

2025

LEE COUNTY PAVEMENT CONDITION REPORT (PASER)



Rockyford Road North of Briar Knoll Road

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Glossary (Definitions)

A1 & A2 – Illinois designation for a single (A1) or double (A2) layer sealcoat surface.

Alligator Cracking – A series of interconnected cracks forming small pieces (typically 1" to 6") caused by the fatigue failure of the asphalt or sealcoat under repeated traffic loading and poor base or sub-base conditions. It is often a sign of poor drainage.

Asphalt – A hydrocarbon-based oil that is used in many different types of road applications. In common usage it refers to a mixture of asphalt oil, sand, and stone that is used to make asphalt pavement.

Base – The layer(s) on which the HMA or sealcoat layer is built on. It is often known as the stone base as it is usually made of stone and aggregate.

Block Cracking – Interconnected cracks that divide the pavement up into large rectangular pieces. It is typically caused by the aging of the pavement.

Crack Filling – Process of filling cracks with a thick oil-based material to seal cracks and prevent water intrusion into the pavement through the cracks.

Distortion – Where shoving or rippling of the surface is displaced perpendicular to the traffic flow. It is caused by poorly mixed asphalt, settling, frost heave, poor base or sub-base conditions, or by heavy traffic accelerating or braking.

Distress and Deterioration – The result of a natural process that slowly degrades a pavement's integrity over time. It is very often accelerated by heavy traffic loads, poor construction, and/or weather-related actions. Normally seen as cracking, pavement wear, potholes, rutting, and etc.

Drainage – Water runoff and how it is conveyed away from an area. It involves the use of grading, ditches, curbs, culverts, sewers and etc.

Flushing – Where oil works its way up to and covering the surface. It is usually found with sealcoat surfaces. It is also sometimes called bleeding.

Fog Seal – A thin layer of asphalt oil sprayed on the top layer of sealcoat. It provides a stronger adhesion for the sealcoat aggregate and helps extend the service life of the sealcoat.

Grade – The slant or slope and relative smoothness of a road surface. The grade is important to ensure the proper drainage and smooth ride of the road.

Grading – Process of shaping and maintaining a pavement surface's integrity.

Grinding – Process of pulverizing surface into very small pieces typically with a milling machine.

HMA – Acronym for Hot Mix Asphalt.

HMA Wedging – Typically used on sealcoat roads to strengthen the road edge. It consists of a 7' to 8' wide asphalt wedge that runs full depth on the road edge and goes to nothing as it moves toward the road center. The road is typically sealcoated with an A1 the following year.

Longitudinal Crack – Cracks that run parallel to the pavement's centerline. Typically caused by cracks in the underlying pavement layer, poor asphalt bonding, poor base or sub-base conditions, or heavy traffic loads on the pavement.

Maintenance – Routine work done to maintain the road that typically does not require major road construction.

Milling – Process of grinding a layer off to create a flat road surface with a milling machine.

Overlay – Term used for placing a layer of HMA over an existing surface.

Partial HMA Reconstruction – Involves reconstruction HMA surface with localized sections of base repairs and patching.

Patching – Replacing an area of pavement that has been damaged or has been removed due to material loss such as a pothole or excavation due to some maintenance or construction activity. It is typically done with HMA or cold patch (a softer asphalt pavement mix).

PASER – Acronym for PAvement Surface Evaluation and Rating. It is an engineering-based rating system used for determining road pavement conditions. It is pronounced similar to the word “laser”.

Pavement Preservation – Maintenance activities such as crack filling, spray patching and sealcoating when used to protect and preserve a pavement to extend its service life. Typically done on asphalt pavements with a PASER rating of 6 or higher.

Pothole – An area where pavement material has been lost leaving a depression in the pavement surface. It is caused by traffic loading, pavement fatigue, or inadequate strength. It is often a sign of poor drainage.

Raveling – The progressive disintegration of an HMA or sealcoat from the surface downward as a result of the dislodgement of aggregate particles. It is caused by the stripping of oil from the stone, hardening of oil due to age, poor compaction, or not enough oil in the pavement.

Rutting – The displacement of material in the wheel path of the pavement creating deformation in the surface. It is caused by poor base or sub-base conditions and heavy traffic loads.

Scarify – Process of breaking up a road’s surface. Sometimes done with a milling machine. The broken material is then either removed or mixed into the underlying stone base.

Sealcoat – A treatment to seal roads from water intrusion or to control dust on gravel roads. It consists of a layer of asphalt oil with covering of crushed stone (known as chips). Sometimes it is known as oil and chip or tar and chip. Typically found on low volume rural roads but it can also be used to seal and protect asphalt roads.

Spray Patching – Process similar to sealcoating but used for covering and sealing isolated areas of pavement.

Sub-Base – The underlying soils that the base and pavement are built on top of. Sometimes these soils are referred to as the sub-soils.

Total HMA Reconstruction – The complete reconstruction of the entire road section including both asphalt and stone base repair down to the subbase. Subbase work may also be done.

Transverse Crack – Cracks that run perpendicular to the pavement's centerline. It is typically caused by temperature changes and the aging of the pavement.

Project Overview

The purpose of this report is to rate and evaluate the road pavement conditions of the Lee County Highway System. Bridges were not considered in this study as they must be evaluated separately. Lee County, through its Highway Department, maintains approximately 220 miles of roadway within its jurisdiction. The road system includes both asphalt and sealcoat paved roads. This survey used the PASER System to rate and evaluate the pavement conditions. The findings of the report are intended to be used to:

1. Identify what issues are currently affecting various roads throughout the county highway system.
2. To help identify what maintenance and repairs are needed throughout the system.
3. To estimate what it will cost to maintain and repair the highway system based on the current pavement conditions.
4. To help create a future multi-year maintenance and construction plan.

The PASER system is designed to help the Highway Department staff assess the condition of the County's highway system and determine what county resources are needed for each roadway segment. With limited funds available to the department, the PASER ratings help staff determine how to use this funding to provide the maximum benefit to the county residents.

What is the PASER System?

The Pavement Surface Evaluation and Rating (PASER) system provides an engineering based system to rate and evaluate the condition of road pavements. It was developed by the University of Wisconsin – Madison's Transportation Information Center. This system is recognized by the Illinois Department of Transportation as an acceptable way to rate pavement conditions. It is listed in the Bureau of Local Roads Manual (BLM) in Chapter 45-4.02(a). A total of 6 PASER systems are available for different types of pavement. They are asphalt, concrete, sealcoat, brick/block, gravel, and unimproved (dirt). Since Lee County roads only have asphalt and sealcoat pavements, only these PASER systems are covered in this report. PASER provides numerical rating categories (10 for asphalt and 5 for sealcoat) that provides a recognized standard rating conditions of pavement deterioration. For each rating category, typical maintenance and repair options are suggested. When a road's condition has been rated, planners can then estimate what maintenance and repairs will be required. With this information they can create a future maintenance plan and cost estimate.

PASER Numerical Ratings

PASER utilizes a 10-point category rating system for asphalt roads and a 5-point rating system for sealcoat roads. Below is brief summary of each of the PASER ratings for the asphalt and sealcoat systems. For more information on the PASER rating systems, please refer to the appropriate PASER manual. The PASER rating manuals are available online from the University of Wisconsin – Madison's Transportation Information Center website or from Illinois Department of Transportation's Technology Transfer Center website. (See 'Related Website Links' for website addresses)

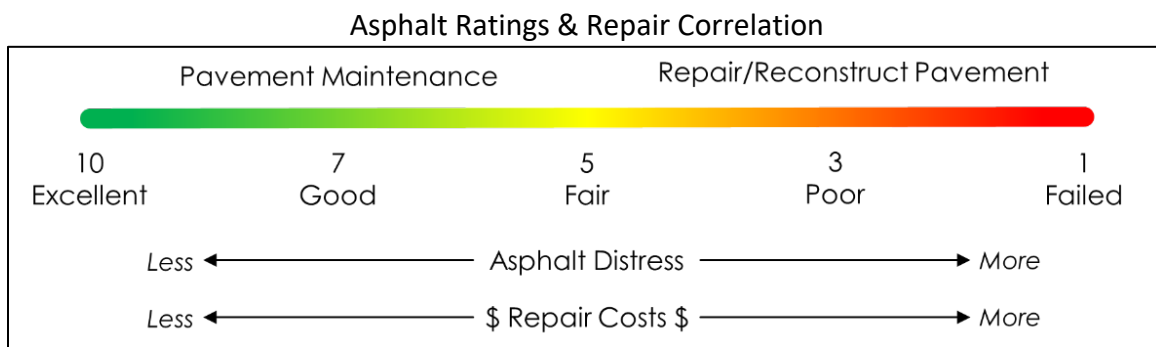
Asphalt PASER Ratings

- 10 – Excellent. New construction, pavement less than 1 year old. No deficiencies. No maintenance is required.
- 9 – Excellent. New construction over 1 year old or recent HMA overlay. No deficiencies. No maintenance is required.
- 8 – Very Good. Pavement may be a few years old. Very minor deficiencies such as only a few tightly sealed transverse or reflection cracks (<1/4" open). Only minor maintenance such as crack filling required.
- 7 – Good. Pavement is structurally sound. Pavement is showing the first signs of aging. Some longitudinal, transverse and reflection cracks which are tightly sealed (<1/4" open). Early signs of raveling may be present. Maintain roads with crack filling program. Some isolated areas may need to be spray patched. A sealcoat may be considered to further protect pavement.
- 6 – Good. Pavement is structurally sound. Pavement shows definite signs of aging. Surface may have some light raveling. Cracks are starting to open (1/4" to 1/2"). First signs of block cracking is observed. Crack filling, spray patching and/or a sealcoat is needed.
- 5 – Fair. Pavement is generally structurally sound. Pavement is moderate to severely raveling with loss of aggregate. All the patches are in good condition. Cracks are open (>1/2") and block cracking covers up to 50% of pavement surface. Crack filling is required with either a sealcoat or a thin HMA overlay. Expected life of sealcoat or thin overlay may be limited. A thicker HMA overlay may need to be considered.
- 4 – Fair. Pavement is showing the first signs of needed strengthening. Surface is severely raveling with aggregate loss. Slight rutting (<1/2" deep) may be present. Open cracks are common, and block cracking covers more than 50% of pavement. Some minor patching may be needed. Sealcoating the road will provide little to no benefit. A 2" HMA overlay is needed.
- 3 – Poor. Pavement needs structural improvement. Cracks are open and extensive. Raveling may be severe. Alligator cracking is present in less than 25% of the pavement. Moderate rutting (1" to 2" deep) or other distortions in the pavement are present. Patches are in fair to poor condition. Some potholes are present. Some spot drainage

and base improvements may be needed. Milling of surface is likely required before overlay. A 2" or more HMA overlay required.

2 – Very Poor. Roads are severely deteriorated. Over 25% of surface is alligator cracked. Travel may be impaired in some places. There is severe rutting or distortion in the pavement. Patches are in poor condition. Potholes are common. The road needs reconstruction. Drainage and base improvements may be required. Surface pulverization and a thick HMA overlay may be an option.

1 – Failed. Road pavements have failed. The pavement is in severe distress. Surface integrity has been lost. Travel on the road is likely impaired. Total road reconstruction is required. Base reconstruction and drainage improvements are also needed. Sub-base soils may need improvement as well.



Sealcoat PASER Ratings

5 – Excellent. Surface is up to 1 year old. The road has excellent drainage and no deficiencies. No maintenance is required.

4 – Good. Surface is 2 to 4 years old. The road has excellent to good drainage. Some slight surface wear and only very minor areas of flushing or aggregate loss are present. Little to no maintenance is required.

3 – Fair. Surface is 3 to 5 years old. The road has good to fair drainage. Some surface wear is evident or moderate flushing. Some spot drainage, spray patching and/or minor patching may be required. A preventive maintenance sealcoat recommended.

2 – Poor. Surface is over 5 years old. The road has fair to poor drainage. Surface wear is very evident throughout the surface. Severe flushing is evident. Patching, surface wedging, drainage or culvert improvements are likely needed. A new A1 surface is required.

1 – Failed. Surface is over 5 years old. The road has poor drainage and needs major improvements. Alligator cracking likely over large areas of the surface. Rutting and distortions are likely present throughout the surface showing the need for base improvements. The sealcoat has failed, and the surface needs to be scarified, have new gravel added and be regraded. The road requires reconstruction with a new A2 surface.

PASER Ratings Example Pictures

(Note: The following examples are not intended to be used for determining PASER road ratings but to provide the reader with some visual basis for what type of pavement conditions the ratings represent.)



Asphalt Rating 9 – Excellent, recently placed HMA overlay



Asphalt Rating 8 – Very good, no issues of concern

(Note: The following examples are not intended to be used for determining PASER road ratings but to provide the reader with some visual basis for what type of pavement conditions the ratings represent.)



Asphalt Rating 7 – Good, transverse cracks more than 10 feet apart with crack filler



Asphalt Rating 6 – Good, transverse cracks less than 10 feet apart

(Note: The following examples are not intended to be used for determining PASER road ratings but to provide the reader with some visual basis for what type of pavement conditions the ratings represent.)



Asphalt Rating 5 – Fair, block cracking up to 50% of area



Asphalt Rating 4 – Fair, irregular shaped block cracking over 50% of pavement

(Note: The following examples are not intended to be used for determining PASER road ratings but to provide the reader with some visual basis for what type of pavement conditions the ratings represent.)



Asphalt Rating 3 – Poor, alligator cracking and potholes beginning



Asphalt Rating 2 – Very Poor, potholes and patching in poor condition

(Note: The following examples are not intended to be used for determining PASER road ratings but to provide the reader with some visual basis for what type of pavement conditions the ratings represent.)



Asphalt Rating 1 – Failed, surface has lost its structural integrity



Sealcoat Rating 5 – Excellent – no issues/like new

(Note: The following examples are not intended to be used for determining PASER road ratings but to provide the reader with some visual basis for what type of pavement conditions the ratings represent.)



Sealcoat Rating 4 – Good – some aggregate loss



Sealcoat Rating 3 – Fair – cracking throughout sealcoat

(Note: The following examples are not intended to be used for determining PASER road ratings but to provide the reader with some visual basis for what type of pavement conditions the ratings represent.)



Sealcoat Rating 2 – Poor – Flushing, edge cracking and severe rutting



Sealcoat Rating 1 – Failed – loss of surface and mud is pumping into stone layer

PASER Ratings Determination and Methodology

The Highway Department engineering staff traveled to and rated each section of the County's Road System in March of 2025. Each road was broken into segments and inspected using the PASER rating system. The asphalt roads were broken down into 205 segments and the sealcoat roads into 22 for a total of 227 segments. Each segment's distance was measured to the nearest 1/10 of a mile. The PASER system uses a 10-point rating system for asphalt roads and a 5-point rating system for sealcoat roads. Every PASER rating has a defined type and quantity of different pavement distresses and deterioration. Each road segment was inspected to find the type and quantity of pavement distress and deterioration it had. Each segment's pavement distress and deterioration were then compared to the PASER standard criteria for each rating. With this comparison, a determination was made, and a rating was assigned to each road segment. This data was then recorded into a spreadsheet which is available in the appendix of this report.

Lee County Highway System March 2025 PASER Ratings

The Highway Department's engineering staff conducted PASER inspections of all Lee County roads in March of 2025. As expected, the road conditions covered a multitude of PASER rating conditions. The highway system was found to have roads varying from excellent to very poor condition. 68% of the county's asphalt roads were rated 'Fair' (PASER 4/5) or less. For sealcoat roads, 87% were rated 'Fair' (PASER 3) or less. Compared to the 2023 ratings, there was a slight rise in the average asphalt PASER rating and a large decrease in the average sealcoat rating. Since 2023, several miles of the existing asphalt roads were repaved and about 12 miles of sealcoat roads were paved for the first time. However, many of the other asphalt roads had their rating lowered, which offset the gains from the new asphalt overlays. The decrease in the sealcoat rating was due to loss of several sealcoat roads that had a good rating due to them being paved with asphalt and removed from the sealcoat list. The remaining sealcoat roads tended to be roads that were already rated fair to poor and thus brought down the average. A complete list of each road section and its PASER rating can be found in the appendixes attached to this report. A summary of the road system's PASER ratings are shown below.

The tables below give a breakdown of the mileage of the roads in each PASER rating category.

Asphalt PASER Ratings

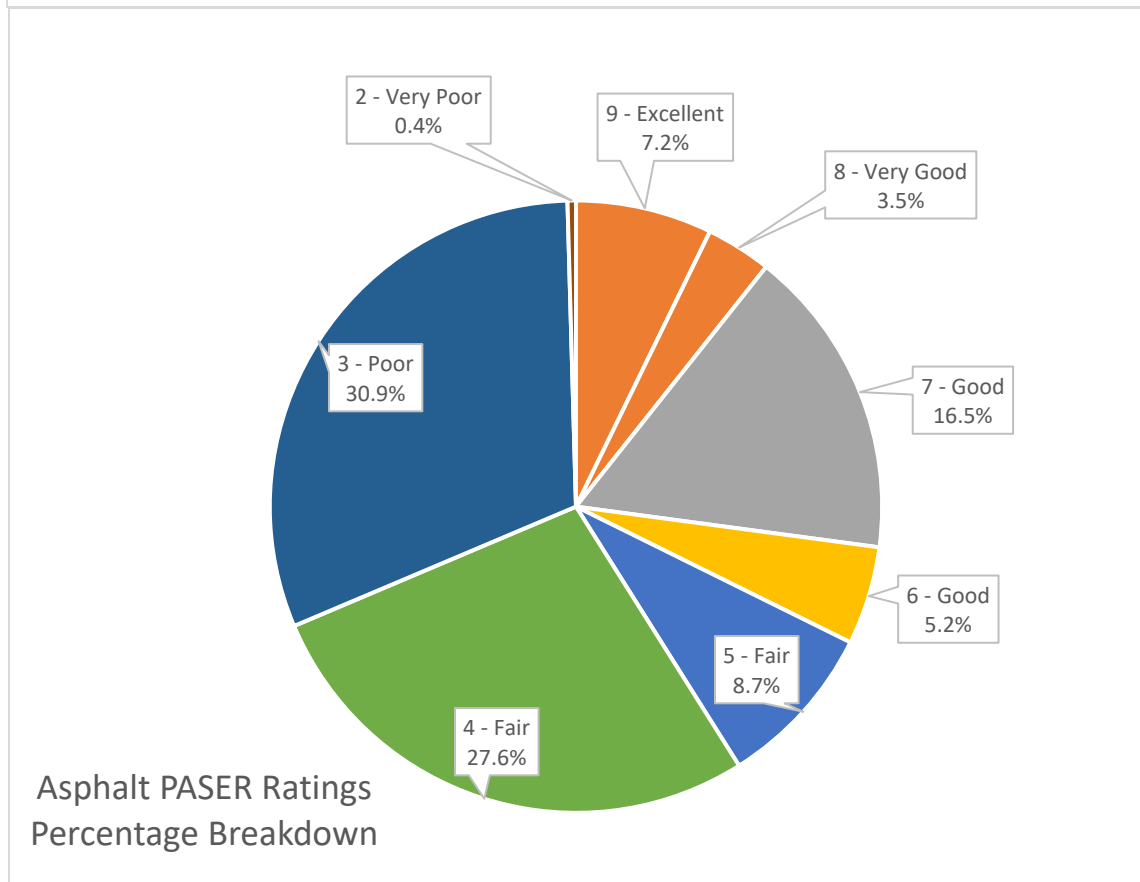
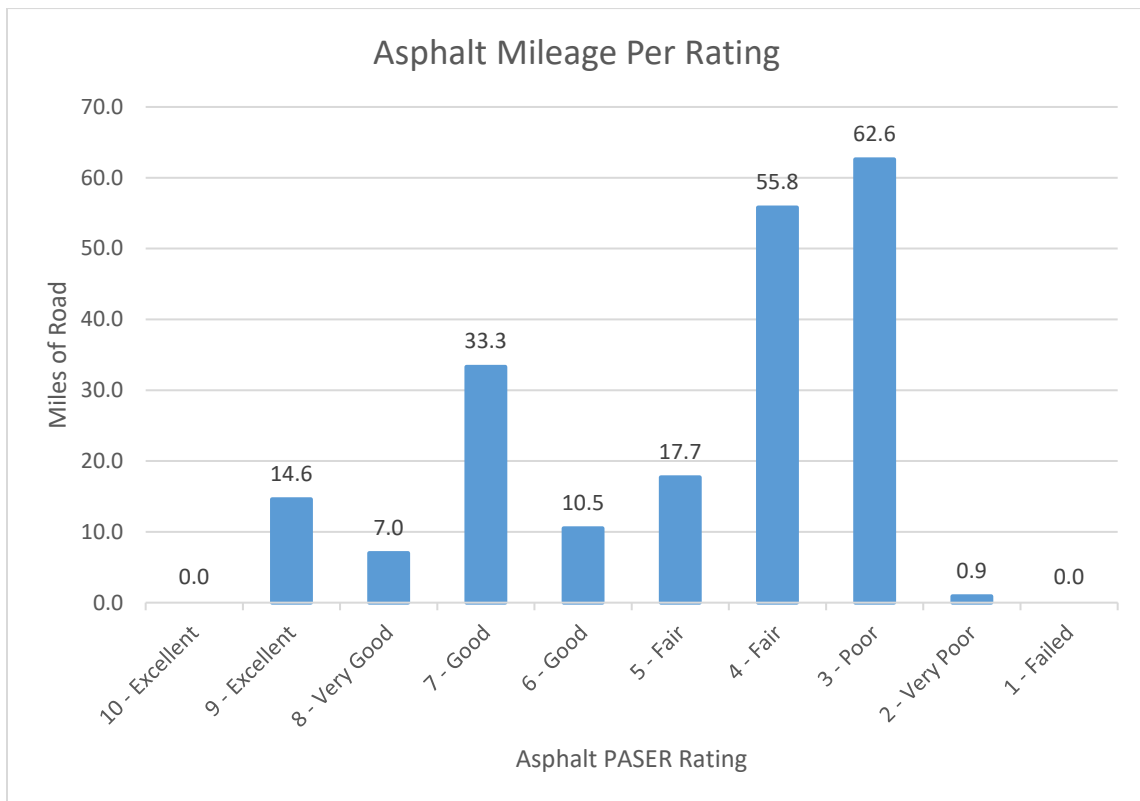
Rating	2025 Mileage	% of Total	2023 Mileage	% Change
10 - Excellent	0.0	0.0%	0.0	0.0%
9 - Excellent	14.6	7.2%	0.0	∞%
8 - Very Good	7.0	3.5%	17.5	-60.0%
7 - Good	33.3	16.5%	24.7	34.8%
6 - Good	10.5	5.2%	7.1	47.9%
5 - Fair	17.7	8.7%	24.2	-26.9%
4 - Fair	55.8	27.6%	72.2	-22.7%
3 - Poor	62.6	30.9%	42.7	46.6%
2 - Very Poor	0.9	0.4%	1.9	-52.6%
1 - Failed	0.0	0.0%	0.0	0.0%

Overall asphalt average PASER rating: 4.87

2023 asphalt average PASER rating: 4.71

Note: the total miles of asphalt increased by 12.1 miles from 2023 with several miles of sealcoat roads being paved with asphalt pavement.

See the asphalt miles and percentage per rating graphs on the next page.



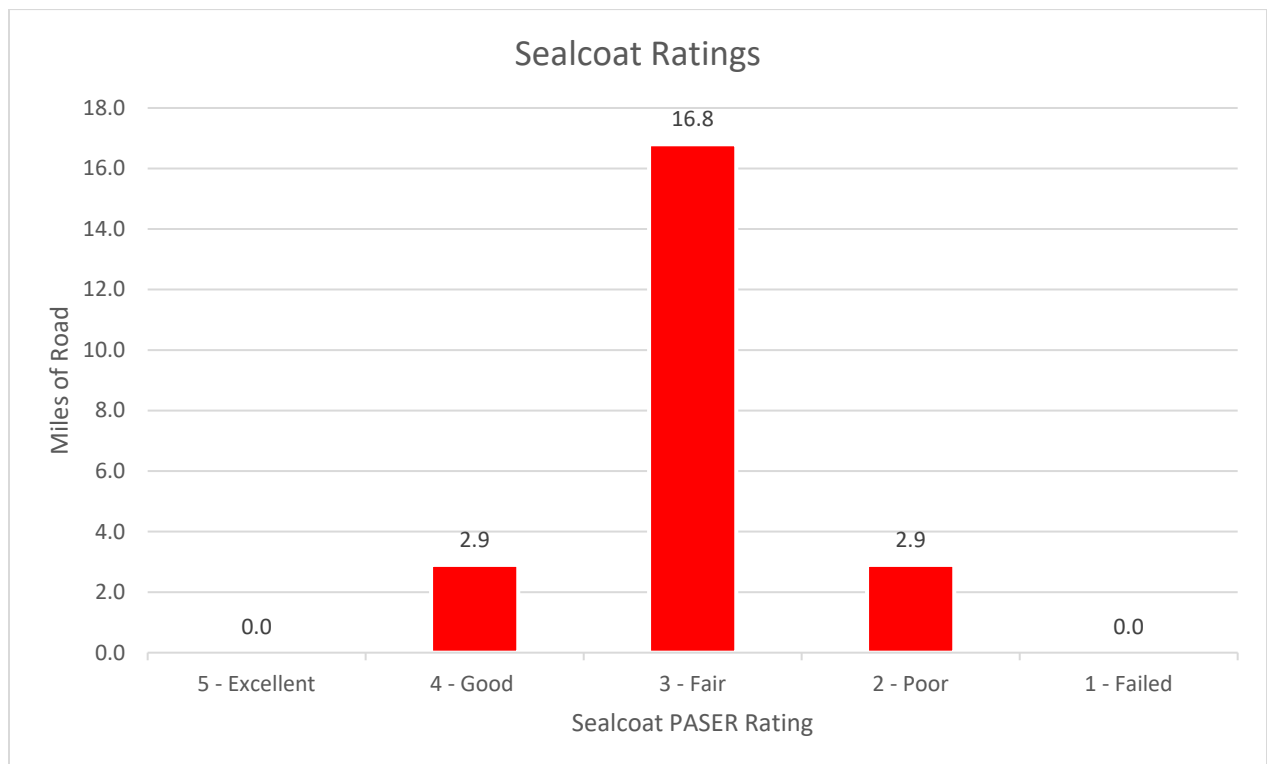
Sealcoat PASER Ratings

Rating	2025 Mileage	% of Total	2023 Mileage	% Change
5 - Excellent	0.0	0.0%	0.0	0.0%
4 - Good	2.9	12.8%	17.6	-83.5%
3 - Fair	16.8	74.3%	8.8	90.9%
2 - Poor	2.9	12.8%	8.3	-65.1%
1 - Failed	0.0	0.0%	0.0	0.0%

Overall average sealcoat PASER rating: 3.00

2023 average sealcoat PASER rating: 3.27

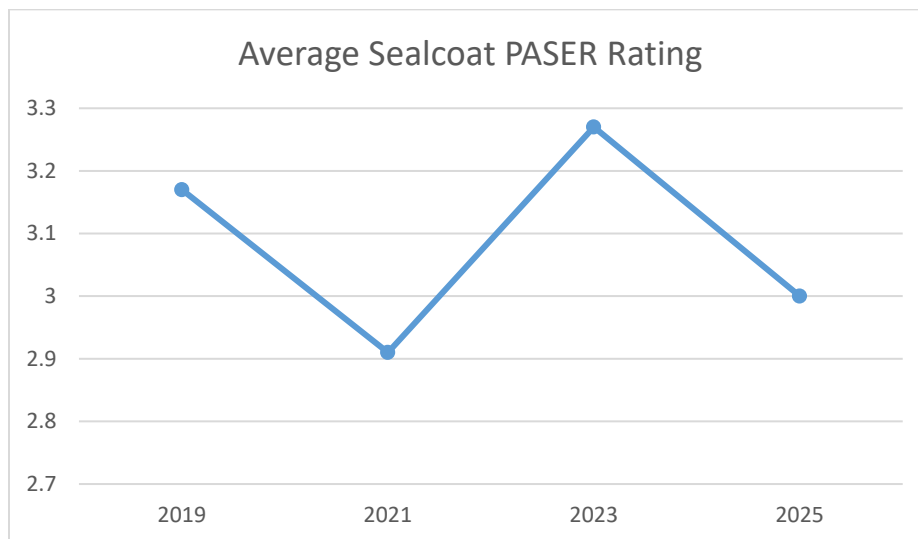
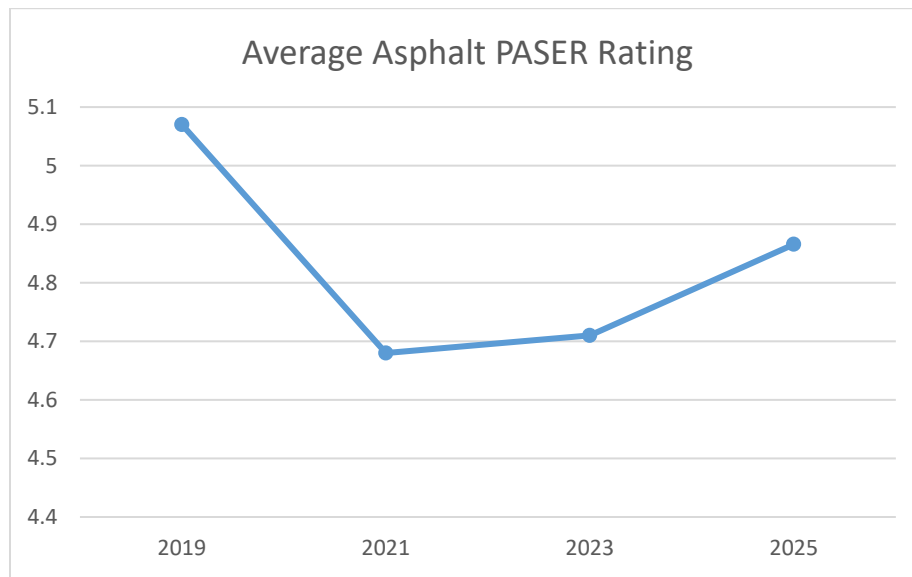
Note: the total miles of sealcoat decreased 12.1 miles from 2023 with several miles of sealcoat roads being paved with asphalt pavement.



Average PASER Ratings Over Time

The Highway Department started using PASER in 2019 and has continued to rate the county roads every 2 years. Below is a breakdown of the average PASER Ratings for each year the ratings were done.

<u>Average PASER Ratings</u>		
Year	Asphalt	Sealcoat
2019	5.07	3.17
2021	4.68	2.91
2023	4.71	3.27
2025	4.87	3.00



Recommended Pavement Maintenance Determination and Methodology

A good pavement maintenance program involves a combination of activities that work to maintain a good PASER rating. Typically, as a pavement's condition worsens, its deterioration accelerates. Ideally, a maintenance program is utilized to extend the life of the pavement and avoid costly repairs. Each recommended maintenance and repair action for each rating is based on the PASER system. Each action is meant to either maintain the pavement or repair the pavement as needed for its condition. Each road must have an engineering assessment done to determine the correct maintenance or repair actions that are needed.

For asphalt roads, no maintenance is required for roads in excellent condition (PASER ratings 9 and 10). For roads in very good condition (PASER rating 8) crack sealing is all that is required. Roads in good condition (PASER rating 6 to 7) should be crack filled followed by a sealcoat with a fog seal. Small areas of distress can be spray patched as needed. Crack filling, spray patching, sealcoating and fog sealing are all considered types of pavement maintenance activities. When these actions are used to preserve and protect a pavement, it is referred to as pavement preservation. Pavement maintenance is typically a low-cost method to maintain the roads and avoid expensive construction costs.

Highways in fair condition (PASER Rating 5) are in the transition between just needing pavement maintenance and more intense construction activities. These roads will need to be crack filled and then covered by a thin HMA overlay. The expected life of a thin HMA layer may be limited, so a thicker HMA overlay may need to be considered instead.

Structural improvements are recommended for roads in fair condition (PASER Rating 4) or below. Roads with a 4 rating will need a minimum 2" HMA overlay. There may be a few spots where some patching is needed in the underlying asphalt. Roads in poor condition (PASER rating 3) will need to be milled and overlaid with at least a 2" of HMA. There may be areas that require a full depth patch prior to overlaying the road. Some areas may also require drainage improvements. A road in failed or very poor condition (PASER rating 1-2) typically requires either partial or full-depth pavement reconstruction including base, sub-base and drainage improvements. These actions can be very expensive and time consuming.

For sealcoat roads, only minor maintenance is needed for roads in good to excellent condition (PASER ratings 4-5). Roads in fair condition (PASER rating 3), a new A1 surface with a fog seal is recommended. For a road in poor condition (PASER rating of 2), some base and drainage improvements are recommended as well as a new A1 surface with a fog seal. Additional patching or HMA wedging followed by an A1 surface may need to be considered. Should a road reach the failed condition (PASER rating 1), the road will require reconstruction. Major improvements to the base and drainage systems will be required. The old sealcoat will probably need to be scarified, have new stone added, and a new A2 sealcoat surface laid.

Cost Estimate Determination and Methodology

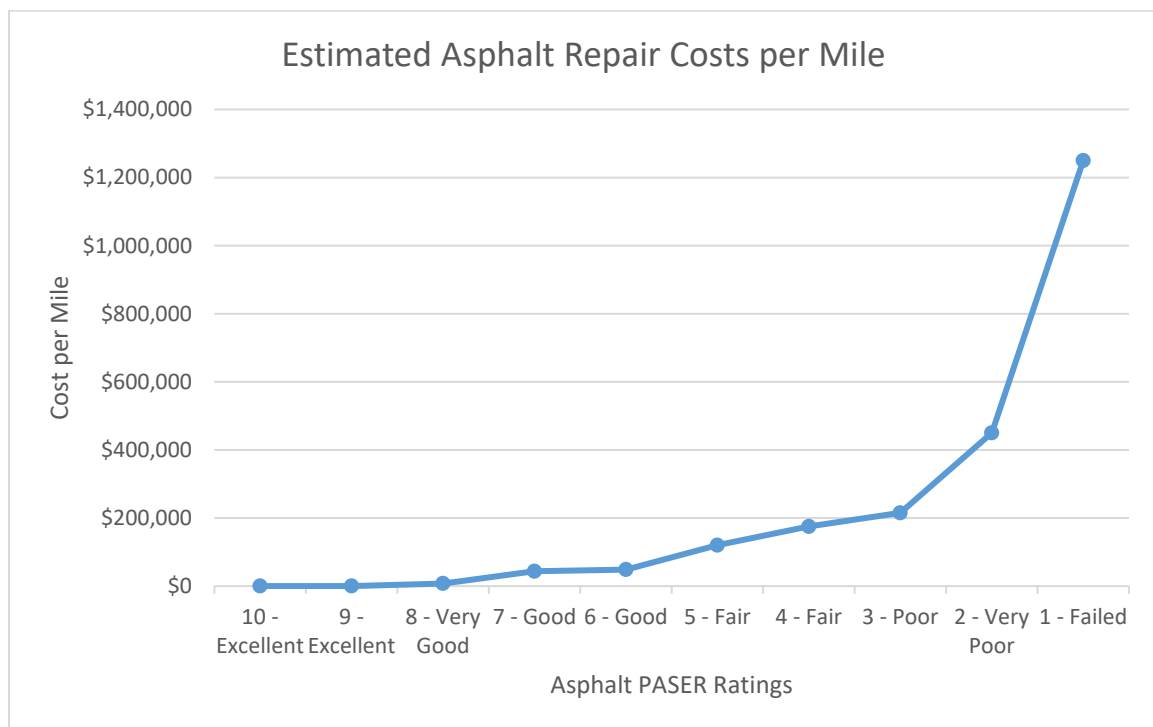
To determine estimated costs, the engineering staff used past bidding prices, typical material and labor quantities needed per mile and staff experience to determine what the per mile costs are for each type of repair. These estimated costs are shown in the table below:

Asphalt		Sealcoat		
Maintenance/ Repair	Cost per Mile		Maintenance/ Repair	Cost per Mile
Crack Filling	\$7,500 - \$20,000		Light Spray/Cold Patching	\$7,500
Thin HMA (1")	\$100,000		A1 Surface	\$24,000
2" HMA	\$175,000		Heavy Spray/Cold Patching	\$25,000
Mill and 2" HMA	\$215,000		Sealcoat Base Repair	\$25,000
Partial HMA Reconstruction	\$450,000		Scarify, Add 2" CA- 6, & A2 Surface	\$120,000
Total HMA Reconstruction	\$1,250,000		Fog Seal	\$9,500
			HMA Wedging	\$85,000.00

With the estimated per mile cost for each type of repair, determining the cost per mile of repairs for each rating type can be found using the typical repairs suggested for each rating.

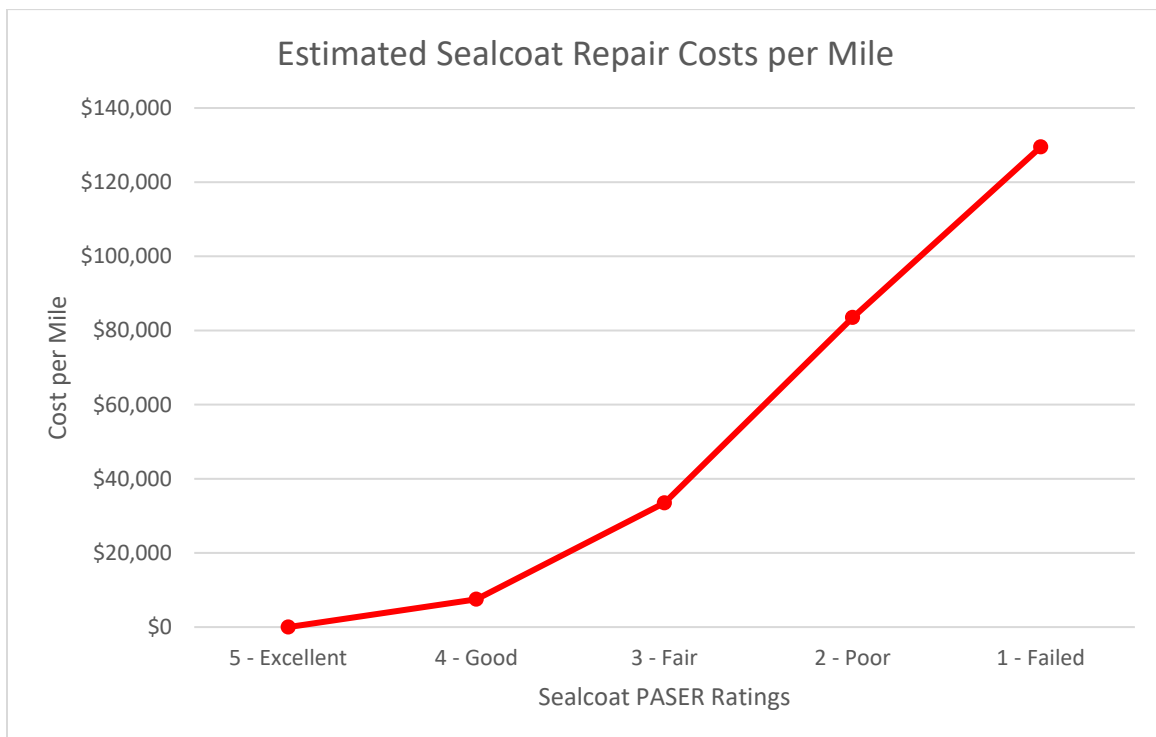
Estimated Asphalt Repair Costs per Mile

Estimated Asphalt Repair Costs per Mile		
Rating	Maintenance/Repairs	Cost per Mile
10 - Excellent	None	\$0
9 - Excellent	None	\$0
8 - Very Good	Crack Fill	\$7,500
7 - Good	Crack Fill/Sealcoat/Fog	\$43,500
6 - Good	Crack Fill/Sealcoat/Fog	\$48,500
5 - Fair	Crack Fill/Thin HMA	\$120,000
4 - Fair	2" HMA Overlay	\$175,000
3 - Poor	Mill and 2" HMA	\$215,000
2 - Very Poor	Partial Reconstruction	\$450,000
1 - Failed	Total Reconstruction	\$1,250,000



Estimated Sealcoat Repair Costs per Mile

Estimated Sealcoat Repair Costs per Mile		
Rating	Maintenance/Repairs	Cost per Mile
5 - Excellent	None	\$0
4 - Good	Light Spray /Cold Patching	\$7,500
3 - Fair	A1 Surface & Fog Seal	\$33,500
2 - Poor	Base Repair, Spray/Cold Patching, A1 Surface & Fog Seal	\$83,500
1 - Failed	Scarify, Add 2" CA-6, A2 Surface & Fog Seal	\$129,500



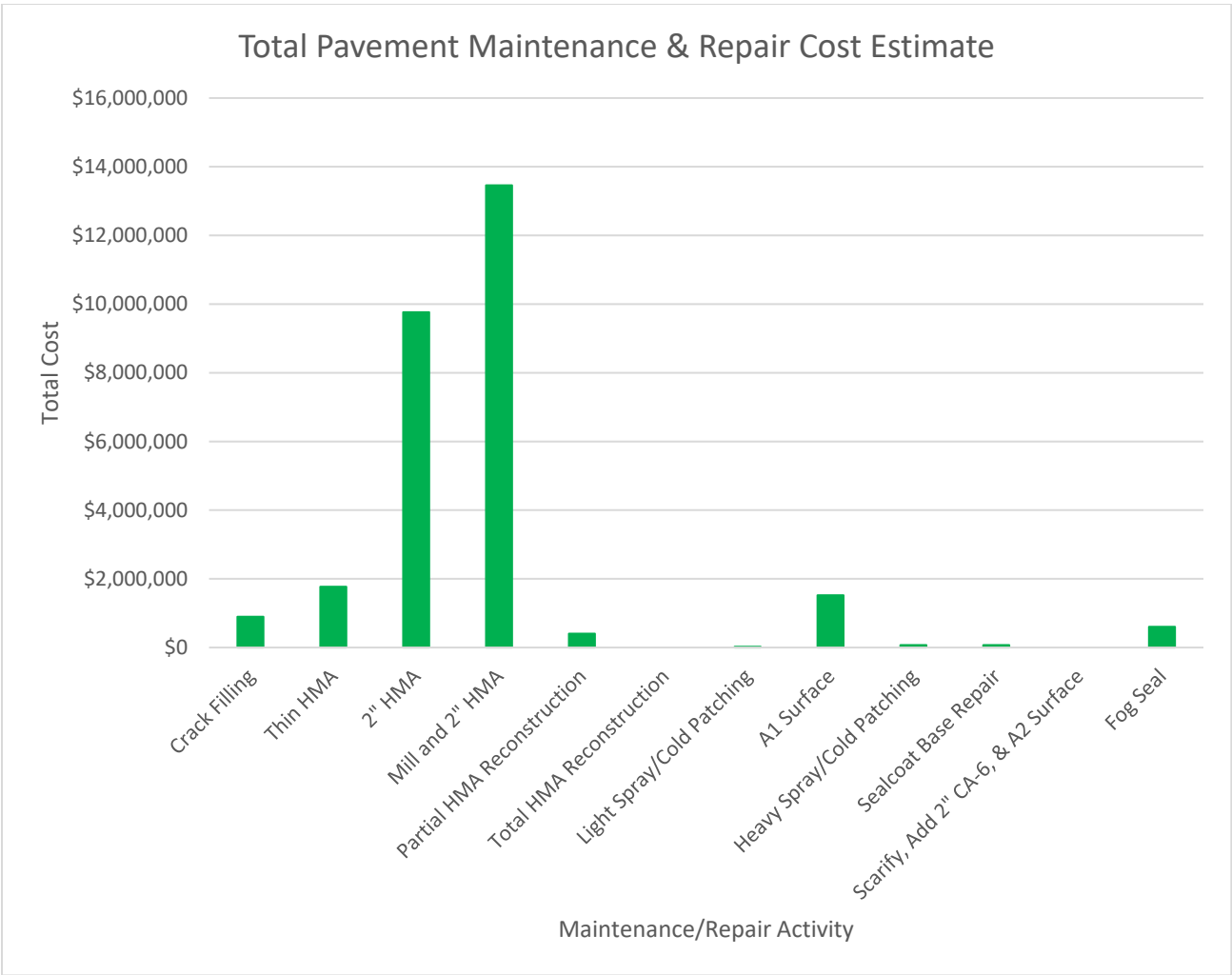
Lee County Pavement Maintenance and Repair Cost Estimates

With the cost per mile estimated and the PASER ratings for each road segment known, the total cost of repairs for each type of maintenance and repair activities can now be estimated. It should be noted that these are estimates and each road will vary with its particular needs and costs. Thus, each road must be reviewed and have an engineering assessment made to determine what maintenance or repair actions are required. Also, with typical repair and maintenance actions assigned to each rating, the estimated total maintenance/repair costs for each rating can be determined.

Cost Estimate by Pavement Maintenance and Repair Activity

Below is the total 2025 pavement maintenance and repair cost estimate for the Lee County Road System broken down by each pavement maintenance and repair activity.

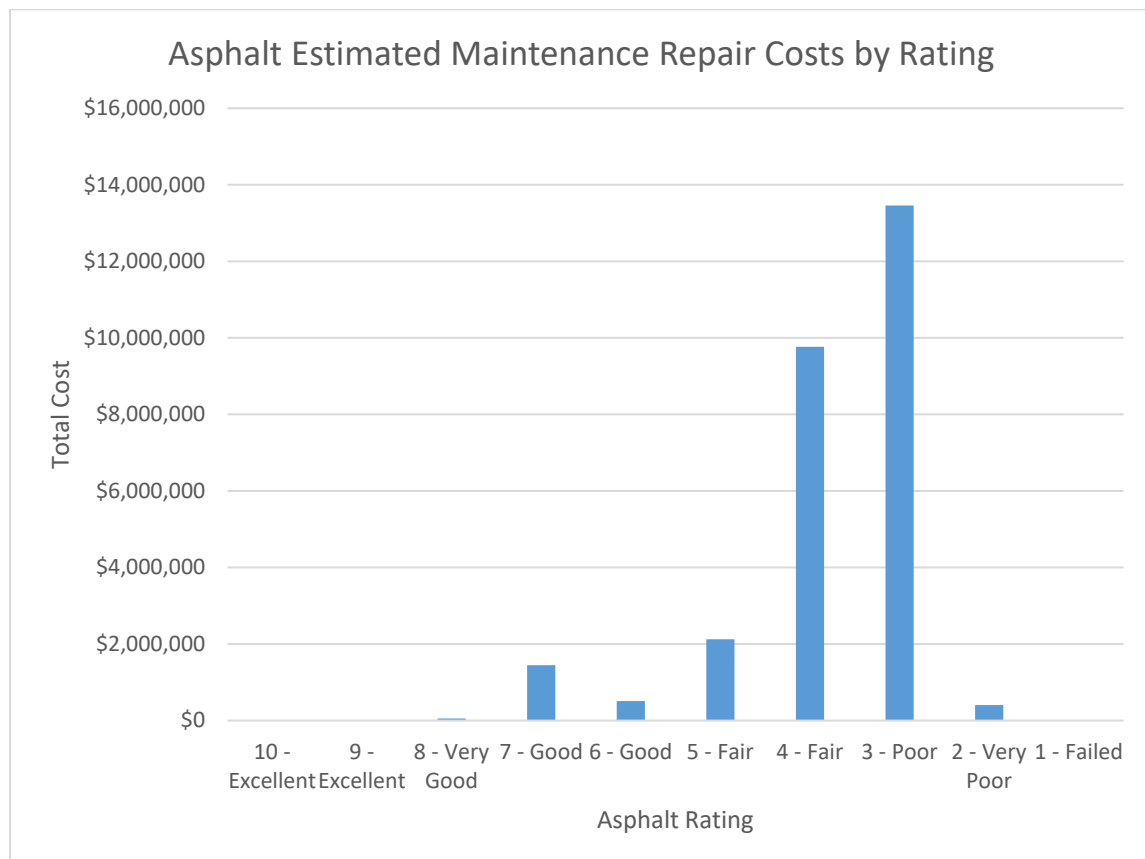
Total Pavement Maintenance & Repair Cost Estimate			
Maintenance/ Repair	Cost per Mile	Miles of Road	Total Cost
Crack Filling	\$7,500 - \$20,000	68.5	\$897,000
Thin HMA	\$100,000	17.7	\$1,770,000
2" HMA	\$175,000	55.8	\$9,765,000
Mill and 2" HMA	\$215,000	62.6	\$13,459,000
Partial HMA Reconstruction	\$450,000	0.9	\$405,000
Total HMA Reconstruction	\$1,250,000	0.0	\$0
Light Spray/Cold Patching	\$7,500	2.9	\$21,750
A1 Surface	\$24,000	63.5	\$1,524,000
Heavy Spray/Cold Patching	\$25,000	2.9	\$72,500
Sealcoat Base Repair	\$25,000	2.9	\$72,500
Scarify, Add 2" CA-6, & A2 Surface	\$120,000	0.0	\$0
Fog Seal	\$9,500	63.5	\$603,250
		Total	\$28,590,000



Cost Estimate by Asphalt PASER Rating

Below is the total 2025 maintenance and repair cost estimate for the Lee County asphalt roads broken down by each PASER rating.

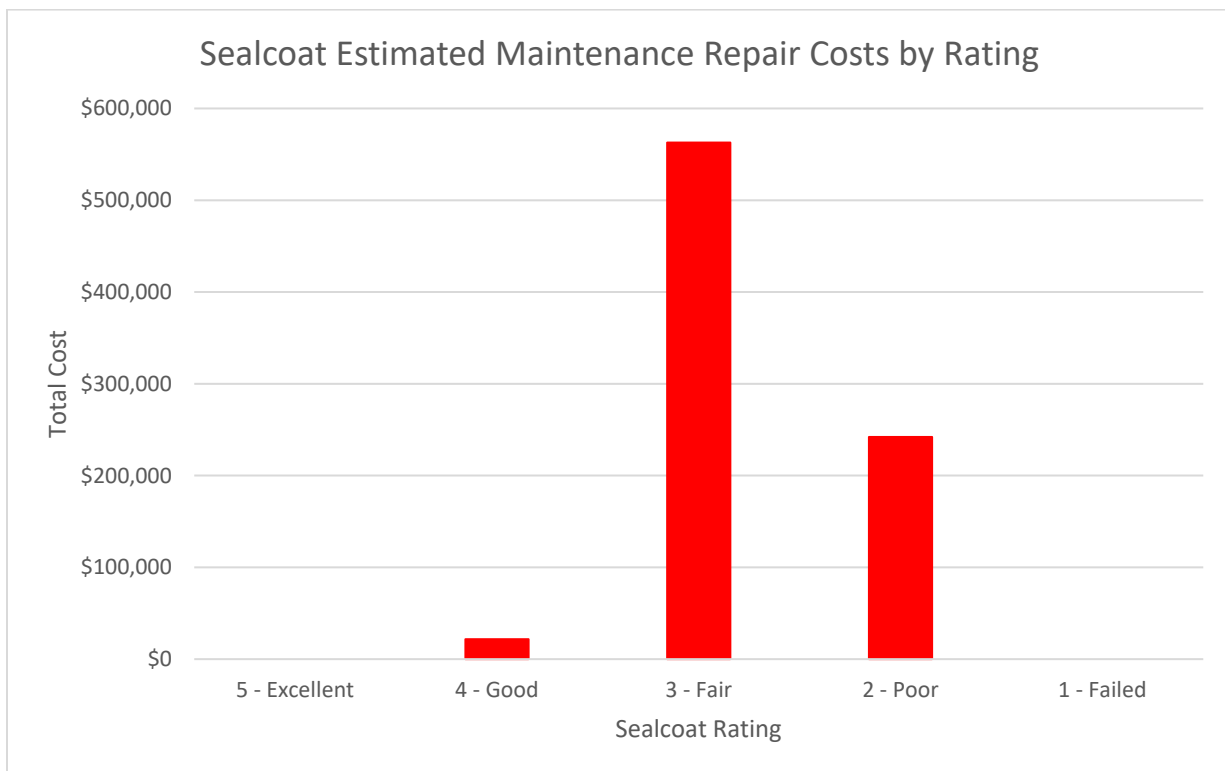
Asphalt Estimated Maintenance Repair Costs for Each Rating				
Rating	Maintenance/Repairs	Cost per Mile	Miles of Road	Total Cost
10 - Excellent	None	\$0	0.0	\$0
9 - Excellent	None	\$0	14.6	\$0
8 - Very Good	Crack Fill	\$7,500	7.0	\$52,500
7 - Good	Crack Fill/Sealcoat/Fog	\$43,500	33.3	\$1,448,550
6 - Good	Crack Fill/Sealcoat/Fog	\$48,500	10.5	\$509,250
5 - Fair	Crack Fill/Thin HMA	\$120,000	17.7	\$2,124,000
4 - Fair	2" HMA Overlay	\$175,000	55.8	\$9,765,000
3 - Poor	Mill and 2" HMA	\$215,000	62.6	\$13,459,000
2 - Very Poor	Partial Reconstruction	\$450,000	0.9	\$405,000
1 - Failed	Total Reconstruction	\$1,250,000	0.0	\$0
			Asphalt Total	\$27,763,300



Cost Estimate by Sealcoat PASER Rating

Below is the total 2025 maintenance and repair cost estimate for the Lee County sealcoat roads broken down by each PASER rating.

Sealcoat Estimated Maintenance Repair Costs for Each Rating				
Rating	Maintenance/Repairs	Cost per Mile	Miles of Road	Total Cost
5 - Excellent	None	\$0	0.0	\$0
4 - Good	Light Spray/Cold Patching	\$7,500	2.9	\$21,750
3 - Fair	A1 Surface & Fog Seal	\$33,500	16.8	\$562,800
2 - Poor	Base Repair, Spray Patching, Cold Patch, A1 Surface & Fog Seal	\$83,500	2.9	\$242,150
1 - Failed	Scarify, Add 2" CA-6, A2 Surface & Fog Seal	\$129,500	0.0	\$0
			Sealcoat Total	\$826,700



Discussion of PASER Rating Changes since 2023

Since the last PASER study in 2023, about 12 miles of sealcoat road have been paved with asphalt. All these newly paved roads are in the south and southwest part of the county. Several miles of other county roads also received some routine maintenance work. However, most county roads received little or no maintenance over the last 2 years. The good news is that the asphalt rating average has slightly increased. However, the sealcoat average rating has seen a decrease. This is compared to the last PASER survey in 2023 where the average ratings both went up from 2021. While several county road PASER ratings went up due to being paved or repaved over the last 2 years, many roads saw their PASER ratings drop due to normal wear and tear by traffic, weather action on them, and their continued aging.

Our current PASER rating averages are 4.87 for asphalt (Fair) and 3.00 for sealcoat (Fair). With the previous PASER survey in 2023, the averages were 4.71 for asphalt and 3.27 for sealcoat, and in 2021, 4.68 for asphalt and 2.91 for sealcoat. While we are encouraged that the asphalt average has been slowly increasing, it should be noted that 68% of asphalt and 87% of sealcoat roads were rated fair or lower.

The current estimate for construction and maintenance for all the county road pavements is \$28.6 million. Broken down, asphalt makes up most of this cost with \$27.8 million leaving \$827k for sealcoat. Despite the high rate of inflation over the last 2 years, this amount is only a slight increase (1.46%) from the last PASER survey in 2023. The 2023 report found an estimate of \$28.2 million. This slight increase is mainly due to the 20 miles of paving that was done over the last 2 years which eliminated maintenance costs on those roads for the time being. In 2019 the estimate was \$18.1 million which means there has been a \$10.5 million or 57.5% increase from 2019 to today.

Conclusions

Lee County's highway system, with its 220 miles of highway, was found to be in a range of conditions from excellent to very poor. The average PASER rating in 2025 was found to be 4.87 (Fair) for asphalt roads and 3.00 (Fair) for sealcoat roads. This is a slight increase for the average asphalt rating from 2023 which was 4.71 and in 2021 which was 4.68. The average sealcoat PASER rating decreased from 2023 when was 3.27 but still is higher than the 2.91 in 2021. Most of the county roads were found to need some type of maintenance or repair. The current estimated cost to maintain or repair the entire highway system (not including bridges) is \$28.6 million, an increase of \$400k from 2023 and a \$10.5 million increase from 2019.

The Highway Department's engineering staff believe that it is in the best interest of the county to maintain an average PASER rating of 6.0 or higher for asphalt and 3.0 or higher for sealcoat. Maintaining a higher average PASER rating will bring overall costs to taxpayers down as the cost for maintenance of good roads is much lower than repairing or reconstruction poor roads. The Department would like to put special emphasis on conducting pavement preservation activities on roads with higher PASER ratings (6 and up for asphalt & 3 and up for sealcoat). These roads can be preserved with maintenance activities that are less expensive than major reconstruction projects. These actions will extend the life of the pavements and keep their PASER ratings higher for longer. Pavement preservation activities require less road closure time than do major road repairs or reconstruction projects. This will further decrease the impact of delays on residents and drivers. Roads with lower PASER ratings typically require more expensive repair actions, longer road construction closures, and cause more damage to vehicles traveling on the roads.

The current trend suggests that we are very slowly improving the PASER average. Department staff are encouraged to see that there has been an increase in the number of repair and maintenance projects over the last few years. This is mainly due to the increase in state funding. However, it needs to be noted that 68% of asphalt roads are rated Fair (PASER rating 4 & 5) or less, with 31% rated Poor or less (PASER rating 3). This is concerning as it means that over ½ of all county roads need major repair work. Furthermore, there was a 47% increase in the number of asphalt roads rated Poor (PASER rating 3). Repairing these roads will require more funds than is currently available. Since the County has limited funds, achieving the goal of having an average PASER rating of 6 (asphalt) is not possible at this time. The large number of miles of county roads that are in Fair or lower condition suggests being able to raise and keep the roads a decent PASER rating will be difficult, if not impossible, to achieve over the next few years. The longer these roads wait for repairs, the more they will deteriorate and decrease the level of service they can provide for drivers.

The American Society of Civil Engineers (ASCE) has found a similar trend across the county. In their 2025 Infrastructure Report Card, the number of roads in good condition has risen since 2021 from 40.7% to 47.2%. However, the best maintained roads tend to be the highest speed and highest volume roads. While the overall number of good roads increased, the number of roads in poor condition also increased from 15.8% to 22.6%. These roads tend to be in more

rural areas and have lower traffic volumes such as the roads in Lee County. Further concern is that while only 19% of the US population lives in rural areas, they have 47% of all roadway fatalities. The report found that there is a \$1.1 trillion backlog of road and bridge capital needs across the country. This is an increase from their 2021 report which found there was \$786 billion. These poor roads also hit individual drivers as the 2025 report found that each motorist will spend an additional \$725 per year on extra vehicle repairs and operating costs due to bad roads. This is nearly a \$100 increase from 2022 when the ASCE estimated that bad roads cost each Illinois motorist an additional \$628 per year. The good news is there has been a nearly 50% increase in highway funding at the federal level with the Surface Transportation Programs for fiscal years 2022 to 2026. This has helped increase the average condition of America's highway system.

Inflation continues to be a concern as it takes away from the buying power of the funding that is available to repair the roads. While inflation appears to be slowing, it is not expected to cease. Historically, costs have increased about 1% to 2% per year, but it cannot be determined if or when the rates will return to those levels. While there has been an increase in the state funding that the department receives over the last few years, inflation continues to undercut those gains. ASCE noted in their 2025 report that the federal motor fuel tax has lost 80% of its buying power since 1993 due to the rise in construction costs and loss of revenue due to more fuel efficient and electric vehicles. 1993 was the last time the federal gas tax rate was raised when it went set at 18.4¢ per gallon for gasoline and 24.4¢ for diesel. The state motor fuel tax has also seen a significant loss of buying power over the last 2 decades. While the recent increases in the state tax rates have lessened the impact of inflation, it still has decreased the amount of road work that can be funded as compared to a few decades ago. The current Illinois motor fuel tax rates, which were set in 2024, are 47¢ per gallon for gasoline and 54.5¢ for diesel.

Grant money is another source of funding that the highway staff are actively pursuing, but winning grants is often difficult and spotty at best. Thus, it cannot be relied on as a regular source of funding. Since funding levels remain well below the level that is needed, the department must carefully determine the most effective use of the funding that it has. Every year, the engineering staff creates a multi-year plan laying out how the department plans to use their funding and which roads will be worked on. The PASER ratings provide important assistance in determining where and how the available funding should be spent.

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American Society of Civil Engineers. (2025). *2025 Report Card for America's Infrastructure*.

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American Society of Civil Engineers. (2022). *2022 Report Card for Illinois Infrastructure*.

https://infrastructurereportcard.org/wp-content/uploads/2016/10/Illinois_Report_Card_Report_2022.pdf

Illinois Department of Revenue, (2025). *Motor Fuel Tax Rates and Fees*.

<https://tax.illinois.gov/research/taxrates/motorfuel.html>

Related Website Links

Lee County Highway Department:

<https://www.leecountyil.com/219/Highway-Department>

Illinois Department of Transportation:

<https://idot.illinois.gov/>

United States Department of Transportation – Federal Highway Administration:

<https://highways.dot.gov/>

Illinois Department of Transportation – Technology Transfer Center:

<https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/technology-transfer-center.html>

University of Wisconsin – Madison – Transportation Information Center:

<https://ltap.engr.wisc.edu/>

Appendix A
Lee County Asphalt PASER
Ratings Spreadsheet

2025 Lee County Pavement Surface Evaluation and Rating (PASER)

Asphalt Road Ratings

Rating #’s: Excellent: 9 & 10, Very Good: 8, Good: 6 & 7, Fair: 4 & 5, Poor: 3, Very Poor: 2, Failed: 1

See PASER Manual for more information about ratings.

Inspection Date	Road Name	Road Section		Approx. Mileage	PASER Rating	2023 Rating	Additional Comments
		To	From				
3/10/2025	Amboy Road	Rocky Ford Road	Robbins Road	1.0	3	4	Transverse cracks <5', cracks in wheel paths, moderate block cracking, raveling in cracks starting
3/10/2025	Amboy Road	Robbins Road	Morgan Road	1.0	3	4	Transverse cracks <5', cracks in wheel paths, moderate block cracking, raveling in cracks starting
3/10/2025	Amboy Road	Morgan Road	Peru Road	1.5	4	4	Transverse cracks, cracks in wheel paths, some block cracking
3/10/2025	Amboy Road	Peru Road	Walton Road	1.5	4	4	Transverse cracks, cracks in wheel paths, some block cracking
3/10/2025	Amboy Road	Walton Road	IL 26	1.0	4	4	Transverse cracks, cracks in wheel paths, some block cracking
3/11/2025	Angling Road	Paw Paw Road	Moffitt Road	1.1	4	4	Transverse cracking, block cracking, longitudinal cracking, needs shoulder stone, may soon be 3
3/11/2025	Angling Road	Moffitt Road	Cyclone Road	1.2	4	4	Transverse cracking, block cracking, longitudinal cracking, needs shoulder stone, may soon be 3
3/11/2025	Angling Road	Cyclone Road	Cottage Hill Road	1.2	4	4	Transverse cracking, block cracking, longitudinal cracking, needs shoulder stone, may soon be 3
3/11/2025	Angling Road	Cottage Hill Road	Welland Road	1.2	4	4	Transverse cracking, block cracking, longitudinal cracking, needs shoulder stone, may soon be 3
3/17/2025	Ashton Road	Reynolds Road	Beach Road	1.5	3	4	Transverse cracks, cracks in wheel paths, block cracking, alligator starting, needs shoulder stone
3/17/2025	Ashton Road	Beach Road	Village of Ashton	1.0	4	4	Transverse cracks are rough, longitudinal cracks, block cracking, may soon be 3, needs shoulders
3/10/2025	Atkinson Road	Maytown Road	Burke Road	0.5	7	8	Some longitudinal cracks
3/12/2025	Brooklyn Road	Spur Road	Johnson Street	0.5	3	4	Transverse cracking, longitudinal cracks, block cracking, rough pavement, some potholes
3/12/2025	Brooklyn Road	Johnson Street	Shaw Road	1.0	3	4	Transverse cracking, longitudinal cracks, block cracking, rough pavement, some potholes
3/17/2025	Brooklyn Road	Shaw Road	Butler Hill Road	1.6	3	3	Transverse cracking, block cracking, some few patches, rough pavement, needs shoulder stone
3/17/2025	Brooklyn Road	Butler Hill Road	US 30	2.0	3	3	Transverse cracking, block cracking, some few patches, rough pavement, needs shoulder stone
3/17/2025	Brooklyn Road	US 30	Nichols Road	1.0	3	3	Transverse cracking, some alligator cracking, some raveling, needs shoulder stone
3/17/2025	Brooklyn Road	Nichols Road	Lee Road	1.0	3	3	Transverse cracking, some alligator cracking, some raveling, needs shoulder stone
3/17/2025	Brooklyn Road	Lee Road	Herman Road	1.0	3	3	Transverse cracking, some alligator cracking, some raveling, needs shoulder stone
3/17/2025	Brooklyn Road	Herman Road	McGirr Road	1.0	3	3	Transverse cracking, some alligator cracking, some raveling, needs shoulder stone
3/17/2025	Brooklyn Road	McGirr Road	Reynolds Road	1.0	3	3	Transverse cracking, some alligator cracking, some raveling, needs shoulder stone
3/10/2025	Burke Road	Atkinson Road	Harmon Road	1.0	7	8	Some longitudinal cracks
3/11/2025	Chicago Road	IL 251	Compton Road	0.5	7	7	Center joint crack, transverse cracks >10', isolated longitudinal cracks, needs crack filling
3/11/2025	Chicago Road	Compton Road	Fisk Road	1.1	7	7	Center joint crack, transverse cracks >10', isolated longitudinal cracks, needs crack filling
3/11/2025	Chicago Road	Fisk Road	Bingham Road	0.8	7	7	Center joint crack, transverse cracks >10', isolated longitudinal cracks, needs crack filling
3/11/2025	Chicago Road	Bingham Road	I-39	0.5	7	7	Center joint crack, transverse cracks >10', isolated longitudinal cracks, needs crack filling
3/11/2025	Chicago Road	I-39	German Road	0.6	4	4	Transverse cracking, some block cracking, longitudinal cracks in wheel paths
3/11/2025	Chicago Road	German Road	Moffitt Road	0.9	4	4	Transverse cracking, some block cracking, longitudinal cracks in wheel path
3/11/2025	Chicago Road	Moffitt Road	Village of Paw Paw limits	0.5	4	4	Transverse cracking, some block cracking, longitudinal cracks in wheel paths
3/11/2025	Chicago Road	Village of Paw Paw limits	Ogee Road	0.7	9	4	HMA overlay in 2024, looks new
3/11/2025	Chicago Road	Ogee Road	County Line Road	0.8	9	3	HMA overlay in 2024, looks new
3/13/2025	Corregidor Road	South Bataan Road	North Bataan Road	0.7	4	4	Transverse cracks, cracks in wheel paths, block cracking, may soon be 3
3/13/2025	Corregidor Road	North Bataan Road	US 30	1.3	4	4	Transverse cracks, cracks in wheel paths, block cracking, may soon be 3
3/11/2025	County Line Road	Perry Road	Reynolds Road	1.0	4	4	Transverse cracks, longitudinal cracks in wheel paths, block cracking, may soon be 3
3/11/2025	County Line Road	Reynolds Road	McGirr Road	1.0	4	4	Transverse cracks, longitudinal cracks in wheel paths, block cracking, may soon be 3
3/11/2025	County Line Road	McGirr Road	Herman Road	1.0	4	4	Transverse cracks, longitudinal cracks in wheel paths, block cracking, may soon be 3
3/11/2025	County Line Road	Herman Road	N. Lee town limits	0.5	3	3	Transverse cracks, longitudinal cracks in wheel paths, block cracking, some pavement slipping
3/11/2025	County Line Road	N. Lee town limits	Lee Road	0.5	2	2	Transverse cracks, longitudinal cracks, potholes, raveling, very poor condition
3/17/2025	Daysville Road	IL 38	Naylor Road	1.5	4	4	Transverse cracks, some longitudinal cracks in wheel paths, some patches, may soon be 3
3/17/2025	Daysville Road	Naylor Road	Olge County line	1.5	4	4	Transverse cracks, some longitudinal cracks in wheel paths, some patches, may soon be 3
3/13/2025	Eldena Road	Village of Eldena	South Eldena Road	0.6	3	4	Lots of transverse cracks, cracks in wheel path, some potholes, raveling cracks
3/13/2025	Eldena Road	South Eldena Road	US 52	3.7	7	7	Transverse cracks >10 feet apart, crack filling needed, may be '6' soon, needs shoulder stone
3/18/2025	Flagg Road	Lost Nation Road	Olge County line	0.6	3	4	Multiple transverse cracks, longitudinal cracks in wheel paths, alligator cracking starting
3/17/2025	Franklin Road	Village of Franklin Grove	Gap Road	0.6	7	8	Transverse cracks >10' apart, needs crack filling

2025 Lee County Pavement Surface Evaluation and Rating (PASER)

Asphalt Road Ratings

Rating #s: Excellent: 9 & 10, Very Good: 8, Good: 6 & 7, Fair: 4 & 5, Poor: 3, Very Poor: 2, Failed: 1

See PASER Manual for more information about ratings.

Inspection Date	Road Name	Road Section		Approx. Mileage	PASER Rating	2023 Rating	Additional Comments
		To	From				
3/17/2025	Franklin Road	Gap Road	McGirr Road	1.4	7	8	Transverse cracks >10' apart, a few longitudinal cracks, needs crack filling
3/17/2025	Franklin Road	McGirr Road	Herman Road	1.0	7	8	Transverse cracks >10' apart, a few longitudinal cracks, needs crack filling
3/17/2025	Franklin Road	Herman Road	Hillison Road	1.5	7	8	Transverse cracks >10' apart, a few longitudinal cracks, needs crack filling
3/17/2025	Franklin Road	Hillison Road	Inlet Road	1.2	7	8	Transverse cracks >10' apart, a few longitudinal cracks, needs crack filling
3/17/2025	Franklin Road	Inlet Road	US 30	0.4	7	8	Transverse cracks >10' apart, a few longitudinal cracks, needs crack filling
3/17/2025	Gap Road	Franklin Road	IL 38	0.4	7	8	Transverse cracks >10' apart, needs crack filling
3/10/2025	Green Wing Road	Sublette Road	Maytown Road	1.1	5	5	Transverse cracks < 10', centerline crack, block cracking, some edge cracking, needs shoulders
3/10/2025	Hamilton Road	Van Petten Road	Henry Road	1.0	5	4	Sealcoated in 2022, that temporarily filled cracks, sealcoat looks fair, needs more stone
3/10/2025	Hamilton Road	Henry Road	Coon Road	1.0	5	4	Sealcoated in 2022, that temporarily filled cracks, sealcoat looks fair, needs shoulder stone
3/10/2025	Harmon Road	US 30	Porter Road	1.5	7	7	Transverse cracks >10' apart cracks need filling again
3/10/2025	Harmon Road	Porter Road	Sterling Road	1.0	7	7	Transverse cracks >10' apart cracks need filling again
3/10/2025	Harmon Road	Sterling Road	Harmon Grain Elevator	0.3	5	5	Transverse cracks >10' apart, block crackign has started may soon be 4
3/18/2025	Harmon Road	US 30	Cross Road	1.0	4	4	Transverse cracks, block cracking, wheel path cracks,
3/18/2025	Harmon Road	Cross Road	Walker Road	1.0	4	5	Transverse cracks, block cracking, wheel path cracks,
3/18/2025	Harmon Road	Walker Road	Rock Island Road	1.3	4	5	Bridge approaches paved 2022, block cracking, cracks in the wheel paths
3/10/2025	Harmon Road	Burke Road	Keigwin Road	0.5	7	8	Transverse cracks >10', some longitudinal cracks
3/10/2025	Indian Head Road	Base Line Road	Keigwin Road	2.1	9	3	New HMA overlay in 2024, like new
3/10/2025	Indian Head Road	Keigwin Road	Tampico Road	1.0	9	3	New HMA overlay in 2024, like new
3/10/2025	Indian Head Road	Tampcio Road	McElwee Road	1.0	9	3	New HMA overlay in 2024, like new
3/10/2025	Indian Head Road	McElwee Road	Arch Road	2.0	9	3	New HMA overlay in 2024, like new
3/10/2025	Indian Head Road	Arch Road	Dietz Road	1.0	9	3	New HMA overlay in 2024, like new
3/10/2025	Indian Head Road	Dietz Road	Van Petten Road	1.0	9	3	New HMA overlay in 2024, like new
3/12/2025	Inlet Road	US 30	Whitney Road	1.0	3	2	Minor rutting longitudinal cracking in wheel paths, potholes & poor patching in wheel paths
3/12/2025	Inlet Road	Whitney Road	Lee Center Road	0.3	4	4	Transverse cracks, some longitudinal cracks in wheel path (new section split), may soon be 3
3/12/2025	Inlet Road	Lee Center Road	Green Wing Road	0.5	4	4	Longitudinal cracking in wheel paths, edge cracking, may soon be a 3
3/12/2025	Inlet Road	Green Wing Road	Pine Hill Road	0.8	7	7	Transverse cracks >10', some isolated longitudinal cracks, needs crack filling
3/12/2025	Inlet Road	Pine Hill Road	Rock Road	0.7	7	7	Transverse cracks >10', some isolated longitudinal cracks, needs crack filling, may soon be 6
3/12/2025	Inlet Road	Rock Road	Dively Road	0.3	7	7	Transverse cracks >10', some isolated longitudinal cracks, needs crack filling
3/12/2025	Inlet Road	Dively Road	Montavon Road	0.3	7	7	Transverse cracks >10', some isolated longitudinal cracks, needs crack filling
3/12/2025	Inlet Road	Montavon Road	Shaw Road	1.7	7	7	Transverse cracks >10', some isolated longitudinal cracks, needs crack filling, may soon be 6
3/12/2025	Inlet Road	Shaw Road	Richardson Road	1.5	3	3	Transverse cracking, longitudinal cracking, areas alligator cracking, a few patches, some rutting
3/12/2025	Inlet Road	Richardson Road	Shady Oaks Road	1.0	3	3	Transverse cracking, longitudinal cracking, some patching, some rutting >1/2"
3/12/2025	Inlet Road	Shady Oaks Road	Tower Road	0.9	3	3	Transverse cracking, longitudinal cracking, areas of alligator cracking, areas of patching, some rutting
3/12/2025	Inlet Road	Tower Road	US 52	0.6	3	3	Block Cracking, alligator cracking starting some rutting
3/12/2025	Inlet Road	US 52	Sublette Road	0.4	2	2	Block cracking raveling of pavement, alligator cracking starting, north end worst
3/10/2025	Keigwin Road	Harmon Road	Ryan Road	1.3	5	7	Transverse cracks >10', longitudinal cracks, edge cracking
3/10/2025	Keigwin Road	Ryan Road	Indian Head Road	0.7	5	7	Transverse cracks >10", longitudinal cracks, edge cracking
3/12/2025	La Molle Road	Maytown Road	Todd Road	1.0	5	6	Transverse cracks, some longitudinal cracks, block cracking, some edge cracking
3/12/2025	La Molle Road	Todd Road	St. Marys Road	1.0	5	6	Transverse cracks, some longitudinal cracks, block cracking, some edge cracking
3/12/2025	La Molle Road	St. Marys Road	Baseline Road	1.1	5	5	Transverse cracks, some longitudinal cracks, block cracking, some edge cracking
3/12/2025	Lee Center Road	City of Amboy	Sterling Road	0.5	4	4	Some cracking in wheel paths, transverse cracking, a few filled potholes, may soon be 3
3/12/2025	Lee Center Road	Sterling Road	Shaw Road	0.5	4	4	Transverse cracking, cracking in wheel paths, block cracking, some patching
3/18/2025	Lost Nation Road	IL 2	Maples Road	1.0	3	3	Multiple transverse cracks, longitudinal cracks in wheel paths, alligator cracking starting
3/18/2025	Lost Nation Road	Maples Road	Cap Road	1.2	3	4	Multiple transverse cracks, longitudinal cracks in wheel paths, alligator cracking starting

2025 Lee County Pavement Surface Evaluation and Rating (PASER)

Asphalt Road Ratings

Rating #s: Excellent: 9 & 10, Very Good: 8, Good: 6 & 7, Fair: 4 & 5, Poor: 3, Very Poor: 2, Failed: 1

See PASER Manual for more information about ratings.

Inspection Date	Road Name	Road Section		Approx. Mileage	PASER Rating	2023 Rating	Additional Comments
		To	From				
3/18/2025	Lost Nation Road	Cap Road	Kingdom Road	1.0	3	4	Multiple transverse cracks, longitudinal cracks in wheel paths, alligator cracking starting
3/18/2025	Lost Nation Road	Kingdom Road	Flagg Road	0.7	3	4	Multiple transverse cracks, longitudinal cracks in wheel paths, alligator cracking starting
3/13/2025	Lowell Park Road	0.1 mi north US 52	Timber Creek Road	0.8	7	7	Centerline and transverse cracks >10 feet apart, cracks are filled, some shoulder stone needed
3/13/2025	Lowell Park Road	Timber Creek Road	Penrose Road	1.0	7	7	Centerline and transverse cracks >10 feet apart, cracks are filled, some shoulder stone needed
3/13/2025	Lowell Park Road	Penrose Road	Pilgrim Road	1.0	7	7	Centerline and transverse cracks >10 feet apart, cracks are filled, some shoulder stone needed
3/18/2025	Maples Road	IL 38	Stony Point Road	1.0	4	5	Transverse cracks <10 feet apart make rough ride, cracks are >1/2 inch open
3/18/2025	Maples Road	Stony Point Road	Lost Nation Road	1.1	4	5	Transverse cracks <10 feet apart make rough ride, cracks are >1/2 inch open
3/10/2025	Maytown Road	Green Wing Road	La Molle Road	0.6	5	5	Some cracking, transverse cracks <10', some edge cracking, some wear, block cracking
3/10/2025	Maytown Road	May Road	Van Orin Road	2.0	6	6	Surface sealcoated, centerline crack, transverse cracks >10', needs shoulder stone
3/10/2025	Maytown Road	Van Orin Road	Morgan Road	1.0	6	6	Surface sealcoated, centerline crack, transverse cracks >10', needs shoulder stone
3/10/2025	Maytown Road	Carter Road	Downey Road	1.0	9	N/A	Paved with HMA in 2024, like new
3/10/2025	Maytown Road	Downey Road	Scout Road	0.5	9	N/A	Paved with HMA in 2024, like new
3/10/2025	Maytown Road	Scout Road	IL 26	1.5	9	N/A	Paved with HMA in 2024, like new
3/10/2025	Maytown Road	IL 26	Rogers Road	1.0	8	8	Few very minor cracks, may need more shoulder stone
3/10/2025	Maytown Road	Rogers Road	Pump Factory Road	1.0	8	8	Few very minor cracks, may need more shoulder stone
3/10/2025	Maytown Road	Pump Factory Road	Game Road	1.0	8	8	Few very minor cracks, may need more shoulder stone
3/10/2025	Maytown Road	Game Road	Atkinson Road	1.0	8	8	Very few longitudinal cracks, may need more shoulder stone
3/13/2025	Mound Hill Road	Pilgrim Road	Penrose Road	1.0	3	4	lots of cracks, cracks in wheel paths, some crack raveling, some potholes, needs shoulder stone
3/13/2025	Mound Hill Road	Penrose Road	Timber Creek Road	1.1	3	4	lots of cracks, cracks in wheel paths, some crack raveling, some potholes, needs shoulder stone
3/13/2025	Mound Hill Road	Timber Creek Road	Paris Road	0.5	3	4	lots of cracks, cracks in wheel paths, some crack raveling, some potholes, needs shoulder stone
3/13/2025	Mound Hill Road	Paris Road	Kilgore Road	1.5	3	4	lots of cracks, cracks in wheel paths, some crack raveling, some potholes, needs shoulder stone
3/13/2025	Mound Hill Road	Kilgore Road	Palmyra Road	0.2	3	4	lots of cracks, cracks in wheel paths, some crack raveling, some potholes, needs shoulder stone
3/18/2025	Nachusa Road	US 52	McGirr Road (east)	1.6	3	4	longitudinal cracks, block cracking, alligator racking starting, some rutting ~1"
3/18/2025	Nachusa Road	McGirr Road (east)	IL 38	1.9	4	4	Transverse cracks, longitudinal cracks, block cracking, some patching, may soon be 3
3/18/2025	Nelson Road	Rock Island Road	N. side Village of Nelson	1.4	3	4	Transverse cracks, block cracking, wheel path cracks, alligator cracking starting
3/13/2025	North Bataan Road	Subic Road	Corregidor Road	1.0	3	4	Transverse cracks, longitudinal cracks in wheel paths, some potholes, crack raveling
3/11/2025	Paw Paw Road	US 30	Winterton Road	0.5	3	4	Transverse cracking, longitudinal cracks in wheel paths block cracking, raveling in cracks
3/11/2025	Paw Paw Road	Winterton Road	Mittan Road	0.8	3	4	Transverse cracking, longitudinal cracks in wheel paths block cracking, raveling in cracks
3/11/2025	Paw Paw Road	Mittan Road	Lake Road	0.5	3	3	Transverse cracking, longitudinal cracks in wheel paths block cracking, raveling in cracks
3/11/2025	Paw Paw Road	Lake Road	Moffet Road	1.2	3	3	Transverse cracking, longitudinal cracks in wheel paths block cracking, raveling in cracks
3/11/2025	Paw Paw Road	Moffet Road	Howlett Road	0.8	3	3	Transverse cracking, longitudinal cracks in wheel paths, areas of alligator cracking starting
3/11/2025	Paw Paw Road	Howlett Road	Dredge Road	0.7	3	3	Transverse cracking, longitudinal cracks in wheel paths block cracking, raveling in cracks
3/11/2025	Paw Paw Road	Dredge Road	Village of Paw Paw	1.0	3	3	Transverse cracking, longitudinal cracks in wheel paths block cracking, raveling in cracks
3/11/2025	Perry Road	IL 251	Town Line Road	1.0	3	3	Transverse cracks, some block cracking, isolated areas alligator cracking, road rides rough
3/11/2025	Perry Road	Town Line Road	Steward Road	1.5	3	3	Transverse cracks, some block cracking, isolated areas alligator cracking, road rides rough
3/11/2025	Perry Road	Steward Road	RR tracks	0.6	3	3	Pot holes, transverse cracks in need of strengthening (HMA only no concrete rating given)
3/11/2025	Perry Road	east of I-39	Paw Paw Road	0.1	4	4	Transverse cracks <10 feet apart, cracking in wheel paths (HMA only no concrete)
3/11/2025	Perry Road	Paw Paw Road	Locust Road	1.0	4	4	Transverse cracks < 10 feet apart, cracking in wheel paths
3/11/2025	Perry Road	Locust Road	Woodlawn Road	1.0	4	4	Transverse cracks < 10 feet apart, cracking in wheel paths
3/11/2025	Perry Road	Woodlawn Road	County Line Road	1.0	4	4	Transverse cracks < 10 feet apart, cracking in wheel paths
3/17/2025	Pine Hill Road	Reynolds Road	McGirr Road	1.0	5	5	Transverse cracks <10', block cracks, edge cracking, many areas need shoulder stone
3/17/2025	Pine Hill Road	McGirr Road	Herman Road	1.0	5	5	Transverse cracks <10', block cracks, edge cracking, many areas need shoulder stone
3/17/2025	Pine Hill Road	Herman Road	Hillison Road	1.5	5	5	Transverse cracks <10', block cracks, edge cracking, many areas need shoulder stone
3/17/2025	Pine Hill Road	Hillison Road	Clayton Road	1.0	5	5	Transverse cracks <10', block cracks, edge cracking, many areas need shoulder stone

2025 Lee County Pavement Surface Evaluation and Rating (PASER)

Asphalt Road Ratings

Rating #s: Excellent: 9 & 10, Very Good: 8, Good: 6 & 7, Fair: 4 & 5, Poor: 3, Very Poor: 2, Failed: 1

See PASER Manual for more information about ratings.

Inspection Date	Road Name	Road Section		Approx. Mileage	PASER Rating	2023 Rating	Additional Comments
		To	From				
3/17/2025	Pine Hill Road	Clayton Road	US 30	0.5	5	5	Transverse cracks <10', block cracks, edge cracking, many areas need shoulder stone
3/17/2025	Pine Hill Road	US 30	Inlet Road	1.0	4	5	Transverse cracks <10', block cracks, edge cracking, cracks in wheel paths, needs strengthening
3/18/2025	Pump Factory Road	City of Dixon	Bloody Gulch Road	0.5	5	6	transverse cracks, chip seal on road, Block cracked has started, may soon be 4
3/18/2025	Pump Factory Road	US 30	Rhodenbaugh Road	1.0	3	4	cracking, some rutting 1/2", chip seal on road, edge and wheel path cracking, alligator starting
3/18/2025	Pump Factory Road	Rhodenbaugh Road	Sterling Road	1.5	3	4	cracking, some rutting 1/2", chip seal on road, edge and wheel path cracking, alligator starting
3/17/2025	Reynolds Road	Brooklyn Road	Thorpe Road	1.0	4	4	Transverse cracks <10 feet apart, > 50% block cracking, cracks in wheel paths
3/17/2025	Reynolds Road	Thorpe Road	Town Hall Road	1.0	4	4	Transverse cracks <10 feet apart, > 50% block cracking, cracks in wheel paths
3/17/2025	Reynolds Road	Town Hall Road	Melugins Grove Road	0.5	4	4	Transverse cracks <10 feet apart, > 50% block cracking, cracks in wheel paths
3/17/2025	Reynolds Road	Melugins Grove Road	IL 251	1.0	4	4	Transverse cracks <10 feet apart, > 50% block cracking, cracks in wheel paths
3/17/2025	Reynolds Road	Brooklyn Road	Meridian Road	0.9	3	3	Transverse cracks, block cracking, some potholes, alligator cracks starting, needs shoulder stone
3/17/2025	Reynolds Road	Meridian Road	Middlebury Road	1.0	3	3	Transverse cracks, block cracking, some potholes, alligator cracks starting, needs shoulder stone
3/17/2025	Reynolds Road	Middlebury Road	Ashton Road	1.0	3	3	Transverse cracks, block cracking, some potholes, alligator cracks starting, needs shoulder stone
3/17/2025	Reynolds Road	Ashton Road	Midway Road	1.0	4	5	Transverse cracks, longitudinal cracks, > 50% block cracking, crack filled, needs shoulder stone
3/17/2025	Reynolds Road	Midway Road	Pine Hill Road	1.5	4	5	Transverse cracks, longitudinal cracks, > 50% block cracking, crack filled, needs shoulder stone
3/17/2025	Reynolds Road	Pine Hill Road	Buffalo Road	0.8	4	5	Transverse cracks, longitudinal cracks, extensive block cracking > 50%, crack filled
3/17/2025	Reynolds Road	Buffalo Road	Willow Road	0.6	5	5	Transverse cracks, longitudinal cracks, extensive block cracking, crack filled, may soon be 4
3/17/2025	Reynolds Road	Willow Road	Village of Franklin Grove	1.0	5	5	Transverse cracks, longitudinal cracks, extensive block cracking, crack filled, may soon be 4
3/18/2025	Rock Island Road	Whiteside County line	Nelson Road	1.8	3	4	Block cracking, wheel path crack numerous, raveling of cracks visible, alligator cracking starting
3/18/2025	Rock Island Road	Nelson Road	Bollman Road	1.2	4	4	Bridge approach by Nelson is a '3', some potholes, transverse cracking, cracks in wheel paths
3/18/2025	Rock Island Road	Bollman Road	Walker Road	1.2	4	4	Transverse cracks, block cracking, some potholes, longitudinal cracking in wheel paths
3/18/2025	Rock Island Road	Walker Road	Harmon Road	0.6	4	5	Transverse cracks, block cracking, some longitudinal cracking in wheel paths, shoulder stone
3/18/2025	Rock Island Road	Harmon Road	Atkinson Road	1.1	4	6	Transverse cracks, block cracking, some longitudinal cracking in wheel paths, shoulder stone
3/18/2025	Rock Island Road	Atkinson Road	just west Bloody Gulch Road	1.2	4	5	Transverse cracks, block cracking, some longitudinal cracking in wheel paths, shoulder stone
3/18/2025	Rock Island Road	just west Bloody Gulch Road	City of Dixon	1.0	3	3	Potholes with poor patching, raveling of HMA, cracks in wheel paths, may soon be 2
3/10/2025	Rocky Ford Road	Maytown Road	Sublette Road	1.2	7	N/A	Paved with HMA in 2023, transverse cracks >10' apart
3/10/2025	Rocky Ford Road	Sublette Road	Briar Knoll Road	1.2	7	N/A	Paved with HMA in 2023, transverse cracks >10' apart
3/10/2025	Rocky Ford Road	Briar Knoll Road	Sleepy Hollow Road	1.9	7	N/A	Paved with HMA in 2023, transverse cracks >10' apart
3/10/2025	Rocky Ford Road	Sleepy Hollow Road	Morman Road	0.8	7	N/A	Paved with HMA in 2023, transverse cracks >10' apart
3/10/2025	Rocky Ford Road	Morman Road	Amboy Road	1.0	7	N/A	Paved with HMA in 2023, transverse cracks >10' apart
3/12/2025	Shaw Road	Lee Center Road	Searls Road	0.7	4	4	Transverse cracking less than 10' apart, longitudinal cracking, block cracking, minor rutting
3/12/2025	Shaw Road	Searls Road	Green Wing Road	1.6	4	5	Transverse cracking less than 10' apart, some longitudinal cracking, minor rutting in places
3/12/2025	Shaw Road	Green Wing Road	Inlet Road	1.5	4	4	Transverse cracking less than 10' apart, some longitudinal cracking, minor rutting in places
3/12/2025	Shaw Road	Inlet Road	Isenburg Road	0.8	4	4	Transverse cracking less than 10' apart, longitudinal cracking in wheel paths, block cracking
3/12/2025	Shaw Road	Isenburg Road	Burkhardt Road	0.8	4	4	Transverse cracking less than 10' apart, longitudinal cracking in wheel paths, block cracking
3/12/2025	Shaw Road	Burkhardt Road	Beaver Road	1.5	4	4	Transverse cracking less than 10' apart, longitudinal cracking in wheel paths, block cracking
3/12/2025	Shaw Road	Beaver Road	Brooklyn Road	1.6	4	4	Transverse cracking less than 10' apart, longitudinal cracking in wheel paths, block cracking
3/11/2025	Shaw Road	Brooklyn Road	Hutchison Road	1.1	8	8	Isolated cracks, needs more shoulder stone
3/11/2025	Shaw Road	Hutchison Road	Carnahan Road (east)	0.9	8	8	Isolated cracks, needs more shoulder stone
3/11/2025	Shaw Road	Carnahan Road (east)	IL 251	1.0	8	8	Isolated cracks, needs more shoulder stone
3/13/2025	South Bataan Road	Corregidor Road	Subic Road	1.1	4	4	Transverse cracks, some areas of wheel path cracks, some areas of patching, may soon be 3
3/13/2025	South Eldena	Eldena Road	IL 26	1.8	3	4	Lots of transverse cracks, cracks in wheel path, some potholes, raveling cracks
3/11/2025	South Paw Paw Road	Village of Paw Paw limits	Angling Road	0.3	4	4	Longitudinal cracking in wheel wells, block cracking, some cracks raveling, may soon be 3
3/12/2025	Spur Road	IL 251	Brooklyn Road	1.5	3	4	Transverse cracking, longitudinal cracks, block cracking, rough pavement, some potholes
3/10/2025	Sterling Road	Harmon Road	Atkinson Road	1.0	6	7	A transverse cracks >10', some cracks are opening, may soon be 5, crack fill again

2025 Lee County Pavement Surface Evaluation and Rating (PASER)

Asphalt Road Ratings

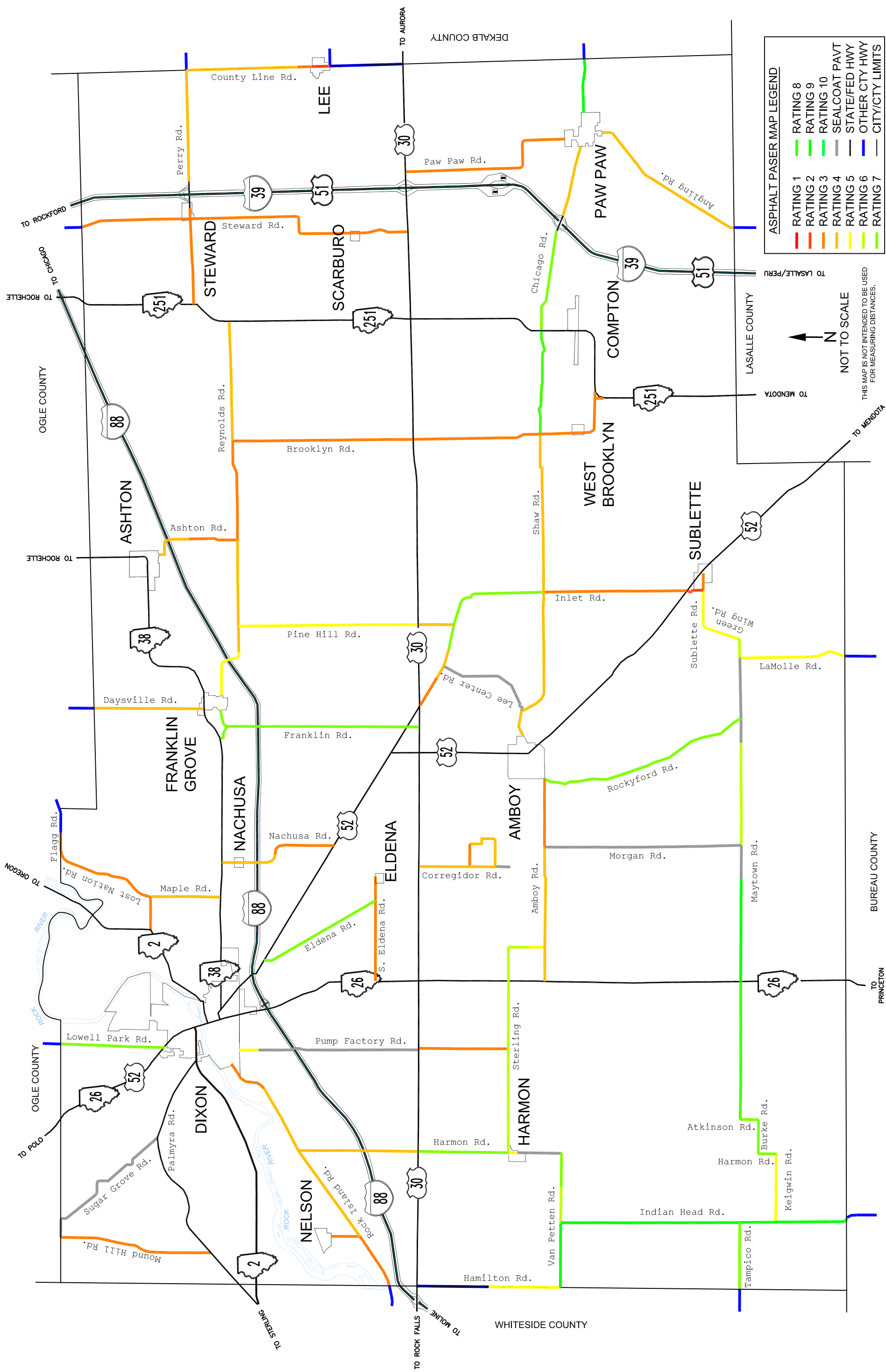
Rating #s: Excellent: 9 & 10, Very Good: 8, Good: 6 & 7, Fair: 4 & 5, Poor: 3, Very Poor: 2, Failed: 1

See PASER Manual for more information about ratings.

Inspection Date	Road Name	Road Section		Approx. Mileage	PASER Rating	2023 Rating	Additional Comments
		To	From				
3/10/2025	Sterling Road	Atkinson Road	Hoyle Road	1.0	6	7	A transverse cracks >10', some cracks are opening, may soon be 5, crack fill again
3/10/2025	Sterling Road	Hoyle Road	Pump Factory Road	1.0	6	7	A transverse cracks >10', some cracks are opening, may soon be 5, crack fill again
3/10/2025	Sterling Road	Pump Factory Road	Dutch Road	1.0	6	7	A transverse cracks >10', some cracks are opening, may soon be 5, crack fill again
3/10/2025	Sterling Road	Dutch Road	IL 26	1.0	6	7	A transverse cracks >10', some cracks are opening, may soon be 5, crack fill again
3/10/2025	Sterling Road	IL 26	Walton Road	1.0	6	6	Transverse crack less than 10', cracks filled, crack fill again
3/11/2025	Steward Road	Perry Road	Elva Road	1.0	3	3	Transverse cracks quite rough, cracking in wheel paths, alligator cracking starting
3/11/2025	Steward Road	Elva Road	Hayes Road	1.5	3	3	Transverse cracks quite rough, cracking in wheel paths, alligator cracking starting
3/11/2025	Steward Road	Hayes Road	Ogle County Line	0.5	3	3	Transverse cracks quite rough, cracking in wheel paths, alligator cracking starting
3/11/2025	Steward Road	US 30	Cobb Lane Road	0.5	3	3	Transverse cracking, longitudinal in wheel paths, block cracking, alligator cracking in places
3/11/2025	Steward Road	Cobb Lane Road	Willow Creek Road	0.5	3	3	Transverse cracking, longitudinal in wheel paths, block cracking, alligator cracking in places
3/11/2025	Steward Road	Willow Creek Road	Lee Road	1.0	3	3	Transverse cracking, longitudinal in wheel paths, block cracking, alligator cracking in places
3/11/2025	Steward Road	Lee Road	Herman Road	1.0	3	3	Transverse cracking, longitudinal in wheel paths, block cracking, alligator cracking in places
3/11/2025	Steward Road	Herman Road (W)	Herman (East)	0.5	3	3	Transverse cracking, longitudinal in wheel paths, block cracking, alligator cracking in places
3/11/2025	Steward Road	Herman Road	1/2 north of Herman	0.5	3	3	Transverse cracking, longitudinal in wheel paths, block cracking, alligator cracking in places
3/11/2025	Steward Road	1/2 mile S. McGirr Road	McGirr Road	0.5	3	4	Transverse cracking close together, areas of longitudinal cracking in wheel paths, rides rough
3/11/2025	Steward Road	McGirr Road	Reynolds Road	1.0	3	4	Transverse cracking close together, areas of longitudinal cracking in wheel paths, rides rough
3/11/2025	Steward Road	Reynolds Road	Perry Road	1.0	3	3	Transverse cracking close together, areas of longitudinal cracking in wheel paths, rides rough
3/13/2025	Subic Road	South Bataan Road	North Bataan Road	0.9	4	5	Transverse cracks, block cracking, cracks in the wheel path
3/10/2025	Sublette Road	US 52	Inlet Road	0.5	3	3	Transverse cracking and block cracking, areas of potholes, extensive cracking, some rutting
3/10/2025	Sublette Road	Inlet Road	Green Wing Road	1.0	5	5	Transverse cracks <10', secondary cracks, centerline cracking, some edge cracking
3/10/2025	Tampico Road	Indian Head Road	Eakle Road	1.0	7	8	HMA no longer new condition, a few isolated longitudinal cracks, crack filled
3/10/2025	Tampico Road	Eakle Road	Hamilton Road	1.0	7	8	HMA no longer new condition, a few longitudinal cracks, crack filled
3/10/2025	Van Petten Road	Harmon Road	Ryan Road	1.0	7	7	Some edge cracking, transverse (>10') & longitudinal cracks, seal coat overlay
3/10/2025	Van Petten Road	Ryan Road	Indian Head Road	1.0	6	7	Some edge cracking, transverse (>10') & open longitudinal cracks, seal coat overlay
3/10/2025	Van Petten Road	Indian Head Road	Schilpp Road	0.5	9	N/A	Paved with HMA in 2024, like new
3/10/2025	Van Petten Road	Schilpp Road	Eakle Road	0.5	9	N/A	Paved with HMA in 2024, like new
3/10/2025	Van Petten Road	Eakle Road	Hamilton Road	1.0	9	N/A	Paved with HMA in 2024, like new
3/10/2025	Walton Road	Sterling Road	village	0.5	6	6	Transverse crack less than 10', block cracking starting, cracks filled
3/10/2025	Walton Road	village	Amboy Road	0.5	5	5	Transverse cracks, block cracking, cracks filled

Appendix B
Lee County Asphalt PASER
Ratings Map

LEE COUNTY 2025 ASPHALT PASER RATING ROAD MAP



Appendix C
Lee County Sealcoat PASER
Ratings Spreadsheet

2025 Lee County Pavement Surface Evaluation and Rating (PASER)

Sealcoat Road Ratings

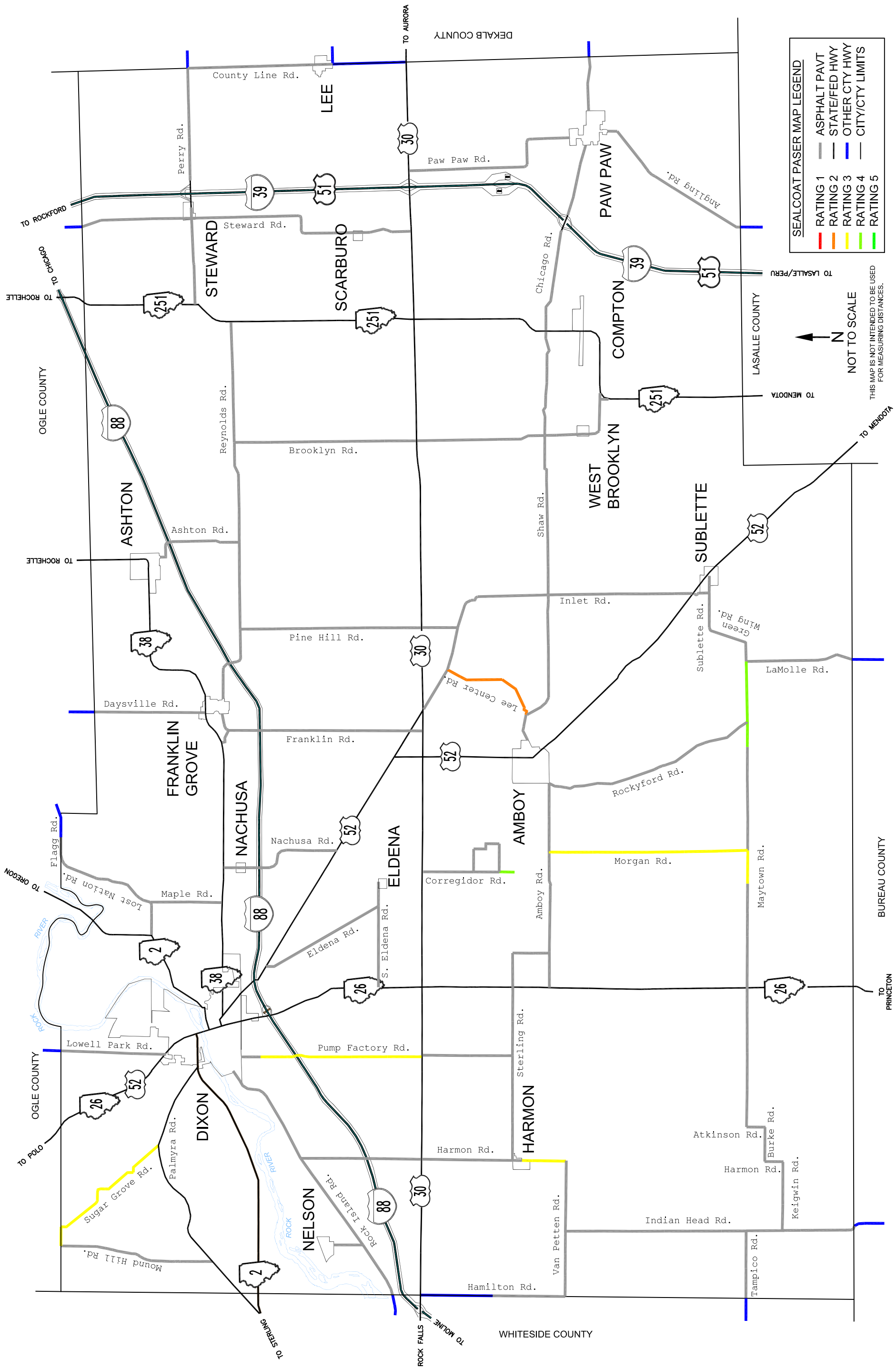
Rating #’s: Excellent: 5, Good: 4, Fair: 3, Poor: 2, Failed: 1

See PASER Manual for more information about ratings.

Inspection Date	Road Name	Road Section		Approx. Mileage	PASER Rating	2023 Rating	Additional Comments
		From	To				
3/13/2025	Corregidor Road	Sterling	South Bataan Road	0.4	4	3	Minor surface wear, sealcoat has fog seal
3/10/2025	Harmon Road	Harmon Grain Elevator	Henry Road	0.2	3	3	Some edge cracking
3/10/2025	Harmon Road	Henry Road	Van Petten Road	1.0	3	3	Some edge cracking, very slight rutting
3/12/2025	Lee Center Road	Shaw Road	Schier Road	1.3	2	2	Edge cracking, rutting especially along outside wheel path, needs crown improvement
3/12/2025	Lee Center Road	Schier Road	Inlet Road	1.6	2	2	Edge cracking, rutting especially along outside wheel path, needs drainage improvement
3/10/2025	Maytown Road	La Molle Road	Rocky Ford Road	1.8	4	4	HMA Wedging under sealcoat/fog, some edge cracking, edge breaking up by Rockford
3/10/2025	Maytown Road	Rocky Ford Road	May Road	0.7	4	4	HMA Wedging under sealcoat/fog, some edge cracking, some wear
3/10/2025	Maytown Road	Morgan	Carter Road	1.0	3	4	Some edge cracking, some wear, center in good condition
3/10/2025	Morgan Road	Amboy Road	River View Road	0.8	3	4	Minor edge cracking & edges breaking off, some minor wear, center looks good
3/10/2025	Morgan Road	River View Road	Edwards Road	0.8	3	4	Minor edge cracking & edges breaking off, some minor wear, center looks good
3/10/2025	Morgan Road	Edwards Road	Sleepy Hollow Road	1.0	3	4	Minor edge cracking & edges breaking off, some minor wear, center looks good
3/10/2025	Morgan Road	Sleepy Hollow Road	Briar Knoll Road	1.0	3	4	Minor edge cracking & edges breaking off, some minor wear, center looks good
3/10/2025	Morgan Road	Briar Knoll Road	Sublette Road	1.0	3	4	Minor edge cracking & edges breaking off, some minor wear, center looks good
3/10/2025	Morgan Road	Sublette Road	Maytown Road	1.0	3	4	Minor edge cracking & edges breaking off, some minor wear, center looks good
3/13/2025	Pilgrim Road	Sugar Grove Road	Mound Hill Road	0.7	3	3	Some edge cracking, minor rutting, minor edge breaking off
3/18/2025	Pump Factory Road	Bloody Gulch Road	Lievan Road	1.5	3	4	Moderate edge cracking, some transverse cracking, moderate wear, may soon be 2
3/18/2025	Pump Factory Road	Lievan Road	Walker Road	1.0	3	4	Moderate edge cracking, some transverse cracking, moderate wear, may soon be 2
3/18/2025	Pump Factory Road	Walker Road	Hanne Road	1.0	3	4	Moderate edge cracking, some transverse cracking, moderate wear, may soon be 2
3/18/2025	Pump Factory Road	Hanne Road	US 30	1.0	3	4	Moderate edge cracking, some transverse cracking, moderate wear, may soon be 2
3/13/2025	Sugar Grove Road	Palmyra Road	Peek Home Road	1.1	3	2	Some edge cracking, minor wear, minor edge breaking off
3/13/2025	Sugar Grove Road	Peek Home Road	Penrose Road	1.2	3	3	Some edge cracking, minor wear, minor edge breaking off
3/13/2025	Sugar Grove Road	Penrose Road	Pilgrim Road	1.5	3	3	Some edge cracking, minor wear, minor edge breaking off

Appendix D
Lee County Sealcoat PASER
Ratings Map

LEE COUNTY 2025 SEALCOAT PASER RATING ROAD MAP



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