CITY OF ST. ANN
STREET CONDITION REPORT

July 31, 2023

Introduction

Matt Conley has allocated $1,500,000 for FY 23 and the same amount going forward in future budget years.

There are currently three components of St. Ann's capital improvement program, they are:

- Pavement Preservation
- Asphalt Mill and Overlay
- Complete Reconstruction

I strive to balance these three components in order to optimize available funds to get the best "bang for the buck" for the City. The following chart highlights the overall city-wide PCI for each of the last 15 years, each year's capital funding as well as federally funded road and bridge projects.

YEAR	PCI	Capital Funding (St. Ann)	(Federal Share)
2008	57.8	$200,000	N/A
2009	57.8	$200,000	N/A
2010	54.4	$200,000	N/A
2011	56.2	$200,000 + $185,000 (Ashby Bridge)	$740,000
2012	59.8	$200,000 + $170,000 (International Plaza)	$680,000
2013	59.1	$200,000	N/A
2014	57.1	$275,000 + $57,000 (Breckenridge Ave.)	$228,000
2015	61.1	$240,000 (Adie Rd.)	$960,000
2016	61.4	$300,000	N/A
2017	60.3	$300,000	N/A
2018	60.3	$300,000	N/A
2019	60.3	$300,000	N/A
2020	60.4	$220,000 (Ashby Rd.)	$880,000
2021	57.4	$1,000,000	N/A
2022	57.2	$1,000,000	N/A
2023	60.7	$1,500,000 (Geraldine Bridge)	$525,000
	TOTAL	**$7,067,000**	**$4,013,000**

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Currently, there are several factors negatively affecting the City's overall pavement condition. They are as follows:

Effect of Postponed Work

In 2015 the programmed Microsurfacing bid package was postponed one year due to budget constraints. The 20 streets that were included in the 2015 Microsurfacing bid package did not have their PCI scores reset to 90 as would normally be the case had the work been done. In 2020 the programmed Novachip bid package was postponed one year due to budget constraints. The 10 streets that were included in the 2020 Novachip bid package did not have their PCI scores reset to 100 as would normally be the case. These two postponements have had a "ripple" effect upon the City's overall PCI score by lowering it when, if the work had been done, ordinarily the overall PCI score would have gone up.

Effect of Utility Work

Over the course of my career, successful utility coordination with St. Louis County Water (now Missouri-American Water Co.) and MSD has always been a hit-or-miss proposition. In recent years Missouri American Water Co. has been making a greater effort to communicate their plans with the region's municipalities. That being said, however, in St. Ann's case this has proven to be a two-edged sword. As a result of these two utilities planned capital improvement program I have had to revise and reconfigure this as well as next year's capital improvements. In addition, I have had to postpone future work such as the mill and overlay of St. Joachim (St. Charles Rock Rd. to Breckenridge) due to an upcoming sanitary sewer relief line project that MSD has planned. This MSD project will result in the excavation and placement on new 24" sanitary sewer in the middle of St. Joachim.

Three Components of St. Ann's Capital Improvement Program (CIP)

Novachip

Novachip involves the application of a ¾" thick layer of asphalt mix placed on the surface of the existing pavement. Any failed curb & gutter is also replaced when a street is Novachipped. It provides structural support as well as protection from water intrusion and pavement oxidation. Novachip is typically applied to asphalt streets with a PCI of 45 to 70. When the Novachip ten-year cycle is fully implemented we will eventually have 135 streets out of 231 streets (58%) that will be Novachipped.

Asphalt Mill and Overlay

Initially, it was my intent to mill and overlay all "sound" streets between a PCI of 45 and 55. After reviewing this year's inspection data and coring information I have concluded that the lower limit on mill and overlay can be reduced to a PCI of 40 in

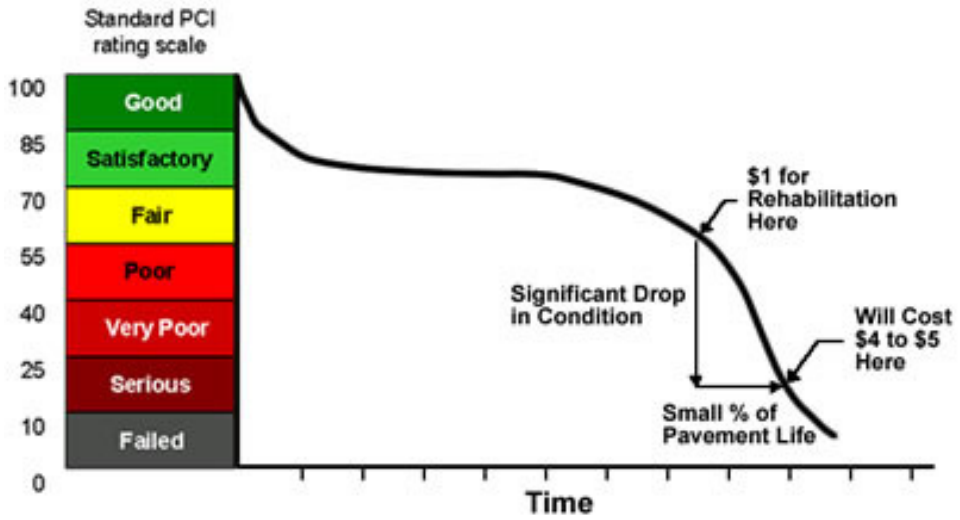
most cases. A street experiencing extensive high severity alligator cracking would not be a good candidate for mill and overlay at a PCI of 40 however, another street with block cracking would be at a PCI of 40. The individual distresses on a given street is one of the determining factors in what maintenance technique is selected on a given street. Another factor in evaluating a potential street for mill and overlay is the condition of the curb & gutter. For example, the section of St. Joachim between Baltimore and Breckenridge has about 60% of its curb & gutter that needs to be replaced thus pushing the mill and overlay total cost too high to justify its consideration as a mill and overlay project.

Complete Reconstruction

Reconstruction is the complete removal and replacement of the existing pavement, base, curbs, and when necessary, ADA curb ramps. Sometimes it is necessary to remove some or all driveway aprons along the street to accommodate grade changes or construction methods. This final option is only selected for streets in the worst condition. This is the most expensive option for the City to employ. This work is typically performed on streets with a PCI of 0-35.

"KEEPING THE GOOD STREETS GOOD"

What is the advantage to the City to practice pavement management? The cost to maintain a pavement increases exponentially as its condition worsens (see figure below). It is more cost effective to implement pavement preservation techniques while the pavement is in good condition in order to prolong its service life.



Current unit costs per square yard for different maintenance activities are as follows:

- Microsurfacing $7.00/SY
- Novachip $14.00/SY
- Asphalt Mill & Overlay $35.00/SY
- Reconstruction $100.00/SY

As you can see the cost to maintain a street increases significantly as the condition of the street worsens. That's why it is imperative to maintain the streets in good condition rather than spending your entire budget on the worst streets. The "old school" method of pavement management is allowing streets to degrade over time, without applying pavement preservation, until they reach a point where they require reconstruction. This is also known as the worst-first method. This method, while ill-advised, is feasible with an ample budget, but is not economical nor feasible with St. Ann's budget constraints and multiple streets in need of repair. A good analogy is car maintenance. You can spend relatively little money on routine car maintenance and your vehicle will last 10 years or more. Or you can choose to not perform routine maintenance and replace the entire vehicle every 3 to 5 years. The Board may recall that these unit prices are higher than in years past. This increase is due to several factors including:

- Higher cost for asphalt and concrete
- Higher trucking costs, landfill costs
- Increased budget allows for addressing hazard tree removal, elimination of sidewalk tree hazards and replacing non-ADA compliant handicap ramps. This increased scope of work is only applied to reconstructed streets and mill & overlaid streets.

What factors go into the street selection process?

The PCI score generated by the program for any particular street is merely the starting point in creating an effectively managed capital improvements program. There are a number of additional factors that should be taken into account, such as:

- What is the nature of the distresses creating the PCI deduction? Is it extensive alligator cracking or is it longitudinal and tranverse cracking? Is it weathering or raveling? Both concrete and asphalt pavements have

- 20 or more different types of pavement distresses that are evaluated in order to arrive at each street's PCI score.
- What is the pavement composition, thickness, concrete or asphalt?
- What condition is the curb & gutter in? How many feet of curb & gutter will need to be removed and replaced?
- Do we have or need coring data?
- How much traffic volume does the street carry?Where is the street located? You typically try to work your way out from the back of a neighborhood so that you are not running construction equipment and dump trucks over the newly rebuilt pavement.
- Are there special circumstances on a street? Drainage problems? Undermined pavement? At one time, the City embarked on a program to remove and replace all of the standard roll curb & gutter (3 ½ inches high) with high back roll curb (5 inches high) throughout the City. This decision has had a profound and detrimental affect on St Ann's streets. The "overdig' was often backfilled with gravel rather than either asphalt or concrete resulting in the curb not being attached to anything. Many of these streets were then overlaid with as little as one inch of asphalt.
- What has been the PCI history for a street? For example, Imperial Gardens has a fourteen year PCI history of 58 – 58 – 56 – 61 – 61 – 61 – 61 – 61 – 61 – 58 – 55. Even though Imperial Gardens is at MicroPAVER's break point (the point at which the thereorical slope of the detoriaration curve should increase, thus accelerating the detoriartion of the street) it has nonetheless stayed relatively stable over the last 8 years. This PCI stability of Imperial Gardens buys us time to spend our money on other streets that are declining more rapidly. Contrast Imperial Gardens' PCI history with that of Douglass Ct. 64 – 50 – 46 – 45 – 45 – 25 – 21 – 20 – 19 – 20 – 19. Even though these two streets started off in roughly the same condition they ended up in two vastly different conditions currently.

Conclusion

The City has done an outstanding job of leveraging their available capital funding to **complete over $4,000,000 in Federally funded arterial street and bridge work** over the last fifteen years. This has resulted in an average annual expenditure of approximately $325,000 per year. The following chart details the respective statistics of the three component categories of St. Ann's Capital Improvement Program.

# of streets	*% of total*	*average PCI (2023)*
Novachip		
135	58%	81.5
Asphalt Mill and Overlay		
84	36%	61.2
Complete Reconstruction		
13	6%	19.2

I have attached a spreadsheet with updated PCI scores for each pavement section throughout the City. The Pavement Type symbols shown on the spreadsheet are as follows:

- **APC** *concrete pavement with an asphalt overlay*
- **AAC** *full depth asphalt pavement with an asphalt overlay*
- **AC** *full depth asphalt pavement*
- **PCC** *Portland cement (concrete) pavement*

Respectfully Submitted,
PAYKEN CONSULTING

Mark H. Payken, P.E.
President

CITY OF ST. ANN PAVEMENT PRESERVATION PROGRAM

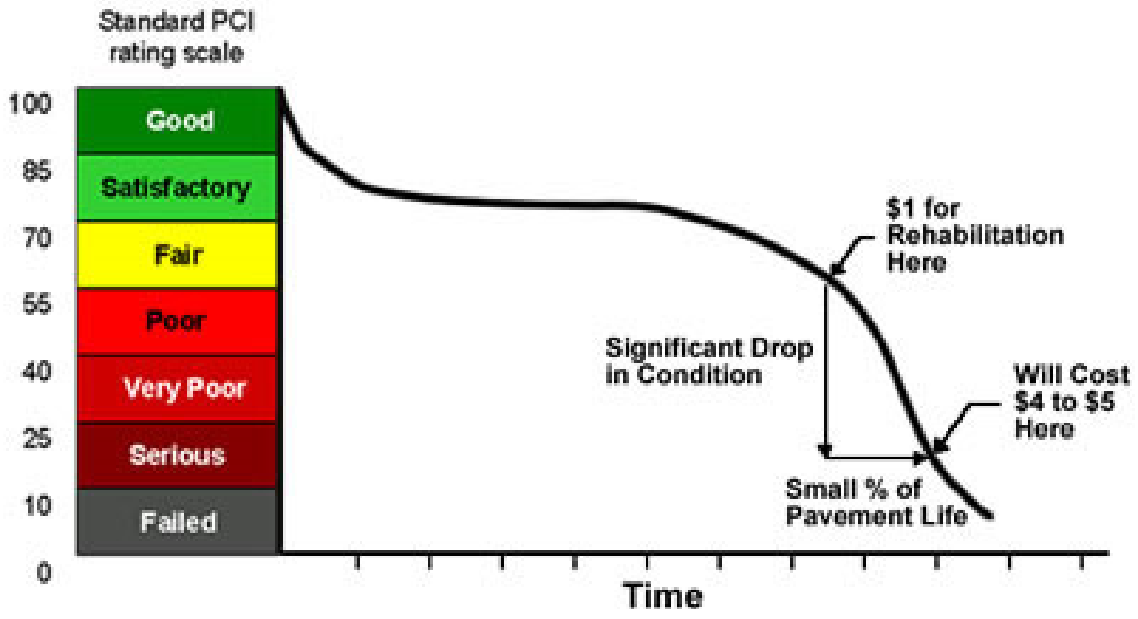
PAVEMENT MANGEMENT

In 2008 the City of St. Ann implemented a pavement management program to maintain the City's streets. Pavement management is the practice of planning for pavement repairs and maintenance with the goal of maximizing the value and service life of a pavement network. To accomplish this, the City has adopted several pavement preservation techniques.

St. Ann utilizes MicroPAVER, a pavement management system (PMS) developed by the Department of Defense, to manage the condition of the city maintained streets. The program uses pavement distress data collected from field inspections to generate a pavement condition index (PCI) rating from zero (failed) to 100 (new) for each segment inspected. The same street segments are inspected each year to insure a consistent evaluation of the pavement's condition and for predicting its future maintenance and repair needs.

"KEEPING THE GOOD STREETS GOOD"

Why does the City practice pavement management? The cost to maintain a pavement increases exponentially as its condition worsens (see figure below). It is more cost effective to implement pavement preservation techniques while the pavement is in good condition in order to prolong its service life.



The “old school” method of pavement maintenance management is allowing streets to degrade over time, without applying pavement preservation, until they reach a point where they require reconstruction. This is also known as the worst-first method. This method is feasible with an ample budget, but is not economical and not feasible with the St. Ann’s budget constraints and multiple streets in need of repair. A good analogy is car maintenance. You can spend relatively little money on routine car maintenance and your vehicle will last 10 years or more. Or you can choose to not perform routine maintenance and replace the entire vehicle every 5 to 10 years.

PAVEMENT PRESERVATION AND RECONSTRUCTION

The City has implemented several pavement preservation techniques to “keep the good streets good” while also reconstructing several streets in a poor or failed condition. By utilizing the MicroPAVER program and sound engineering judgement the City selects the appropriate treatment for use on its streets. This allows the City to maintain these streets on a regular basis.

Streets in need of reconstruction are selected based on score and use. Primary routes are given preference. The City’s street maintenance division will perform localized patching, cracksealing and sidewalk repair throughout the year.

Crack Sealing is the sealing of thermal, structural, and control joint cracking in concrete and asphalt pavements to prevent the infiltration of water. This is utilized as a stand-alone treatment or in conjunction with other preservation techniques on streets typically with a PCI of 55-90.

Ultrathin Bonded Asphalt Wearing Surface (UBAWS) is a ¾” thick layer of asphalt mix placed on the surface of the existing pavement. It provides structural support as well as protection from water and oxidation. UBAWS is typically applied to asphalt streets with a PCI of 50 to 70.

Mill and Asphalt Overlay is the removal of approximately 2” of the existing asphalt surface and overlay with a new 2” layer of hot mix asphalt. It provides increased structural support and improved driving surface. This is typically applied to streets with a PCI of 40-60 that have an adequate existing pavement thickness and structural integrity.

Street Reconstruction is the complete removal and replacement of the existing pavement, base, curbs, and ADA curb ramps. Sometimes it is necessary to remove some or all driveway aprons along the street to accommodate grade changes or construction methods. This work is typically performed on streets with a PCI of 0-35.

Capital Improvement Program
2024

Novachip

St. Veronica Ct.
St. Dismas Ct.
Gertrude Ave.
Bernice Ave.
Ivan Ave.
Orchard Ave.
St. Xavier Ln.

Mill & Overlay

St. Katherine (Wright to St. Williams)
St. Gregory/Wright

Reconstruction

St. Gregory Ln. (Wright to Westridge)
St. Katherine Ln. (Ashby to St. Williams)
Pear Tree Ln/Country Ln (***STP Federal project***)
Engineering Design

Reclamite

Ashby (Bridge to I-70)

Revised: April 15, 2023

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Capital Improvement Program
2025

Novachip

St. Michael Ln.
Constance Ct.
Ashby Place Ct
Pearl Harbor Dr.
Ronald Dr.
St. Joachim Ln. (Breckenridge to St. Katherine)

Mill and Overlay

St. Joachim Ln. (St. Charles Rock Rd to St. Katherine)

Reconstruction

Foxhall Ct.
Janice Ct.
Pear Tree Ln/Country Ln. ***(STP Federal project)***
Right-of-Way-Acquisition

Revised: April 15, 2023

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Capital Improvement Program
2026

Novachip

Krem Ct.
Krem Dr.
St. Kevin Park Ct.
St. Bernard Ln.
St. Sebastian Ln. (St. Xavier to St. Edmund)
St Dennis loop

Mill & Overlay

St. Dominic Ln.
St. Cecelia Ln.

Reconstruction

Litz Ave.
Pear Tree Ln/Country Ln ***(STP Federal project)***
Construction

Reclamite

St. Joachim Ln. (Rock Rd to St. Katherine)
St. Gregory Ln. (north side @ Rock Rd)
St. Katherine Ln. (Wright to St. Williams)

Revised: April 15, 2023

PAYKEN CONSULTING LLC

2023 St Ann PAVER PCI Scores

Branch Name	From	To	Pavement Type	PCI
Abdo Dr.	Isabelle	Jeremiah	AAC	91
Adie Rd.	Old St. Charles Rd.	3765 ft. South	AAC	68
Adie Rd.	St. Charles Rock Rd	Old St. Charles Rd.	AAC	79
Adie Rd.	Adie Rd traffic signal South	R550 (just N of Townley)	AAC	58
Alley	Community Center	Cypress	APC	6
Ashby Place Ct.	Ashby	cul de sac	AAC	52
Ashby Rd.	St. Charles Rock Rd.	bridge by golf course	APC	94
Ashby Rd.	St. Charles Rock Rd.	3 way stop (St. Monica/San Carlos)	AAC	93
Ashby Rd.	Constance	Baltimore	AAC	85
Ashby Rd.	3 way stop (St Monica/San Carlos)	Constance (North)	AAC	92
Ashby Rd.	Dead End at I-70	bridge at Golf Course	AAC	100
Ashby Rd.	Baltimore	City Limit south	PCC	71
Baltimore Ln.	Ashby	city limits East	AAC	24
Bellecote Ave.	Farview	city limit (South)	AAC	60
Bernice Ave.	Theresa	dead end	ST	71
Bernice Ave.	Theresa	Orchard	ST	59
Bernice Ave.	Orchard	dead end	ST	67
Boylston Dr.	Ashby	cul de sac	APC	100
Boylston Hill Ct	Boylston	cul de sac	APC	100
Breckenridge Ave	Ashby	city limits East	AAC	73
Buder Ct.	Breckenridge	cul de sac	APC	16
Cabana Club Dr.	Wright	Galihad	PCC	14
Camshire Dr.	Wright	cul de sac	PCC	55
Carlow Place	Ridgecrest	cul de sac	APC	100
Cavan Dr.	Ridgecrest	Lansing	APC	100
Cavan Dr.	Lansing	dead end @ Tiemeyer Park	APC	63
Charles Place	Long	Maxwell place	AAC	23
Chaucer Ave.	Westridge	South City Limits	AAC	100
Colin Ct.	St. Marguarite	cul de sac	AAC	89
Community Center	St Chas. Rock Rd.	Community Center	AAC	88
Constance Ct.	Ashby (south)	Ashby (North)	APC	67
Country Ln.	Pear Tree	Douglas	APC	18
Crestshire Ln.	Pear Tree	Park N' Fly lot	APC	22
Dixie Dr	Kingbee	Dead End	AAC	16
Douglass Dr.	East Curbline of Country	cul de sac East	APC	9
Douglass Dr.	East curbline of Country	cul de sac	APC	20
Dundee Place	Dixie	Long	AAC	66
Eastridge Ln.	E. Curbline Caucer Ave.	St. Martha	AAC	100

Easy Ct.	Easy St.	cul de sac	AAC	97
Easy St.	Adie	cul de sac	AAC	99
Edgemont Ct.	Townley	dead end	AAC	70
El Gasser Ln.	Dead End	St. Ann	APC	100
Esseldale Dr.	Geraldine	N. ROW line of June	APC	41
Executive Dr.	dead end (North)	dead end (South)	PCC	41
Fairway Ct.	Stephens Place	cul de sac	AAC	9
Farview	Ashby	dead end	AAC	12
Farview Estates	Farview	cul de sac	AC	34
Florence Ave.	Orchard	dead end	AAC	96
Florence Ave.	Theresa	Orchard	AAC	88
Fox Hall Ct.	Geraldine	Cul.De.Sac	APC	16
Fulton Way Ct.	Townley	dead end	APC	100
Galahad Dr.	Camshire	Cabana Club	PCC	67
Gayle St.	Dixie	High	AAC	76
Georgetown Farm C	Boylston	cul de sac	APC	100
Geraldine Ave.	St Charles Rock Rd.	2248' N	AAC	86
Geraldine Ave.	Dead End Park N Fly	2300' S	AAC	19
Gertrude Ave.	Adie	cul de sac	AAC	71
Glenwood Ct.	Baltimore	cul de sac	APC	17
High Dr.	Kingbee	Dead End	AAC	30
Hobday Ave.	Ashby	Townley	AAC	22
Holtwick Alley	Wright	Geraldine	AAC	27
Imperial Gardens D	Old St. Charles Rd.	cul de sac	PCC	59
Industrial Dr.	St Charles Rock Rd	dead end	AAC	95
International Plaza	St. Charles Rock Rd.	R450.002	AAC	70
International Plaza	Ashby	Community Center	AAC	74
International Plaza	Dead End by Post Office	R450.002	AAC	69
International Plaza	Cypress	Ashby	PCC	94
Isabelle Ct.	Wright	Executive	PCC	31
Isabelle Ct.	Wright	cul de sac	AAC	8
Ivan Ave.	Theresa	Orchard	AAC	66
Ivan Ave.	Orchard	dead end	AAC	65
Jane Ave.	Livingston	dead end @ Park N' Fly	PCC	100
Janice Ct.	St. Christopher	cul de sac	APC	14
Jeremiah Ct.	cul de sac	cul de sac	AAC	93
June Dr.	Geraldine	Esseldale	APC	49
June Dr.	Geraldine	Jane	PCC	100
Killdare Ct.	Carlow	cul de sac	APC	100
Kingbee Place	Adie	Long	AAC	18
Kodiak Dr.	dead end (west)	Executive	APC	14
Krem Ct.	Krem	cul de sac	AAC	52

Krem Dr.	Breckenridge	St. Katherine	AAC	63
La Vista Ct.	La Vista	cul de sac	AAC	99
La Vista Dr.	Breckenridge	O Hare	ST	99
Lansing Dr.	West curbline Cavan	Townley	AAC	100
Lansing Dr.	Ridgecrest	Cavan	APC	100
Lee Ave.	Adie	Long	AAC	9
Liana Ln.	Cypress	cul de sac	PCC	39
Link Ave.	City Limit (south)	SSide Adie Rd. @ signal	AAC	57
Little Flower Ct.	St. Charles Rock Rd	cul de sac	APC	100
Litz Ave.	Ashby	dead end	AAC	19
Livingston Ave.	Wright	Geraldine	AAC	21
Long Dr.	St. Charles Rock Rd.	Dead End	AAC	53
Lorraine Ave.	Geraldine	City Limit	AAC	14
Lucille Ave	Geraldine	Dead End	AAC	100
Lynros Ct.	Lynros	cul de sac	AAC	90
Lynros Dr.	Breckenridge	St. Joachim	AAC	90
Marmary Ln.	Krem (south)	Krem (south)	AAC	78
Mary Ann Ct.	St. Joachim	cul de sac	PCC	98
Mary Jane Ct.	St. Richard	cul-de-sac	PCC	90
Maxwell Place	Kingbee	Charles Place	AAC	21
Mercer Ct.	Lansing	cul de sac	AAC	87
Mert Rd.	Ashby	Lansing	AAC	19
Millwood Ln.	Marmary	dead end	PCC	96
Mitchell Ct.	Geraldine	dead end	AAC	18
Modesto Ln.	Adie	Quebec	ST	87
Morrow Dr.	Adie	City Limit West	AAC	82
O Hare Ave.	Breckenridge	Baltimore	AAC	77
Oak Pointe Dr.	Bellecote Ave.	Oakpointe	PCC	66
Old St. Charles Rd.	Adie	City Limit West	AAC	97
Orchard Ave.	Old St. Charles Rd.	dead end	AAC	49
Parc Chalet Dr.	Esseldale	dead end	APC	42
Pear Tree Ln.	City Limit (East)	425 ft. West	PCC	51
Pear Tree Ln.	425 ft West of City Limit	west curbline of Country Ln.	APC	27
Pear Tree Ln.	West curbline of Country Ln.	cul de sac	APC	18
Pearl Harbor Dr	Baltimore	Ronald	APC	63
Quebec Ct.	Modesto (SE)	Modesto (eyebrow NW)	ST	75
Ridgecrest Dr.	Adie	dead end @ Tiemeyer Park	APC	100
Ronald Dr.	Baltimore	Pearl Harbor	APC	65
San Carlos Ln.	St Charles Rock Rd	Ashby	AAC	100
San Jose Ln.	St. Charles Rock Rd.	St. Matthew	AAC	66
Shamrock Ln	St. Joachim	St. Christopher	AC	93
Shamrock Ln	St. Gregory	St. Joachim	AAC	100

Sims Ave.	Livingston	dead end	ST	58
St. Agnes Ln.	St. Damian cul de sac	490 ft South	APC	73
St. Ambrose Ln.	Ashby	St. Ann Park	PCC	100
St. Ambrose Ln.	Ashby	St. Leo	APC	69
St. Ann Ln.	Ashby	Krem	APC	100
St. Anthony Ln.	St. Joachim	St. Richard	APC	100
St. Arsene Ln.	St. Nathan	St. David	APC	87
St. Arthur Ln.	San Jose	St Joan	AAC	91
St. Arthur Ln.	San Jose	St Joachim	APC	74
St. Augustine Ct.	St. Lawrence	cul de sac	APC	63
St. Barbara Ln.	St. Philip	St. Lawrence	AAC	22
St. Bernard Ln.	St Henry	St Cosmos	APC	56
St. Blase Ln.	St. Matthew	cul de sac	APC	78
St. Blase Ln.	St. Matthew	925 ft. south of St. Matthew	APC	76
St. Boniface Ln.	St Francis	cul de sac	AAC	24
St. Bridget Ln.	St. Michael	Ashby	APC	80
St. Cecelia Ln.	St. Clement	St. Damian	APC	13
St. Christopher Ln.	St. Genevieve	St. Arthur	APC	86
St. Clement Ln.	Cypress	145 ft. E of St. Regina	APC	15
St. Clovis Ln.	St. Katherine	cul de sac	APC	81
St. Cosmas Ln.	St Edmund (East)	St. Bernard (West)	APC	87
St. Damian Dr.	Cypress	cul de sac	APC	15
St. Daniel Ln.	St. David	St. Nathan	APC	63
St. David Ln.	St Dennis	St. Danial	APC	74
St. Delores Ln.	St. Clovis	St. Donald	APC	84
St. Dennis Ln.	St. Joachim	St. David	APC	71
St. Dismas Ct.	St, Xavier	cul de sac	APC	67
St. Dominic Ln.	St. Damian	St. Clement	APC	18
St. Dominic Ln.	St. Damian	cul de sac	APC	13
St. Donald Ln.	St. Matthews	St Jude	APC	83
St. Edmund Ct.	St Edmund	cul de sac	APC	99
St. Edmund Ln.	St Henry Ln	dead end	APC	99
St. Francis Ct.	St. Francis Ln.	cul de sac	AAC	54
St. Francis Ln.	Adie	1125 ft East	APC	33
St. Francis Ln.	Ashby	1785 ft. west of Ashby	AAC	49
St. Francis Ln.	Adie	cul de sac	AAC	66
St. Genevieve Ln.	St. Joachim (North)	St. Christopher	APC	90
St. Girard Ln.	Ashby	St. Leo	APC	20
St. Gregory Ct.	St. Charles Rock Rd.	cul de sac	APC	17
St. Gregory Ln.	St. Charles Rock Rd.	Wright	APC	100
St. Gregory Ln.	Rock Rd.	165 ft. N of Rock Rd.	APC	17
St. Gregory Ln.	Wright	Westridge	APC	14

St. Gregory Ln.	165 ft. N. of Rock Rd.	N. curbline of Wright	AAC	28
St. Helen Ln.	St. Clovis	St. Donald	APC	87
St. Henry Ct.	St. Henry	cul de sac	APC	55
St. Henry Ln.	Adie	1110 ft. East of Adie	AAC	54
St. Henry Ln.	Ashby	San Jose	APC	64
St. Henry Ln.	Ashby	2700 ft. West	APC	20
St. Ignatius Ln.	St. Francis	Ashby	APC	13
St. Jerome Ln.	Ashby	St. Leo	APC	5
St. Joachim Ln.	Breckenridge Ave.	St. Katherine Ln.	APC	61
St. Joachim Ln.	Baltimore	Breckenridge	AAC	28
St. Joachim Ln.	St. Charles Rock Rd	St. Katherine	APC	11
St. Joan Ln.	St Henry	San Jose	AAC	15
St. Jude Ln.	St. Clovis	eye brow @ St. Donald	APC	86
St. Katherine Ln.	St. Joachim	St. Williams	APC	26
St. Katherine Ln.	Wright	St. Joachim	AAC	18
St. Katherine Ln.	Ashby	St. Williams	APC	21
St. Kevin Ln.	Ashby	St. Leo	APC	82
St. Kevin Park Dr.	St. Cosmos	cul de sac	APC	66
St. Lawrence Dr.	Cypress	Ashby	APC	14
St. Leo Ln.	St. Kevin	St. Pius	APC	65
St. Leonard Ln.	St. Shawn	St. Mattius	PCC	100
St. Linus Ln.	St. Mattius	St. Shaun	PCC	100
St. Luke Ln.	St. Martha	St. Gregory	AAC	88
St. Marguarite Ln.	St. Arthur (West)	St. Arthur (East)	APC	15
St. Mark Ln.	Wright	St. Gregory	AAC	69
St. Martha Ln.	Wright	St. Gregory	ST	100
St. Martha Ln.	Westridge & goes 680' SE	Eastridge	ST	100
St. Martha Ln.	Westridge & goes 460' NW	Wright	ST	100
St. Martin Ln.	St. Francis	St. Matthew	APC	72
St. Matthew Ln.	Ashby	St. Francis	APC	25
St. Matthew Ln.	St. Francis	dead end @ Tiemeyer Park	APC	100
St. Matthew Ln.	Ashby	215 ft. east of San Jose CenterLine	AAC	84
St. Matthias Ln.	St. Leonard	St. Linus	PCC	100
St. Michael Ln.	Ashby	St Sebastian	APC	56
St. Michaels Terrac	Bellecote (nearest Oakpointe)	cul de sac	APC	64
St. Michaels Terrac	Bellecote	cul de sac	APC	55
St. Monica Ln.	St Charles Rock Rd	Ashby	AAC	87
St. Myron Ln.	Baltimore	St. Dennis	APC	52
St. Nathan Ln.	St. Daniel	St. Arsene	APC	70
St. Nicholas Ln.	Ashby	cul de sac	APC	44
St. Philip Ln.	St. Lawrence	Ashby	AAC	17
St. Pius Ln.	Ashby	St. Leo	APC	85

St. Raphael Ln.	Ashby	St. Leo	APC	71
St. Regina Ln.	St. Clement	St. Damian	APC	62
St. Regina Ln.	St. Damian	cul de sac	APC	58
St. Richard Ln.	St. Joachim	St. Williams	AAC	100
St. Robert Ln.	St. Monica	San Carlos	APC	100
St. Sebastian Ln.	St. Xavier	St. Henry	AAC	51
St. Sebastian Ln.	St. Matthew	St. Xavier	APC	5
St. Sebastian Ln.	St. Henry	St. Edmund	APC	72
St. Shawn Ln.	Cypress	St. Linus	PCC	100
St. Stephen Ln.	St. Lawrence	St. Phillip	AAC	14
St. Timothy Ln.	St. Charles Rock Rd.	St. Stephen	AAC	19
St. Veronica Ct.	St. Francis	cul de sac	APC	60
St. Williams Ln	Shamrock	St. Katherine	AAC	100
St. Xavier Ln.	Ashby	St. Francis	APC	53
Stephens Place	Sims	Wright	AAC	52
Stephens Place	Wright	Fairway	AAC	18
Sue Ct.	Geraldine	cul de sac	PCC	95
Theresa Ave.	Old St. Charles Rd.	Gertrude	AAC	84
Townley Dr.	Adie	Hobday/Lansing	PCC	95
Tropic Dr.	Cypress	dead end	APC	60
We Ave.	Morrow	392 ft. South	AAC	82
Wendy Ln.	Farview	cul de sac	APC	56
Westridge Ln.	St. Charles Rock Rd.	Chaucer Ave.	ST	100
Wright Ave.	St. Charles Rock Rd south	Schaefer Park	APC	39
Wright Ave.	N. ROW line Wright	S. line of Douglass	AC	22
Wright Ave.	St. Charles Rock Rd.	Wright/St. Gregory Ln.	AC	23