PAVEMENT CONDITION ASSESSMENT

TOWN OF MEAD

June 2020

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Table of Contents

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Introduction

The roadway network in the Town of Mead, Colorado represents a significant investment by the residents of Mead. Getting to, from, and around the Town depends on the serviceability of its roadway network. When roads become distressed with ruts, potholes, and cracks, it impacts the community: trips take longer, the ride is bumpier, and vehicle maintenance costs increase.

The Town of Mead recently executed a Pavement Condition Assessment to investigate current roadway conditions throughout the Town. The information provided in this executive summary details the methodology used in collecting and analyzing the pavement distress data, existing pavement conditions across the Town's roadway network, maintenance and repair strategies allocated over the next five years, and budget analysis.

Methodology

Mead's roadway network was evaluated in accordance with the standard method for conducting visual pavement evaluations, namely *ASTM D6433-18 Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys*. Using this method, trained pavement engineers evaluated Mead's roadway sections to assess pavement conditions by documenting distresses visible on the roadway surface. Initially, pavement condition data was obtained using RoadBotics, a data collection platform that uses artificial intelligence to analyze road network conditions. This automated survey tool provides a rapid evaluation and photographic record of all aspects of the roadway for further refinement with "boots on the ground" methodology.

Condition Category	PCI Range
Excellent	91 – 100
Good	76 – 90
Fair	61 – 75
Poor	46 – 60
Very Poor	0 – 45

The ASTM method relies on selecting representative roadway areas and tabulating pavement distress types, quantities, and severities to determine the Pavement Condition Index (PCI) value for the roadway section. A PCI value of 100 signifies a road in excellent condition while a PCI value of 0 represents a completely failed road. PCI values are assigned a condition category, as shown in the table above. The PCI scale and condition categories have been customized for Mead to better reflect the town's needs and goals in pavement maintenance. Maintenance and Rehabilitation (M&R) work is assigned based on a roadway section's PCI value and priority within the network.

Pavement conditions worsen over time as loading from vehicle traffic, environmental conditions, and drainage factors undermine the integrity of a pavement's structure and underlying support layers. M&R activities can slow or reverse this deterioration. A pavement management program can help to systematically apply preventive maintenance treatments to the pavement before significant distresses are observed, thereby preserving the condition rather than fixing it later when repairs become more expensive. **Figure 1** shows the financial impact of performing maintenance at different times in the pavement life cycle.

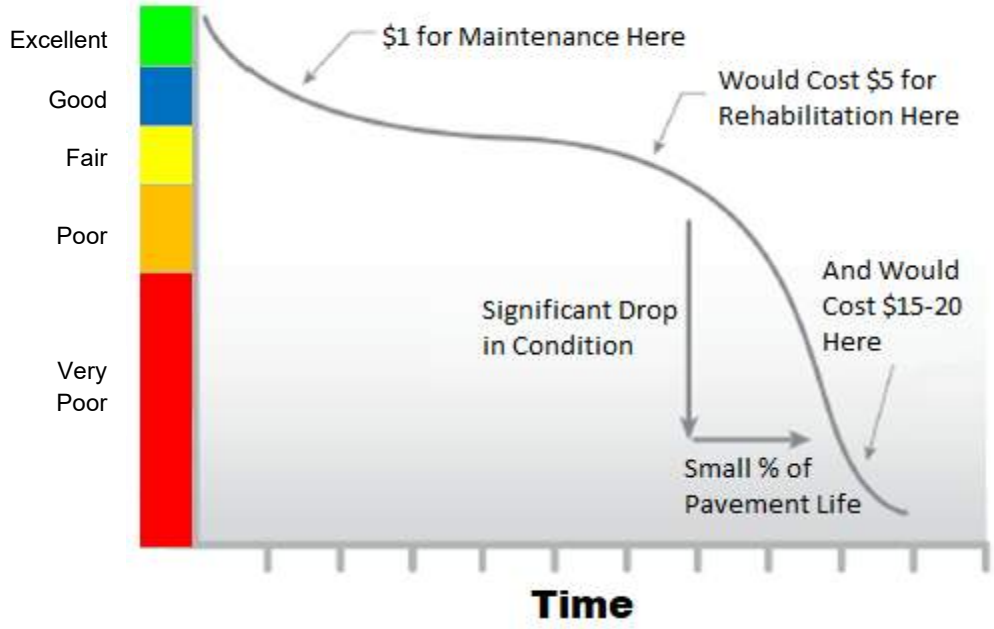


Figure 1. Pavement Condition Deterioration Over Time

Maintaining pavements in good condition prolongs financial resources because less costly treatment applications like rejuvenation, surface treatments, and crack sealing can help maintain present conditions. The consequence of applying preventive maintenance treatments late is twofold in that pavement conditions are then likely to deteriorate more rapidly, and that treatment options become more expensive.

System Inventory

Kimley-Horn worked with the Town and their GIS Consultant, InVision GIS, LLC, to establish the System Inventory. Pavement networks are comprised of individual street segments ranging in length from portions of a block to the street's entire length. Each segment can have individual attributes defining its pavement function and type, geometry, speed limit, construction history, traffic, and existing conditions.

The Town's pavement network is comprised of a total 356 segments including two concrete pavement segments on 3rd Street in the Downtown area, 12 gravel road segments, and 342 asphalt pavement segments. The gravel roads were intentionally excluded from the evaluation and were also covered with snow during each of the visits to the Town. Twenty-two of the asphalt segments were excluded from the analysis due to their short segment length or an incorrect surface classification, leaving 320 asphalt pavement segments that comprised the majority of the analysis.

Condition Results

As of February 2020, PCI results indicate the Town of Mead's roadway network is in *Fair* condition with an overall PCI value of 67. The distribution of conditions is shown in **Figure 2** below. Approximately 45% of roadways are in *Good* or better condition, and 59% of roadways are *Fair* or better. *Very Poor* roadways comprise approximately 26% of the Mead network. This distribution of conditions is relatively well-balanced across condition categories, suggesting that a range of M&R treatment options is appropriate to remedy present deficiencies.

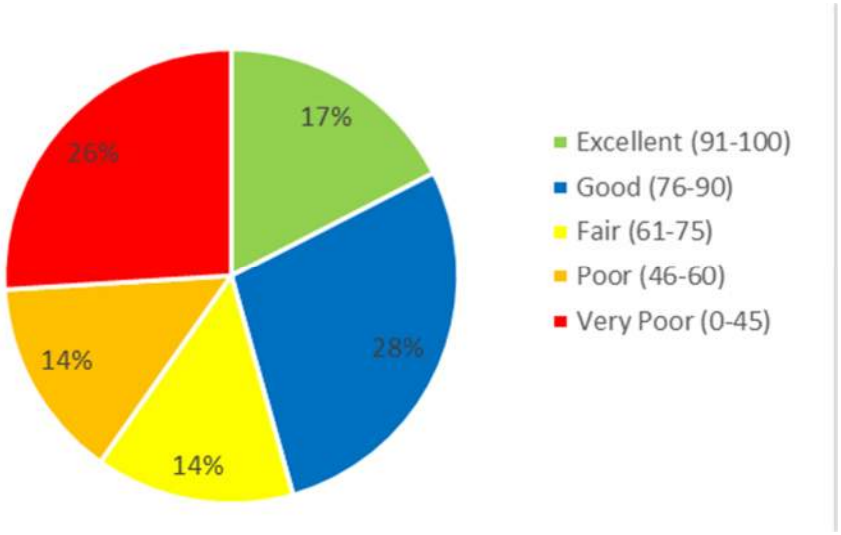


Figure 2. Pavement Condition Distribution

In implementing this pavement maintenance plan, the roadway network is divided into four pavement ranks based upon usage: arterials, downtown streets, industrial streets, and residential neighborhoods. The arterials are identified as the most critical thoroughfares in the Town and receive the highest priority when assigning M&R work over the 5-year planning period. Downtown, industrial, and neighborhood streets typically receive less traffic and are prioritized lower in the project selection process. **Table 1** contains summary information by pavement rank, while **Figure 3** shows the network condition distribution by rank.

Table 1. Network Summary by Pavement Rank

Pavement Rank	Area		Sections		Condition	
	SF	%	Count	%	PCI	Category
Arterials	3,311,903	44%	78	25%	65	Fair
Downtown	845,590	11%	65	20%	65	Fair
Industrial	673,367	9%	25	8%	63	Fair
Neighborhoods	2,754,885	36%	150	47%	71	Fair
Overall	**7,585,745**	**100%**	**318**	**100%**	**67**	**Fair**

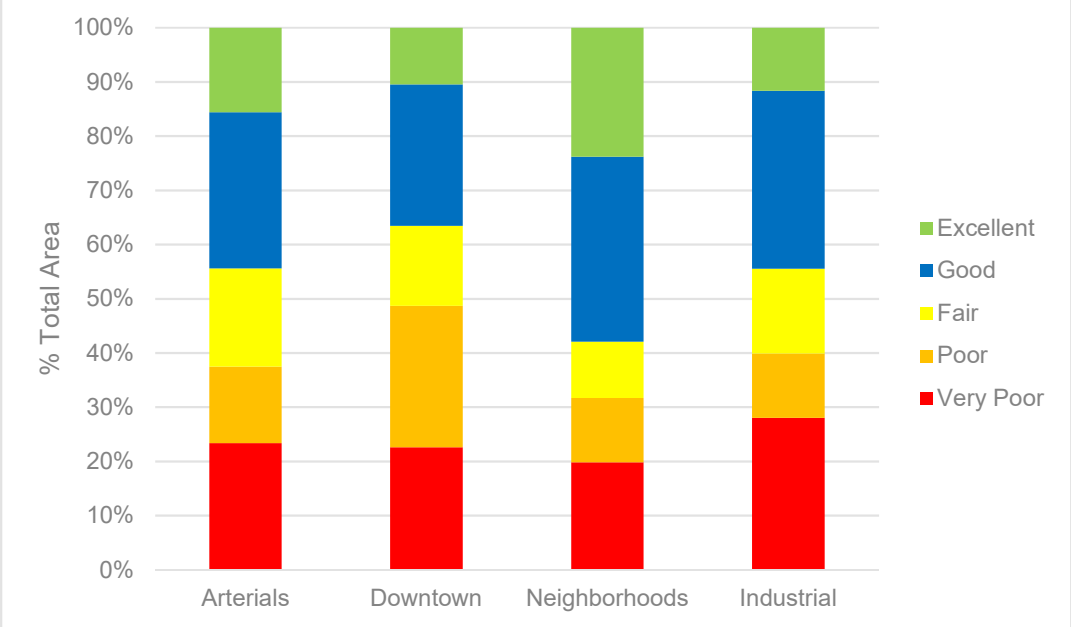


Figure 3. Pavement Condition Distribution by Rank

Condition summaries by branch and section are included to highlight conditions of individual roadway segments. The roadway branch refers to an entire street, whereas a section typically refers to a block-to-block section of the roadway. **Table 2** summarizes branch conditions.

Table 2. Branch Condition Summary

Branch Name	Branch Area (SF)	No. of Sections	PCI	Condition Category
10TH ST	21,053	1	67	Fair
11TH ST	20,114	1	85	Good
1ST ST	41,473	3	91	Excellent
2ND ST	22,958	2	97	Excellent
3RD ST	33,798	3	91	Excellent
5TH ST	57,248	5	77	Good
6TH ST	63,502	4	43	Very Poor
7TH ST	50,396	2	60	Poor
8TH ST	20,794	1	40	Very Poor
9TH ST	50,977	3	54	Poor
ADAMS AVE	83,880	2	100	Excellent
ANVIL CT	7,833	1	100	Excellent
BASIL DR	26,212	3	69	Fair
BLUE HERON CT	13,698	2	75	Fair
BRANDING IRON WAY	75,075	5	98	Excellent
BRIDLE DR	41,997	2	78	Good
CALICO CT	10,727	1	90	Good
CATTAIL CT	12,260	1	16	Very Poor
CHICORY CT	6,115	1	98	Excellent
CINNAMON CIR	70,674	5	64	Fair
CLARK CT	8,384	1	46	Poor
COTTONWOOD CT	16,551	1	83	Good
DEACON DR	40,885	4	100	Excellent
DEERE CT	20,560	1	36	Poor
DILLINGHAM AVE	75,845	6	58	Poor
E INTERSTATE 25 FRONTAGE RD	100,688	3	80	Good
EAGLE AVE	83,764	2	53	Poor
ELDERBERRY LN	91,359	4	92	Excellent
POORBAIRN AVE	40,027	3	87	Good
FALCON CIR	74,994	3	51	Poor
FOSTER RIDGE DR	68,888	2	75	Fair
FOXTAIL CT	11,953	1	48	Poor
GINGER AVE	58,082	3	62	Fair
GRAND VIEW CIR	117,875	5	49	Poor
GRAND VIEW CT	8,360	1	52	Poor
GRAND VIEW DR	53,598	2	34	Very Poor
HIGHLAND DR	126,271	2	71	Fair
HILLTOP RD	32,555	1	96	Excellent
HOMESTEAD DR	58,321	2	85	Good

Branch Name	Branch Area (SF)	No. of Sections	PCI	Condition Category
HORSESHOE CIR	31,007	1	94	Excellent
HOWLETT PL	6,999	1	67	Fair
HUGHES DR	79,473	9	72	Fair
HUMMINGBIRD CT	33,487	2	70	Fair
HUNTERS COVE DR	18,159	1	87	Good
HUNTERS COVE RD	81,045	2	85	Good
HUNTERS RIDGE DR	17,891	1	13	Very Poor
JARETT DR	21,503	1	52	Poor
LIBERTY DR	16,441	2	85	Good
LONGS PEAK CT	12,893	1	89	Good
MAIN ST	46,300	6	75	Fair
MALLARD CT	15,802	2	63	Fair
MARGIL RD	170,296	7	78	Good
MARKHAM AVE	6,897	1	42	Very Poor
MARTIN AVE	40,714	4	57	Poor
MEAD CT	17,539	1	88	Good
MEAD ST	49,320	4	27	Very Poor
MEADOW LN	32,789	5	42	Very Poor
MOUNTAIN VIEW DR	23,577	3	20	Very Poor
MULLIGAN DR	73,355	4	20	Very Poor
MULLIGAN LAKE DR	152,949	6	41	Very Poor
MUSTANG DR	47,148	2	92	Excellent
N CREEK WAY	3,053	1	21	Very Poor
N VALLEY DR	52,426	2	44	Very Poor
NORTH CREEK CIR	22,342	2	40	Very Poor
OUTLOOK CT	11,492	1	91	Excellent
PACIFIC CIR	45,896	1	100	Excellent
PALMER AVE	87,184	9	63	Fair
PEPPERCORN DR	22,207	1	44	Very Poor
POTTS PL	17,251	1	65	Fair
PRIMROSE LN	70,004	4	85	Good
RED WING CT	11,794	2	64	Fair
ROBERTS ST	66,984	5	77	Good
ROSEMARY LN	22,847	2	58	Poor
S VALLEY DR	46,792	2	51	Poor
SADDLE DR	71,473	4	89	Good
SAGE CT	5,847	1	56	Poor
SANFORD ST	48,449	2	92	Excellent
SCHUMAN PL	16,148	1	92	Excellent
SERENA DR	25,314	2	52	Poor
SETTLER RIDGE DR	66,028	4	78	Good

Branch Name	Branch Area (SF)	No. of Sections	PCI	Condition Category
SILO CT	25,912	2	38	Very Poor
SILVER FOX CT	28,134	1	92	Excellent
SINGLETREE CT	33,577	2	78	Good
SINGLETREE DR	64,435	5	58	Poor
SNOWBERRY CT	7,578	1	92	Excellent
STAGE COACH DR	50,340	2	71	Fair
STALLION WAY	28,261	1	84	Good
SUNFLOWER CT	8,568	1	92	Excellent
SWEETMEADOW CT	10,351	1	88	Good
TINCUP LN	4,243	1	100	Excellent
VALE VIEW LN	181,571	4	84	Good
VALLEY DR	26,184	1	50	Poor
VIEW CT	7,889	1	71	Fair
WAGON TRAIL RD	117,236	2	94	Excellent
WCR 13	161,538	6	100	Excellent
WCR 28	93,423	3	96	Excellent
WCR 32	326,399	6	38	Very Poor
WCR 34	286,149	6	56	Poor
WCR 34 1/2	121,630	4	32	Very Poor
WCR 36	124,728	3	77	Good
WCR 38	189,517	6	40	Very Poor
WCR 5	396,607	6	71	Fair
WCR 5 1/2	68,739	2	75	Fair
WCR 7	756,465	17	67	Fair
WCR 9 1/2	500,087	6	63	Fair
WEBER WAY	33,320	1	78	Good
WELKER AVE	168,942	8	82	Good
WESTVIEW DR	28,562	4	32	Very Poor
WHETSTONE WAY	37,678	1	86	Good
WHITETAIL CT	38,083	2	56	Poor
WILLOW DR	65,608	2	29	Very Poor
WRANGLER WAY	63,995	2	71	Fair
Total	**7,585,745**	**318**	**67**	**Fair**

Maintenance and Rehabilitation (M&R) Planning

As pavement infrastructure in the Town of Mead represents a significant investment by Town residents, it is imperative that proactive pavement management strategies be applied in managing the network over the next five years and beyond. Employing a strategy that keeps good roads in good condition while eliminating backlog will continue to benefit the Town in the coming years and remains an important goal.

Developing a robust M&R plan entails determining material costs and maintenance policies. M&R material unit costs incorporate costs from projects recently completed in Mead and standard pricing for individual bid items. **Table 3** highlights recent roadway projects in Mead that helped determine material unit pricing.

Table 3. Recent Mead Roadway Projects

Project Year	Project Description	Area (SF)	Est. Project Cost
2018	WCR 7 – Chip Seal	454,000	$ 170,000
2018	WCR 28 – Chip Seal	93,400	$35,000
2019	Chip Seal – The Arrivals/Hunter's Cove Neighborhoods	256,500	$ 96,630
2019	Slurry Seal – Margil Farms Neighborhood	323,900	$ 82,772

Typical pavement sections provide the structural thickness information needed to compile material unit costs. The Town of Mead currently uses three preventive maintenance types – surface treatments, including chip seal and slurry seal, and crack sealing. From a pavement management perspective, patching is considered a reactive maintenance strategy to repair isolated failures. **Table 4** shows the preventive and reactive treatment methods used for both primary and secondary/tertiary roadways.

Table 4. Current M&R Treatments for Mead Roadways

M&R Type	Arterials	Downtown, Industrial, and Neighborhoods
Preventive	Crack Seal	Crack Seal
	Chip Seal	Chip Seal
		Slurry Seal
Reactive	Patching	Patching

M&R policies dictate when a particular M&R treatment is applied to a pavement section. As pavement conditions deteriorate, costlier M&R treatment types are required to address the deterioration as shown in **Figure 1**. M&R treatments are shown with planning-level unit costs for arterial roadways and downtown, industrial, and neighborhood roadways in **Table 5**. The M&R treatment scales differ slightly for arterial roadways and downtown, industrial, and neighborhood roadways in that more serious treatments are triggered sooner in the pavement life cycle for primary roadways to maintain a higher level of service on the Town's main thoroughfares. Reconstruction unit costs also differ slightly due to a thicker pavement structure for arterial roadways.

Table 5. M&R Treatment Types and Approximate Costs by PCI Value

PCI Scale	Arterials		Downtown, Industrial, and Neighborhoods	
	M&R Treatment	Unit Cost ($/SY)	M&R Treatment	Unit Cost ($/SY)
100 95 90 85 80	Rejuvenation (Crack Seal)	$1.05	Rejuvenation (Crack Seal)	$1.05
75 70 65	Resurfacing (Chip Seal)	$3.39	Resurfacing (Slurry Seal)	$2.20
60 55 50	Rehabilitation (2” Overlay)	$20.00	Resurfacing (Chip Seal)	$3.39
45	Reconstruction (FDR with 5” Asphalt)	$54.00	Reconstruction (FDR with 3” Asphalt)	$35.00

MAINTENANCE AND REHABILITATION TREATMENTS

Rejuvenation – Crack Seal

Pavements are guaranteed to crack at some point in their life, and if left untreated, can cause the most severe pavement failures including potholes and subbase failure. The asphalt cement that provides the flexibility in asphalt pavement oxidizes and becomes more brittle over time resulting in cracks. Applying crack seal to cracks inhibits moisture infiltration through the asphalt pavement structure, slowing deterioration and extending the life of the pavement.

Resurfacing - Chip Seals

Chip seals have been a popular surface treatment since the 1920s because of their relative low cost and their effectiveness. A chip seal is a roadway surface treatment that consists of a layer of asphalt binder with a layer of aggregate. The layer of asphalt binder stops raveling and seals minor cracks slowing further deterioration of the existing roadway, while the aggregate provides a new skid resistant wearing surface.

When applied at the appropriate time, chip seals can extend the life of a roadway 4 to 6 years. Optimal performance of chip seals is achieved when applied to a roadway in Good condition; pavements with PCIs around 80 can expect to see an increase in serviceability of 7 to 10 years. Optimal conditions are rare, and more average performance is an increase of 3 to 5 years with pavements near a PCI of 60.

Rejuvenation/Resurfacing - Slurry Seals

Originating in Germany as a “wet-mix-process,” the United States began experimenting with slurry seals in 1938. The popularity of slurry seals surged in the 1960’s with the advent of the truck mounted paver and the development of quicker setting emulsions. Today, slurry seals consist of carefully designed mixtures of asphalt emulsion, mineral aggregate, water and additives; proportioned, mixed and uniformly spread over a prepared surface. Slurry seals are generally specified based on the size of the aggregate, as the treatment thickness is that of a single stone.

Agencies have reported as many as 8 years of service life when slurry seal was installed on newer pavements in good condition, however 4 to 6 years is more typical for the region. There are three types of slurry seals: Type I for low traffic areas, Type II provides skid resistance, while being quieter and smoother than Type III, and Type III which is typically used when a high skid resistance is

required. Performance of a slurry seal is optimized when the appropriate type and application rate are specified. Higher application rates are appropriate for high traffic roads and very rough roads. Lower application rates can be effective on pavements with a consistent profile or smooth surface; but when intended to save money, the life expectancy will also be reduced.

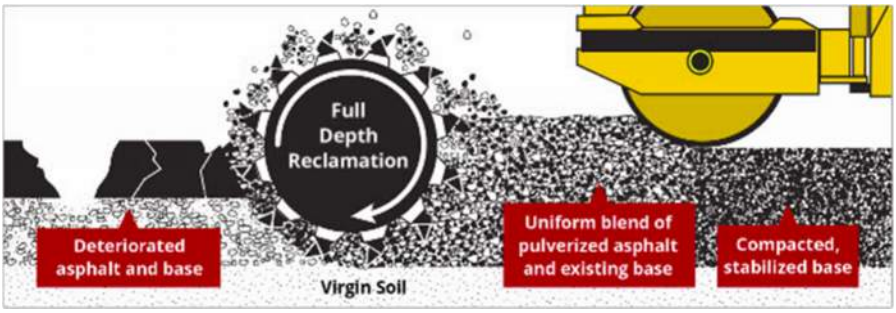
Rehabilitation – Overlay

The Town's County Roads are seeing increased traffic volume and overlaying the existing pavement section with a 2-inch lift of hot-mix-asphalt is the only surface treatment that can add structural capacity to the existing roads. Overlays do offer additional structural capacity, though their performance is highly dependent on the integrity of the surface on which they are laid. Isolated failures should be removed and replaced prior to the overlay. Many of the county roads are good candidates for overlays as they do not have tight grade limitations on their edges.

When roads in *Good* condition are overlaid, an agency can expect an increase in service life of ten years. Average performance is closer to 6 to 8 years when applied on pavements with a PCI between 65 and 75. Construction considerations to get the best performance from an overlay include preparation of the existing surface (sweeping, application of a tack coat) and favorable weather (warm temperatures with low wind).

Reconstruction - Full-Depth Reclamation

As the Town's pavement network ages and the population of the surrounding area increases, a more robust treatment method will be required. Full-depth reclamation (FDR) has numerous advantages that contribute to its growing popularity. The FDR process pulverizes the full thickness of the asphalt pavement and a predetermined portion of the underlying materials, blending the material to an improved, homogeneous material. The reclaimed materials can be further strengthened by using mechanical, chemical or bituminous stabilization. The FDR layer can then be overlaid with new asphalt or a chip seal.



Performance of a new FDR pavement will be dependent on a good structural design with the adequacy of the selected treatment to mitigate the existing distress. If the subgrade instability extends beneath the depth of the FDR section, the pavement's service life will likely be reduced. The limiting

factor of a well designed and constructed FDR pavement is more often the life expectancy of the wearing surface and not the FDR layer.

A one-stop shop of sorts, FDR will address all forms of cracking and rutting, a reduced ride quality due to pavement distress, loss of surface integrity due to raveling, potholes, or bleeding, excessive shoulder drop-off, inadequate structural capacity, and subgrade instability. The construction process of FDR is much shorter than traditional reconstruction often resulting in lower costs. It also has a reduced impact on the community, traffic and environment.

PROJECT SELECTION

While budget scenarios help define a financial baseline for the development of a 5-year M&R plan, a more detailed approach is necessary to address the Town's specific needs and circumstances, particularly as it relates to other utility and drainage improvements. Projected reconstruction and rehabilitation projects over the next 5 years are summarized in **Table 6**. Costs are conceptual-level project cost projections and factor in roadway, utility, and drainage improvements. Based on the selected projects, the budget allocation needs to increase to approximately $1.4-million per year for roadway reconstruction and rehabilitation.

Additional funding should be considered for resurfacing and rejuvenation projects, particularly for downtown, industrial, and neighborhood roadways, based on current needs and conditions.

Table 6. Conceptual-Level Project Cost Projections

Year	Name	Limits	Treatment	Project Cost	Total
2020	Liberty Ranch	Entire neighborhood	Slurry Seal	$104,100	
2020	Liberty Ranch	Entire neighborhood	Crack Seal/Cut and Patch	$3,300	
2020	Coyote Run	Entire neighborhood	Slurry Seal	$79,400	
2020	Coyote Run	Entire neighborhood	Crack Seal/Cut and Patch	$36,500	
2020	Mead Street	Hwy 66 to Mulligan Ave	Full-Depth Reclamation	$193,800	
				2020 Total	*$417,100*
2021	North Creek	Entire neighborhood	Slurry Seal	$38,800	
2021	North Creek	Entire neighborhood	Crack Seal/Cut and Patch	$152,200	
2021	Singletree Ranch	Entire neighborhood	Chip Seal	$65,000	
2021	Singletree Ranch	Entire neighborhood	Crack Seal/Cut and Patch	$2,800	
2021	Vale View	Entire neighborhood	Chip Seal	$154,900	
2021	Vale View	Entire neighborhood	Crack Seal/Cut and Patch	$10,800	
2021	WCR 5	WCR 32 to WCR 36	Chip Seal	$101,700	
2021	WCR 5	WCR 32 to WCR 36	Crack Seal/Cut and Patch	$4,000	
2021	Mulligan Street	I-25 Frontage to WCR 9.5	Full-Depth Reclamation	$285,300	
				2021 Total	*$815,500*
2022	Downtown Streets	1st to 11th from WCR 34 to WCR 34.5	Slurry Seal	$221,200	
2022	Downtown Streets	1st to 11th from WCR 34 to WCR 34.5	Crack Seal/Cut and Patch	$130,700	
2022	WCR 5.5	Hwy 66 to Saddle Drive	Chip Seal	$26,000	
2022	WCR 5.5	Hwy 66 to Saddle Drive	Crack Seal/Cut and Patch	$1,500	
2022	WCR 34.5	WCR 5 to WCR 7	Full-Depth Reclamation	$766,300	
				2022 Total	*$1,145,700*
2023	WCR 13		Chip Seal	$65,300	
2023	WCR 13		Crack Seal/Cut and Patch	$5,200	
2023	WCR 7	S Town Limit to Adams Ave	Chip Seal	$183,500	
2023	WCR 38	I-25 Frontage to WCR 9.5	Full-Depth Reclamation	$788,600	
				2023 Total	*$1,042,600*
2024	Valley Drive	N, S and N/S Valley Drives	Full-Depth Reclamation	$536,500	
2024	Grand View	Entire Neighborhood	Full-Depth Reclamation	$803,000	
				2024 Total	*$1,339,500*
				5-Year Total	***$4,760,400***

Distress Summary

The data collection process focuses on identifying the pavement distress types, extents, and severity levels that lead to a PCI value. The visual survey method outlined in the ASTM D6433-18 standard relies on a statistical sampling procedure in which representative sample units within a section are selected for survey. A sufficient number of sample units are selected for survey to provide an overall representation of the section's condition.

The PCI method provides information on the pavement's condition resulting from traffic loading, environmental conditions, and other factors but does not predict remaining structural life, bearing capacity, or subgrade support characteristics. Such considerations rely on the use of alternative test methods beyond the scope of this study. However, distresses observed on the surface provide an indication of how the pavement and underlying support layers are performing as a system.

A list of pavement distresses captured in PCI surveys is shown in **Table 8** for asphalt concrete (AC) and Portland cement concrete (PCC) pavements. Distresses encountered in the Mead roadway network are highlighted and shown in bold text. Emphasis is placed on AC pavements as only two PCC sections were encountered during field investigations.

Table 8. Pavement Distress Types and PAVER™ Distress Codes

Distress Code	AC Distress Type	Distress Code	PCC Distress Type
1	**Alligator Cracking**	21	Blow Up
2	Bleeding	22	Corner Break
3	**Block Cracking**	23	Divided Slab
4	Bumps/Sags	24	Durability Cracking
5	Corrugation	25	Faulting
6	Depression	**26**	**Joint Seal Damage**
7	**Edge Cracking**	27	Lane/Shoulder Drop-Off
8	Joint Reflective Cracking	**28**	**Linear Cracking**
9	**Lane/Shoulder Drop-Off**	29	Patching/Utility Cut (large)
10	**Longitudinal/Transverse Cracking**	30	Patching/Utility Cut (small)
11	**Patching/Utility Cut**	31	Polished Aggregate
12	Polished Aggregate	**32**	**Popouts**
13	**Potholes**	33	Pumping
14	Railroad Crossing	34	Punchout
15	**Rutting**	35	Railroad Crossing
16	Shoving	36	Scaling
17	Slippage Cracking	37	Shrinkage Cracking
18	Swelling	**38**	**Corner Spalling**

Distress Code	AC Distress Type	Distress Code	PCC Distress Type
19	**Raveling**	**39**	**Joint Spalling**
20	Weathering		

PCI field evaluations were conducted in February and March 2020. The PCI field evaluation process begins with marking out sample units within designated areas. Evaluation teams confirm key dimensions like roadway width and length using measuring wheels and GPS-enabled devices. Sample unit extents are marked on the pavement surface and define the boundaries of the area to be inspected. Within the sample unit, distresses are recorded according to type, severity, and extent using measuring wheels, scales, and other handheld measurement devices. **Figure 5** illustrates some of the measurements taken to identify distress type, severity, and extent.

Figure 5. Typical PCI Field Measurements

Distress types frequently observed across the City's pavement network are related primarily to load, climate, construction, and other factors. Load-related distresses arise from both static and dynamic tire interaction with the pavement surface. Climate-related distresses include those distresses caused by variations in temperature and asphalt binder oxidation. Distresses can also be caused by other factors such as construction or utility maintenance. Distress type and failure mechanisms are shown in **Table 9**. Given the limited presence of PCC pavements, only AC distresses are shown here.

Table 9. Common Distresses Observed in Mead

Distress Example	Distress Description
	**Alligator (fatigue) cracking** is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface under repeated traffic loading. Cracking typically begins at the bottom of the bound pavement layer where tensile stresses and strains are the highest under wheel loading. The cracks propagate to the surface and begin to resemble the skin of an alligator. Alligator cracking is a major structural distress and is often accompanied by rutting. More significant treatments such as mill-and-overlay or full-depth reconstruction are required to adequately address alligator cracking.
	**Block cracking** is represented by interconnected cracks that form large, uniform rectangular pieces. It is induced by changes in temperature as the pavement surface expands in hotter temperatures and contracts in colder temperatures. The pavement surface cracks uniformly to relieve the build-up of thermal stress. Block cracking usually occurs over a large area and may be present throughout an entire section. Its presence indicates a hardening of the asphalt binder and reduced elasticity.
	**Edge cracking** occurs parallel to the edge of pavement and is typically located within 1 to 1.5 of the shoulder. Edge cracking is accelerated by traffic loading and can be caused by weakening of the base or subgrade layers near the pavement edge. Edge cracking is only rated when the shoulder is unpaved and there is no curb or gutter present.

Distress Example	Distress Description
	**Lane-shoulder drop-off** is a difference in elevation between the pavement edge and the shoulder. It is caused by shoulder erosion, shoulder settlement, or by building up the pavement without adjusting the shoulder level.
	**Longitudinal and transverse cracking** occurs parallel or perpendicular, respectively, to the roadway centerline. Longitudinal cracks typically arise due to a poorly constructed paving joint or contraction of the pavement surface due to temperature changes. Transverse cracks extend across the width of the roadway and result from daily temperature cycling. They are not typically load-related.
	**Patching and utility cuts** are areas in which the original pavement has been partially removed and replaced. Patching often results from subsurface water or utility work, or as a remedy to other surface distresses such as alligator cracking or potholes. A patch is considered a pavement defect no matter the size or condition of the patched area.

Distress Example	Distress Description
	**Potholes** are small, bowl-shaped depressions in the pavement surface and are characterized by sharp edges at the surface. Their growth is accelerated by free moisture collection inside the hole. Potholes are produced when localized areas in subsurface layers have deteriorated or as a progression from high-severity alligator cracking. Potholes represent structurally deficient areas in the pavement.
	**Raveling** is the dislodging of coarse aggregate particles from the pavement surface due to a loss of bond between the asphalt binder and aggregate particle. Raveling may be caused due to aggregate segregation, inadequate compaction during construction, or mechanical dislodging due to certain types of traffic.
	**Rutting** appears as a depression in the wheel path and is a structural defect resulting from traffic loading. In some instances, rutting is most noticeable after a rain event when water pools at the bottom of the rut and creates dangerous hydroplaning conditions. Rutting results from permanent deformation of either the bound or unbound pavement layers. Static traffic loading and turning movements in hot weather can increase the likelihood of rutting given the higher viscosity of the asphalt binder. Rutting is a major structural distress that requires extensive rehabilitation to correct.

Budget Analysis

The budget analysis process provides guidance on how aggressively M&R work should be completed to achieve pavement condition objectives defined by the Town. The Town's current M&R budget can realistically only fund preventive maintenance treatments including crack sealing and patching, chip seals, and slurry seals. These treatments are appropriate for condition levels of *Good,* but are often applied as a stop-gap measure for *Fair* roads. Preventive maintenance will keep a large proportion of the network in Good condition, but roads seeing an increase in traffic and those that have failed will need a more robust treatment method.

With current PCI data, M&R policies, and cost data, the Town's needs can be evaluated from a high-level budget perspective. Several funding scenarios illustrate the impact of different funding levels on network conditions. Scenarios considered in the analysis include an *Unconstrained* scenario, one *Constrained* scenario, three *Target PCI scenarios,* and a *Do Nothing* scenario. Budget simulations were conducted with a start date of July 1, 2020, and carried forward for 5 years considering an inflation rate of 3%. The model considers the age of the road system, using historical data of neighborhood developments provided by the Town, as well as the PCI data collected in February 2020.

The budget scenarios are described as follows:

1. **Unconstrained Scenario**: This funding scenario uses an iterative process to identify a budget level to eliminate unfunded M&R backlog over the analysis period. All pavement sections requiring some level of M&R work are addressed over the 5-year period.

2. **Constrained Scenario**: One scenario considering the current annual funding constraints of approximately $375,000 per year is included.

3. **Target PCI Scenarios**: Three scenarios for target average PCI values for the Town's entire road system after the 5-year period. The three PCI values used were 70 (improve network condition), 67 (maintain network condition), and 60 (double current funding). Unfunded M&R projects are delayed until the following year or not addressed, resulting in varying levels of backlog at the end of the analysis period.

4. **Do Nothing Scenario**: This funding scenario models the increasing backlog should no maintenance be performed over the 5-year period.

As of February 2020, the Town's current network condition is in *Fair* condition with a PCI of 67. Without significant investments in roadway improvements, ongoing deterioration across the network is expected. The results of the different scenarios are summarized in **Table 7**, which show that maintaining the current funding will result in an approximate 11-point drop in PCI by 2024 to a PCI of 56. Increasing the current funding levels three-fold to $1.1 million still yields worsening conditions to an average network PCI of 60 in 5 years.

As **Table 7** and **Figure 4** show annual funding levels of $1.8 million are needed to maintain the current network condition. Conversely to what is seen at the low end of funding levels, increasing the funding to $2.1 million annually is expected to improve conditions to an average PCI of 70. The *Unconstrained Scenario* shows the greatest overall improvement and represents average annual funding of approximately $2.9 million. Funding at this level is expected to result in *Good* network conditions overall after 5 years with an average PCI of 81.

Table 7. Network Conditions with Different Levels of Annual Funding

Scenario	PCI 2025	Funded	Unfunded	Total Cost (Funded and Unfunded)	Average Annual Cost (Over 5 Years)
Unconstrained	81	$14,724,395	$-	$14,724,395	$2,944,879
$375k/yr	56	$1,865,615	$14,228,463	$16,094,078	$373,123
PCI = 60	60	$5,559,070	$10,306,928	$15,865,999	$1,111,814
PCI = 67	67	$9,068,031	$6,580,860	$15,648,891	$1,813,606
PCI = 70	70	$10,728,506	$4,818,350	$15,546,857	$2,145,701
Do Nothing	47	$-	$18,703,438	$18,703,438	$-

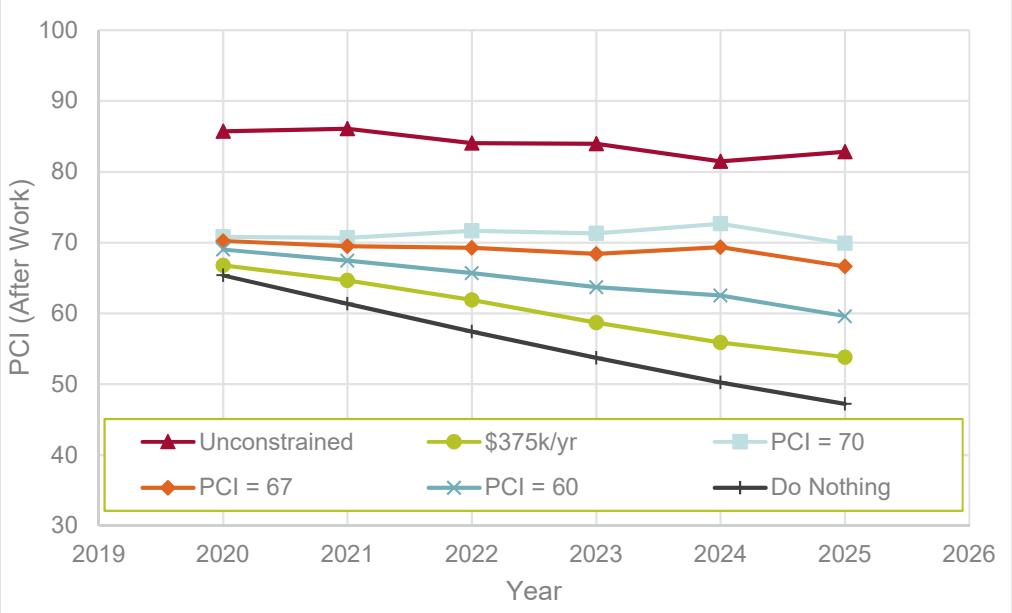


Figure 4. Network Conditions with Different Levels of Annual Funding

Recommendations and Closure

The essence of pavement management is applying the correct M&R treatment to the correct roadway at the correct time. As this summary has indicated, keeping roads in *Fair* or better condition costs less than if conditions slip into *Poor* conditions. The results of this visual pavement condition survey indicate that that **the Town of Mead's overall roadway condition is rated as *Fair* with a PCI value of 67** as of February 2020, but conditions will continue to worsen in the absence of sustained and targeted funding.

Mead's pavement needs are extensive and growing. Current funding needs for M&R across the network are estimated to be on the order of **$9 million over the next 5 years** to maintain current conditions. This figure could easily grow depending on the extent of M&R work programmed in the coming years. Necessary drainage and utility improvements are expected to push this figure even higher.

Figure 6 shows the deterioration curve of the Town's road system. As can be seen, the Town's road system is at the critical point on the deterioration curve where the condition will start degrading rapidly, with repair costs significantly increasing. Without significant investments in roadway improvements, ongoing deterioration across the network is expected. Annual funding levels of $1.8 million are expected to result in 2024 network-level conditions on par with current conditions with an average PCI of 67. Funding at the current rate of $375,000annually is expected to result in a gradual decline in overall conditions to an average PCI of 56. Conversely, funding at $2.1 million annually is expected to improve conditions to an average PCI of 70.

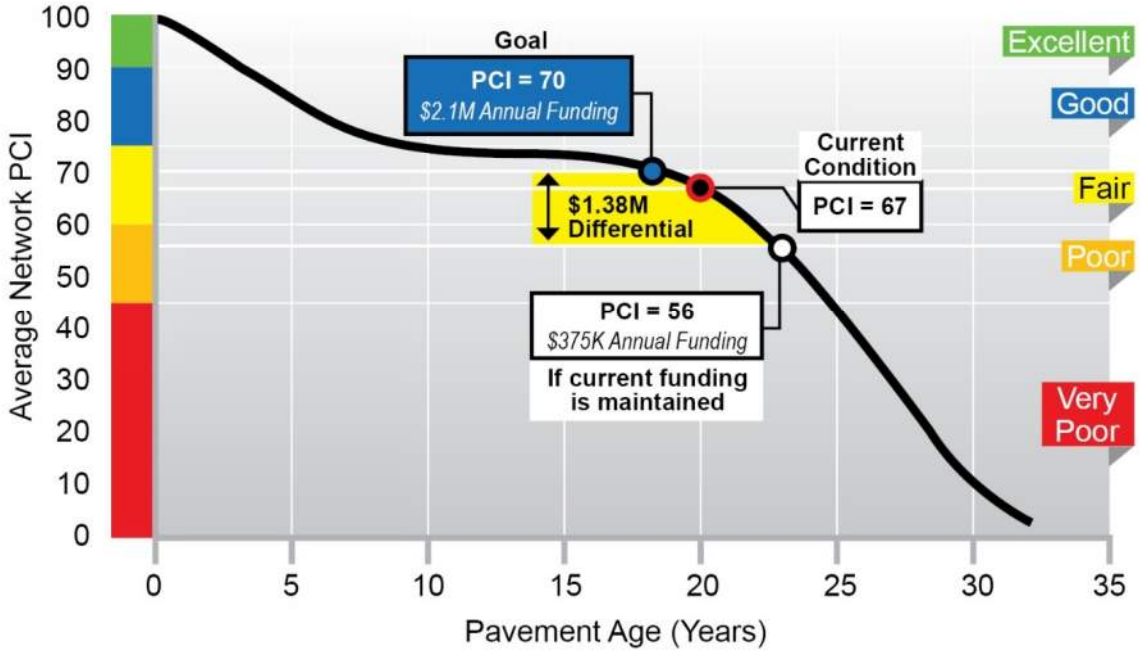


Figure 6. Town of Mead Road System Deterioration Curve

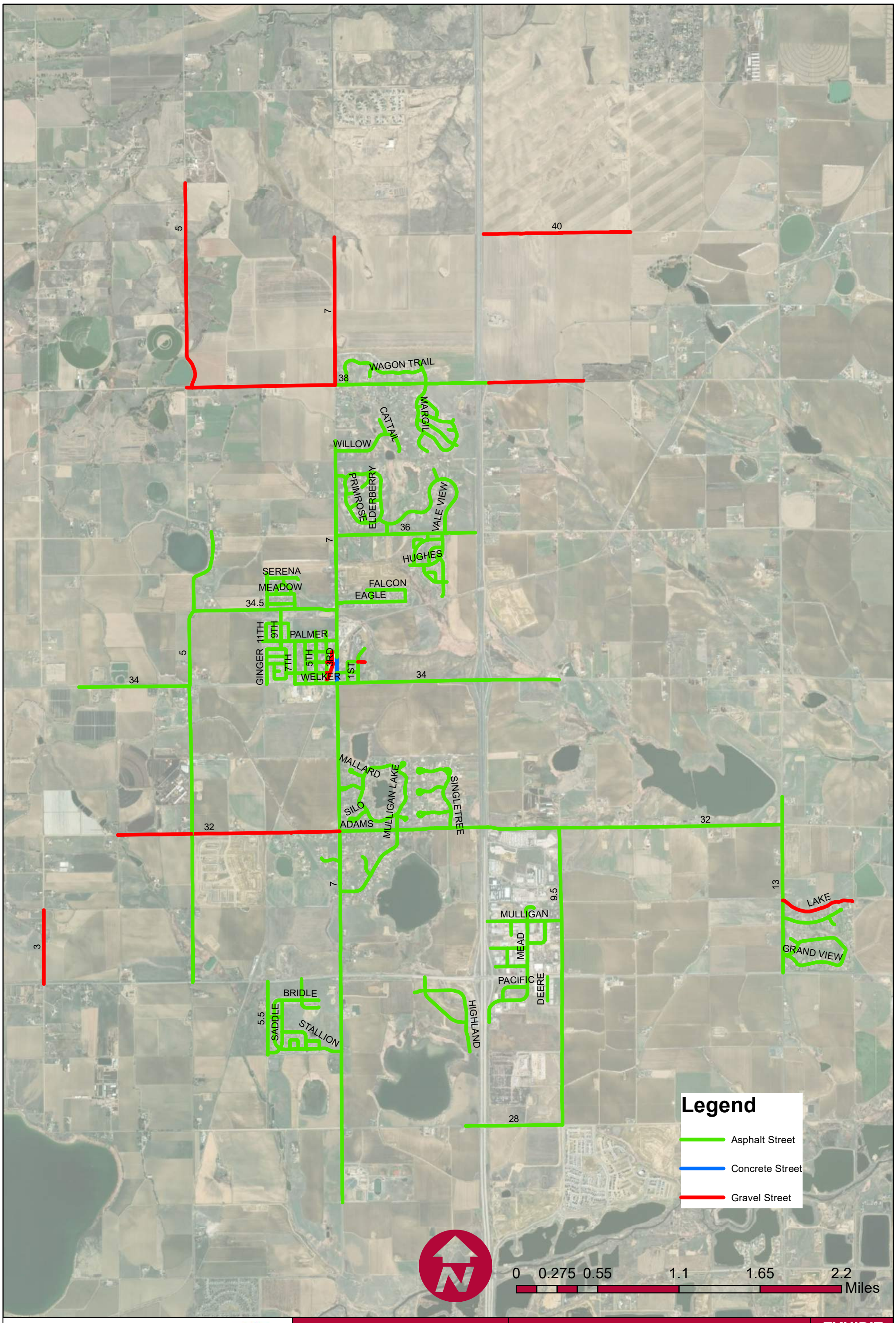
The pavement condition analysis summarized here was conducted at the network level and is not meant to replace the engineering and planning judgment required for project-level analysis and design work. It should be noted that Kimley-Horn has no control over the cost of labor, materials, equipment, or broader market conditions. Opinions of probable cost are based on the information known at the time of reporting and represent the Consultant's judgment as a design professional familiar with the industry. Projects identified as needing work in the near-term should be evaluated by the Town on a case-by-case basis to ensure that the network-level decisions appropriately translate to the individual project.

Exhibits

1. Network Definition
2. Current PCI Condition

Kimley»Horn

Exhibit 1: Network Definition



Kimley»Horn

MEAD COLORADO

Pavement Condition Assessment
Town of Mead, CO

NETWORK DEFINITION

EXHIBIT

EX-1

Kimley»Horn

Exhibit 2: Pavement Condition Index

WCR 5
WCR 7
WCR 40
WCR 38
WILLOW DR
MARGIL RD
PRIMROSE LN
VALE VIEW LN
WCR 36
HUGHES DR
SERENA DR
MEADOW LN
WCR 34 1/2
FALCON CIR
EAGLE AVE
BASIL DR
PALMER AVE
GINGER AVE
7TH ST
5TH ST
3RD ST
1ST ST
WCR 34
WCR 34
WCR 7
SINGLETREE DR
ADAMS AVE
WCR 32
WCR 32
HUNTERS COVE RD
WCR 5
WCR 3
WCR 13
LAKE LN
GRAND VIEW CIR
MEAD CT
WCR 9 1/2
VALLEY DR
MEAD ST
DEERE CT
WCR 5 1/2
SADDLE DR
HIGHLAND DR
WCR 28

Legend

PCI

- PCI 91-100 Excellent
- PCI 76-90 Good
- PCI 61-75 Fair
- PCI 46-60 Poor
- PCI 0-45 Very Poor

0 0.275 0.55 1.1 1.65 2.2 Miles

Kimley»Horn

MEAD COLORADO

Pavement Condition Assessment
Town of Mead, CO

PAVEMENT CONDITION INDEX EXHIBIT

EXHIBIT

EX-2

Appendices

A. System Inventory
B. Inspection Reports

Appendix A – System Inventory

Appendix A: System Inventory

GISID	Street Type	Street Name	Surface Type	Speed	Alternate Type	Alternate Name	Block	Length (ft)
1000	LOCAL	10TH ST	Asphalt	25			16300B	638
1005	LOCAL	11TH ST	Asphalt	25			16300B	610
1010	LOCAL	1ST ST	Asphalt	25			100B	373
1015	LOCAL	1ST ST	Asphalt	25			200B	374
1020	LOCAL	1ST ST	Asphalt	25			300B	549
1025	LOCAL	2ND ST	Asphalt	25			100B	374
1030	LOCAL	2ND ST	Asphalt	25			200B	343
1035	LOCAL	3RD ST	Concrete	25	CR	7	100B	375
1040	LOCAL	3RD ST	Concrete	25			200B	561
1045	LOCAL	3RD ST	Asphalt	25			400B	195
1050	LOCAL	3RD ST	Asphalt	25	CR	7	400B	396
1055	LOCAL	3RD ST	Asphalt	25	CR	7	500B	342
1060	LOCAL	5TH ST	Asphalt	25			100B	381
1065	LOCAL	5TH ST	Asphalt	25			200B	380
1070	LOCAL	5TH ST	Asphalt	25			300B	379
1075	LOCAL	5TH ST	Asphalt	25			400B	387
1080	LOCAL	5TH ST	Asphalt	25			500B	339
1085	LOCAL	6TH ST	Asphalt	25			100B	381
1090	LOCAL	6TH ST	Asphalt	25			200B	383
1095	LOCAL	6TH ST	Asphalt	25			300B	381
1100	LOCAL	6TH ST	Asphalt	25			400B	375
1105	LOCAL	7TH ST	Asphalt	25			100B	381
1110	LOCAL	7TH ST	Asphalt	25			200B	1146
1115	LOCAL	8TH ST	Asphalt	25			16300B	630
1120	LOCAL	9TH ST	Asphalt	25			16200B	284
1125	LOCAL	9TH ST	Asphalt	25			16300B	636
1130	LOCAL	9TH ST	Asphalt	25			16400B	503
1135	LOCAL	ADAMS AVE	Asphalt	55	CR	32	100B	565
1140	LOCAL	ADAMS AVE	Asphalt	55	CR	32	200B	2056
1145	LOCAL	ADAMS AVE	Gravel	55	CR	32	300B	1387
1150	LOCAL	ANVIL CT	Asphalt	25			3700B	237
1155	LOCAL	BASIL DR	Asphalt	25			2500B	270
1160	LOCAL	BASIL DR	Asphalt	25			2500B	266
1165	LOCAL	BASIL DR	Asphalt	25			2600B	258
1170	LOCAL	BLUE HERON CT	Asphalt	25			100B	187
1175	LOCAL	BLUE HERON CT	Asphalt	25			100B	409
1180	LOCAL	BRANDING IRON WAY	Asphalt	25			2500B	369
1185	LOCAL	BRANDING IRON WAY	Asphalt	25			2600B	280
1190	LOCAL	BRANDING IRON WAY	Asphalt	25			2600B	291
1195	LOCAL	BRANDING IRON WAY	Asphalt	25			2700B	479
1200	LOCAL	BRANDING IRON WAY	Asphalt	25			2800B	812
1205	LOCAL	BRIDLE DR	Asphalt	25			2500B	702
1210	LOCAL	BRIDLE DR	Asphalt	25			2700B	611
1215	LOCAL	CALICO CT	Asphalt	25			3500B	138
1220	LOCAL	CATTAIL CT	Asphalt	25			100B	557
1225	LOCAL	CHICORY CT	Asphalt	25			3000B	218
1230	LOCAL	CINNAMON CIR	Asphalt	25			16000B	270
1235	LOCAL	CINNAMON CIR	Asphalt	25			16000B	847
1240	LOCAL	CINNAMON CIR	Asphalt	25			16100B	348
1245	LOCAL	CINNAMON CIR	Asphalt	25			16100B	259
1250	LOCAL	CINNAMON CIR	Asphalt	25			16200B	418
1255	LOCAL	CLARK CT	Asphalt	25			3500B	247
1260	LOCAL	COTTONWOOD CT	Asphalt	25			3200B	591
1265	CR	WCR 13	Asphalt	55			14000B	43
1270	CR	WCR 13	Asphalt	55			14000B	565
1275	CR	WCR 13	Asphalt	55			14100B	1337
1280	CR	WCR 13	Asphalt	55			14300B	196
1285	CR	WCR 13	Asphalt	55			14400B	444
1290	CR	WCR 13	Asphalt	55			14500B	2712
1295	CR	WCR 13	Asphalt	55			15000B	998
1300	CR	WCR 28	Asphalt	55			3800B	454
1305	CR	WCR 28	Asphalt	55			3900B	251
1310	CR	WCR 28	Asphalt	55			4200B	2755
1315	CR	WCR 28	Asphalt	55			4500B	4
1320	CR	WCR 3	Gravel	55			14000B	2643
1325	CR	WCR 32	Gravel	55			1500B	2632
1330	CR	WCR 32	Asphalt	55			1900B	28
1335	CR	WCR 32	Gravel	55			2000B	2641
1340	CR	WCR 32	Gravel	55			2500B	895
1345	CR	WCR 32	Gravel	55			2600B	353
1350	CR	WCR 32	Asphalt	55			3500B	1336
1355	CR	WCR 32	Asphalt	55			3700B	1047

Appendix A: System Inventory

GISID	Street Type	Street Name	Surface Type	Speed	Alternate Type	Alternate Name	Block	Length (ft)
1360	CR	WCR 32	Asphalt	55			3900B	257
1365	CR	WCR 32	Asphalt	55			4200B	2596
1370	CR	WCR 32	Asphalt	55			5000B	3787
1375	CR	WCR 32	Asphalt	55			5400B	4185
1380	CR	WCR 34	Asphalt	55			1200B	411
1385	CR	WCR 34	Asphalt	55			1300B	1429
1390	CR	WCR 34	Asphalt	55			1700B	2117
1395	CR	WCR 34	Asphalt	55			3100B	4128
1400	CR	WCR 34	Asphalt	55			3900B	567
1405	CR	WCR 34	Asphalt	55			4000B	80
1410	CR	WCR 34	Asphalt	55			4100B	2407
1415	CR	WCR 34 1/2	Asphalt	55			2000B	2636
1420	CR	WCR 34 1/2	Asphalt	25			2500B	485
1425	CR	WCR 34 1/2	Asphalt	25			2600B	491
1430	CR	WCR 34 1/2	Asphalt	25			2800B	1475
1435	CR	WCR 34 1/2	Asphalt	25			2900B	30
1440	CR	WCR 36	Asphalt	55			3100B	1823
1445	CR	WCR 36	Asphalt	55			3300B	1451
1450	CR	WCR 36	Asphalt	55			3600B	623
1455	CR	WCR 36	Asphalt	55			3700B	1026
1460	CR	WCR 36	Asphalt	55			3700B	54
1465	CR	WCR 38	Gravel	55			2000B	5111
1470	CR	WCR 38	Asphalt	55			2000B	196
1475	CR	WCR 38	Asphalt	55			3000B	410
1480	CR	WCR 38	Asphalt	55			3000B	812
1485	CR	WCR 38	Asphalt	55			3200B	1399
1490	CR	WCR 38	Asphalt	55			3500B	616
1495	CR	WCR 38	Asphalt	55			3600B	1767
1500	CR	WCR 38	Asphalt	55			3900B	499
1505	CR	WCR 38	Gravel	55			4100B	3385
1510	CR	WCR 40	Gravel	55			4000B	5261
1515	CR	WCR 5	Asphalt	55			14500B	5314
1520	CR	WCR 5	Asphalt	55			15000B	40
1525	CR	WCR 5	Asphalt	55			15000B	5295
1530	CR	WCR 5	Asphalt	55			16000B	2731
1535	CR	WCR 5	Asphalt	55			16500B	1198
1540	CR	WCR 5	Asphalt	55			16700B	1771
1545	CR	WCR 5	Asphalt	55			17000B	200
1550	CR	WCR 5	Gravel	55			18000B	7415
1555	CR	WCR 5 1/2	Asphalt	25			13400B	77
1560	CR	WCR 5 1/2	Asphalt	25			13500B	1272
1565	CR	WCR 5 1/2	Asphalt	25			13700B	1274
1570	CR	WCR 7	Asphalt	55			12400B	1348
1575	CR	WCR 7	Asphalt	55			12700B	1326
1580	CR	WCR 7	Asphalt	55			13000B	2735
1585	CR	WCR 7	Asphalt	55			13500B	2716
1590	CR	WCR 7	Asphalt	55			14000B	3013
1595	CR	WCR 7	Asphalt	55			14500B	1089
1600	CR	WCR 7	Asphalt	55			14800B	1054
1605	CR	WCR 7	Asphalt	55			15000B	1489
1610	CR	WCR 7	Asphalt	55			15200B	1105
1615	CR	WCR 7	Asphalt	55			15200B	56
1620	CR	WCR 7	Asphalt	55			15500B	2651
1625	CR	WCR 7	Asphalt	25			16300B	446
1630	CR	WCR 7	Asphalt	25			16400B	318
1635	CR	WCR 7	Asphalt	55			16500B	2411
1640	CR	WCR 7	Asphalt	25			16500B	17
1645	CR	WCR 7	Asphalt	25			16500B	222
1650	CR	WCR 7	Asphalt	55			17000B	2141
1655	CR	WCR 7	Asphalt	55			17400B	890
1660	CR	WCR 7	Asphalt	55			17500B	355
1665	CR	WCR 7	Gravel	55			18000B	5286
1670	CR	WCR 9 1/2	Asphalt	55			13000B	1347
1675	CR	WCR 9 1/2	Asphalt	55			13000B	32
1680	CR	WCR 9 1/2	Asphalt	55			13500B	3944
1685	CR	WCR 9 1/2	Asphalt	55			14000B	1986
1690	CR	WCR 9 1/2	Asphalt	55			14500B	1693
1695	CR	WCR 9 1/2	Asphalt	55			14700B	1634
1700	LOCAL	DEACON DR	Asphalt	25			3600B	305
1705	LOCAL	DEACON DR	Asphalt	25			3600B	418
1710	LOCAL	DEACON DR	Asphalt	25			3600B	345
1715	LOCAL	DEACON DR	Asphalt	25			3700B	134

Appendix A: System Inventory

GISID	Street Type	Street Name	Surface Type	Speed	Alternate Type	Alternate Name	Block	Length (ft)
1720	LOCAL	DEERE CT	Asphalt	25			13600B	857
1725	LOCAL	DILLINGHAM AVE	Asphalt	25			100B	379
1730	LOCAL	DILLINGHAM AVE	Asphalt	25			200B	377
1735	LOCAL	DILLINGHAM AVE	Asphalt	25			2600B	317
1740	LOCAL	DILLINGHAM AVE	Gravel	25			300B	112
1745	LOCAL	DILLINGHAM AVE	Asphalt	25			400B	381
1750	LOCAL	DILLINGHAM AVE	Asphalt	25			500B	378
1755	LOCAL	DILLINGHAM AVE	Asphalt	25			600B	376
1760	LOCAL	E INTERSTATE 25 FRONTAGE RD	Asphalt	25			13700B	1235
1765	LOCAL	E INTERSTATE 25 FRONTAGE RD	Asphalt	25			13700B	1081
1770	LOCAL	E INTERSTATE 25 FRONTAGE RD	Asphalt	25			13700B	354
1775	LOCAL	EAGLE AVE	Asphalt	25			100B	1213
1780	LOCAL	EAGLE AVE	Asphalt	25			200B	1250
1785	LOCAL	ELDERBERRY LN	Asphalt	25			3000B	400
1790	LOCAL	ELDERBERRY LN	Asphalt	25			3100B	832
1795	LOCAL	ELDERBERRY LN	Asphalt	25			3200B	1336
1800	LOCAL	ELDERBERRY LN	Asphalt	25			3400B	694
1805	LOCAL	FAIRBAIRN AVE	Asphalt	25			100B	396
1810	LOCAL	FAIRBAIRN AVE	Gravel	25			1B	250
1815	LOCAL	FAIRBAIRN AVE	Gravel	25			300B	188
1820	LOCAL	FAIRBAIRN AVE	Gravel	25			300B	360
1825	LOCAL	FAIRBAIRN AVE	Asphalt	25			400B	379
1830	LOCAL	FAIRBAIRN AVE	Asphalt	25			500B	381
1835	LOCAL	FALCON CIR	Asphalt	25			100B	164
1840	LOCAL	FALCON CIR	Asphalt	25			100B	1621
1845	LOCAL	FALCON CIR	Asphalt	25			600B	421
1850	LOCAL	FOSTER RIDGE DR	Asphalt	25			13900B	477
1855	LOCAL	FOSTER RIDGE DR	Asphalt	25			3500B	1970
1860	LOCAL	FOXTAIL CT	Asphalt	25			17400B	398
1865	LOCAL	GINGER AVE	Asphalt	25			16000B	735
1870	LOCAL	GINGER AVE	Asphalt	25			16100B	259
1875	LOCAL	GINGER AVE	Asphalt	25			16200B	766
1880	LOCAL	GRACE WAY	Gravel	25			2700B	28
1885	LOCAL	GRAND VIEW CIR	Asphalt	25			100B	637
1890	LOCAL	GRAND VIEW CIR	Asphalt	25			100B	1416
1895	LOCAL	GRAND VIEW CIR	Asphalt	25			100B	345
1900	LOCAL	GRAND VIEW CIR	Asphalt	25			100B	104
1905	LOCAL	GRAND VIEW CIR	Asphalt	25			200B	2826
1910	LOCAL	GRAND VIEW CT	Asphalt	25			100B	348
1915	LOCAL	GRAND VIEW DR	Asphalt	25			100B	1698
1920	LOCAL	GRAND VIEW DR	Asphalt	25			100B	535
1925	LOCAL	HIGHLAND DR	Asphalt	25			3500B	391
1930	LOCAL	HIGHLAND DR	Asphalt	25			3500B	2372
1935	LOCAL	HIGHLAND DR	Asphalt	25			3900B	1070
1940	LOCAL	HILLTOP RD	Asphalt	25			4400B	1356
1945	LOCAL	HOMESTEAD DR	Asphalt	25			3500B	1587
1950	LOCAL	HOMESTEAD DR	Asphalt	25			3800B	128
1955	LOCAL	HORSESHOE CIR	Asphalt	25			13500B	912
1960	LOCAL	HOWLETT PL	Asphalt	25			16800B	292
1965	LOCAL	HUGHES DR	Asphalt	25			16800B	122
1970	LOCAL	HUGHES DR	Asphalt	25			16800B	295
1975	LOCAL	HUGHES DR	Asphalt	25			16900B	114
1980	LOCAL	HUGHES DR	Asphalt	25			16900B	295
1985	LOCAL	HUGHES DR	Asphalt	25			3500B	142
1990	LOCAL	HUGHES DR	Asphalt	25			3500B	343
1995	LOCAL	HUGHES DR	Asphalt	25			3600B	356
2000	LOCAL	HUGHES DR	Asphalt	25			3600B	217
2005	LOCAL	HUGHES DR	Asphalt	25			3700B	61
2010	LOCAL	HUMMINGBIRD CT	Asphalt	25			3700B	763
2015	LOCAL	HUMMINGBIRD CT	Asphalt	25			3700B	632
2020	LOCAL	HUNTERS COVE DR	Asphalt	25			200B	757
2025	LOCAL	HUNTERS COVE RD	Asphalt	25			100B	1381
2030	LOCAL	HUNTERS COVE RD	Asphalt	25			100B	1996
2035	LOCAL	HUNTERS RIDGE DR	Asphalt	25			300B	716
2040	LOCAL	JARETT DR	Asphalt	25			2500B	977
2045	LOCAL	LAKE LN	Gravel	25			6000B	2691
2050	LOCAL	LIBERTY DR	Asphalt	25			2500B	280
2055	LOCAL	LIBERTY DR	Asphalt	25			2500B	234
2060	LOCAL	LONGS PEAK CT	Asphalt	25			14200B	496
2065	LOCAL	MAIN ST	Asphalt	25		4TH	100B	243
2070	LOCAL	MAIN ST	Asphalt	25		4TH	100B	135
2075	LOCAL	MAIN ST	Asphalt	25		4TH	200B	382

Appendix A: System Inventory

GISID	Street Type	Street Name	Surface Type	Speed	Alternate Type	Alternate Name	Block	Length (ft)
2080	LOCAL	MAIN ST	Asphalt	25		4TH	300B	375
2085	LOCAL	MAIN ST	Asphalt	25		4TH	400B	394
2090	LOCAL	MAIN ST	Asphalt	25		4TH	500B	333
2095	LOCAL	MALLARD CT	Asphalt	25			100B	319
2100	LOCAL	MALLARD CT	Asphalt	25			100B	428
2105	LOCAL	MARGIL RD	Asphalt	25			17300B	1434
2110	LOCAL	MARGIL RD	Asphalt	25			17500B	556
2115	LOCAL	MARGIL RD	Asphalt	25			17700B	455
2120	LOCAL	MARGIL RD	Asphalt	25			17800B	389
2125	LOCAL	MARGIL RD	Asphalt	25			17900B	564
2130	LOCAL	MARGIL RD	Asphalt	25			18000B	547
2135	LOCAL	MARGIL RD	Asphalt	25			18100B	265
2140	LOCAL	MARKHAM AVE	Asphalt	25			16900B	230
2145	LOCAL	MARTIN AVE	Asphalt	25			300B	173
2150	LOCAL	MARTIN AVE	Asphalt	25			300B	195
2155	LOCAL	MARTIN AVE	Asphalt	25			400B	376
2160	LOCAL	MARTIN AVE	Asphalt	25			500B	385
2165	LOCAL	MEAD CT	Asphalt	25			14400B	763
2170	LOCAL	MEAD ST	Asphalt	25			14000B	382
2175	LOCAL	MEAD ST	Asphalt	25			14000B	655
2180	LOCAL	MEAD ST	Asphalt	25			14100B	178
2185	LOCAL	MEAD ST	Asphalt	25			14200B	790
2190	LOCAL	MEADOW LN	Asphalt	25			16500B	349
2195	LOCAL	MEADOW LN	Asphalt	25			16500B	193
2200	LOCAL	MEADOW LN	Asphalt	25			2500B	329
2205	LOCAL	MEADOW LN	Asphalt	25			2600B	516
2210	LOCAL	MEADOW LN	Asphalt	25			2700B	119
2215	LOCAL	MOUNTAIN VIEW DR	Asphalt	25			100B	600
2220	LOCAL	MOUNTAIN VIEW DR	Asphalt	25			100B	299
2225	LOCAL	MOUNTAIN VIEW DR	Asphalt	25			100B	314
2230	LOCAL	MULLIGAN DR	Asphalt	25			4000B	841
2235	LOCAL	MULLIGAN DR	Asphalt	25			4200B	585
2240	LOCAL	MULLIGAN DR	Asphalt	25			4300B	621
2245	LOCAL	MULLIGAN DR	Asphalt	25			4300B	599
2250	LOCAL	MULLIGAN LAKE DR	Asphalt	25			200B	66
2255	LOCAL	MULLIGAN LAKE DR	Asphalt	25			200B	439
2260	LOCAL	MULLIGAN LAKE DR	Asphalt	25			200B	1274
2265	LOCAL	MULLIGAN LAKE DR	Asphalt	25			200B	957
2270	LOCAL	MULLIGAN LAKE DR	Asphalt	25			200B	497
2275	LOCAL	MULLIGAN LAKE DR	Asphalt	25			200B	1851
2280	LOCAL	MULLIGAN LAKE DR	Asphalt	25			200B	1426
2285	LOCAL	MUSTANG DR	Asphalt	25			13500B	283
2290	LOCAL	MUSTANG DR	Asphalt	25			2600B	1104
2295	LOCAL	NORTH CREEK CIR	Asphalt	25			16700B	490
2300	LOCAL	N CREEK WAY	Asphalt	25			16700B	235
2305	LOCAL	N VALLEY DR	Asphalt	25			4000B	588
2310	LOCAL	N VALLEY DR	Asphalt	25			4000B	722
2315	LOCAL	NORTH CREEK CIR	Asphalt	25			16700B	482
2320	LOCAL	OUTLOOK CT	Asphalt	25			18000B	383
2325	LOCAL	PACIFIC CIR	Asphalt	25			13700B	1275
2330	LOCAL	PALMER AVE	Asphalt	25			2500B	259
2335	LOCAL	PALMER AVE	Asphalt	25			2500B	126
2340	LOCAL	PALMER AVE	Asphalt	25			2500B	271
2345	LOCAL	PALMER AVE	Asphalt	25			2600B	270
2350	LOCAL	PALMER AVE	Asphalt	25			2600B	217
2355	LOCAL	PALMER AVE	Asphalt	25			300B	372
2360	LOCAL	PALMER AVE	Asphalt	25			400B	372
2365	LOCAL	PALMER AVE	Asphalt	25			500B	384
2370	LOCAL	PALMER AVE	Asphalt	25			600B	376
2375	LOCAL	PEPPERCORN DR	Asphalt	25			2500B	694
2380	LOCAL	POTTS PL	Asphalt	25			16800B	719
2385	LOCAL	PRIMROSE LN	Asphalt	25			17100B	548
2390	LOCAL	PRIMROSE LN	Asphalt	25			17200B	821
2395	LOCAL	PRIMROSE LN	Asphalt	25			17400B	560
2400	LOCAL	PRIMROSE LN	Asphalt	25			17500B	571
2405	LOCAL	RAILROAD ST	Gravel	25			100B	284
2410	LOCAL	RAILROAD ST	Gravel	25			200B	427
2415	LOCAL	RED WING CT	Asphalt	25			100B	230
2420	LOCAL	RED WING CT	Asphalt	25			100B	313
2425	LOCAL	ROBERTS ST	Asphalt	25			16800B	308
2430	LOCAL	ROBERTS ST	Asphalt	25			16800B	353
2435	LOCAL	ROBERTS ST	Asphalt	25			16800B	296

Appendix A: System Inventory

GISID	Street Type	Street Name	Surface Type	Speed	Alternate Type	Alternate Name	Block	Length (ft)
2440	LOCAL	ROBERTS ST	Asphalt	25			3600B	185
2445	LOCAL	ROBERTS ST	Asphalt	25			3700B	532
2450	LOCAL	ROSEMARY LN	Asphalt	25			2500B	422
2455	LOCAL	ROSEMARY LN	Asphalt	25			2500B	271
2460	LOCAL	S VALLEY DR	Asphalt	25			3900B	414
2465	LOCAL	S VALLEY DR	Asphalt	25			4000B	719
2470	LOCAL	SADDLE DR	Asphalt	25			13000B	500
2475	LOCAL	SADDLE DR	Asphalt	25			13500B	596
2480	LOCAL	SADDLE DR	Asphalt	25			13600B	532
2485	LOCAL	SADDLE DR	Asphalt	25			13700B	604
2490	LOCAL	SAGE CT	Asphalt	25			2500B	177
2495	LOCAL	SANFORD ST	Asphalt	25			16600B	896
2500	LOCAL	SANFORD ST	Asphalt	25			16500B	529
2505	LOCAL	SCHUMAN PL	Asphalt	25			3600B	673
2510	LOCAL	SERENA DR	Asphalt	25			2500B	587
2515	LOCAL	SERENA DR	Asphalt	25			2600B	564
2520	LOCAL	SETTLER RIDGE DR	Asphalt	25			3500B	512
2525	LOCAL	SETTLER RIDGE DR	Asphalt	25			3600B	602
2530	LOCAL	SETTLER RIDGE DR	Asphalt	25			3700B	277
2535	LOCAL	SETTLER RIDGE DR	Asphalt	25			3700B	551
2540	LOCAL	SILO CT	Asphalt	25			100B	616
2545	LOCAL	SILO CT	Asphalt	25			100B	464
2550	LOCAL	SILVER FOX CT	Asphalt	25			17500B	879
2555	LOCAL	SINGLETREE CT	Asphalt	25			3700B	729
2560	LOCAL	SINGLETREE CT	Asphalt	25			3700B	671
2565	LOCAL	SINGLETREE DR	Asphalt	25			15000B	600
2570	LOCAL	SINGLETREE DR	Asphalt	25			15100B	905
2575	LOCAL	SINGLETREE DR	Asphalt	25			15300B	441
2580	LOCAL	SINGLETREE DR	Asphalt	25			15300B	484
2585	LOCAL	SINGLETREE DR	Asphalt	25			15300B	255
2590	LOCAL	SNOWBERRY CT	Asphalt	25			3200B	271
2595	LOCAL	WRANGLER WAY	Asphalt	25			13700B	815
2600	LOCAL	STAGE COACH DR	Asphalt	25			13800B	760
2605	LOCAL	STAGE COACH DR	Asphalt	25			2700B	813
2610	LOCAL	STALLION WAY	Asphalt	25			2700B	744
2615	LOCAL	SUNFLOWER CT	Asphalt	25			3000B	306
2620	LOCAL	SWEETMEADOW CT	Asphalt	25			3400B	370
2625	LOCAL	TINCUP LN	Asphalt	25			3700B	133
2630	LOCAL	VALE VIEW LN	Asphalt	25			17000B	365
2635	LOCAL	VALE VIEW LN	Asphalt	25			17000B	27
2640	LOCAL	VALE VIEW LN	Asphalt	25			3400B	320
2645	LOCAL	VALE VIEW LN	Asphalt	25			3500B	2871
2650	LOCAL	VALE VIEW LN	Asphalt	25			3700B	2496
2655	LOCAL	VALE VIEW LN	Asphalt	25			3900B	17
2660	LOCAL	VALE VIEW LN	Asphalt	25			3900B	5
2665	LOCAL	VALLEY DR	Asphalt	25			14000B	655
2670	LOCAL	VIEW CT	Asphalt	25			100B	329
2675	LOCAL	WAGON TRAIL RD	Asphalt	25			18000B	1867
2680	LOCAL	WAGON TRAIL RD	Asphalt	25			18400B	1854
2685	LOCAL	WEBER WAY	Asphalt	25			16800B	980
2690	LOCAL	WELKER AVE	Asphalt	25	CR	34	100B	378
2695	LOCAL	WELKER AVE	Asphalt	25	CR	34	200B	376
2700	LOCAL	WELKER AVE	Asphalt	25	CR	34	300B	378
2705	LOCAL	WELKER AVE	Asphalt	25	CR	34	400B	371
2710	LOCAL	WELKER AVE	Asphalt	25	CR	34	500B	377
2715	LOCAL	WELKER AVE	Asphalt	25	CR	34	600B	377
2716	LOCAL	WELKER AVE	Asphalt	25	CR	34	700B	1012
2718	LOCAL	WELKER AVE	Asphalt	25	CR	34	2000B	2760
2720	LOCAL	WESTVIEW DR	Asphalt	25			16500B	349
2725	LOCAL	WESTVIEW DR	Asphalt	25			16500B	199
2730	LOCAL	WESTVIEW DR	Asphalt	25			16700B	574
2735	LOCAL	WESTVIEW DR	Asphalt	25			16800B	168
2740	LOCAL	WHETSTONE WAY	Asphalt	25			3500B	1108
2745	LOCAL	WHITETAIL CT	Asphalt	25			3700B	662
2750	LOCAL	WHITETAIL CT	Asphalt	25			3700B	925
2755	LOCAL	WILLOW DR	Asphalt	25			200B	920
2760	LOCAL	WILLOW DR	Asphalt	25			200B	2062
2765	LOCAL	WRANGLER WAY	Asphalt	25			13500B	1185

Appendix B – Inspection Reports

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
10THST	1000	16300B	AC	33	BLOCK CRACKING	638	02-26-2020	67	Low	6380	SqFt
10THST	1000	16300B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	638	02-26-2020	67	Low	957	Ft
10THST	1000	16300B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	638	02-26-2020	67	Medium	211	Ft
10THST	1000	16300B	AC	33	PATCH/UTILITY CUT	638	02-26-2020	67	Low	4466	SqFt
11THST	1005	16300B	AC	33	ALLIGATOR CRACKING	610	02-26-2020	85	Low	122	SqFt
11THST	1005	16300B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	610	02-26-2020	85	Low	1219	Ft
1STST	1020	300B	AC	32		549	02-26-2020	100		0	
1STST	1010	100B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	373	02-26-2020	82	Low	859	Ft
1STST	1010	100B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	373	02-26-2020	82	Medium	187	Ft
1STST	1015	200B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	374	02-26-2020	86	Low	560	Ft
1STST	1015	200B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	374	02-26-2020	86	Medium	131	Ft
2NDST	1030	200B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	343	02-26-2020	97	Low	137	Ft
2NDST	1025	100B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	374	02-26-2020	97	Low	75	Ft
2NDST	1025	100B	AC	32	PATCH/UTILITY CUT	374	02-26-2020	97	Low	131	SqFt
3RDST	1035	100B	PCC	34	CORNER SPALLING	375	02-20-2020	87	Low	9	Slabs
3RDST	1035	100B	PCC	34	JOINT SEAL DAMAGE	375	02-20-2020	87	High	166	Slabs
3RDST	1035	100B	PCC	34	JOINT SPALLING	375	02-20-2020	87	Low	9	Slabs
3RDST	1035	100B	PCC	34	LINEAR CRACKING	375	02-20-2020	87	Medium	9	Slabs
3RDST	1035	100B	PCC	34	POPOUTS	375	02-20-2020	87	N/A	9	Slabs
3RDST	1055	500B	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	342	02-20-2020	88	Low	582	Ft
3RDST	1055	500B	AC	36	PATCH/UTILITY CUT	342	02-20-2020	88	Low	308	SqFt
3RDST	1050	400B-2	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	396	02-20-2020	93	Low	416	Ft
3RDST	1050	400B-2	AC	36	PATCH/UTILITY CUT	396	02-20-2020	93	Low	16	SqFt
3RDST	1040	200B	PCC	30	CORNER SPALLING	561	02-20-2020	85	Low	17	Slabs
3RDST	1040	200B	PCC	30	JOINT SEAL DAMAGE	561	02-20-2020	85	High	137	Slabs
3RDST	1040	200B	PCC	30	LINEAR CRACKING	561	02-20-2020	85	High	6	Slabs
3RDST	1040	200B	PCC	30	LINEAR CRACKING	561	02-20-2020	85	Medium	11	Slabs
3RDST	1045	400B-1	AC	37	LONGITUDINAL/TRANSVERSE CRACKING	195	02-20-2020	92	Low	247	Ft
5THST	1070	300B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	379	02-26-2020	83	Low	1043	Ft
5THST	1070	300B	AC	32	PATCH/UTILITY CUT	379	02-26-2020	83	Low	284	SqFt
5THST	1080	500B	AC	27	ALLIGATOR CRACKING	339	02-26-2020	75	Low	68	SqFt
5THST	1080	500B	AC	27	LONGITUDINAL/TRANSVERSE CRACKING	339	02-26-2020	75	Low	508	Ft
5THST	1080	500B	AC	27	LONGITUDINAL/TRANSVERSE CRACKING	339	02-26-2020	75	Medium	339	Ft
5THST	1075	400B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	387	02-26-2020	87	Low	851	Ft
5THST	1060	100B	AC	30	ALLIGATOR CRACKING	381	02-26-2020	83	Low	114	SqFt
5THST	1060	100B	AC	30	LONGITUDINAL/TRANSVERSE CRACKING	381	02-26-2020	83	Low	685	Ft
5THST	1065	200B	AC	32	ALLIGATOR CRACKING	380	02-26-2020	55	Low	1522	SqFt
5THST	1065	200B	AC	32	BLOCK CRACKING	380	02-26-2020	55	Low	10651	SqFt
6THST	1100	400B	AC	41	ALLIGATOR CRACKING	375	02-26-2020	41	Low	13128	SqFt
6THST	1085	100B	AC	42	ALLIGATOR CRACKING	381	02-28-2020	41	Low	3814	SqFt

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
6THST	1085	100B	AC	42	LONGITUDINAL/TRANSVERSE CRACKING	381	02-28-2020	41	High	229	Ft
6THST	1085	100B	AC	42	LONGITUDINAL/TRANSVERSE CRACKING	381	02-28-2020	41	Low	381	Ft
6THST	1085	100B	AC	42	PATCH/UTILITY CUT	381	02-28-2020	41	High	324	SqFt
6THST	1085	100B	AC	42	PATCH/UTILITY CUT	381	02-28-2020	41	Low	549	SqFt
6THST	1090	200B	AC	42	ALLIGATOR CRACKING	383	02-26-2020	46	Low	7665	SqFt
6THST	1090	200B	AC	42	BLOCK CRACKING	383	02-26-2020	46	Low	7665	SqFt
6THST	1095	300B	AC	42	ALLIGATOR CRACKING	381	02-26-2020	43	Low	9530	SqFt
6THST	1095	300B	AC	42	BLOCK CRACKING	381	02-26-2020	43	Low	1906	SqFt
7THST	1110	200B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	1146	02-26-2020	53	High	1948	Ft
7THST	1110	200B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	1146	02-26-2020	53	Low	1146	Ft
7THST	1105	100B	AC	33	ALLIGATOR CRACKING	381	02-26-2020	83	Low	38	SqFt
7THST	1105	100B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	381	02-26-2020	83	Low	76	Ft
7THST	1105	100B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	381	02-26-2020	83	Medium	267	Ft
8THST	1115	16300B	AC	33	BLOCK CRACKING	630	02-26-2020	40	Medium	10082	SqFt
8THST	1115	16300B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	630	02-26-2020	40	Medium	788	Ft
8THST	1115	16300B	AC	33	PATCH/UTILITY CUT	630	02-26-2020	40	Medium	4411	SqFt
9THST	1120	16200B	AC	33	BLOCK CRACKING	284	02-26-2020	75	Low	4254	SqFt
9THST	1120	16200B	AC	33	EDGE CRACKING	284	02-26-2020	75	Medium	6	Ft
9THST	1120	16200B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	284	02-26-2020	75	Low	567	Ft
9THST	1125	16300B	AC	33	ALLIGATOR CRACKING	636	02-26-2020	37	Medium	6360	SqFt
9THST	1125	16300B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	636	02-26-2020	37	Low	1908	Ft
9THST	1130	16400B	AC	41	LONGITUDINAL/TRANSVERSE CRACKING	503	02-26-2020	63	High	377	Ft
9THST	1130	16400B	AC	41	LONGITUDINAL/TRANSVERSE CRACKING	503	02-26-2020	63	Medium	377	Ft
9THST	1130	16400B	AC	41	PATCH/UTILITY CUT	503	02-26-2020	63	Medium	805	SqFt
ADAMSAVE	1140	200B	AC	32		2056	02-19-2020	100		0	
ADAMSAVE	1135	100B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	565	02-19-2020	100	Low	17	Ft
ANVILCT	1150	3700B	AC	33		237	03-17-1908	100		0	
BASILDR	1165	2600B	AC	33	ALLIGATOR CRACKING	258	02-26-2020	47	Low	1805	SqFt
BASILDR	1165	2600B	AC	33	BLOCK CRACKING	258	02-26-2020	47	Low	2578	SqFt
BASILDR	1165	2600B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	258	02-26-2020	47	Low	773	Ft
BASILDR	1165	2600B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	258	02-26-2020	47	Medium	322	Ft
BASILDR	1155	2500B-1	AC	33	ALLIGATOR CRACKING	270	02-26-2020	89	Low	54	SqFt
BASILDR	1155	2500B-1	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	270	02-26-2020	89	Low	270	Ft
BASILDR	1160	2500B-2	AC	33	ALLIGATOR CRACKING	266	02-26-2020	71	Medium	160	SqFt
BASILDR	1160	2500B-2	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	266	02-26-2020	71	Low	399	Ft
BLUEHERONC	1175	100B-2	AC	23	EDGE CRACKING	409	02-21-2020	78	Low	82	Ft
BLUEHERONC	1175	100B-2	AC	23	LONGITUDINAL/TRANSVERSE CRACKING	409	02-21-2020	78	High	94	Ft
BLUEHERONC	1175	100B-2	AC	23	LONGITUDINAL/TRANSVERSE CRACKING	409	02-21-2020	78	Medium	94	Ft
BLUEHERONC	1170	100B-1	AC	23	LONGITUDINAL/TRANSVERSE CRACKING	187	02-21-2020	70	High	86	Ft
BLUEHERONC	1170	100B-1	AC	23	LONGITUDINAL/TRANSVERSE CRACKING	187	02-21-2020	70	Low	37	Ft

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
BLUEHERONC	1170	100B-1	AC	23	LONGITUDINAL/TRANSVERSE CRACKING	187	02-21-2020	70	Medium	71	Ft
BRANDINGIR	1200	2800B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	812	02-21-2020	98	Low	276	Ft
BRANDINGIR	1185	2600B-1	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	280	02-21-2020	99	Low	73	Ft
BRANDINGIR	1190	2600B-2	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	291	02-21-2020	90	Low	99	Ft
BRANDINGIR	1190	2600B-2	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	291	02-21-2020	90	Medium	99	Ft
BRANDINGIR	1195	2700B	AC	34		479	02-21-2020	100		0	
BRANDINGIR	1180	2500B	AC	32	BLOCK CRACKING	369	02-21-2020	99	Low	170	SqFt
BRANDINGIR	1180	2500B	AC	32	PATCH/UTILITY CUT	369	02-21-2020	99	Low	7	SqFt
BRIDLEDR	1205	2500B	AC	32	BLOCK CRACKING	702	02-21-2020	72	Low	16138	SqFt
BRIDLEDR	1205	2500B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	702	02-21-2020	72	Low	246	Ft
BRIDLEDR	1205	2500B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	702	02-21-2020	72	Medium	210	Ft
BRIDLEDR	1210	2700B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	611	02-21-2020	84	Low	611	Ft
BRIDLEDR	1210	2700B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	611	02-21-2020	84	Medium	391	Ft
CALICOCT	1215	3500B	AC	78	LONGITUDINAL/TRANSVERSE CRACKING	138	02-21-2020	90	Low	481	Ft
CATTAILCT	1220	100B	AC	22	ALLIGATOR CRACKING	557	02-21-2020	16	High	6130	SqFt
CATTAILCT	1220	100B	AC	22	BLOCK CRACKING	557	02-21-2020	16	Medium	12260	SqFt
CHICORYCT	1225	3000B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	218	02-21-2020	98	Low	61	Ft
CINNAMONCI	1245	16100B-2	AC	33	ALLIGATOR CRACKING	259	02-26-2020	79	Low	130	SqFt
CINNAMONCI	1245	16100B-2	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	259	02-26-2020	79	Low	648	Ft
CINNAMONCI	1230	16000B-1	AC	33	ALLIGATOR CRACKING	270	02-26-2020	85	Low	54	SqFt
CINNAMONCI	1230	16000B-1	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	270	02-26-2020	85	Low	337	Ft
CINNAMONCI	1230	16000B-1	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	270	02-26-2020	85	Medium	89	Ft
CINNAMONCI	1250	16200B	AC	33	ALLIGATOR CRACKING	418	02-26-2020	51	Medium	1464	SqFt
CINNAMONCI	1250	16200B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	418	02-26-2020	51	Low	837	Ft
CINNAMONCI	1235	16000B-2	AC	33	ALLIGATOR CRACKING	847	02-26-2020	57	Medium	847	SqFt
CINNAMONCI	1235	16000B-2	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	847	02-26-2020	57	High	279	Ft
CINNAMONCI	1235	16000B-2	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	847	02-26-2020	57	Low	1355	Ft
CINNAMONCI	1235	16000B-2	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	847	02-26-2020	57	Medium	559	Ft
CINNAMONCI	1240	16100B-1	AC	33	ALLIGATOR CRACKING	348	02-26-2020	71	Low	278	SqFt
CINNAMONCI	1240	16100B-1	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	348	02-26-2020	71	Low	261	Ft
CINNAMONCI	1240	16100B-1	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	348	02-26-2020	71	Medium	348	Ft
CINNAMONCI	1240	16100B-1	AC	33	PATCH/UTILITY CUT	348	02-26-2020	71	Low	459	SqFt
CLARKCT	1255	3500B	AC	34	ALLIGATOR CRACKING	247	02-21-2020	46	Low	740	SqFt
CLARKCT	1255	3500B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	247	02-21-2020	46	High	86	Ft
CLARKCT	1255	3500B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	247	02-21-2020	46	Low	592	Ft
CLARKCT	1255	3500B	AC	34	PATCH/UTILITY CUT	247	02-21-2020	46	Medium	838	SqFt
COTTONWOOD	1260	3200B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	591	02-21-2020	83	Medium	331	Ft
COTTONWOOD	1260	3200B	AC	28	POTHOLE	591	02-21-2020	83	Low	6	Count
DEACONDR	1710	3600B-3	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	345	02-21-2020	100	Low	17	Ft
DEACONDR	1715	3700B	AC	34		134	02-21-2020	100		0	

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
DEACONDR	1705	3600B-2	AC	34		418	02-21-2020	100		0	
DEACONDR	1700	3600B-1	AC	34		305	02-21-2020	100		0	
DEERECT	1720	13600B	AC	24	ALLIGATOR CRACKING	857	02-20-2020	36	High	1542	SqFt
DEERECT	1720	13600B	AC	24	EDGE CRACKING	857	02-20-2020	36	Medium	128	Ft
DEERECT	1720	13600B	AC	24	LANE/SHOULDER DROP	857	02-20-2020	36	Low	857	Ft
DEERECT	1720	13600B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	857	02-20-2020	36	Low	617	Ft
DILLINGHAM	1755	600B	AC	42	ALLIGATOR CRACKING	376	02-26-2020	24	Medium	11288	SqFt
DILLINGHAM	1755	600B	AC	42	LONGITUDINAL/TRANSVERSE CRACKING	376	02-26-2020	24	Low	1355	Ft
DILLINGHAM	1755	600B	AC	42	PATCH/UTILITY CUT	376	02-26-2020	24	Medium	967	SqFt
DILLINGHAM	1745	400B	AC	27	LONGITUDINAL/TRANSVERSE CRACKING	381	02-26-2020	76	Low	202	Ft
DILLINGHAM	1745	400B	AC	27	PATCH/UTILITY CUT	381	02-26-2020	76	Low	1903	SqFt
DILLINGHAM	1735	2600B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	317	02-26-2020	78	Low	159	Ft
DILLINGHAM	1735	2600B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	317	02-26-2020	78	Medium	419	Ft
DILLINGHAM	1730	200B	AC	32	ALLIGATOR CRACKING	377	02-26-2020	72	Low	603	SqFt
DILLINGHAM	1730	200B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	377	02-26-2020	72	Medium	245	Ft
DILLINGHAM	1725	100B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	379	02-26-2020	90	Medium	152	Ft
DILLINGHAM	1725	100B	AC	32	PATCH/UTILITY CUT	379	02-26-2020	90	Low	8	SqFt
DILLINGHAM	1750	500B	AC	40	ALLIGATOR CRACKING	378	02-26-2020	29	Medium	7554	SqFt
DILLINGHAM	1750	500B	AC	40	BLOCK CRACKING	378	02-26-2020	29	Low	7554	SqFt
DILLINGHAM	1750	500B	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	378	02-26-2020	29	Low	302	Ft
EAGLEAVE	1780	200B	AC	34	ALLIGATOR CRACKING	1250	02-14-2020	14	High	6251	SqFt
EAGLEAVE	1780	200B	AC	34	ALLIGATOR CRACKING	1250	02-14-2020	14	Medium	25006	SqFt
EAGLEAVE	1775	100B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	1213	02-21-2020	93	Low	1238	Ft
EINTERSTAT	1760	13700B-1	AC	36	ALLIGATOR CRACKING	1235	02-20-2020	79	Low	741	SqFt
EINTERSTAT	1760	13700B-1	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	1235	02-20-2020	79	Low	1543	Ft
EINTERSTAT	1760	13700B-1	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	1235	02-20-2020	79	Medium	617	Ft
EINTERSTAT	1770	13700B-3	AC	49	LONGITUDINAL/TRANSVERSE CRACKING	354	02-20-2020	83	Low	354	Ft
EINTERSTAT	1770	13700B-3	AC	49	LONGITUDINAL/TRANSVERSE CRACKING	354	02-20-2020	83	Medium	389	Ft
EINTERSTAT	1765	13700B-2	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	1081	02-20-2020	81	Low	1081	Ft
EINTERSTAT	1765	13700B-2	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	1081	02-20-2020	81	Medium	1081	Ft
ELDERBERRY	1800	3400B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	694	02-21-2020	98	Low	194	Ft
ELDERBERRY	1795	3200B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	1336	02-21-2020	91	Low	1550	Ft
ELDERBERRY	1785	3000B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	400	02-21-2020	86	Low	40	Ft
ELDERBERRY	1785	3000B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	400	02-21-2020	86	Medium	224	Ft
ELDERBERRY	1790	3100B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	832	02-21-2020	92	Medium	233	Ft
FAIRBAIRNA	1825	400B	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	379	02-26-2020	82	Low	228	Ft
FAIRBAIRNA	1825	400B	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	379	02-26-2020	82	Medium	349	Ft
FAIRBAIRNA	1830	500B	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	381	02-26-2020	80	High	137	Ft
FAIRBAIRNA	1830	500B	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	381	02-26-2020	80	Low	190	Ft
FAIRBAIRNA	1805	100B	AC	32		396	02-26-2020	100		0	

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
FALCONCIR	1840	100B-2	AC	34	ALLIGATOR CRACKING	1621	02-21-2020	35	Medium	19456	SqFt
FALCONCIR	1840	100B-2	AC	34	BLOCK CRACKING	1621	02-21-2020	35	Low	35668	SqFt
FALCONCIR	1845	600B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	421	02-21-2020	98	Low	143	Ft
FALCONCIR	1835	100B-1	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	164	02-21-2020	89	Low	167	Ft
FALCONCIR	1835	100B-1	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	164	02-21-2020	89	Medium	56	Ft
FOSTERRIDG	1850	13900B	AC	37	LONGITUDINAL/TRANSVERSE CRACKING	477	02-19-2020	71	High	420	Ft
FOSTERRIDG	1855	3500B	AC	26	LONGITUDINAL/TRANSVERSE CRACKING	1970	02-19-2020	76	High	512	Ft
FOSTERRIDG	1855	3500B	AC	26	LONGITUDINAL/TRANSVERSE CRACKING	1970	02-19-2020	76	Medium	1064	Ft
FOXTAILCT	1860	17400B	AC	30	ALLIGATOR CRACKING	398	02-20-2020	48	Medium	1859	SqFt
FOXTAILCT	1860	17400B	AC	30	LONGITUDINAL/TRANSVERSE CRACKING	398	02-20-2020	48	Medium	465	Ft
GINGERAVE	1865	16000B	AC	33	ALLIGATOR CRACKING	735	02-26-2020	77	Low	221	SqFt
GINGERAVE	1865	16000B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	735	02-26-2020	77	High	243	Ft
GINGERAVE	1865	16000B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	735	02-26-2020	77	Low	588	Ft
GINGERAVE	1870	16100B	AC	33	ALLIGATOR CRACKING	259	02-26-2020	42	Low	519	SqFt
GINGERAVE	1870	16100B	AC	33	ALLIGATOR CRACKING	259	02-26-2020	42	Medium	1297	SqFt
GINGERAVE	1870	16100B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	259	02-26-2020	42	Low	778	Ft
GINGERAVE	1875	16200B	AC	33	BLOCK CRACKING	766	02-26-2020	55	Low	15311	SqFt
GINGERAVE	1875	16200B	AC	33	BLOCK CRACKING	766	02-26-2020	55	Medium	9952	SqFt
GINGERAVE	1875	16200B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	766	02-26-2020	55	Medium	766	Ft
GRANDVIEWC	1910	100B	AC	24	ALLIGATOR CRACKING	348	02-19-2020	52	Low	2177	SqFt
GRANDVIEWC	1910	100B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	348	02-19-2020	52	Low	453	Ft
GRANDVIEWC	1910	100B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	348	02-19-2020	52	Medium	167	Ft
GRANDVIEWC	1890	100B-2	AC	20	ALLIGATOR CRACKING	1416	02-19-2020	25	Low	16996	SqFt
GRANDVIEWC	1890	100B-2	AC	20	ALLIGATOR CRACKING	1416	02-19-2020	25	Medium	8498	SqFt
GRANDVIEWC	1885	100B-1	AC	20	ALLIGATOR CRACKING	637	02-19-2020	62	Low	892	SqFt
GRANDVIEWC	1885	100B-1	AC	20	BLOCK CRACKING	637	02-19-2020	62	Low	892	SqFt
GRANDVIEWC	1885	100B-1	AC	20	LONGITUDINAL/TRANSVERSE CRACKING	637	02-19-2020	62	High	64	Ft
GRANDVIEWC	1885	100B-1	AC	20	LONGITUDINAL/TRANSVERSE CRACKING	637	02-19-2020	62	Low	975	Ft
GRANDVIEWC	1885	100B-1	AC	20	LONGITUDINAL/TRANSVERSE CRACKING	637	02-19-2020	62	Medium	127	Ft
GRANDVIEWC	1905	200B	AC	24	ALLIGATOR CRACKING	2826	02-19-2020	60	Low	8478	SqFt
GRANDVIEWC	1905	200B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	2826	02-19-2020	60	High	678	Ft
GRANDVIEWC	1905	200B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	2826	02-19-2020	60	Low	2091	Ft
GRANDVIEWC	1900	100B-4	AC	20	ALLIGATOR CRACKING	104	02-19-2020	35	Low	21	SqFt
GRANDVIEWC	1900	100B-4	AC	20	ALLIGATOR CRACKING	104	02-19-2020	35	Medium	748	SqFt
GRANDVIEWC	1900	100B-4	AC	20	LONGITUDINAL/TRANSVERSE CRACKING	104	02-19-2020	35	Low	52	Ft
GRANDVIEWC	1895	100B-3	AC	20	ALLIGATOR CRACKING	345	02-19-2020	13	High	3888	SqFt
GRANDVIEWC	1895	100B-3	AC	20	PATCH/UTILITY CUT	345	02-19-2020	13	Low	145	SqFt
GRANDVIEWC	1895	100B-3	AC	20	PATCH/UTILITY CUT	345	02-19-2020	13	Medium	777	SqFt
GRANDVIEWD	1915	100B-1	AC	24	ALLIGATOR CRACKING	1698	02-19-2020	38	Medium	10187	SqFt
GRANDVIEWD	1915	100B-1	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1698	02-19-2020	38	Low	2037	Ft

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
GRANDVIEWD	1915	100B-1	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1698	02-19-2020	38	Medium	611	Ft
GRANDVIEWD	1920	100B-2	AC	24	ALLIGATOR CRACKING	535	02-19-2020	23	Low	5141	SqFt
GRANDVIEWD	1920	100B-2	AC	24	ALLIGATOR CRACKING	535	02-19-2020	23	Medium	7711	SqFt
HIGHLANDDR	1935	3900B	AC	36	EDGE CRACKING	1070	02-19-2020	80	Low	75	Ft
HIGHLANDDR	1935	3900B	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	1070	02-19-2020	80	High	385	Ft
HIGHLANDDR	1935	3900B	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	1070	02-19-2020	80	Low	53	Ft
HIGHLANDDR	1930	3500B	AC	37	LONGITUDINAL/TRANSVERSE CRACKING	2372	02-19-2020	67	High	1755	Ft
HIGHLANDDR	1930	3500B	AC	37	LONGITUDINAL/TRANSVERSE CRACKING	2372	02-19-2020	67	Medium	2656	Ft
HILLTOPRD	1940	4400B	AC	24	LANE/SHOULDER DROP	1356	02-21-2020	96	Medium	54	Ft
HOMESTEADD	1950	3800B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	128	02-21-2020	85	Low	385	Ft
HOMESTEADD	1945	3500B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	1587	02-21-2020	85	Low	4808	Ft
HORSESHOEC	1955	13500B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	912	02-21-2020	94	Low	739	Ft
HOWLETTPL	1960	16800B	AC	24	ALLIGATOR CRACKING	292	02-21-2020	67	Low	437	SqFt
HOWLETTPL	1960	16800B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	292	02-21-2020	67	Medium	219	Ft
HUGHESDR	1980	16900B-2	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	295	02-21-2020	78	Low	739	Ft
HUGHESDR	1980	16900B-2	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	295	02-21-2020	78	Medium	355	Ft
HUGHESDR	1975	16900B-1	AC	40	ALLIGATOR CRACKING	114	02-21-2020	70	Low	57	SqFt
HUGHESDR	1975	16900B-1	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	114	02-21-2020	70	High	45	Ft
HUGHESDR	1975	16900B-1	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	114	02-21-2020	70	Low	227	Ft
HUGHESDR	1975	16900B-1	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	114	02-21-2020	70	Medium	91	Ft
HUGHESDR	1990	3500B-2	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	343	02-21-2020	81	Low	858	Ft
HUGHESDR	1990	3500B-2	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	343	02-21-2020	81	Medium	275	Ft
HUGHESDR	1965	16800B-1	AC	40	ALLIGATOR CRACKING	122	02-21-2020	73	Low	122	SqFt
HUGHESDR	1965	16800B-1	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	122	02-21-2020	73	Low	380	Ft
HUGHESDR	1965	16800B-1	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	122	02-21-2020	73	Medium	61	Ft
HUGHESDR	2000	3600B-2	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	217	02-21-2020	78	Low	586	Ft
HUGHESDR	2000	3600B-2	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	217	02-21-2020	78	Medium	261	Ft
HUGHESDR	1985	3500B-1	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	142	02-21-2020	79	Low	354	Ft
HUGHESDR	1985	3500B-1	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	142	02-21-2020	79	Medium	142	Ft
HUGHESDR	1995	3600B-1	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	356	02-21-2020	77	Low	1067	Ft
HUGHESDR	1995	3600B-1	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	356	02-21-2020	77	Medium	427	Ft
HUGHESDR	2005	3700B	AC	68	LONGITUDINAL/TRANSVERSE CRACKING	61	02-21-2020	55	Low	290	Ft
HUGHESDR	2005	3700B	AC	68	LONGITUDINAL/TRANSVERSE CRACKING	61	02-21-2020	55	Medium	72	Ft
HUGHESDR	2005	3700B	AC	68	PATCH/UTILITY CUT	61	02-21-2020	55	Medium	802	SqFt
HUGHESDR	1970	16800B-2	AC	40	ALLIGATOR CRACKING	295	02-21-2020	48	Low	1180	SqFt
HUGHESDR	1970	16800B-2	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	295	02-21-2020	48	Low	590	Ft
HUGHESDR	1970	16800B-2	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	295	02-21-2020	48	Medium	88	Ft
HUGHESDR	1970	16800B-2	AC	40	PATCH/UTILITY CUT	295	02-21-2020	48	Medium	1696	SqFt
HUMMINGBIR	2015	3700B-2	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	632	02-21-2020	81	Low	948	Ft
HUMMINGBIR	2015	3700B-2	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	632	02-21-2020	81	Medium	316	Ft

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
HUMMINGBIR	2010	3700B-1	AC	24	ALLIGATOR CRACKING	763	02-21-2020	61	Medium	229	SqFt
HUMMINGBIR	2010	3700B-1	AC	24	BLOCK CRACKING	763	02-21-2020	61	Low	18314	SqFt
HUMMINGBIR	2010	3700B-1	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	763	02-21-2020	61	Low	382	Ft
HUNTERSCOV	2030	100B-2	AC	24	ALLIGATOR CRACKING	1996	02-20-2020	83	Low	200	SqFt
HUNTERSCOV	2030	100B-2	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1996	02-20-2020	83	Low	3992	Ft
HUNTERSCOV	2025	100B-1	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1381	02-20-2020	87	Low	2278	Ft
HUNTERSCOV	2020	200B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	757	02-20-2020	87	Low	764	Ft
HUNTERSCOV	2020	200B	AC	24	PATCH/UTILITY CUT	757	02-20-2020	87	Low	757	SqFt
HUNTERSRID	2035	300B	AC	25	ALLIGATOR CRACKING	716	02-19-2020	13	High	1789	SqFt
HUNTERSRID	2035	300B	AC	25	ALLIGATOR CRACKING	716	02-19-2020	13	Medium	14313	SqFt
JARETTDR	2040	2500B	AC	22	ALLIGATOR CRACKING	977	02-26-2020	52	Low	4887	SqFt
JARETTDR	2040	2500B	AC	22	BLOCK CRACKING	977	02-26-2020	52	Low	3421	SqFt
JARETTDR	2040	2500B	AC	22	EDGE CRACKING	977	02-26-2020	52	Medium	684	Ft
JARETTDR	2040	2500B	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	977	02-26-2020	52	Low	489	Ft
LIBERTYDR	2050	2500B-1	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	280	02-21-2020	84	Low	840	Ft
LIBERTYDR	2055	2500B-2	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	234	02-21-2020	86	Low	584	Ft
LONGSPEAKC	2060	14200B	AC	26	EDGE CRACKING	496	02-21-2020	89	Low	198	Ft
LONGSPEAKC	2060	14200B	AC	26	EDGE CRACKING	496	02-21-2020	89	Medium	99	Ft
LONGSPEAKC	2060	14200B	AC	26	LANE/SHOULDER DROP	496	02-21-2020	89	High	74	Ft
MAINST	2085	400B	AC	34	ALLIGATOR CRACKING	394	02-26-2020	70	Low	394	SqFt
MAINST	2085	400B	AC	34	BLOCK CRACKING	394	02-26-2020	70	Low	5917	SqFt
MAINST	2085	400B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	394	02-26-2020	70	Low	276	Ft
MAINST	2075	200B	AC	18	LONGITUDINAL/TRANSVERSE CRACKING	382	02-26-2020	92	Medium	69	Ft
MAINST	2090	500B	AC	34	ALLIGATOR CRACKING	333	02-26-2020	43	Low	2666	SqFt
MAINST	2090	500B	AC	34	ALLIGATOR CRACKING	333	02-26-2020	43	Medium	500	SqFt
MAINST	2080	300B	AC	19	LONGITUDINAL/TRANSVERSE CRACKING	375	02-26-2020	92	Medium	71	Ft
MAINST	2065	100B-1	AC	20		243	02-26-2020	100		0	
MAINST	2070	100B-2	AC	20		135	02-26-2020	100		0	
MALLARDCT	2100	100B-2	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	428	02-21-2020	81	Low	599	Ft
MALLARDCT	2100	100B-2	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	428	02-21-2020	81	Medium	188	Ft
MALLARDCT	2095	100B-1	AC	20	ALLIGATOR CRACKING	319	02-21-2020	37	High	479	SqFt
MALLARDCT	2095	100B-1	AC	20	ALLIGATOR CRACKING	319	02-21-2020	37	Medium	48	SqFt
MALLARDCT	2095	100B-1	AC	20	LONGITUDINAL/TRANSVERSE CRACKING	319	02-21-2020	37	Low	160	Ft
MALLARDCT	2095	100B-1	AC	20	LONGITUDINAL/TRANSVERSE CRACKING	319	02-21-2020	37	Medium	128	Ft
MARGILRD	2135	18100B	AC	44	LONGITUDINAL/TRANSVERSE CRACKING	265	02-20-2020	98	Low	117	Ft
MARGILRD	2130	18000B	AC	44	LONGITUDINAL/TRANSVERSE CRACKING	547	02-21-2020	95	Low	547	Ft
MARGILRD	2110	17500B	AC	35	LONGITUDINAL/TRANSVERSE CRACKING	556	02-21-2020	85	Low	834	Ft
MARGILRD	2110	17500B	AC	35	LONGITUDINAL/TRANSVERSE CRACKING	556	02-21-2020	85	Medium	278	Ft
MARGILRD	2120	17800B	AC	46	LONGITUDINAL/TRANSVERSE CRACKING	389	02-20-2020	90	Low	875	Ft
MARGILRD	2115	17700B	AC	47	LONGITUDINAL/TRANSVERSE CRACKING	455	02-21-2020	88	Low	1250	Ft

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
MARGILRD	2105	17300B	AC	34	ALLIGATOR CRACKING	1434	02-21-2020	51	Low	14342	SqFt
MARGILRD	2105	17300B	AC	34	BLOCK CRACKING	1434	02-21-2020	51	Low	28684	SqFt
MARGILRD	2125	17900B	AC	48	LONGITUDINAL/TRANSVERSE CRACKING	564	02-21-2020	84	Low	2481	Ft
MARKHAMAVE	2140	16900B	AC	30	ALLIGATOR CRACKING	230	02-21-2020	42	Low	4598	SqFt
MARKHAMAVE	2140	16900B	AC	30	BLOCK CRACKING	230	02-21-2020	42	Low	2299	SqFt
MARTINAVE	2145	300B-1	AC	33	ALLIGATOR CRACKING	173	02-26-2020	64	Low	691	SqFt
MARTINAVE	2145	300B-1	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	173	02-26-2020	64	Low	432	Ft
MARTINAVE	2150	300B-2	AC	33	ALLIGATOR CRACKING	195	02-26-2020	56	Medium	195	SqFt
MARTINAVE	2150	300B-2	AC	33	BLOCK CRACKING	195	02-26-2020	56	Low	3898	SqFt
MARTINAVE	2150	300B-2	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	195	02-26-2020	56	Low	487	Ft
MARTINAVE	2155	400B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	376	02-26-2020	97	Low	151	Ft
MARTINAVE	2160	500B	AC	42	ALLIGATOR CRACKING	385	02-26-2020	23	High	3847	SqFt
MARTINAVE	2160	500B	AC	42	LONGITUDINAL/TRANSVERSE CRACKING	385	02-26-2020	23	Low	262	Ft
MARTINAVE	2160	500B	AC	42	PATCH/UTILITY CUT	385	02-26-2020	23	Low	1200	SqFt
MEADCT	2165	14400B	AC	23	EDGE CRACKING	763	02-21-2020	88	Medium	153	Ft
MEADCT	2165	14400B	AC	23	LONGITUDINAL/TRANSVERSE CRACKING	763	02-21-2020	88	Medium	175	Ft
MEADOWLN	2210	2700B	AC	22	ALLIGATOR CRACKING	119	02-26-2020	39	Low	713	SqFt
MEADOWLN	2210	2700B	AC	22	ALLIGATOR CRACKING	119	02-26-2020	39	Medium	119	SqFt
MEADOWLN	2210	2700B	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	119	02-26-2020	39	Low	89	Ft
MEADOWLN	2210	2700B	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	119	02-26-2020	39	Medium	18	Ft
MEADOWLN	2200	2500B	AC	22	EDGE CRACKING	329	02-26-2020	73	Medium	33	Ft
MEADOWLN	2200	2500B	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	329	02-26-2020	73	Low	592	Ft
MEADOWLN	2200	2500B	AC	22	POTHOLE	329	02-26-2020	73	Low	7	Count
MEADOWLN	2190	16500B-1	AC	21	ALLIGATOR CRACKING	349	02-26-2020	40	Low	1746	SqFt
MEADOWLN	2190	16500B-1	AC	21	LONGITUDINAL/TRANSVERSE CRACKING	349	02-26-2020	40	High	175	Ft
MEADOWLN	2190	16500B-1	AC	21	LONGITUDINAL/TRANSVERSE CRACKING	349	02-26-2020	40	Low	419	Ft
MEADOWLN	2190	16500B-1	AC	21	POTHOLE	349	02-26-2020	40	Medium	3	Count
MEADOWLN	2205	2600B	AC	22	ALLIGATOR CRACKING	516	02-26-2020	23	High	52	SqFt
MEADOWLN	2205	2600B	AC	22	ALLIGATOR CRACKING	516	02-26-2020	23	Low	7430	SqFt
MEADOWLN	2205	2600B	AC	22	ALLIGATOR CRACKING	516	02-26-2020	23	Medium	1032	SqFt
MEADOWLN	2205	2600B	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	516	02-26-2020	23	Low	826	Ft
MEADOWLN	2195	16500B-2	AC	22	ALLIGATOR CRACKING	193	02-26-2020	48	Low	654	SqFt
MEADOWLN	2195	16500B-2	AC	22	EDGE CRACKING	193	02-26-2020	48	Low	164	Ft
MEADOWLN	2195	16500B-2	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	193	02-26-2020	48	High	115	Ft
MEADOWLN	2195	16500B-2	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	193	02-26-2020	48	Low	33	Ft
MEADST	2170	14000B-1	AC	25	ALLIGATOR CRACKING	382	02-21-2020	38	Medium	2672	SqFt
MEADST	2170	14000B-1	AC	25	LONGITUDINAL/TRANSVERSE CRACKING	382	02-21-2020	38	Low	763	Ft
MEADST	2185	14200B	AC	24	ALLIGATOR CRACKING	790	02-21-2020	11	High	3951	SqFt
MEADST	2185	14200B	AC	24	ALLIGATOR CRACKING	790	02-21-2020	11	Medium	7901	SqFt
MEADST	2185	14200B	AC	24	BLOCK CRACKING	790	02-21-2020	11	Low	7111	SqFt

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
MEADST	2185	14200B	AC	24	EDGE CRACKING	790	02-21-2020	11	Low	435	Ft
MEADST	2185	14200B	AC	24	POTHOLE	790	02-21-2020	11	Medium	8	Count
MEADST	2175	14000B-2	AC	25	ALLIGATOR CRACKING	655	02-21-2020	41	Medium	3274	SqFt
MEADST	2175	14000B-2	AC	25	LONGITUDINAL/TRANSVERSE CRACKING	655	02-21-2020	41	Low	229	Ft
MEADST	2175	14000B-2	AC	25	PATCH/UTILITY CUT	655	02-21-2020	41	Low	3209	SqFt
MEADST	2180	14100B	AC	25	ALLIGATOR CRACKING	178	02-21-2020	15	High	889	SqFt
MEADST	2180	14100B	AC	25	ALLIGATOR CRACKING	178	02-21-2020	15	Low	533	SqFt
MEADST	2180	14100B	AC	25	PATCH/UTILITY CUT	178	02-21-2020	15	Low	1778	SqFt
MEADST	2180	14100B	AC	25	POTHOLE	178	02-21-2020	15	Low	4	Count
MEADST	2180	14100B	AC	25	POTHOLE	178	02-21-2020	15	Medium	4	Count
MOUNTAINVI	2225	100B-3	AC	14	ALLIGATOR CRACKING	314	02-21-2020	8	High	3765	SqFt
MOUNTAINVI	2225	100B-3	AC	14	LANE/SHOULDER DROP	314	02-21-2020	8	Medium	314	Ft
MOUNTAINVI	2225	100B-3	AC	14	POTHOLE	314	02-21-2020	8	Low	22	Count
MOUNTAINVI	2225	100B-3	AC	14	POTHOLE	314	02-21-2020	8	Medium	3	Count
MOUNTAINVI	2215	100B-1	AC	24	ALLIGATOR CRACKING	600	02-21-2020	25	High	300	SqFt
MOUNTAINVI	2215	100B-1	AC	24	ALLIGATOR CRACKING	600	02-21-2020	25	Medium	4799	SqFt
MOUNTAINVI	2215	100B-1	AC	24	BLOCK CRACKING	600	02-21-2020	25	Low	7798	SqFt
MOUNTAINVI	2220	100B-2	AC	16	ALLIGATOR CRACKING	299	02-21-2020	14	High	2394	SqFt
MOUNTAINVI	2220	100B-2	AC	16	ALLIGATOR CRACKING	299	02-21-2020	14	Low	599	SqFt
MOUNTAINVI	2220	100B-2	AC	16	POTHOLE	299	02-21-2020	14	Low	12	Count
MOUNTAINVI	2220	100B-2	AC	16	POTHOLE	299	02-21-2020	14	Medium	3	Count
MULLIGANDR	2240	4300B-1	AC	26	ALLIGATOR CRACKING	621	02-21-2020	10	High	2486	SqFt
MULLIGANDR	2240	4300B-1	AC	26	ALLIGATOR CRACKING	621	02-21-2020	10	Medium	9321	SqFt
MULLIGANDR	2240	4300B-1	AC	26	LONGITUDINAL/TRANSVERSE CRACKING	621	02-21-2020	10	Low	186	Ft
MULLIGANDR	2240	4300B-1	AC	26	PATCH/UTILITY CUT	621	02-21-2020	10	Medium	311	SqFt
MULLIGANDR	2240	4300B-1	AC	26	RUTTING	621	02-21-2020	10	Low	4971	SqFt
MULLIGANDR	2245	4300B-2	AC	27	ALLIGATOR CRACKING	599	02-21-2020	24	High	1736	SqFt
MULLIGANDR	2245	4300B-2	AC	27	ALLIGATOR CRACKING	599	02-21-2020	24	Low	120	SqFt
MULLIGANDR	2245	4300B-2	AC	27	ALLIGATOR CRACKING	599	02-21-2020	24	Medium	299	SqFt
MULLIGANDR	2245	4300B-2	AC	27	EDGE CRACKING	599	02-21-2020	24	Medium	299	Ft
MULLIGANDR	2245	4300B-2	AC	27	LONGITUDINAL/TRANSVERSE CRACKING	599	02-21-2020	24	Low	329	Ft
MULLIGANDR	2245	4300B-2	AC	27	POTHOLE	599	02-21-2020	24	High	6	Count
MULLIGANDR	2245	4300B-2	AC	27	POTHOLE	599	02-21-2020	24	Low	6	Count
MULLIGANDR	2245	4300B-2	AC	27	POTHOLE	599	02-21-2020	24	Medium	6	Count
MULLIGANDR	2235	4200B	AC	27	ALLIGATOR CRACKING	585	02-21-2020	17	High	585	SqFt
MULLIGANDR	2235	4200B	AC	27	ALLIGATOR CRACKING	585	02-21-2020	17	Medium	3511	SqFt
MULLIGANDR	2235	4200B	AC	27	PATCH/UTILITY CUT	585	02-21-2020	17	Low	6320	SqFt
MULLIGANDR	2235	4200B	AC	27	POTHOLE	585	02-21-2020	17	Medium	6	Count
MULLIGANDR	2230	4000B	AC	30	ALLIGATOR CRACKING	841	02-21-2020	27	Medium	12619	SqFt
MULLIGANDR	2230	4000B	AC	30	LONGITUDINAL/TRANSVERSE CRACKING	841	02-21-2020	27	Low	143	Ft

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
MULLIGANDR	2230	4000B	AC	30	PATCH/UTILITY CUT	841	02-21-2020	27	Low	2490	SqFt
MULLIGANDR	2230	4000B	AC	30	POTHOLE	841	02-21-2020	27	Low	8	Count
MULLIGANDR	2230	4000B	AC	30	RUTTING	841	02-21-2020	27	Low	4206	SqFt
MULLIGANLA	2255	200B-1	AC	23	ALLIGATOR CRACKING	439	02-21-2020	54	Low	2194	SqFt
MULLIGANLA	2255	200B-1	AC	23	BLOCK CRACKING	439	02-21-2020	54	Low	5704	SqFt
MULLIGANLA	2260	200B-2	AC	23	ALLIGATOR CRACKING	1274	02-21-2020	44	Low	14013	SqFt
MULLIGANLA	2260	200B-2	AC	23	LONGITUDINAL/TRANSVERSE CRACKING	1274	02-21-2020	44	Low	1146	Ft
MULLIGANLA	2260	200B-2	AC	23	LONGITUDINAL/TRANSVERSE CRACKING	1274	02-21-2020	44	Medium	255	Ft
MULLIGANLA	2275	200B-5	AC	24	ALLIGATOR CRACKING	1851	02-29-2020	33	Low	1851	SqFt
MULLIGANLA	2275	200B-5	AC	24	ALLIGATOR CRACKING	1851	02-29-2020	33	Medium	5554	SqFt
MULLIGANLA	2275	200B-5	AC	24	BLOCK CRACKING	1851	02-29-2020	33	Low	11108	SqFt
MULLIGANLA	2275	200B-5	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1851	02-29-2020	33	High	926	Ft
MULLIGANLA	2275	200B-5	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1851	02-29-2020	33	Low	555	Ft
MULLIGANLA	2275	200B-5	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1851	02-29-2020	33	Medium	741	Ft
MULLIGANLA	2270	200B-4	AC	24	ALLIGATOR CRACKING	497	02-21-2020	29	Low	2485	SqFt
MULLIGANLA	2270	200B-4	AC	24	ALLIGATOR CRACKING	497	02-21-2020	29	Medium	4473	SqFt
MULLIGANLA	2270	200B-4	AC	24	BLOCK CRACKING	497	02-21-2020	29	Low	4970	SqFt
MULLIGANLA	2265	200B-3	AC	24	ALLIGATOR CRACKING	957	02-21-2020	23	High	478	SqFt
MULLIGANLA	2265	200B-3	AC	24	ALLIGATOR CRACKING	957	02-21-2020	23	Medium	11483	SqFt
MULLIGANLA	2265	200B-3	AC	24	BLOCK CRACKING	957	02-21-2020	23	Low	9569	SqFt
MULLIGANLA	2280	200B-6	AC	24	ALLIGATOR CRACKING	1426	02-21-2020	63	Low	3566	SqFt
MULLIGANLA	2280	200B-6	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1426	02-21-2020	63	Low	1070	Ft
MULLIGANLA	2280	200B-6	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1426	02-21-2020	63	Medium	342	Ft
MUSTANGDR	2290	2600B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	1104	02-21-2020	90	Low	254	Ft
MUSTANGDR	2290	2600B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	1104	02-21-2020	90	Medium	375	Ft
MUSTANGDR	2285	13500B	AC	34		283	02-21-2020	100		0	
NCREEKWAY	2300	16700B	AC	13	ALLIGATOR CRACKING	235	02-26-2020	21	High	117	SqFt
NCREEKWAY	2300	16700B	AC	13	ALLIGATOR CRACKING	235	02-26-2020	21	Low	470	SqFt
NCREEKWAY	2300	16700B	AC	13	EDGE CRACKING	235	02-26-2020	21	Medium	423	Ft
NCREEKWAY	2300	16700B	AC	13	LONGITUDINAL/TRANSVERSE CRACKING	235	02-26-2020	21	High	70	Ft
NCREEKWAY	2300	16700B	AC	13	LONGITUDINAL/TRANSVERSE CRACKING	235	02-26-2020	21	Medium	70	Ft
NORTHCREEK	2295	16700B-1	AC	22	ALLIGATOR CRACKING	490	02-26-2020	39	Low	1960	SqFt
NORTHCREEK	2295	16700B-1	AC	22	ALLIGATOR CRACKING	490	02-26-2020	39	Medium	490	SqFt
NORTHCREEK	2295	16700B-1	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	490	02-26-2020	39	Low	980	Ft
NORTHCREEK	2295	16700B-1	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	490	02-26-2020	39	Medium	245	Ft
NORTHCREEK	2315	16700B-2	AC	24	ALLIGATOR CRACKING	482	02-26-2020	40	Low	1156	SqFt
NORTHCREEK	2315	16700B-2	AC	24	ALLIGATOR CRACKING	482	02-26-2020	40	Medium	1445	SqFt
NORTHCREEK	2315	16700B-2	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	482	02-26-2020	40	Low	96	Ft
NORTHCREEK	2315	16700B-2	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	482	02-26-2020	40	Medium	241	Ft
NVALLEYDR	2305	4000B-1	AC	40	BLOCK CRACKING	588	02-21-2020	49	Low	23538	SqFt

Appendix B: Inspection Reports

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NVALLEYDR	2305	4000B-1	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	588	02-21-2020	49	Medium	4708	Ft
NVALLEYDR	2305	4000B-1	AC	40	PATCH/UTILITY CUT	588	02-21-2020	49	Low	1765	SqFt
NVALLEYDR	2310	4000B-2	AC	40	ALLIGATOR CRACKING	722	02-21-2020	40	Low	10833	SqFt
NVALLEYDR	2310	4000B-2	AC	40	BLOCK CRACKING	722	02-21-2020	40	Low	10833	SqFt
NVALLEYDR	2310	4000B-2	AC	40	JOINT REFLECTION CRACKING	722	02-21-2020	40	Medium	144	Ft
NVALLEYDR	2310	4000B-2	AC	40	PATCH/UTILITY CUT	722	02-21-2020	40	Low	8667	SqFt
OUTLOOKCT	2320	18000B	AC	30	LONGITUDINAL/TRANSVERSE CRACKING	383	02-20-2020	91	Low	479	Ft
PACIFICCIR	2325	13700B	AC	36		1275	02-20-2020	100		0	
PALMERAVE	2350	2600B-5	AC	34	ALLIGATOR CRACKING	217	02-26-2020	56	Low	109	SqFt
PALMERAVE	2350	2600B-5	AC	34	ALLIGATOR CRACKING	217	02-26-2020	56	Medium	347	SqFt
PALMERAVE	2350	2600B-5	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	217	02-26-2020	56	Medium	217	Ft
PALMERAVE	2340	2500B-3	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	271	02-26-2020	84	Low	179	Ft
PALMERAVE	2340	2500B-3	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	271	02-26-2020	84	Medium	179	Ft
PALMERAVE	2330	2500B-1	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	259	02-26-2020	81	Low	129	Ft
PALMERAVE	2330	2500B-1	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	259	02-26-2020	81	Medium	259	Ft
PALMERAVE	2370	600B	AC	33	ALLIGATOR CRACKING	376	02-26-2020	56	Low	2369	SqFt
PALMERAVE	2370	600B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	376	02-26-2020	56	Low	188	Ft
PALMERAVE	2370	600B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	376	02-26-2020	56	Medium	226	Ft
PALMERAVE	2335	2500B-2	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	126	02-26-2020	73	High	83	Ft
PALMERAVE	2360	400B	AC	32	ALLIGATOR CRACKING	372	02-26-2020	57	Low	2418	SqFt
PALMERAVE	2360	400B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	372	02-26-2020	57	Low	409	Ft
PALMERAVE	2355	300B	AC	33	ALLIGATOR CRACKING	372	02-26-2020	59	Low	1786	SqFt
PALMERAVE	2355	300B	AC	33	BLOCK CRACKING	372	02-26-2020	59	Low	1191	SqFt
PALMERAVE	2355	300B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	372	02-26-2020	59	Low	447	Ft
PALMERAVE	2365	500B	AC	33	ALLIGATOR CRACKING	384	02-26-2020	42	Low	7293	SqFt
PALMERAVE	2365	500B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	384	02-26-2020	42	Low	576	Ft
PALMERAVE	2365	500B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	384	02-26-2020	42	Medium	192	Ft
PALMERAVE	2345	2600B-4	AC	33	BLOCK CRACKING	270	02-26-2020	75	Low	2701	SqFt
PALMERAVE	2345	2600B-4	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	270	02-26-2020	75	Medium	270	Ft
PEPPERCORN	2375	2500B	AC	32	ALLIGATOR CRACKING	694	02-26-2020	44	Medium	4164	SqFt
PEPPERCORN	2375	2500B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	694	02-26-2020	44	Low	1735	Ft
POTTSPL	2380	16800B	AC	24	EDGE CRACKING	719	02-21-2020	65	Low	431	Ft
POTTSPL	2380	16800B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	719	02-21-2020	65	Low	467	Ft
POTTSPL	2380	16800B	AC	24	PATCH/UTILITY CUT	719	02-21-2020	65	Low	6900	SqFt
PRIMROSELN	2400	17500B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	571	02-21-2020	86	Medium	320	Ft
PRIMROSELN	2390	17200B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	821	02-21-2020	84	Low	821	Ft
PRIMROSELN	2390	17200B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	821	02-21-2020	84	Medium	460	Ft
PRIMROSELN	2385	17100B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	548	02-21-2020	86	Medium	307	Ft
PRIMROSELN	2395	17400B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	560	02-21-2020	84	Low	280	Ft
PRIMROSELN	2395	17400B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	560	02-21-2020	84	Medium	313	Ft

Appendix B: Inspection Reports

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REDWINGCT	2415	100B-1	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	230	02-21-2020	65	High	166	Ft
REDWINGCT	2415	100B-1	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	230	02-21-2020	65	Low	124	Ft
REDWINGCT	2420	100B-2	AC	20	LONGITUDINAL/TRANSVERSE CRACKING	313	02-21-2020	63	High	188	Ft
REDWINGCT	2420	100B-2	AC	20	LONGITUDINAL/TRANSVERSE CRACKING	313	02-21-2020	63	Low	198	Ft
REDWINGCT	2420	100B-2	AC	20	LONGITUDINAL/TRANSVERSE CRACKING	313	02-21-2020	63	Medium	31	Ft
ROBERTSST	2445	3700B	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	532	02-21-2020	82	Low	1170	Ft
ROBERTSST	2445	3700B	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	532	02-21-2020	82	Medium	426	Ft
ROBERTSST	2425	16800B-1	AC	40	BLOCK CRACKING	308	02-21-2020	77	Low	1540	SqFt
ROBERTSST	2425	16800B-1	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	308	02-21-2020	77	Low	616	Ft
ROBERTSST	2425	16800B-1	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	308	02-21-2020	77	Medium	370	Ft
ROBERTSST	2430	16800B-2	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	353	02-21-2020	63	Low	141	Ft
ROBERTSST	2430	16800B-2	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	353	02-21-2020	63	Medium	512	Ft
ROBERTSST	2430	16800B-2	AC	40	PATCH/UTILITY CUT	353	02-21-2020	63	Low	4944	SqFt
ROBERTSST	2435	16800B-3	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	296	02-21-2020	77	Low	474	Ft
ROBERTSST	2435	16800B-3	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	296	02-21-2020	77	Medium	415	Ft
ROBERTSST	2435	16800B-3	AC	40	PATCH/UTILITY CUT	296	02-21-2020	77	Low	296	SqFt
ROBERTSST	2440	3600B	AC	40	EDGE CRACKING	185	02-21-2020	85	Medium	46	Ft
ROBERTSST	2440	3600B	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	185	02-21-2020	85	Low	518	Ft
ROSEMARYLN	2455	2500B-2	AC	33	ALLIGATOR CRACKING	271	02-26-2020	59	Medium	406	SqFt
ROSEMARYLN	2455	2500B-2	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	271	02-26-2020	59	Low	179	Ft
ROSEMARYLN	2455	2500B-2	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	271	02-26-2020	59	Medium	179	Ft
ROSEMARYLN	2450	2500B-1	AC	33	ALLIGATOR CRACKING	422	02-26-2020	58	Medium	422	SqFt
ROSEMARYLN	2450	2500B-1	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	422	02-26-2020	58	Medium	844	Ft
SADDLEDR	2485	13700B	AC	32	BLOCK CRACKING	604	02-21-2020	74	Low	12089	SqFt
SADDLEDR	2485	13700B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	604	02-21-2020	74	Low	181	Ft
SADDLEDR	2485	13700B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	604	02-21-2020	74	Medium	212	Ft
SADDLEDR	2480	13600B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	532	02-21-2020	86	Low	1245	Ft
SADDLEDR	2475	13500B	AC	32		596	02-21-2020	100		0	
SADDLEDR	2470	13000B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	500	02-21-2020	98	Low	160	Ft
SAGECT	2490	2500B	AC	33	ALLIGATOR CRACKING	177	02-26-2020	56	Low	133	SqFt
SAGECT	2490	2500B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	177	02-26-2020	56	Low	177	Ft
SAGECT	2490	2500B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	177	02-26-2020	56	Medium	532	Ft
SAGECT	2490	2500B	AC	33	PATCH/UTILITY CUT	177	02-26-2020	56	Low	850	SqFt
SANFORDST	2500	16500B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	529	02-21-2020	92	Medium	180	Ft
SANFORDST	2495	16600B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	896	02-21-2020	92	Medium	305	Ft
SCHUMANPL	2505	3600B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	673	02-21-2020	92	Medium	161	Ft
SERENADR	2515	2600B	AC	22	ALLIGATOR CRACKING	564	02-26-2020	59	Low	2255	SqFt
SERENADR	2515	2600B	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	564	02-26-2020	59	Low	1071	Ft
SERENADR	2510	2500B	AC	22	ALLIGATOR CRACKING	587	02-26-2020	45	Low	3521	SqFt
SERENADR	2510	2500B	AC	22	BLOCK CRACKING	587	02-26-2020	45	Low	6456	SqFt

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
SERENADR	2510	2500B	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	587	02-26-2020	45	Low	293	Ft
SERENADR	2510	2500B	AC	22	POTHOLE	587	02-26-2020	45	Low	12	Count
SETTLERRID	2530	3700B-1	AC	34	ALLIGATOR CRACKING	277	02-21-2020	60	Low	554	SqFt
SETTLERRID	2530	3700B-1	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	277	02-21-2020	60	Low	2770	Ft
SETTLERRID	2520	3500B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	512	02-21-2020	92	Low	614	Ft
SETTLERRID	2535	3700B-2	AC	34	ALLIGATOR CRACKING	551	02-21-2020	59	Medium	551	SqFt
SETTLERRID	2535	3700B-2	AC	34	BLOCK CRACKING	551	02-21-2020	59	Low	5514	SqFt
SETTLERRID	2535	3700B-2	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	551	02-21-2020	59	Low	1654	Ft
SETTLERRID	2525	3600B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	602	02-21-2020	93	Low	614	Ft
SILOCT	2545	100B-2	AC	24	ALLIGATOR CRACKING	464	02-21-2020	29	Medium	5566	SqFt
SILOCT	2545	100B-2	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	464	02-21-2020	29	Low	510	Ft
SILOCT	2545	100B-2	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	464	02-21-2020	29	Medium	139	Ft
SILOCT	2540	100B-1	AC	24	ALLIGATOR CRACKING	616	02-21-2020	44	Medium	2155	SqFt
SILOCT	2540	100B-1	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	616	02-21-2020	44	High	246	Ft
SILOCT	2540	100B-1	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	616	02-21-2020	44	Low	185	Ft
SILOCT	2540	100B-1	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	616	02-21-2020	44	Medium	62	Ft
SILVERFOXC	2550	17500B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	879	02-21-2020	92	Low	1055	Ft
SINGLETREE	2560	3700B-2	AC	24	BLOCK CRACKING	671	02-21-2020	72	Low	16093	SqFt
SINGLETREE	2570	15100B	AC	24	BLOCK CRACKING	905	02-21-2020	57	Medium	21727	SqFt
SINGLETREE	2585	15300B-3	AC	24	BLOCK CRACKING	255	02-21-2020	72	Low	6115	SqFt
SINGLETREE	2580	15300B-2	AC	24	BLOCK CRACKING	484	02-21-2020	72	Low	11623	SqFt
SINGLETREE	2555	3700B-1	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	729	02-21-2020	83	Medium	525	Ft
SINGLETREE	2575	15300B-1	AC	24	ALLIGATOR CRACKING	441	02-21-2020	38	High	397	SqFt
SINGLETREE	2575	15300B-1	AC	24	BLOCK CRACKING	441	02-21-2020	38	Medium	6346	SqFt
SINGLETREE	2575	15300B-1	AC	24	PATCH/UTILITY CUT	441	02-21-2020	38	Low	740	SqFt
SINGLETREE	2565	15000B	AC	24	BLOCK CRACKING	600	02-21-2020	57	Medium	14393	SqFt
SNOWBERRYC	2590	3200B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	271	02-21-2020	92	Low	271	Ft
STAGECOACH	2600	13800B	AC	32	BLOCK CRACKING	760	02-21-2020	61	Low	12916	SqFt
STAGECOACH	2600	13800B	AC	32	BLOCK CRACKING	760	02-21-2020	61	Medium	7598	SqFt
STAGECOACH	2600	13800B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	760	02-21-2020	61	High	76	Ft
STAGECOACH	2600	13800B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	760	02-21-2020	61	Low	152	Ft
STAGECOACH	2600	13800B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	760	02-21-2020	61	Medium	152	Ft
STAGECOACH	2605	2700B	AC	32	EDGE CRACKING	813	02-21-2020	80	Low	244	Ft
STAGECOACH	2605	2700B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	813	02-21-2020	80	High	260	Ft
STALLIONWA	2610	2700B	AC	38	LONGITUDINAL/TRANSVERSE CRACKING	744	02-21-2020	84	Medium	565	Ft
STALLIONWA	2610	2700B	AC	38	PATCH/UTILITY CUT	744	02-21-2020	84	Low	744	SqFt
SUNFLOWERC	2615	3000B	AC	28	LONGITUDINAL/TRANSVERSE CRACKING	306	02-21-2020	92	Medium	86	Ft
SVALLEYDR	2465	4000B	AC	42	BLOCK CRACKING	719	02-21-2020	54	Medium	17268	SqFt
SVALLEYDR	2465	4000B	AC	42	LONGITUDINAL/TRANSVERSE CRACKING	719	02-21-2020	54	Low	1439	Ft
SVALLEYDR	2465	4000B	AC	42	LONGITUDINAL/TRANSVERSE CRACKING	719	02-21-2020	54	Medium	719	Ft

Appendix B: Inspection Reports

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SVALLEYDR	2465	4000B	AC	42	PATCH/UTILITY CUT	719	02-21-2020	54	Low	4317	SqFt
SVALLEYDR	2460	3900B	AC	40	ALLIGATOR CRACKING	414	02-21-2020	45	Medium	41	SqFt
SVALLEYDR	2460	3900B	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	414	02-21-2020	45	Low	829	Ft
SVALLEYDR	2460	3900B	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	414	02-21-2020	45	Medium	497	Ft
SVALLEYDR	2460	3900B	AC	40	POTHOLE	414	02-21-2020	45	High	12	Count
SWEETMEADO	2620	3400B	AC	28	EDGE CRACKING	370	02-21-2020	88	Medium	11	Ft
SWEETMEADO	2620	3400B	AC	28	POTHOLE	370	02-21-2020	88	Low	4	Count
TINCUPLN	2625	3700B	AC	32		133	03-17-1908	100		0	
VALEVIEWLN	2650	3700B	AC	30	LONGITUDINAL/TRANSVERSE CRACKING	2496	02-21-2020	83	Low	7487	Ft
VALEVIEWLN	2630	17000B	AC	30	ALLIGATOR CRACKING	365	02-21-2020	50	Medium	822	SqFt
VALEVIEWLN	2630	17000B	AC	30	LONGITUDINAL/TRANSVERSE CRACKING	365	02-21-2020	50	Low	183	Ft
VALEVIEWLN	2630	17000B	AC	30	RAVELING	365	02-21-2020	50	Medium	1827	SqFt
VALEVIEWLN	2640	3400B	AC	30	LONGITUDINAL/TRANSVERSE CRACKING	320	02-21-2020	95	Low	192	Ft
VALEVIEWLN	2645	3500B	AC	30	LONGITUDINAL/TRANSVERSE CRACKING	2871	02-21-2020	89	Low	4307	Ft
VALLEYDR	2665	14000B	AC	40	ALLIGATOR CRACKING	655	02-21-2020	50	High	956	SqFt
VALLEYDR	2665	14000B	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	655	02-21-2020	50	Low	2095	Ft
VIEWCT	2670	100B	AC	24	ALLIGATOR CRACKING	329	02-19-2020	71	Low	263	SqFt
VIEWCT	2670	100B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	329	02-19-2020	71	Low	207	Ft
VIEWCT	2670	100B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	329	02-19-2020	71	Medium	230	Ft
WAGONTRAIL	2675	18000B	AC	33	LONGITUDINAL/TRANSVERSE CRACKING	1867	02-21-2020	93	Low	1774	Ft
WAGONTRAIL	2680	18400B	AC	30	LONGITUDINAL/TRANSVERSE CRACKING	1854	02-21-2020	95	Low	1112	Ft
WCR13	1270	14000B	AC	26		565	02-19-2020	100		0	
WCR13	1275	14100B	AC	26		1337	02-19-2020	100		0	
WCR13	1295	15000B	AC	25		998	02-19-2020	100		0	
WCR13	1280	14300B	AC	26		196	02-19-2020	100		0	
WCR13	1285	14400B	AC	26		444	02-19-2020	100		0	
WCR13	1290	14500B	AC	26		2712	02-19-2020	100		0	
WCR28	1300	3800B	AC	27	LONGITUDINAL/TRANSVERSE CRACKING	454	02-19-2020	77	Low	45	Ft
WCR28	1300	3800B	AC	27	LONGITUDINAL/TRANSVERSE CRACKING	454	02-19-2020	77	Medium	123	Ft
WCR28	1300	3800B	AC	27	PATCH/UTILITY CUT	454	02-19-2020	77	High	123	SqFt
WCR28	1300	3800B	AC	27	PATCH/UTILITY CUT	454	02-19-2020	77	Medium	123	SqFt
WCR28	1310	4200B	AC	27	LONGITUDINAL/TRANSVERSE CRACKING	2755	02-19-2020	99	Low	321	Ft
WCR28	1305	3900B	AC	27	LONGITUDINAL/TRANSVERSE CRACKING	251	02-19-2020	98	Low	68	Ft
WCR32	1375	5400B	AC	24	ALLIGATOR CRACKING	4185	02-19-2020	49	Low	25113	SqFt
WCR32	1375	5400B	AC	24	BLOCK CRACKING	4185	02-19-2020	49	Low	73831	SqFt
WCR32	1375	5400B	AC	24	PATCH/UTILITY CUT	4185	02-19-2020	49	Low	1507	SqFt
WCR32	1360	3900B	AC	23	LONGITUDINAL/TRANSVERSE CRACKING	257	02-19-2020	94	Low	149	Ft
WCR32	1370	5000B	AC	24	ALLIGATOR CRACKING	3787	02-19-2020	13	High	18937	SqFt
WCR32	1370	5000B	AC	24	ALLIGATOR CRACKING	3787	02-19-2020	13	Low	45450	SqFt
WCR32	1370	5000B	AC	24	ALLIGATOR CRACKING	3787	02-19-2020	13	Medium	26512	SqFt

Appendix B: Inspection Reports

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WCR32	1355	3700B	AC	23	ALLIGATOR CRACKING	1047	02-19-2020	27	High	4189	SqFt
WCR32	1355	3700B	AC	23	ALLIGATOR CRACKING	1047	02-19-2020	27	Low	2095	SqFt
WCR32	1355	3700B	AC	23	EDGE CRACKING	1047	02-19-2020	27	High	105	Ft
WCR32	1355	3700B	AC	23	LONGITUDINAL/TRANSVERSE CRACKING	1047	02-19-2020	27	Low	209	Ft
WCR32	1350	3500B	AC	32		1336	02-19-2020	100		0	
WCR32	1365	4200B	AC	24	ALLIGATOR CRACKING	2596	02-19-2020	13	High	15576	SqFt
WCR32	1365	4200B	AC	24	ALLIGATOR CRACKING	2596	02-19-2020	13	Low	31151	SqFt
WCR32	1365	4200B	AC	24	ALLIGATOR CRACKING	2596	02-19-2020	13	Medium	15576	SqFt
WCR34	1385	1300B	AC	25	LONGITUDINAL/TRANSVERSE CRACKING	1429	02-20-2020	95	Low	715	Ft
WCR34	1400	3900B	AC	42	ALLIGATOR CRACKING	567	02-20-2020	15	High	2269	SqFt
WCR34	1400	3900B	AC	42	ALLIGATOR CRACKING	567	02-20-2020	15	Medium	9078	SqFt
WCR34	1400	3900B	AC	42	LONGITUDINAL/TRANSVERSE CRACKING	567	02-20-2020	15	Low	397	Ft
WCR34	1400	3900B	AC	42	LONGITUDINAL/TRANSVERSE CRACKING	567	02-20-2020	15	Medium	142	Ft
WCR34	1410	4100B	AC	25	ALLIGATOR CRACKING	2407	02-20-2020	62	Low	8425	SqFt
WCR34	1410	4100B	AC	25	LONGITUDINAL/TRANSVERSE CRACKING	2407	02-20-2020	62	Low	1805	Ft
WCR34	1380	1200B	AC	25	LONGITUDINAL/TRANSVERSE CRACKING	411	02-20-2020	92	Low	357	Ft
WCR34	1390	1700B	AC	25	ALLIGATOR CRACKING	2117	02-20-2020	79	Low	1059	SqFt
WCR34	1390	1700B	AC	25	LONGITUDINAL/TRANSVERSE CRACKING	2117	02-20-2020	79	Low	3493	Ft
WCR34	1395	3100B	AC	25	ALLIGATOR CRACKING	4128	02-20-2020	32	Low	24770	SqFt
WCR34	1395	3100B	AC	25	ALLIGATOR CRACKING	4128	02-20-2020	32	Medium	16514	SqFt
WCR34	1395	3100B	AC	25	EDGE CRACKING	4128	02-20-2020	32	Low	330	Ft
WCR34	1395	3100B	AC	25	LONGITUDINAL/TRANSVERSE CRACKING	4128	02-20-2020	32	Low	3096	Ft
WCR341/2	1420	2500B	AC	24	ALLIGATOR CRACKING	485	02-26-2020	41	Medium	1165	SqFt
WCR341/2	1420	2500B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	485	02-26-2020	41	Medium	340	Ft
WCR341/2	1420	2500B	AC	24	RAVELING	485	02-26-2020	41	Medium	437	SqFt
WCR341/2	1420	2500B	AC	24	RUTTING	485	02-26-2020	41	Low	971	SqFt
WCR341/2	1415	2000B	AC	24	ALLIGATOR CRACKING	2636	02-26-2020	41	Low	21089	SqFt
WCR341/2	1415	2000B	AC	24	BLOCK CRACKING	2636	02-26-2020	41	Medium	26362	SqFt
WCR341/2	1415	2000B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	2636	02-26-2020	41	Low	923	Ft
WCR341/2	1415	2000B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	2636	02-26-2020	41	Medium	527	Ft
WCR341/2	1430	2800B	AC	24	ALLIGATOR CRACKING	1475	02-26-2020	13	High	2951	SqFt
WCR341/2	1430	2800B	AC	24	ALLIGATOR CRACKING	1475	02-26-2020	13	Low	8853	SqFt
WCR341/2	1430	2800B	AC	24	ALLIGATOR CRACKING	1475	02-26-2020	13	Medium	14755	SqFt
WCR341/2	1430	2800B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1475	02-26-2020	13	Low	354	Ft
WCR341/2	1430	2800B	AC	24	POTHOLE	1475	02-26-2020	13	High	15	Count
WCR341/2	1430	2800B	AC	24	RAVELING	1475	02-26-2020	13	High	1475	SqFt
WCR341/2	1425	2600B	AC	23	ALLIGATOR CRACKING	491	02-26-2020	31	Low	5897	SqFt
WCR341/2	1425	2600B	AC	23	ALLIGATOR CRACKING	491	02-26-2020	31	Medium	983	SqFt
WCR341/2	1425	2600B	AC	23	LONGITUDINAL/TRANSVERSE CRACKING	491	02-26-2020	31	Low	369	Ft
WCR36	1445	3300B	AC	32	BLOCK CRACKING	1451	02-21-2020	81	Low	11612	SqFt

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
WCR36	1445	3300B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	1451	02-21-2020	81	Low	2903	Ft
WCR36	1440	3100B	AC	32	ALLIGATOR CRACKING	1823	02-21-2020	73	Low	729	SqFt
WCR36	1440	3100B	AC	32	BLOCK CRACKING	1823	02-21-2020	73	Low	29173	SqFt
WCR36	1440	3100B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	1823	02-21-2020	73	Low	2735	Ft
WCR36	1450	3600B	AC	32	BLOCK CRACKING	623	02-21-2020	81	Low	4984	SqFt
WCR36	1450	3600B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	623	02-21-2020	81	Low	1246	Ft
WCR38	1480	3000B-2	AC	24	ALLIGATOR CRACKING	812	02-21-2020	59	Low	812	SqFt
WCR38	1480	3000B-2	AC	24	BLOCK CRACKING	812	02-21-2020	59	Low	12175	SqFt
WCR38	1480	3000B-2	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	812	02-21-2020	59	Low	812	Ft
WCR38	1480	3000B-2	AC	24	RAVELING	812	02-21-2020	59	Medium	1623	SqFt
WCR38	1485	3200B	AC	25	ALLIGATOR CRACKING	1399	02-21-2020	22	Low	6994	SqFt
WCR38	1485	3200B	AC	25	ALLIGATOR CRACKING	1399	02-21-2020	22	Medium	16786	SqFt
WCR38	1485	3200B	AC	25	EDGE CRACKING	1399	02-21-2020	22	Medium	839	Ft
WCR38	1485	3200B	AC	25	RAVELING	1399	02-21-2020	22	Medium	4197	SqFt
WCR38	1485	3200B	AC	25	RUTTING	1399	02-21-2020	22	Low	6994	SqFt
WCR38	1500	3900B	AC	38	ALLIGATOR CRACKING	499	02-21-2020	42	Low	3991	SqFt
WCR38	1500	3900B	AC	38	ALLIGATOR CRACKING	499	02-21-2020	42	Medium	748	SqFt
WCR38	1500	3900B	AC	38	LONGITUDINAL/TRANSVERSE CRACKING	499	02-21-2020	42	Low	299	Ft
WCR38	1500	3900B	AC	38	LONGITUDINAL/TRANSVERSE CRACKING	499	02-21-2020	42	Medium	299	Ft
WCR38	1475	3000B-1	AC	26	ALLIGATOR CRACKING	410	02-21-2020	30	Low	821	SqFt
WCR38	1475	3000B-1	AC	26	ALLIGATOR CRACKING	410	02-21-2020	30	Medium	3283	SqFt
WCR38	1475	3000B-1	AC	26	BLOCK CRACKING	410	02-21-2020	30	Low	1231	SqFt
WCR38	1475	3000B-1	AC	26	EDGE CRACKING	410	02-21-2020	30	Low	82	Ft
WCR38	1475	3000B-1	AC	26	RAVELING	410	02-21-2020	30	Medium	205	SqFt
WCR38	1495	3600B	AC	44	ALLIGATOR CRACKING	1767	02-20-2020	49	Low	21202	SqFt
WCR38	1495	3600B	AC	44	BLOCK CRACKING	1767	02-20-2020	49	Low	56539	SqFt
WCR38	1495	3600B	AC	44	POTHOLE	1767	02-20-2020	49	Low	18	Count
WCR38	1490	3500B	AC	45	ALLIGATOR CRACKING	616	02-21-2020	29	Low	6155	SqFt
WCR38	1490	3500B	AC	45	ALLIGATOR CRACKING	616	02-21-2020	29	Medium	12311	SqFt
WCR5	1545	17000B	AC	26	LONGITUDINAL/TRANSVERSE CRACKING	200	02-20-2020	82	Low	200	Ft
WCR5	1545	17000B	AC	26	LONGITUDINAL/TRANSVERSE CRACKING	200	02-20-2020	82	Medium	130	Ft
WCR5	1525	15000B	AC	24	ALLIGATOR CRACKING	5295	02-20-2020	76	Low	2065	SqFt
WCR5	1525	15000B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	5295	02-20-2020	76	Low	529	Ft
WCR5	1525	15000B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	5295	02-20-2020	76	Medium	3812	Ft
WCR5	1540	16700B	AC	24	BLOCK CRACKING	1771	02-20-2020	73	Low	34012	SqFt
WCR5	1540	16700B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1771	02-20-2020	73	Low	514	Ft
WCR5	1535	16500B	AC	24	BLOCK CRACKING	1198	02-20-2020	72	Low	28755	SqFt
WCR5	1515	14500B	AC	24	ALLIGATOR CRACKING	5314	02-20-2020	60	Low	17430	SqFt
WCR5	1515	14500B	AC	24	EDGE CRACKING	5314	02-20-2020	60	Medium	531	Ft
WCR5	1515	14500B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	5314	02-20-2020	60	Low	4251	Ft

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
WCR5	1530	16000B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	2731	02-20-2020	83	Low	6827	Ft
WCR51/2	1565	13700B	AC	27	LONGITUDINAL/TRANSVERSE CRACKING	1274	02-21-2020	81	Low	1911	Ft
WCR51/2	1565	13700B	AC	27	LONGITUDINAL/TRANSVERSE CRACKING	1274	02-21-2020	81	Medium	765	Ft
WCR51/2	1560	13500B	AC	27	ALLIGATOR CRACKING	1272	02-21-2020	69	Low	1908	SqFt
WCR51/2	1560	13500B	AC	27	LONGITUDINAL/TRANSVERSE CRACKING	1272	02-21-2020	69	Low	699	Ft
WCR51/2	1560	13500B	AC	27	LONGITUDINAL/TRANSVERSE CRACKING	1272	02-21-2020	69	Medium	687	Ft
WCR7	1630	16400B	AC	42	LONGITUDINAL/TRANSVERSE CRACKING	318	02-20-2020	92	Low	496	Ft
WCR7	1585	13500B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	2716	02-20-2020	90	Low	869	Ft
WCR7	1585	13500B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	2716	02-20-2020	90	Medium	869	Ft
WCR7	1575	12700B	AC	45	LONGITUDINAL/TRANSVERSE CRACKING	1326	02-20-2020	90	Low	2864	Ft
WCR7	1580	13000B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	2735	02-20-2020	84	Low	1422	Ft
WCR7	1580	13000B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	2735	02-20-2020	84	Medium	875	Ft
WCR7	1580	13000B	AC	32	PATCH/UTILITY CUT	2735	02-20-2020	84	Low	5060	SqFt
WCR7	1610	15200B	AC	24	ALLIGATOR CRACKING	1105	02-20-2020	49	Low	3314	SqFt
WCR7	1610	15200B	AC	24	EDGE CRACKING	1105	02-20-2020	49	Low	1105	Ft
WCR7	1610	15200B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1105	02-20-2020	49	Low	331	Ft
WCR7	1610	15200B	AC	24	RUTTING	1105	02-20-2020	49	Low	3314	SqFt
WCR7	1650	17000B	AC	24	ALLIGATOR CRACKING	2141	02-20-2020	30	Low	428	SqFt
WCR7	1650	17000B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	2141	02-20-2020	30	Low	1499	Ft
WCR7	1650	17000B	AC	24	PATCH/UTILITY CUT	2141	02-20-2020	30	High	9847	SqFt
WCR7	1595	14500B	AC	32	ALLIGATOR CRACKING	1089	02-20-2020	60	Medium	816	SqFt
WCR7	1595	14500B	AC	32	EDGE CRACKING	1089	02-20-2020	60	Low	283	Ft
WCR7	1595	14500B	AC	32	EDGE CRACKING	1089	02-20-2020	60	Medium	44	Ft
WCR7	1595	14500B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	1089	02-20-2020	60	Low	435	Ft
WCR7	1595	14500B	AC	32	POTHOLE	1089	02-20-2020	60	Low	22	Count
WCR7	1595	14500B	AC	32	RUTTING	1089	02-20-2020	60	Low	544	SqFt
WCR7	1600	14800B	AC	24	LANE/SHOULDER DROP	1054	02-20-2020	87	Medium	1054	Ft
WCR7	1600	14800B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1054	02-20-2020	87	Low	1002	Ft
WCR7	1570	12400B	AC	47	LONGITUDINAL/TRANSVERSE CRACKING	1348	02-20-2020	87	Low	2021	Ft
WCR7	1570	12400B	AC	47	LONGITUDINAL/TRANSVERSE CRACKING	1348	02-20-2020	87	Medium	674	Ft
WCR7	1570	12400B	AC	47	PATCH/UTILITY CUT	1348	02-20-2020	87	Low	674	SqFt
WCR7	1645	16500B-2	AC	24	ALLIGATOR CRACKING	222	02-20-2020	3	High	1777	SqFt
WCR7	1645	16500B-2	AC	24	ALLIGATOR CRACKING	222	02-20-2020	3	Medium	1777	SqFt
WCR7	1645	16500B-2	AC	24	EDGE CRACKING	222	02-20-2020	3	High	56	Ft
WCR7	1645	16500B-2	AC	24	EDGE CRACKING	222	02-20-2020	3	Medium	56	Ft
WCR7	1645	16500B-2	AC	24	PATCH/UTILITY CUT	222	02-20-2020	3	High	333	SqFt
WCR7	1645	16500B-2	AC	24	POTHOLE	222	02-20-2020	3	High	13	Count
WCR7	1645	16500B-2	AC	24	POTHOLE	222	02-20-2020	3	Low	4	Count
WCR7	1645	16500B-2	AC	24	POTHOLE	222	02-20-2020	3	Medium	2	Count
WCR7	1660	17500B	AC	25	ALLIGATOR CRACKING	355	02-20-2020	51	Medium	710	SqFt

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
WCR7	1660	17500B	AC	25	PATCH/UTILITY CUT	355	02-20-2020	51	Low	1795	SqFt
WCR7	1655	17400B	AC	24	ALLIGATOR CRACKING	890	02-20-2020	4	High	2135	SqFt
WCR7	1655	17400B	AC	24	ALLIGATOR CRACKING	890	02-20-2020	4	Low	6405	SqFt
WCR7	1655	17400B	AC	24	ALLIGATOR CRACKING	890	02-20-2020	4	Medium	12811	SqFt
WCR7	1655	17400B	AC	24	RUTTING	890	02-20-2020	4	Low	5338	SqFt
WCR7	1625	16300B	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	446	02-20-2020	93	Low	521	Ft
WCR7	1605	15000B	AC	24	ALLIGATOR CRACKING	1489	02-20-2020	45	Low	5956	SqFt
WCR7	1605	15000B	AC	24	LONGITUDINAL/TRANSVERSE CRACKING	1489	02-20-2020	45	Low	715	Ft
WCR7	1605	15000B	AC	24	PATCH/UTILITY CUT	1489	02-20-2020	45	Medium	2502	SqFt
WCR7	1605	15000B	AC	24	POTHOLE	1489	02-20-2020	45	Medium	15	Count
WCR7	1620	15500B	AC	24	BLOCK CRACKING	2651	02-20-2020	72	Low	63613	SqFt
WCR7	1635	16500B-1	AC	25	ALLIGATOR CRACKING	2411	02-28-2020	17	High	6027	SqFt
WCR7	1635	16500B-1	AC	25	ALLIGATOR CRACKING	2411	02-28-2020	17	Low	36161	SqFt
WCR7	1635	16500B-1	AC	25	POTHOLE	2411	02-28-2020	17	Low	72	Count
WCR7	1590	14000B	AC	32	ALLIGATOR CRACKING	3013	02-20-2020	71	Low	6026	SqFt
WCR7	1590	14000B	AC	32	LONGITUDINAL/TRANSVERSE CRACKING	3013	02-20-2020	71	Low	1055	Ft
WCR91/2	1675	13000B-2	AC	60	BLOCK CRACKING	32	02-19-2020	42	Low	1800	SqFt
WCR91/2	1675	13000B-2	AC	60	LONGITUDINAL/TRANSVERSE CRACKING	32	02-19-2020	42	High	10	Ft
WCR91/2	1675	13000B-2	AC	60	RAVELING	32	02-19-2020	42	Medium	1893	SqFt
WCR91/2	1675	13000B-2	AC	60	RUTTING	32	02-19-2020	42	Low	64	SqFt
WCR91/2	1690	14500B	AC	36	ALLIGATOR CRACKING	1693	02-19-2020	47	Low	15237	SqFt
WCR91/2	1690	14500B	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	1693	02-19-2020	47	Low	2201	Ft
WCR91/2	1690	14500B	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	1693	02-19-2020	47	Medium	169	Ft
WCR91/2	1690	14500B	AC	36	POTHOLE	1693	02-19-2020	47	Low	17	Count
WCR91/2	1690	14500B	AC	36	RUTTING	1693	02-19-2020	47	Low	4233	SqFt
WCR91/2	1670	13000B-1	AC	52	ALLIGATOR CRACKING	1347	02-19-2020	32	High	5980	SqFt
WCR91/2	1670	13000B-1	AC	52	ALLIGATOR CRACKING	1347	02-19-2020	32	Low	269	SqFt
WCR91/2	1670	13000B-1	AC	52	LONGITUDINAL/TRANSVERSE CRACKING	1347	02-19-2020	32	High	148	Ft
WCR91/2	1670	13000B-1	AC	52	LONGITUDINAL/TRANSVERSE CRACKING	1347	02-19-2020	32	Low	2344	Ft
WCR91/2	1670	13000B-1	AC	52	LONGITUDINAL/TRANSVERSE CRACKING	1347	02-19-2020	32	Medium	269	Ft
WCR91/2	1670	13000B-1	AC	52	PATCH/UTILITY CUT	1347	02-19-2020	32	Low	12877	SqFt
WCR91/2	1680	13500B	AC	52	ALLIGATOR CRACKING	3944	02-19-2020	64	Low	373	SqFt
WCR91/2	1680	13500B	AC	52	LONGITUDINAL/TRANSVERSE CRACKING	3944	02-19-2020	64	Low	4475	Ft
WCR91/2	1680	13500B	AC	52	LONGITUDINAL/TRANSVERSE CRACKING	3944	02-19-2020	64	Medium	2983	Ft
WCR91/2	1680	13500B	AC	52	RAVELING	3944	02-19-2020	64	Medium	67124	SqFt
WCR91/2	1695	14700B	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	1634	02-19-2020	84	Low	3758	Ft
WCR91/2	1695	14700B	AC	36	LONGITUDINAL/TRANSVERSE CRACKING	1634	02-19-2020	84	Medium	654	Ft
WCR91/2	1685	14000B	AC	52	ALLIGATOR CRACKING	1986	02-19-2020	78	Low	397	SqFt
WCR91/2	1685	14000B	AC	52	LONGITUDINAL/TRANSVERSE CRACKING	1986	02-19-2020	78	Low	1390	Ft
WCR91/2	1685	14000B	AC	52	LONGITUDINAL/TRANSVERSE CRACKING	1986	02-19-2020	78	Medium	3377	Ft

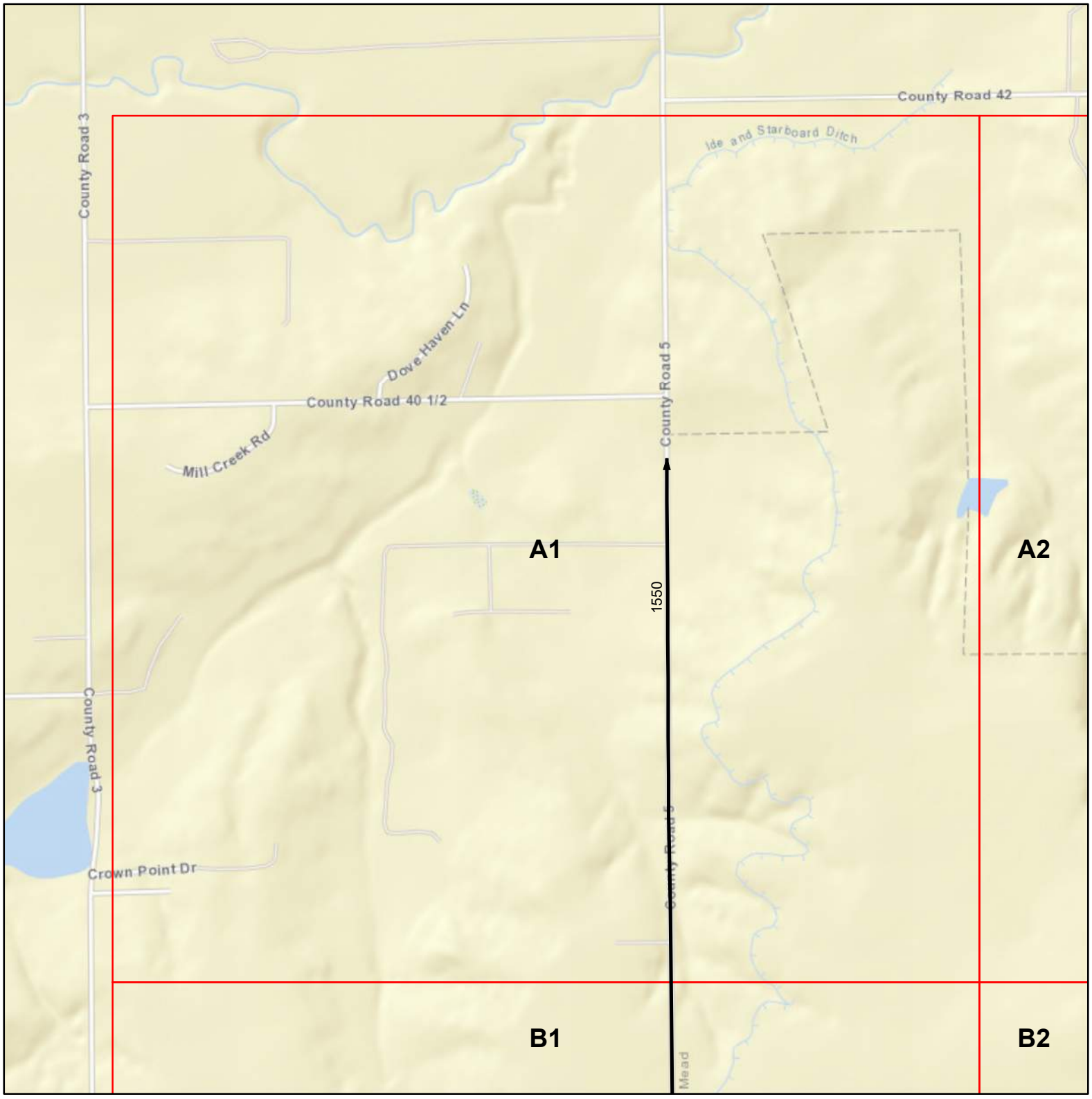
Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
WEBERWAY	2685	16800B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	980	02-21-2020	78	High	343	Ft
WEBERWAY	2685	16800B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	980	02-21-2020	78	Low	980	Ft
WEBERWAY	2685	16800B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	980	02-21-2020	78	Medium	196	Ft
WELKERAVE	2695	200B	AC	29	EDGE CRACKING	376	02-26-2020	57	High	19	Ft
WELKERAVE	2695	200B	AC	29	LONGITUDINAL/TRANSVERSE CRACKING	376	02-26-2020	57	Low	376	Ft
WELKERAVE	2695	200B	AC	29	RUTTING	376	02-26-2020	57	Low	3006	SqFt
WELKERAVE	2710	500B	AC	40		377	02-26-2020	100		0	
WELKERAVE	2716	700B	AAC	25	LONGITUDINAL/TRANSVERSE CRACKING	1012	03-09-2020	85	Low	202	Ft
WELKERAVE	2716	700B	AAC	25	LONGITUDINAL/TRANSVERSE CRACKING	1012	03-09-2020	85	Medium	506	Ft
WELKERAVE	2700	300B	AC	26	ALLIGATOR CRACKING	378	02-26-2020	37	Low	2645	SqFt
WELKERAVE	2700	300B	AC	26	LONGITUDINAL/TRANSVERSE CRACKING	378	02-26-2020	37	Low	567	Ft
WELKERAVE	2700	300B	AC	26	RAILROAD CROSSING	378	02-26-2020	37	Medium	1360	SqFt
WELKERAVE	2705	400B	AC	40	LONGITUDINAL/TRANSVERSE CRACKING	371	02-26-2020	94	Low	186	Ft
WELKERAVE	2705	400B	AC	40	PATCH/UTILITY CUT	371	02-26-2020	94	Low	223	SqFt
WELKERAVE	2690	100B	AC	25	BLOCK CRACKING	378	02-26-2020	63	Low	5669	SqFt
WELKERAVE	2690	100B	AC	25	RAVELING	378	02-26-2020	63	Medium	2645	SqFt
WELKERAVE	2718	2000B	AAC	24	LONGITUDINAL/TRANSVERSE CRACKING	2760	03-09-2020	84	Low	2760	Ft
WELKERAVE	2718	2000B	AAC	24	LONGITUDINAL/TRANSVERSE CRACKING	2760	03-09-2020	84	Medium	1104	Ft
WELKERAVE	2715	600B	AC	40		377	02-26-2020	100		0	
WESTVIEWDR	2725	16500B-2	AC	22	ALLIGATOR CRACKING	199	02-26-2020	58	Low	716	SqFt
WESTVIEWDR	2725	16500B-2	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	199	02-26-2020	58	Low	239	Ft
WESTVIEWDR	2725	16500B-2	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	199	02-26-2020	58	Medium	40	Ft
WESTVIEWDR	2720	16500B-1	AC	22	ALLIGATOR CRACKING	349	02-26-2020	4	High	2094	SqFt
WESTVIEWDR	2720	16500B-1	AC	22	ALLIGATOR CRACKING	349	02-26-2020	4	Low	698	SqFt
WESTVIEWDR	2720	16500B-1	AC	22	BLOCK CRACKING	349	02-26-2020	4	Low	4188	SqFt
WESTVIEWDR	2720	16500B-1	AC	22	POTHOLE	349	02-26-2020	4	High	14	Count
WESTVIEWDR	2720	16500B-1	AC	22	POTHOLE	349	02-26-2020	4	Low	17	Count
WESTVIEWDR	2720	16500B-1	AC	22	POTHOLE	349	02-26-2020	4	Medium	3	Count
WESTVIEWDR	2735	16800B	AC	23	ALLIGATOR CRACKING	168	02-26-2020	73	Low	84	SqFt
WESTVIEWDR	2735	16800B	AC	23	LONGITUDINAL/TRANSVERSE CRACKING	168	02-26-2020	73	Low	522	Ft
WESTVIEWDR	2730	16700B	AC	22	ALLIGATOR CRACKING	574	02-26-2020	27	Low	1149	SqFt
WESTVIEWDR	2730	16700B	AC	22	ALLIGATOR CRACKING	574	02-26-2020	27	Medium	862	SqFt
WESTVIEWDR	2730	16700B	AC	22	EDGE CRACKING	574	02-26-2020	27	Low	287	Ft
WESTVIEWDR	2730	16700B	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	574	02-26-2020	27	Low	345	Ft
WESTVIEWDR	2730	16700B	AC	22	LONGITUDINAL/TRANSVERSE CRACKING	574	02-26-2020	27	Medium	57	Ft
WESTVIEWDR	2730	16700B	AC	22	POTHOLE	574	02-26-2020	27	High	6	Count
WESTVIEWDR	2730	16700B	AC	22	POTHOLE	574	02-26-2020	27	Low	6	Count
WESTVIEWDR	2730	16700B	AC	22	POTHOLE	574	02-26-2020	27	Medium	6	Count
WHETSTONEW	2740	3500B	AC	34	LONGITUDINAL/TRANSVERSE CRACKING	1108	02-21-2020	86	Low	2770	Ft
WHITETAILC	2750	3700B-2	AC	24	BLOCK CRACKING	925	02-21-2020	55	Medium	22189	SqFt

Appendix B: Inspection Reports

BranchID	GISID	SectionID	Surface Type	Width	Distress Description	Length	Date	PCI	Severity	Distress Quantity	Distress Quantity Units
WHITETAILC	*2750*	*3700B-2*	*AC*	*24*	*LONGITUDINAL/TRANSVERSE CRACKING*	*925*	*02-21-2020*	*55*	*Low*	*1849*	*Ft*
WHITETAILC	*2745*	*3700B-1*	*AC*	*24*	*BLOCK CRACKING*	*662*	*02-21-2020*	*57*	*Medium*	*15894*	*SqFt*
WILLOWDR	*2760*	*200B-2*	*AC*	*22*	*ALLIGATOR CRACKING*	*2062*	*02-21-2020*	*37*	*Low*	*12373*	*SqFt*
WILLOWDR	*2760*	*200B-2*	*AC*	*22*	*BLOCK CRACKING*	*2062*	*02-21-2020*	*37*	*Medium*	*45366*	*SqFt*
WILLOWDR	*2755*	*200B-1*	*AC*	*22*	*ALLIGATOR CRACKING*	*920*	*02-21-2020*	*12*	*High*	*13802*	*SqFt*
WILLOWDR	*2755*	*200B-1*	*AC*	*22*	*BLOCK CRACKING*	*920*	*02-21-2020*	*12*	*Medium*	*20243*	*SqFt*
WRANGLERWA	*2595*	*13700B*	*AC*	*32*	*BLOCK CRACKING*	*815*	*02-21-2020*	*76*	*Low*	*14669*	*SqFt*
WRANGLERWA	*2595*	*13700B*	*AC*	*32*	*LONGITUDINAL/TRANSVERSE CRACKING*	*815*	*02-21-2020*	*76*	*Low*	*383*	*Ft*
WRANGLERWA	*2765*	*13500B*	*AC*	*32*	*ALLIGATOR CRACKING*	*1185*	*02-21-2020*	*67*	*Low*	*237*	*SqFt*
WRANGLERWA	*2765*	*13500B*	*AC*	*32*	*BLOCK CRACKING*	*1185*	*02-21-2020*	*67*	*Low*	*1185*	*SqFt*
WRANGLERWA	*2765*	*13500B*	*AC*	*32*	*LONGITUDINAL/TRANSVERSE CRACKING*	*1185*	*02-21-2020*	*67*	*Low*	*11849*	*Ft*

Appendix B: Town of Mead Roads



N

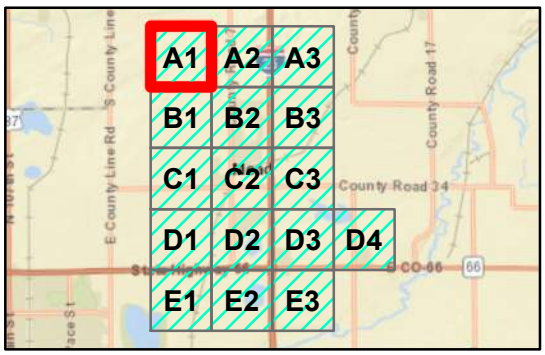
0 235 470 940 1,410 1,880 Feet

Scale

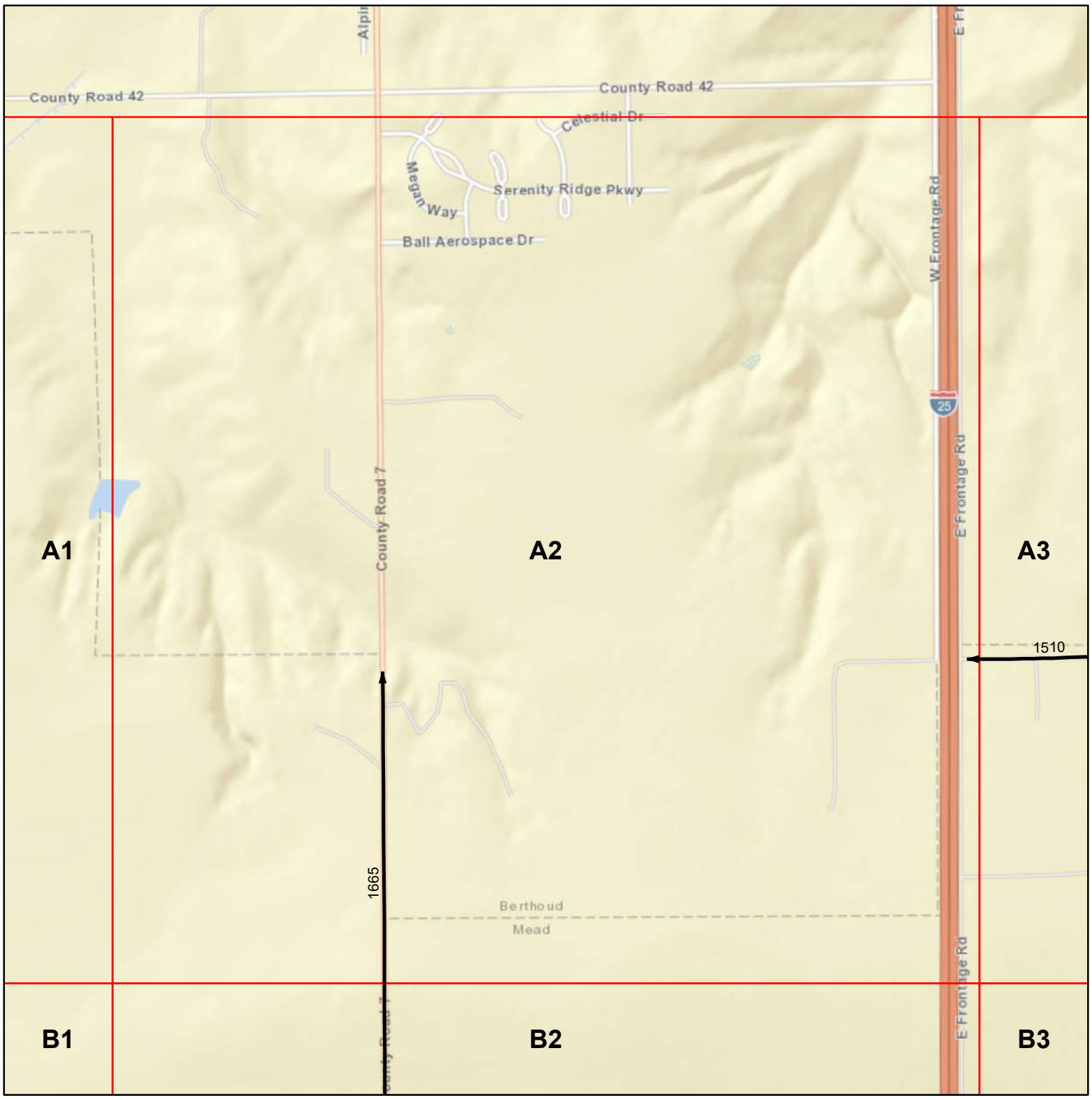
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

Legend

- Road Segments
- Grid
- xxxx GISID



Appendix B: Town of Mead Roads



N

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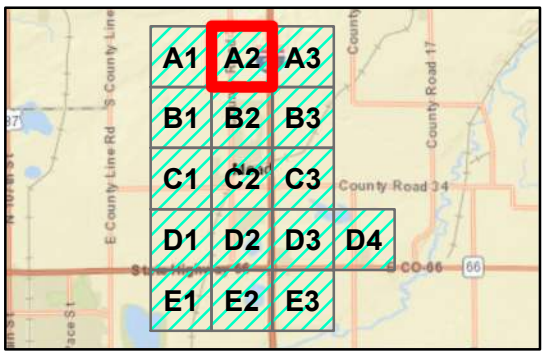
Scale

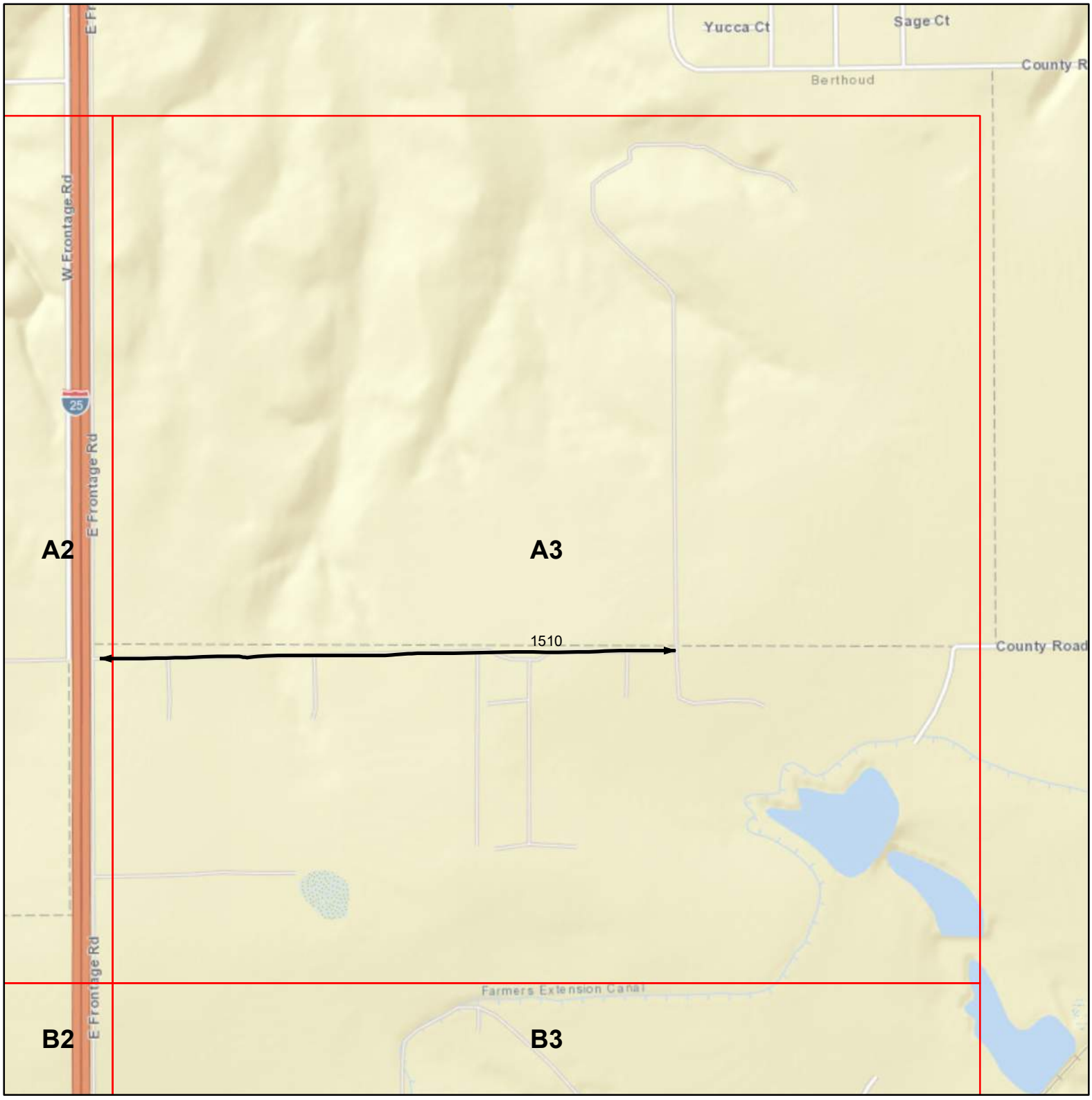
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

Legend

- Road Segments
- Grid
- xxxx GISID



Appendix B: Town of Mead Roads



N

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Scale

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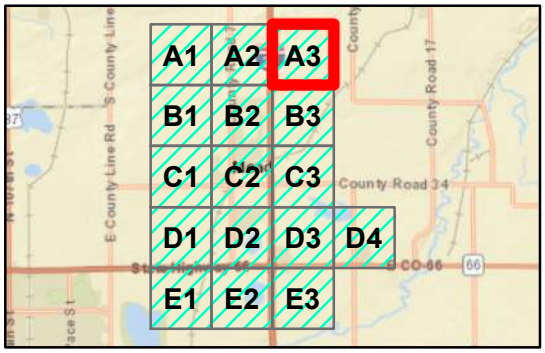
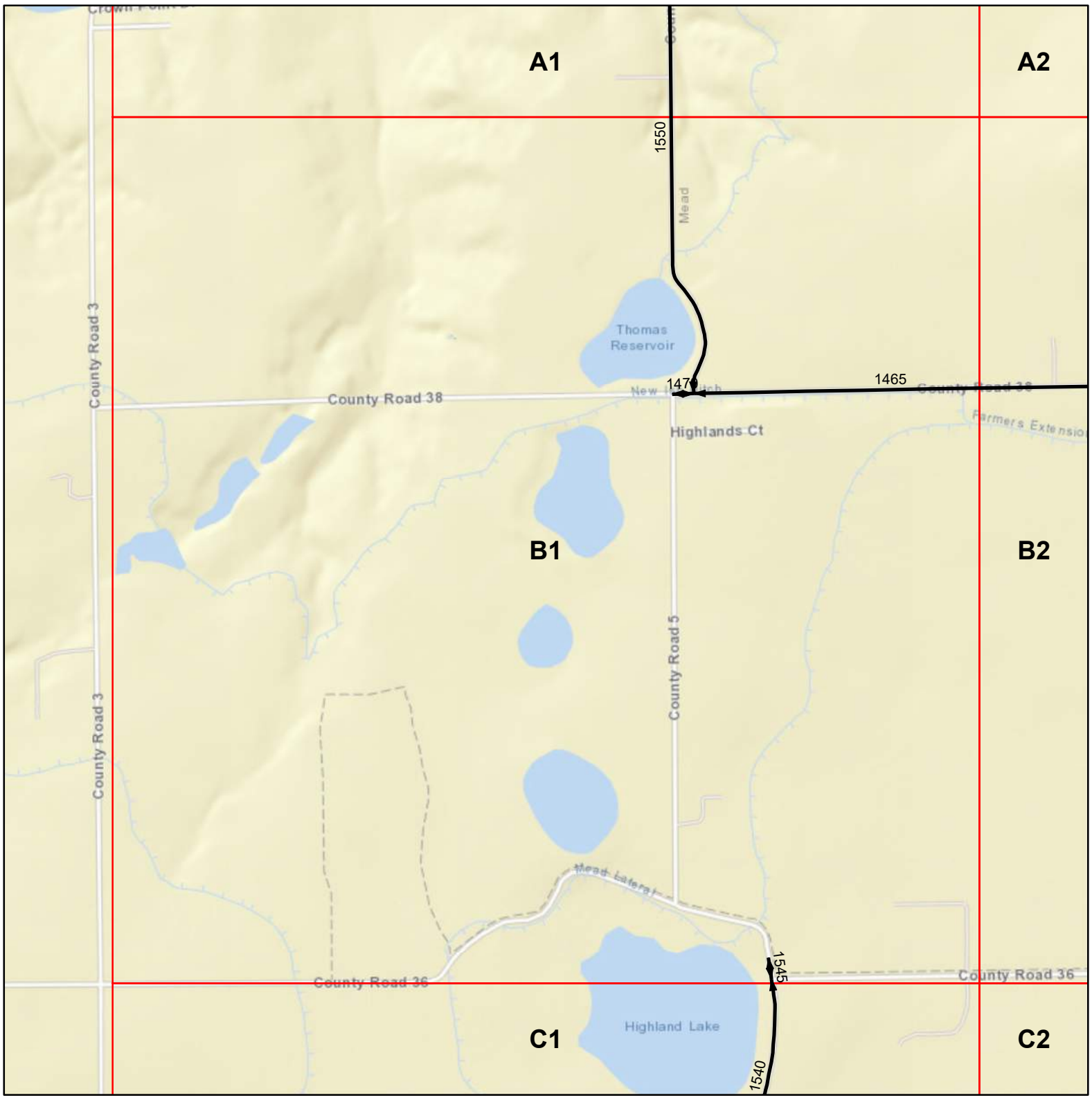
Legend

- Road Segments
- Grid
- xxxx GISID



Appendix B: Town of Mead Roads



N

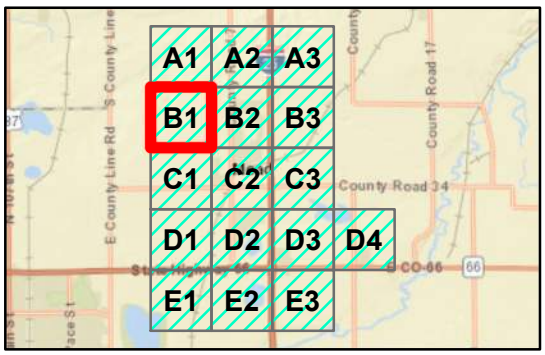
0 235 470 940 1,410 1,880 Feet

Scale

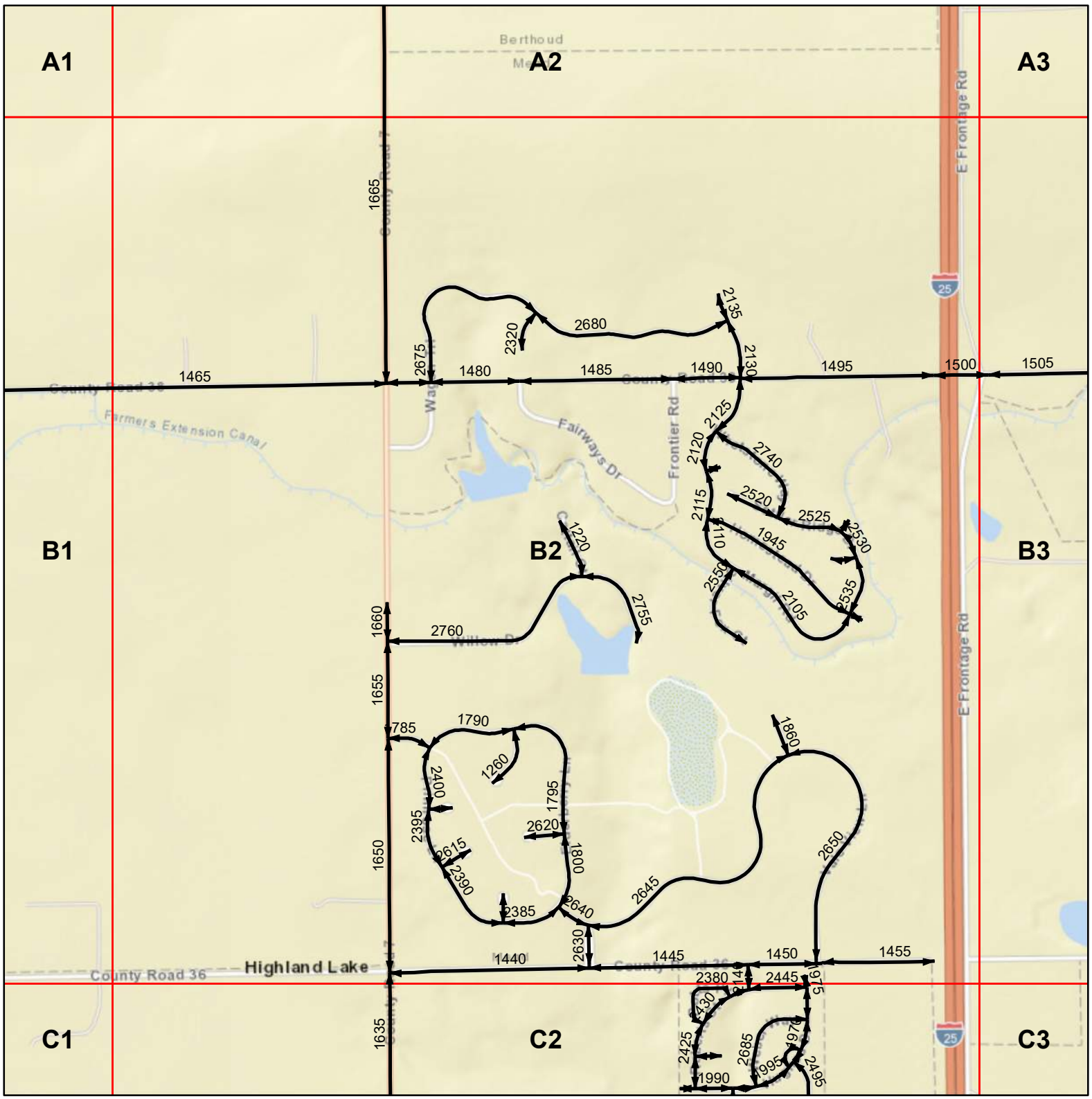
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

Legend

- Road Segments
- Grid
- xxxx GISID



Appendix B: Town of Mead Roads



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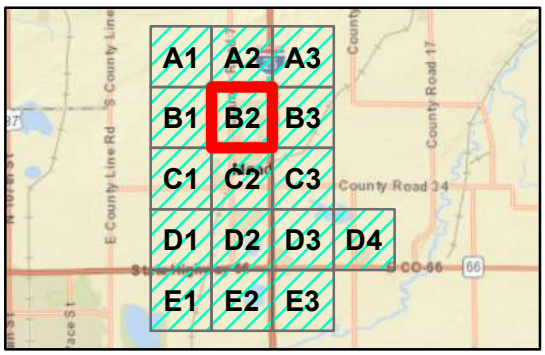
0 235 470 940 1,410 1,880 Feet

Scale

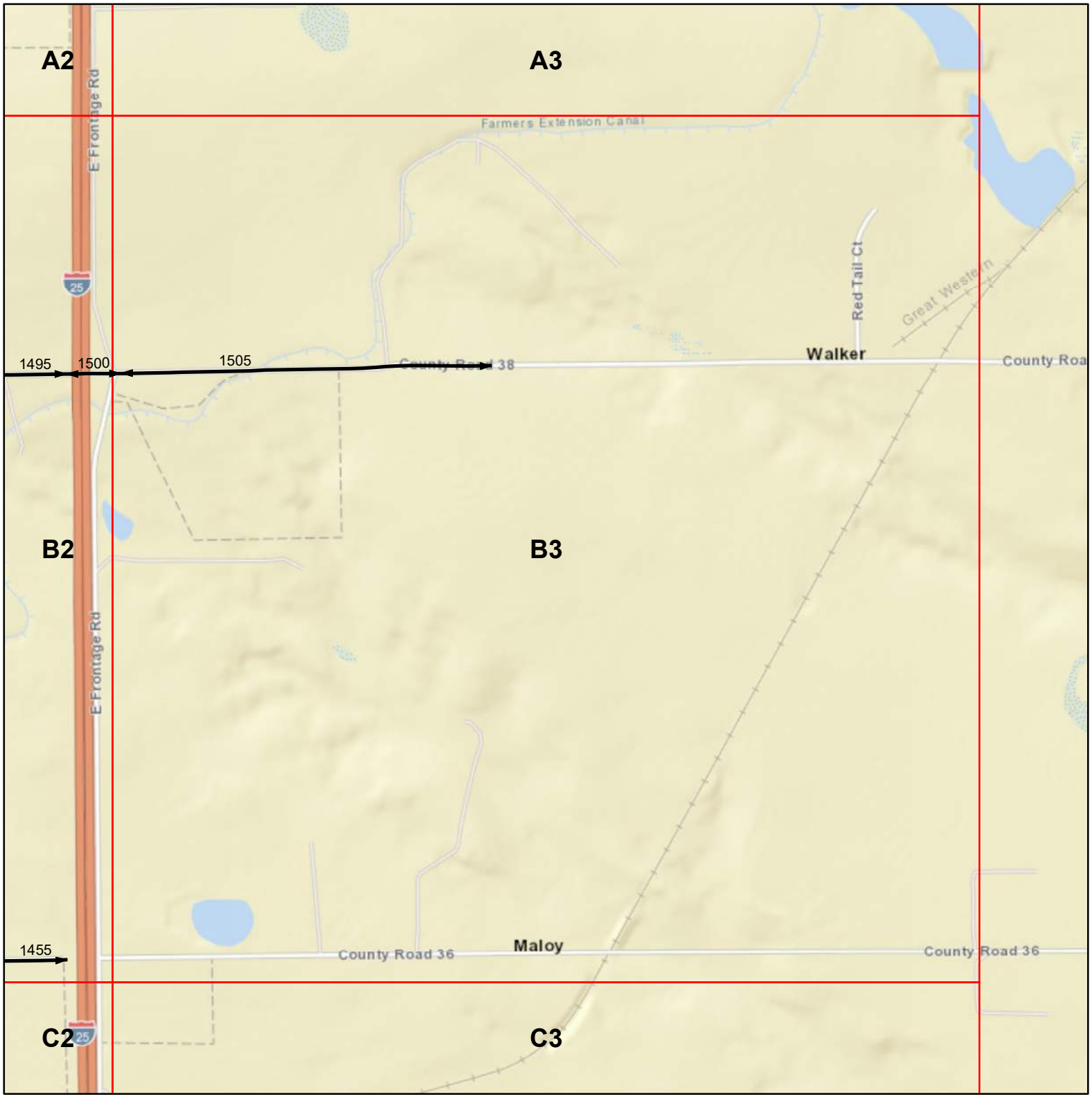
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

Legend

- Road Segments
- Grid
- xxxx GISID



Appendix B: Town of Mead Roads



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Scale

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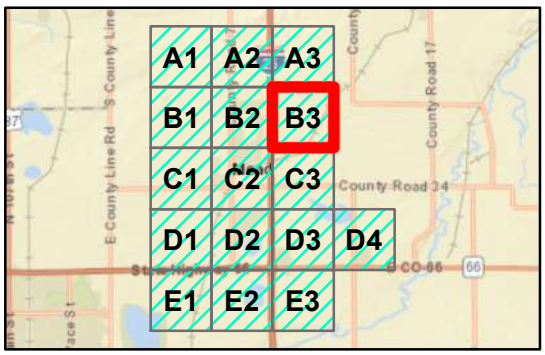
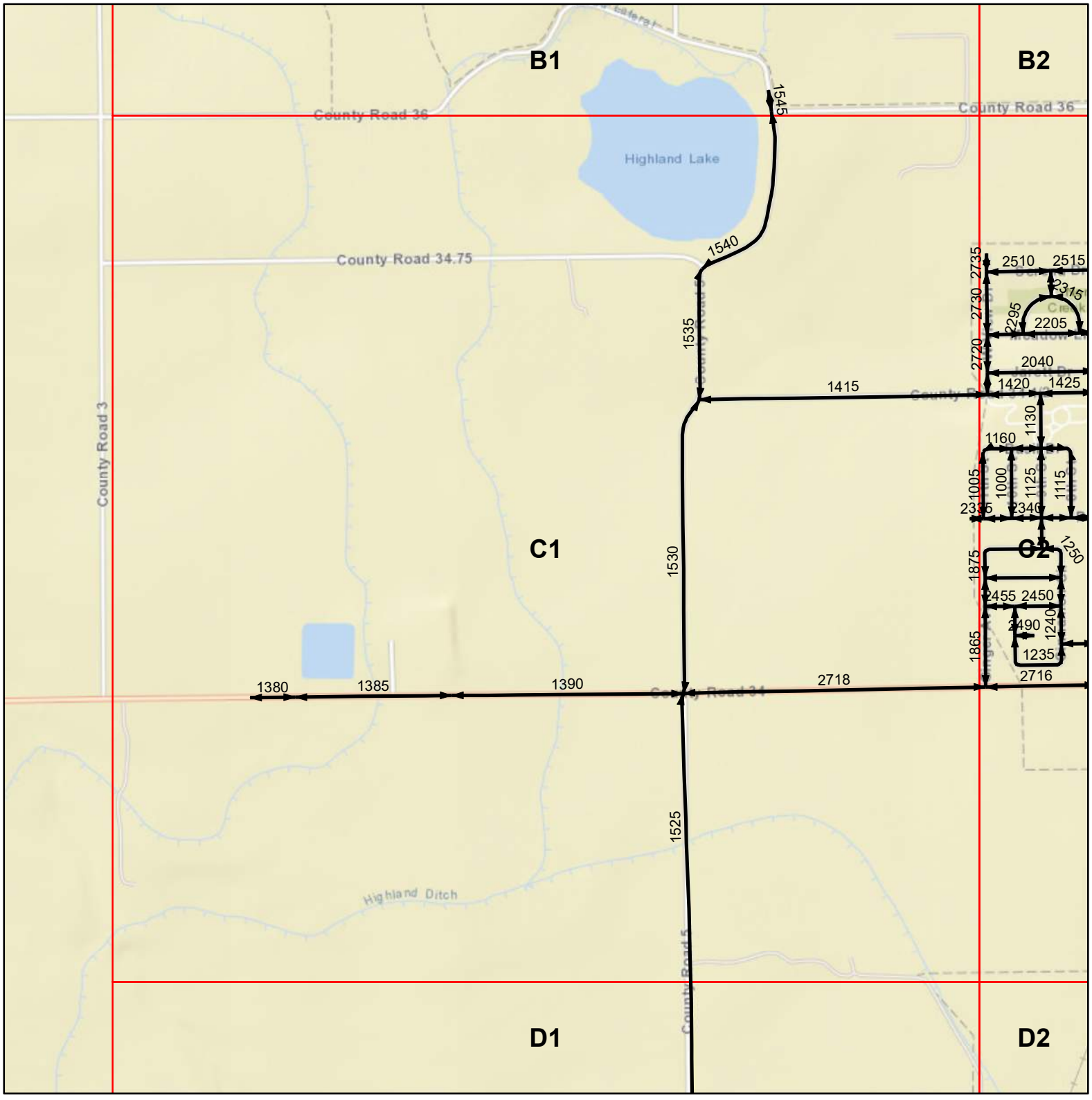
Legend

- Road Segments
- Grid
- xxxx GISID



Appendix B: Town of Mead Roads



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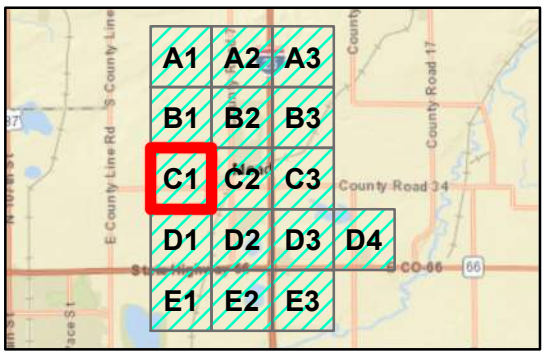
Scale

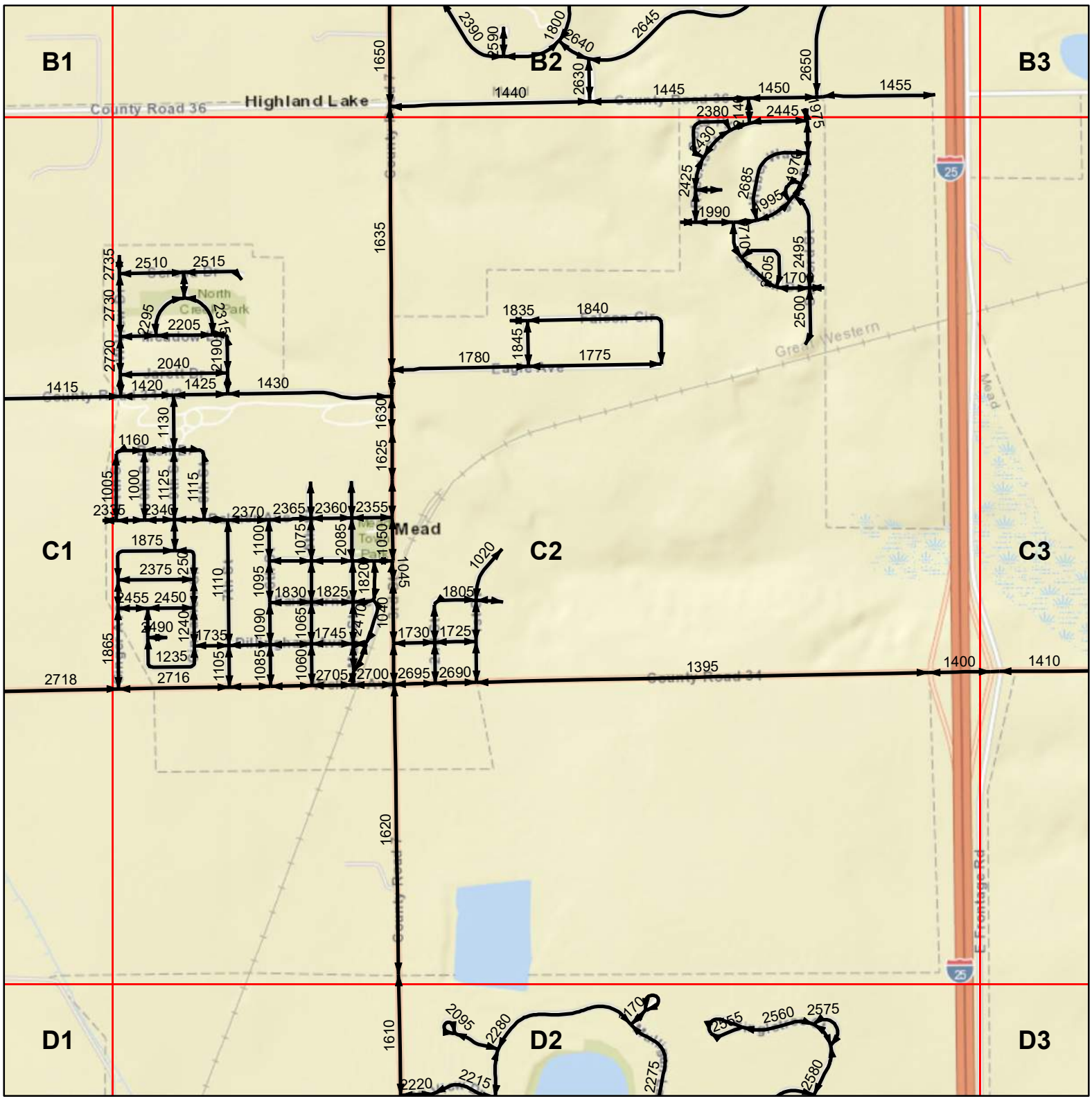
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

Legend

- Road Segments
- Grid
- xxxx GISID

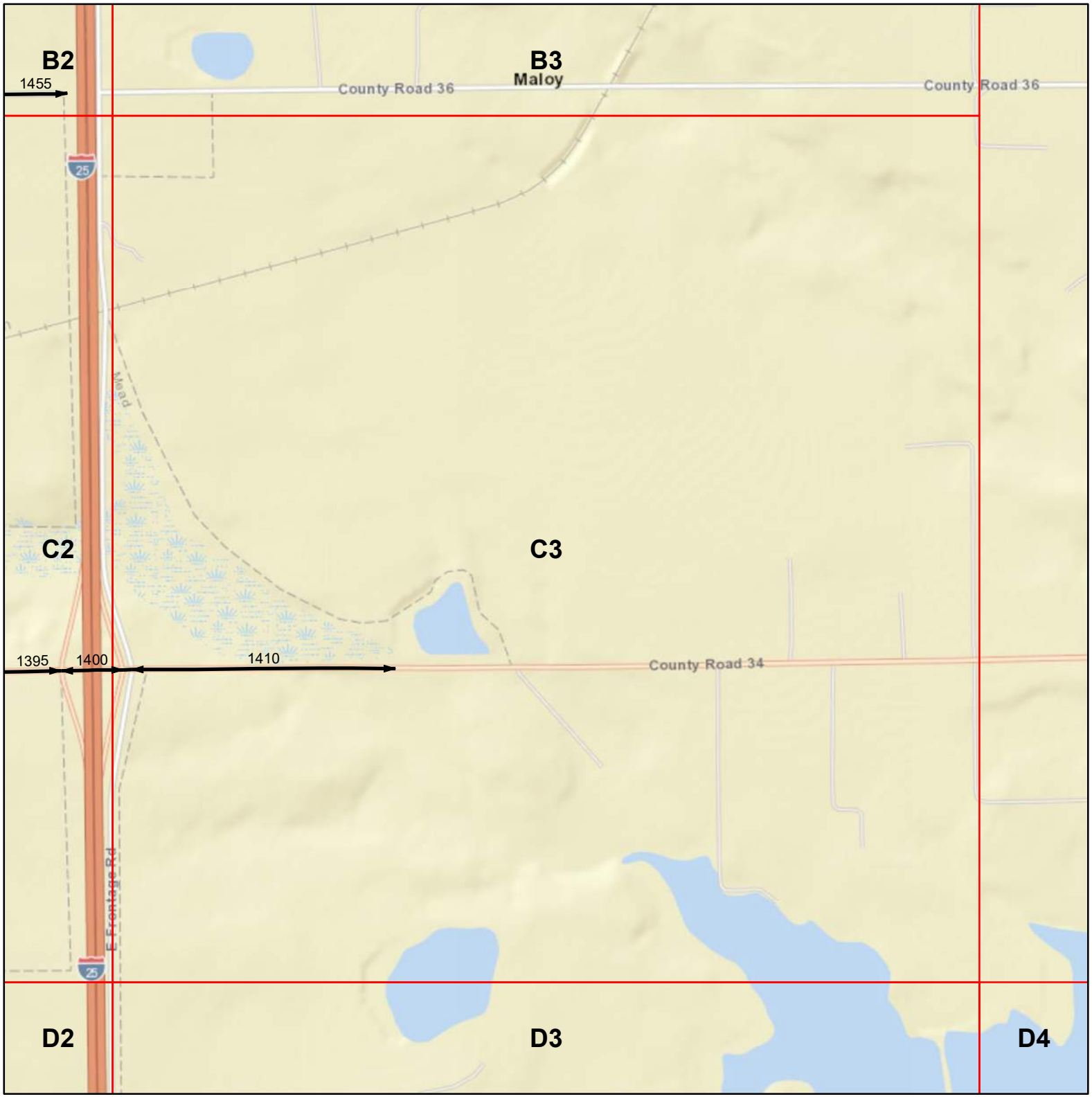


Appendix B: Town of Mead Roads



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

Appendix B: Town of Mead Roads



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Scale

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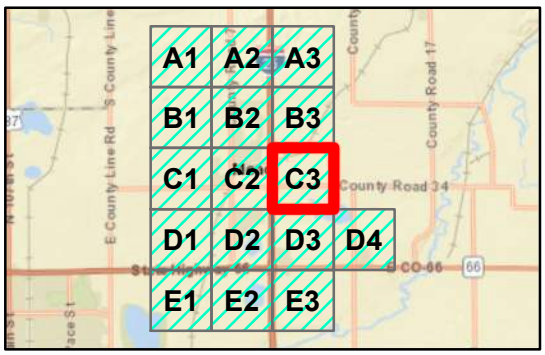
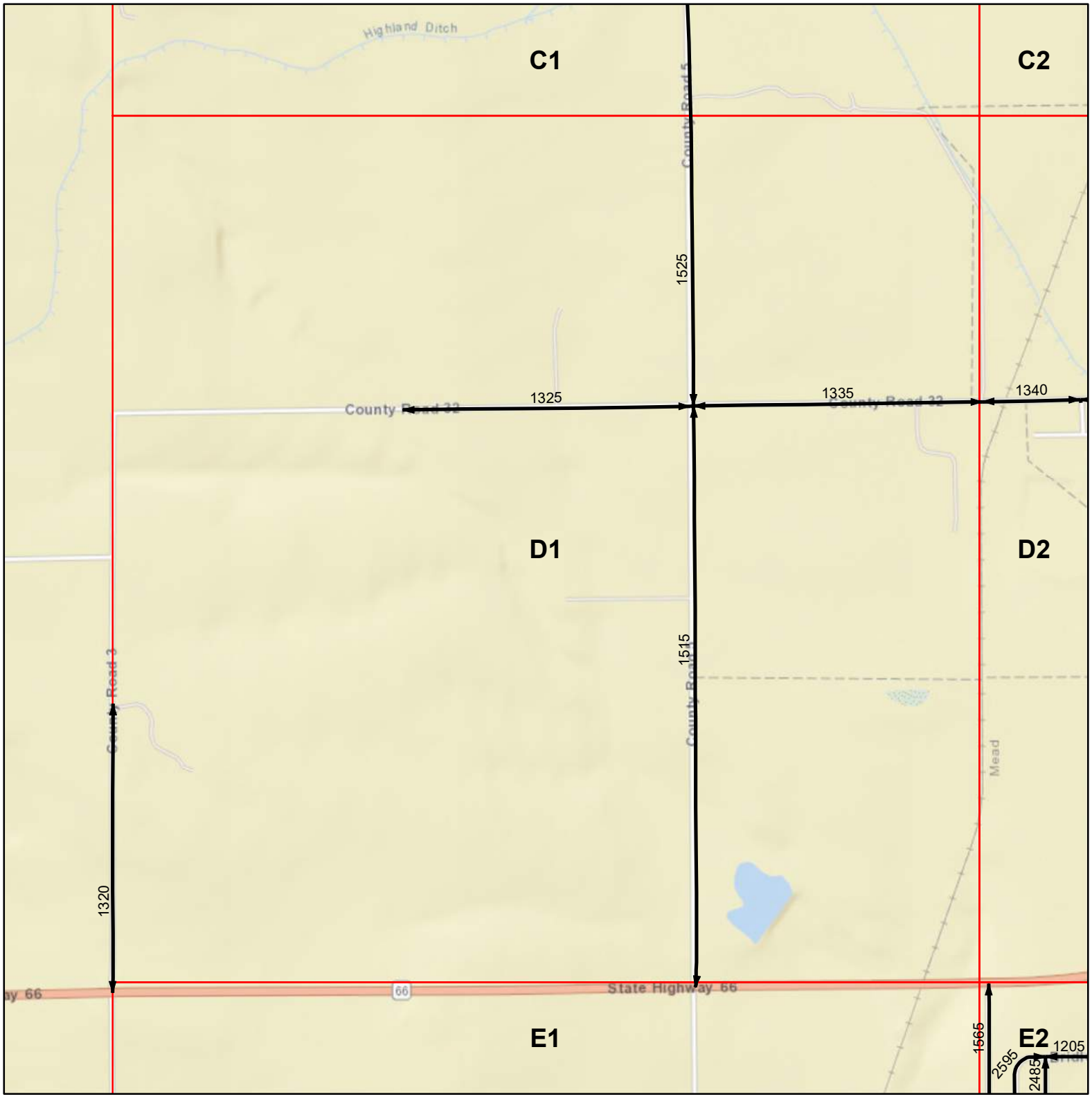


Appendix B: Town of Mead Roads



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Scale

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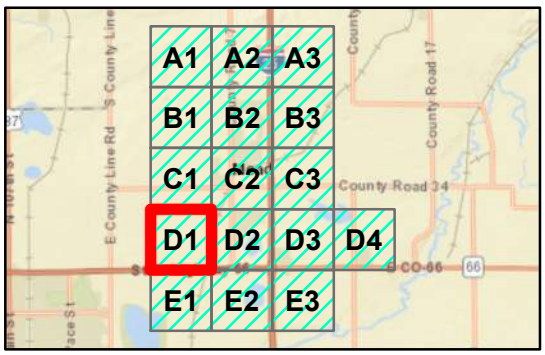
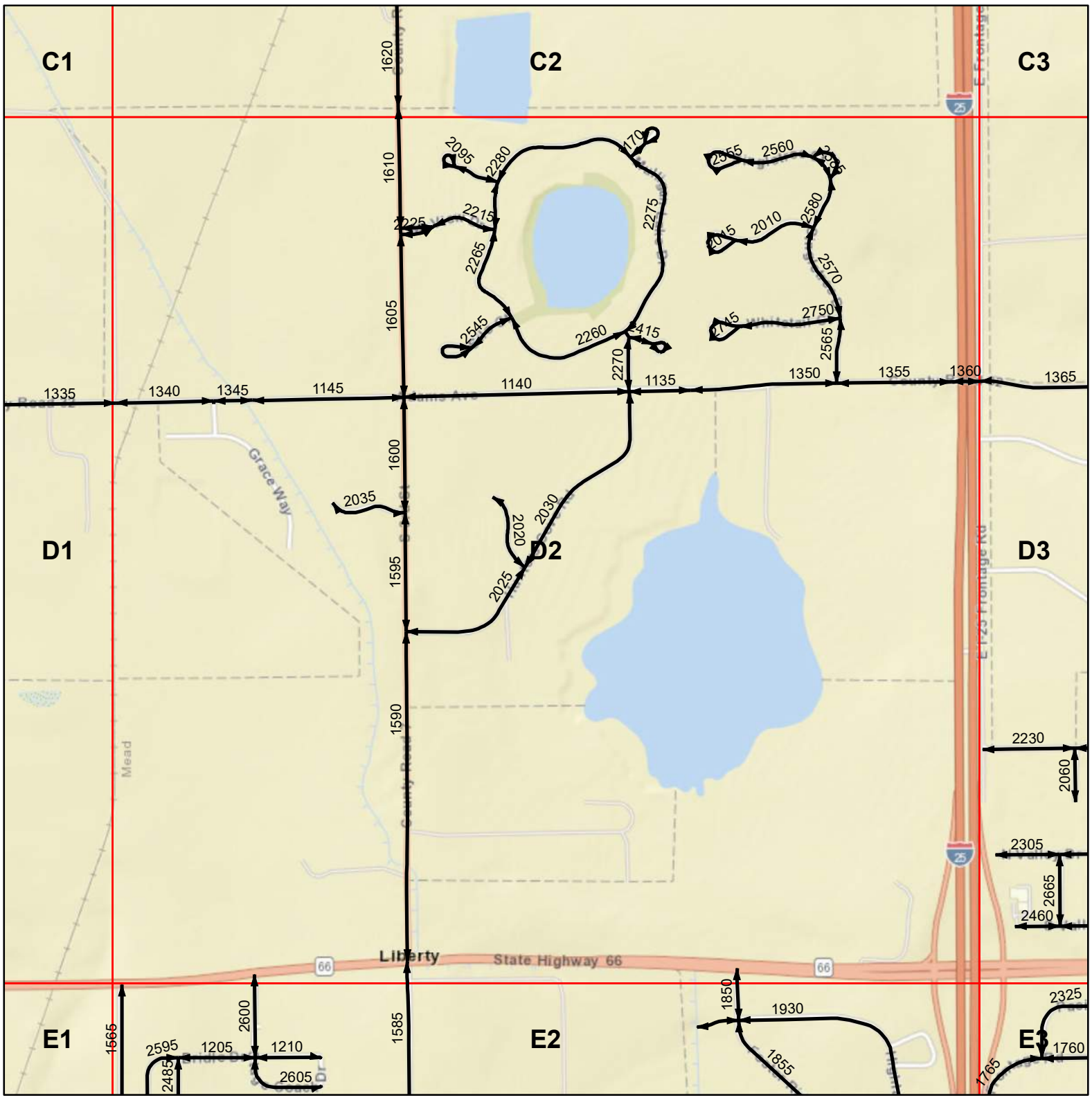


Appendix B: Town of Mead Roads



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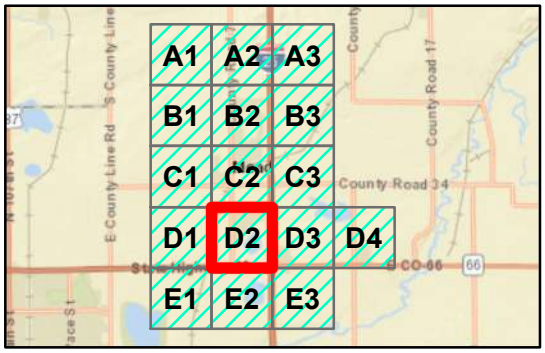

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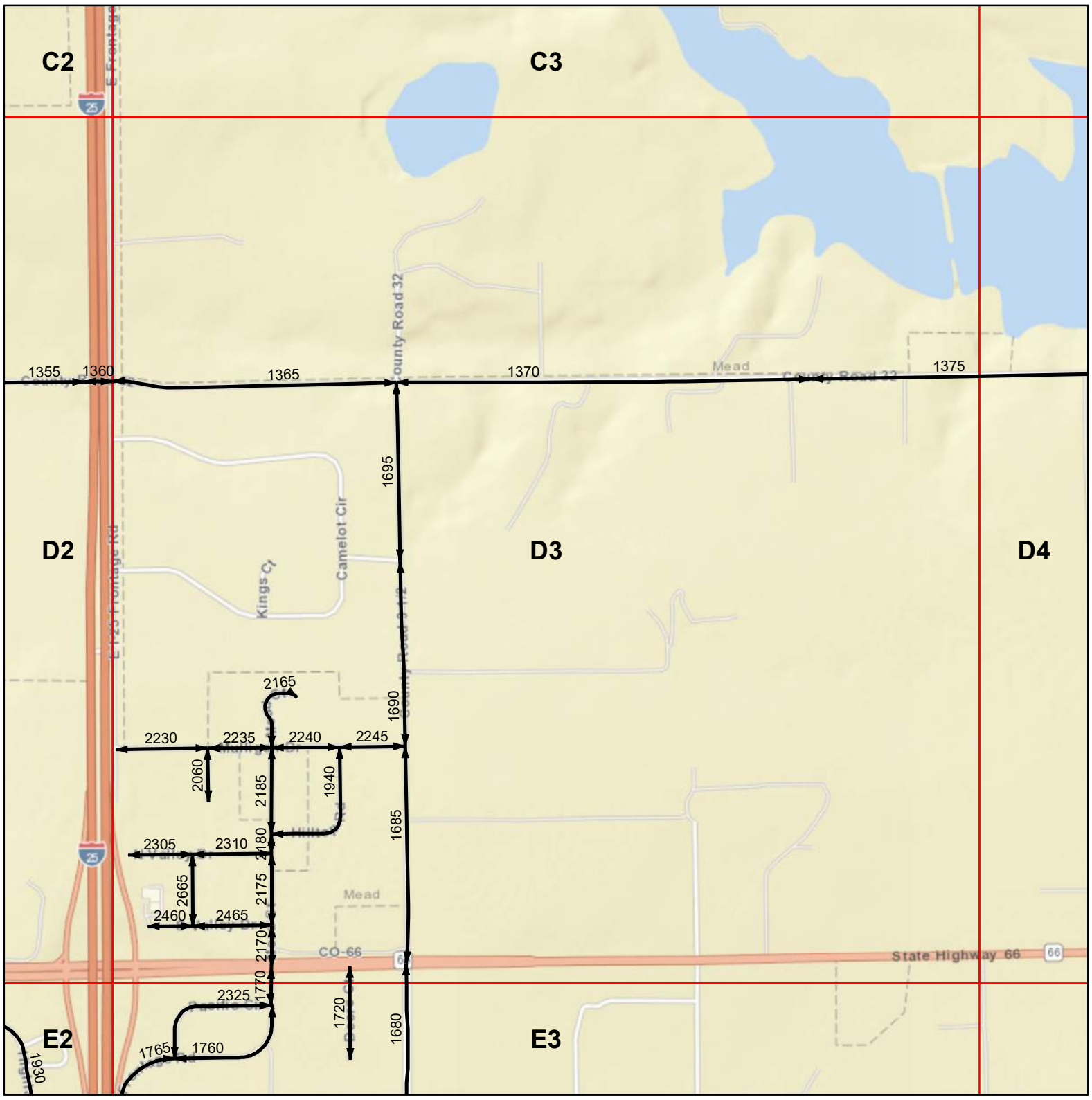

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Scale

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

Legend

- Road Segments
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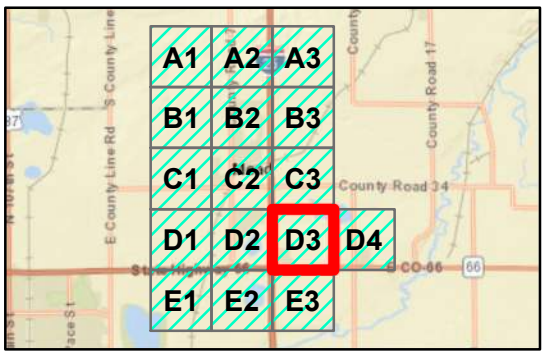

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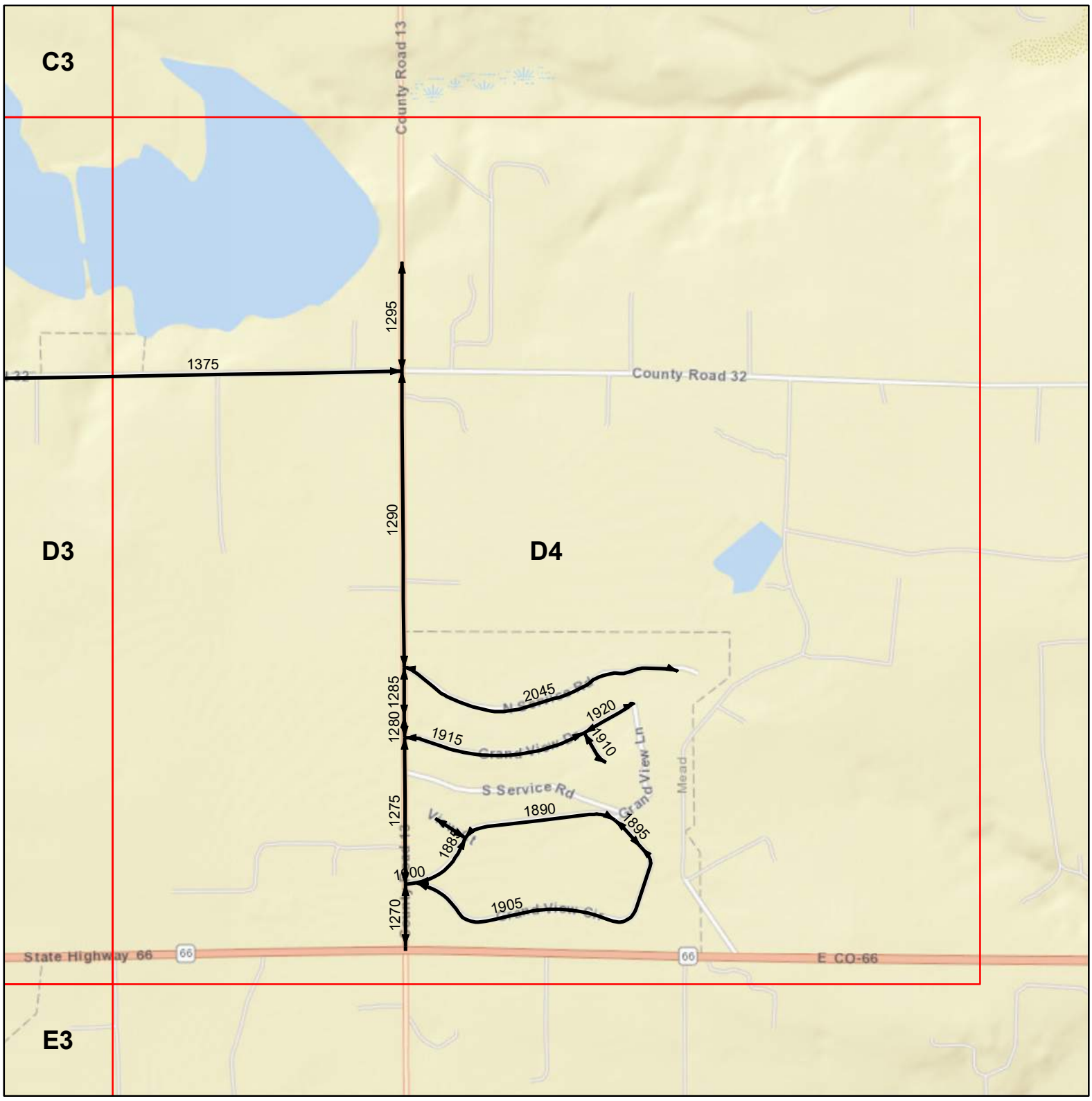

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Scale

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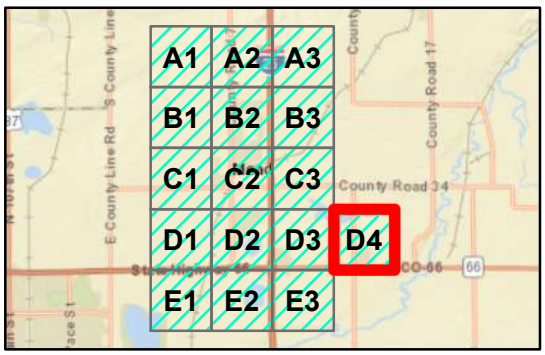
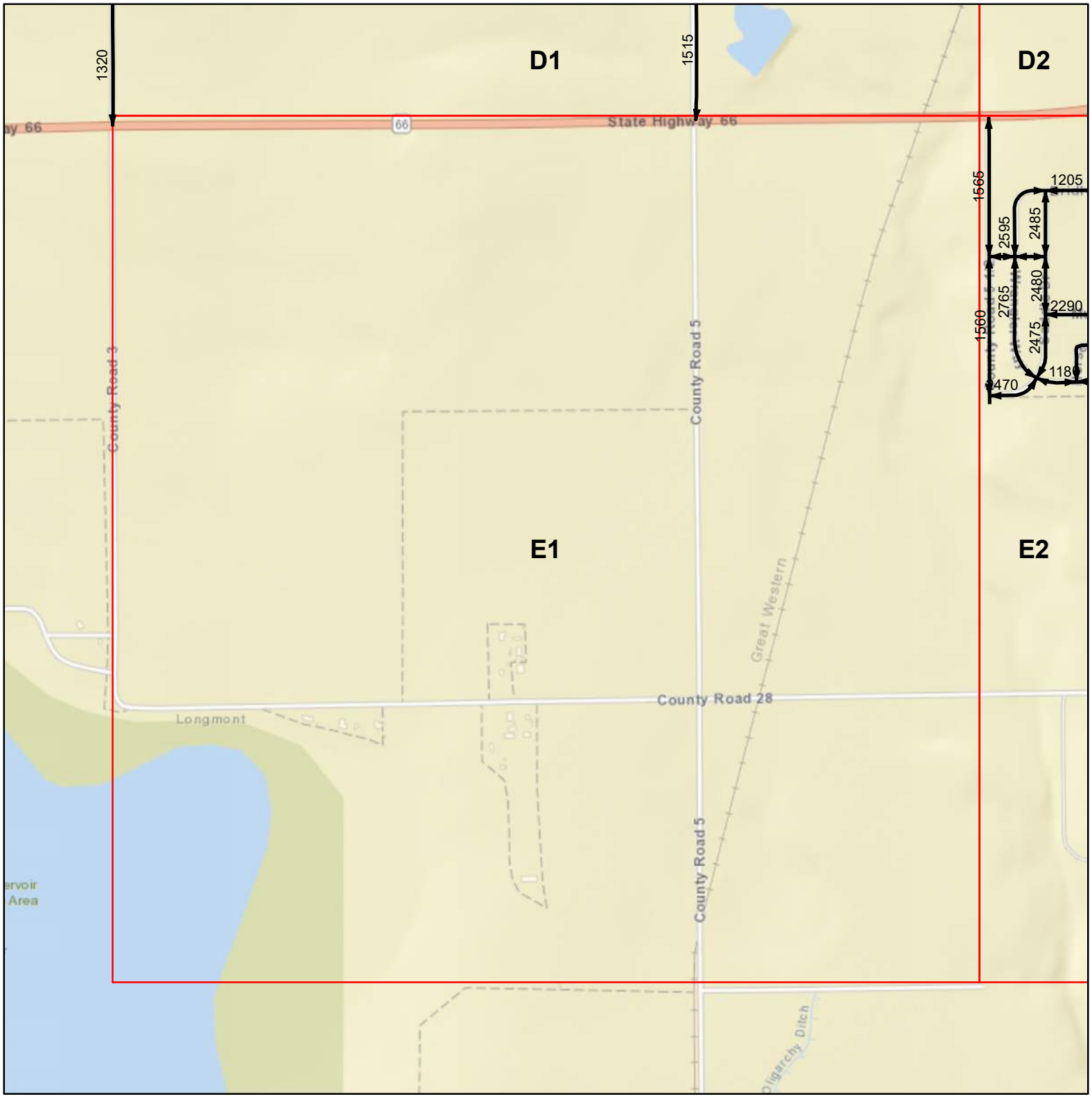


Appendix B: Town of Mead Roads



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Scale

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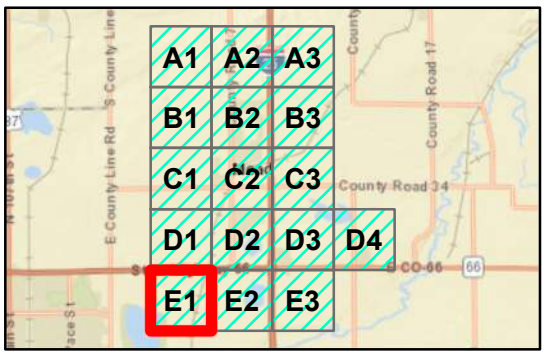

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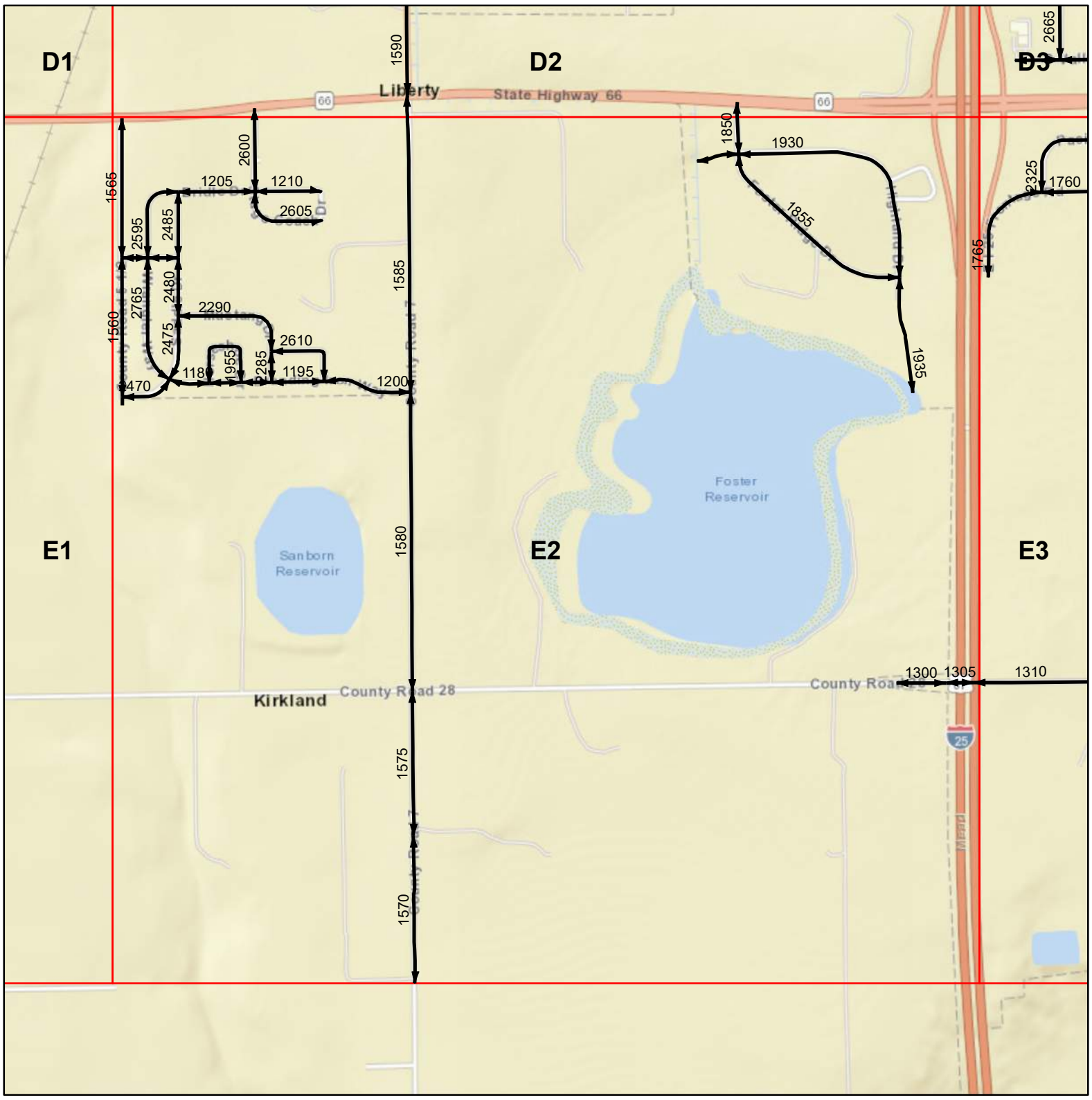

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Scale

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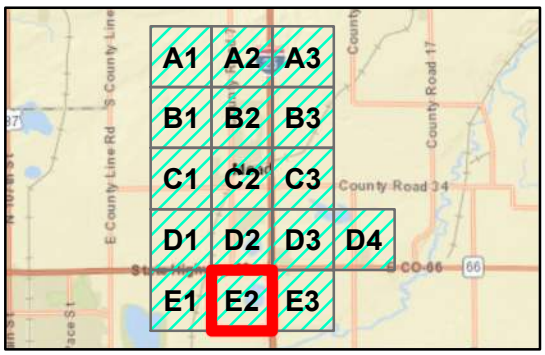

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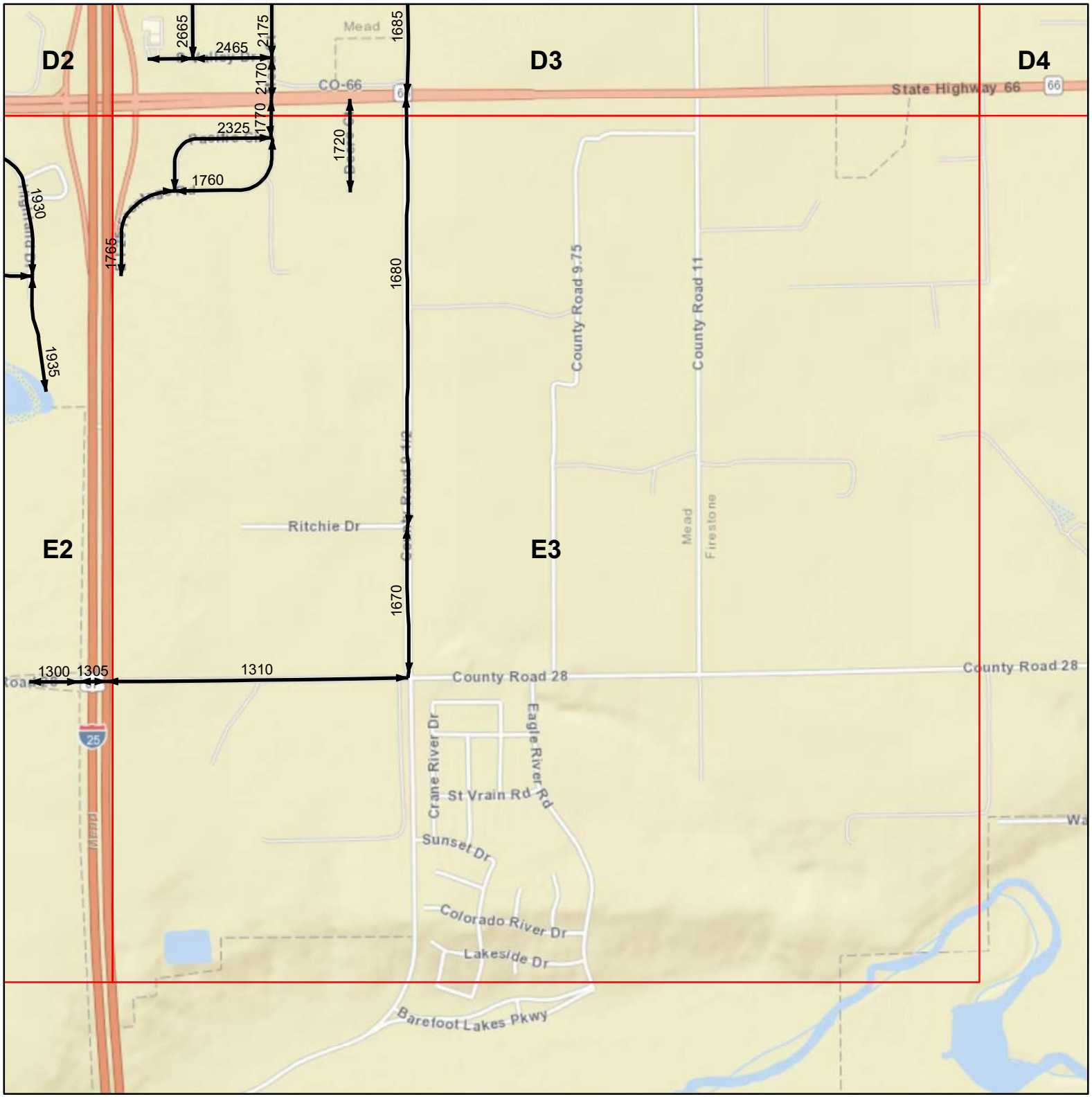

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Scale

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

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