



YOUR GOALS. OUR MISSION.

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ASSET MANAGEMENT PAVEMENT SURFACE DISTRESS INDEX (SDI) CONDITION ASSESSMENT SUMMARY REPORT

Township of Jackson
Ocean County, New Jersey

T&M PROJECT NO. JCKN-00531
MARCH 2, 2022



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Executive Summary

Jackson Township is one of the largest municipalities in Ocean County, New Jersey, and has a population of about 55,000 people. The Township has a total area of 100 square miles and approximately 312 miles of roadways, of which 201 miles are maintained by the municipality, 102 miles by Ocean County and 9 miles by the New Jersey Department of Transportation (NJDOT). The purpose of this project was to collect pavement data to evaluate the condition of the Township roadway network and prepare the necessary platform to make informed decisions to extend the life expectancy of transportation assets and improve safety, transportation operation and reliability, and infrastructure management.

Upon reviewing existing township engineering department records, it was apparent there was a need for a tool which cataloged the condition of all Township roads to assist in the development of a comprehensive asphalt **Asset Management - Condition Assessment** program. Therefore, the following deliverables comprise the final submission for this asset management analysis:

- Summary report with the road condition and pavement treatment recommendations
- Georeferenced files that include road condition and recommended pavement treatment
- Summary spreadsheets
- SDI Condition Assessment Map
- External SDD drive with Automated collection of video and photo data

In developing the condition assessment report, an evaluation of the current conditions of the road inventory was performed for all Township owned and maintained road lane miles. Overall, pavement condition data was collected on approximately 201 centerline miles distributed across 899 roadways within the Township's jurisdiction. A general view of the Township's limits and road network is presented in Figure 1. The primary objective focused on developing a data driven tool to aid in the prioritization and selection of roads for future Capital Improvement Program years.

A detailed summary of the scope of work is outlined. Some of the methods used to collect the data are reviewed to provide an understanding of the technical components used to develop an asset management program are described in section 1 of this report. The design methodologies which were used to develop the condition assessment criteria are outlined within Section 2. In addition, a detailed summary of the equipment used, databases developed, and the post processing efforts required are highlighted.

Within Section 3 are recommendations which utilizes the information collected to develop an analytical condition assessment matrix which provides comprehensive recommendations to remediate the distresses observed within the road surfaces. It should be noted, three classifications of remediation are recommended within the condition assessment and include the concepts of Preservation, Rehabilitation and Reconstruction. Within each of these categories are a multitude of techniques recommended to achieve the longest life cycle for each road category under consideration. Within the attached appendices, supplemental spreadsheets and maps provide additional clarification to the development and

implementation of the rating system. The objective of the rating system is to use it to further develop the capital road improvement program for the life cycle of the road network, some 15-20 years.

In addition to aiding in the development of a Capital Improvement Program, the use of this condition assessment report will establish a road asset management program which is based on data collection methodologies recognized by NJDOT. This will ultimately provide reference documentation to the selection process which NJDOT is fluent with and will help substantiate future grant funding requests through the Local Aid office, as it complies with NJDOT funding parameters for pavement condition assessment gathering pursuant to the Highway Performance Monitoring System (HPMS) Field Manual. HPMS is a national program that houses inventory information for all the Nation's public road mileage, as certified by State Governments and updated on an annual basis. All roads open to public travel are reported in HPMS, regardless of ownership, including Federal, State, County, City, and privately-owned roads such as toll roads. NJDOT and other MPOs are required to annually furnish all data pursuant to the reporting requirements specified in the HPMS Field Manual. HPMS data is used to categorize performance condition measures into a rating system which will help the Township navigate capital roadway funding decisions annually.

Based upon our investigation and analysis, and according to the SDI thresholds selected, the condition of the Township roadway network is as follows:

- **22.0% in Good Condition**
- **69.6% in Fair Condition**
- **8.4% in Poor Condition**

Section 1 - Introduction

T&M Associates partnered with Advanced Infrastructure Design, Inc. (AID), an industry leader in the field of road distress data collection, to collaboratively provide technical expertise with the collection, processing, and analysis of smoothness (measured in terms of International Roughness Index, IRI), rut depth, Surface Distress Index (SDI) – an NJDOT pavement condition index, surface distresses, and high-resolution video of the entire road network for Jackson Township.

The data was collected within Township roads in one travel direction with AID's Integrated Testing Vehicle (ITV). To collect the ride quality, surface distresses, thickness, and video data, AID planned and conducted field testing with AID's mobile testing vehicle operating at posted speeds. The details of the data collection, processing, and analysis are discussed further in section 2 of this report and section 3

summarizes the results of the pavement condition study. Summary figures are included in the body of the report.

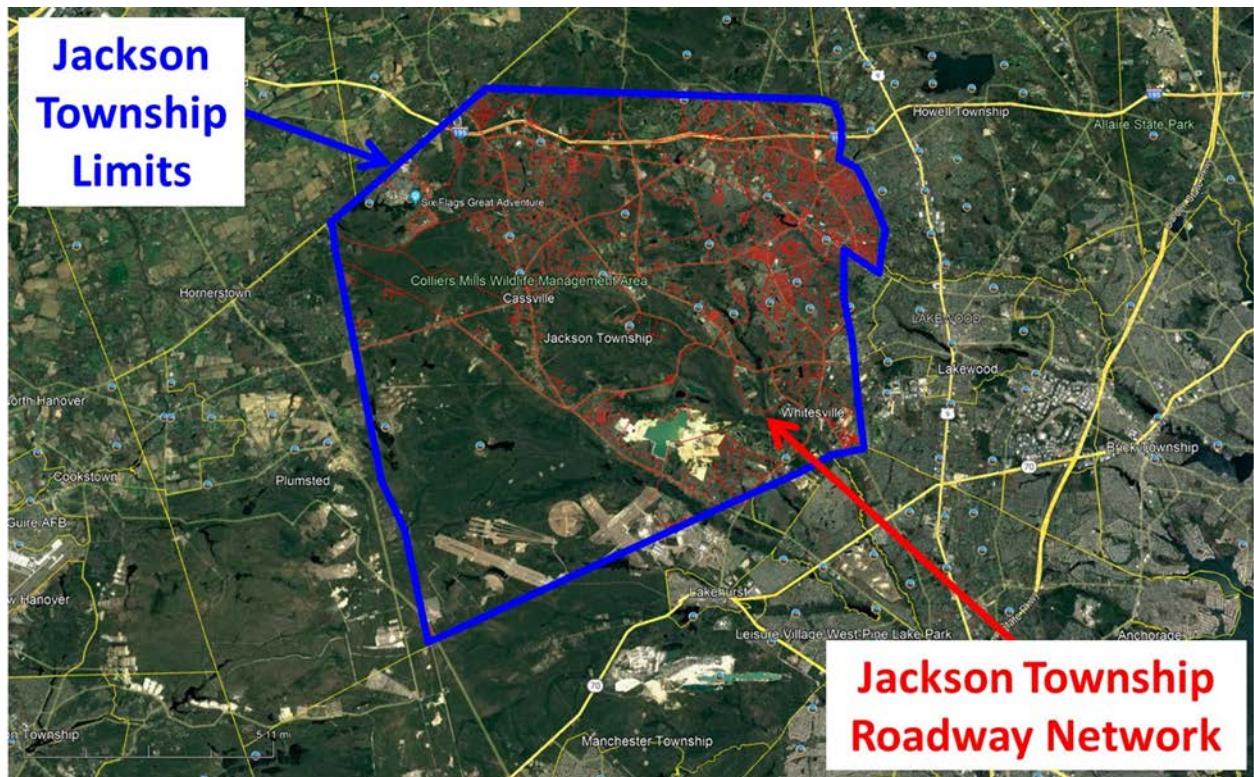


Figure 1. Overall View of the Project Limits

As part of the Federal Highway Administration (FHWA) Every Day Counts “Pavement Preservation” initiative, the FHWA encourages pavement condition analysis as a data-driven method for prioritizing resurfacing projects and spending funding in the most effective manner. State and Federal Agencies also report that pavement condition data is a valuable resource when developing work programs. The purpose of this technical study was to collect the pavement condition data needed for Jackson Township to make informed programming decisions and advance pavement preservation techniques. The outcome of this project will also provide the groundwork needed to implement the FHWA’s Every Day Counts “Pavement Preservation” initiative. This initiative will “help infrastructure owners achieve and sustain a desired state of good repair for their transportation facilities, despite tight budgets.” This technical study provides the data needed to identify candidate roadways for innovative preservation techniques encouraged by the FHWA and help prioritize pavement resurfacing projects throughout the Township roadway network.

This effort included the collection, processing, and quality control of geo-referenced pavement condition data with an integrated testing vehicle (ITV) at posted speeds. Data was collected in one travel direction on each roadway segment. This data was provided in a form suitable for integration into the Asset Management System (AMS) to be developed and used by the Township Engineering Department.



In collaboration with T&M, AID collected surface condition data for approximately 201 centerline miles of roadway within the Township. The data collection included high-resolution video (via a wide-angle, one-camera system), International Roughness Index (IRI), NJDOT's Surface Distress Index (SDI), as established by NJDOT, and continuous rut depth using a Laser Crack Measurement System (LCMS). All this information was recorded with GPS coordinates (Latitude and Longitude) at sub-meter accuracy to allow for easy integration with the Township's linear referencing system and the original Township geodatabase.

The deliverables from this work included the average IRI, rut depth, and SDI values for every 0.05 mile of each travel lane on all Township roadways, referenced in terms of both a linear referencing system and GPS coordinates for each of the over eight hundred and ninety-nine (899) roads within the Township's road network.

The pavement condition data collected in this project was employed to divide the network's roads into "segments" (which can ultimately become construction projects), assign appropriate treatment types to those segments, and rank the segments in terms of the benefit/improvement expected by applying the assigned treatment. In order to maximize the condition of the Township's pavements in both the short and long-terms, it is recommended to follow a "mix of fixes" approach. Under this approach, portions of the budget are allocated to each treatment type. Utilizing a "mix of fixes" on an annual basis will enable a balance of addressing roadway segments that are in need of rehabilitative treatment while also staying ahead of the deterioration curve and preserving roadway segments in a "state of good repair" in a cost-effective manner before they require more costly rehabilitative treatment.

This approach extends the mileage of roads improved each year for the same budget spent. The goal is to steadily improve the overall condition of the network and reach a point where most of the work being done is preservative rather than rehabilitative in nature. This will result in the most efficient use of the budget (i.e., most "bang for the buck") and the lowest life-cycle costs of the roadway network. To facilitate use of this approach by the Township, a Microsoft Excel file is being submitted with worksheets for each treatment type containing a ranked list of segments assigned to those treatments.

Currently, 49.9% of the network is a candidate for Mill/Pave, 22.6% for Slurry Seal, 21.6% is a candidate for Crack Seal, 5.3% is a candidate for Structure Rehab, and 8% does not require any pavement treatment at the time of survey.

Section 2 - Field Data Collection, Data Post Processing and Analysis

T&M Associates coordinated the field-testing sampling segments which AID then utilized its Integrated Testing Vehicle (ITV) to capture conditions of Township's network of roads. Please note that some discrepancies were found with the available database of the Township GIS mapping used for data collection. Those discrepancies were resolved with the assistance of several Township departments during the latter part of 2021 and the remaining roads within the network were collected in February 2022.

This section of the report summarizes the data collection, processing, and analysis procedures followed in this study.

2.1 Integrated Testing Vehicle (ITV)

AID collected all pavement condition data simultaneously at posted roadway speeds without interruption to traffic using its ITV (shown in Figure 2). Data collected with this vehicle included: high-resolution video images as well as continuous IRI, rut depth, and surface distresses such as cracking, etc., using a Laser Crack Measurement System (LCMS).

All this information was recorded with GPS coordinates (latitude and longitude) at sub-centimeter accuracy to allow for easy integration with the Township's geodatabase. AID's ITV is equipped with an Applanix POS LV 420 unit to enhance its GPS capabilities. This is one of the most reliable and advanced precision locating and sensing systems that enables our data collection to be performed reliably and accurately in the most difficult GNSS/GPS conditions.

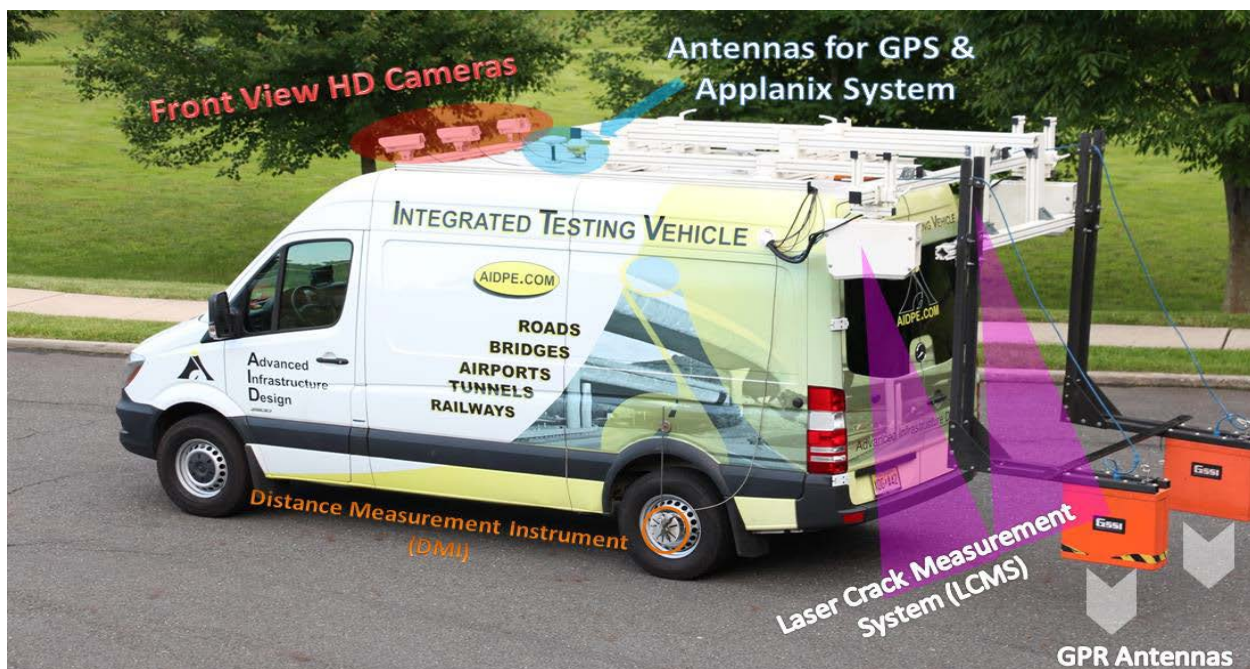


Figure 2. AID's Integrated Testing Vehicle

AID's LCMS system (manufactured by Pavemetrics) scans the pavement surface using transverse profiles collected at 5 mm intervals. Every individual transverse profile is composed of 4,160 data points. The surface profile can be analyzed to generate the longitudinal profiles for measuring smoothness (IRI) and transverse profiles for assessing rut depth. Additionally, the LCMS system enables collection of surface distress data (crack type width and lengths) via Pavemetrics' automated crack detection algorithms. Typical visual output from the LCMS system, showing the Intensity, Range, and Combined 3D Surface laser images (with distresses superimposed), is shown below for reference.

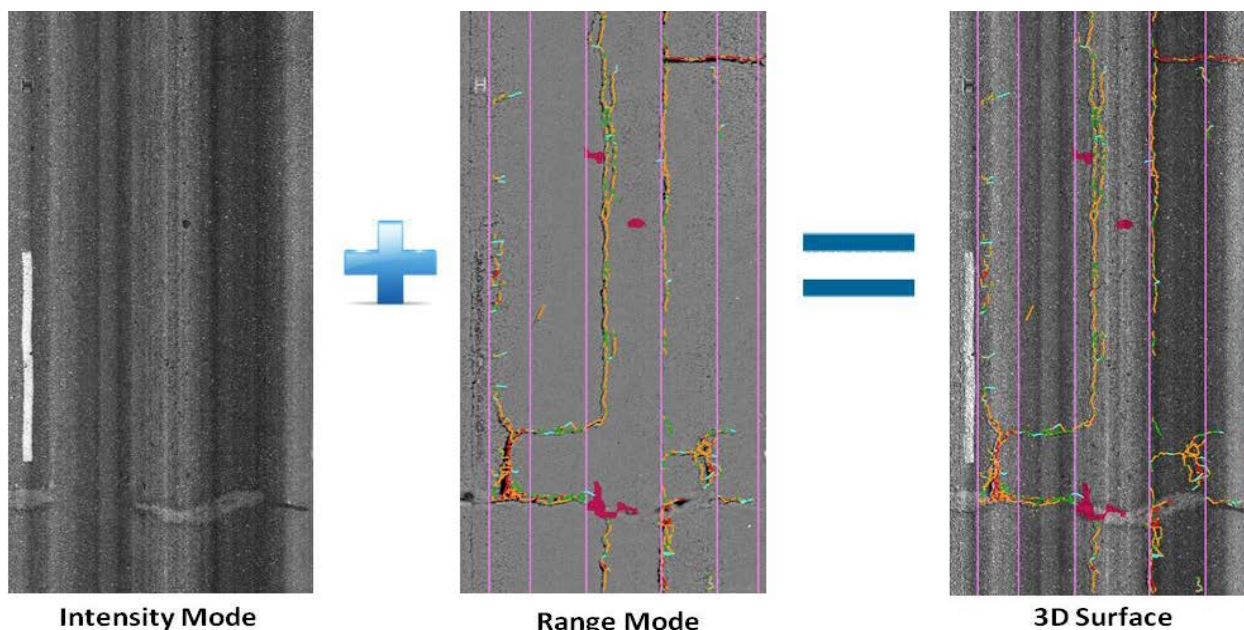


Figure 3. Composite Planimetric Distress Models

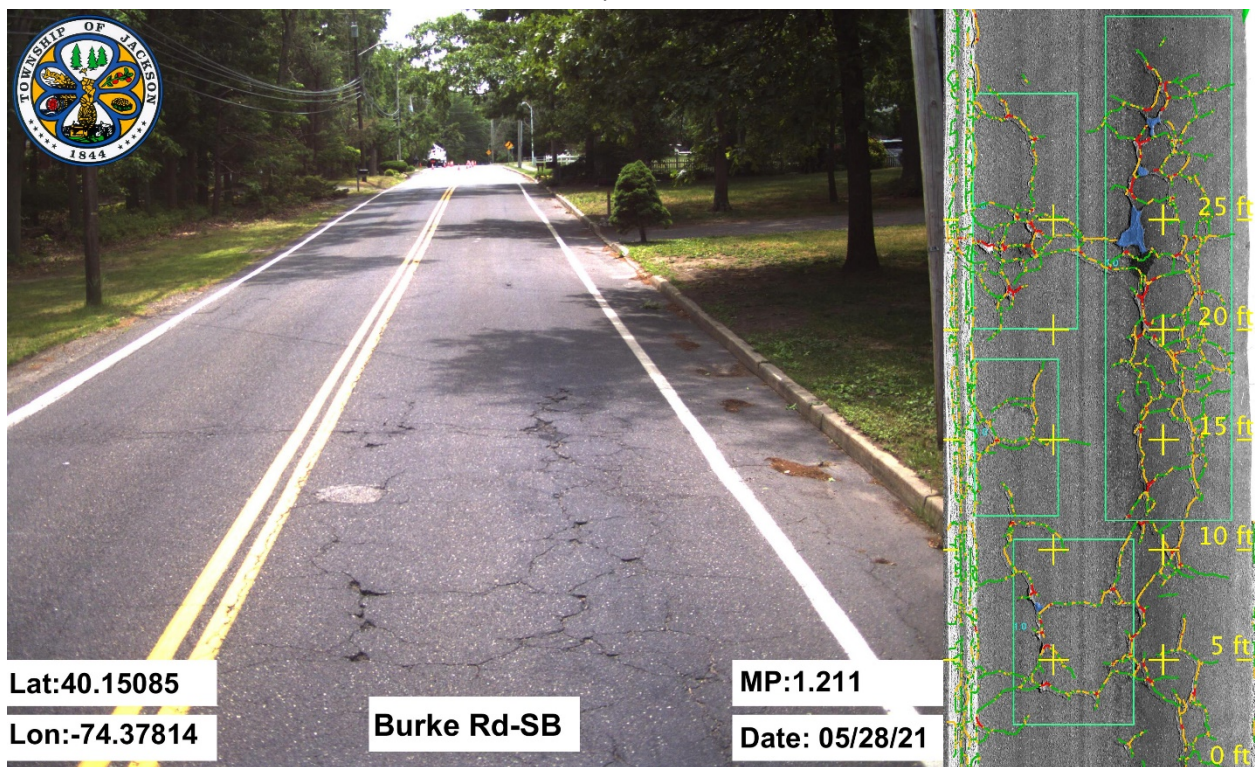
2.2 Data Processing Protocols

A three (3) camera, high-definition (HD) video system installed on the roof of the ITV was used for image collection. This system is capable of collecting HD jpeg images every 20 ft. These images were then converted to video frames for easy reference. These cameras cover the front-right to front-left views of the road. However, only the camera recording the straight-forward view of the road was used for this project. A wide-angle lens was installed on this camera to obtain a wider image of the straight-forward view.

After video collection was carried out, AID used its in-house developed software to stamp and compress raw videos. Information such as road direction and travelled lane, milepost, the official Township logo, date, and GPS coordinates were included in the final images. In addition, the top-down view of the pavement surface was stitched to each video frame. This image (3D surface image), including superimposed automated distresses identified by the LCMS system, was obtained from the LCMS system and used for identification of pavement distresses. As an example, a jpeg image taken in the southbound direction of Burke Road is presented in Figure 3. Similarly, typical examples of jpeg images obtained on Bates Road, Harmony Road, and Wilson Boulevard are shown in Figure 4.



a) Raw



b) Edited

Figure 4. Typical Video Frames Collected in this Study on Burke Road



a) Bates Road (Eastbound Direction)



b) Harmony Road (Southbound Direction)



c) Wilson Boulevard (Southbound Direction)

Figure 5. Typical Stitched Video Frames Collected on Several Township Roads

[2.3 Data Analysis Protocols](#)

Surface Distress Index (SDI)

The SDI was developed by NJDOT (*Pavement Condition Indices and Analysis (Bertucci, 2012)*) and is used by NJDOT to rate the surface condition of its pavements and serves as a key indicator in its project selection and prioritization processes. Traditionally, SDI has been computed via windshield surveys of the pavement distresses “on the fly” at posted speeds by raters in a survey vehicle. Inevitably, however, recording distresses at highway speeds is prone to error, as it is difficult to observe distresses and capture their beginning and ending points. Like other State and Federal agencies, NJDOT has thus embraced the use of video and laser technology and application of automated crack and distress detection technology to survey its pavement distresses in a more objective and consistent manner.

For this project AID utilized video and 3D laser (LCMS) imagery and applied its in-house developed algorithm to classify crack type, severity, and percentage automatically. Such automatic compilation of the crack data enabled an upgrade of traditional human rater surveys on the fly, as it allowed for more consistent, objective ratings while also making the process much more efficient in terms of production time. AID’s crack inspection algorithm considered FHWA procedures and guidelines as well as *AASHTO PP 67-16 (2017): Standard Practice for Quantifying Cracks in Asphalt Pavement Surfaces from Collected Pavement Images Utilizing Automated Methods*. Considering these procedures and standards, AID made modifications where it was appropriate in determining how best to calculate SDI. Quality assurance (QA) of the data was employed, as pavement engineers reviewed a sample of the SDI distress data using video and LCMS images and comparing their observations to the distresses and SDI’s calculated using the algorithm.

To determine the SDI, the percentage of each crack type and severity were recorded for each 0.05 mile reporting interval. In addition to cracking, rut depths (depressions in the pavement, primarily within the

wheel paths) were also considered in the calculation of the SDI values. Rut depth was calculated using the LCMS data and Pavemetrics' software. The average rut depth (in inches) was calculated in each wheel path over each 0.05-mile reporting interval.

NJDOT's SDI rating scale spans from 0 to 5, where 5 is a pavement free of any surface distress. Definitions of all distresses considered on this project to obtain SDI are listed in Appendix A for easy reference. The SDI data along with other factors are being used to determine a recommended treatment for each tested road segment. The treatments can be broadly categorized as Do-Nothing, Preservation, Rehabilitation, and Structural Rehabilitation. For this project, pavement condition generally relates to SDI as follows:

Condition	SDI	Description
Good	4.0-5.0	Minimal to Low Distress. Pavements show light severity cracking
Fair	2.5-4.0	Low to Moderate Distress. Pavement show low to medium severity cracking and patching
Poor	<2.5	Moderate to High Distress: Pavement show Medium to High severity wide-spread cracking and Patching

International Roughness Index (IRI)

IRI estimates smoothness, as perceived by vehicle occupants, by using lasers to determine the actual variations in the pavement surface from a perfectly flat condition, measured in inches per mile. Larger IRI values represent a rougher road surface. IRI is collected and recorded for the left and right wheel paths and the average of the two is also calculated.

IRI is a national standard supported by the Federal Highway Administration (FHWA). Based on the FHWA road condition criteria, ride quality is considered to be in "good" condition when IRI < 95 in./mi., "acceptable or fair" condition when IRI ≥ 95 in./mi. and ≤ 170 in./mi., and "deficient" condition when IRI > 170 in./mi. It should be noted that these values are accepted for Interstate Freeways that are part of the National Highway System (NHS). However, for County Highways (more applicable to the Jackson Township network), "good" condition is considered when IRI < 200 in./mi., "acceptable or fair condition" when IRI ≥ 200 in./mi. and ≤ 285 in./mi., and "deficient" condition when IRI > 285 in./mi. (see Appendix A).

Section 3 - Results and Conclusions

The development of this program consisted of gathering field data associated with the current condition for approximately two-hundred and one (201) lane miles of municipal roads. This includes all publicly owned roads, including those which are currently classified as unimproved (gravel). The gathering of this data allows the Township to prioritize roads based on condition assessment and allocate resources accordingly. This is the most effective and efficient way to develop and maintain a fiscally responsible road management program, intended to guide the Township during the 15 to 20-year life cycle of asphalt paved

roads. The Township can better strategize and be proactive in its pavement program, maintaining smooth-riding roads by making data-driven decisions that employ a “best first” approach rather than a “worst first” mentality that challenges municipalities fiscal responsibilities.

It is worth noting, with the majority of roads falling within the classification of fair, this is a clear indicator that the roads within the Township are in a condition which warrants and substantiates the development of this Asset Management report summary. The recommended treatments will allow the majority of these roads to be reclassified as “Good” condition and keep them from degrading further and falling into the more costly classification of “Poor”.

3.1 Data Analysis Details

The SDI alone is being used to describe the overall condition of each road and the entire network. Results showing global SDI values for the Township (using a compound average) are presented as a pie chart in Figure 6 and in map form in Figure 7. SDI has been categorized into good, fair, and poor categories, as described in Section 2.3. It can be observed that 22.0% of the network is in good condition, 69.6% of the network is in fair condition and 8.4% is in poor condition. Complete SDI results (per Township roads) are also presented in the form of tables in Appendix B and available in an electronic format placed on an external hard drive.

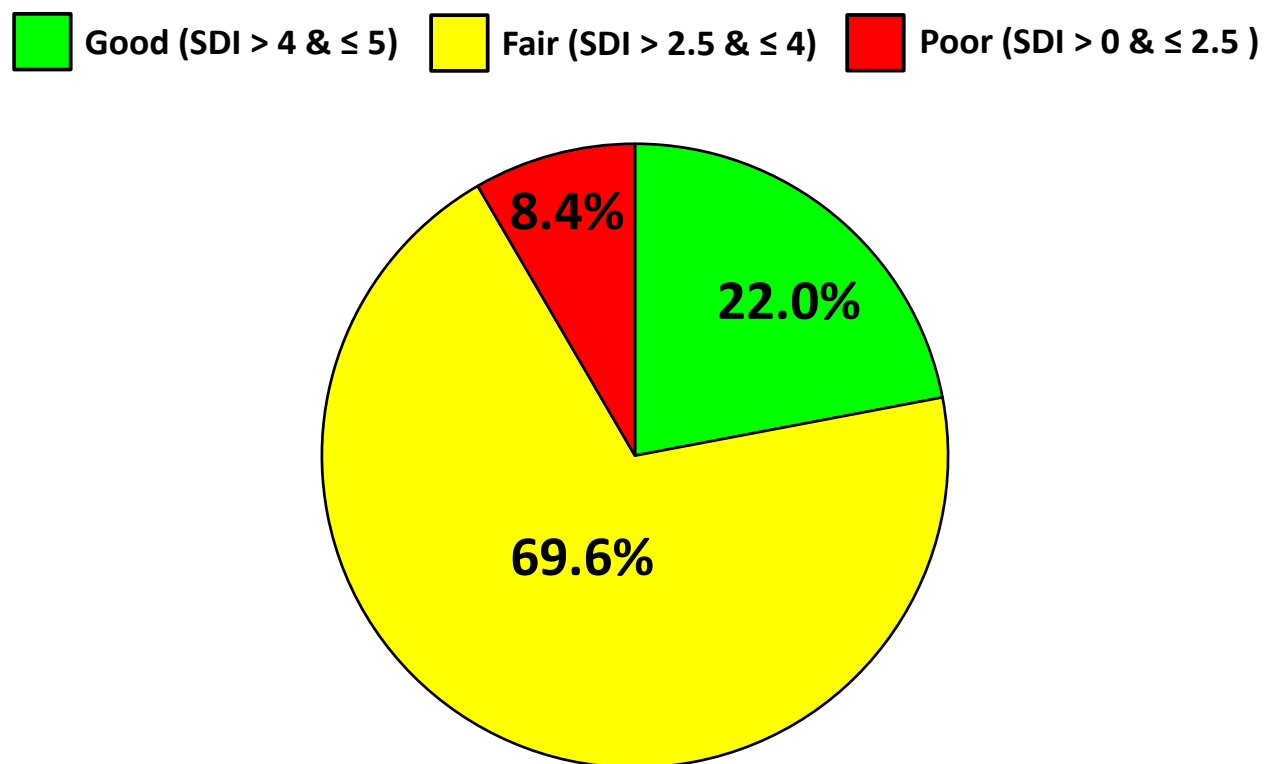


Figure 6. SDI Summary Results for Jackson Township Roadway Network

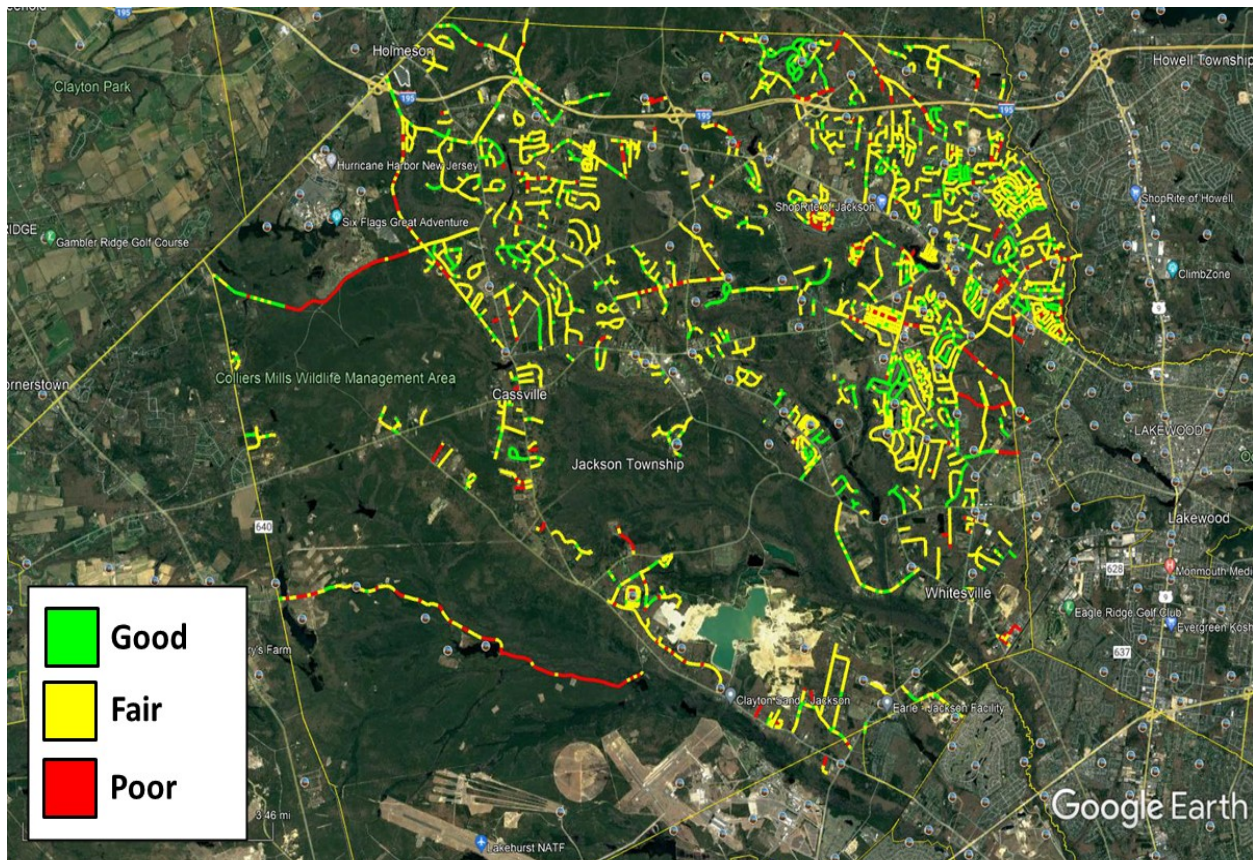


Figure 7. SDI Summary Results, Overall View Jackson Township Roadway Network

3.2 Pavement Treatment Program

This section describes the work done to use the data collected under this project to assist the Township in developing its pavement treatment program. In essence, this process included the following steps:

1. Decide on categories of pavement treatment.
2. Develop decision criteria (i.e., “decision tree”) for selecting pavement treatment category based on condition data.
3. Apply decision criteria to condition data to assign treatment category for 0.05 mile “sections”.
4. Divide each roadway into “segments” (combining adjacent sections) that can eventually be developed into projects.
5. Rank the segments in prioritized order.

Development of Pavement Treatment Program

Selection of Treatment Categories

The objective of this component of the project was to use the collected pavement condition data to assist the Township in assessing the general scope of work needed for each of their roadways. This type of analysis is typically referred to as “network-level” and essentially involves taking a big picture view of the Township’s network to assess the existing conditions, and in this case, plan for the pavement treatment needs.

In order to select a menu of pavement treatments that facilitates a “mix of fixes” (rather than “worst first”) approach, our team in discussion with AID selected five (5) treatment alternatives, which are noted below. These five treatments can be broadly classified into three (3) groups: no action needed (do nothing), pavement preservation (crack seal and slurry seal), and rehabilitation (“mill and pave” and structural rehabilitation). The treatment types considered herein were thus as follows:

- Do Nothing
- Crack Seal
- Slurry Seal
- Mill & Pave
- Structural Rehabilitation

The above menu of treatment alternatives is intended to allow for selection of the right treatment at the right time on the right project. Three of the alternatives are forms of pavement preservation, which are lower cost treatments that sustain pavement in a state of good repair when applied to the right conditions. By considering and applying this spectrum of fixes, available funding can be strategically allocated to both treat pavements in need and also maintain pavements in good condition. The goal is to steadily improve the overall condition of the network, and in turn, enable more efficient use of Township dollars (i.e., wider use of pavement preservation treatments) and achieve the lowest life-cycle costs of the roadway network.

The treatment alternatives considered herein are described below.

Do Nothing: As the name implies, this alternative involves no pavement treatment.

Crack Seal: Sealing the cracks early in the life of the pavement helps to ensure that they do not get wider due to load and climatic conditions. Sealing of cracks also helps to prevent water infiltration into the pavement and thus extends the life of the pavement.

Slurry Seal: Slurry seal provides a blanket like treatment that seals cracks. It should be noted that crack sealing must still be applied to high-severity cracks. Similar to crack seal, slurry seal helps to prevent water infiltration into the pavement and thus extends the life of the pavement. Slurry seal also acts to rejuvenate the oxidized pavement.

Mill & Pave: This milling and paving treatment removes surface distress and also provides the opportunity to improve the IRI as well as address cross slope issues if they exist. The mill depth should be determined based on the depth of the existing distresses, which should be determined through a “project-level” evaluation involving cores over pertinent distresses.

Structural Rehabilitation: This treatment is recommended for pavement sections that exhibit significant structural damage and thus require more than a typical “mill and fill” resurfacing. The specific pavement treatment, which should be determined through a “project-level” evaluation, should remove some or all of the existing distresses, enhance the structural integrity, and improve the IRI as well as address cross slope issues, if they exist.

Note: For all treatment alternatives, including Do Nothing, spot repairs comprised of Hot Mix Asphalt (HMA) patching should be performed if and where necessary, as determined through a “project-level” site review of distresses. It is recommended to consider HMA patching of medium- and high-severity fatigue cracking and patches when applying preservation treatments, whereas the HMA patching can be limited to high-severity fatigue cracking and patches for the rehabilitation treatments.

Development of Decision Criteria

The next step in the process involved developing decision criteria to base the appropriate pavement treatment type (see above) on the condition data collected for this project as well as other factors. Consistent with NJDOT practices, the SDI was selected as the primary parameter for determining the appropriate treatment type. The SDI captures the pavement condition in terms of its distresses (cracking, rutting, etc.). In addition to the SDI, other factors were incorporated into the treatment selection logic, including the IRI, extent of cracking, evidence of oxidation, and relative costs of treatments.

In order to determine appropriate thresholds for triggering the different treatment types, AID considered NJDOT standards, and its engineers reviewed videos collected for this project and noted the conditions (SDI and distresses) for the roadway compared with the treatment type that appeared to be appropriate. Figure 7 shows the treatment selection criteria in the form of a decision tree that was developed and applied for this project.

A summary of the conditions under which each treatment is applicable, per these criteria, is provided below.

Do Nothing applies to roadway segments that have minimal distress, as indicated by SDI, and have an IRI that is acceptable and thus do not require any improvement. Pavements with very high SDI (> 4.5) and don't show any oxidation fall into this category.

Crack Seal applies to roadway segments that currently have an SDI > 3.5 , have minimal (if any) fatigue cracking, an acceptable IRI, and have an extent of cracking that makes crack sealing cost-effective and reliable.

Slurry Seal applies to roadway segments that currently have an SDI > 3.5 , have an acceptable IRI, have minimal (if any) fatigue cracking, and are either oxidized or have an extent of cracking that makes slurry seal more cost-effective and/or reliable than crack sealing.

Mill & Pave applies to roadway segments that currently have an SDI ≤ 3.5 or deficient IRI but do not appear to be structurally deficient.

Structural Rehab applies to roadway segments that appear to be structurally deficient, as indicated by an SDI ≤ 2.0 .

Segmentation of Roadways

In order to develop the pavement treatment program, it is necessary to divide the Township roadways into smaller-sized "segments" that can eventually be developed into projects. Within a segment the pavement should be in fairly uniform condition and have similar needs in terms of pavement restoration. This step involved breaking each of the Township roadways down into such segments. The process undertaken is discussed below.

Segmentation of each roadway involved analyzing the 0.05-mile section data along with the triggered treatment category. Segmentation was performed by carrying out "analysis unit delineation by cumulative differences," as described in Appendix J of the *AASHTO Guide for Design of Pavement Structures (1993)*. This is an analytical method for delineating statistically homogenous units from pavement response measurements along a highway system. The cumulative difference approach was applied to the SDI data for the 0.05-mile sections of each road. The SDI data was then considered together with the triggered treatment type to refine the segment limits and determine the treatment category for each segment. Based on discussion with the project team, it was conveyed to AID that for practical consideration the minimum segment length for a particular treatment should be 0.5 mile.

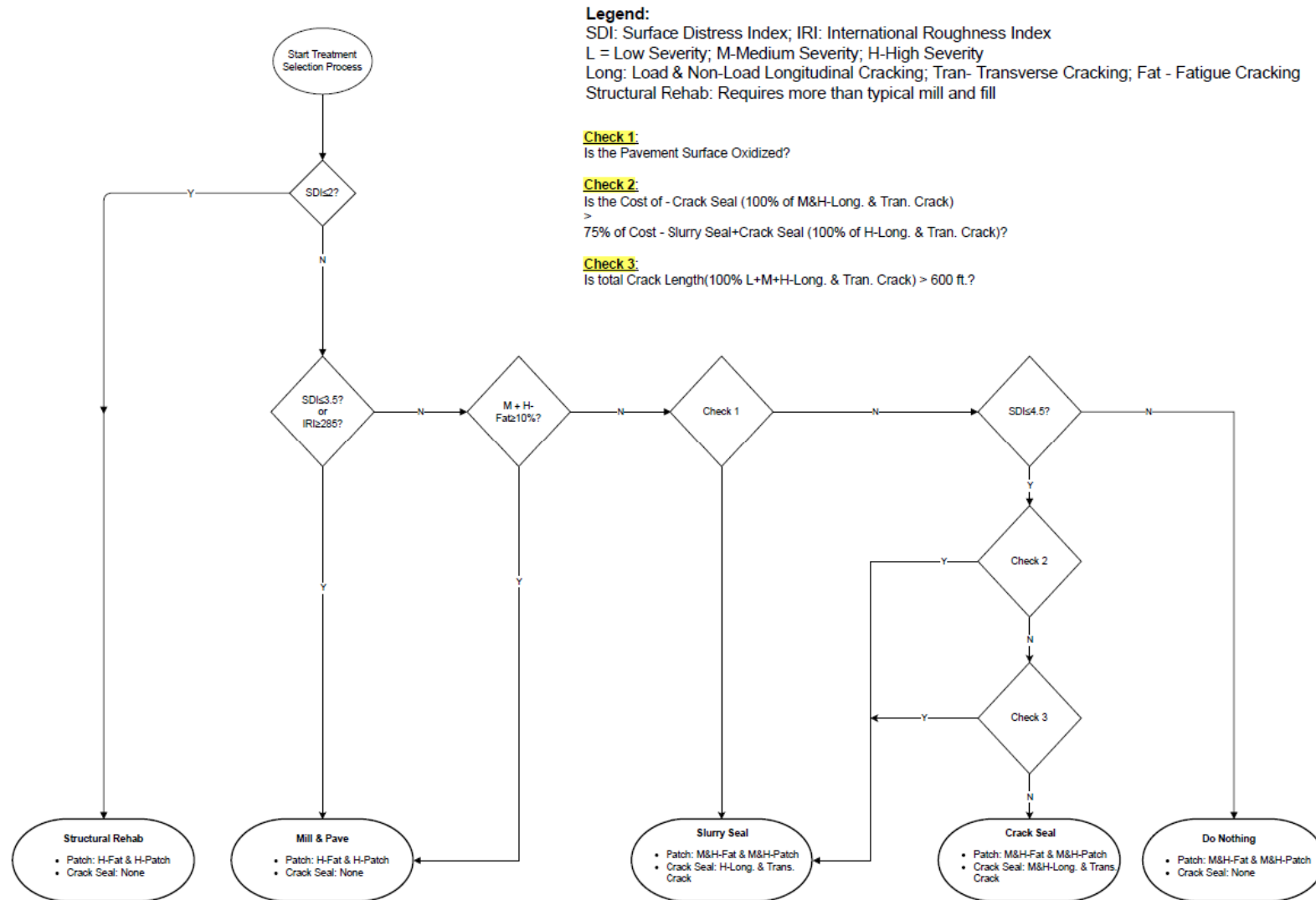


Figure 8. Pavement Treatment Selection Decision Tree

Figure 9 below shows the distribution of different pavement treatment types after the segmentation process. As shown in the figure, 49.9% of the network is a candidate for Mill/Pave, 22.6% for Slurry Seal, 21.6% is a candidate for Crack Seal, 5.3% is a candidate for Structure Rehab, and 0.6% does not require any pavement treatment at the time of survey.

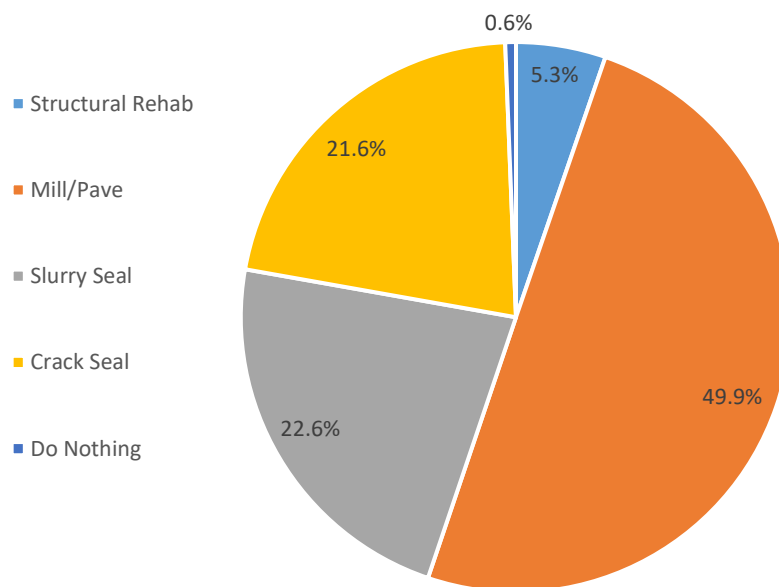


Figure 9. Distribution of Pavement Treatment Types for Jackson Township Network

Prioritization of Roadway Segments

The final step in developing the pavement treatment program involved ranking the roadway segments in prioritized order to assist in eventual project selection by the Township. Before discussing the ranking criteria, it is useful to first explain the other parameters that were calculated and used in the ranking process. A “Normalized IRI (N-IRI)”, “Existing Final Pavement Rating (FPR_i)”, “FPR Improvement,” and “Life Factor (LF)” were calculated as described below.

- **Normalized IRI (N-IRI)**, which is the absolute IRI in in./mi converted to a 0-5 scale per the equation: $NIRI = 5 * \text{Exp}(-0.001968 * IRI^{1.1418})$ as per NJDOT’s *Pavement Condition Indices and Analysis*. A N-IRI value of 1.4 corresponds to an IRI of ~285 in./mi., which is the breakpoint where the IRI is deemed as deficient for County highways.
- The **Existing Final Pavement Rating (FPR_i)** is used as a composite index of the SDI and IRI and was computed as follows:
 - If $N-IRI \leq 1.4$, $FPR_i = 0.8 * SDI + 0.2 * N-IRI$
 - If $N-IRI > 1.4$, $FPR_i = 0.9 * SDI + 0.1 * N-IRI$



- **Life Factor (LF)** is the value assigned to each treatment based on the estimated percent improvement the assigned treatment will have on the pavement segment. LF varies from 0 (no improvement) to 1 (100% improvement). The LF values used for this project are noted below.
 - o LF = 1 for Structural Rehabilitation and Mill and Pave
 - o LF = 0.67 for Slurry Seal
 - o LF = 0.33 Crack Seal
 - o LF = 0.00 for Do Nothing
- **Final Pavement Rating (FPR) Improvement** is calculated to account for the increase in pavement condition that is achieved by the assigned treatment type. If Do Nothing is recommended, there is no FPR improvement. For “Rehabilitation” or “Pavement Preservation” it is computed as:

$$\text{FPR Improvement} = (5.0 - \text{FPR}_i) * \text{LF}$$

When developing a pavement treatment program, one could take a “worst first” approach or a “mix of fixes” approach. Applying “worst first”, all the roadway segments are prioritized based on FPR Improvement (benefit expected via the recommended treatment). If the “worst first” priority list alone is followed, the segments in the worst condition will be treated first. Because such segments need more intensive treatment (Structural Rehab or Mill & Pave), they are more costly. If this list alone is followed, it is likely that the Township budget will only allow a limited number of the segments to be treated via Mill & Pave each year, and none of the candidate segments for preservation (Crack Seal or Slurry Seal) would be addressed. The untreated segments would continue to deteriorate, eventually requiring more intensive, costly treatments. Rather, it is recommended to follow a “mix of fixes” approach, where portions of the budget are allocated to each treatment type. Utilizing a “mix of fixes” on an annual basis will enable a balance of addressing roadway segments that are in need of rehabilitative treatment while also staying ahead of the deterioration curve and preserving roadway segments in a “state of good repair” in a cost-effective manner before they require more costly rehabilitative treatment. This approach extends the mileage of roads improved each year for the same budget spent. The goal is to steadily improve the overall condition of the network and reach a point where most of the work being done is preservative rather than rehabilitative in nature. This will result in the most efficient use of the budget (i.e., most “bang for the buck”) and the lowest life-cycle costs of the roadway network.

As part of the deliverables for this project, a Microsoft Excel file named “Prioritization Summary” is being submitted. This file contains a worksheet entitled “Header Legend” that defines the acronyms used in the headers. Another worksheet, entitled “Worst First,” prioritizes the roadway segments based on FPR improvement only. The remaining four (4) worksheets, entitled “MOF-Structural Rehab,” “MOF-Mill & Pave,” “MOF-Slurry Seal,” “MOF-Crack Seal,” and “MOF-Do Nothing” contain the segments recommended for each of those treatment types and ranked in prioritized order with the highest priority segment in the first row and decreasing priority in descending rows. as per the “mix of fixes” approach.

Figure 10 provides a flow chart depicting the logic used for prioritizing road segments in this project. This flow chart includes options for following the “worst first” or the “mix of fixes” approach. To follow the recommended “mix of fixes” approach, the “MOF” worksheets can be used in tandem with budgets allocated to each treatment type.

It should be emphasized that the condition data and treatment types reported herein are based on a network-level survey. While this level of survey is appropriate for planning purposes, a more detailed investigation of site conditions and a site-specific pavement design are recommended when developing the segments into actual projects to be constructed. Periodic surveys every few years enable updating the

network condition and treatment needs and also allow for development of performance prediction curves that can be used for assessing remaining life and projecting future funding needs.

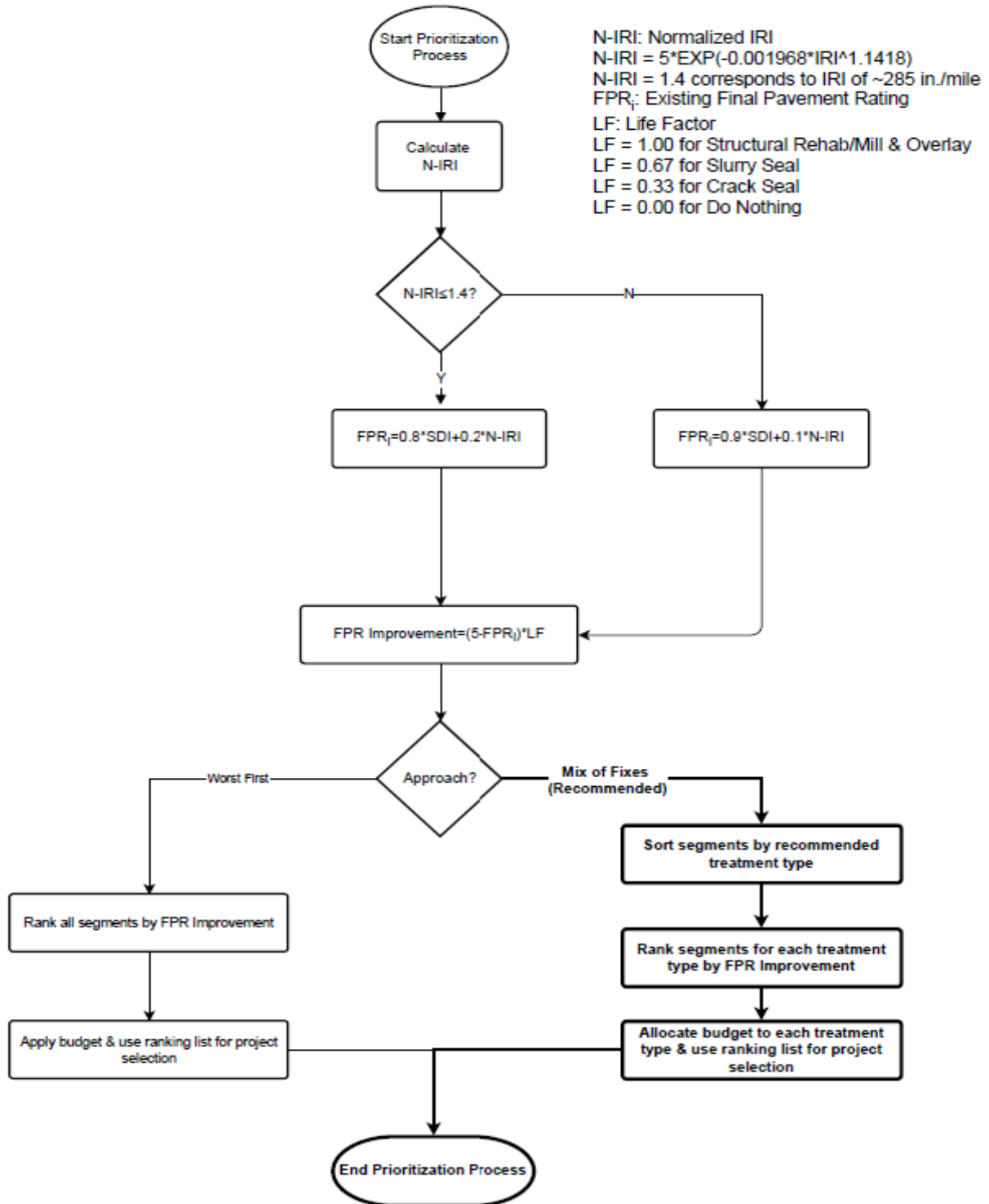


Figure 10. Pavement Segment Prioritization Logic



Disclaimer

For the purposes of this project, data collection was completed by use of video and 3D laser (LCMS) imagery and applied its in-house developed algorithm to classify crack type, severity, and percentage automatically. Such automatic classification of the cracking was done to maximize efficiency and minimize cost to the Township for conducting the distress survey. It should be understood that relying on automated classification of cracking inherently results in some error in terms of the crack type and severity.



APPENDIX A

SDI & IRI RATING DESCRIPTION

PMS FIELD DATABASE LEGEND



**New Jersey Department of Transportation
Bureau of Project Support and Engineering
Pavement Management Unit
05/18/2000**

**MODIFIED Surface Distress Index (SDI)
Description of Pavement Ratings**

SDI* Verbal Rating	Description
5.0 ----- Good	Only new (or nearly new) pavements are likely to be smooth enough and sufficiently free of cracks and patches to qualify for this category. All pavements constructed or resurfaced during the date year would normally be rated good.
4.0 ----- Fair	Pavements in this category, although not quite as smooth as those described above, give a first-class ride and exhibit few, if any, visible signs of surface deterioration. Flexible pavements may be beginning to show evidence of rutting and fine random cracks. Rigid pavements may be beginning to show evidence of slight surface deterioration as well as minor cracks and spalling. The riding qualities of pavements in this category are noticeably inferior to those of new pavements, and may be barely tolerable for high-speed traffic. Surface defects of flexible pavements may include rutting, map cracking and extensive patching. Rigid pavements in this group may have a few joint failures, faulting and cracking, and some pumping.
2.5 ----- Poor	Pavements that have deteriorated to such an extent that they affect the speed of free flow traffic. Flexible pavements may have large potholes and deep cracks. Distress includes raveling, cracking and rutting which occurs over 50 percent or more of the surface. Rigid pavement distress includes joint spalling, faulting, patching, cracking, scaling and may include pumping and faulting. Pavements that are in an extremely deteriorated condition. The facility is passable only at reduced speeds, and with considerable ride discomfort. Large potholes and deep cracks exist Distress occurs over 75 percent or more of the surface.
0.0 -----	

***SDI - Surface Distress Index**



PAVERATE051800

NJ IRI International Roughness Index Guidelines

	Interstate Freeways NHS Highways	Non-NHS Highways	Other County Highways
New 0 - ?	Excellent	Excellent	Excellent
Resurfacing	Excellent	Excellent	Excellent
60 - 95	Good	Good	Good
95 - 150	Fair	Good	Good
150 - 170	Fair	Fair	Good
170 - 200	Deficient	Fair	Good
200 - 285	Deficient	Deficient	Fair
> 285	Deficient	Deficient	Deficient

IRI - INTERNATIONAL ROUGHNESS INDEX



PMS ACCESS DATABASE FIELDS						
ROAD DATA TABLE						
Field Name	Field Description	Data Type	Field Size	Format	Decimal Places	Example
Highway Referencing Fields						
Rte	Route Number	Text	4			280L
Dir	Direction	Text	1			N
MPFrom	Milepost At Start Of Road Segment (Lower Value)	Number	Single	Fixed	1	##0.0
MPTo	Milepost At End Of Road Segment (Upper Value)	Number	Single	Fixed	1	##0.0
Jurisdictional Fields						
CntyCode	Field not Used	Number	Byte			7 or 211
Physical Attributes Fields						
SpdLim	Posted Speed Limit (mph)	Number	Byte			65
PaveType	Pavement Type (BC, RC, CO)	Text	2			BC
Lanes	Number of Lanes in Each Direction	Number	Byte			3
Med	Median (Y/N)	Text	1			Y or N
ShOut	Outer Shoulder (Y/N)	Text	1			Y or N
Bridge	Bridge Within Roadway Segment (Y/N)	Text	1			Y or N
Traffic Data						
AADT	One Way Average Annual Daily Traffic	Number	Long Integer			85123
Roughness Data						
ProfilerDate	Profiler Test Date	Date		Short Date		12/12/2004
LIRI	IRI in Left Wheel Path	Number	Single	Fixed	Auto	##0.00
RIRI	IRI in Right Wheel Path	Number	Single	Fixed	Auto	##0.00
AIRI	Average IRI	Number	Single	Fixed	Auto	##0.00
Distress Data						
NDI	Non Load Related Surface Distress Index (0-5)	Number	Single	Fixed	Auto	#0.00
SDI	Load Related Surface Distress Index (0-5)	Number	Single	Fixed	Auto	#0.00
SDI	Surface Distress Index (0-5)	Number	Single	Fixed	Auto	#0.00
ACTrSl	AC Transverse Cracking - Slight (% Area)	Number	Byte			0 to 100
ACTrMod	AC Transverse Cracking - Moderate (% Area)	Number	Byte			0 to 100
ACTrSev	AC Transverse Cracking - Severe (% Area)	Number	Byte			0 to 100
ACLngSl	AC Longitudinal Cracking - Slight (% Area)	Number	Byte			0 to 100
ACLngMod	AC Longitudinal Cracking - Moderate (% Area)	Number	Byte			0 to 100
ACLngSev	AC Longitudinal Cracking - Severe (% Area)	Number	Byte			0 to 100
ACLdMulSl	AC Load Related Mult. Cracking - Slight (% Area)	Number	Byte			0 to 100
ACLdMulMod	AC Load Related Mult. Cracking - Mod. (% Area)	Number	Byte			0 to 100
ACLdMulSev	AC Load Related Mult. Cracking - Severe (% Area)	Number	Byte			0 to 100
ACLdLngSl	AC Load Related Long. Cracking - Slight (% Area)	Number	Byte			0 to 100
ACLdLngMod	AC Load Related Long. Cracking - Mod. (% Area)	Number	Byte			0 to 100
ACLdLngSev	AC Load Related Long. Cracking - Severe (% Area)	Number	Byte			0 to 100
Rut Data						
LRut	Left Wheelpath Rut Depth (Inches)	Number	Single	Fixed	Auto	#0.00
RRut	Right Wheelpath Rut Depth (Inches)	Number	Single	Fixed	Auto	#0.00
ARut	Average Rut Depth (Inches)	Number	Single	Fixed	Auto	#0.00
Other Fields						
ACThick	Asphalt Pavement Thickness	Number	Single	Fixed	Auto	#0.00
Video File	Video File for Every Tenth of a Mile	Text				



APPENDIX B

JACKSON TOWNSHIP ROAD NETWORK RESULTS SUMMARY TABLES

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Dufree St	NB	0.00	0.16	0.3	1
Pelican Ln	EB	0.00	0.14	0.3	2
Hlgh Bush Dr	SB	0.09	0.00	0.7	3
Breezy Rd	NB	0.00	0.15	0.7	4
Circle Dr	NB	0.00	0.13	0.8	5
Cemetery Ln	WB	0.13	0.00	1.0	6
Seameadow Ave	WB	0.11	0.00	1.1	7
Goetz Ln	EB	0.00	0.19	1.3	8
Iroquois Pl	WB	0.21	0.00	1.7	9
High St	NB	0.00	0.28	1.8	10
Paolin Rd	NB	0.00	0.45	1.9	11
Benz Ln	WB	0.26	0.00	1.9	12
Genova Ave	SB	0.18	0.00	1.9	13
Driftwood Dr(B)	EB	0.00	0.07	2.0	14
Queens Ct	WB	0.10	0.00	2.0	15
Lewis Ln	WB	0.07	0.00	2.0	16
Werko Pl	SB	0.12	0.00	2.0	17
Blair St	WB	0.12	0.00	2.0	18
Green Valley Rd	EB	0.00	0.85	2.0	19
Diana Rd	WB	0.11	0.00	2.0	20
Raimondo Rd	SB	0.20	0.00	2.1	21
Edison Ave	SB	0.24	0.00	2.1	22
Perchuk Ln	WB	0.09	0.00	2.1	23
Lakeview Dr	WB	0.06	0.00	2.1	24
Thompson Ln	WB	0.05	0.00	2.1	25
Andrews Rd	WB	0.10	0.00	2.1	26
Georgian Blvd	WB	0.52	0.00	2.2	27
Enterprise Dr	EB	0.00	0.16	2.2	28
McCurdy Ln	SB	0.24	0.00	2.2	29
Cerrina Rd	SB	0.44	0.00	2.2	30
Wiseman Rd	NB	0.00	0.38	2.3	31
Taranoff Ave	EB	0.00	0.22	2.3	32
Franklin Ave	NB	0.00	0.13	2.3	33
Success Rd	EB	0.00	5.71	2.3	34
Citadel Ct	EB	0.00	0.07	2.3	35
Dallas Dr	NB	0.00	0.24	2.3	36
Sunflower Dr	NB	0.00	0.30	2.4	37
Savak St	EB	0.00	0.06	2.4	38
Dibling Ln	NB	0.00	0.08	2.4	39
Garden St	WB	0.17	0.00	2.5	40
Arthur Ct	EB	0.00	0.14	2.5	41
Clyde Sq	SB	0.05	0.00	2.5	42
Coleman Way	NB	0.00	0.06	2.5	43
S Boston Rd	WB	0.27	0.00	2.5	44
Huntington Dr	NB	0.00	1.27	2.5	45
Gramme Ave	EB	0.00	0.25	2.5	46
William St	NB	0.00	0.19	2.5	47
Cpl. Luigi Marciante	WB	0.42	0.00	2.5	48
Indiero Rd	SB	0.51	0.00	2.5	49
Hangar Rd	SB	0.28	0.00	2.5	50
Cathy Ct	EB	0.00	0.24	2.5	51
Gardenia Pl	EB	0.00	0.16	2.6	52
Banbury Ln	SB	0.25	0.00	2.6	53

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Trent Jones Ln	SB	0.05	0.00	2.6	54
Progress Pl	WB	0.36	0.00	2.6	55
Pomeroy Ct	WB	0.12	0.00	2.6	56
Liberty Pl	SB	0.05	0.00	2.6	57
Edmond Ct	WB	0.05	0.00	2.6	58
Kitay Ct	EB	0.00	0.10	2.7	59
Hopkins Pl	EB	0.00	0.12	2.7	60
Revere Ct	SB	0.08	0.00	2.7	61
Brentwood Dr	NB	0.00	0.28	2.7	62
Maple Wood Dr	WB	0.15	0.00	2.7	63
Lenape Trail	NB	0.00	0.35	2.7	64
Botanical Way	SB	0.09	0.00	2.8	65
Chandler Rd	WB	1.84	0.00	2.8	66
Louisiana Pkwy	WB	0.41	0.00	2.8	67
Penny Ln	SB	0.12	0.00	2.8	68
Gibson Ln	NB	0.00	0.17	2.8	69
Allyson Rd	WB	0.24	0.00	2.8	70
Clear Stream Rd	SB	1.39	0.00	2.8	71
N Pointe Dr	WB	0.66	0.00	2.9	72
Declaration Ln	NB	0.00	0.18	2.9	73
Banstead Way	WB	0.18	0.00	2.9	74
Holly Hill Ct	SB	0.10	0.00	2.9	75
Forge Ct	SB	0.06	0.00	2.9	76
Reed Rd	WB	4.06	0.00	2.9	77
Feather Ln	EB	0.00	0.16	2.9	78
Briarwood Ct	NB	0.00	0.13	2.9	79
E Pleasant Grove Rd	EB	0.00	0.51	2.9	80
Prospect Pointe Blvd	EB	0.00	0.05	2.9	81
Grosunor Ct	WB	0.10	0.00	2.9	82
W Pleasant Grove Rd	EB	0.00	1.07	2.9	83
Manhattan St	SB	0.78	0.00	2.9	84
Hoffman St	WB	0.05	0.00	2.9	85
Regal Ct	NB	0.00	0.06	3.0	86
London Dr	WB	0.53	0.00	3.0	87
Ricci Dr	EB	0.00	0.23	3.0	88
Heritage Terr	SB	0.05	0.00	3.0	89
Rose Dr	EB	0.00	0.44	3.0	90
Durell Dr	NB	0.00	0.26	3.0	91
Fagans Run	SB	0.11	0.00	3.0	92
Hawthorne St	EB	0.00	0.08	3.0	93
Paul Rd	WB	0.32	0.00	3.0	94
Lakehurst Ave	EB	0.00	2.14	3.0	95
Herman Rd	WB	0.74	0.00	3.0	96
Moores Ct	WB	0.10	0.00	3.0	97
Marlborough Ct	EB	0.00	0.10	3.0	98
Denton Ln	NB	0.00	0.41	3.0	99
Pamela Ct	NB	0.00	0.18	3.0	100
Driftwood Dr(A)	WB	0.10	0.00	3.0	101
Chippewa Dr	WB	0.12	0.00	3.0	102
Vassar Ct	NB	0.00	0.06	3.1	103
Marcia Memorial Cir	SB	0.24	0.00	3.1	104
Dogwood Dr	NB	0.00	0.56	3.1	105
Shepherds Way	EB	0.00	0.18	3.1	106

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Tuxedo Ct	WB	0.51	0.00	3.1	107
Sunny Woods Ln	WB	0.48	0.00	3.1	108
Harmony Farms Ln	SB	0.09	0.00	3.1	109
Imperial Pl (A)	EB	0.00	0.12	3.1	110
Perrineville Rd	NB	0.00	3.58	3.1	111
Mayfair Ct	WB	0.07	0.00	3.1	112
Glenrothes Ct	WB	0.05	0.00	3.1	113
Beverly Ct	EB	0.00	0.19	3.1	114
Sherwood Ct	EB	0.00	0.19	3.1	115
Rumford Ct	EB	0.00	0.11	3.1	116
Constitution Dr	SB	0.35	0.00	3.1	117
Delaware Trail	WB	0.42	0.00	3.1	118
Sams Rd	SB	0.49	0.00	3.1	119
Silvia Ln	SB	0.07	0.00	3.1	120
Rodriguez Ln	SB	0.11	0.00	3.1	121
Cherry St	WB	0.05	0.00	3.1	122
Judith Way	NB	0.00	0.24	3.2	123
North St	SB	0.22	0.00	3.2	124
Archer Sq	SB	0.05	0.00	3.2	125
Canterbury Ct	SB	0.07	0.00	3.2	126
Sunbird Ct	EB	0.00	0.08	3.2	127
Crescent Ave	NB	0.00	0.65	3.2	128
Alexander Ave	WB	0.10	0.00	3.2	129
Birch Dr	SB	0.46	0.00	3.2	130
Smithburg Ct	NB	0.00	0.21	3.2	131
Maple St	SB	0.24	0.00	3.2	132
Murdock Pl	EB	0.00	0.20	3.2	133
Annapolis Pl	WB	0.05	0.00	3.2	134
Honeysuckle Ln	WB	0.21	0.00	3.2	135
Gorham Ct	NB	0.00	0.05	3.2	136
Renee Ct	SB	0.10	0.00	3.2	137
Magpie Ct	EB	0.00	0.12	3.2	138
Llewellyn Ct	WB	0.05	0.00	3.2	139
Charles St	NB	0.00	0.31	3.2	140
Heather Ct	NB	0.00	0.05	3.2	141
Jenny Ln	NB	0.00	0.13	3.2	142
Alabama Ct	EB	0.00	0.07	3.2	143
Brookwood Pkwy	NB	0.00	0.77	3.2	144
N Dakota Ct	SB	0.05	0.00	3.2	145
Prospect Point Apt	SB	0.30	0.00	3.2	146
Hemlock Ct	EB	0.00	0.10	3.2	147
Nighthawk Ln	WB	0.38	0.00	3.2	148
Sahalee Ct	EB	0.00	0.06	3.2	149
Goldthread Ct	SB	0.14	0.00	3.2	150
Oaktree Ln	SB	0.36	0.00	3.2	151
Berwyn Ln	NB	0.00	0.21	3.2	152
Greenbriar Ln	WB	0.08	0.00	3.2	153
Danielle Ct	NB	0.00	0.49	3.2	154
Olev Dr	NB	0.00	0.20	3.2	155
Cobain Rd	EB	0.00	0.84	3.2	156
Pebble Beach Blvd	NB	0.00	0.61	3.2	157
Gail Chambers Rd	EB	0.00	0.39	3.2	158
Birmingham Dr	EB	0.00	0.45	3.2	159

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Wistoria Dr	EB	0.00	0.10	3.3	160
W Fish Rd(B)	NB	0.00	0.26	3.3	161
Mehar Ct	EB	0.00	0.15	3.3	162
Willowtree Ln	EB	0.00	0.05	3.3	163
Larisa Ln(A)	SB	0.19	0.00	3.3	164
Deer Creek Ct	SB	0.16	0.00	3.3	165
Nicholas Blvd	EB	0.00	0.14	3.3	166
Rita Ln	WB	0.09	0.00	3.3	167
Cannon Blvd	EB	0.00	0.56	3.3	168
Whitlock Ave	SB	0.51	0.00	3.3	169
Boxwood Dr	EB	0.00	0.32	3.3	170
Denmark Ln	SB	0.15	0.00	3.3	171
Utah Ct	EB	0.00	0.06	3.3	172
Sage Ct	NB	0.00	0.06	3.3	173
Pitch Hollow	WB	0.05	0.00	3.3	174
Ollie Burke Rd	NB	0.00	0.50	3.3	175
Meadowlark Ct	NB	0.00	0.21	3.3	176
Brewers Bridge Ramp(B)	WB	0.32	0.00	3.3	177
Cedar Ct	SB	0.18	0.00	3.3	178
Francis St	WB	0.05	0.00	3.3	179
Scarlet Oak Ct	EB	0.00	0.12	3.3	180
Eagle Rd	EB	0.00	0.13	3.3	181
Luxury Cir	EB	0.00	0.29	3.3	182
Pfister Rd	WB	0.83	0.00	3.3	183
E Fish Rd(A)	NB	0.00	0.49	3.3	184
Page Pl	SB	0.07	0.00	3.3	185
Columbine Dr	SB	0.15	0.00	3.3	186
Hurley Rd	NB	0.00	0.61	3.3	187
Rodeo Dr	NB	0.00	0.35	3.3	188
Yorkshire Dr	WB	0.21	0.00	3.3	189
Lee Ct	EB	0.00	0.09	3.3	190
Denver St	SB	0.05	0.00	3.3	191
Peach Tree St	EB	0.00	0.22	3.3	192
Shaw Ct	WB	0.05	0.00	3.3	193
History Ln	NB	0.00	0.05	3.3	194
Andover Rd	WB	0.65	0.00	3.3	195
Highland Dr	WB	0.53	0.00	3.3	196
Rye Ct	NB	0.00	0.08	3.3	197
Antonia Dr	EB	0.00	0.48	3.3	198
Homestead Rd	NB	0.00	0.08	3.3	199
Misty Ln	EB	0.00	0.07	3.3	200
Robert Terr	EB	0.00	0.16	3.3	201
Trenton St	SB	0.15	0.00	3.3	202
Daffodil Dr	WB	0.16	0.00	3.3	203
Scottsdale Ct	EB	0.00	0.17	3.3	204
Starling Ct	NB	0.00	0.12	3.3	205
Prince Ct	WB	0.12	0.00	3.3	206
Joan Ct	NB	0.00	0.06	3.3	207
Ruby Ct	EB	0.00	0.10	3.3	208
Winthrop Dr	NB	0.00	0.07	3.3	209
N Avon Dr	NB	0.00	0.25	3.4	210
Belaire Dr	NB	0.00	0.08	3.4	211
Shoal Rd	NB	0.00	0.33	3.4	212

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Eltone Rd	WB	1.70	0.00	3.4	213
Police Access Rd	WB	0.19	0.00	3.4	214
Red Cedar Run	EB	0.00	0.16	3.4	215
Lisa Ln S	EB	0.00	0.16	3.4	216
N Lakeside	WB	0.26	0.00	3.4	217
Portebello Rd	NB	0.00	0.14	3.4	218
Ridgedale Ave	SB	0.14	0.00	3.4	219
Taylor Ln	NB	0.00	0.09	3.4	220
New Central Ave	WB	0.80	0.00	3.4	221
Shilling Way	WB	0.23	0.00	3.4	222
Novack Ave	NB	0.00	0.09	3.4	223
Timber Ct	SB	0.06	0.00	3.4	224
Cranberry Harvest Ct	EB	0.00	0.15	3.4	225
Pine Crest Ave	NB	0.00	0.05	3.4	226
N Carolina Dr	EB	0.00	0.09	3.4	227
Normandy Dr	EB	0.00	0.44	3.4	228
Ivy Ct	NB	0.00	0.07	3.4	229
Michigan Ct	NB	0.00	0.06	3.4	230
Independence Ct(B)	SB	0.07	0.00	3.4	231
Meli Blvd	SB	0.40	0.00	3.4	232
Novack Ave	SB	0.19	0.00	3.4	233
Bay Hill Rd	NB	0.00	0.25	3.4	234
Norwick Ct	EB	0.00	0.10	3.4	235
Cardinal Dr	SB	0.50	0.00	3.4	236
Dorchester Ct	WB	0.19	0.00	3.4	237
Brodrick Dr	NB	0.00	0.13	3.4	238
Maestro Ct	EB	0.00	0.05	3.4	239
Knightsbridge Pl	SB	0.52	0.00	3.4	240
Bromelia Ct	SB	0.05	0.00	3.4	241
Albert Ct	EB	0.00	0.17	3.4	242
Daisy Ct	SB	0.07	0.00	3.4	243
Ely Harmony Rd	SB	0.56	0.00	3.4	244
Abbey Rd	EB	0.00	0.23	3.4	245
Matthews Ln	SB	0.35	0.00	3.4	246
Culpepper Ct	SB	0.09	0.00	3.4	247
Indiana Ave	SB	0.17	0.00	3.4	248
Pineoaka Rd	EB	0.00	0.32	3.4	249
Park Ave	SB	0.78	0.00	3.4	250
Alissa Terr	NB	0.00	0.38	3.4	251
Ash Rd	WB	0.19	0.00	3.4	252
N Boston Rd	WB	0.35	0.00	3.4	253
Second St	WB	0.09	0.00	3.4	254
Kentucky Ct	EB	0.00	0.08	3.4	255
Sydor Ave	EB	0.00	0.28	3.4	256
Stephanie Ct	EB	0.00	0.08	3.4	257
Geranium Ct	EB	0.00	0.05	3.4	258
Cross Park Blvd	NB	0.00	0.07	3.4	259
Troy Sq	SB	0.05	0.00	3.4	260
Kathleen Dr	NB	0.00	0.19	3.4	261
South St(A)	NB	0.00	0.06	3.4	262
Linda Dr	EB	0.00	0.47	3.4	263
Spruce Terr	EB	0.00	0.10	3.4	264
Sapphire Dr	SB	0.51	0.00	3.4	265

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Nature Blvd	SB	0.76	0.00	3.4	266
Angus Ct	EB	0.00	0.13	3.4	267
Edinburgh Ct	EB	0.00	0.06	3.5	268
Fifth St	WB	0.12	0.00	3.5	269
Harvey Jones Dr	EB	0.00	0.53	3.5	270
Lobelia Ln	SB	0.05	0.00	3.5	271
Vermont Ave	WB	0.83	0.00	3.5	272
Nebraska Dr	WB	0.13	0.00	3.5	273
Hibiscus Pl	SB	0.24	0.00	3.5	274
Delta Ave	EB	0.00	0.14	3.5	275
Seventh St	WB	0.14	0.00	3.5	276
Mason Dr	NB	0.00	0.30	3.5	277
Susan Dr	SB	0.89	0.00	3.5	278
Ridge Ave	WB	0.97	0.00	3.5	279
Brewers Bridge Rd	NB	0.00	3.52	3.5	280
Bates Rd	EB	0.00	0.46	3.5	281
First St	EB	0.00	0.06	3.5	282
Holly St	SB	0.06	0.00	3.5	283
Poplar St	WB	0.30	0.00	3.5	284
Siena Dr	NB	0.00	0.25	3.5	285
Brewers Bridge Ramp	WB	0.09	0.00	3.5	286
Oak Hill Ct	SB	0.05	0.00	3.5	287
Newbury Ct	EB	0.00	0.17	3.5	288
Goldenrod Pl	SB	0.16	0.00	3.5	289
Stone Cress Ct	SB	0.11	0.00	3.5	290
Cook Rd	NB	0.00	0.90	3.5	291
Shady Lake Cir	WB	0.15	0.00	3.5	292
Harmony Hill Ct	WB	0.14	0.00	3.5	293
Pointe Cir	NB	0.00	0.43	3.5	294
Manchester Ct	SB	0.10	0.00	3.5	295
Anita Dr	EB	0.00	0.63	3.5	296
Stewart Ct	EB	0.00	0.11	3.5	297
Muirfield Rd	WB	0.50	0.00	3.5	298
Whitecomb St	SB	0.59	0.00	3.5	299
Sunny Brook Rd(B)	NB	0.00	0.28	3.5	300
Tuscany Dr	NB	0.00	0.81	3.5	301
Jackson Pines Rd	NB	0.00	0.61	3.5	302
Crimson Maple Dr	EB	0.00	0.09	3.5	303
Hemlock Hill Rd	WB	0.58	0.00	3.5	304
Cherise Ct	SB	0.19	0.00	3.5	305
Metedeconk Trail	EB	0.00	0.33	3.5	306
Miami Rd	SB	0.06	0.00	3.5	307
Overlook Dr	SB	0.95	0.00	3.5	308
Melrose Pl	WB	0.10	0.00	3.5	309
Hardwood Dr	WB	0.33	0.00	3.5	310
Abbot Ct	SB	0.05	0.00	3.5	311
Loblolly Ln	WB	0.06	0.00	3.5	312
Rapids Dr	EB	0.00	0.16	3.5	313
Jordan Ave	EB	0.00	0.21	3.5	314
Dolphin Ct	NB	0.00	0.16	3.5	315
Red Cedar Ct	NB	0.00	0.07	3.5	316
Patterson Rd(A)	NB	0.00	0.15	3.5	317
Valley Rd	EB	0.00	0.67	3.5	318

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Genelle Pl	SB	0.07	0.00	3.5	319
Texas Dr	SB	0.14	0.00	3.5	320
Persimmon Dr	NB	0.00	0.27	3.5	321
Loch Ct	WB	0.07	0.00	3.5	322
Frontier Ln	EB	0.00	0.16	3.5	323
Whispering Oaks Way	SB	0.23	0.00	3.5	324
Larkspur Ln	NB	0.00	0.30	3.5	325
W Virginia Ave	WB	0.22	0.00	3.5	326
Rococo Ct	EB	0.00	0.15	3.5	327
Southwind Cir	SB	0.43	0.00	3.5	328
E Fish Rd(B)	NB	0.00	0.26	3.5	329
Sherwood Ct	WB	0.42	0.00	3.5	330
Walnut Dr	EB	0.00	0.06	3.5	331
Ryans Way	NB	0.00	0.22	3.5	332
Oakleaf St	NB	0.00	0.21	3.5	333
Kingfisher Ct	SB	0.16	0.00	3.5	334
Heathwood Ave	EB	0.00	0.49	3.5	335
Short Hills Blvd	SB	0.37	0.00	3.5	336
Tudor Ct	SB	0.15	0.00	3.5	337
Citadel Dr	WB	0.71	0.00	3.5	338
Richter Rd	WB	0.37	0.00	3.5	339
Marlow Dr	SB	0.66	0.00	3.5	340
Kacie Lynn Ct	WB	0.24	0.00	3.5	341
Bailey Ct	NB	0.00	0.07	3.5	342
Krull Dr	EB	0.00	0.23	3.5	343
Imperial Pl (B)	EB	0.00	0.65	3.5	344
Helen Ave	NB	0.00	0.08	3.5	345
Cedar Knoll Rd	WB	0.38	0.00	3.5	346
Kim Ct	SB	0.08	0.00	3.5	347
Baldwin Sq	NB	0.00	0.05	3.5	348
Aumack Rd	EB	0.00	0.50	3.5	349
Aster Ct	EB	0.00	0.06	3.6	350
Mimosa Ct	WB	0.23	0.00	3.6	351
Jessica Ct	SB	0.28	0.00	3.6	352
Beacon St	SB	0.24	0.00	3.6	353
Sheldon Dr	EB	0.00	0.23	3.6	354
Hardwick Ct	NB	0.00	0.16	3.6	355
Vath St	NB	0.00	0.95	3.6	356
Colts Ct	NB	0.00	0.18	3.6	357
New York Ct	SB	0.06	0.00	3.6	358
Laurel Ave	NB	0.00	0.16	3.6	359
Oakwood Ave	EB	0.00	0.33	3.6	360
Drexel Dr	NB	0.00	0.33	3.6	361
Winchester Dr	SB	0.34	0.00	3.6	362
Trinity Pl	NB	0.00	0.09	3.6	363
Maria St	NB	0.00	0.27	3.6	364
Wolverton Ct	EB	0.00	0.12	3.6	365
Winterberry Blvd	EB	0.00	1.25	3.6	366
Brockton Sq	NB	0.00	0.05	3.6	367
Woodside Ave	NB	0.00	0.06	3.6	368
Arizona Ave	NB	0.00	0.29	3.6	369
Three Pence Ln	WB	0.23	0.00	3.6	370
Arboretum Dr	WB	0.14	0.00	3.6	371

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Tiger Lilly Ct	SB	0.05	0.00	3.6	372
Detroit Ct	NB	0.00	0.08	3.6	373
Blue Jay Ct	SB	0.07	0.00	3.6	374
W Connecticut Con	WB	0.46	0.00	3.6	375
Friar Ct	WB	0.05	0.00	3.6	376
Teakwood Dr	WB	0.34	0.00	3.6	377
Harding Ct	WB	0.13	0.00	3.6	378
Cypress Point Ln	NB	0.00	0.60	3.6	379
Kings Ct	WB	0.06	0.00	3.6	380
Wooten Ct	EB	0.00	0.12	3.6	381
Primrose Ln	EB	0.00	0.16	3.6	382
Wellington Ct	WB	0.36	0.00	3.6	383
Kildare Ln	SB	0.10	0.00	3.6	384
Patterson Rd	NB	0.00	1.06	3.6	385
Shadow Creek Ct	NB	0.00	0.26	3.6	386
Azalea Cir	NB	0.00	0.43	3.6	387
Wild Dunes Way	WB	1.31	0.00	3.6	388
Prince Way	SB	0.28	0.00	3.6	389
Thatcher Ct	EB	0.00	0.09	3.6	390
Sawgrass St	SB	0.24	0.00	3.6	391
S Dakota Ave	SB	0.07	0.00	3.6	392
Jackson Dr	NB	0.00	0.30	3.6	393
Blue Spruce Dr	SB	0.14	0.00	3.6	394
Hawaii Rd	EB	0.00	0.12	3.6	395
Leone Blvd	WB	0.41	0.00	3.6	396
Seminole Ct	WB	0.10	0.00	3.6	397
Hartford Rd	NB	0.00	0.11	3.6	398
Laurelton Ave	WB	0.51	0.00	3.6	399
Okjin Ct	NB	0.00	0.14	3.6	400
Maine Pl	SB	0.06	0.00	3.6	401
Kimberly St	SB	0.12	0.00	3.6	402
Locust Ave	SB	0.17	0.00	3.6	403
Savannah Rd	EB	0.00	0.80	3.6	404
Wisconsin Dr	SB	0.13	0.00	3.6	405
Atrium Way	SB	0.42	0.00	3.6	406
Michael Ct	NB	0.00	0.11	3.6	407
Arkansas Dr	WB	0.14	0.00	3.6	408
Brittany Ln	WB	0.45	0.00	3.6	409
Maplewood Pl	NB	0.00	0.05	3.6	410
Oakland Dr	SB	0.44	0.00	3.6	411
Christina Ct	SB	0.07	0.00	3.6	412
Peacock Ln	NB	0.00	0.16	3.6	413
Eucalyptus Ct	NB	0.00	0.05	3.6	414
Tilford St	NB	0.00	0.21	3.6	415
York Cir	WB	0.05	0.00	3.6	416
Buchanan Blvd	NB	0.00	0.19	3.6	417
Galassi Ct	NB	0.00	0.27	3.6	418
Clayton Ave	NB	0.00	0.34	3.6	419
Cypress Ave	NB	0.00	0.33	3.6	420
New Jersey Ave	SB	0.17	0.00	3.6	421
Hasting Ct	SB	0.14	0.00	3.6	422
Picadilly Dr	SB	1.00	0.00	3.6	423
Lehigh Blvd	EB	0.00	0.41	3.6	424

Street	Dir	MPFrom	MPTTo	SDI	ROAD RANKING, WORST TO BEST
Sandcastle Ct	EB	0.00	0.17	3.6	425
Exton Way	WB	0.10	0.00	3.6	426
Conor Dr	EB	0.00	0.58	3.6	427
Heath Ln	EB	0.00	0.20	3.6	428
Colonial Ct	EB	0.00	0.13	3.6	429
Ross Ln	SB	0.61	0.00	3.6	430
Christian Way	EB	0.00	0.13	3.6	431
Sunshine Way	EB	0.00	0.24	3.6	432
Sandalwood Dr	WB	0.09	0.00	3.6	433
Green Tree Dr	SB	0.70	0.00	3.6	434
Forest Hill Ave	SB	0.18	0.00	3.6	435
Sixth St	WB	0.16	0.00	3.6	436
Dante Ct	NB	0.00	0.37	3.6	437
Dawn Cypress Ln	WB	0.29	0.00	3.6	438
Maxim Ct	EB	0.00	0.60	3.6	439
Villanova Dr	SB	0.60	0.00	3.6	440
Fourth St	EB	0.00	0.12	3.6	441
Stonehenge Ct	EB	0.00	0.53	3.6	442
Camelia Rd	NB	0.00	0.05	3.6	443
Scotland Dr	SB	0.12	0.00	3.6	444
Dahlia Ct	SB	0.13	0.00	3.6	445
Danbury Ct	EB	0.00	0.10	3.6	446
Claridge Dr	SB	0.46	0.00	3.6	447
Solomon Ct	EB	0.00	0.14	3.6	448
Swimming Ln	WB	0.10	0.00	3.6	449
Hazeltine Rd	WB	0.13	0.00	3.6	450
Serendipity Dr	WB	0.25	0.00	3.6	451
Winter Way	WB	0.05	0.00	3.6	452
Pine Meadows Ct	SB	0.06	0.00	3.6	453
Congressional Rd	NB	0.00	0.25	3.6	454
Pine St	SB	0.21	0.00	3.6	455
Erin Dr	SB	0.73	0.00	3.6	456
Autumn Ave	EB	0.00	0.27	3.6	457
Kari Ct	SB	0.15	0.00	3.6	458
Barton Creek Rd	SB	0.34	0.00	3.6	459
Verbena Ct	NB	0.00	0.16	3.6	460
Carriage Ct	EB	0.00	0.06	3.6	461
Knolls Dr	EB	0.00	0.31	3.6	462
Corrinne Ct	NB	0.00	0.18	3.6	463
Buttonwood Dr	EB	0.00	0.32	3.6	464
Rhode Island Dr	SB	0.69	0.00	3.6	465
Olena Dr	WB	0.35	0.00	3.6	466
Henry St	NB	0.00	0.35	3.6	467
Malibu Ct	WB	0.19	0.00	3.6	468
Kierych Memorial Dr	SB	0.44	0.00	3.6	469
Sparrow Ct	NB	0.00	0.08	3.6	470
Keith Ct	SB	0.07	0.00	3.6	471
Sycamore Pl	NB	0.00	0.09	3.6	472
W Bird Village Rd	NB	0.00	0.18	3.6	473
Juniper Ln	WB	0.14	0.00	3.6	474
Beam Ave	WB	0.52	0.00	3.6	475
Bedford Rd	EB	0.00	0.07	3.7	476
Cambridge Dr	EB	0.00	0.62	3.7	477

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Evergreen Ct	EB	0.00	0.19	3.7	478
Atwood Sq	SB	0.05	0.00	3.7	479
Gaskin Ln	SB	0.08	0.00	3.7	480
Orchard Ct	WB	0.07	0.00	3.7	481
Harvard West Dr	NB	0.00	0.22	3.7	482
Nicole Ct	EB	0.00	0.39	3.7	483
Jasmine Ct	SB	0.05	0.00	3.7	484
Wilson Blvd	SB	0.63	0.00	3.7	485
Greenwich Dr	WB	0.82	0.00	3.7	486
Wyoming Dr	EB	0.00	0.45	3.7	487
Pennsylvania Ave	EB	0.00	0.58	3.7	488
Poppy Pl	WB	0.06	0.00	3.7	489
Francesca Ln	SB	0.18	0.00	3.7	490
Georgia St	EB	0.00	0.13	3.7	491
Justin Way	NB	0.00	0.34	3.7	492
Meadwood Rd	SB	0.87	0.00	3.7	493
Sandpiper Ct	EB	0.00	0.11	3.7	494
Anderson Rd	SB	1.64	0.00	3.7	495
Rose Dr	WB	0.12	0.00	3.7	496
Elana Dr	NB	0.00	0.36	3.7	497
Skylark Dr	SB	0.21	0.00	3.7	498
Woodbury Dr	EB	0.00	0.42	3.7	499
Alyssa Rose Ln	EB	0.00	0.25	3.7	500
Candy Ct	SB	0.06	0.00	3.7	501
Lancaster Way	NB	0.00	0.37	3.7	502
Foxglove Ct	NB	0.00	0.06	3.7	503
Lons Ln	WB	0.08	0.00	3.7	504
Banyan Ct	WB	0.11	0.00	3.7	505
Dover St	EB	0.00	0.18	3.7	506
Johnson Ln	SB	0.33	0.00	3.7	507
Arlington Way	WB	0.07	0.00	3.7	508
Carroll Ct	WB	0.19	0.00	3.7	509
Mary Beth Ln	EB	0.00	0.33	3.7	510
Princeton Dr	SB	0.28	0.00	3.7	511
Macintosh Ct	SB	0.09	0.00	3.7	512
Courtelyou Rd	NB	0.00	0.18	3.7	513
Tracy Pl	EB	0.00	0.11	3.7	514
Dove Mill Crescent	EB	0.00	0.21	3.7	515
Leanne Dr	NB	0.00	0.41	3.7	516
Fountain View Dr	WB	0.49	0.00	3.7	517
Bayberry Ct	EB	0.00	0.07	3.7	518
Pine Hill Rd	NB	0.00	0.19	3.7	519
Wright-Debow Rd	EB	0.00	2.24	3.7	520
E Connecticut Con	EB	0.00	0.87	3.7	521
Ocean Ave	WB	0.33	0.00	3.7	522
Crooked Stick Rd	SB	0.54	0.00	3.7	523
Rue Monet	NB	0.00	0.37	3.7	524
Farmers Ln	NB	0.00	0.18	3.7	525
Ashford Rd	EB	0.00	0.48	3.7	526
Douglas Dr	NB	0.00	0.82	3.7	527
W Fish Rd	WB	0.71	0.00	3.7	528
Castle Ave	EB	0.00	0.52	3.7	529
N Baker Dr	SB	0.39	0.00	3.7	530

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Christine Lynn Ct	WB	0.21	0.00	3.7	531
Phoenix Ct	NB	0.00	0.17	3.7	532
California Dr	WB	0.31	0.00	3.7	533
Bedminster Ln	EB	0.00	0.31	3.7	534
Tall Oaks Dr	WB	0.22	0.00	3.7	535
Amethyst Way	WB	0.51	0.00	3.7	536
Calendula Ct	EB	0.00	0.18	3.7	537
Inverness Ln	WB	0.25	0.00	3.7	538
Bridge Ct	EB	0.00	0.21	3.7	539
Birdie Ct	EB	0.00	0.18	3.7	540
S Avon Dr	NB	0.00	0.33	3.7	541
Montana Dr	EB	0.00	0.27	3.7	542
Symphony Ct	NB	0.00	0.20	3.7	543
Winged Foot Rd	WB	0.29	0.00	3.7	544
New Mexico St	NB	0.00	0.30	3.7	545
Muirwood Ct	WB	0.06	0.00	3.7	546
Stamford Dr	SB	0.74	0.00	3.7	547
Lenox Rd	SB	0.24	0.00	3.7	548
Calvary Ct	EB	0.00	0.17	3.7	549
Boulder Creek Ct	SB	0.14	0.00	3.7	550
Afton Rd	WB	0.24	0.00	3.7	551
Marymount Ct	SB	0.06	0.00	3.7	552
Upper Pennsylvania Ave	NB	0.00	0.17	3.7	553
Snapdragon Ct	SB	0.06	0.00	3.7	554
Kindling Way	EB	0.00	0.21	3.7	555
Melissa Lee Dr	NB	0.00	0.38	3.7	556
Zimm Ln	SB	0.12	0.00	3.7	557
Pole Brook Rd	NB	0.00	0.06	3.7	558
Emma Ln	EB	0.00	0.33	3.7	559
Lombardi St	WB	0.15	0.00	3.7	560
Suter Ct	WB	0.05	0.00	3.7	561
Willow Dr	NB	0.00	0.63	3.7	562
Bear Trail	WB	0.23	0.00	3.7	563
Clover Hill Dr	NB	0.00	0.22	3.7	564
Wendy Ct	SB	0.33	0.00	3.7	565
Eaton Ct	NB	0.00	0.12	3.7	566
Third St	WB	0.16	0.00	3.7	567
Lace Bark Ln	NB	0.00	0.18	3.7	568
Denise Dr	NB	0.00	0.20	3.7	569
Rachel Ct	NB	0.00	0.22	3.7	570
Lilly Ln	WB	0.08	0.00	3.7	571
N Stump Tavern Rd	WB	0.31	0.00	3.7	572
Bittersweet Dr	SB	0.35	0.00	3.7	573
Spectrum Ct	WB	0.18	0.00	3.7	574
Zengel Ct	NB	0.00	0.06	3.7	575
Dunbarton Rd	WB	0.25	0.00	3.7	576
Fern Ct	EB	0.00	0.07	3.7	577
Sugar Maple Ct	NB	0.00	0.12	3.7	578
Forest Dr	SB	0.68	0.00	3.7	579
Hallmark Ct	NB	0.00	0.17	3.7	580
Illinois Ave	NB	0.00	0.28	3.7	581
Chestnut Dr	NB	0.00	0.08	3.7	582
Yale Ct	WB	0.06	0.00	3.7	583

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
New Hampshire St	NB	0.00	0.29	3.7	584
Camelot Terr	WB	0.31	0.00	3.7	585
Evergreen Dr	NB	0.00	0.26	3.7	586
Carlson Ct	EB	0.00	0.16	3.7	587
Willys Ln	SB	0.14	0.00	3.7	588
Biscayne Ct	EB	0.00	0.15	3.7	589
Hummingbird Way	NB	0.00	0.23	3.7	590
Derosé Ln	EB	0.00	0.45	3.7	591
Woodstock Ct	NB	0.00	0.14	3.7	592
Marlin Ct	EB	0.00	0.06	3.7	593
Mount Olive Ln	NB	0.00	0.14	3.7	594
Sunset Dr	NB	0.00	0.17	3.7	595
Wellesly Ct	WB	0.05	0.00	3.7	596
Regent Sq	NB	0.00	0.08	3.7	597
Gaelic Ct	WB	0.07	0.00	3.7	598
Homestead Rd(B)	SB	0.13	0.00	3.8	599
Dock St	EB	0.00	0.06	3.8	600
Sergey Rd	WB	0.18	0.00	3.8	601
May Blvd	NB	0.00	0.21	3.8	602
Arrowshead Cir	EB	0.00	0.26	3.8	603
Beatrice Ln	SB	0.23	0.00	3.8	604
Grover Ct	NB	0.00	0.21	3.8	605
Walter Dr	WB	0.58	0.00	3.8	606
Applewood Rd	EB	0.00	0.13	3.8	607
Basso St	SB	0.91	0.00	3.8	608
Mills Ln	EB	0.00	0.16	3.8	609
Violet Ln	WB	0.27	0.00	3.8	610
Hampshire Blvd	WB	0.53	0.00	3.8	611
Sedgewick Sq	EB	0.00	0.05	3.8	612
Scarborough Dr	WB	0.18	0.00	3.8	613
Kansas Dr	SB	0.15	0.00	3.8	614
S Baker Dr	SB	0.55	0.00	3.8	615
Docare Rd	NB	0.00	0.28	3.8	616
Sutfield Rd	EB	0.00	0.14	3.8	617
E Bird Village Rd	WB	0.95	0.00	3.8	618
Buxton Rd	SB	0.17	0.00	3.8	619
Maryland Dr	WB	0.14	0.00	3.8	620
Oakmont Ln	NB	0.00	0.61	3.8	621
Glenn Rd	NB	0.00	0.35	3.8	622
Chadwick Sq	SB	0.05	0.00	3.8	623
Jhan Dr	WB	0.21	0.00	3.8	624
Thatcher Blvd	WB	0.23	0.00	3.8	625
Goldweber Ave	EB	0.00	0.47	3.8	626
Weston Ct	EB	0.00	0.08	3.8	627
Moet Ct	EB	0.00	0.26	3.8	628
Pembroke Dr	WB	0.36	0.00	3.8	629
Trotters Way	NB	0.00	0.25	3.8	630
Bellagio Rd	NB	0.00	0.40	3.8	631
Crest Rd	WB	0.26	0.00	3.8	632
Meadow Run Ct	SB	0.48	0.00	3.8	633
Agostina Dr	NB	0.00	0.20	3.8	634
Idaho Pl	WB	0.05	0.00	3.8	635
Mackenzie Dr	NB	0.00	0.42	3.8	636

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Amos Ct	SB	0.09	0.00	3.8	637
Mirta Ct	NB	0.00	0.21	3.8	638
Ernest Way	NB	0.00	0.24	3.8	639
Independence Ct	EB	0.00	0.06	3.8	640
Tulip Ct	SB	0.07	0.00	3.8	641
Mitchell Ct	WB	0.09	0.00	3.8	642
Topaz Dr	SB	0.35	0.00	3.8	643
Woods Edge Dr	SB	0.64	0.00	3.8	644
Royal Grove Dr	NB	0.00	0.40	3.8	645
Lilac Ct	EB	0.00	0.06	3.8	646
Lexington Ct	EB	0.00	0.19	3.8	647
Challenger Way	SB	0.29	0.00	3.8	648
Abes Way	NB	0.00	0.23	3.8	649
Dorathys Ln	NB	0.00	0.56	3.8	650
Oregon Ave	WB	0.37	0.00	3.8	651
Albany Ave	NB	0.00	0.27	3.8	652
Willetta Dr	NB	0.00	0.26	3.8	653
Palamino Dr	WB	0.28	0.00	3.8	654
Maidstone Rd	EB	0.00	0.05	3.8	655
Grawtown Rd	SB	2.03	0.00	3.8	656
Buckingham Dr	NB	0.00	1.14	3.8	657
Partree Rd	WB	0.19	0.00	3.8	658
Silver Tail Ct	WB	0.08	0.00	3.8	659
Magnolia Dr	NB	0.00	0.36	3.8	660
Spring St	NB	0.00	0.17	3.8	661
Morning Star Ln	SB	0.14	0.00	3.8	662
Four Seasons Blvd	WB	0.26	0.00	3.8	663
Wintergreen Ct	NB	0.00	0.36	3.8	664
Oklahoma Dr	EB	0.00	0.14	3.8	665
Balmoral Dr	SB	0.24	0.00	3.8	666
Dartmouth Dr	NB	0.00	0.24	3.8	667
Serendipity Dr	EB	0.00	0.25	3.8	668
Kyle Ct	NB	0.00	0.11	3.8	669
Redwood Pl	WB	0.36	0.00	3.8	670
Adams Way	EB	0.00	0.47	3.8	671
Cross Farms Rd	EB	0.00	0.16	3.8	672
Susie Ln	WB	0.20	0.00	3.8	673
Veronica Ct	SB	0.30	0.00	3.8	674
Sarah Ct	WB	0.10	0.00	3.8	675
Oxford Rd	NB	0.00	0.23	3.8	676
River Edge Dr	SB	0.26	0.00	3.8	677
Monterey Ct	SB	0.23	0.00	3.8	678
Atlanta Dr	WB	0.20	0.00	3.8	679
Newhardt Pl	NB	0.00	0.16	3.8	680
Kolendorski Rd	EB	0.00	0.32	3.8	681
Vincent Ln	EB	0.00	0.05	3.8	682
Grant Ln	NB	0.00	0.20	3.8	683
Nancy Ct	EB	0.00	0.18	3.8	684
Pepperidge Ct	NB	0.00	0.17	3.8	685
Yellowwood Ct	EB	0.00	0.09	3.8	686
Chiswick Dr	SB	0.26	0.00	3.8	687
Kevin Dale Pl	NB	0.00	0.27	3.8	688
Bruce Terr	EB	0.00	0.09	3.8	689

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Dublin Rd	NB	0.00	0.13	3.8	690
Murray Dr	EB	0.00	0.14	3.8	691
Miller Ave	WB	0.86	0.00	3.8	692
Patterson Rd(B)	NB	0.00	0.42	3.9	693
Fir Ct	WB	0.06	0.00	3.9	694
Summers Dr	WB	0.30	0.00	3.9	695
Naomi Way	NB	0.00	0.14	3.9	696
Dominion Dr	WB	0.13	0.00	3.9	697
Cosmo Ln	SB	0.12	0.00	3.9	698
Quaker Hill Road	NB	0.00	0.13	3.9	699
Country Rd	NB	0.00	0.20	3.9	700
Stanley Pl	NB	0.00	0.05	3.9	701
Mulberry Ct	NB	0.00	0.16	3.9	702
Begonia Ct	SB	0.19	0.00	3.9	703
Parkhill St	SB	0.10	0.00	3.9	704
Castle Pines Rd	WB	0.05	0.00	3.9	705
South Fork Dr	EB	0.00	0.23	3.9	706
Adelphia Dr	NB	0.00	0.28	3.9	707
Marginal Rd	NB	0.00	0.26	3.9	708
Hidden Hollow Ct	NB	0.00	0.16	3.9	709
Anthony Way	NB	0.00	0.19	3.9	710
Berkshire Ct	WB	0.14	0.00	3.9	711
Leming Rd	EB	0.00	0.50	3.9	712
Hampton Dr	NB	0.00	0.20	3.9	713
Rutherford Ct	NB	0.00	0.21	3.9	714
Salem Ln	NB	0.00	0.18	3.9	715
Monroe Ln	EB	0.00	0.19	3.9	716
Goldfinch Rd	SB	0.67	0.00	3.9	717
Opal Ct	SB	0.07	0.00	3.9	718
Windsor Ct	EB	0.00	0.05	3.9	719
Chief Showell Dr	NB	0.00	0.20	3.9	720
Kensington Ct	EB	0.00	0.06	3.9	721
Grand Blvd	EB	0.00	0.41	3.9	722
Knight Dr	NB	0.00	0.18	3.9	723
W Dickens Ct	WB	0.07	0.00	3.9	724
Beresney Ln	WB	0.07	0.00	3.9	725
Cornell Ct	WB	0.08	0.00	3.9	726
Crocus St	NB	0.00	0.10	3.9	727
Wind Song Ct	NB	0.00	0.06	3.9	728
Blue Bell Dr	NB	0.00	0.19	3.9	729
Toshi Ct	NB	0.00	0.16	3.9	730
S Lakeview Dr	WB	0.48	0.00	3.9	731
Sussex Pl	WB	0.22	0.00	3.9	732
Bridgewater Ct	WB	0.69	0.00	3.9	733
Parkcrest Dr	NB	0.00	0.15	3.9	734
Beech Ct	NB	0.00	0.09	3.9	735
Mimi Ct	SB	0.08	0.00	3.9	736
Iowa Ct	NB	0.00	0.07	3.9	737
Bryant Dr	WB	0.47	0.00	3.9	738
Abercorn Ct	SB	0.15	0.00	3.9	739
Song Bird Ct	EB	0.00	0.38	3.9	740
Black Oak Rd	NB	0.00	0.18	3.9	741
Hidden Ct	EB	0.00	0.07	3.9	742

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Chiswick Ct	EB	0.00	0.08	3.9	743
Reese Ct	EB	0.00	0.13	3.9	744
Ralph Pl	WB	0.26	0.00	4.0	745
Sugar Pine Dr	NB	0.00	0.17	4.0	746
Westminster Dr	NB	0.00	0.13	4.0	747
Pleasant Grove Rd	EB	0.00	1.13	4.0	748
Teri Ct	NB	0.00	0.16	4.0	749
Colony Ct	WB	0.06	0.00	4.0	750
Earl Ct	EB	0.00	0.14	4.0	751
Periwinkle Dr	WB	0.15	0.00	4.0	752
Hickory Rd	EB	0.00	0.37	4.0	753
Scioto Ct	NB	0.00	0.06	4.0	754
Olivia Way	NB	0.00	0.70	4.0	755
Alan Terr	WB	0.06	0.00	4.0	756
Abigail Ct	SB	0.05	0.00	4.0	757
Transit Ave	WB	0.21	0.00	4.0	758
Austin Ct	SB	0.07	0.00	4.0	759
Owls Nest Ct	WB	0.08	0.00	4.0	760
Balmoral Ct	NB	0.00	0.13	4.0	761
Sequoia Ct	WB	0.06	0.00	4.0	762
Cedarwood Ln	WB	0.07	0.00	4.0	763
Casey Ln	WB	0.26	0.00	4.0	764
Twin Oaks Ct	EB	0.00	0.27	4.0	765
Craig Ct	WB	0.16	0.00	4.0	766
Larisa Ln(B)	SB	0.05	0.00	4.0	767
Ohio Ct	SB	0.08	0.00	4.0	768
Mill Pond Rd	EB	0.00	0.93	4.0	769
Hamilton Rd	NB	0.00	0.24	4.0	770
Zinia St	EB	0.00	0.12	4.0	771
South St(B)	NB	0.00	0.18	4.0	772
Dexter Ln	NB	0.00	0.13	4.0	773
Fox Hollow Dr	NB	0.00	0.38	4.0	774
Bismark Rd	NB	0.00	0.66	4.0	775
Freemont Ave	SB	1.03	0.00	4.0	776
Sixty Acre Blvd	NB	0.00	0.81	4.0	777
Cliffwood Ct	NB	0.00	0.08	4.0	778
Ridgeway Blvd	SB	0.14	0.00	4.0	779
Chopin Pl	WB	0.07	0.00	4.0	780
Ambassador Ct	WB	0.18	0.00	4.0	781
Dowing Ln	WB	0.24	0.00	4.1	782
Springbrook Dr	NB	0.00	0.28	4.1	783
Aspen Ct	NB	0.00	0.22	4.1	784
Josie Ct	EB	0.00	0.07	4.1	785
Kevin Ct	NB	0.00	0.25	4.1	786
Colliers Ct	SB	0.19	0.00	4.1	787
Bane Ln	EB	0.00	0.11	4.1	788
Stacey Ct	NB	0.00	0.15	4.1	789
Callas Ct	EB	0.00	0.08	4.1	790
Elm St	EB	0.00	0.37	4.1	791
Montifiore Ave	NB	0.00	0.10	4.1	792
Pine Lakes Cir	WB	1.18	0.00	4.1	793
Ambassador Way	NB	0.00	0.29	4.1	794
Florida Pl	NB	0.00	0.08	4.1	795

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Whispering Grove Blvd	SB	0.22	0.00	4.1	796
Red Fox Dr	SB	0.34	0.00	4.1	797
Reagan Dr	EB	0.00	0.19	4.1	798
Portchester Ct	WB	0.05	0.00	4.1	799
Columbia Ct	SB	0.06	0.00	4.1	800
Missouri St	EB	0.00	0.05	4.1	801
Waverly Ln	SB	0.13	0.00	4.1	802
Firenze Rd	SB	0.30	0.00	4.1	803
Jason Ct	NB	0.00	0.12	4.1	804
Nevada Ct	EB	0.00	0.06	4.1	805
Kennedy Ct	EB	0.00	0.08	4.1	806
Jefferson Ct	WB	0.53	0.00	4.1	807
Gomberg Ave	SB	0.21	0.00	4.1	808
Markus Ct	EB	0.00	0.08	4.1	809
Gables Way	EB	0.00	0.22	4.1	810
Waltham Way	EB	0.00	0.20	4.2	811
Minnesota Dr	WB	0.12	0.00	4.2	812
Emory Ct	WB	0.07	0.00	4.2	813
Royal Woods Ct	WB	0.07	0.00	4.2	814
Flat Brook Run	NB	0.00	0.17	4.2	815
Victoria Cir	WB	0.39	0.00	4.2	816
Churchill Ct	NB	0.00	0.10	4.2	817
Liverpool Ct	NB	0.00	0.18	4.2	818
Westlake Blvd	SB	0.36	0.00	4.2	819
Chris Ann Ct	SB	0.17	0.00	4.2	820
Tall Tree Ct	WB	0.17	0.00	4.2	821
Ironwood Ct	NB	0.00	0.06	4.2	822
Summerhill Ave	NB	0.00	0.49	4.2	823
Nottingham Way	SB	0.84	0.00	4.2	824
Kenneth Ln	WB	0.16	0.00	4.2	825
Cedarview Ave	WB	0.38	0.00	4.2	826
Ocala St	WB	0.07	0.00	4.2	827
Florence Ct	NB	0.00	0.29	4.2	828
Owl Ct	WB	0.12	0.00	4.2	829
Wildflower Ct	SB	0.05	0.00	4.2	830
Noble Ct	EB	0.00	0.06	4.2	831
S Carolina St	SB	0.10	0.00	4.2	832
Rutgers Rd	SB	0.30	0.00	4.2	833
Everett Dr	EB	0.00	0.05	4.2	834
Washington Ct	EB	0.00	0.07	4.3	835
Plasner Ct	WB	0.15	0.00	4.3	836
Harvest Ct	SB	0.18	0.00	4.3	837
Round Hill Rd	EB	0.00	0.30	4.3	838
Cottonwood Dr	NB	0.00	0.58	4.3	839
Bellevue Ave	EB	0.00	0.14	4.3	840
Kent Ct	NB	0.00	0.10	4.3	841
Cleveland Ct	NB	0.00	0.14	4.3	842
Carlisle Dr	WB	0.48	0.00	4.3	843
Pitney Ln	SB	0.65	0.00	4.3	844
Carmine Pl	NB	0.00	0.07	4.3	845
Morning Glory Ct	WB	0.07	0.00	4.3	846
Sugar Bush Ct	NB	0.00	0.14	4.3	847
Fordham Rd	NB	0.00	0.19	4.3	848

Street	Dir	MPFrom	MPTo	SDI	ROAD RANKING, WORST TO BEST
Quincy Dr	SB	0.09	0.00	4.3	849
Alaska Ave	WB	0.25	0.00	4.3	850
Waltham Ct	SB	0.05	0.00	4.3	851
Drew Ct	WB	0.06	0.00	4.3	852
E Scarlet Oak Ct	EB	0.00	0.14	4.3	853
Colorado Dr	EB	0.00	0.18	4.3	854
Aristocrat Way	NB	0.00	0.15	4.3	855
Deerfoot Way	SB	0.13	0.00	4.3	856
Chelsea Rd	SB	0.71	0.00	4.3	857
Trumbull Ct	EB	0.00	0.12	4.4	858
E Dickens Ct	EB	0.00	0.07	4.4	859
Pine Valley Rd	EB	0.00	0.30	4.4	860
Sunny Brook Rd	SB	0.54	0.00	4.4	861
Xavier Dr	NB	0.00	0.08	4.4	862
Woodlane Rd	EB	0.00	0.62	4.4	863
Purple Ash Ct	NB	0.00	0.08	4.4	864
New Castle Ct	SB	0.25	0.00	4.4	865
Mark Pl	WB	0.11	0.00	4.4	866
Aidan Ln	WB	0.59	0.00	4.4	867
Swallow Tail Ct	EB	0.00	0.25	4.4	868
Lawrence St	SB	0.22	0.00	4.4	869
Hickory Hill Rd	SB	1.04	0.00	4.4	870
Cranberry Ct	EB	0.00	0.09	4.4	871
Baltusrol Dr	SB	0.46	0.00	4.4	872
Colchester Dr	SB	0.49	0.00	4.5	873
Portchester Dr	WB	0.49	0.00	4.5	874
Dina Pl	EB	0.00	0.21	4.5	875
Marc Alton Ct	EB	0.00	0.05	4.5	876
Devonshire Way	WB	0.22	0.00	4.5	877
Monarch Ct	NB	0.00	0.22	4.5	878
Melody Ln	NB	0.00	0.18	4.5	879
Oak Dr	WB	0.23	0.00	4.5	880
Warwick Way	NB	0.00	0.10	4.5	881
Utica Ct	WB	0.07	0.00	4.5	882
Merion Ln	NB	0.00	0.39	4.5	883
Dunhill Rd	NB	0.00	0.24	4.6	884
Medinah Ct	SB	0.27	0.00	4.6	885
Fox Dr	SB	0.16	0.00	4.6	886
Westlake Ct	NB	0.00	0.46	4.6	887
Mark Pl	WB	0.11	0.00	4.6	888
Steven Pl	EB	0.00	0.14	4.7	889
Spyglass Dr	WB	0.45	0.00	4.7	890
Spencer Dr	SB	0.38	0.00	4.7	891
Iris Dr	SB	0.15	0.00	4.7	892
Parkside Dr	WB	0.44	0.00	4.7	893
Harfield Dr	WB	0.13	0.00	4.7	894
Neal St	NB	0.00	0.29	4.7	895
Steuben Ln	SB	0.08	0.00	4.8	896
Quail Rd	EB	0.00	0.05	4.8	897
Rye Ct	NB	0.00	0.08	4.8	898
Deer Ln	NB	0.00	0.16	4.9	899
Represents Dirt Roads					

SUMMARY RESULTS FOR WORST FIRST APPROACH - ALPHABETICAL

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Abbey Rd	EB	0.00	0.23	0.23	3.4	1.2	2.9	2.1	Mill/Pave
Abbot Ct	SB	0.05	0.00	0.05	3.6	0.9	3.0	2.0	Mill/Pave
Abercorn Ct	SB	0.15	0.00	0.15	3.9	1.3	3.4	1.6	Mill/Pave
Abes Way	NB	0.00	0.23	0.23	3.8	1.7	3.6	0.5	Crack Seal
Abigail Ct	SB	0.05	0.00	0.05	4.5	1.9	4.2	0.3	Crack Seal
Adams Way	EB	0.00	0.47	0.47	3.8	2.4	3.7	0.9	Slurry Seal
Adelphia Dr	NB	0.00	0.28	0.28	3.9	3.3	3.8	0.8	Slurry Seal
Afton Rd	WB	0.24	0.00	0.24	3.6	1.1	3.1	1.9	Mill/Pave
Agostina Dr	NB	0.00	0.20	0.20	3.8	2.4	3.6	0.4	Crack Seal
Aidan	WB	0.59	0.00	0.59	4.4	2.5	4.2	0.3	Crack Seal
Alabama Ct	EB	0.00	0.07	0.07	3.1	1.0	2.7	2.3	Mill/Pave
Alan Terr	WB	0.06	0.00	0.06	3.7	1.0	3.1	1.9	Mill/Pave
Alaska Ave	WB	0.25	0.00	0.25	4.3	1.8	4.1	0.3	Crack Seal
Albany Ave	NB	0.00	0.27	0.27	3.8	2.2	3.6	0.9	Slurry Seal
Albert Ct	EB	0.00	0.17	0.17	3.3	0.7	2.8	2.2	Mill/Pave
Alexander Ave	WB	0.10	0.00	0.10	3.2	1.6	3.0	2.0	Mill/Pave
Alissa Terr	NB	0.00	0.38	0.38	3.4	1.9	3.3	1.7	Mill/Pave
Allyson Rd	WB	0.24	0.00	0.24	2.8	1.0	2.4	2.6	Mill/Pave
Alyssa Rose Ln	EB	0.00	0.25	0.25	3.8	1.7	3.6	1.4	Mill/Pave
Ambassador Ct	WB	0.18	0.00	0.18	4.0	2.3	3.9	0.4	Crack Seal
Ambassador Way	NB	0.00	0.29	0.29	4.1	2.6	3.9	0.4	Crack Seal
Amethyst Way	WB	0.51	0.00	0.51	3.7	1.6	3.5	1.0	Slurry Seal
Amos	SB	0.09	0.00	0.09	3.8	2.4	3.6	0.4	Crack Seal
Anderson Rd	SB	1.64	1.10	0.54	3.6	1.8	3.4	1.6	Mill/Pave
Anderson Rd	SB	1.10	0.00	1.10	3.7	1.7	3.5	1.5	Mill/Pave
Andover Rd	WB	0.65	0.00	0.65	3.3	1.6	3.1	1.9	Mill/Pave
Andrews	WB	0.10	0.00	0.10	2.1	1.7	2.1	2.9	Mill/Pave
Angus Ct	EB	0.00	0.13	0.13	3.4	1.5	3.2	1.8	Mill/Pave
Anita Dr	EB	0.00	0.63	0.63	3.5	1.7	3.3	1.7	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Annapolis Pl	WB	0.05	0.00	0.05	3.2	2.1	3.1	1.9	Mill/Pave
Anthony Way	NB	0.00	0.19	0.19	3.8	1.1	3.3	1.7	Mill/Pave
Antonia Dr	EB	0.00	0.48	0.48	3.3	2.2	3.2	1.8	Mill/Pave
Applewood Rd	EB	0.00	0.13	0.13	3.7	1.6	3.5	0.5	Crack Seal
Arboretum Dr	WB	0.14	0.00	0.14	3.6	2.2	3.4	1.0	Slurry Seal
Archer Sq	SB	0.05	0.00	0.05	3.0	1.0	2.6	2.4	Mill/Pave
Aristocrat	NB	0.00	0.15	0.15	4.3	1.6	4.0	1.0	Mill/Pave
Arizona Ave	NB	0.00	0.29	0.29	3.6	2.2	3.4	1.0	Slurry Seal
Arkansas Dr	WB	0.14	0.00	0.14	3.6	0.6	3.0	2.0	Mill/Pave
Arlington Way	WB	0.07	0.00	0.07	3.8	0.6	3.2	1.8	Mill/Pave
Arrowshead Cir	EB	0.00	0.26	0.26	3.9	2.3	3.7	0.4	Crack Seal
Arthur Ct	EB	0.00	0.14	0.14	2.5	1.5	2.4	2.6	Mill/Pave
Ash Rd	WB	0.19	0.00	0.19	3.4	1.8	3.3	1.7	Mill/Pave
Ashford Rd	EB	0.00	0.48	0.48	3.6	2.0	3.5	1.0	Slurry Seal
Aspen Ct	NB	0.00	0.22	0.22	4.1	2.4	3.9	0.4	Crack Seal
Aster Ct	EB	0.00	0.06	0.06	3.6	1.2	3.1	1.9	Mill/Pave
Atlanta Dr	WB	0.20	0.00	0.20	3.8	2.3	3.7	0.9	Slurry Seal
Atrium Way	SB	0.42	0.00	0.42	3.6	1.3	3.1	1.9	Mill/Pave
Atwood Sq	SB	0.05	0.00	0.05	4.2	1.6	3.9	1.1	Mill/Pave
Aumack Rd	EB	0.00	0.50	0.50	3.6	2.1	3.5	1.5	Mill/Pave
Austin Ct	SB	0.07	0.00	0.07	3.8	0.7	3.2	1.8	Mill/Pave
Autumn Ave	EB	0.00	0.27	0.27	3.6	2.1	3.4	1.1	Slurry Seal
Azalea Cir	NB	0.00	0.43	0.43	3.6	1.0	3.1	1.9	Mill/Pave
Bailey Ct	NB	0.00	0.07	0.07	3.7	1.9	3.5	1.5	Mill/Pave
Baldwin Sq	NB	0.00	0.05	0.05	3.6	0.4	3.0	2.0	Mill/Pave
Balmoral Ct	NB	0.00	0.13	0.13	3.9	2.3	3.8	0.4	Crack Seal
Balmoral Dr	SB	0.24	0.00	0.24	3.8	2.5	3.7	0.4	Crack Seal
Baltusrol Dr	SB	0.46	0.00	0.46	4.4	2.2	4.2	0.3	Crack Seal
Banbury Ln	SB	0.25	0.00	0.25	2.5	2.0	2.5	2.5	Mill/Pave
Bane Ln	EB	0.00	0.11	0.11	4.0	1.3	3.5	0.5	Crack Seal
Banstead Way	WB	0.18	0.00	0.18	2.9	1.2	2.5	2.5	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Banyan Ct	WB	0.11	0.00	0.11	3.8	1.7	3.6	1.4	Mill/Pave
Barton Creek Rd	SB	0.34	0.00	0.34	3.6	2.1	3.5	1.0	Slurry Seal
Basso St	SB	0.91	0.00	0.91	3.8	2.6	3.6	0.4	Crack Seal
Bates Rd	EB	0.00	0.46	0.46	3.3	1.5	3.1	1.9	Mill/Pave
Bay Hill Rd	NB	0.00	0.25	0.25	3.5	1.9	3.4	1.6	Mill/Pave
Bayberry Ct	EB	0.00	0.07	0.07	3.7	1.6	3.5	1.5	Mill/Pave
Beacon St	SB	0.24	0.00	0.24	3.5	1.5	3.3	1.7	Mill/Pave
Beam Ave	WB	0.52	0.00	0.52	3.6	1.0	3.1	1.3	Slurry Seal
Bear Trail	WB	0.23	0.00	0.23	3.7	1.8	3.5	1.0	Slurry Seal
Beatrice Ln	SB	0.23	0.00	0.23	3.8	1.8	3.6	1.0	Slurry Seal
Bedford Rd	EB	0.00	0.07	0.07	3.5	1.4	3.1	1.9	Mill/Pave
Bedminster Ln	EB	0.00	0.31	0.31	3.7	2.6	3.6	1.0	Slurry Seal
Beech Ct	NB	0.00	0.09	0.09	3.9	2.5	3.8	0.4	Crack Seal
Begonia Ct	SB	0.19	0.00	0.19	3.9	1.3	3.3	1.7	Mill/Pave
Belaire Dr	NB	0.00	0.08	0.08	3.2	2.2	3.1	1.9	Mill/Pave
Bellagio	NB	0.00	0.40	0.40	3.8	2.1	3.6	0.5	Crack Seal
Bellevue	EB	0.00	0.14	0.14	4.3	1.7	4.0	0.3	Crack Seal
Benz Ln	WB	0.26	0.00	0.26	2.1	0.9	1.9	3.1	Structural Rehab
Beresney	WB	0.07	0.00	0.07	3.9	1.1	3.4	1.6	Mill/Pave
Berkshire Ct	WB	0.14	0.00	0.14	3.9	1.9	3.7	0.4	Crack Seal
Berwyn Ln	NB	0.00	0.21	0.21	2.9	2.6	2.9	2.1	Mill/Pave
Beverly Ct	EB	0.00	0.19	0.19	3.1	2.0	3.0	2.0	Mill/Pave
Birch Dr	SB	0.46	0.00	0.46	3.2	1.1	2.8	2.2	Mill/Pave
Birdie	EB	0.00	0.18	0.18	3.7	2.6	3.6	0.5	Crack Seal
Birmingham Dr	EB	0.00	0.45	0.45	3.3	1.4	2.9	2.1	Mill/Pave
Biscayne	EB	0.00	0.15	0.15	3.7	2.1	3.6	1.0	Slurry Seal
Bismark Rd	NB	0.00	0.66	0.66	4.0	2.0	3.8	0.4	Crack Seal
Bittersweet Dr	SB	0.35	0.00	0.35	3.9	1.8	3.7	1.3	Mill/Pave
Black Oak Rd	NB	0.00	0.18	0.18	3.9	1.4	3.7	0.4	Crack Seal
Blair	WB	0.12	0.00	0.12	2.1	1.0	1.9	3.1	Mill/Pave
Blue Bell Dr	NB	0.00	0.19	0.19	3.9	2.0	3.7	0.4	Crack Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Blue Jay Ct	SB	0.07	0.00	0.07	3.6	2.3	3.5	1.5	Mill/Pave
Blue Spruce Dr	SB	0.14	0.00	0.14	3.6	1.8	3.4	1.6	Mill/Pave
Botanical Way	SB	0.09	0.00	0.09	2.8	0.4	2.3	2.7	Mill/Pave
Boulder Creek Ct	SB	0.14	0.00	0.14	3.7	2.0	3.6	0.5	Crack Seal
Boxwood Dr	EB	0.00	0.32	0.32	3.2	0.9	2.8	2.2	Mill/Pave
Breezy	NB	0.00	0.15	0.15	0.7	1.1	0.8	4.2	Structural Rehab
Brentwood Dr	NB	0.00	0.28	0.28	2.7	1.5	2.6	2.4	Mill/Pave
Brewers Bridge Ramp	WB	0.09	0.00	0.09	3.4	0.4	2.8	2.2	Mill/Pave
Brewers Bridge Ramp(B	WB	0.32	0.00	0.32	3.4	2.0	3.2	1.8	Mill/Pave
Brewers Bridge Rd	NB	2.60	3.52	0.92	3.1	1.8	3.0	2.0	Mill/Pave
Brewers Bridge Rd	NB	0.65	1.30	0.65	3.4	1.5	3.2	1.8	Mill/Pave
Brewers Bridge Rd	NB	1.30	2.05	0.75	3.4	1.7	3.2	1.8	Mill/Pave
Brewers Bridge Rd	NB	2.05	2.60	0.55	3.5	2.1	3.3	1.7	Mill/Pave
Brewers Bridge Rd	NB	0.00	0.65	0.65	3.8	1.7	3.6	0.9	Slurry Seal
Briarwood Ct	NB	0.00	0.13	0.13	2.8	1.5	2.6	2.4	Mill/Pave
Bridge Ct	EB	0.00	0.21	0.21	3.7	2.5	3.5	1.0	Slurry Seal
Bridgewater	WB	0.69	0.00	0.69	3.9	1.5	3.7	0.9	Slurry Seal
Brittany Ln	WB	0.45	0.00	0.45	3.6	2.6	3.5	1.0	Slurry Seal
Brockton Sq	NB	0.00	0.05	0.05	3.8	1.6	3.5	1.5	Mill/Pave
Brodrick Dr	NB	0.00	0.13	0.13	3.4	1.9	3.2	1.8	Mill/Pave
Bromelia Ct	SB	0.05	0.00	0.05	2.9	0.6	2.4	2.6	Mill/Pave
Brookwood Pkwy	NB	0.00	0.77	0.77	3.2	2.1	3.1	1.9	Mill/Pave
Bruce Terr	EB	0.00	0.09	0.09	3.8	1.7	3.6	0.5	Crack Seal
Bryant Dr	WB	0.47	0.00	0.47	3.9	2.4	3.8	0.4	Crack Seal
Buchanan Blvd	NB	0.00	0.19	0.19	3.6	0.6	3.0	2.0	Mill/Pave
Buckingham Dr	NB	0.00	0.55	0.55	3.6	2.5	3.5	0.5	Crack Seal
Buckingham Dr	NB	0.55	1.14	0.59	4.0	2.4	3.9	0.4	Crack Seal
Buttonwood Dr	EB	0.00	0.32	0.32	3.6	2.2	3.5	1.0	Slurry Seal
Buxton Rd	SB	0.17	0.00	0.17	3.8	1.9	3.6	0.5	Crack Seal
Calendula Ct	EB	0.00	0.18	0.18	3.7	2.0	3.5	0.5	Crack Seal
California Dr	WB	0.31	0.00	0.31	3.6	2.1	3.4	1.0	Slurry Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Callas Ct	EB	0.00	0.08	0.08	4.1	1.3	3.5	1.5	Mill/Pave
Calvary Ct	EB	0.00	0.17	0.17	3.7	1.5	3.4	1.6	Mill/Pave
Cambridge Dr	EB	0.00	0.62	0.62	3.7	2.0	3.5	1.0	Slurry Seal
Camelia Rd	NB	0.00	0.05	0.05	3.7	0.8	3.1	1.9	Mill/Pave
Camelot Terr	WB	0.31	0.00	0.31	3.6	1.4	3.4	1.1	Slurry Seal
Candy Ct	SB	0.06	0.00	0.06	3.6	1.4	3.4	1.6	Mill/Pave
Cannon Blvd	EB	0.00	0.56	0.56	3.3	2.7	3.2	1.8	Mill/Pave
Canterbury Ct	SB	0.07	0.00	0.07	3.3	1.2	2.9	2.1	Mill/Pave
Cardinal Dr	SB	0.50	0.00	0.50	3.4	2.2	3.3	1.7	Mill/Pave
Carlisle Dr	WB	0.48	0.00	0.48	4.3	2.1	4.1	0.3	Crack Seal
Carlson Ct	EB	0.00	0.16	0.16	3.7	2.1	3.6	1.0	Slurry Seal
Carmine	NB	0.00	0.07	0.07	4.3	0.9	3.6	1.4	Mill/Pave
Carriage Ct	EB	0.00	0.06	0.06	3.8	1.7	3.6	0.5	Crack Seal
Carroll Ct	WB	0.19	0.00	0.19	3.7	0.8	3.1	1.9	Mill/Pave
Casey Ln	WB	0.26	0.00	0.26	4.0	0.9	3.4	1.1	Slurry Seal
Castle Ave	EB	0.00	0.52	0.52	3.7	2.0	3.5	1.0	Slurry Seal
Castle Pines Rd	WB	0.05	0.00	0.05	4.4	2.2	4.2	0.3	Crack Seal
Cathy Ct	EB	0.00	0.24	0.24	2.5	1.0	2.2	2.8	Mill/Pave
Cedar Ct	SB	0.18	0.00	0.18	3.3	1.2	2.9	2.1	Mill/Pave
Cedar Knoll Rd	WB	0.38	0.00	0.38	3.6	2.0	3.4	1.1	Slurry Seal
Cedarview Ave	WB	0.38	0.00	0.38	4.2	2.5	4.1	0.3	Crack Seal
Cedarwood Ln	WB	0.07	0.00	0.07	4.0	0.9	3.4	1.6	Mill/Pave
Cemetery	WB	0.13	0.00	0.13	1.3	0.7	1.2	3.8	Structural Rehab
Cerrina	SB	0.44	0.00	0.44	2.2	0.6	1.9	3.1	Structural Rehab
Chadwick Sq	SB	0.05	0.00	0.05	3.7	0.6	3.1	1.9	Mill/Pave
Challenger Way	SB	0.29	0.00	0.29	3.8	1.9	3.6	0.5	Crack Seal
Chandler Rd	WB	1.84	1.30	0.54	2.4	2.2	2.4	2.6	Mill/Pave
Chandler Rd	WB	1.30	0.55	0.75	2.8	2.3	2.8	2.2	Mill/Pave
Chandler Rd	WB	0.55	0.00	0.55	3.1	2.0	3.0	2.0	Mill/Pave
Charles St	NB	0.00	0.31	0.31	3.2	1.8	3.1	1.9	Mill/Pave
Chelsea Rd	SB	0.71	0.00	0.71	4.3	1.8	4.1	0.3	Crack Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Cherise	SB	0.19	0.00	0.19	3.5	2.1	3.4	1.6	Mill/Pave
Cherry St	WB	0.05	0.00	0.05	3.6	1.2	3.1	1.9	Mill/Pave
Chestnut Dr	NB	0.00	0.08	0.08	3.7	2.3	3.6	0.9	Slurry Seal
Chief Showell	NB	0.00	0.20	0.20	3.9	1.7	3.7	0.9	Slurry Seal
Chippewa Dr	WB	0.12	0.00	0.12	3.2	1.3	2.8	2.2	Mill/Pave
Chiswick	EB	0.00	0.08	0.08	3.9	1.9	3.7	1.3	Mill/Pave
Chiswick Dr	SB	0.26	0.00	0.26	3.9	1.8	3.7	0.4	Crack Seal
Chopin Pl	WB	0.07	0.00	0.07	4.0	2.6	3.9	0.4	Crack Seal
Chris Ann Ct	SB	0.17	0.00	0.17	4.3	2.4	4.1	0.6	Slurry Seal
Christian Way	EB	0.00	0.13	0.13	3.6	1.8	3.4	1.0	Slurry Seal
Christina Ct	SB	0.07	0.00	0.07	3.6	1.2	3.1	1.9	Mill/Pave
Christine Lynn	WB	0.21	0.00	0.21	3.7	1.9	3.5	1.0	Slurry Seal
Churchill Ct	NB	0.00	0.10	0.10	4.2	1.6	3.9	0.7	Slurry Seal
Circle	NB	0.00	0.13	0.13	0.8	0.5	0.7	4.3	Structural Rehab
Citadel Ct	EB	0.00	0.07	0.07	2.1	1.0	1.9	3.1	Structural Rehab
Citadel Dr	WB	0.71	0.00	0.71	3.5	1.6	3.4	1.6	Mill/Pave
Claridge Dr	SB	0.46	0.00	0.46	3.7	1.5	3.5	1.0	Slurry Seal
Clayton	NB	0.00	0.34	0.34	3.6	1.9	3.4	1.6	Mill/Pave
Clear Stream Rd	SB	1.39	0.85	0.54	2.3	1.6	2.2	2.8	Mill/Pave
Clear Stream Rd	SB	0.85	0.00	0.85	3.0	1.8	2.9	2.1	Mill/Pave
Cleveland Ct	NB	0.00	0.14	0.14	4.3	1.5	4.0	0.7	Slurry Seal
Cliffwood Ct	NB	0.00	0.08	0.08	4.0	1.0	3.4	1.6	Mill/Pave
Clover Hill Dr	NB	0.00	0.22	0.22	3.6	1.5	3.4	1.1	Slurry Seal
Clyde Sq	SB	0.05	0.00	0.05	2.7	0.7	2.3	2.7	Mill/Pave
Cobain	EB	0.00	0.84	0.84	3.2	2.1	3.1	1.9	Mill/Pave
Colchester Dr	SB	0.49	0.00	0.49	4.5	2.2	4.2	0.3	Crack Seal
Coleman	NB	0.00	0.06	0.06	2.5	2.0	2.4	2.6	Mill/Pave
Colliers	SB	0.19	0.00	0.19	4.1	2.0	3.9	0.8	Slurry Seal
Colonial Ct	EB	0.00	0.13	0.13	3.6	1.9	3.5	1.0	Slurry Seal
Colony Ct	WB	0.06	0.00	0.06	3.9	0.4	3.2	1.8	Mill/Pave
Colorado Dr	EB	0.00	0.18	0.18	4.3	2.3	4.1	0.3	Crack Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Colts	NB	0.00	0.18	0.18	3.6	2.2	3.4	1.6	Mill/Pave
Columbia Ct	SB	0.06	0.00	0.06	4.2	1.2	3.6	1.4	Mill/Pave
Columbine Dr	SB	0.15	0.00	0.15	3.6	1.7	3.5	1.5	Mill/Pave
Congressional Rd	NB	0.00	0.25	0.25	3.6	1.7	3.4	1.0	Slurry Seal
Conor Dr	EB	0.00	0.58	0.58	3.6	2.5	3.5	0.5	Crack Seal
Constitution Dr	SB	0.35	0.00	0.35	3.1	1.2	2.8	2.2	Mill/Pave
Cook Rd	NB	0.00	0.90	0.90	3.5	2.2	3.3	1.7	Mill/Pave
Cornell Ct	WB	0.08	0.00	0.08	3.9	0.7	3.2	1.8	Mill/Pave
Corrinne Ct	NB	0.00	0.18	0.18	3.6	1.4	3.2	1.8	Mill/Pave
Cosmo Ln	SB	0.12	0.00	0.12	3.8	1.5	3.6	0.5	Crack Seal
Cottonwood Dr	NB	0.00	0.58	0.58	4.3	2.3	4.1	0.6	Slurry Seal
Country Rd	NB	0.00	0.20	0.20	3.7	2.3	3.5	0.5	Crack Seal
Courtelyou Rd	NB	0.00	0.18	0.18	3.7	1.4	3.5	1.5	Mill/Pave
Cpl. Luigi	WB	0.42	0.00	0.42	2.4	0.3	2.0	3.0	Structural Rehab
Craig Ct	WB	0.16	0.00	0.16	4.0	1.4	3.8	1.2	Mill/Pave
Cranberry Ct	EB	0.00	0.09	0.09	4.4	2.1	4.2	0.3	Crack Seal
Cranberry Harvest Ct	EB	0.00	0.15	0.15	2.7	1.4	2.4	2.6	Structural Rehab
Crescent Ave	NB	0.00	0.65	0.65	3.3	1.4	3.1	1.9	Mill/Pave
Crest Rd	WB	0.26	0.00	0.26	3.8	0.9	3.2	0.6	Crack Seal
Crimson Maple Dr	EB	0.00	0.09	0.09	3.5	0.7	2.9	2.1	Mill/Pave
Crocus St	NB	0.00	0.10	0.10	3.2	2.3	3.1	1.2	Slurry Seal
Crooked Stick Rd	SB	0.54	0.00	0.54	3.7	2.2	3.5	1.0	Slurry Seal
Cross Farms Rd	EB	0.00	0.16	0.16	3.7	1.2	3.2	1.8	Mill/Pave
Cross Park Blvd	NB	0.00	0.07	0.07	3.4	0.6	2.9	2.1	Mill/Pave
Culpepper Ct	SB	0.09	0.00	0.09	3.4	1.8	3.2	1.8	Mill/Pave
Cypress Ave	NB	0.00	0.33	0.33	3.5	1.4	3.3	0.6	Crack Seal
Cypress Point Ln	NB	0.00	0.60	0.60	3.6	1.3	3.1	1.9	Mill/Pave
Daffodil Dr	WB	0.16	0.00	0.16	3.2	1.2	2.8	2.2	Mill/Pave
Dahlia Ct	SB	0.13	0.00	0.13	3.7	1.4	3.2	1.8	Mill/Pave
Daisy Ct	SB	0.07	0.00	0.07	3.5	1.4	3.3	1.7	Mill/Pave
Dallas Dr	NB	0.00	0.24	0.24	2.4	0.9	2.1	2.9	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Danbury Ct	EB	0.00	0.10	0.10	3.6	1.0	3.1	1.9	Mill/Pave
Danielle Ct	NB	0.00	0.49	0.49	3.2	1.7	3.1	1.9	Mill/Pave
Dante	NB	0.00	0.37	0.37	3.6	1.5	3.4	1.1	Slurry Seal
Dartmouth Dr	NB	0.00	0.24	0.24	3.8	3.0	3.7	0.4	Crack Seal
Dawn Cypress Ln	WB	0.29	0.00	0.29	3.6	2.1	3.5	1.0	Slurry Seal
Declaration Ln	NB	0.00	0.18	0.18	2.8	1.0	2.5	2.5	Mill/Pave
Deer Creek Ct	SB	0.16	0.00	0.16	3.2	1.0	2.8	2.2	Mill/Pave
Deer Ln	NB	0.00	0.16	0.16	4.9	2.7	4.7	0.0	Do Nothing
Deerfoot Way	SB	0.13	0.00	0.13	4.4	1.1	3.7	1.3	Mill/Pave
Delaware Trail	WB	0.42	0.00	0.42	3.1	1.9	3.0	2.0	Mill/Pave
Delta	EB	0.00	0.14	0.14	3.5	1.2	3.0	2.0	Mill/Pave
Denise Dr	NB	0.00	0.20	0.20	3.6	1.3	3.2	1.8	Mill/Pave
Denmark Ln	SB	0.15	0.00	0.15	3.2	1.8	3.1	1.9	Mill/Pave
Denton Ln	NB	0.00	0.41	0.41	2.9	1.3	2.6	2.4	Mill/Pave
Denver	SB	0.05	0.00	0.05	3.3	1.4	3.1	1.9	Mill/Pave
Derose Ln	EB	0.00	0.45	0.45	3.7	2.4	3.6	0.5	Crack Seal
Detroit Ct	NB	0.00	0.08	0.08	3.5	1.1	3.0	2.0	Mill/Pave
Devonshire Way	WB	0.22	0.00	0.22	4.6	2.1	4.3	0.2	Crack Seal
Dexter Ln	NB	0.00	0.13	0.13	4.0	1.1	3.4	1.6	Mill/Pave
Diana Rd	WB	0.11	0.00	0.11	2.6	0.2	2.1	2.9	Mill/Pave
Dibling Ln	NB	0.00	0.08	0.08	2.5	0.6	2.1	2.9	Mill/Pave
Dina Pl	EB	0.00	0.21	0.21	4.3	1.4	3.7	0.8	Slurry Seal
Docare Rd	NB	0.00	0.28	0.28	3.7	1.9	3.5	1.5	Mill/Pave
Dock	EB	0.00	0.06	0.06	3.7	1.0	3.2	1.8	Mill/Pave
Dogwood Dr	NB	0.00	0.56	0.56	3.1	1.3	2.7	2.3	Mill/Pave
Dolphin Ct	NB	0.00	0.16	0.16	3.2	2.1	3.1	1.9	Structural Rehab
Dominion Dr	WB	0.13	0.00	0.13	3.8	2.3	3.7	0.4	Crack Seal
Dorathys Ln	NB	0.00	0.56	0.56	3.8	1.6	3.6	1.4	Mill/Pave
Dorchester Ct	WB	0.19	0.00	0.19	3.4	1.1	2.9	2.1	Mill/Pave
Douglas Dr	NB	0.00	0.82	0.82	3.7	1.0	3.1	1.9	Mill/Pave
Dove Mill Crescent	EB	0.00	0.21	0.21	3.8	1.7	3.6	0.9	Slurry Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Dover St	EB	0.00	0.18	0.18	3.7	1.4	3.5	1.5	Mill/Pave
Dowing Ln	WB	0.24	0.00	0.24	4.1	1.7	3.8	0.4	Crack Seal
Drew Ct	WB	0.06	0.00	0.06	4.1	2.0	3.9	0.4	Crack Seal
Drexel Dr	NB	0.00	0.33	0.33	3.5	2.2	3.4	1.1	Slurry Seal
Driftwood Dr(A	WB	0.10	0.00	0.10	3.0	1.1	2.7	2.3	Mill/Pave
Driftwood Dr(B	EB	0.00	0.07	0.07	2.5	0.1	2.0	3.0	Structural Rehab
Dublin Rd	NB	0.00	0.13	0.13	3.8	1.0	3.3	1.7	Mill/Pave
Dufree	NB	0.00	0.16	0.16	0.4	0.7	0.4	4.6	Structural Rehab
Dunbarton Rd	WB	0.25	0.00	0.25	3.7	2.1	3.6	1.0	Slurry Seal
Dunhill Rd	NB	0.00	0.24	0.24	4.6	2.3	4.3	0.4	Slurry Seal
Durell Dr	NB	0.00	0.26	0.26	2.9	1.6	2.8	2.2	Mill/Pave
E Bird Village	WB	0.95	0.00	0.95	3.7	2.2	3.6	0.9	Slurry Seal
E Connecticut Con	EB	0.00	0.87	0.87	3.7	1.9	3.5	1.0	Slurry Seal
E Dickens Ct	EB	0.00	0.07	0.07	4.5	1.2	3.8	1.2	Mill/Pave
E Fish Rd(A	NB	0.00	0.49	0.49	3.3	1.8	3.2	1.8	Mill/Pave
E Fish Rd(B	NB	0.00	0.26	0.26	3.5	1.3	3.0	2.0	Mill/Pave
E Pleasant Grove	EB	0.00	0.51	0.51	3.0	1.2	2.6	2.4	Mill/Pave
E Scarlet Oak	EB	0.00	0.14	0.14	4.3	0.4	3.5	1.0	Slurry Seal
Eagle Rd	EB	0.00	0.13	0.13	3.2	1.3	2.8	2.2	Mill/Pave
Earl Ct	EB	0.00	0.14	0.14	4.0	2.0	3.8	0.4	Crack Seal
Eaton Ct	NB	0.00	0.12	0.12	3.6	1.3	3.2	1.8	Mill/Pave
Edinburgh Ct	EB	0.00	0.06	0.06	3.2	0.6	2.7	2.3	Mill/Pave
Edison Ave	SB	0.24	0.00	0.24	2.6	0.6	2.2	2.8	Mill/Pave
Edmond	WB	0.05	0.00	0.05	2.6	1.7	2.5	2.5	Mill/Pave
Elana Dr	NB	0.00	0.36	0.36	3.6	1.8	3.4	0.5	Crack Seal
Elm St	EB	0.00	0.37	0.37	4.1	2.7	4.0	0.3	Crack Seal
Eltone Rd	WB	1.70	1.10	0.60	2.4	1.5	2.3	2.7	Structural Rehab
Eltone Rd	WB	1.10	0.00	1.10	3.9	2.0	3.7	0.9	Slurry Seal
Ely Harmony Rd	SB	0.56	0.00	0.56	3.3	2.3	3.2	1.8	Mill/Pave
Emma Ln	EB	0.00	0.33	0.33	3.7	2.2	3.6	1.0	Slurry Seal
Emory Ct	WB	0.07	0.00	0.07	4.1	0.9	3.5	1.5	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Enterprise	EB	0.00	0.16	0.16	2.2	1.4	2.0	3.0	Mill/Pave
Erin Dr	SB	0.73	0.00	0.73	3.6	2.8	3.6	0.5	Crack Seal
Ernest Way	NB	0.00	0.24	0.24	3.8	1.9	3.6	0.5	Crack Seal
Eucalyptus Ct	NB	0.00	0.05	0.05	3.5	1.0	3.0	2.0	Mill/Pave
Everett Dr	EB	0.00	0.05	0.05	4.3	2.4	4.1	0.3	Crack Seal
Evergreen Ct	EB	0.00	0.19	0.19	3.7	1.8	3.5	1.5	Mill/Pave
Evergreen Dr	NB	0.00	0.26	0.26	3.7	1.7	3.5	1.5	Mill/Pave
Exton	WB	0.10	0.00	0.10	3.6	0.5	3.0	0.7	Crack Seal
Fagans Run	SB	0.11	0.00	0.11	3.1	1.9	3.0	2.0	Mill/Pave
Farmers Ln	NB	0.00	0.18	0.18	3.6	1.9	3.4	1.6	Mill/Pave
Feather Ln	EB	0.00	0.16	0.16	2.9	1.2	2.5	2.5	Mill/Pave
Fern Ct	EB	0.00	0.07	0.07	3.7	2.1	3.6	0.5	Crack Seal
Fifth St	WB	0.12	0.00	0.12	3.4	1.5	3.2	1.8	Mill/Pave
Fir Ct	WB	0.06	0.00	0.06	3.9	1.3	3.4	1.6	Mill/Pave
Firenze	SB	0.30	0.00	0.30	4.0	1.6	3.8	0.4	Crack Seal
First St	EB	0.00	0.06	0.06	3.7	0.7	3.1	1.9	Mill/Pave
Flat Brook Run	NB	0.00	0.17	0.17	4.2	1.7	3.9	0.4	Crack Seal
Florence Ct	NB	0.00	0.29	0.29	4.2	2.6	4.1	0.6	Slurry Seal
Florida Pl	NB	0.00	0.08	0.08	4.1	2.8	3.9	0.4	Crack Seal
Fordham Rd	NB	0.00	0.19	0.19	4.3	2.6	4.1	0.3	Crack Seal
Forest Dr	SB	0.68	0.00	0.68	3.7	1.6	3.5	1.5	Mill/Pave
Forest Hill Ave	SB	0.18	0.00	0.18	3.6	1.2	3.1	1.9	Mill/Pave
Forge Ct	SB	0.06	0.00	0.06	3.2	0.3	2.7	2.3	Mill/Pave
Fountain View	WB	0.49	0.00	0.49	3.7	1.9	3.5	1.0	Slurry Seal
Four Seasons Blvd	WB	0.26	0.00	0.26	3.7	1.5	3.5	1.5	Mill/Pave
Fourth St	EB	0.00	0.12	0.12	3.7	3.0	3.6	0.9	Slurry Seal
Fox Dr	SB	0.16	0.00	0.16	4.7	1.9	4.4	0.2	Crack Seal
Fox Hollow Dr	NB	0.00	0.38	0.38	4.0	1.9	3.8	0.4	Crack Seal
Foxglove Ct	NB	0.00	0.06	0.06	3.5	0.3	2.9	2.1	Mill/Pave
Francesca Ln	SB	0.18	0.00	0.18	3.7	2.0	3.5	1.0	Slurry Seal
Francis	WB	0.05	0.00	0.05	3.1	1.5	3.0	2.0	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Franklin Ave	NB	0.00	0.13	0.13	2.2	0.2	1.8	3.2	Mill/Pave
Freemont Ave	SB	1.03	0.00	1.03	4.0	2.2	3.8	0.4	Crack Seal
Friar Ct	WB	0.05	0.00	0.05	3.3	1.8	3.1	1.9	Mill/Pave
Frontier Ln	EB	0.00	0.16	0.16	3.7	2.2	3.5	1.5	Mill/Pave
Gables Way	EB	0.00	0.22	0.22	4.1	2.3	3.9	0.4	Crack Seal
Gaelic Ct	WB	0.07	0.00	0.07	3.7	1.6	3.5	1.0	Slurry Seal
Gail Chambers Rd	EB	0.00	0.39	0.39	3.2	1.9	3.1	1.9	Mill/Pave
Galassi	NB	0.00	0.27	0.27	3.6	1.8	3.4	1.6	Mill/Pave
Garden St	WB	0.17	0.00	0.17	2.3	1.8	2.3	2.7	Mill/Pave
Gardenia Pl	EB	0.00	0.16	0.16	2.6	1.1	2.3	2.7	Mill/Pave
Gaskin	SB	0.08	0.00	0.08	3.7	1.8	3.5	1.5	Mill/Pave
Genelle Pl	SB	0.07	0.00	0.07	3.6	1.4	3.1	1.9	Mill/Pave
Genova Ave	SB	0.18	0.00	0.18	1.9	0.9	1.7	3.3	Structural Rehab
Georgia St	EB	0.00	0.13	0.13	3.6	1.9	3.4	1.0	Slurry Seal
Georgian Blvd	WB	0.52	0.00	0.52	2.2	0.8	1.9	3.1	Structural Rehab
Geranium Ct	EB	0.00	0.05	0.05	3.5	0.9	3.0	2.0	Mill/Pave
Gibson Ln	NB	0.00	0.17	0.17	3.0	1.4	2.8	2.2	Structural Rehab
Glenn Rd	NB	0.00	0.35	0.35	3.8	1.4	3.3	1.1	Slurry Seal
Glenrothes Ct	WB	0.05	0.00	0.05	3.4	2.6	3.3	1.7	Mill/Pave
Goetz	EB	0.00	0.19	0.19	1.3	1.2	1.3	3.7	Structural Rehab
Goldenrod Pl	SB	0.16	0.00	0.16	3.0	1.0	2.6	2.4	Mill/Pave
Goldfinch Rd	SB	0.67	0.00	0.67	3.9	2.6	3.8	0.4	Crack Seal
Goldthread Ct	SB	0.14	0.00	0.14	3.2	1.3	2.8	2.2	Mill/Pave
Goldweber Ave	EB	0.00	0.47	0.47	3.8	1.5	3.5	1.0	Slurry Seal
Gomberg Ave	SB	0.21	0.00	0.21	4.2	1.7	3.9	0.4	Crack Seal
Gorham	NB	0.00	0.05	0.05	3.2	2.4	3.1	1.9	Mill/Pave
Gramme Ave	EB	0.00	0.25	0.25	2.5	1.2	2.2	2.8	Mill/Pave
Grand Blvd	EB	0.00	0.41	0.41	3.9	2.0	3.7	0.4	Crack Seal
Grant Ln	NB	0.00	0.20	0.20	3.9	2.4	3.8	0.4	Crack Seal
Grawtown Rd	SB	1.50	0.95	0.55	3.7	3.0	3.6	1.4	Mill/Pave
Grawtown Rd	SB	2.03	1.50	0.53	3.7	2.9	3.6	0.4	Crack Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Grawtown Rd	SB	0.95	0.00	0.95	3.9	3.2	3.8	0.4	Crack Seal
Green Tree Dr	SB	0.70	0.00	0.70	3.6	2.1	3.5	1.0	Slurry Seal
Green Valley Rd	EB	0.00	0.85	0.85	2.1	1.7	2.1	2.9	Structural Rehab
Greenbriar Ln	WB	0.08	0.00	0.08	3.2	0.8	2.7	2.3	Mill/Pave
Greenwich Dr	WB	0.82	0.00	0.82	3.7	2.7	3.6	1.0	Slurry Seal
Grosunor Ct	WB	0.10	0.00	0.10	2.6	0.4	2.2	2.8	Mill/Pave
Grover Ct	NB	0.00	0.21	0.21	3.7	2.3	3.6	0.9	Slurry Seal
Hallmark Ct	NB	0.00	0.17	0.17	3.7	1.8	3.5	1.5	Mill/Pave
Hamilton Rd	NB	0.00	0.24	0.24	4.0	2.0	3.8	0.4	Crack Seal
Hampshire Blvd	WB	0.53	0.00	0.53	3.8	2.1	3.6	0.9	Slurry Seal
Hampton Dr	NB	0.00	0.20	0.20	3.9	1.6	3.7	0.9	Slurry Seal
Hangar	SB	0.28	0.00	0.28	2.5	0.7	2.2	2.8	Mill/Pave
Harding Ct	WB	0.13	0.00	0.13	3.6	2.3	3.4	1.6	Mill/Pave
Hardwick	NB	0.00	0.16	0.16	3.6	2.5	3.4	1.6	Mill/Pave
Hardwood Dr	WB	0.33	0.00	0.33	3.5	1.8	3.3	1.7	Mill/Pave
Harfield Dr	WB	0.13	0.00	0.13	4.7	1.2	4.0	0.3	Crack Seal
Harmony Farms	SB	0.09	0.00	0.09	3.1	0.9	2.6	2.4	Mill/Pave
Harmony Hill Ct	WB	0.14	0.00	0.14	3.5	1.4	3.1	1.9	Mill/Pave
Hartford Rd	NB	0.00	0.11	0.11	3.6	1.8	3.4	1.0	Slurry Seal
Harvard West Dr	NB	0.00	0.22	0.22	3.7	1.5	3.4	1.6	Mill/Pave
Harvest Ct	SB	0.18	0.00	0.18	4.3	1.8	4.1	0.3	Crack Seal
Harvey Jones Dr	EB	0.00	0.53	0.53	3.5	2.3	3.3	1.1	Slurry Seal
Hasting Ct	SB	0.14	0.00	0.14	3.6	2.3	3.5	0.5	Crack Seal
Hawaii Rd	EB	0.00	0.12	0.12	3.5	0.8	3.0	2.0	Mill/Pave
Hawthorne St	EB	0.00	0.08	0.08	3.0	2.7	3.0	2.0	Mill/Pave
Hazeltine Rd	WB	0.13	0.00	0.13	3.6	1.5	3.4	1.6	Mill/Pave
Heath Ln	EB	0.00	0.20	0.20	3.7	1.0	3.1	1.9	Mill/Pave
Heather Ct	NB	0.00	0.05	0.05	3.5	0.8	2.9	2.1	Mill/Pave
Heathwood Ave	EB	0.00	0.49	0.49	3.5	2.1	3.4	1.1	Slurry Seal
Helen Ave	NB	0.00	0.08	0.08	3.5	2.7	3.5	0.5	Crack Seal
Hemlock Ct	EB	0.00	0.10	0.10	3.5	1.4	3.1	1.9	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Hemlock Hill Rd	WB	0.58	0.00	0.58	3.5	1.6	3.3	1.7	Mill/Pave
Henry St	NB	0.00	0.35	0.35	3.6	2.1	3.5	1.5	Mill/Pave
Heritage Terr	SB	0.05	0.00	0.05	3.4	0.4	2.8	2.2	Mill/Pave
Herman Rd	WB	0.74	0.00	0.74	3.0	1.4	2.8	2.2	Mill/Pave
Hibiscus Pl	SB	0.24	0.00	0.24	3.5	0.7	2.9	2.1	Mill/Pave
Hickory Hill Rd	SB	1.04	0.00	1.04	4.4	2.2	4.2	0.3	Crack Seal
Hickory Rd	EB	0.00	0.37	0.37	4.0	2.1	3.8	0.4	Crack Seal
Hidden Ct	EB	0.00	0.07	0.07	3.9	1.6	3.6	1.4	Mill/Pave
Hidden Hollow	NB	0.00	0.16	0.16	3.9	2.0	3.7	0.4	Crack Seal
High Bush	SB	0.09	0.00	0.09	0.8	0.2	0.7	4.3	Structural Rehab
High St	NB	0.00	0.28	0.28	1.8	0.9	1.6	3.4	Structural Rehab
Highland Dr	WB	0.53	0.00	0.53	3.3	1.5	3.1	1.9	Mill/Pave
History Ln	NB	0.00	0.05	0.05	4.1	1.0	3.5	1.5	Mill/Pave
Hoffman	WB	0.05	0.00	0.05	2.9	1.8	2.8	2.2	Mill/Pave
Holly Hill Ct	SB	0.10	0.00	0.10	2.8	1.0	2.4	2.6	Mill/Pave
Holly St	SB	0.06	0.00	0.06	3.5	0.3	2.9	2.1	Mill/Pave
Homestead Rd	NB	0.00	0.08	0.08	3.3	0.7	2.7	2.3	Mill/Pave
Homestead Rd(B	SB	0.13	0.00	0.13	3.6	1.3	3.1	0.6	Crack Seal
Honeysuckle Ln	WB	0.21	0.00	0.21	3.3	2.0	3.2	1.8	Mill/Pave
Hopkins Pl	EB	0.00	0.12	0.12	2.9	1.3	2.6	2.4	Mill/Pave
Hummingbird Way	NB	0.00	0.23	0.23	3.7	1.9	3.5	1.0	Slurry Seal
Huntington Dr	NB	0.00	1.27	1.27	2.5	1.8	2.4	2.6	Mill/Pave
Hurley Rd	NB	0.00	0.61	0.61	3.3	1.5	3.1	1.9	Mill/Pave
Idaho Pl	WB	0.05	0.00	0.05	4.1	2.9	3.9	0.7	Slurry Seal
Illinois Ave	NB	0.00	0.28	0.28	3.7	2.4	3.6	0.9	Slurry Seal
Imperial Pl (A	EB	0.00	0.12	0.12	3.1	1.2	2.7	2.3	Mill/Pave
Imperial Pl (B	EB	0.00	0.65	0.65	3.5	1.3	3.1	1.9	Mill/Pave
Independence Ct	EB	0.00	0.06	0.06	3.8	2.3	3.6	0.9	Slurry Seal
Independence Ct(B	SB	0.07	0.00	0.07	3.5	1.9	3.3	1.7	Mill/Pave
Indiana Ave	SB	0.17	0.00	0.17	3.4	0.9	2.9	2.1	Mill/Pave
Indiero Rd	SB	0.51	0.00	0.51	2.5	1.4	2.4	2.6	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Inverness Ln	WB	0.25	0.00	0.25	3.7	1.6	3.5	0.5	Crack Seal
Iowa Ct	NB	0.00	0.07	0.07	3.9	1.7	3.7	0.9	Slurry Seal
Iris Dr	SB	0.15	0.00	0.15	4.7	2.0	4.4	0.2	Crack Seal
Ironwood Ct	NB	0.00	0.06	0.06	4.3	0.9	3.6	1.4	Mill/Pave
Iroquois Pl	WB	0.21	0.00	0.21	1.9	1.1	1.7	3.3	Structural Rehab
Ivy	NB	0.00	0.07	0.07	3.4	0.1	2.7	2.3	Mill/Pave
Jackson	NB	0.00	0.30	0.30	3.6	1.9	3.4	1.6	Mill/Pave
Jackson Pines Rd	NB	0.00	0.61	0.61	3.4	2.3	3.3	1.1	Slurry Seal
Jasmine Ct	SB	0.05	0.00	0.05	3.4	0.0	2.8	2.2	Mill/Pave
Jason Ct	NB	0.00	0.12	0.12	4.1	2.0	3.9	0.4	Crack Seal
Jefferson Ct	WB	0.53	0.00	0.53	4.1	2.6	4.0	0.3	Crack Seal
Jenny Ln	NB	0.00	0.13	0.13	3.2	1.0	2.7	2.3	Mill/Pave
Jessica Ct	SB	0.28	0.00	0.28	3.5	0.9	3.0	2.0	Mill/Pave
Jhan Dr	WB	0.21	0.00	0.21	3.8	1.0	3.3	0.6	Crack Seal
Joan Ct	NB	0.00	0.06	0.06	3.3	0.9	2.8	2.2	Mill/Pave
Johnson Ln	SB	0.33	0.00	0.33	3.7	2.5	3.6	1.0	Slurry Seal
Jordan Ave	EB	0.00	0.21	0.21	3.6	2.3	3.4	1.6	Mill/Pave
Josie	EB	0.00	0.07	0.07	4.1	0.7	3.4	1.6	Mill/Pave
Judith Way	NB	0.00	0.24	0.24	3.1	1.2	2.7	2.3	Mill/Pave
Juniper Ln	WB	0.14	0.00	0.14	3.6	1.3	3.2	1.8	Mill/Pave
Justin	NB	0.00	0.34	0.34	3.7	1.3	3.2	1.2	Slurry Seal
Kacie Lynn Ct	WB	0.24	0.00	0.24	3.5	1.6	3.3	1.1	Slurry Seal
Kansas Dr	SB	0.15	0.00	0.15	3.8	1.1	3.2	1.8	Mill/Pave
Kari Ct	SB	0.15	0.00	0.15	3.6	1.2	3.1	1.9	Mill/Pave
Kathleen Dr	NB	0.00	0.19	0.19	3.4	1.7	3.2	1.8	Mill/Pave
Keith Ct	SB	0.07	0.00	0.07	3.8	0.8	3.2	1.8	Mill/Pave
Kennedy Ct	EB	0.00	0.08	0.08	4.1	0.9	3.5	1.5	Mill/Pave
Kenneth Ln	WB	0.16	0.00	0.16	4.1	1.3	3.5	0.5	Crack Seal
Kensington Ct	EB	0.00	0.06	0.06	3.8	1.3	3.3	1.7	Mill/Pave
Kent Ct	NB	0.00	0.10	0.10	4.3	1.7	4.0	0.7	Slurry Seal
Kentucky Ct	EB	0.00	0.08	0.08	3.4	1.6	3.2	1.8	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Kevin	NB	0.00	0.25	0.25	4.0	1.4	3.5	1.5	Mill/Pave
Kevin Dale Pl	NB	0.00	0.27	0.27	3.7	1.7	3.5	0.5	Crack Seal
Kierych Memorial Dr	SB	0.44	0.00	0.44	3.6	2.0	3.5	0.5	Crack Seal
Kildare Ln	SB	0.10	0.00	0.10	3.6	1.0	3.1	1.9	Mill/Pave
Kim Ct	SB	0.08	0.00	0.08	3.6	1.7	3.4	1.6	Mill/Pave
Kimberly St	SB	0.12	0.00	0.12	3.5	2.0	3.3	1.1	Slurry Seal
Kindling Way	EB	0.00	0.21	0.21	3.8	1.9	3.7	1.3	Mill/Pave
Kingfisher Ct	SB	0.16	0.00	0.16	3.3	1.9	3.2	1.8	Mill/Pave
Kings Ct	WB	0.06	0.00	0.06	3.0	1.8	2.9	2.1	Mill/Pave
Kitay Ct	EB	0.00	0.10	0.10	2.6	2.4	2.6	2.4	Structural Rehab
Knight	NB	0.00	0.18	0.18	3.9	1.1	3.3	1.7	Mill/Pave
Knightsbridge Pl	SB	0.52	0.00	0.52	3.4	2.1	3.2	1.2	Slurry Seal
Knolls Dr	EB	0.00	0.31	0.31	3.6	1.8	3.5	1.0	Slurry Seal
Kolendorski Rd	EB	0.00	0.32	0.32	3.7	1.2	3.2	1.2	Slurry Seal
Krull Dr	EB	0.00	0.23	0.23	3.5	1.9	3.4	1.1	Slurry Seal
Kyle	NB	0.00	0.11	0.11	3.8	1.3	3.3	1.1	Slurry Seal
Lace Bark	NB	0.00	0.18	0.18	3.7	1.2	3.2	1.8	Mill/Pave
Lakehurst Ave	EB	0.75	1.35	0.60	2.8	2.1	2.7	2.3	Mill/Pave
Lakehurst Ave	EB	1.35	2.14	0.79	3.0	2.0	2.9	2.1	Mill/Pave
Lakehurst Ave	EB	0.00	0.75	0.75	3.1	2.0	2.9	2.1	Mill/Pave
Lakeview	WB	0.06	0.00	0.06	2.8	1.9	2.7	2.3	Mill/Pave
Lancaster Way	NB	0.00	0.37	0.37	3.6	1.4	3.4	1.6	Mill/Pave
Larisa Ln(A	SB	0.19	0.00	0.19	3.2	2.0	3.1	1.9	Mill/Pave
Larisa Ln(B	SB	0.05	0.00	0.05	3.9	3.1	3.8	0.4	Crack Seal
Larkspur Ln	NB	0.00	0.30	0.30	3.5	0.9	3.0	2.0	Mill/Pave
Laurel Ave	NB	0.00	0.16	0.16	3.5	0.5	2.9	2.1	Mill/Pave
Laurelton Ave	WB	0.51	0.00	0.51	3.5	1.8	3.4	1.6	Mill/Pave
Lawrence St	SB	0.22	0.00	0.22	4.4	1.8	4.1	0.3	Crack Seal
Leanne Dr	NB	0.00	0.41	0.41	3.6	2.3	3.5	0.5	Crack Seal
Lee Ct	EB	0.00	0.09	0.09	3.3	0.8	2.8	2.2	Mill/Pave
Lehigh Blvd	EB	0.00	0.41	0.41	3.6	1.5	3.4	1.6	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Leming Rd	EB	0.00	0.50	0.50	3.7	2.7	3.6	0.9	Slurry Seal
Lenape Trail	NB	0.00	0.35	0.35	2.7	0.8	2.3	2.7	Mill/Pave
Lenox Rd	SB	0.24	0.00	0.24	3.7	1.8	3.5	1.0	Slurry Seal
Leone Blvd	WB	0.41	0.00	0.41	3.7	2.4	3.5	1.0	Slurry Seal
Lewis Ln	WB	0.07	0.00	0.07	2.2	0.0	1.8	3.2	Structural Rehab
Lexington Ct	EB	0.00	0.19	0.19	3.8	2.0	3.6	0.5	Crack Seal
Liberty Pl	SB	0.05	0.00	0.05	2.7	0.0	2.2	2.8	Mill/Pave
Lilac Ct	EB	0.00	0.06	0.06	3.8	0.2	3.1	1.9	Mill/Pave
Lilly Ln	WB	0.08	0.00	0.08	3.8	0.8	3.2	1.8	Mill/Pave
Linda Dr	EB	0.00	0.47	0.47	3.4	1.4	3.0	2.0	Mill/Pave
Lisa Ln S	EB	0.00	0.16	0.16	3.3	1.4	3.1	1.9	Mill/Pave
Liverpool Ct	NB	0.00	0.18	0.18	4.1	1.1	3.5	1.5	Mill/Pave
Llewellyn Ct	WB	0.05	0.00	0.05	3.4	1.6	3.2	1.8	Mill/Pave
Lobelia Ln	SB	0.05	0.00	0.05	3.5	1.7	3.3	1.7	Mill/Pave
Loblolly	WB	0.06	0.00	0.06	3.5	2.0	3.3	1.7	Mill/Pave
Loch Ct	WB	0.07	0.00	0.07	3.6	1.3	3.1	1.9	Mill/Pave
Locust Ave	SB	0.17	0.00	0.17	3.5	1.0	3.0	2.0	Mill/Pave
Lombardi St	WB	0.15	0.00	0.15	3.7	1.9	3.5	0.5	Crack Seal
London Dr	WB	0.53	0.00	0.53	2.9	1.1	2.5	2.5	Structural Rehab
Lons Ln	WB	0.08	0.00	0.08	3.6	1.3	3.1	1.9	Mill/Pave
Louisiana Pkwy	WB	0.41	0.00	0.41	2.8	1.9	2.7	2.3	Mill/Pave
Luxury	EB	0.00	0.29	0.29	3.3	0.9	2.8	2.2	Mill/Pave
Macintosh Ct	SB	0.09	0.00	0.09	3.7	1.5	3.5	1.0	Slurry Seal
Mackenzie Dr	NB	0.00	0.42	0.42	3.7	1.7	3.5	1.0	Slurry Seal
Maestro Ct	EB	0.00	0.05	0.05	3.4	1.2	2.9	2.1	Mill/Pave
Magnolia Dr	NB	0.00	0.36	0.36	3.8	2.1	3.6	0.9	Slurry Seal
Magpie Ct	EB	0.00	0.12	0.12	3.3	1.9	3.1	1.9	Mill/Pave
Maidstone Rd	EB	0.00	0.05	0.05	4.3	2.2	4.0	0.6	Slurry Seal
Maine Pl	SB	0.06	0.00	0.06	3.1	1.4	2.7	2.3	Mill/Pave
Malibu Ct	WB	0.19	0.00	0.19	3.6	2.2	3.5	1.5	Mill/Pave
Manchester Ct	SB	0.10	0.00	0.10	3.5	1.6	3.3	1.7	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Manhattan St	SB	0.78	0.00	0.78	2.9	1.3	2.6	2.4	Mill/Pave
Maple St	SB	0.24	0.00	0.24	3.2	0.8	2.7	2.3	Mill/Pave
Maple Wood Dr	WB	0.15	0.00	0.15	2.3	1.1	2.1	2.9	Mill/Pave
Maplewood Pl	NB	0.00	0.05	0.05	2.5	2.3	2.5	2.5	Structural Rehab
Marc Alton Ct	EB	0.00	0.05	0.05	4.6	2.0	4.4	0.4	Slurry Seal
Marcia Memorial	SB	0.24	0.00	0.24	3.1	1.0	2.7	2.3	Mill/Pave
Marginal	NB	0.00	0.26	0.26	3.9	1.6	3.7	0.4	Crack Seal
Maria St	NB	0.00	0.27	0.27	3.6	2.0	3.5	0.5	Crack Seal
Mark	WB	0.11	0.00	0.11	4.4	1.0	3.7	0.4	Crack Seal
Mark Pl	WB	0.11	0.00	0.11	4.5	0.3	3.7	1.3	Mill/Pave
Markus Ct	EB	0.00	0.08	0.08	4.1	1.7	3.9	1.1	Mill/Pave
Marlborough	EB	0.00	0.10	0.10	3.0	2.3	3.0	2.0	Mill/Pave
Marlin Ct	EB	0.00	0.06	0.06	3.8	0.8	3.2	1.8	Mill/Pave
Marlow	SB	0.66	0.00	0.66	3.5	1.7	3.4	1.6	Mill/Pave
Mary Beth Ln	EB	0.00	0.33	0.33	3.7	2.1	3.5	1.0	Slurry Seal
Maryland Dr	WB	0.14	0.00	0.14	3.8	2.0	3.6	0.5	Crack Seal
Marymount Ct	SB	0.06	0.00	0.06	3.9	1.2	3.3	1.7	Mill/Pave
Mason	NB	0.00	0.30	0.30	3.5	1.7	3.3	1.7	Mill/Pave
Matthews Ln	SB	0.35	0.00	0.35	3.5	1.8	3.3	1.7	Mill/Pave
Maxim	EB	0.00	0.60	0.60	3.6	1.6	3.4	0.5	Crack Seal
May Blvd	NB	0.00	0.21	0.21	3.6	1.6	3.4	1.0	Slurry Seal
Mayfair Ct	WB	0.07	0.00	0.07	2.9	2.5	2.9	2.1	Mill/Pave
McCurdy Ln	SB	0.24	0.00	0.24	2.2	1.5	2.1	2.9	Structural Rehab
Meadow Run	SB	0.48	0.00	0.48	3.8	2.1	3.6	0.9	Slurry Seal
Meadowlark Ct	NB	0.00	0.21	0.21	3.1	1.9	2.9	2.1	Structural Rehab
Meadwood Rd	SB	0.87	0.00	0.87	3.7	1.9	3.5	1.0	Slurry Seal
Medinah Ct	SB	0.27	0.00	0.27	4.6	2.1	4.4	0.2	Crack Seal
Mehar	EB	0.00	0.15	0.15	3.3	1.6	3.1	1.9	Mill/Pave
Meli Blvd	SB	0.40	0.00	0.40	3.4	1.5	3.2	1.8	Mill/Pave
Melissa Lee Dr	NB	0.00	0.38	0.38	3.7	2.3	3.5	1.0	Slurry Seal
Melody Ln	NB	0.00	0.18	0.18	4.5	1.3	3.9	0.4	Crack Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Melrose Pl	WB	0.10	0.00	0.10	3.4	1.9	3.3	1.7	Mill/Pave
Merion Ln	NB	0.00	0.39	0.39	4.5	2.0	4.3	0.0	Do Nothing
Metedeconk Trail	EB	0.00	0.33	0.33	3.5	2.1	3.3	1.7	Mill/Pave
Miami Rd	SB	0.06	0.00	0.06	3.5	0.4	2.9	2.1	Mill/Pave
Michael Ct	NB	0.00	0.11	0.11	3.6	1.8	3.4	0.5	Crack Seal
Michigan Ct	NB	0.00	0.06	0.06	3.2	1.7	3.0	2.0	Mill/Pave
Mill Pond Rd	EB	0.00	0.93	0.93	4.0	2.3	3.8	0.4	Crack Seal
Miller Ave	WB	0.86	0.00	0.86	3.8	2.2	3.7	0.4	Crack Seal
Mills Ln	EB	0.00	0.16	0.16	3.8	2.1	3.6	0.9	Slurry Seal
Mimi	SB	0.08	0.00	0.08	3.9	1.8	3.7	0.9	Slurry Seal
Mimosa Ct	WB	0.23	0.00	0.23	3.6	1.8	3.4	1.1	Slurry Seal
Minnesota Dr	WB	0.12	0.00	0.12	4.1	1.1	3.5	0.5	Crack Seal
Mirta Ct	NB	0.00	0.21	0.21	3.8	2.3	3.7	0.4	Crack Seal
Missouri St	EB	0.00	0.05	0.05	4.1	1.3	3.6	1.4	Mill/Pave
Misty	EB	0.00	0.07	0.07	3.3	0.9	2.8	2.2	Mill/Pave
Mitchell Ct	WB	0.09	0.00	0.09	3.8	1.7	3.6	1.4	Mill/Pave
Moet	EB	0.00	0.26	0.26	3.8	1.4	3.3	1.7	Mill/Pave
Monarch Ct	NB	0.00	0.22	0.22	4.4	1.7	4.1	0.3	Crack Seal
Monroe Ln	EB	0.00	0.19	0.19	3.9	0.9	3.3	1.7	Mill/Pave
Montana Dr	EB	0.00	0.27	0.27	3.7	1.8	3.5	1.5	Mill/Pave
Monterey Ct	SB	0.23	0.00	0.23	3.8	2.1	3.6	0.5	Crack Seal
Montifiore Ave	NB	0.00	0.10	0.10	4.1	0.8	3.4	1.6	Mill/Pave
Moores Ct	WB	0.10	0.00	0.10	3.4	2.1	3.3	1.7	Mill/Pave
Morning Glory Ct	WB	0.07	0.00	0.07	4.3	1.3	3.7	1.3	Mill/Pave
Morning Star	SB	0.14	0.00	0.14	3.8	2.1	3.6	0.5	Crack Seal
Mount Olive Ln	NB	0.00	0.14	0.14	3.7	2.1	3.6	0.5	Crack Seal
Muirfield	WB	0.50	0.00	0.50	3.5	1.7	3.3	1.7	Mill/Pave
Muirwood Ct	WB	0.06	0.00	0.06	3.7	1.1	3.2	1.8	Mill/Pave
Mulberry Ct	NB	0.00	0.16	0.16	3.9	1.6	3.6	0.5	Crack Seal
Murdock Pl	EB	0.00	0.20	0.20	3.2	1.1	2.8	2.2	Mill/Pave
Murray Dr	EB	0.00	0.14	0.14	3.9	2.3	3.7	0.9	Slurry Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
N Avon Dr	NB	0.00	0.25	0.25	3.3	0.8	2.8	2.2	Mill/Pave
N Baker Dr	SB	0.39	0.00	0.39	3.7	0.9	3.1	1.9	Mill/Pave
N Boston	WB	0.35	0.00	0.35	3.4	2.8	3.3	1.1	Slurry Seal
N Carolina Dr	EB	0.00	0.09	0.09	3.4	1.2	3.0	2.0	Mill/Pave
N Dakota Ct	SB	0.05	0.00	0.05	2.3	1.4	2.2	2.8	Structural Rehab
N Lakeside	WB	0.26	0.00	0.26	3.3	1.2	2.9	2.1	Mill/Pave
N Pointe Dr	WB	0.66	0.00	0.66	2.9	1.4	2.6	2.4	Mill/Pave
N Stump Tavern	WB	0.31	0.00	0.31	3.7	1.0	3.2	1.8	Mill/Pave
Nancy Ct	EB	0.00	0.18	0.18	3.8	2.2	3.7	0.4	Crack Seal
Naomi	NB	0.00	0.14	0.14	3.9	1.7	3.6	0.4	Crack Seal
Nature Blvd	SB	0.76	0.00	0.76	3.4	1.9	3.3	1.7	Mill/Pave
Neal St	NB	0.00	0.29	0.29	4.7	1.6	4.4	0.4	Slurry Seal
Nebraska Dr	WB	0.13	0.00	0.13	3.4	1.8	3.3	1.7	Mill/Pave
Nevada Ct	EB	0.00	0.06	0.06	4.3	0.5	3.5	1.5	Mill/Pave
New Castle Ct	SB	0.25	0.00	0.25	4.4	1.9	4.2	0.3	Crack Seal
New Central Ave	WB	0.80	0.00	0.80	3.3	1.7	3.2	0.6	Crack Seal
New Hampshire St	NB	0.00	0.29	0.29	3.8	1.5	3.5	1.5	Mill/Pave
New Jersey Ave	SB	0.17	0.00	0.17	3.7	0.9	3.1	1.9	Mill/Pave
New Mexico St	NB	0.00	0.30	0.30	3.7	1.3	3.2	1.8	Mill/Pave
New York Ct	SB	0.06	0.00	0.06	3.4	2.8	3.4	1.6	Mill/Pave
Newbury Ct	EB	0.00	0.17	0.17	3.5	2.3	3.4	1.6	Mill/Pave
Newhardt Pl	NB	0.00	0.16	0.16	3.8	0.6	3.2	1.8	Mill/Pave
Nicholas Blvd	EB	0.00	0.14	0.14	3.3	1.9	3.1	1.9	Mill/Pave
Nicole Ct	EB	0.00	0.39	0.39	3.7	2.3	3.5	1.0	Slurry Seal
Nighthawk Ln	WB	0.38	0.00	0.38	3.3	1.4	2.9	2.1	Mill/Pave
Noble	EB	0.00	0.06	0.06	4.2	0.1	3.4	1.6	Mill/Pave
Normandy Dr	EB	0.00	0.44	0.44	3.3	2.3	3.2	1.8	Mill/Pave
North St	SB	0.22	0.00	0.22	3.2	1.7	3.0	2.0	Mill/Pave
Norwick Ct	EB	0.00	0.10	0.10	3.4	2.6	3.4	1.6	Mill/Pave
Nottingham Way	SB	0.84	0.00	0.84	4.2	2.2	4.0	0.7	Slurry Seal
Novack Ave	NB	0.00	0.15	0.15	3.4	1.4	3.2	1.8	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Oak Dr	WB	0.23	0.00	0.23	4.5	1.5	4.2	0.3	Crack Seal
Oak Hill	SB	0.05	0.00	0.05	3.5	0.4	2.9	2.1	Mill/Pave
Oakland Dr	SB	0.44	0.00	0.44	3.6	2.0	3.5	1.5	Mill/Pave
Oakleaf St	NB	0.00	0.21	0.21	3.5	1.3	3.1	1.9	Mill/Pave
Oakmont Ln	NB	0.00	0.61	0.61	3.7	1.8	3.6	1.4	Mill/Pave
Oaktree Ln	SB	0.36	0.00	0.36	3.2	2.0	3.1	1.9	Mill/Pave
Oakwood Ave	EB	0.00	0.33	0.33	3.5	1.3	3.1	1.9	Mill/Pave
Ocala St	WB	0.07	0.00	0.07	4.4	1.4	4.1	0.9	Mill/Pave
Ocean Ave	WB	0.33	0.00	0.33	3.7	1.7	3.5	1.5	Mill/Pave
Ohio Ct	SB	0.08	0.00	0.08	4.0	2.0	3.8	0.8	Slurry Seal
Okjin Ct	NB	0.00	0.14	0.14	3.6	1.5	3.4	1.1	Slurry Seal
Oklahoma Dr	EB	0.00	0.14	0.14	3.8	2.1	3.6	0.4	Crack Seal
Olena Dr	WB	0.35	0.00	0.35	3.7	2.3	3.6	0.9	Slurry Seal
Olev Dr	NB	0.00	0.20	0.20	2.9	1.4	2.8	2.2	Mill/Pave
Olivia Way	NB	0.00	0.70	0.70	4.0	2.5	3.8	0.8	Slurry Seal
Ollie Burke Rd	NB	0.00	0.50	0.50	3.3	0.9	2.8	2.2	Mill/Pave
Opal Ct	SB	0.07	0.00	0.07	3.9	1.8	3.7	1.3	Mill/Pave
Orchard Ct	WB	0.07	0.00	0.07	3.6	0.9	3.1	1.9	Mill/Pave
Oregon Ave	WB	0.37	0.00	0.37	3.7	2.2	3.5	1.0	Slurry Seal
Overlook Dr	SB	0.95	0.00	0.95	3.5	2.5	3.4	1.6	Mill/Pave
Owl Ct	WB	0.12	0.00	0.12	4.4	1.5	4.1	0.9	Mill/Pave
Owls Nest Ct	WB	0.08	0.00	0.08	4.0	0.8	3.4	1.6	Mill/Pave
Oxford Rd	NB	0.00	0.23	0.23	3.8	1.8	3.6	0.4	Crack Seal
Page Pl	SB	0.07	0.00	0.07	3.6	1.4	3.4	1.6	Mill/Pave
Palamino Dr	WB	0.28	0.00	0.28	3.8	1.9	3.6	0.9	Slurry Seal
Pamela Ct	NB	0.00	0.18	0.18	3.1	1.1	2.7	2.3	Mill/Pave
Paolin	NB	0.00	0.45	0.45	1.9	0.9	1.7	3.3	Structural Rehab
Park Ave	SB	0.78	0.00	0.78	3.4	1.8	3.2	1.8	Mill/Pave
Parkcrest Dr	NB	0.00	0.15	0.15	3.9	2.0	3.7	0.8	Slurry Seal
Parkhill St	SB	0.10	0.00	0.10	3.9	1.6	3.7	1.3	Mill/Pave
Parkside Dr	WB	0.44	0.00	0.44	4.7	2.2	4.5	0.0	Do Nothing

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Partree Rd	WB	0.19	0.00	0.19	3.8	1.1	3.3	1.7	Mill/Pave
Patterson Rd	NB	0.00	1.06	1.06	3.6	1.9	3.4	1.6	Mill/Pave
Patterson Rd(A	NB	0.00	0.15	0.15	3.4	1.4	3.2	1.8	Mill/Pave
Patterson Rd(B	NB	0.00	0.42	0.42	3.9	1.8	3.7	0.4	Crack Seal
Paul Rd	WB	0.32	0.00	0.32	3.0	1.8	2.9	2.1	Mill/Pave
Peach Tree St	EB	0.00	0.22	0.22	3.4	1.0	2.9	2.1	Mill/Pave
Peacock Ln	NB	0.00	0.16	0.16	3.6	2.0	3.5	0.5	Crack Seal
Pebble Beach Blvd	NB	0.00	0.61	0.61	3.3	1.7	3.1	1.9	Mill/Pave
Pelican	EB	0.00	0.14	0.14	0.3	1.0	0.5	4.5	Structural Rehab
Pembroke Dr	WB	0.36	0.00	0.36	3.8	2.1	3.6	0.5	Crack Seal
Pennsylvania Ave	EB	0.00	0.58	0.58	3.7	1.5	3.5	1.5	Mill/Pave
Penny Ln	SB	0.12	0.00	0.12	2.8	1.5	2.7	2.3	Mill/Pave
Pepperidge Ct	NB	0.00	0.17	0.17	3.8	1.2	3.3	1.7	Mill/Pave
Perchuk Ln	WB	0.09	0.00	0.09	2.7	0.9	2.3	2.7	Mill/Pave
Periwinkle Dr	WB	0.15	0.00	0.15	4.0	1.6	3.7	0.8	Slurry Seal
Perrineville Rd	NB	2.30	2.85	0.55	2.6	1.5	2.5	2.5	Mill/Pave
Perrineville Rd	NB	2.85	3.58	0.73	2.7	1.5	2.6	2.4	Mill/Pave
Perrineville Rd	NB	0.85	1.55	0.70	3.0	2.3	2.9	2.1	Mill/Pave
Perrineville Rd	NB	1.55	2.30	0.75	3.1	1.6	2.9	2.1	Mill/Pave
Perrineville Rd	NB	0.00	0.85	0.85	3.7	1.9	3.5	0.5	Crack Seal
Persimmon Dr	NB	0.00	0.27	0.27	3.5	2.0	3.4	1.6	Mill/Pave
Pfister Rd	WB	0.83	0.00	0.83	3.3	2.5	3.2	1.2	Slurry Seal
Phoenix Ct	NB	0.00	0.17	0.17	3.7	2.4	3.6	0.5	Crack Seal
Picadilly Dr	SB	1.00	0.00	1.00	3.6	2.0	3.4	0.5	Crack Seal
Pine Crest Ave	NB	0.00	0.05	0.05	3.4	2.0	3.2	1.8	Mill/Pave
Pine Hill Rd	NB	0.00	0.19	0.19	3.7	0.9	3.1	1.9	Mill/Pave
Pine Lakes Cir	WB	0.65	0.00	0.65	4.0	2.2	3.8	0.4	Crack Seal
Pine Lakes Cir	WB	1.18	0.65	0.53	4.2	1.9	4.0	0.3	Crack Seal
Pine Meadows Ct	SB	0.06	0.00	0.06	3.6	0.6	3.0	2.0	Mill/Pave
Pine St	SB	0.21	0.00	0.21	3.7	1.0	3.2	1.8	Mill/Pave
Pine Valley Rd	EB	0.00	0.30	0.30	4.4	2.6	4.2	0.3	Crack Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Pineoaka Rd	EB	0.00	0.32	0.32	3.4	1.7	3.2	1.8	Mill/Pave
Pitch	WB	0.05	0.00	0.05	3.3	2.5	3.2	1.8	Mill/Pave
Pitney Ln	SB	0.65	0.00	0.65	4.3	2.7	4.1	0.3	Crack Seal
Plasner Ct	WB	0.15	0.00	0.15	4.3	2.3	4.1	0.6	Slurry Seal
Pleasant Grove Rd	EB	0.00	1.13	1.13	4.0	2.6	3.8	0.4	Crack Seal
Pointe Cir	NB	0.00	0.43	0.43	3.5	2.8	3.4	1.1	Slurry Seal
Pole Brook Rd	NB	0.00	0.06	0.06	3.9	1.2	3.3	1.7	Mill/Pave
Police Access	WB	0.19	0.00	0.19	3.3	0.7	2.8	2.2	Mill/Pave
Pomeroy Ct	WB	0.12	0.00	0.12	2.5	1.0	2.2	2.8	Mill/Pave
Poplar St	WB	0.30	0.00	0.30	3.6	1.3	3.2	1.8	Mill/Pave
Poppy Pl	WB	0.06	0.00	0.06	3.7	1.1	3.2	1.8	Mill/Pave
Portchester Ct	WB	0.05	0.00	0.05	3.7	2.4	3.6	1.4	Mill/Pave
Portchester Dr	WB	0.49	0.00	0.49	4.5	2.3	4.2	0.5	Slurry Seal
Portebello Rd	NB	0.00	0.14	0.14	3.4	2.1	3.3	1.7	Mill/Pave
Primrose Ln	EB	0.00	0.16	0.16	3.6	0.9	3.1	1.9	Mill/Pave
Prince Ct	WB	0.12	0.00	0.12	3.4	2.3	3.2	1.8	Mill/Pave
Prince Way	SB	0.28	0.00	0.28	3.6	2.1	3.5	1.0	Slurry Seal
Princeton Dr	SB	0.28	0.00	0.28	3.7	2.9	3.6	0.9	Slurry Seal
Progress Pl	WB	0.36	0.00	0.36	2.4	0.9	2.1	2.9	Structural Rehab
Prospect Point Apt	SB	0.30	0.00	0.30	3.2	0.7	2.7	2.3	Mill/Pave
Prospect Pointe Blvd	EB	0.00	0.05	0.05	3.3	0.4	2.8	2.2	Mill/Pave
Purple Ash Ct	NB	0.00	0.08	0.08	4.4	1.5	4.1	0.9	Mill/Pave
Quail Rd	EB	0.00	0.05	0.05	4.7	2.2	4.5	0.0	Do Nothing
Quaker Hill Road	NB	0.00	0.13	0.13	3.9	1.9	3.7	0.9	Slurry Seal
Queens	WB	0.10	0.00	0.10	2.0	0.8	1.8	3.2	Mill/Pave
Quincy Dr	SB	0.09	0.00	0.09	4.3	2.2	4.1	0.3	Crack Seal
Rachel Ct	NB	0.00	0.22	0.22	3.7	2.6	3.6	0.9	Slurry Seal
Raimondo Rd	SB	0.20	0.00	0.20	2.5	0.9	2.2	2.8	Mill/Pave
Ralph Pl	WB	0.26	0.00	0.26	3.9	2.4	3.8	0.4	Crack Seal
Rapids	EB	0.00	0.16	0.16	3.5	1.5	3.3	1.7	Mill/Pave
Reagan Dr	EB	0.00	0.19	0.19	4.1	2.2	3.9	0.7	Slurry Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Red Cedar Ct	NB	0.00	0.07	0.07	3.6	1.1	3.1	1.9	Mill/Pave
Red Cedar Run	EB	0.00	0.16	0.16	3.1	1.9	2.9	2.1	Structural Rehab
Red Fox Dr	SB	0.34	0.00	0.34	4.1	2.3	3.9	0.4	Crack Seal
Redwood Pl	WB	0.36	0.00	0.36	3.9	1.7	3.7	0.4	Crack Seal
Reed Rd	WB	3.05	0.60	2.45	2.1	2.5	2.1	2.9	Structural Rehab
Reed Rd	WB	4.06	3.05	1.01	3.4	2.1	3.2	1.8	Mill/Pave
Reed Rd	WB	0.60	0.00	0.60	4.1	2.1	3.9	0.4	Crack Seal
Reese Ct	EB	0.00	0.13	0.13	3.9	2.1	3.8	0.4	Crack Seal
Regal	NB	0.00	0.06	0.06	3.0	1.4	2.8	2.2	Mill/Pave
Regent Sq	NB	0.00	0.08	0.08	3.7	0.7	3.1	1.9	Mill/Pave
Renee Ct	SB	0.10	0.00	0.10	3.2	1.1	2.8	2.2	Mill/Pave
Revere Ct	SB	0.08	0.00	0.08	2.6	0.8	2.2	2.8	Mill/Pave
Rhode Island Dr	SB	0.69	0.00	0.69	3.6	1.8	3.5	1.5	Mill/Pave
Ricci Dr	EB	0.00	0.23	0.23	3.0	0.9	2.6	2.4	Mill/Pave
Richter Rd	WB	0.37	0.00	0.37	3.5	2.4	3.4	1.6	Mill/Pave
Ridge Ave	WB	0.97	0.00	0.97	3.4	1.8	3.2	1.2	Slurry Seal
Ridgedale Ave	SB	0.14	0.00	0.14	3.4	0.8	2.8	2.2	Mill/Pave
Ridgeway Blvd	SB	0.14	0.00	0.14	4.0	2.7	3.9	0.4	Crack Seal
Rita Ln	WB	0.09	0.00	0.09	3.2	1.7	3.1	1.9	Mill/Pave
River Edge Dr	SB	0.26	0.00	0.26	3.8	2.1	3.7	0.9	Slurry Seal
Robert Terr	EB	0.00	0.16	0.16	3.3	0.8	2.8	2.2	Mill/Pave
Rococo Ct	EB	0.00	0.15	0.15	3.9	2.1	3.7	1.3	Mill/Pave
Rodeo Dr	NB	0.00	0.35	0.35	3.3	1.6	3.1	1.9	Mill/Pave
Rodriguez Ln	SB	0.11	0.00	0.11	3.2	0.3	2.6	2.4	Mill/Pave
Rose Dr	EB	0.00	0.44	0.44	3.1	1.1	2.7	2.3	Mill/Pave
Ross Ln	SB	0.61	0.00	0.61	3.7	1.0	3.1	0.6	Crack Seal
Round Hill Rd	EB	0.00	0.30	0.30	4.1	2.0	3.8	0.4	Crack Seal
Royal Grove	NB	0.00	0.40	0.40	3.8	0.9	3.2	1.8	Mill/Pave
Royal Woods Ct	WB	0.07	0.00	0.07	4.1	1.5	3.9	1.1	Mill/Pave
Ruby Ct	EB	0.00	0.10	0.10	3.4	1.5	3.2	1.8	Mill/Pave
Rue Monet	NB	0.00	0.37	0.37	3.7	1.8	3.5	1.0	Slurry Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Rumford Ct	EB	0.00	0.11	0.11	3.2	1.3	2.8	2.2	Mill/Pave
Rutgers Rd	SB	0.30	0.00	0.30	4.2	2.7	4.1	0.3	Crack Seal
Rutherford Ct	NB	0.00	0.21	0.21	3.8	1.3	3.3	1.2	Slurry Seal
Ryans Way	NB	0.00	0.22	0.22	3.5	2.1	3.4	1.6	Mill/Pave
Rye	NB	0.00	0.08	0.08	3.3	1.7	3.2	1.8	Mill/Pave
Rye Ct	NB	0.00	0.08	0.08	4.9	1.6	4.5	0.5	Mill/Pave
S Avon Dr	NB	0.00	0.33	0.33	3.7	1.6	3.5	1.0	Slurry Seal
S Baker Dr	SB	0.55	0.00	0.55	3.8	1.9	3.6	0.5	Crack Seal
S Boston Rd	WB	0.27	0.00	0.27	2.4	1.7	2.3	2.7	Mill/Pave
S Carolina St	SB	0.10	0.00	0.10	4.3	1.0	3.6	1.4	Mill/Pave
S Dakota Ave	SB	0.07	0.00	0.07	3.6	0.5	3.0	2.0	Mill/Pave
S Lakeview Dr	WB	0.48	0.00	0.48	3.9	1.2	3.4	1.6	Mill/Pave
Sage Ct	NB	0.00	0.06	0.06	3.3	0.7	2.8	2.2	Mill/Pave
Sahalee Ct	EB	0.00	0.06	0.06	3.6	0.8	3.0	2.0	Mill/Pave
Salem Ln	NB	0.00	0.18	0.18	3.9	2.5	3.7	0.8	Slurry Seal
Sams Rd	SB	0.49	0.00	0.49	3.1	2.1	3.0	2.0	Mill/Pave
Sandalwood	WB	0.09	0.00	0.09	3.6	0.7	3.0	2.0	Mill/Pave
Sandcastle Ct	EB	0.00	0.17	0.17	3.7	1.6	3.5	1.5	Mill/Pave
Sandpiper Ct	EB	0.00	0.11	0.11	3.4	2.4	3.3	1.1	Slurry Seal
Sapphire Dr	SB	0.51	0.00	0.51	3.4	2.2	3.3	1.7	Mill/Pave
Sarah Ct	WB	0.10	0.00	0.10	3.9	1.3	3.4	0.5	Crack Seal
Savak St	EB	0.00	0.06	0.06	2.6	2.4	2.6	2.4	Mill/Pave
Savannah Rd	EB	0.00	0.80	0.80	3.6	2.1	3.4	1.0	Slurry Seal
Sawgrass St	SB	0.24	0.00	0.24	3.6	2.1	3.4	1.0	Slurry Seal
Scarborough Dr	WB	0.18	0.00	0.18	3.7	1.1	3.2	1.8	Mill/Pave
Scarlet Oak Ct	EB	0.00	0.12	0.12	3.3	1.3	2.9	2.1	Mill/Pave
Scioto Ct	NB	0.00	0.06	0.06	4.1	1.4	3.5	1.5	Mill/Pave
Scotland Dr	SB	0.12	0.00	0.12	3.7	1.4	3.2	1.8	Mill/Pave
Scottsdale Ct	EB	0.00	0.17	0.17	3.2	2.2	3.1	1.9	Mill/Pave
Seameadow Ave	WB	0.11	0.00	0.11	1.0	0.2	0.9	4.1	Structural Rehab
Second St	WB	0.09	0.00	0.09	3.4	1.8	3.3	1.7	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Sedgewick Sq	EB	0.00	0.05	0.05	3.4	0.3	2.8	2.2	Mill/Pave
Seminole Ct	WB	0.10	0.00	0.10	3.7	1.3	3.2	1.8	Mill/Pave
Sequoia Ct	WB	0.06	0.00	0.06	4.1	0.9	3.4	1.6	Mill/Pave
Serendipity	EB	0.00	0.25	0.25	3.8	2.1	3.6	0.4	Crack Seal
Serendipity Dr	WB	0.25	0.00	0.25	3.7	2.4	3.6	1.0	Slurry Seal
Sergey Rd	WB	0.18	0.00	0.18	3.8	1.3	3.3	1.7	Mill/Pave
Seventh St	WB	0.14	0.00	0.14	3.4	2.1	3.3	1.7	Mill/Pave
Shadow Creek Ct	NB	0.00	0.26	0.26	3.6	1.7	3.4	1.6	Mill/Pave
Shady Lake	WB	0.15	0.00	0.15	3.4	0.5	2.8	2.2	Mill/Pave
Shaw Ct	WB	0.05	0.00	0.05	2.4	2.9	2.4	2.6	Structural Rehab
Sheldon Dr	EB	0.00	0.23	0.23	3.6	2.1	3.4	1.1	Slurry Seal
Shepherds Way	EB	0.00	0.18	0.18	3.1	1.0	2.7	2.3	Mill/Pave
Sherwood Ct	EB	0.00	0.40	0.40	3.4	1.6	3.2	1.8	Mill/Pave
Shilling Way	WB	0.23	0.00	0.23	3.3	0.8	2.8	2.2	Mill/Pave
Shoal Rd	NB	0.00	0.33	0.33	3.3	1.6	3.2	1.8	Mill/Pave
Short Hills Blvd	SB	0.37	0.00	0.37	3.5	2.3	3.4	1.1	Slurry Seal
Siena Dr	NB	0.00	0.25	0.25	3.3	2.2	3.2	1.8	Mill/Pave
Silver Tail Ct	WB	0.08	0.00	0.08	3.9	1.2	3.4	1.6	Mill/Pave
Silvia Ln	SB	0.07	0.00	0.07	3.0	0.1	2.4	2.6	Mill/Pave
Sixth St	WB	0.16	0.00	0.16	3.7	1.7	3.5	1.5	Mill/Pave
Sixty Acre Blvd	NB	0.00	0.81	0.81	3.9	1.3	3.4	1.6	Mill/Pave
Skylark Dr	SB	0.21	0.00	0.21	3.5	0.9	2.9	2.1	Mill/Pave
Smithburg Ct	NB	0.00	0.21	0.21	3.1	1.1	2.7	2.3	Mill/Pave
Snapdragon Ct	SB	0.06	0.00	0.06	3.7	1.1	3.2	1.8	Mill/Pave
Solomon Ct	EB	0.00	0.14	0.14	3.6	2.6	3.5	0.5	Crack Seal
Song Bird Ct	EB	0.00	0.38	0.38	3.9	2.2	3.8	0.4	Crack Seal
South Fork Dr	EB	0.00	0.23	0.23	3.9	1.4	3.7	1.3	Mill/Pave
South St(A	NB	0.00	0.06	0.06	3.4	0.6	2.8	2.2	Mill/Pave
South St(B	NB	0.00	0.18	0.18	4.0	1.4	3.4	1.6	Mill/Pave
Southwind Cir	SB	0.43	0.00	0.43	3.5	1.4	3.1	1.9	Mill/Pave
Sparrow Ct	NB	0.00	0.08	0.08	3.7	1.1	3.1	1.9	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Spectrum Ct	WB	0.18	0.00	0.18	3.8	1.3	3.3	0.6	Crack Seal
Spencer Dr	SB	0.38	0.00	0.38	4.7	2.4	4.5	0.4	Slurry Seal
Spring St	NB	0.00	0.17	0.17	3.9	2.1	3.7	0.4	Crack Seal
Springbrook Dr	NB	0.00	0.28	0.28	4.1	2.2	3.9	0.7	Slurry Seal
Spruce Terr	EB	0.00	0.10	0.10	3.4	1.4	3.0	2.0	Mill/Pave
Spyglass Dr	WB	0.45	0.00	0.45	4.7	2.3	4.4	0.0	Do Nothing
Stacey Ct	NB	0.00	0.15	0.15	4.3	1.4	3.7	1.3	Mill/Pave
Stamford Dr	SB	0.74	0.00	0.74	3.7	1.8	3.5	0.5	Crack Seal
Stanley	NB	0.00	0.05	0.05	3.9	2.4	3.7	0.4	Crack Seal
Starling Ct	NB	0.00	0.12	0.12	3.3	2.0	3.2	1.8	Mill/Pave
Stephanie Ct	EB	0.00	0.08	0.08	3.4	1.7	3.3	1.7	Mill/Pave
Steuben Ln	SB	0.08	0.00	0.08	4.8	2.0	4.5	0.0	Do Nothing
Steven Pl	EB	0.00	0.14	0.14	4.7	2.1	4.4	0.4	Slurry Seal
Stewart Ct	EB	0.00	0.11	0.11	3.6	0.8	3.0	2.0	Mill/Pave
Stone Cress Ct	SB	0.11	0.00	0.11	3.3	1.8	3.2	1.8	Mill/Pave
Stonehenge Ct	EB	0.00	0.53	0.53	3.6	2.6	3.5	1.0	Slurry Seal
Success	EB	4.00	5.71	1.71	1.6	0.7	1.4	3.6	Structural Rehab
Success	EB	3.45	4.00	0.55	1.9	0.4	1.6	3.4	Structural Rehab
Success	EB	0.00	0.55	0.55	2.5	1.5	2.4	2.6	Structural Rehab
Success	EB	2.35	2.90	0.55	2.7	0.4	2.2	2.8	Mill/Pave
Success	EB	2.90	3.45	0.55	2.7	0.8	2.3	2.7	Mill/Pave
Success	EB	1.40	2.35	0.95	2.7	0.7	2.3	2.7	Mill/Pave
Success	EB	0.55	1.40	0.85	3.2	0.9	2.7	2.3	Mill/Pave
Sugar Bush Ct	NB	0.00	0.14	0.14	4.3	1.8	4.0	0.6	Slurry Seal
Sugar Maple Ct	NB	0.00	0.12	0.12	3.8	2.5	3.7	0.4	Crack Seal
Sugar Pine Dr	NB	0.00	0.17	0.17	3.9	2.2	3.8	0.4	Crack Seal
Summerhill Ave	NB	0.00	0.49	0.49	4.2	2.3	4.0	0.7	Slurry Seal
Summers	WB	0.30	0.00	0.30	3.9	1.4	3.4	1.6	Mill/Pave
Sunbird Ct	EB	0.00	0.08	0.08	3.1	1.4	2.8	2.2	Mill/Pave
Sunflower Dr	NB	0.00	0.30	0.30	2.4	0.7	2.1	2.9	Mill/Pave
Sunny Brook Rd	SB	0.54	0.00	0.54	4.4	2.2	4.2	0.6	Slurry Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Sunny Brook Rd(B	NB	0.00	0.28	0.28	3.5	1.1	3.0	2.0	Mill/Pave
Sunny Woods Ln	WB	0.48	0.00	0.48	3.1	1.1	2.7	2.3	Mill/Pave
Sunset Dr	NB	0.00	0.17	0.17	3.8	1.9	3.6	1.0	Slurry Seal
Sunshine Way	EB	0.00	0.24	0.24	3.6	2.6	3.5	1.0	Slurry Seal
Susan Dr	SB	0.89	0.00	0.89	3.4	1.6	3.3	1.7	Mill/Pave
Susie Ln	WB	0.20	0.00	0.20	3.8	1.2	3.3	1.7	Mill/Pave
Sussex Pl	WB	0.22	0.00	0.22	3.9	1.8	3.7	0.4	Crack Seal
Suter Ct	WB	0.05	0.00	0.05	2.6	1.0	2.3	2.7	Structural Rehab
Sutfield Rd	EB	0.00	0.14	0.14	3.8	2.2	3.6	0.5	Crack Seal
Swallow Tail Ct	EB	0.00	0.25	0.25	4.4	2.3	4.2	0.3	Crack Seal
Swimming Ln	WB	0.10	0.00	0.10	3.6	1.8	3.5	1.5	Mill/Pave
Sycamore Pl	NB	0.00	0.09	0.09	3.6	1.2	3.2	1.8	Mill/Pave
Sydor Ave	EB	0.00	0.28	0.28	3.4	2.3	3.3	1.7	Mill/Pave
Symphony Ct	NB	0.00	0.20	0.20	3.8	0.8	3.2	1.8	Mill/Pave
Tall Oaks Dr	WB	0.22	0.00	0.22	3.7	1.4	3.5	1.5	Mill/Pave
Tall Tree Ct	WB	0.17	0.00	0.17	4.3	1.2	3.7	1.3	Mill/Pave
Taranoff Ave	EB	0.00	0.22	0.22	3.3	1.8	3.1	1.9	Mill/Pave
Taylor Ln	NB	0.00	0.09	0.09	3.4	1.5	3.2	1.8	Mill/Pave
Teakwood Dr	WB	0.34	0.00	0.34	3.6	2.1	3.4	1.6	Mill/Pave
Teri Ct	NB	0.00	0.16	0.16	3.9	1.9	3.7	0.9	Slurry Seal
Texas Dr	SB	0.14	0.00	0.14	3.5	2.0	3.4	1.6	Mill/Pave
Thatcher Blvd	WB	0.23	0.00	0.23	3.8	1.6	3.6	1.4	Mill/Pave
Thatcher Ct	EB	0.00	0.09	0.09	3.6	1.0	3.1	1.9	Mill/Pave
Third St	WB	0.16	0.00	0.16	3.6	1.5	3.4	1.6	Mill/Pave
Thompson	WB	0.05	0.00	0.05	2.7	1.3	2.4	2.6	Mill/Pave
Three Pence Ln	WB	0.23	0.00	0.23	3.6	1.3	3.1	1.9	Mill/Pave
Tiger Lilly Ct	SB	0.05	0.00	0.05	3.4	1.5	3.2	1.8	Mill/Pave
Tilford St	NB	0.00	0.21	0.21	3.6	0.4	3.0	2.0	Mill/Pave
Timber Ct	SB	0.06	0.00	0.06	3.5	1.9	3.3	1.7	Mill/Pave
Topaz Dr	SB	0.35	0.00	0.35	3.8	1.9	3.6	0.9	Slurry Seal
Toshi	NB	0.00	0.16	0.16	3.9	1.4	3.4	1.6	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Tracy Pl	EB	0.00	0.11	0.11	3.5	1.3	3.1	1.9	Mill/Pave
Transit Ave	WB	0.21	0.00	0.21	4.0	2.7	3.9	0.4	Crack Seal
Trent Jones Ln	SB	0.05	0.00	0.05	3.1	3.0	3.1	1.9	Mill/Pave
Trenton St	SB	0.15	0.00	0.15	3.5	1.4	3.1	1.9	Mill/Pave
Trinity Pl	NB	0.00	0.09	0.09	3.5	2.2	3.4	1.6	Mill/Pave
Trotters	NB	0.00	0.25	0.25	3.8	2.7	3.7	0.4	Crack Seal
Troy Sq	SB	0.05	0.00	0.05	4.2	1.2	3.6	1.4	Mill/Pave
Trumbull Ct	EB	0.00	0.12	0.12	4.4	1.7	4.1	0.6	Slurry Seal
Tudor Ct	SB	0.15	0.00	0.15	3.5	1.1	3.0	0.6	Crack Seal
Tulip Ct	SB	0.07	0.00	0.07	3.8	1.3	3.3	1.7	Mill/Pave
Tuscany Dr	NB	0.00	0.81	0.81	3.5	2.3	3.4	1.1	Slurry Seal
Tuxedo	WB	0.51	0.00	0.51	3.0	1.3	2.7	2.3	Mill/Pave
Twin Oaks Ct	EB	0.00	0.27	0.27	3.9	2.2	3.8	0.4	Crack Seal
Upper Pennsylvania Ave	NB	0.00	0.17	0.17	3.7	2.1	3.5	1.0	Slurry Seal
Utah Ct	EB	0.00	0.06	0.06	2.9	1.8	2.8	2.2	Mill/Pave
Utica Ct	WB	0.07	0.00	0.07	4.7	0.7	3.9	1.1	Mill/Pave
Valley Rd	EB	0.00	0.67	0.67	3.5	1.2	3.0	2.0	Mill/Pave
Vassar Ct	NB	0.00	0.06	0.06	3.1	1.2	2.8	2.2	Mill/Pave
Vath St	NB	0.00	0.95	0.95	3.5	2.6	3.5	1.0	Slurry Seal
Verbena Ct	NB	0.00	0.16	0.16	3.5	1.3	3.1	1.9	Mill/Pave
Vermont Ave	WB	0.83	0.00	0.83	3.5	1.6	3.3	1.7	Mill/Pave
Veronica Ct	SB	0.30	0.00	0.30	3.7	1.5	3.5	0.5	Crack Seal
Victoria Cir	WB	0.39	0.00	0.39	4.2	2.1	4.0	0.7	Slurry Seal
Villanova Dr	SB	0.60	0.00	0.60	3.6	1.6	3.4	1.6	Mill/Pave
Vincent	EB	0.00	0.05	0.05	3.8	0.0	3.1	1.9	Mill/Pave
Violet Ln	WB	0.27	0.00	0.27	3.8	1.3	3.3	0.6	Crack Seal
W Bird Village	NB	0.00	0.18	0.18	3.6	2.0	3.4	1.6	Mill/Pave
W Connecticut Con	WB	0.46	0.00	0.46	3.5	0.5	2.9	1.4	Slurry Seal
W Dickens Ct	WB	0.07	0.00	0.07	3.9	1.0	3.3	1.7	Mill/Pave
W Fish Rd	WB	0.71	0.00	0.71	3.7	2.2	3.5	1.0	Slurry Seal
W Fish Rd(B	NB	0.00	0.26	0.26	3.3	0.8	2.8	2.2	Mill/Pave

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
W Pleasant Grove	EB	0.00	1.07	1.07	2.8	1.7	2.7	2.3	Mill/Pave
W Virginia Ave	WB	0.22	0.00	0.22	3.5	1.7	3.3	1.7	Mill/Pave
Walnut Dr	EB	0.00	0.06	0.06	3.3	2.6	3.2	1.8	Mill/Pave
Walter Dr	WB	0.58	0.00	0.58	3.8	1.9	3.6	1.0	Slurry Seal
Waltham Ct	SB	0.05	0.00	0.05	4.6	2.5	4.4	0.2	Crack Seal
Waltham Way	EB	0.00	0.20	0.20	4.1	2.0	3.9	0.8	Slurry Seal
Warwick Way	NB	0.00	0.10	0.10	4.5	2.1	4.3	0.2	Crack Seal
Washington Ct	EB	0.00	0.07	0.07	4.2	0.4	3.5	1.5	Mill/Pave
Waverly Ln	SB	0.13	0.00	0.13	4.1	2.0	3.9	0.4	Crack Seal
Wellesly Ct	WB	0.05	0.00	0.05	3.7	0.7	3.1	1.9	Mill/Pave
Wellington Ct	WB	0.36	0.00	0.36	3.6	2.1	3.5	0.5	Crack Seal
Wendy Ct	SB	0.33	0.00	0.33	3.7	0.8	3.1	1.9	Mill/Pave
Werko Pl	SB	0.12	0.00	0.12	3.0	1.7	2.9	2.1	Mill/Pave
Westlake Blvd	SB	0.36	0.00	0.36	4.2	1.5	4.0	0.3	Crack Seal
Westlake Ct	NB	0.00	0.46	0.46	4.6	2.2	4.4	0.4	Slurry Seal
Westminster Dr	NB	0.00	0.13	0.13	3.9	1.6	3.7	0.4	Crack Seal
Weston Ct	EB	0.00	0.08	0.08	3.7	1.1	3.1	1.9	Mill/Pave
Whispering Grove	SB	0.22	0.00	0.22	4.1	1.3	3.5	0.5	Crack Seal
Whispering Oaks Way	SB	0.23	0.00	0.23	3.5	1.3	3.1	1.9	Mill/Pave
Whitecomb St	SB	0.59	0.00	0.59	3.4	2.1	3.3	1.7	Mill/Pave
Whitlock Ave	SB	0.51	0.00	0.51	3.3	2.4	3.2	1.8	Mill/Pave
Wild Dunes Way	WB	0.75	0.00	0.75	3.6	1.3	3.1	1.9	Mill/Pave
Wild Dunes Way	WB	1.31	0.75	0.56	3.6	1.3	3.1	1.9	Mill/Pave
Wildflower Ct	SB	0.05	0.00	0.05	4.0	1.8	3.7	1.3	Mill/Pave
Willetta Dr	NB	0.00	0.26	0.26	3.8	1.6	3.6	1.4	Mill/Pave
William St	NB	0.00	0.19	0.19	2.5	0.7	2.1	2.9	Mill/Pave
Willow Dr	NB	0.00	0.63	0.63	3.7	2.3	3.6	0.9	Slurry Seal
Willowtree Ln	EB	0.00	0.05	0.05	2.5	1.1	2.2	2.8	Structural Rehab
Willys Ln	SB	0.14	0.00	0.14	3.7	2.6	3.6	0.5	Crack Seal
Wilson Blvd	SB	0.63	0.00	0.63	3.6	2.3	3.5	0.5	Crack Seal
Winchester Dr	SB	0.34	0.00	0.34	3.6	2.2	3.4	1.1	Slurry Seal

Roadway	Direction	From	To	Center Lane Miles	SDI	N-IRI	FPR _i	FPR Improvement	Treatment
Wind Song	NB	0.00	0.06	0.06	3.9	1.4	3.7	1.3	Mill/Pave
Windsor Ct	EB	0.00	0.05	0.05	3.8	1.5	3.6	1.4	Mill/Pave
Winged Foot Rd	WB	0.29	0.00	0.29	3.7	1.7	3.5	1.0	Slurry Seal
Winter Way	WB	0.05	0.00	0.05	3.5	2.1	3.4	1.6	Mill/Pave
Winterberry	EB	0.00	1.25	1.25	3.6	2.2	3.4	1.0	Slurry Seal
Wintergreen	NB	0.00	0.36	0.36	3.8	2.5	3.7	0.4	Crack Seal
Winthrop Dr	NB	0.00	0.07	0.07	3.5	2.7	3.4	1.6	Mill/Pave
Wisconsin Dr	SB	0.13	0.00	0.13	3.6	1.0	3.1	1.9	Mill/Pave
Wiseman Rd	NB	0.00	0.38	0.38	3.3	2.5	3.2	1.8	Mill/Pave
Wistoria Dr	EB	0.00	0.10	0.10	3.5	1.2	3.0	2.0	Mill/Pave
Wolverton Ct	EB	0.00	0.12	0.12	3.6	2.4	3.5	0.5	Crack Seal
Woodbury Dr	EB	0.00	0.42	0.42	3.7	2.3	3.5	1.0	Slurry Seal
Woodlane Rd	EB	0.00	0.62	0.62	4.3	2.1	4.1	0.3	Crack Seal
Woods Edge Dr	SB	0.64	0.00	0.64	3.8	2.5	3.7	0.4	Crack Seal
Woodside Ave	NB	0.00	0.06	0.06	3.4	1.9	3.2	1.8	Mill/Pave
Woodstock Ct	NB	0.00	0.14	0.14	3.7	1.9	3.6	0.5	Crack Seal
Wooten Ct	EB	0.00	0.12	0.12	3.6	1.5	3.4	1.6	Mill/Pave
Wright-Debow Rd	EB	0.55	1.35	0.80	3.1	1.7	3.0	2.0	Mill/Pave
Wright-Debow Rd	EB	1.35	2.24	0.89	3.8	2.2	3.7	0.4	Crack Seal
Wright-Debow Rd	EB	0.00	0.55	0.55	4.0	1.6	3.7	0.8	Slurry Seal
Wyoming Dr	EB	0.00	0.45	0.45	3.7	1.3	3.2	1.2	Slurry Seal
Xavier Dr	NB	0.00	0.08	0.08	4.5	3.1	4.3	0.2	Crack Seal
Yale Ct	WB	0.06	0.00	0.06	3.7	0.9	3.2	1.8	Mill/Pave
Yellowwood Ct	EB	0.00	0.09	0.09	3.8	2.2	3.7	0.4	Crack Seal
York Cir	WB	0.05	0.00	0.05	2.7	0.7	2.3	2.7	Structural Rehab
Yorkshire Dr	WB	0.21	0.00	0.21	3.3	2.1	3.2	1.8	Mill/Pave
Zengel Ct	NB	0.00	0.06	0.06	3.6	0.6	3.0	2.0	Mill/Pave
Zimm Ln	SB	0.12	0.00	0.12	3.7	2.0	3.6	0.5	Crack Seal