	32	80	33	Strng	Poor	31	17
1239	5370	20	NELSON DR	HEREFORD DR	SW NELSON CT	COLLECTOR	26	435	63	1,320	58	63	60	60	Mod	Good	25	17
1451	5370	30	NELSON DR	SW NELSON CT	SW MEADOWOOD DR	COLLECTOR	26	385	56	1,168	49	56	60	51	Mod	Fair	28	17
1666	3430	10	NICHOLAS DR	NW WHITNEY DR	NW HICKORY RIDGE DR	LOCAL	26	867	125	2,630	36	47	60	40	Mod	Poor	49	15
1324	3440	10	NICHOLAS DR	SOUTH END	E DUNCAN RD	LOCAL	25	1,032	143	3,010	49	47	60	48	Mod	Marginal	34	14
1739	3450	10	NICHOLAS DR	E DUNCAN RD	NW BAILEY DR	LOCAL	25	579	80	1,689	77	57	60	70	Mod	V Good	13	9
1770	3460	10	NOLAN DR	NW WHITNEY DR	NW HICKORY RIDGE DR	LOCAL	26	947	137	2,873	47	47	60	47	Mod	Marginal	31	17
1603	4170	10	OAK ST	SW EAGLES PKWY	SOUTH ST	LOCAL	26	233	34	707	32	56	60	40	Mod	Marginal	54	14
1606	4170	20	OAK ST	SOUTH ST	W BROADWAY ST	LOCAL	26	281	41	852	45	48	80	46	Strng	Marginal	24	22

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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)
1172	5390	10	OAKWOOD LN	SOUTH END	SW HILLSBORO DR	LOCAL	26	199	29	604	60	43	60	54	Mod	Fair	28	12
1508	5390	20	OAKWOOD LN	SW HILLSBORO DR	NORTH END	LOCAL	26	450	65	1,365	37	37	80	37	Strng	Poor	28	25
1415	3470	10	OLYMPIC DR	NW GRAINTE DR	NW CASEY BLVD	LOCAL	35	305	59	1,245	62	71	60	65	Mod	Good	0	0
1270	3470	20	OLYMPIC DR	NW CASEY BLVD	EAST END	LOCAL	32	468	83	1,745	55	53	60	54	Mod	Fair	25	18
1251	4210	10	OOIDA DR	US 40 HWY	RD MIZE RD	LOCAL	34	648	122	2,570	87	68	60	81	Mod	V Good	0	13
1889	5400	10	ORCHARD CT	SW CROSS CREEK DR	EAST END	LOCAL	26	351	51	1,065	44	46	60	44	Mod	Marginal	35	22
1321	3480	10	ORION DR	WEST END	NW MINOS DR	LOCAL	25	129	18	376	52	56	60	53	Mod	Fair	38	10
1390	3480	20	ORION DR	NW MINOS DR	NW HELEN CT	LOCAL	25	140	19	408	46	53	60	48	Mod	Marginal	36	18
1320	3480	30	ORION DR	NW HELEN CT	RUST RD	LOCAL	25	335	47	977	46	45	60	45	Mod	Marginal	41	13
1010	4450	10	OUTER RD E	US 40 HWY	DS@528E US 40 HWY	LOCAL	46	528	135	2,834	85	66	60	79	Mod	V Good	0	0
1787	3490	10	PAMELA BLVD	NW JEFFERSON ST	V EAST KANSAS CITY INDUSTRIAL BL	LOCAL	32	1,061	189	3,961	53	45	80	50	Strng	Fair	20	18
1262	3500	10	PAR CT	NW LONG DR	NW LONG DR	LOCAL	27	142	21	447	50	39	60	47	Mod	Marginal	36	14
1277	3510	10	PAR DR	NW LONG DR	NW SCENIC DR	LOCAL	26	992	143	3,009	45	58	60	50	Mod	Marginal	35	18
1837	3520	10	PARKER DR	SOUTH END	W BROADWAY ST	LOCAL	27	185	28	583	49	50	60	49	Mod	Marginal	39	12
1861	3520	20	PARKER DR	W BROADWAY ST	WILLOW DR	LOCAL	26	447	65	1,356	52	62	60	55	Mod	Fair	33	15
1649	4220	10	PAVILION DR	RD MIZE RD	GOLFVIEW DR	LOCAL	30	440	73	1,540	26	36	80	30	Strng	Poor	42	14
1250	4230	10	PEARL'S PLACE	SOUTH END	NORTH END	LOCAL	25	254	35	741	9	68	30	29	Weak	Poor	68	23
1877	4240	10	PEBBLEBROOK LN	STONE BROOK DR	STONE BROOK LN	LOCAL	26	871	126	2,642	43	40	60	42	Mod	Marginal	37	12
1768	3530	10	PECAN DR	WEST END	NW BURR OAK LN	LOCAL	24	139	19	389	75	54	60	68	Mod	Good	13	4
1766	3530	20	PECAN DR	NW BURR OAK LN	NW RED OAK CT	LOCAL	24	479	64	1,341	82	73	60	79	Mod	V Good	10	7
1765	3530	30	PECAN DR	NW RED OAK CT	NW PECAN PL	LOCAL	24	326	43	913	67	56	60	63	Mod	Good	24	10
1585	3530	40	PECAN DR	NW PECAN PL	NW WOODBURY DR	LOCAL	24	214	29	599	43	36	60	41	Mod	Marginal	46	11
1757	3540	10	PECAN DR	NW WOODBURY DR	NW MAGNOLIA LN	LOCAL	24	903	120	2,528	67	53	60	63	Mod	Good	26	7
1667	3540	20	PECAN DR	NW MAGNOLIA LN	NW CEDAR LN	LOCAL	24	333	44	932	55	57	60	56	Mod	Fair	34	11
1393	3550	10	PECAN PL	NW PECAN DR	NORTH END	LOCAL	28	252	39	823	55	51	60	54	Mod	Fair	31	14
1730	3560	10	PERSIMMON DR	DILLINGHAM RD	NW ELMWOOD DR	LOCAL	25	1,082	150	3,156	60	53	60	58	Mod	Fair	29	9
1693	3560	20	PERSIMMON DR	NW ELMWOOD DR	NW ROSEWOOD DR	LOCAL	25	297	41	866	61	55	60	59	Mod	Fair	29	10
1727	3570	10	PERSIMMON DR	NW ROSEWOOD DR	NW HEDGEWOOD DR	LOCAL	25	739	103	2,155	58	53	60	56	Mod	Fair	25	11
1724	3580	10	PERSIMMON DR	NW HEDGEWOOD DR	NE END	LOCAL	26	448	65	1,359	81	63	60	75	Mod	V Good	14	3
1785	3590	10	PHELPS CT	SOUTH END	NW WOODBURY DR	LOCAL	30	359	60	1,257	44	40	60	43	Mod	Marginal	39	8
1294	3600	10	PHELPS DR	SE END	NW WOODBURY DR	LOCAL	32	596	106	2,225	47	38	60	44	Mod	Marginal	32	14
1748	3610	10	PIN OAK CT	NW COTTONWOOD CT	NW END	LOCAL	27	206	31	649	53	43	60	50	Mod	Marginal	34	13
1683	3620	10	POND AVE	NW WASHAM CT	DILLINGHAM RD	LOCAL	26	181	26	549	58	39	60	52	Mod	Fair	29	12
1099	3620	20	POND AVE	NW WASHAM CT	NW WHISPERING CT	LOCAL	26	820	118	2,487	48	67	60	55	Mod	Fair	33	18
1342	3620	30	POND AVE	NW WHISPERING CT	DILLINGHAM RD	LOCAL	26	683	99	2,072	55	61	60	57	Mod	Fair	29	13
1359	3630	10	POPLAR CT	NW HEDGEWOOD DR	NE END	LOCAL	28	434	68	1,418	56	47	60	53	Mod	Fair	26	14
1125	5410	10	PRIMROSE CT	SE END	SW LAKEVIEW DR	LOCAL	27	208	31	655	61	31	60	51	Mod	Fair	26	8
1286	4260	10	RD MIZE RD	WEST END	PAVILION DR	COLLECTOR	35	1,284	250	5,243	53	81	30	62	Weak	Good	33	13
1285	4260	20	RD MIZE RD	PAVILION DR	TYER RD	COLLECTOR	26	1,311	189	3,977	64	84	30	71	Weak	V Good	26	10
1411	4260	30	RD MIZE RD	TYER RD	BARR RD	COLLECTOR	25	163	23	475	59	58	60	59	Mod	Fair	26	12
1412	4270	10	RD MIZE RD	BARR RD	VALLEY WOODS CT	COLLECTOR	28	492	77	1,607	30	75	60	45	Mod	Marginal	35	32
1284	4270	20	RD MIZE RD	VALLEY WOODS CT	MEADOW RD	COLLECTOR	28	253	39	826	29	61	60	40	Mod	Poor	38	34
1428	4280	10	RD MIZE RD	MEADOW RD	MEADOW LN	COLLECTOR	28	975	152	3,185	23	74	80	40	Strng	Poor	35	31



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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	
1429	4280	20	RD MIZE RD	MEADOW LN	GOLFVIEW DR	COLLECTOR	28	760	118	2,483	28	73	60	43	Mod	Marginal	34	34		
1255	4280	30	RD MIZE RD	GOLFVIEW DR	VALLEY WOODS DR	COLLECTOR	28	143	22	467	46	64	60	52	Mod	Fair	31	23		
1254	4280	40	RD MIZE RD	VALLEY WOODS DR	NW LONG DR	COLLECTOR	34	669	126	2,654	67	68	60	68	Mod	Good	20	13		
1253	4280	50	RD MIZE RD	NW LONG DR	OUIDA DR	COLLECTOR	34	1,523	288	6,041	53	65	60	57	Mod	Fair	25	17		
1252	4280	60	RD MIZE RD	OUIDA DR	EAST END	COLLECTOR	34	545	103	2,162	53	60	60	55	Mod	Fair	31	9		
1309	3640	10	RED OAK CT	SOUTH END	NW PECAN DR	LOCAL	27	517	78	1,629	97	89	60	94	Mod	Excellent	0	3		
1580	3640	20	RED OAK CT	NW PECAN DR	NORTH END	LOCAL	25	95	13	277	99	90	60	96	Mod	Excellent	0	1		
1368	3650	10	REDBUD DR	NW ROSEWOOD DR	NW HACKBERRY CT	LOCAL	25	331	46	965	55	39	60	50	Mod	Marginal	33	9		
1369	3650	20	REDBUD DR	NW HACKBERRY CT	NW HEDGEWOOD DR	LOCAL	25	289	40	843	52	39	60	48	Mod	Marginal	34	14		
1370	3660	10	REDBUD DR	NW HEDGEWOOD DR	EAST END	LOCAL	25	151	21	440	68	43	60	60	Mod	Fair	20	12		
1566	5420	10	RIDGEVIEW DR	SW CREEK RIDGE DR	SW MURIEL DR	LOCAL	26	279	40	846	43	56	60	47	Mod	Marginal	35	22		
1561	5420	20	RIDGEVIEW DR	SW GATEWAY DR	SW GATEWAY DR	LOCAL	26	278	40	843	49	43	80	47	Strng	Marginal	26	25		
1558	5420	30	RIDGEVIEW DR	SW GATEWAY DR	SW SUNSET DR	LOCAL	25	268	37	782	95	84	60	91	Mod	Excellent	3	3		
1554	5420	40	RIDGEVIEW DR	SW SUNSET DR	SW WESTVIEW DR	LOCAL	25	280	39	817	95	84	60	91	Mod	Excellent	3	3		
1545	5420	50	RIDGEVIEW DR	SW WESTVIEW DR	NELSON DR	LOCAL	25	272	38	793	95	84	60	91	Mod	Excellent	3	3		
1528	5430	10	RIDGEVIEW DR	SW CRESTVIEW DR	SW SNI-A-BAR BLVD	LOCAL	25	313	43	913	41	36	60	39	Mod	Poor	37	22		
1207	5440	10	ROCK CREEK DR	STONE BROOK DR	SW ROCK CREEK LN	LOCAL	24	521	69	1,459	49	43	60	47	Mod	Marginal	29	21		
1486	5440	20	ROCK CREEK DR	SW ROCK CREEK LN	STONE BROOK LN	LOCAL	24	444	59	1,243	45	37	80	42	Strng	Marginal	31	19		
1491	5450	10	ROCK CREEK LN	STONE BROOK LN	SW ROCK CREEK DR	LOCAL	24	446	59	1,249	52	49	60	51	Mod	Fair	26	10		
1205	5460	10	ROCK CREEK LN	GARDEN ST	S BUCKNER TARSNEY DR	LOCAL	30	1,469	245	5,142	56	60	60	57	Mod	Fair	27	13		
1567	5470	10	ROCKHILL DR	SW CROSS CREEK DR	HEREFORD DR	LOCAL	25	353	49	1,030	45	35	80	41	Strng	Marginal	33	15	94	
1568	5470	20	ROCKHILL DR	HEREFORD DR	EAST END	LOCAL	26	192	28	582	48	33	80	43	Strng	Marginal	32	20	94	
1742	3680	10	ROSEWOOD DR	E DUNCAN RD	NW DOGWOOD DR	COLLECTOR	36	213	43	895	58	38	80	51	Strng	Fair	21	13		
1738	3680	20	ROSEWOOD DR	NW DOGWOOD DR	NW REDBUD DR	COLLECTOR	34	433	82	1,718	45	51	60	47	Mod	Marginal	32	16		
1734	3680	30	ROSEWOOD DR	NW REDBUD DR	NW MAPLEWOOD CT	COLLECTOR	34	365	69	1,448	37	54	60	42	Mod	Marginal	37	26		
1731	3680	40	ROSEWOOD DR	NW MAPLEWOOD CT	NW BIRCH CT	COLLECTOR	34	291	55	1,154	39	54	60	44	Mod	Marginal	38	22		
1689	3680	50	ROSEWOOD DR	NW BIRCH CT	NW HICKORY CT	COLLECTOR	34	287	54	1,138	42	47	60	44	Mod	Marginal	40	17		
1692	3680	60	ROSEWOOD DR	NW HICKORY CT	NW PERSIMMON DR	COLLECTOR	34	294	56	1,166	67	52	60	62	Mod	Good	18	8		
1725	3680	70	ROSEWOOD DR	NW PERSIMMON DR	NW SYCAMORE DR	COLLECTOR	34	387	73	1,535	43	56	60	47	Mod	Marginal	35	22		
1723	3680	80	ROSEWOOD DR	NW SYCAMORE DR	NW BASSWOOD CT	COLLECTOR	34	417	79	1,654	59	55	60	58	Mod	Fair	21	15		
1720	3680	90	ROSEWOOD DR	NW BASSWOOD CT	NW HEDGEWOOD DR	COLLECTOR	34	289	55	1,146	61	68	60	64	Mod	Good	25	13		
1717	3690	10	ROSEWOOD DR	NW HEDGEWOOD DR	DS@150N NW HEDGEWOOD DR	COLLECTOR	34	150	28	595	61	40	80	54	Strng	Fair	18	11		
1701	3700	10	ROSEWOOD DR	DS@150N NW HEDGEWOOD DR	NW BRENTWOOD DR	COLLECTOR	33	163	30	628	97	88	60	94	Mod	Excellent	0	3		
1716	3700	20	ROSEWOOD DR	NW BRENTWOOD DR	NW LINDENWOOD DR	COLLECTOR	33	292	54	1,124	94	83	60	91	Mod	Excellent	3	3		
1707	3700	30	ROSEWOOD DR	NW LINDENWOOD DR	NW HICKORYWOOD CT	COLLECTOR	33	291	53	1,120	98	89	60	95	Mod	Excellent	0	2		
1715	3700	40	ROSEWOOD DR	NW HICKORYWOOD CT	NW CRESTWOOD DR	COLLECTOR	33	291	53	1,120	94	82	60	90	Mod	Excellent	3	3		
1587	3700	50	ROSEWOOD DR	NW CRESTWOOD DR	NORTH END	COLLECTOR	24	141	19	395	86	67	60	80	Mod	V Good	9	5		
1869	3710	10	ROYER LN	SW EAGLES PKWY	NW ROYER LN TC	LOCAL	28	333	52	1,088	43	42	60	42	Mod	Marginal	33	15		
1475	3720	10	ROYER LN	NW ROYER LN TC	NW WILLOW DR	LOCAL	26	655	95	1,987	56	53	60	55	Mod	Fair	25	11		
1868	3730	10	ROYER LN TC	NW ROYER LN	NW ROYER LN	LOCAL	28	120	19	392	21	49	80	30	Strng	Poor	28	36		
1077	3730	20	ROYER LN TC	NW ROYER LN	NW BARBARA DR	LOCAL	28	43	7	140	10	52	80	24	Strng	V Poor	43	15		
1078	3730	30	ROYER LN TC	NW BARBARA DR	NW ROYER LN	LOCAL	28	50	8	163	41	28	80	37	Strng	Poor	34	25		
1736	3740	10	RUST CT	WEST END	S RUST RD	LOCAL	28	564	88	1,842	48	47	60	48	Mod	Marginal	32	19		

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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)
1664	3760	10	RUST RD	W RUST RD	NW WHITNEY DR	COLLECTOR	24	322	43	902	69	58	60	66	Mod	Good	23	8
1767	3760	20	RUST RD	NW WHITNEY DR	RUST RD	COLLECTOR	24	1,204	161	3,371	65	70	60	67	Mod	Good	25	10
1392	4300	10	RUST RD	NW RUST RD	NW ORION DR	COLLECTOR	30	208	35	728	75	84	30	78	Weak	V Good	18	7
1386	4300	20	RUST RD	NW ORION DR	NW EUROPA DR	COLLECTOR	30	266	44	931	76	72	60	75	Mod	V Good	18	6
1326	4300	30	RUST RD	NW EUROPA DR	S RUST RD	COLLECTOR	25	612	85	1,785	64	56	60	62	Mod	Good	26	10
1680	4470	10	RUST RD	RUST RD	NW BAILEY DR	COLLECTOR	23	577	74	1,548	57	48	60	54	Mod	Fair	32	7
1684	4470	20	RUST RD	NW BAILEY DR	NW RUST CT	COLLECTOR	22	303	37	778	43	54	60	46	Mod	Marginal	31	26
1735	4470	30	RUST RD	NW RUST CT	DS@181N NW RUST CT	COLLECTOR	20	181	20	422	50	58	60	53	Mod	Fair	30	20
1298	5910	10	RUST RD	NW RUST RD	N BUCKNER-TARSNEY RD	COLLECTOR	18	1,321	132	2,774	69	66	60	68	Mod	Good	23	8
1064	5930	10	RYAN RD	S MINTER RD	DS@528E S MINTER RD	COLLECTOR	34	528	100	2,094	45	55	60	48	Mod	Marginal	30	19
1063	5930	20	RYAN RD	DS@528E S MINTER RD	DS@1056E S MINTER RD	COLLECTOR	34	528	100	2,094	30	70	60	43	Mod	Marginal	41	23
1062	5930	30	RYAN RD	DS@1056E S MINTER RD	DS@1584E S MINTER RD	COLLECTOR	34	528	100	2,094	32	75	60	47	Mod	Marginal	40	27
1061	5930	40	RYAN RD	DS@1584E S MINTER RD	DS@2112E S MINTER RD	COLLECTOR	34	528	100	2,094	35	73	60	48	Mod	Marginal	39	25
1060	5930	50	RYAN RD	DS@2112E S MINTER RD	S STONY POINT RD	COLLECTOR	34	537	101	2,130	35	70	60	47	Mod	Marginal	35	25
1101	5930	60	RYAN RD	S STONY POINT RD	SW STONY POINT DR	COLLECTOR	34	210	40	833	43	66	60	51	Mod	Fair	30	22
1573	5930	70	RYAN RD	SW STONY POINT DR	SW CROSS CREEK DR	COLLECTOR	34	1,459	276	5,787	40	69	60	50	Mod	Fair	38	18
1574	5940	10	RYAN RD	SW CROSS CREEK DR	SW CROSS CREEK DR	COLLECTOR	34	654	124	2,594	42	56	60	46	Mod	Marginal	35	20
1031	5940	20	RYAN RD	SW CROSS CREEK DR	DS@528E SW CROSS CREEK DR	COLLECTOR	34	528	100	2,094	40	74	60	51	Mod	Fair	32	17
1030	5940	30	RYAN RD	DS@528E SW CROSS CREEK DR	DS@1056E SW CROSS CREEK DR	COLLECTOR	34	528	100	2,094	48	64	60	53	Mod	Fair	32	16
1029	5940	40	RYAN RD	DS@1056E SW CROSS CREEK DR	DS@1584E SW CROSS CREEK DR	COLLECTOR	34	528	100	2,094	49	69	60	55	Mod	Fair	30	16
1028	5940	50	RYAN RD	DS@1584E SW CROSS CREEK DR	DS@2112E SW CROSS CREEK DR	COLLECTOR	34	528	100	2,094	38	64	60	46	Mod	Marginal	30	13
1027	5940	60	RYAN RD	DS@2112E SW CROSS CREEK DR	DS@2640E SW CROSS CREEK DR	COLLECTOR	34	528	100	2,094	43	67	60	51	Mod	Fair	32	20
1026	5940	70	RYAN RD	DS@2640E SW CROSS CREEK DR	S BUCKNER TARSNEY RD	COLLECTOR	35	324	63	1,323	57	55	60	56	Mod	Fair	24	15
1505	5480	10	SANDY CT	SW LAURA LN	EAST END	LOCAL	26	256	37	777	43	49	60	45	Mod	Marginal	38	18
1184	5490	10	SANDY LN	SW SNI-A-BAR BLVD	LOIS LN	LOCAL	26	1,036	150	3,143	49	48	60	49	Mod	Marginal	35	15
1185	5490	20	SANDY LN	LOIS LN	SW LAURA LN	LOCAL	26	598	86	1,814	43	51	60	46	Mod	Marginal	38	18
1413	2500	10	SANKAR DR	SOUTH END	S OUTER RD E	LOCAL	35	492	96	2,009	59	55	60	58	Mod	Fair	18	23
1423	3780	10	SAWGRASS DR	BARR RD	NW SCENIC LN	LOCAL	25	290	40	846	50	30	60	43	Mod	Marginal	32	15
1260	3780	20	SAWGRASS DR	NW SCENIC LN	NW MEADOW RD	LOCAL	25	1,069	148	3,118	49	51	60	50	Mod	Marginal	28	22
1275	3790	10	SCENIC DR	NW BAYTREE DR	NW MEADOW RD	LOCAL	26	1,016	147	3,082	41	39	60	40	Mod	Marginal	39	16
1280	3800	10	SCENIC DR	NW MEADOW RD	NW ALBATROSS DR	LOCAL	26	760	110	2,305	43	46	60	44	Mod	Marginal	33	24
1279	3800	20	SCENIC DR	NW ALBATROSS DR	NW PAR DR	LOCAL	26	292	42	886	51	51	60	51	Mod	Fair	29	20
1278	3800	30	SCENIC DR	NW PAR DR	NW EAGLE DR	LOCAL	26	290	42	880	58	58	60	58	Mod	Fair	26	16
1822	3810	10	SCENIC LN	NW LONG DR	NW SAWGRASS DR	LOCAL	25	301	42	878	40	42	60	40	Mod	Marginal	42	18
1817	3810	20	SCENIC LN	NW SAWGRASS DR	NW SCENIC DR	LOCAL	25	287	40	837	39	44	60	41	Mod	Marginal	44	17
1799	3820	10	SCENIC WAY	NW EAGLE DR	NW GREEN DR	LOCAL	25	273	38	796	53	52	60	53	Mod	Fair	26	17
1790	4500	10	SEYMOUR RD	E MCQUERRY RD	NE WOLF CREEK RD	LOCAL	22	559	68	1,435	75	54	60	68	Mod	Good	16	8
1005	4500	20	SEYMOUR RD	NE WOLF CREEK RD	DS@528N NE WOLF CREEK RD	LOCAL	23	528	67	1,417	73	63	60	70	Mod	Good	13	1
1004	4500	30	SEYMOUR RD	DS@528N NE WOLF CREEK RD	DS@1056N NE WOLF CREEK RD	LOCAL	22	528	65	1,355	62	65	60	63	Mod	Good	13	1
1003	4500	40	SEYMOUR RD	DS@1056N NE WOLF CREEK RD	DS@1584N NE WOLF CREEK RD	LOCAL	22	528	65	1,355	73	73	30	73	Weak	V Good	24	2
1002	4500	50	SEYMOUR RD	DS@1584N NE WOLF CREEK RD	DS@2112N NE WOLF CREEK RD	LOCAL	22	528	65	1,355	86	79	60	84	Mod	V Good	13	0
1001	4500	60	SEYMOUR RD	DS@2112N NE WOLF CREEK RD	S SEYMOUR RD	LOCAL	22	616	75	1,581	88	69	60	82	Mod	V Good	11	0
1399	3830	10	SHORT ST	NW HIGH VIEW DR	NW HILLTOP LN	LOCAL	28	270	42	882	65	38	60	56	Mod	Fair	28	7

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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating				
1888	5500	10	SHORTHORN DR	SW CROSS CREEK DR	SW FOXTAIL DR	LOCAL	26	679	98	2,060	43	56	60	48	Mod	Marginal	37	19	94	
1129	5500	20	SHORTHORN DR	SW FOXTAIL DR	SW CLOVER DR	LOCAL	26	772	112	2,342	42	59	60	48	Mod	Marginal	35	21	94	
1242	5500	30	SHORTHORN DR	SW CLOVER DR	SW NELSON DR	LOCAL	26	946	137	2,870	45	51	60	47	Mod	Marginal	36	18	94	
1163	5510	10	SHORTHORN DR	SW NELSON DR	SW SNI-A-BAR BLVD	LOCAL	26	805	116	2,442	40	39	60	40	Mod	Marginal	37	17	94	
1244	5520	10	SHORTHORN DR	SW SNI-A-BAR BLVD	SW BROME DR	LOCAL	26	400	58	1,213	73	51	60	66	Mod	Good	20	8		
1637	3840	10	SILVERSTONE CR	NW LONG DR	NW END	LOCAL	25	278	39	811	44	45	60	45	Mod	Marginal	32	16		
1635	3850	10	SILVERSTONE CT	SOUTH END	NW LONG DR	LOCAL	28	153	24	500	42	32	80	39	Strng	Poor	29	18		
1825	4600	10	SMITH ST	W WALNUT ST	YENNIE AVE	LOCAL	18	556	56	1,168	49	48	80	49	Strng	Marginal	26	12		
1079	3870	10	SNI-A-BAR BLVD	NW SNI-A-BAR PKWY	NW WILLOW DR	COLLECTOR	34	1,120	212	4,443	41	55	60	46	Mod	Marginal	38	15		
1855	3870	20	SNI-A-BAR BLVD	NW WILLOW DR	US 40 HWY	COLLECTOR	34	513	97	2,035	33	37	80	35	Strng	Poor	38	18		
1246	3880	10	SNI-A-BAR BLVD	NW SNI-A-BAR PKWY	EAST END	COLLECTOR	35	166	32	678	68	46	60	60	Mod	Good	16	9		
1083	5540	10	SNI-A-BAR BLVD	SW EAGLES PKWY	BLUE BRANCH DR	COLLECTOR	42	376	88	1,842	36	50	60	41	Mod	Marginal	37	18		
1084	5540	20	SNI-A-BAR BLVD	BLUE BRANCH DR	STONEBROOK DR	COLLECTOR	32	263	47	982	30	60	60	40	Mod	Marginal	47	23		
1085	5540	30	SNI-A-BAR BLVD	STONEBROOK DR	DEAN DR	COLLECTOR	32	432	77	1,613	33	65	60	44	Mod	Marginal	44	22		
1086	5540	40	SNI-A-BAR BLVD	DEAN DR	SW HAMILTON LN	COLLECTOR	32	260	46	971	33	75	60	47	Mod	Marginal	45	22		
1087	5540	50	SNI-A-BAR BLVD	SW HAMILTON LN	EPHRAIM DR	COLLECTOR	32	44	8	164	27	49	60	34	Mod	Poor	44	29		
1088	5540	60	SNI-A-BAR BLVD	EPHRAIM DR	SW MONTANA RIDGE DR	COLLECTOR	32	258	46	963	28	80	60	45	Mod	Marginal	47	25		
1089	5550	10	SNI-A-BAR BLVD	SW MONTANA RIDGE DR	CHRISTIE LN	COLLECTOR	32	136	24	508	35	65	60	45	Mod	Marginal	41	23		
1090	5550	20	SNI-A-BAR BLVD	CHRISTIE LN	SW WHITESTONE DR	COLLECTOR	32	172	31	642	35	67	60	46	Mod	Marginal	41	21		
1091	5550	30	SNI-A-BAR BLVD	SW WHITESTONE DR	SW SANDY LN	COLLECTOR	32	187	33	698	31	68	60	43	Mod	Marginal	44	25		
1092	5550	40	SNI-A-BAR BLVD	SW SANDY LN	SW GRAYSTONE DR	COLLECTOR	32	383	68	1,430	31	77	60	47	Mod	Marginal	46	23		
1093	5550	50	SNI-A-BAR BLVD	SW GRAYSTONE DR	GRAYSTONE DR	COLLECTOR	32	160	28	597	30	59	60	39	Mod	Poor	49	21		
1094	5550	60	SNI-A-BAR BLVD	GRAYSTONE DR	SW LAKEVIEW DR	COLLECTOR	32	574	102	2,143	31	65	60	43	Mod	Marginal	45	23		
1447	5550	70	SNI-A-BAR BLVD	SW LAKEVIEW DR	SW LAKEVIEW DR	COLLECTOR	40	19	4	89	33	57	60	41	Mod	Marginal	45	22		
1095	5550	80	SNI-A-BAR BLVD	SW LAKEVIEW DR	SW SHORTHORN DR	COLLECTOR	32	442	79	1,650	38	65	60	47	Mod	Marginal	38	21		
1097	5550	90	SNI-A-BAR BLVD	SW SHORTHORN DR	SW BROME DR	COLLECTOR	32	371	66	1,385	41	76	60	53	Mod	Fair	36	23		
1096	5550	100	SNI-A-BAR BLVD	SW BROME DR	SW CROSS CREEK DR	COLLECTOR	32	516	92	1,926	42	58	60	48	Mod	Marginal	38	20		
1159	5560	10	SNI-A-BAR BLVD	SW CROSS CREEK DR	SW CRESTVIEW TER	COLLECTOR	33	604	111	2,325	38	57	60	44	Mod	Marginal	35	22		
1098	5560	20	SNI-A-BAR BLVD	SW CRESTVIEW TER	SW HILLSIDE CT	COLLECTOR	33	281	52	1,082	45	67	60	52	Mod	Fair	34	21		
1154	5560	30	SNI-A-BAR BLVD	SW HILLSIDE CT	SW MEADOWOOD DR	COLLECTOR	33	277	51	1,066	38	55	60	44	Mod	Marginal	38	24		
1524	5560	40	SNI-A-BAR BLVD	SW MEADOWOOD DR	SW RIDGEVIEW DR	COLLECTOR	33	431	79	1,659	34	66	60	45	Mod	Marginal	39	27		
1151	5560	50	SNI-A-BAR BLVD	SW RIDGEVIEW DR	SW GATEWAY CT	COLLECTOR	33	409	75	1,575	31	68	60	44	Mod	Marginal	41	28		
1529	5560	60	SNI-A-BAR BLVD	SW GATEWAY CT	SW LOGAN DR	COLLECTOR	40	24	5	112	35	16	80	29	Strng	Poor	31	25		
1530	5560	70	SNI-A-BAR BLVD	SW LOGAN DR	SW LEE ANN CR	COLLECTOR	33	450	83	1,733	38	75	60	50	Mod	Fair	38	24		
1532	5560	80	SNI-A-BAR BLVD	SW LEE ANN CR	SW HARVEST CR	COLLECTOR	33	368	67	1,417	38	78	60	52	Mod	Fair	39	23		
1535	5560	90	SNI-A-BAR BLVD	SW HARVEST CR	SW WOODLAND CR	COLLECTOR	33	383	70	1,475	33	77	60	48	Mod	Marginal	41	26		
1537	5560	100	SNI-A-BAR BLVD	SW WOODLAND CR	S BUCKNER TARSNEY RD	COLLECTOR	33	209	38	805	52	49	60	51	Mod	Fair	28	18		
1601	3900	10	SNI-A-BAR PKWY	SW SNI-A-BAR BLVD	NW BROADWAY ST	COLLECTOR	40	406	90	1,895	31	54	60	39	Mod	Poor	38	24		
1834	3900	20	SNI-A-BAR PKWY	NW BROADWAY ST	NW SNI-A-BAR BLVD	COLLECTOR	34	814	154	3,229	28	56	80	37	Strng	Poor	37	24		
1474	3910	10	SNI-A-BAR PKWY	NW SNI-A-BAR BLVD	NW WILLOW DR	COLLECTOR	34	449	85	1,781	53	46	60	51	Mod	Fair	29	12		
1604	4610	10	SOUTH ST	OAK ST	GARDEN ST	LOCAL	25	883	123	2,575	93	81	60	89	Mod	Excellent	4	3		
1638	4620	10	SQUIRE CT	JAMES ROLLO DR	NORTH END	LOCAL	26	376	54	1,141	16	33	80	22	Strng	V Poor	33	18		
1448	5580	10	STOCKMAN CT	WEST END	SW STOCKMAN DR	LOCAL	26	350	51	1,062	73	51	60	66	Mod	Good	21	6		

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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)
1449	5590	10	STOCKMAN DR	SW STOCKMAN CT	SW WHITESTONE DR	LOCAL	26	305	44	925	68	44	60	60	Mod	Good	24	7
1517	5590	20	STOCKMAN DR	SW WHITESTONE DR	CENTURION CT	LOCAL	26	295	43	895	79	60	60	73	Mod	V Good	16	4
1518	5590	30	STOCKMAN DR	CENTURION CT	SW GRAYSTONE DR	LOCAL	26	182	26	552	86	67	60	79	Mod	V Good	13	2
1519	5590	40	STOCKMAN DR	SW GRAYSTONE DR	GRAYSTONE DR	LOCAL	26	135	20	410	97	88	60	94	Mod	Excellent	0	3
1882	4630	10	STONE BROOK DR	SW ROCK CREEK DR	CROSS CREEK LN	LOCAL	26	167	24	507	54	40	60	50	Mod	Marginal	33	13
1498	4630	20	STONE BROOK DR	CROSS CREEK LN	SW CROSS CREEK DR	LOCAL	26	295	43	895	43	41	60	42	Mod	Marginal	37	16
1197	4630	30	STONE BROOK DR	SW CROSS CREEK DR	PEBBLEBROOK LN	LOCAL	26	266	38	807	56	36	80	50	Strng	Marginal	22	21
1211	4640	10	STONE BROOK LN	SW ROCK CREEK LN	SW ROCK CREEK DR	LOCAL	25	703	98	2,050	53	45	80	50	Strng	Fair	19	19
1213	4640	20	STONE BROOK LN	SW ROCK CREEK DR	CROSS CREEK LN	LOCAL	26	298	43	904	34	56	80	42	Strng	Marginal	17	21
1487	4640	30	STONE BROOK LN	CROSS CREEK LN	SW CROSS CREEK DR	LOCAL	26	293	42	889	29	37	80	32	Strng	Poor	10	8
1212	4640	40	STONE BROOK LN	SW CROSS CREEK DR	PEBBLEBROOK LN	LOCAL	26	278	40	843	40	42	80	41	Strng	Marginal	32	9
1187	4650	10	STONEBROOK DR	BLUE BRANCH DR	SW SNI-A-BAR BLVD	LOCAL	26	708	102	2,148	42	44	80	43	Strng	Marginal	32	11
1570	5600	10	STONY POINT DR	W RYAN RD	SW FOXTAIL DR	LOCAL	25	609	85	1,776	53	52	60	53	Mod	Fair	32	15
1268	2510	10	SUNNY LANE DR	NE MCQUERRY RD	NE MCQUERRY RD	LOCAL	30	1,040	173	3,640	51	47	60	50	Mod	Marginal	28	16
1557	5610	10	SUNSET DR	SW MEADOWOOD DR	SW RIDGEVIEW DR	LOCAL	26	631	91	1,914	45	52	60	47	Mod	Marginal	36	19
1695	3920	10	SWEETGUM CT	NW SYCAMORE DR	NW END	LOCAL	28	309	48	1,009	40	51	60	44	Mod	Marginal	33	18
1347	3930	10	SYCAMORE CT	NW HEDGEWOOD DR	NORTH END	LOCAL	27	676	101	2,129	68	48	60	62	Mod	Good	17	11
1728	3940	10	SYCAMORE DR	NW CATALPA CT	NW SWEETGUM CT	LOCAL	24	423	56	1,184	43	56	60	47	Mod	Marginal	36	21
1694	3940	20	SYCAMORE DR	NW SWEETGUM CT	NW ROSEWOOD DR	LOCAL	24	292	39	818	61	45	60	56	Mod	Fair	26	14
1344	3950	10	SYCAMORE DR	NW ROSEWOOD DR	NW CHERRY CT	LOCAL	24	449	60	1,257	75	57	60	69	Mod	Good	14	6
1346	3950	20	SYCAMORE DR	NW CHERRY CT	NW HEDGEWOOD DR	LOCAL	24	290	39	812	52	51	80	52	Strng	Fair	17	21
1726	3960	10	SYCAMORE LN	NW CATALPA CT	NW HEDGEWOOD DR	LOCAL	24	1,031	137	2,887	55	56	60	55	Mod	Fair	27	14
1371	3970	10	TAYLER CT	SOUTH END	NW BAILEY DR	LOCAL	28	401	62	1,310	84	65	60	78	Mod	V Good	9	5
1849	5680	10	THIEME ST	W FRONT ST	W WALNUT ST	LOCAL	16	370	33	691	39	40	60	40	Mod	Poor	37	19
1633	5690	10	THIEME ST	W WALNUT ST	YENNIE AVE	LOCAL	18	548	55	1,151	59	41	80	53	Strng	Fair	17	17
1819	5700	10	THIEME ST	YENNIE AVE	MINTER AVE	LOCAL	18	366	37	769	84	65	60	78	Mod	V Good	8	2
1815	5700	20	THIEME ST	MINTER AVE	NORTH END	LOCAL	17	304	29	603	83	64	60	77	Mod	V Good	10	3
1081	5620	10	TISHA LANE	NORTH END	SW AUGUST LN	LOCAL	70	63	25	515	56	34	60	49	Mod	Marginal	27	17
1082	5620	20	TISHA LANE	SW AUGUST LN	SW CRESTVIEW DR	LOCAL	26	756	109	2,293	50	47	60	49	Mod	Marginal	35	15
1162	5620	30	TISHA LANE	SW CRESTVIEW DR	SW GATEWAY CT	LOCAL	26	1,484	214	4,501	55	48	60	53	Mod	Fair	28	12
1775	4550	10	TYER RD	NW JEFFERSON ST	DS@1752N NW JEFFERSON ST	COLLECTOR	18	1,752	175	3,679	52	53	60	53	Mod	Fair	28	15
1647	5710	10	TYER RD	RD MIZE RD	GOLFVIEW DR	LOCAL	20	321	36	749	37	43	60	39	Mod	Poor	38	24
1812	5710	20	TYER RD	GOLFVIEW DR	NORTH END	LOCAL	20	376	42	877	43	43	80	43	Strng	Marginal	31	25
1401	5720	10	UNKNOWN OFF NW HIGH VIEW DR	SOUTH END	NW HIGH VIEW DR	LOCAL	25	136	19	397	85	66	60	79	Mod	V Good	5	5
1202	5730	10	UNNAMED 001	NW JACKIE AVE	SW EAGLES PKWY	LOCAL	21	467	54	1,144	56	31	60	48	Mod	Marginal	31	12
1803	3980	10	VALLEY CT	WEST END	VALLEY WOODS DR	LOCAL	26	187	27	567	58	62	60	59	Mod	Fair	26	16
1862	5770	10	VALLEY DR	W BROADWAY ST	CONCORD CIR	LOCAL	24	718	96	2,010	70	49	60	63	Mod	Good	20	10
1402	3990	10	VALLEY RIDGE CR	NW VALLEY RIDGE DR	EAST END	LOCAL	30	432	72	1,512	85	66	60	79	Mod	V Good	13	3
1405	4000	10	VALLEY RIDGE CT	NW VALLEY RIDGE DR	EAST END	LOCAL	29	714	115	2,416	60	39	60	53	Mod	Fair	25	11
1788	4010	10	VALLEY RIDGE DR	NW JEFFERSON ST	NW VALLEY RIDGE CT	LOCAL	33	1,045	192	4,023	43	40	80	42	Strng	Marginal	25	16
1782	4010	20	VALLEY RIDGE DR	NW VALLEY RIDGE CT	NW VALLEY RIDGE CR	LOCAL	34	586	111	2,324	38	37	80	37	Strng	Poor	31	19
1780	4010	30	VALLEY RIDGE DR	NW VALLEY RIDGE CR	NW WOODBURY DR	LOCAL	34	420	79	1,666	52	50	60	51	Mod	Fair	29	20
1283	5780	10	VALLEY WOODS CT	BARR RD	RD MIZE RD	LOCAL	26	763	110	2,314	58	46	60	54	Mod	Fair	24	12

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											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating					
1804	5790	10	VALLEY WOODS DR	NW LONG DR	NW VALLEY CT	LOCAL	26	396	57	1,201	48	48	60	48	Mod	Marginal	36	15			
1794	5790	20	VALLEY WOODS DR	NW VALLEY CT	RD MIZE RD	LOCAL	25	930	129	2,713	57	57	60	57	Mod	Fair	25	19			
1364	4020	10	WALNUT CT	SW END	NW ELMWOOD DR	LOCAL	27	429	64	1,351	65	39	60	56	Mod	Fair	25	11			
1845	1710	10	WALNUT ST	MAIN ST	CYPRESS ST	LOCAL	24	309	41	865	53	46	80	51	Strng	Fair	12	24			
1846	1710	20	WALNUT ST	CYPRESS ST	EAST END	LOCAL	24	214	29	599	58	36	60	51	Mod	Fair	30	4			
1454	5960	10	WALNUT ST	E.E. KIRBY RD	CHARLOTTE ST	LOCAL	23	682	87	1,830	46	42	80	45	Strng	Marginal	27	23			
1455	5960	20	WALNUT ST	CHARLOTTE ST	CHARLOTTE ST	LOCAL	23	331	42	888	45	47	80	46	Strng	Marginal	28	22			
1456	5960	30	WALNUT ST	CHARLOTTE ST	SMITH ST	LOCAL	23	323	41	867	49	77	60	59	Mod	Fair	26	23			
1457	5960	40	WALNUT ST	SMITH ST	THIEME ST	LOCAL	23	166	21	445	51	62	60	55	Mod	Fair	26	23			
1458	5960	50	WALNUT ST	THIEME ST	THIEME ST	LOCAL	23	170	22	456	55	41	80	50	Strng	Fair	23	22			
1232	5960	60	WALNUT ST	THIEME ST	CAPELLE ST	LOCAL	23	344	44	923	37	56	80	43	Strng	Marginal	23	40			
1459	5960	70	WALNUT ST	CAPELLE ST	GREGG ST	LOCAL	23	329	42	883	54	69	60	59	Mod	Fair	25	20			
1460	5960	80	WALNUT ST	GREGG ST	MAIN ST	LOCAL	40	299	66	1,395	65	45	60	58	Mod	Fair	21	14			
1685	4030	10	WASHAM CT	NW POND AVE	NORTH END	LOCAL	26	187	27	567	61	45	60	56	Mod	Fair	21	10			
1135	5630	10	WESTVIEW DR	SW MEADOWOOD DR	SW RIDGEVIEW DR	LOCAL	25	637	88	1,858	32	43	60	36	Mod	Poor	50	18			
1688	4040	10	WHISPERING CT	NW POND AVE	EAST END	LOCAL	28	319	50	1,042	64	53	60	61	Mod	Good	24	12			
1156	5640	10	WHITESTONE DR	SW GRAYSTONE DR	SW STOCKMAN DR	LOCAL	26	927	134	2,812	42	37	60	40	Mod	Marginal	37	13			
1512	5640	20	WHITESTONE DR	SW STOCKMAN DR	HILLSBORO DR	LOCAL	26	605	87	1,835	39	42	60	40	Mod	Marginal	38	15			
1177	5640	30	WHITESTONE DR	HILLSBORO DR	SW SNI-A-BAR BLVD	LOCAL	26	294	42	892	43	39	80	41	Strng	Marginal	32	17			
1300	4050	10	WHITNEY DR	NW WOODBURY DR	NW NICHOLAS DR	LOCAL	26	224	32	679	83	64	60	77	Mod	V Good	8	4			
1777	4050	20	WHITNEY DR	NW NICHOLAS DR	NW NOLAN DR	LOCAL	26	266	38	807	59	66	60	61	Mod	Good	33	8			
1778	4050	30	WHITNEY DR	NW NOLAN DR	NW WHITNEY DR	LOCAL	26	656	95	1,990	54	47	60	52	Mod	Fair	33	11			
1306	4060	10	WHITNEY DR	WEST END	DS@169E WEST END	LOCAL	25	169	23	493	53	44	60	50	Mod	Fair	32	14			
1305	4060	20	WHITNEY DR	DS@169E WEST END	NW MADISON CT	LOCAL	25	269	37	785	56	52	60	55	Mod	Fair	30	9			
1304	4060	30	WHITNEY DR	NW MADISON CT	NW RUST RD	LOCAL	25	180	25	525	53	28	80	45	Strng	Marginal	29	13			
1836	4070	10	WILLOW CT	SOUTH END	NW WILLOW DR	LOCAL	26	207	30	628	53	36	80	47	Strng	Marginal	27	20			
1439	4080	10	WILLOW DR	WEST END	NW WILLOW CT	LOCAL	26	149	22	452	59	48	60	55	Mod	Fair	29	12			
1838	4080	20	WILLOW DR	NW WILLOW CT	NW MICHAEL DR	LOCAL	26	308	44	934	54	55	60	54	Mod	Fair	24	21			
1835	4080	30	WILLOW DR	NW MICHAEL DR	NW JACKIE AVE	LOCAL	26	270	39	819	62	57	60	61	Mod	Good	26	11			
1864	4080	40	WILLOW DR	NW JACKIE AVE	NW LINDSEY LN	LOCAL	26	280	40	849	61	51	60	58	Mod	Fair	27	12			
1863	4080	50	WILLOW DR	NW LINDSEY LN	EAST END	LOCAL	28	173	27	565	54	42	80	50	Strng	Marginal	25	20			
1220	4090	10	WILLOW DR	WEST END	NW SNI-A-BAR BLVD	LOCAL	26	793	115	2,405	46	42	80	44	Strng	Marginal	29	11			
1627	4100	10	WILLOW DR	WEST END	NW SNI-A-BAR PKWY	LOCAL	38	560	118	2,483	50	52	60	51	Mod	Fair	32	17			
1613	4100	20	WILLOW DR	NW SNI-A-BAR PKWY	NW ROYER LN	LOCAL	35	1,736	338	7,089	50	59	60	53	Mod	Fair	24	12			
1612	4100	30	WILLOW DR	NW ROYER LN	EAST END	LOCAL	35	347	67	1,417	56	57	60	56	Mod	Fair	33	12			
1219	5970	10	WILLOW DR	NW PARKER DR	AARON LN	LOCAL	25	870	121	2,538	60	66	60	62	Mod	Good	25	15			
1476	5970	20	WILLOW DR	AARON LN	AMANDA LN	LOCAL	25	312	43	910	47	66	60	53	Mod	Fair	29	21			
1477	5970	30	WILLOW DR	AMANDA LN	E.E. KIRBY RD	LOCAL	25	380	53	1,108	47	58	60	51	Mod	Fair	34	19			
1218	5980	10	WILLOW DR	E.E. KIRBY RD	GARDEN ST	LOCAL	25	1,174	163	3,424	76	65	60	73	Mod	V Good	19	5			
1142	5650	10	WINDCREST CT	WEST END	SW MONTANA RIDGE DR	LOCAL	25	240	33	700	70	47	60	63	Mod	Good	23	7			
1289	2520	10	WOLF CREEK RD	NW END	NE CLEAR CREEK RD	LOCAL	25	239	33	697	63	46	60	58	Mod	Fair	25	12			
1645	2520	20	WOLF CREEK RD	NE CLEAR CREEK RD	S SEYMOUR RD	LOCAL	25	316	44	922	65	45	60	59	Mod	Fair	24	10			
1652	4110	10	WOODBURY CT	NW WOODBURY DR	NORTH END	LOCAL	26	133	19	403	72	51	60	65	Mod	Good	15	12			



City of Grain Valley, MO  
Street Inventory and Condition Summary - Sorted by Street Name



GISID	Street Number	Block Number	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary							
											Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)
1786	2530	10	WOODBURY DR	N BUCKNER-TARSNEY RD	NE BREEZEWAY DR	LOCAL	33	615	113	2,368	62	49	60	58	Mod	Fair	27	9
1807	2530	20	WOODBURY DR	NE BREEZEWAY DR	EAST END	LOCAL	34	455	86	1,805	71	48	60	63	Mod	Good	22	7
1073	4120	10	WOODBURY DR	E DUNCAN RD	NW CEDAR LN	COLLECTOR	34	217	41	861	65	58	60	63	Mod	Good	24	11
1074	4120	20	WOODBURY DR	NW CEDAR LN	NW COTTONWOOD DR	COLLECTOR	34	767	145	3,042	65	69	60	67	Mod	Good	26	9
1075	4120	30	WOODBURY DR	NW COTTONWOOD DR	NW BURR OAK LN	COLLECTOR	34	387	73	1,535	61	59	60	60	Mod	Good	28	11
1076	4120	40	WOODBURY DR	NW BURR OAK LN	NW PECAN DR	COLLECTOR	34	679	128	2,693	60	65	60	62	Mod	Good	26	13
1308	4130	10	WOODBURY DR	NW PECAN DR	NW ASPEN CT	COLLECTOR	34	647	122	2,566	83	71	60	79	Mod	V Good	8	9
1769	4130	20	WOODBURY DR	NW ASPEN CT	NW HICKORY RIDGE PL	COLLECTOR	34	479	90	1,900	88	78	60	84	Mod	V Good	3	10
1772	4130	30	WOODBURY DR	NW HICKORY RIDGE PL	NW MAPLE DR	COLLECTOR	34	389	73	1,543	88	74	60	83	Mod	V Good	3	9
1301	4130	40	WOODBURY DR	NW MAPLE DR	NW WHITNEY DR	COLLECTOR	34	195	37	774	85	74	60	81	Mod	V Good	5	10
1299	4130	50	WOODBURY DR	NW WHITNEY DR	NW VALLEY RIDGE DR	COLLECTOR	34	520	98	2,063	42	55	60	46	Mod	Marginal	45	13
1297	4130	60	WOODBURY DR	NW VALLEY RIDGE DR	NW PHELPS DR	COLLECTOR	34	1,597	302	6,335	35	47	60	39	Mod	Poor	43	19
1293	4130	70	WOODBURY DR	NW PHELPS DR	NW WOODBURY PL	COLLECTOR	34	328	62	1,301	47	39	80	45	Strng	Marginal	24	21
1292	4130	80	WOODBURY DR	NW WOODBURY PL	NW PHELPS CT	COLLECTOR	34	215	41	853	47	39	80	45	Strng	Marginal	22	30
1403	4130	90	WOODBURY DR	NW PHELPS CT	NW WOODBURY CT	COLLECTOR	34	72	14	286	52	45	80	50	Strng	Marginal	21	15
1404	4130	100	WOODBURY DR	NW WOODBURY CT	N BUCKNER-TARSNEY RD	COLLECTOR	34	509	96	2,019	53	46	60	50	Mod	Fair	27	21
1378	4150	10	WOODBURY LN	NW CEDAR LN	E DUNCAN RD	LOCAL	27	197	30	621	58	24	60	47	Mod	Marginal	29	13
1653	4160	10	WOODBURY PL	NW WOODBURY DR	NORTH END	LOCAL	24	152	20	426	48	20	80	38	Strng	Poor	19	15
1538	5660	10	WOODLAND CR	SOUTH END	SW SNI-A-BAR BLVD	LOCAL	26	340	49	1,031	53	37	60	48	Mod	Marginal	35	10
1138	5670	10	WOODLAND DR	SW CREEK RIDGE DR	NELSON DR	LOCAL	30	1,101	184	3,854	61	29	60	50	Mod	Fair	30	9
1257	6000	10	YENNIE AVE	E.E. KIRBY RD	CHARLOTTE ST	LOCAL	20	1,011	112	2,359	62	67	60	64	Mod	Good	21	12
1425	6000	20	YENNIE AVE	CHARLOTTE ST	SMITH ST	LOCAL	20	323	36	754	69	50	60	63	Mod	Good	17	11
1426	6000	30	YENNIE AVE	SMITH ST	THIEME ST	LOCAL	20	338	38	789	72	53	60	65	Mod	Good	17	12
1427	6000	40	YENNIE AVE	THIEME ST	CAPELLE ST	LOCAL	20	341	38	796	74	71	60	73	Mod	V Good	18	8
1431	6000	50	YENNIE AVE	CAPELLE ST	GREGG ST	LOCAL	20	328	36	765	77	66	60	74	Mod	V Good	15	8
1432	6000	60	YENNIE AVE	GREGG ST	MAIN ST	LOCAL	23	301	38	808	77	68	60	74	Mod	V Good	0	0
1629	6020	10	YOUNG ST	W BROADWAY ST	CANNON ST	LOCAL	24	495	66	1,386	87	68	60	80	Mod	V Good	10	3
1856	6020	20	YOUNG ST	CANNON ST	W HARRIS ST	LOCAL	24	287	38	804	82	63	60	75	Mod	V Good	14	5

**Appendix B**  
**\$340K/Year Rehabilitation Plans by Segment**

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City of Grain Valley, MO  
Street Inventory and Five Year Rehabilitation Plan By Segment



\$340k/Year Rehabilitation Plan

Current PCI Date: 8/6/2020

Analysis Start Date: 1/1/2021

GISID	On Street	From Street	To Street	Project Current PCI	Year of First Rehab	Segment Rehab Results	Rehab Activity	Avg Unit Rate (\$/yd2)	Segment Pavement Cost (\$)	Segment Total Cost (\$)	Whole Project Cost (\$)	5 Year Post Rehab PCI
1492	CROSS CREEK LN	STONE BROOK DR	STONE BROOK LN	44	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	24.50	67,522	67,522	67,522	90
1745	DUNCAN RD	RUST RD	N BUCKNER-TARSNEY RD	42	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	99,060	99,060	99,060	89
1083	SNI-A-BAR BLVD	SW EAGLES PKWY	BLUE BRANCH DR	42	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	47,432	47,432	168,277	89
1084	SNI-A-BAR BLVD	BLUE BRANCH DR	STONEBROOK DR	42	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	25,287	25,287	168,277	89
1085	SNI-A-BAR BLVD	STONEBROOK DR	DEAN DR	42	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	41,535	41,535	168,277	89
1086	SNI-A-BAR BLVD	DEAN DR	SW HAMILTON LN	42	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	25,003	25,003	168,277	89
1087	SNI-A-BAR BLVD	SW HAMILTON LN	EPHRAIM DR	42	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	4,223	4,223	168,277	89
1088	SNI-A-BAR BLVD	EPHRAIM DR	SW MONTANA RIDGE DR	42	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	24,797	24,797	168,277	89
1334	DUNCAN RD	NW HEDGEWOOD DR	NW NICHOLAS DR	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	24,797	24,797	109,746	91
1744	DUNCAN RD	NW NICHOLAS DR	RUST RD	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	84,949	84,949	109,746	91
1791	JEFFERSON ST	DS@1555E NW VALLEY RIDGE DR	EAST END	72	2	Forced Yr 3	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	24,592	24,592	24,592	89
1159	SNI-A-BAR BLVD	SW CROSS CREEK DR	SW CRESTVIEW TER	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	59,869	59,869	201,340	91
1098	SNI-A-BAR BLVD	SW CRESTVIEW TER	SW HILLSIDE CT	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	27,862	27,862	201,340	91
1154	SNI-A-BAR BLVD	SW HILLSIDE CT	SW MEADOWOOD DR	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	27,450	27,450	201,340	91
1524	SNI-A-BAR BLVD	SW MEADOWOOD DR	SW RIDGEVIEW DR	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	42,719	42,719	201,340	91
1151	SNI-A-BAR BLVD	SW RIDGEVIEW DR	SW GATEWAY CT	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	40,556	40,556	201,340	91
1529	SNI-A-BAR BLVD	SW GATEWAY CT	SW LOGAN DR	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	2,884	2,884	201,340	91
1169	HILLSBORO DR	SW HILLSBORO DR	SW WHITESTONE DR	45	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	24.50	22,295	22,295	66,077	93
1571	CREEK RIDGE DR	SW MEADOWOOD DR	SW RIDGEVIEW DR	34	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	29.00	65,366	65,366	120,582	93
1100	HILLSBORO DR	SW HAMILTON LN	HILLSBORO DR	45	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	24.50	21,928	21,928	66,077	93
1114	MEADOWOOD DR	SW CREEK RIDGE DR	SW MURIEL DR	34	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	29.00	24,360	24,360	120,582	93
1118	MEADOWOOD DR	SW MURIEL DR	SW GATEWAY DR	34	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	29.00	30,856	30,856	120,582	93
1887	MONTANA RIDGE DR	SW LAKEVIEW DR	SW GRAYSTONE DR	46	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	26,008	26,008	127,232	93
1141	MONTANA RIDGE DR	SW GRAYSTONE DR	SW WINDCREST CT	46	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	25,544	25,544	127,232	93
1542	MONTANA RIDGE DR	SW WINDCREST CT	SW INDIAN CREEK CT	46	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	23,587	23,587	127,232	93
1527	MONTANA RIDGE DR	SW INDIAN CREEK CT	SW LONESTAR CT	46	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	24,437	24,437	127,232	93
1160	MONTANA RIDGE DR	SW LONESTAR CT	SW DAKOTA STAR CT	46	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	27,656	27,656	127,232	93
1177	WHITESTONE DR	HILLSBORO DR	SW SNI-A-BAR BLVD	45	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	24.50	21,854	21,854	66,077	93
1231	ALY E OF GREGG ST	W FRONT ST	W WALNUT ST	72	4	Forced Yr 3	Edge Mill + Thin Overlay (1.5 - 2.0)	14.00	10,080	10,080	10,080	91
1506	DUSTER CT	NW END	SW HAMILTON LN	36	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	29.00	12,876	12,876	87,870	94
1649	PAVILION DR	RD MIZE RD	GOLFVIEW DR	35	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	29.00	44,660	44,660	91,814	94
1014	DILLINGHAM RD	DS@3168N E PINK HILL RD	DS@3696N E PINK HILL RD	41	4	Forced Yr 4	MicroSurface / Chip Seal + Strctrl Pch	4.10	5,556	5,556	22,310	87
1013	DILLINGHAM RD	DS@3696N E PINK HILL RD	DS@4224N E PINK HILL RD	41	4	Forced Yr 4	MicroSurface / Chip Seal + Strctrl Pch	4.10	5,556	5,556	22,310	87
1012	DILLINGHAM RD	DS@4224N E PINK HILL RD	DS@4752N E PINK HILL RD	41	4	Forced Yr 4	MicroSurface / Chip Seal + Strctrl Pch	4.10	5,556	5,556	22,310	87
1011	DILLINGHAM RD	DS@4752N E PINK HILL RD	E ARGO RD	41	4	Forced Yr 4	MicroSurface / Chip Seal + Strctrl Pch	4.10	5,642	5,642	22,310	87
1180	HAMILTON LN	SW HILLSBORO DR	DUSTER CT	36	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	29.00	40,513	40,513	87,870	94
1183	HAMILTON LN	DUSTER CT	SW SNI-A-BAR BLVD	36	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	29.00	24,621	24,621	87,870	94
1170	JOSEPH CT	SOUTH END	SW HILLSBORO DR	36	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	29.00	9,860	9,860	87,870	94
1516	MONTANA RIDGE DR	SW DAKOTA STAR CT	SW STOCKMAN CT	37	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	30.25	27,255	27,255	126,898	94
1515	MONTANA RIDGE DR	SW STOCKMAN CT	HAMPTON CT	37	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	30.25	27,346	27,346	126,898	94
1511	MONTANA RIDGE DR	HAMPTON CT	SW HILLSBORO DR	37	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	30.25	27,618	27,618	126,898	94



CSID	On Street	From Street	To Street	Project Current PCI	Year of First Rehab	Segment Rehab Results	Rehab Activity	Avg Unit Rate (\$/yd2)	Segment Pavement Cost (\$)	Segment Total Cost (\$)	Whole Project Cost (\$)	5 Year Post Rehab PCI
1175	MONTANA RIDGE DR	SW HILLSBORO DR	SW SNI-A-BAR BLVD	37	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	30.25	44,679	44,679	126,898	94
1647	TYER RD	RD MIZE RD	GOLFVIEW DR	35	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.00	21,721	21,721	91,814	94
1812	TYER RD	GOLFVIEW DR	NORTH END	35	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.00	25,433	25,433	91,814	94
1421	MINTER AVE	THIEME ST	N CAPELLE ST	78	5	Selected Yr 5	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	10,252	10,252	62,048	92
1639	CAPELLE ST	MINTER AVE	NORTH END	78	5	Selected Yr 5	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	9,266	9,266	62,048	92
1198	EAGLES PKWY	WEST END	NW JACKIE AVE	40	5	Selected Yr 5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	31.75	89,789	89,789	259,397	96
1199	EAGLES PKWY	NW JACKIE AVE	UNNAMED 001	40	5	Selected Yr 5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	31.75	46,831	46,831	259,397	96
1200	EAGLES PKWY	UNNAMED 001	S MINTER RD	40	5	Selected Yr 5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	31.75	122,777	122,777	259,397	96
1819	THIEME ST	YENNIE AVE	MINTER AVE	78	5	Selected Yr 5	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	11,151	11,151	62,048	92
1815	THIEME ST	MINTER AVE	NORTH END	78	5	Selected Yr 5	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	8,744	8,744	62,048	92
1427	YENNIE AVE	THIEME ST	CAPELLE ST	78	5	Selected Yr 5	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	11,542	11,542	62,048	92
1431	YENNIE AVE	CAPELLE ST	GREGG ST	78	5	Selected Yr 5	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	11,093	11,093	62,048	92

**Appendix C**

**\$340K/Year Rehabilitation Plans by Year**

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\$340k/Year Rehabilitation Plan

GISID	On Street	From Street	To Street	Project Current PCI	Year of First Rehab	Segment Rehab Results	Rehab Activity Code	Rehab Activity	Avg Unit Rate (\$/yd2)	Segment Pavement Cost (\$)	Segment Total Cost (\$)	Whole Project Cost (\$)	5 Year Post Rehab PCI
1492	CROSS CREEK LN	STONE BROOK DR	STONE BROOK LN	44	1	Selected Yr 1	50	FWM + Thick Overlay (> 2.0 - 3.0)	24.50	67,522	67,522	67,522	90
1745	DUNCAN RD	RUST RD	N BUCKNER-TARNEY RD	42	1	Selected Yr 1	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	99,060	99,060	99,060	89
1083	SNI-A-BAR BLVD	SW EAGLES PKWY	BLUE BRANCH DR	42	1	Selected Yr 1	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	47,432	47,432	168,277	89
1084	SNI-A-BAR BLVD	BLUE BRANCH DR	STONEBROOK DR	42	1	Selected Yr 1	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	25,287	25,287	168,277	89
1085	SNI-A-BAR BLVD	STONEBROOK DR	DEAN DR	42	1	Selected Yr 1	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	41,535	41,535	168,277	89
1086	SNI-A-BAR BLVD	DEAN DR	SW HAMILTON LN	42	1	Selected Yr 1	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	25,003	25,003	168,277	89
1087	SNI-A-BAR BLVD	SW HAMILTON LN	EPHRAIM DR	42	1	Selected Yr 1	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	4,223	4,223	168,277	89
1088	SNI-A-BAR BLVD	EPHRAIM DR	SW MONTANA RIDGE DR	42	1	Selected Yr 1	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	24,797	24,797	168,277	89
1334	DUNCAN RD	NW HEDGEWOOD DR	NW NICHOLAS DR	44	2	Selected Yr 2	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	24,797	24,797	109,746	91
1744	DUNCAN RD	NW NICHOLAS DR	RUST RD	44	2	Selected Yr 2	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	84,949	84,949	109,746	91
1791	JEFFERSON ST	DS@1555E NW VALLEY RIDGE DR	EAST END	72	2	Forced Yr 3	30	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	24,592	24,592	24,592	89
1159	SNI-A-BAR BLVD	SW CROSS CREEK DR	SW CRESTVIEW TER	44	2	Selected Yr 2	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	59,869	59,869	201,340	91
1098	SNI-A-BAR BLVD	SW CRESTVIEW TER	SW HILLSIDE CT	44	2	Selected Yr 2	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	27,862	27,862	201,340	91
1154	SNI-A-BAR BLVD	SW HILLSIDE CT	SW MEADOWOOD DR	44	2	Selected Yr 2	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	27,450	27,450	201,340	91
1524	SNI-A-BAR BLVD	SW MEADOWOOD DR	SW RIDGEVIEW DR	44	2	Selected Yr 2	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	42,719	42,719	201,340	91
1151	SNI-A-BAR BLVD	SW RIDGEVIEW DR	SW GATEWAY CT	44	2	Selected Yr 2	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	40,556	40,556	201,340	91
1529	SNI-A-BAR BLVD	SW GATEWAY CT	SW LOGAN DR	44	2	Selected Yr 2	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	2,884	2,884	201,340	91
1571	CREEK RIDGE DR	SW MEADOWOOD DR	SW RIDGEVIEW DR	34	3	Selected Yr 3	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.00	65,366	65,366	120,582	93
1114	MEADOWOOD DR	SW CREEK RIDGE DR	SW MURIEL DR	34	3	Selected Yr 3	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.00	24,360	24,360	120,582	93
1118	MEADOWOOD DR	SW MURIEL DR	SW GATEWAY DR	34	3	Selected Yr 3	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.00	30,856	30,856	120,582	93
1887	MONTANA RIDGE DR	SW LAKEVIEW DR	SW GRAYSTONE DR	46	3	Selected Yr 3	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	26,008	26,008	127,232	93
1141	MONTANA RIDGE DR	SW GRAYSTONE DR	SW WINDCREST CT	46	3	Selected Yr 3	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	25,544	25,544	127,232	93
1542	MONTANA RIDGE DR	SW WINDCREST CT	SW INDIAN CREEK CT	46	3	Selected Yr 3	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	23,587	23,587	127,232	93
1527	MONTANA RIDGE DR	SW INDIAN CREEK CT	SW LONESTAR CT	46	3	Selected Yr 3	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	24,437	24,437	127,232	93
1160	MONTANA RIDGE DR	SW LONESTAR CT	SW DAKOTA STAR CT	46	3	Selected Yr 3	50	FWM + Thick Overlay (> 2.0 - 3.0)	25.75	27,656	27,656	127,232	93
1169	HILLSBORO DR	SW HILLSBORO DR	SW WHITESTONE DR	45	3	Selected Yr 3	50	FWM + Thick Overlay (> 2.0 - 3.0)	24.50	22,295	22,295	66,077	93
1100	HILLSBORO DR	SW HAMILTON LN	HILLSBORO DR	45	3	Selected Yr 3	50	FWM + Thick Overlay (> 2.0 - 3.0)	24.50	21,928	21,928	66,077	93
1177	WHITESTONE DR	HILLSBORO DR	SW SNI-A-BAR BLVD	45	3	Selected Yr 3	50	FWM + Thick Overlay (> 2.0 - 3.0)	24.50	21,854	21,854	66,077	93
1231	ALY E OF GREGG ST	W FRONT ST	W WALNUT ST	72	4	Forced Yr 3	30	Edge Mill + Thin Overlay (1.5 - 2.0)	14.00	10,080	10,080	10,080	91
1649	PAVILION DR	RD MIZE RD	GOLFVIEW DR	35	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.00	44,660	44,660	91,814	94
1647	TYER RD	RD MIZE RD	GOLFVIEW DR	35	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.00	21,721	21,721	91,814	94
1812	TYER RD	GOLFVIEW DR	NORTH END	35	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.00	25,433	25,433	91,814	94
1014	DILLINGHAM RD	DS@3168N E PINK HILL RD	DS@3696N E PINK HILL RD	41	4	Forced Yr 4	23	MicroSurface / Chip Seal + Strctrl Ptch	4.10	5,556	5,556	22,310	87
1013	DILLINGHAM RD	DS@3696N E PINK HILL RD	DS@4224N E PINK HILL RD	41	4	Forced Yr 4	23	MicroSurface / Chip Seal + Strctrl Ptch	4.10	5,556	5,556	22,310	87
1012	DILLINGHAM RD	DS@4224N E PINK HILL RD	DS@4752N E PINK HILL RD	41	4	Forced Yr 4	23	MicroSurface / Chip Seal + Strctrl Ptch	4.10	5,556	5,556	22,310	87
1011	DILLINGHAM RD	DS@4752N E PINK HILL RD	E ARGO RD	41	4	Forced Yr 4	23	MicroSurface / Chip Seal + Strctrl Ptch	4.10	5,642	5,642	22,310	87
1506	DUSTER CT	NW END	SW HAMILTON LN	36	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.00	12,876	12,876	87,870	94
1180	HAMILTON LN	SW HILLSBORO DR	DUSTER CT	36	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.00	40,513	40,513	87,870	94
1183	HAMILTON LN	DUSTER CT	SW SNI-A-BAR BLVD	36	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.00	24,621	24,621	87,870	94
1170	JOSEPH CT	SOUTH END	SW HILLSBORO DR	36	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.00	9,860	9,860	87,870	94
1516	MONTANA RIDGE DR	SW DAKOTA STAR CT	SW STOCKMAN CT	37	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	30.25	27,255	27,255	126,898	94
1515	MONTANA RIDGE DR	SW STOCKMAN CT	HAMPTON CT	37	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	30.25	27,346	27,346	126,898	94
1511	MONTANA RIDGE DR	HAMPTON CT	SW HILLSBORO DR	37	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	30.25	27,618	27,618	126,898	94
1175	MONTANA RIDGE DR	SW HILLSBORO DR	SW SNI-A-BAR BLVD	37	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	30.25	44,679	44,679	126,898	94
1639	CAPELLE ST	MINTER AVE	NORTH END	78	5	Selected Yr 5	30	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	9,266	9,266	62,048	92

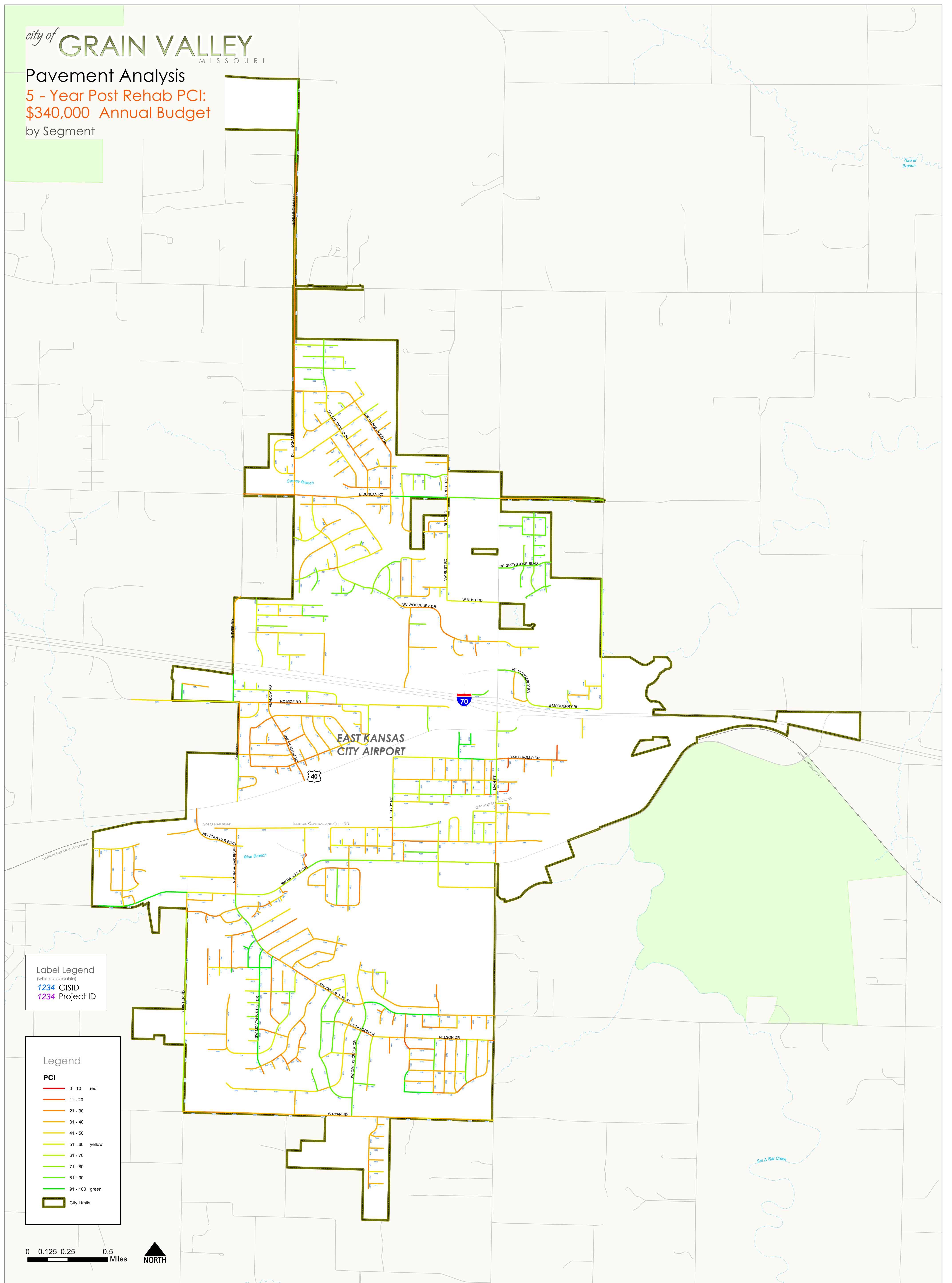


\$340k/Year Rehabilitation Plan

GISID	On Street	From Street	To Street	Project Current PCI	Year of First Rehab	Segment Rehab Results	Rehab Activity Code	Rehab Activity	Avg Unit Rate (\$/yd <sup>2</sup> )	Segment Pavement Cost (\$)	Segment Total Cost (\$)	Whole Project Cost (\$)	5 Year Post Rehab PCI
1421	MINTER AVE	THIEME ST	N CAPELLE ST	78	5	Selected Yr 5	30	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	10,252	10,252	62,048	92
1819	THIEME ST	YENNIE AVE	MINTER AVE	78	5	Selected Yr 5	30	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	11,151	11,151	62,048	92
1815	THIEME ST	MINTER AVE	NORTH END	78	5	Selected Yr 5	30	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	8,744	8,744	62,048	92
1427	YENNIE AVE	THIEME ST	CAPELLE ST	78	5	Selected Yr 5	30	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	11,542	11,542	62,048	92
1431	YENNIE AVE	CAPELLE ST	GREGG ST	78	5	Selected Yr 5	30	Edge Mill + Thin Overlay (1.5 - 2.0)	14.50	11,093	11,093	62,048	92
1198	EAGLES PKWY	WEST END	NW JACKIE AVE	40	5	Selected Yr 5	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	31.75	89,789	89,789	259,397	96
1199	EAGLES PKWY	NW JACKIE AVE	UNNAMED 001	40	5	Selected Yr 5	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	31.75	46,831	46,831	259,397	96
1200	EAGLES PKWY	UNNAMED 001	S MINTER RD	40	5	Selected Yr 5	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	31.75	122,777	122,777	259,397	96



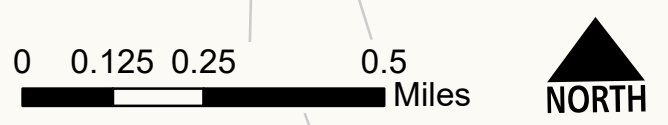
**Pavement Analysis**  
5 - Year Post Rehab PCI:  
\$340,000 Annual Budget  
by Segment



Label Legend  
(when applicable)  
1234 GISID  
1234 Project ID

**Legend**

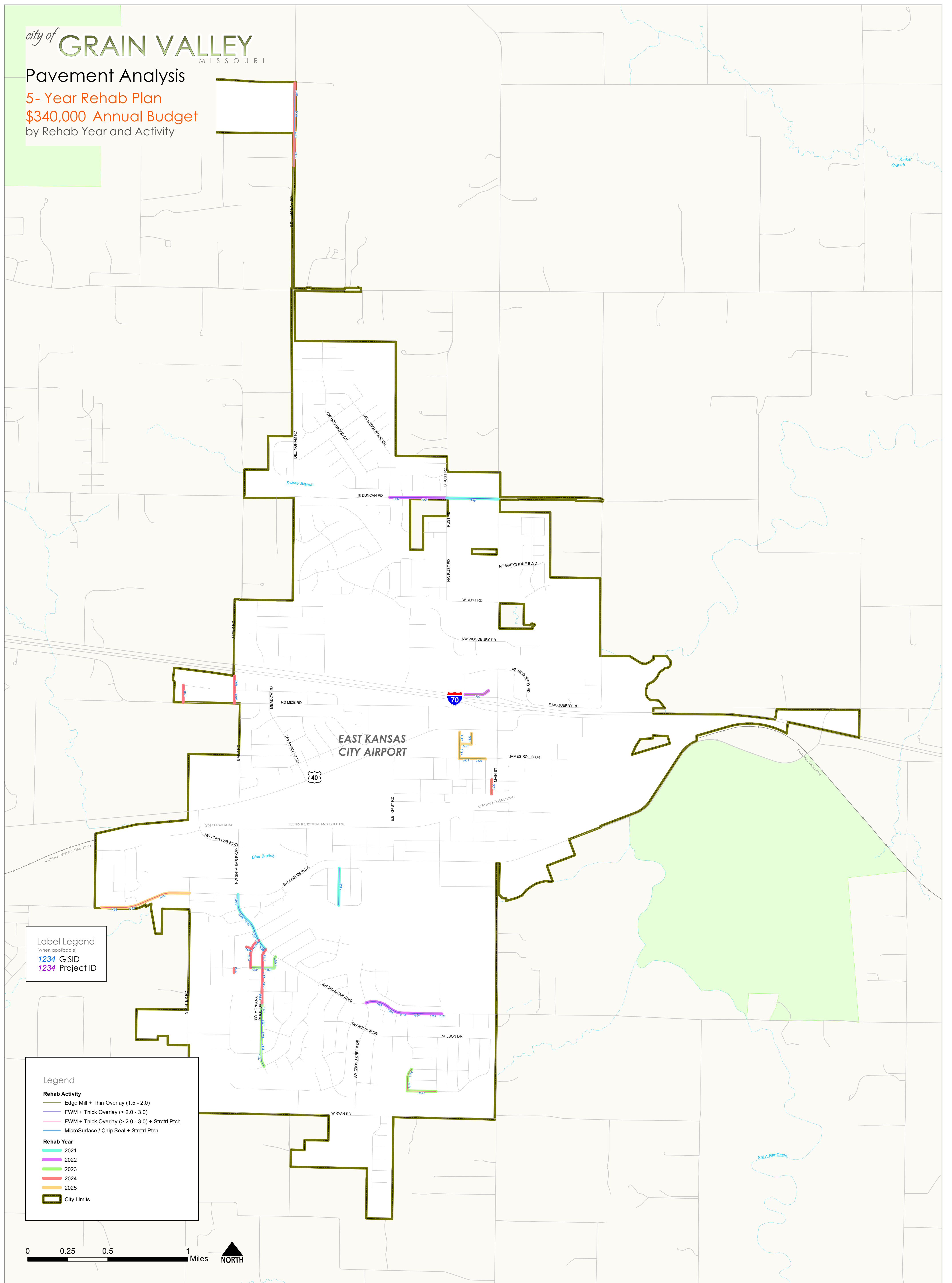
PCI	
0 - 10	red
11 - 20	orange-red
21 - 30	orange
31 - 40	light orange
41 - 50	yellow-orange
51 - 60	yellow
61 - 70	light green
71 - 80	green
81 - 90	dark green
91 - 100	dark green
City Limits	





## Pavement Analysis

5- Year Rehab Plan  
\$340,000 Annual Budget  
by Rehab Year and Activity



**Label Legend**  
(when applicable)  
1234 GISID  
1234 Project ID

**Legend**

**Rehab Activity**

- Edge Mill + Thin Overlay (1.5 - 2.0)
- FWM + Thick Overlay (> 2.0 - 3.0)
- FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch
- MicroSurface / Chip Seal + Strctrl Ptch

**Rehab Year**

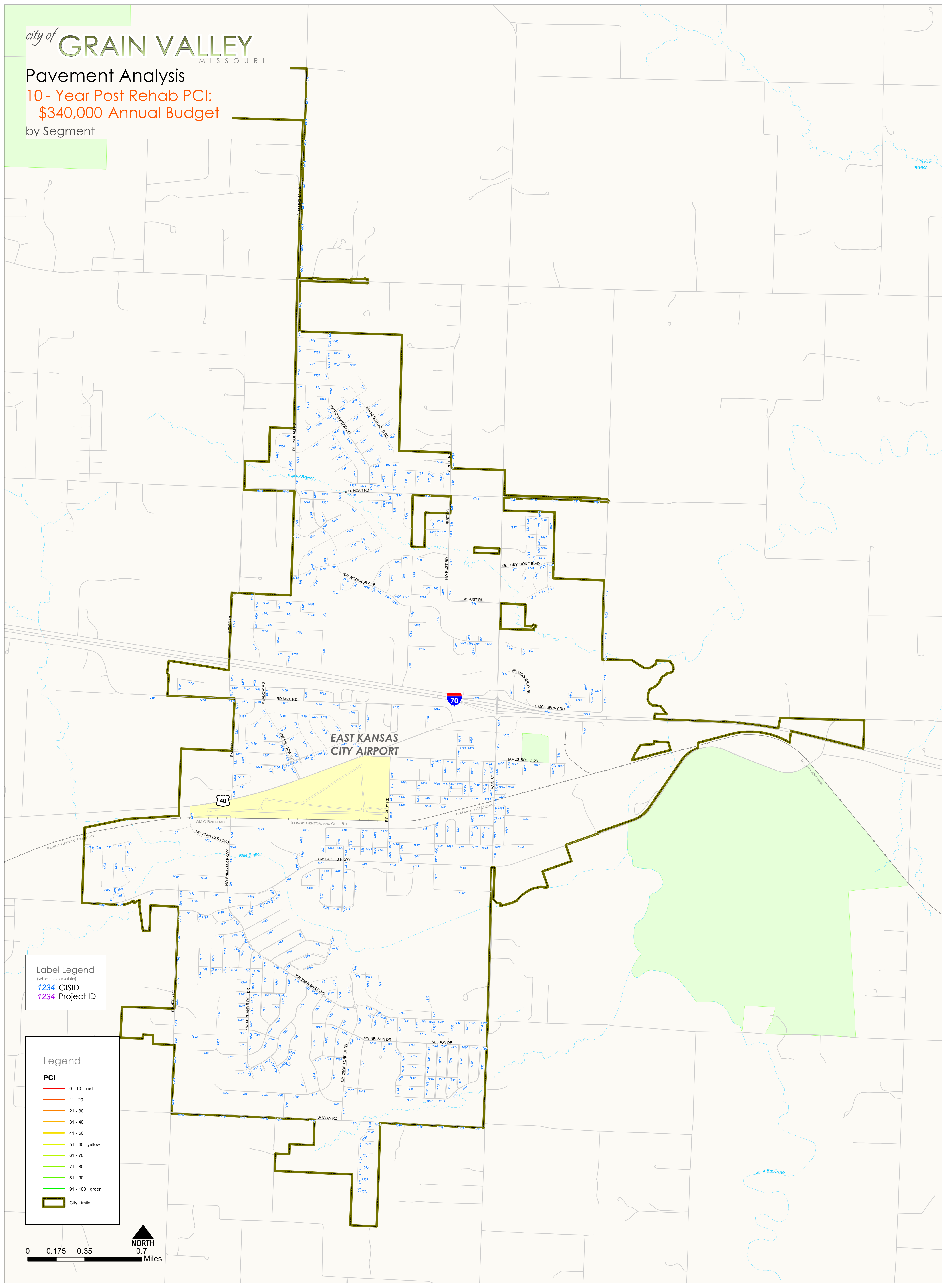
- 2021
- 2022
- 2023
- 2024
- 2025

City Limits





**Pavement Analysis**  
10 - Year Post Rehab PCI:  
\$340,000 Annual Budget  
by Segment

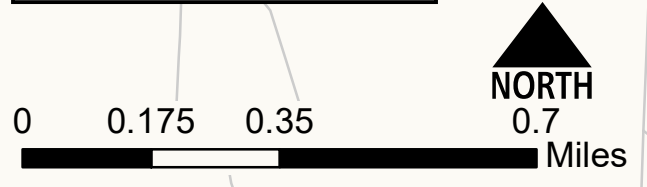


Label Legend  
(when applicable)  
1234 GISID  
1234 Project ID

**Legend**

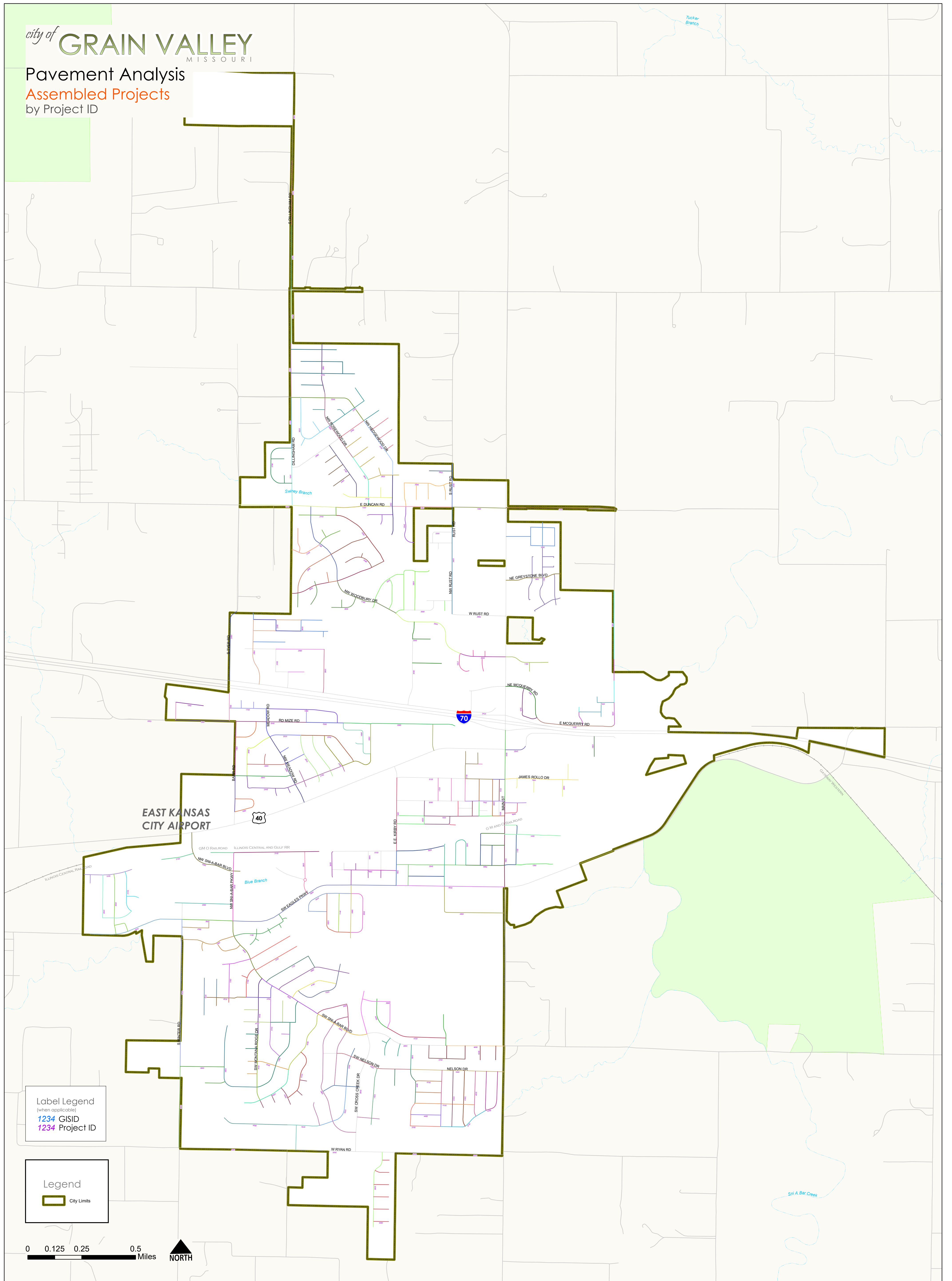
**PCI**

0 - 10	red
11 - 20	orange-red
21 - 30	orange
31 - 40	yellow-orange
41 - 50	yellow
51 - 60	light green
61 - 70	green
71 - 80	light green
81 - 90	green
91 - 100	dark green
[Thick Brown Line]	
City Limits	





Pavement Analysis  
Assembled Projects  
by Project ID

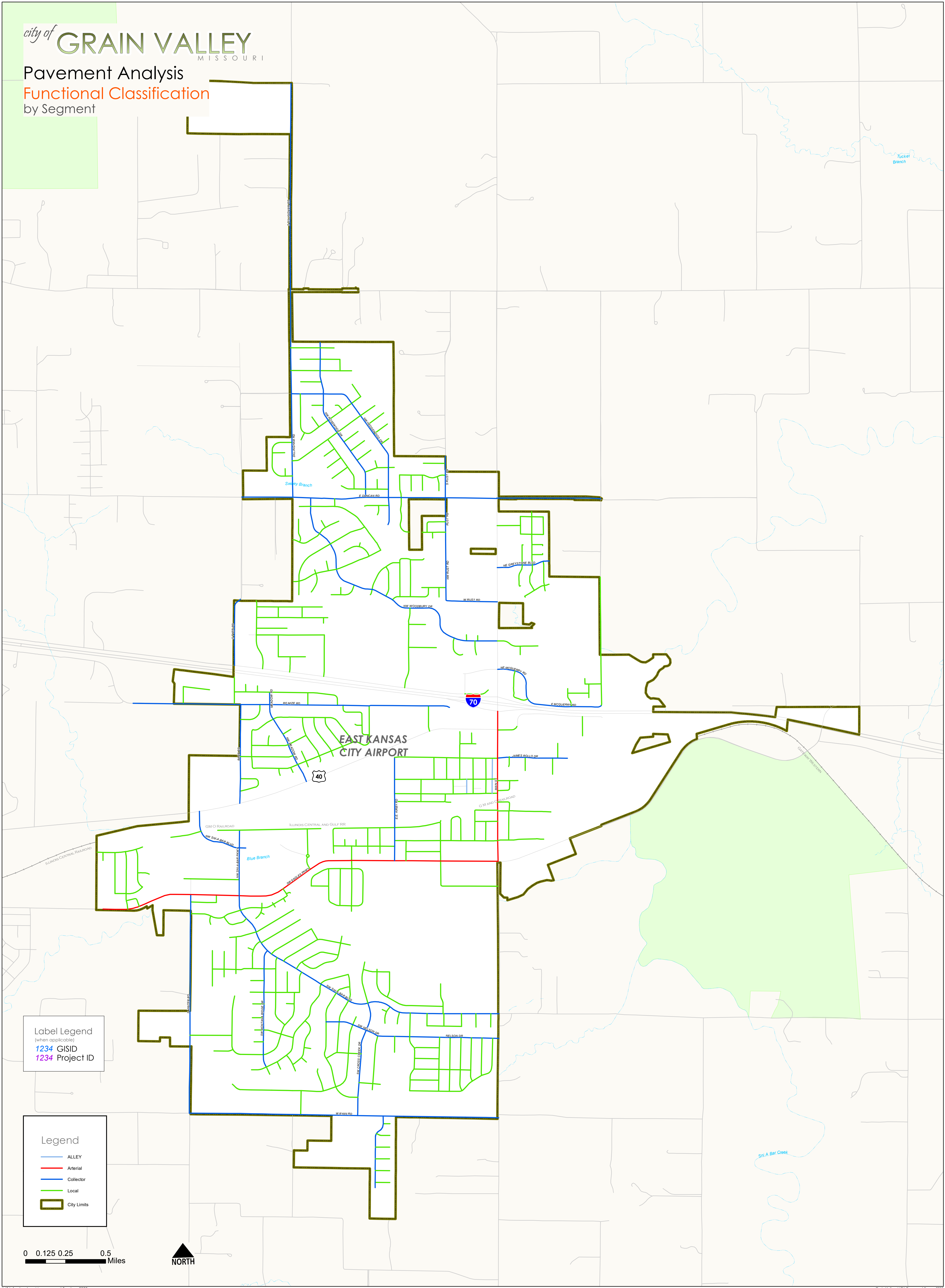


Label Legend  
(when applicable)  
1234 GISID  
1234 Project ID

Legend  
City Limits

0 0.125 0.25 0.5 Miles  
NORTH

Pavement Analysis  
**Functional Classification**  
by Segment



Label Legend  
(When applicable)  
1234 GISID  
1234 Project ID

Legend

- ALLEY
- Arterial
- Collector
- Local
- City Limits

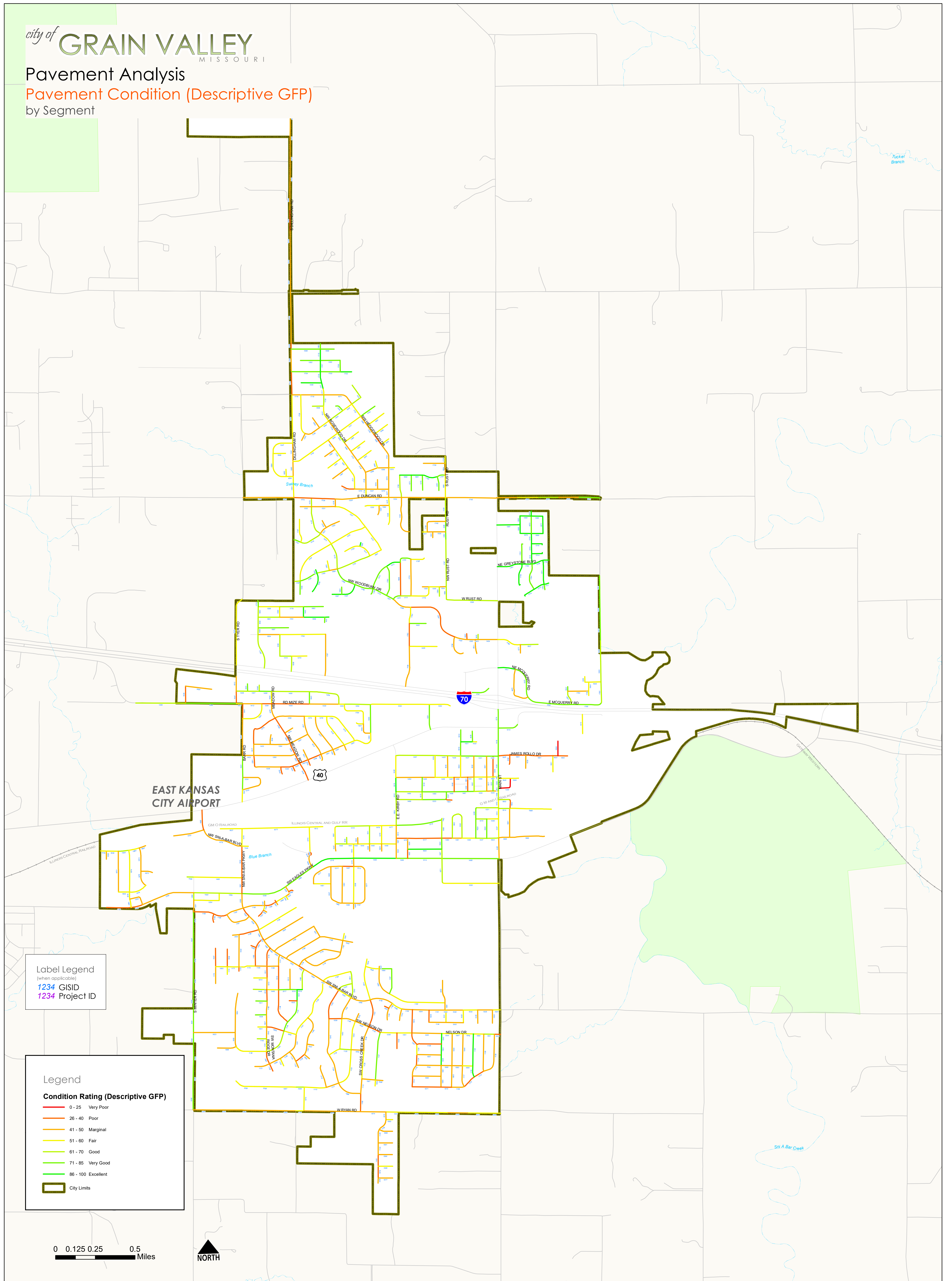
0 0.125 0.25 0.5  
Miles





Pavement Analysis

Pavement Condition (Descriptive GFP)  
by Segment



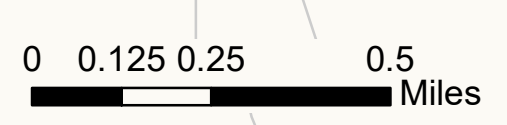
Label Legend  
(when applicable)  
1234 GISID  
1234 Project ID

**Legend**

**Condition Rating (Descriptive GFP)**

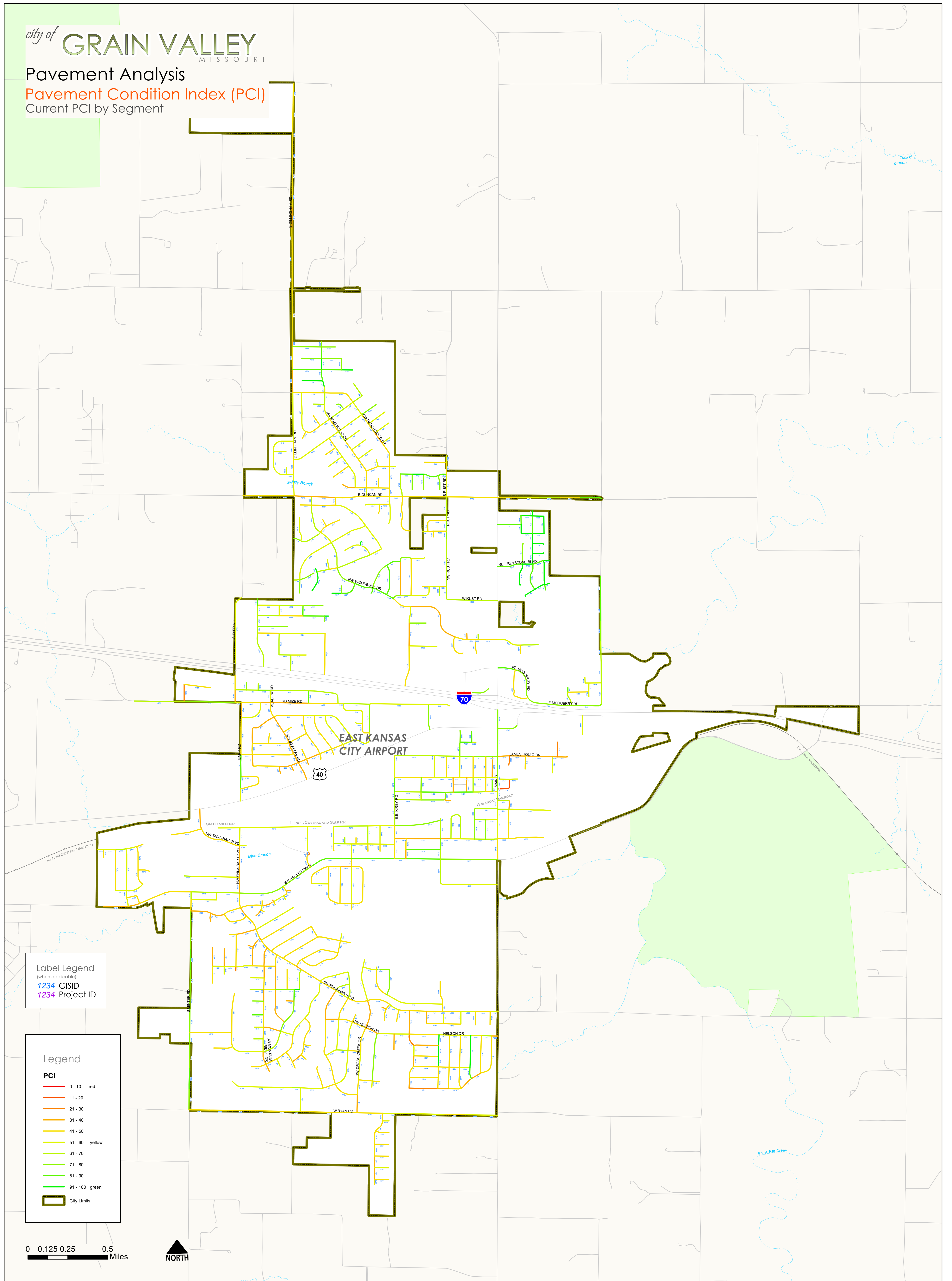
- 0 - 25 Very Poor
- 26 - 40 Poor
- 41 - 50 Marginal
- 51 - 60 Fair
- 61 - 70 Good
- 71 - 85 Very Good
- 86 - 100 Excellent

City Limits



Pavement Analysis

Pavement Condition Index (PCI)  
Current PCI by Segment



Label Legend  
(when applicable)  
1234 GISID  
1234 Project ID

Legend	
PCI	
0 - 10	red
11 - 20	orange-red
21 - 30	orange
31 - 40	light orange
41 - 50	yellow-orange
51 - 60	yellow
61 - 70	light green
71 - 80	green
81 - 90	dark green
91 - 100	green
City Limits	

