

Street	Surface	# of blocks	Rating (1- best, 5 worst)	Comments
Brown- 7th to 12th	Chip & Seal	5	5	TOTAL REPACEMENT MILL & OVERLAY SEALCOAT
Brown- 16th-18th	Chip & Seal	2	5	
Slayman Ln	Asphalt	1	5	
Foster Ct.	Asphalt	1	5	
Walnut - 4th to 6th	Chip & Seal	2	5	
South - 8th to 10th	Gravel	2	5	
Parker- 8th - Park	Chip & Seal	2	5	
4th - Parker to Main	Brick	1	5	
4th - Brown to Pacific	Brick	1	5	
7th- Pacific to Walnut	Chip & Seal	1	5	
8th - Main to Pacific	Brick	2	5	
9th - Main to Pacific	Brick	2	5	
18th - Main to Brown	Chip & Seal	2	5	
Beaver Lake Rd.	Gravel	6	5	
Pacific- Garden to 1st	Chip & Seal	3	4	
Pacific- 1st to 6th	Brick	5	4	
Chestnut- 8th to 12th	Chip & Seal	4	4	
Matney Dr. & Happy Place	Chip & Seal	4	4	
Parker -5th to 6th	Brick	1	4	
Park roads	Brick, Chip & Seal, Gr & Gravel	6	4	
Charles	Chip & Seal over Concrete	1	4	
Retan - Mill to Main	Chip & Seal	2	4	
1st - Matney to Walnut	Chip & Seal	1	4	
1st - Main to N	Chip & Seal	3	4	
5th- Alley to Brown	Chip & Seal over Brick	0.5	4	
5th - Brown to Chestnut	Brick & Chip and Seal Overlay	3	4	

7th - Carr to Lincoln	Chip & Seal	1	4
8th -Chestnut to South	Gravel	1	4
9th - Walnut to South	Concrete	2	4
10th - Chestnut to South	Gravel	1	4
11th- Walnut to Chestnut	Chip & Seal	1	4
15th - N to Main	Concrete	3	4
15th - Main to Brown	Chip & Seal	2	4
Lockhart Lane	Concrete	2	4
341 st & 341 st Terr.	Chip & Seal	6	4
High Dr.	Chip & Seal	1	4
Parkview E & W	Chip & Seal	2	4
Osawatomie Rd -341st to 335th Brick		10	4
Oneal - Mill to N	Chip& Seal	2	4
Chestnut- 4th to 6th	Chip & Seal	2	4
6th - Lincoln to Kelley	Concrete and Asphalt Overlay	10	4
E. Lakeshore Dr.	Gravel	8	4
Main- 5th to 7th	Asphalt	2	3
Main- 12th to 18th	Concrete & Asphalt Overlay	6	3
Brown- Oneal to 1st	Chip & Seal	4	3
Mill- Oneal to 1st	Concrete	4	3
Pacific Ct.	Asphalt	2	3
Hickory Ct	Asphalt	1	3
Hickory Ln.	Asphalt	2	3
Walnut - E to 1st	Gravel	1	3
Walnut 1st- 4th	Brick and asphalt overlay	3	3
Martin- 3rd to 4th	Chip & Seal	1	3
Martin -4th to 5th	Concrete	1	3
Walnut - 7th to 12th	Asphalt	5	3
Reed - 3rd to 4th	Chip & Seal	1	3
Reed - 4th-5th	Concrete	1	3
Mulberry	Gravel	1	3
Cedar	Gravel	1	3
Kelly -3rd to W	Chip & Seal	4	3
Parker - 1st to 5th	Chip & Seal	4	3

Parker -7th to 8th	Concrete	1	3
Lincoln- 7th to 9th	Chip & Seal	6	3
Carr - 1st to 8th	Chip & Seal	6	3
Oak Dr.	Chip & Seal	1	3
Leroy - Mill to Main	Chip & Seal	2	3
2nd Brown - Main	Brick	1	3
3rd - Carr to Lincoln	Chip & Seal	1	3
3rd - Main to Walnut	Brick	4	3
3rd - Kelley to Walnut	Chip & Seal	5	3
4th - Carr to Lincoln	Chip & Seal	1	3
4th - Lincoln to Parker	Concrete	1	3
4th - Pacific to Kelley	Concrete	5	3
5th - Carr to Parker	Chip & Seal	3	3
5th - Chestnut to Kelly	Concrete	4	3
6th - N to Lincoln	Asphalt	2	3
Derrick Jensen Drive	Asphalt	2	3
7th- Main to Pacific	Asphalt	2	3
10th - Walnut to Chestnut	Chip & Seal	2	3
12th- Pacific to South St	Chip & Seal	3	3
Brown Circle Drive	Chip & seal	2	3
14th - N to Main	Concrete	2	3
15th Terr.	Concrete	1	3
16th -Parker to Main	Chip & Seal	1	3
16th - Main to Brown	Chip & Seal over Concrete	2	3
17th - Main to Brown	Concrete	2	3
Rohrer Heights	Chip & Seal	2	3
Shady Lane	Chip & Seal	2	3
W Lakeshore Dr.	Chip & Seal	12	2
Main- 1st to E of hiway	Asphalt	6	3
Brown- 6th to 7th	Asphalt over Brick	1	3
Brown- 1st to 6th	Asphalt over Brick	5	2
Brown- 14th-16th	Asphalt	2	2
Mill- 1st to 4th	Asphalt	3	2
Pacific- 6th to 14th	Asphalt	8	2

Parker- 11th to City limits	Asphalt	8	2
Industrial Dr.	Asphalt	2	2
1st - Walnut to Main	Asphalt	4	2
2nd - Mill to Brown	Chip & Seal	1	2
4th- Main to Brown	Asphalt over Brick	1	2
5th - Parker to alley	Brick	0.5	2
5th - Alley to alley	Chip & Seal	1	2
7th - Parker to Main	Asphalt	1	2
8th - N to Main	Asphalt	3	2
8th - Pacific to Chestnut	Chip & Seal	2	2
9th - N to Main	Asphalt	3	2
9th - Pacific to Walnut	Asphalt	1	2
11th - N to Main	Asphalt	3	2
11th- Pacific to Walnut	Concrete	1	2
12th- Main to Pacific	Asphalt	4	2
14th - Main to Pacific	Asphalt	2	2
17th - Brown to S	Asphalt	1	1
Main- 1st to 5th	Concrete	4	1
Main- 7t to 12th	Concrete	5	1
10th - Main to Walnut	Concrete	3	1
11th Main to Pacific	Concrete	2	1
12th - Parker to Main	Concrete	1	1
Appenfeller Dr.	Asphalt	2	1

Projected date	Width	Length
2022	26'	2,830'
2022	24'	1,329'
2022	24'	510'.6"
2022	24'.1"/73'.5"	164'.6"
2024	25'	1,133'
Annually	13'	1,181'
2023	24'.3"	596'
2024	24'.1"	371'.4"
2022	24'.9"	375'.1"
2024	22'.2"	367'.5"
2022	24'.5"	726'.6"
2022	24'.1"	725'.1"
2022	19'.2"	457'.3"
Annually	13'.4"	2492'.0"
2024	22'.1"	1,318'
2022	30'.5"	2,424'
2023	23'.2"	2,427'
2023	M 22'.10" H 23'.7"	1136'.7"
2023	27'	539'.8"
2025		
2025	24'.4"/49'.9"	252'.2"
2022	24'.5"	672'.2"
2024	26'.9"	300'
2023	24'.4"	1,141'
2023	46'.9"	169'.1"
2023	27'.9"	1,111'

2024	23'	370'.5"
Annually	17'	204'.9"
2024	23'.5"	734'
Annually	13'.6"	364'.6"
2023	25'.2"	333'
2025	23'.5"	1757'.9"
2024	27'	424'
2025	31'.3"	864'.5"
2022	19'	2200'.7"
2022	17'	387'.5"
2022	E-28'.5"/43'.2"/W-25'W-151'/E-150'.1"	
2025	18'.5"	850'.4"
2022	26'.6"	667'.1"
2023	25'	1,037'
2022	38.0'	3,674'
Annually	15'.3"	4893'.7"
2024	29'.5"	1,121'
2025	25'	3,290'
2023	20'	1,412'
2025	25'.7"	1,407'
2024	28'	516'.7"
2021	27'.10"	216'.7"
2021	28'.5"	692'.3"
Annually	12'.5"	255'.6"
2025	25'	1,181'
2025	26'	532.5'
2025	27'	293.9'
2026	24'.5"	2,841'
2025	26'	533'.5"
2025	27'	303'.3"
Annually	30'.9"	136'.5"
	28'	137'.5"
2025	26'	531'.8"
2025	18'(1st,2nd) 25'	2,093'

2026	28'	607'.6"
2025	24'.8"	988'
2024	29'.5"(1st-6th) 23'.5"	3,493'.9"
2024	18'.9"	330'.8"
2024	23'.7"	672'.6"
2026	23'.10"	341'.1"
2023	25'.8"	336'.9"
2023	24'.4"	1,230'.3"
2023	29'.7"	1,887'
2023	25'.5"	729'.1"
2024	27'	363'.6"
2024	24'.2"	2,360'
2023	24'.5"	658'.4"
2025	27'	1,520'
2022	25'.8"	274'.9"
2022	31'.2"	857.2"
2021	26'.9"	723'.9"
2022	26'.2"	339'.6"
2022	29'.3"	1,041'
2022	25'.5"	1307'.3"
2025	27'	1,734'.7"
2025	28'.4"	433'.4"
2021	24'.6"	489'.6"
2025	25'.2"	455'.2"
2025	24'.9"	459'.4"
2021	29'.3"	777'.1"
2021	28'.5"	796'.8"
2022	24'.3"	3662'
2022	53'	1,406'
2021	29'.9"	532'.2"
2023	30'/26'.5"(4th,5th)	3,088'
2023	30'	995'.5'
2023	25'	1,183"
2023	35'/31'(12th,14th)	4,518'

2024	34'.6"	5,036'.5"
2023	26'.10" 86'.3"	725'.2"
2023	23'.10"	1,420'
2022	24'.4"	262'.5"
2022	24'	352'.6"
2025	26'.3"	172'.6"
2025	27'	403'.5"
2021	25'.2"	349'.5"
2023	28'.2"	1,411'
2026	23'.7"	360'.6"
2023	23'.2"	1,303'
2022	23'.8"	350'.5"
2022	34'	1,419"
	26'.5"	344'.1"
2021	23'.5"	750'.5"
2023	30'	746'.8"
2021	17'.10"	730'.1"
	26'.6"	2,009'
	26'.7"	2,811'
	23'.9"	1,107'
	28'	705'.7"
	34'.5"	316'.9"
2021	28'	737'.5"