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meet Chittenden County's transportation needs*

CHITTENDEN COUNTY METROPOLITAN PLANNING ORGANIZATION

TOWN OF MILTON PAVEMENT MANAGEMENT STUDY

February 2007

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Executive Summary

It is generally most cost effective to spend your money keeping the good roads good than it is to put all your funds in to fixing the worst roads. This idea may be exactly opposite to what personal tendencies would be, but it is basically correct. Keep the good roads good and plan ahead for the extra money you will need to gradually rebuild the poor roads. [adapted from RSMS 98 documentation]

The Town of Milton has approximately 106 miles of town-maintained paved roads. Overall, these roads are slipping from satisfactory into fair condition. Regular maintenance of these roads at timely intervals is the most cost-effective way to ensure and rebuild the health of the road network. To assist the town in planning for maintenance needs, the Chittenden County Metropolitan Planning Organization has prepared this roadway surface management study. Close to Forty-nine percent of the towns roads are in good or satisfactory condition as represented in **Figure 1**.

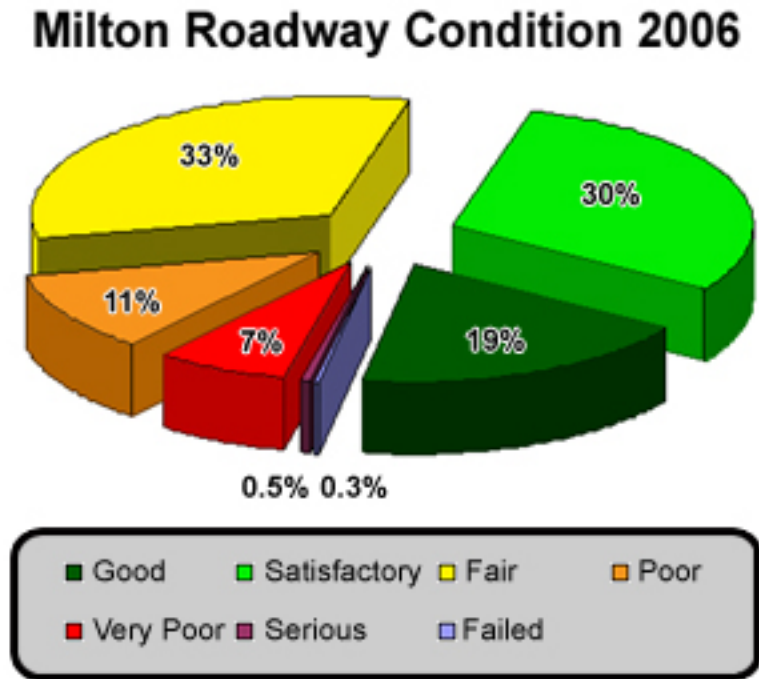


FIGURE 1

For a quick overview of the status of town roads and maintenance priorities please refer to the maps provided along with this report as well as the charts and tables presented on this and the following pages. These maps were generated with information from ArcGIS and MicroPaver software. Tabular listings of the data used in generating these maps are available as an attachment to this report, if more detailed information is desired.

MicroPaver’s planning capabilities were used to generate a three year plan for roadway maintenance and rehabilitation. **Table 1** lists funded projects chosen by MicroPaver, where **Table 2** lists unfunded projects that the CCMPO has chosen, based on MicroPaver’s calculations for major repair over the next three years:

**Table 1: Funded Projects
Funded Major M&R Suggestions**

Year	Section	From	To	Current PCI	Est. cost
2007	Pinewood Ln	Kingswood Dr	Woodcrest Cr	60	\$49,996.97
2007	Cherry St	School St	Herrick Ave	66	\$35,967.15
2007	Costello Rd	Bear Trap Rd	End	65	\$5,798.75
2007	Delma Dr	Pavement Change	End	60	\$38,374.00
2007	Everest Rd	Mears Rd	Pavement Change	60	\$25,984.66
2007	Hardscrabble Rd	Reynolds Rd	Devino	61	\$146,739.48
2007	Lake Rd	Manley Rd	Pavement Change	63	\$92,567.75
2008	Meadow Rd	Hobbs Rd	End	62	\$153,193.81
2008	Lamphere Rd	Sanderson Rd	End	58	\$9,471.80
2008	Chrisemily Ln	Route 7	Checkerberry Sq	68	\$57,090.86
2008	Ducks Ct	Whisper Ln	End	63	\$24,258.73
2008	Hemlock Rd	McMullen Rd	Woodcrest Cr	62	\$68,984.67
2008	Kingsbury Crsg	Railroad St	End Of Pavement	62	\$49,954.59
2008	Makey St	Herrick Ave	River St	62	\$32,541.90
2009	Barnum St	River St	Railroad St	65	\$74,306.36
2009	Petty Brook Rd	Route 7	.547 Mi	64	\$109,080.58
2009	Rollin Irish Rd	Duffy Rd	Pavement Change	51	\$13,440.74
2009	Strawberry Ln	Haydenberry Dr	End	68	\$63,601.97
2009	Brandy Ln	Lamoille Terr	End	64	\$22,639.54
2009	Chrimsemily Ln	Route 7	Checkerberry Sq	68	\$16,841.27
2009	Field Ridge Dr	West Milton Rd	End	68	\$44,825.21
2009	Gonyeau Rd	Pavement Change	Catamount Rd	67	\$53,986.54
				TOTAL	\$1,189,647.33

**Table 2: Unfunded Additional Project Suggestions
Unfunded Major M&R Suggestions**

Section	From	To	Current PCI	Est. cost
Sanderson Rd. (Sec C)	Pavement Change	Morse Pl	65	\$267,458.00
Westford Rd. (Sec A)	North Rd.	Cross Rd.	68	\$339,057.24
W Milton Rd (Sec H)	Valley View Dr	Town Line	40	\$347,420.81
W Milton Rd (Sec G)	Pavement Change	Valley View Dr	30	\$206,064.16
Main St (Sec B)	Pavement Change	Pavement Change	56	\$90,034.44
			TOTAL	\$1,250,034.65

All of these projects are the result of only giving MicroPaver the option of major maintenance and rehabilitation. A complete list of both datasets and the recommendations of the program when preventative maintenance is considered are included in **Appendix A**. The difference between what MicroPaver chooses as “funded” or “unfunded” is that all of the funded suggestions are at minimal, above the critical “*Pavement Condition Index*” (PCI) value of **55**. Some of the roads designated as unfunded are already below this value or are above and do not fit within the budget constraints. However, since these suggestions are for major maintenance and repair, the projects above the critical PCI may be of less importance to the town than those below it, even though they

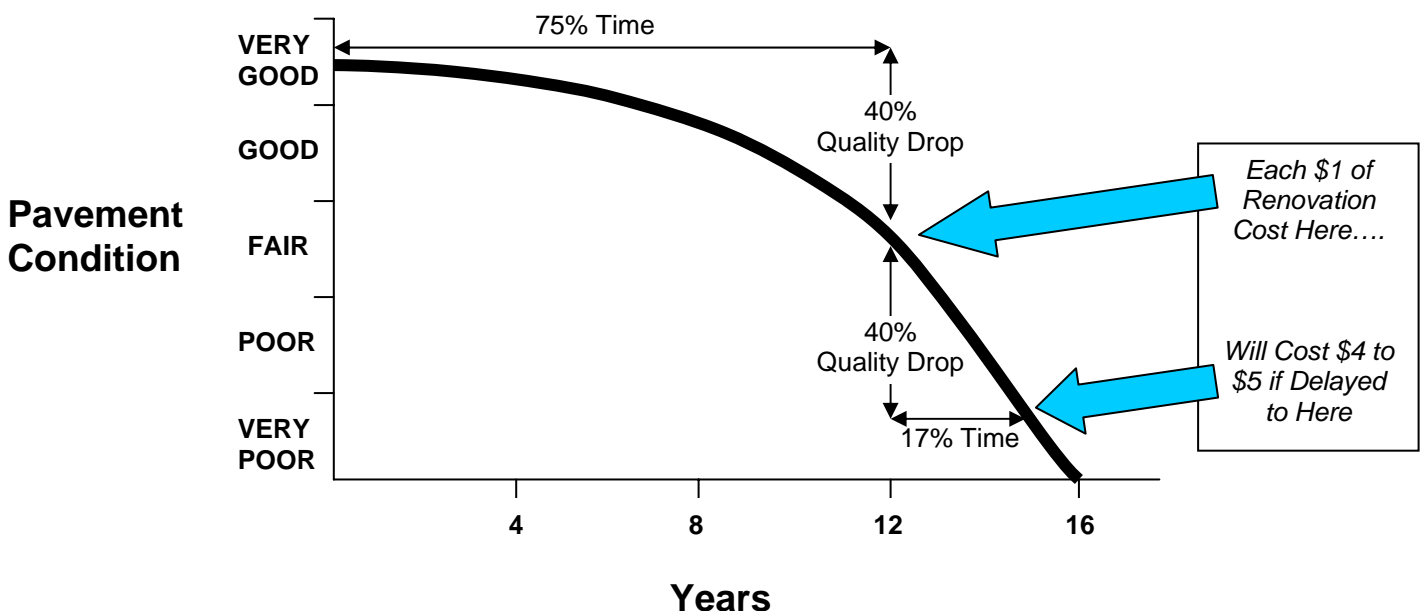
may be maintained with less costly preventative strategies. CCMPO has therefore chosen a few of the unfunded projects to display as well, although the estimated cost to repair all of these with major M&R would be over budget, even over a three year period of time. It is therefore up to the town to decide how many of these major projects it will pursue while hopefully accomplishing some of the more minor preventative maintenances to prevent further degeneration of the roads in satisfactory condition.

1.0 PAVEMENT MANAGEMENT SYSTEM OVERVIEW

A Pavement Management System (PMS) is a tool designed to assist agencies charged with maintaining and constructing roadways. This tool provides a means to collect, store, and analyze information on pavement conditions, and determine maintenance needs to make optimal use of road maintenance funds. Pavement management systems do not replace the expertise of local public works staff and road foremen, but they can be a valuable tool to help them plan for future maintenance needs.

Through a systematic analysis of pavement life cycles, a PMS can determine the most cost-effective means to keep pavements functioning at a desirable condition level. **Figure 2** below illustrates the need for a road “wellness” program. The figure shows early investments in maintaining the integrity of roads will pay off over time – each dollar spent on maintaining roads in fair condition will forego the need to spend four to five dollars on rehabilitating/reconstructing a road in very poor condition.

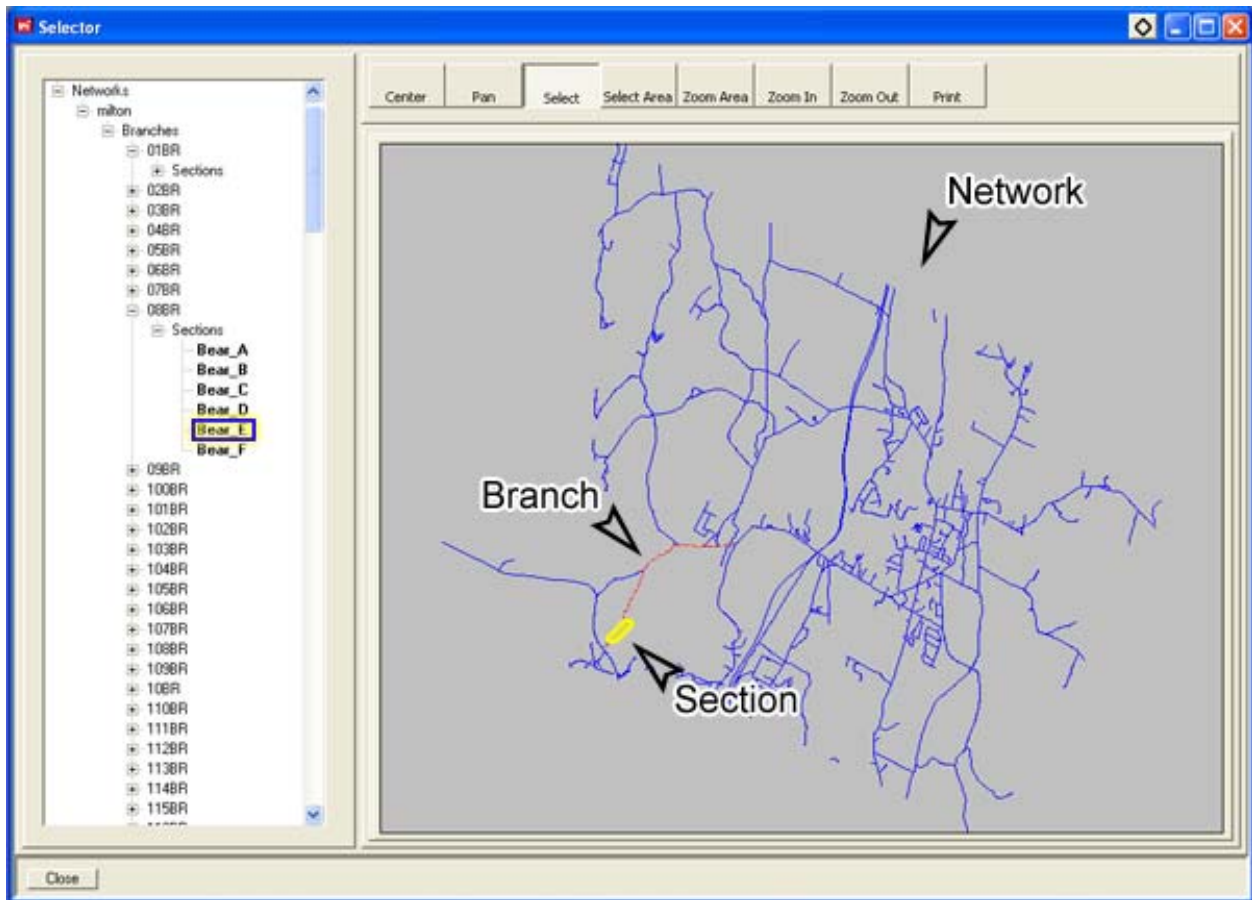
FIGURE 2: Pavement Deterioration/Rehabilitation Relationship



MICROPAVER SOFTWARE

The Chittenden County MPO used MicroPaver software in conjunction with ArcGIS mapping software to evaluate the road conditions in Milton.

FIGURE 3: MicroPaver Software View of the Milton Network



Road Network Inventory and Inspection

The first step in using the MicroPaver software was to create a network of all the town-maintained roads. Next, branches were created for each road. Then, the branches were divided into sections in accordance with logical breaks and sizes of what would be repairable lengths. Breaks usually occurred where there were changes in surface type or at intersections, so as to keep each section at a fairly reasonable length. Finally, each section was broken into samples of approximately 100 ft each. A certain number of these samples were randomly inspected as representing the overall quality of a section. **Table 3** demonstrates how many samples were inspected in accordance with the length of a given section.

FIGURE 4.

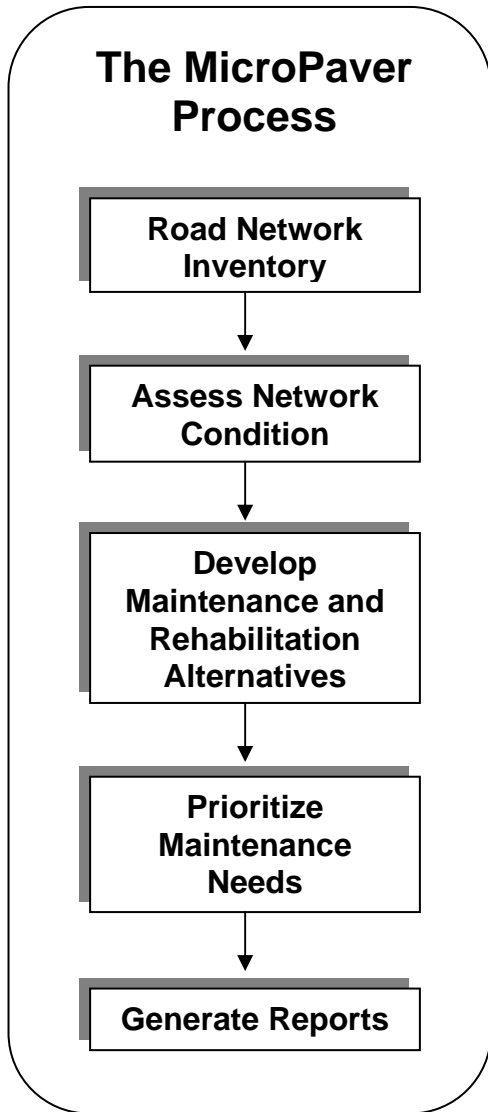


Table 3: MicroPaver Recommended Sampling Method

Length of Section	# of Sample units in Section	# of Units to be Inspected
100 ft	1	1
200 - 400 ft	2-4	2
500 – 2000 ft	5-20	3
Over 2000 ft	Over 20	4

Evaluating a Section

The MicroPaver inspection process details the type and extent of different distresses for paved and gravel roads. The software uses this information to calculate deduct values for each type of defect. The program then calculates an overall Pavement Condition Index (PCI) for each section using the deduct values and the age of the road. These PCI values describe the condition of the road and are the main value taken into account when evaluating necessary strategies to maintain the roads. A PCI score of **100** denotes perfect condition and a score of **0** is the worst possible score. The lowest scoring section in Milton was Bear Trap Rd. between Cadreact Rd. and Cub Rd., which had a PCI of **9**.

1.1.3 MAINTENANCE RECOMMENDATIONS

The third step in applying MicroPaver is the development of a Maintenance and Rehabilitation (M&R) plan. MicroPaver has a function allowing the user to enter in possible maintenance activities for each type of local and global deficiency along with the cost of each activity. It then integrates all of the gathered information and computes a maintenance and rehabilitation plan for a specified length of time based on the available budget. This function incorporates preventative repair strategies in order to keep the overall network in optimal condition.

Local Maintenance

Preventive Maintenance - This strategy is a more expensive activity designed to stop deterioration before it becomes a serious problem. Surface seals are excellent examples of preventative maintenance. A common cause of poor performance of seals is inadequate repair of existing problems before sealing. Therefore, extensive repair work may also be included in the cost of preventative maintenance. Road repairing and sealing needs will probably have to be programmed over several years and be done in the order of their priority

ranking because of the cost involved in doing considerable mileage. Routine maintenance should be performed on those sections that are not programmed for preventive maintenance during the current budget year.

Stop-Gap - The road sections which fall into this category necessitate certain minimal repairs to prevent immediate failure, and will require major M&R in the near future. For instance, it may be necessary to take care of any severe problems (deep potholes, washouts, etc.) with temporary repairs to keep the road passable for traffic.

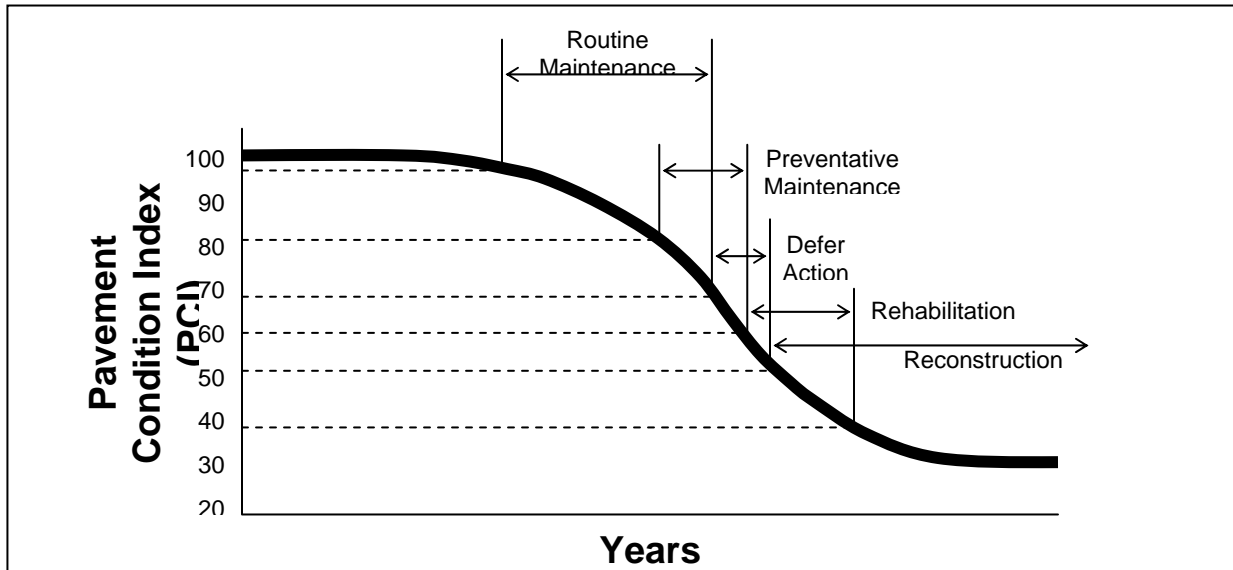
Major Maintenance & Rehabilitation

Roadway Rehabilitation - Rehabilitation usually includes overlays or extensive recycling. Recycling is a process where a layer of existing pavement is ripped up and reconstituted by special equipment. This technique provides results comparable to laying down new pavement and saves costs for raw materials and transportation of new pavement. Funding for completion of rehabilitation projects depends on long range planning. Staged construction may require several years to complete an entire project. Established priorities should be followed when possible.

Roadway Reconstruction - Reconstruction projects are similar to rehabilitation, with the primary distinction between the two being the cost difference. Reconstruction involves complete removal and replacement of a failed pavement and might also involve other features such as widening, improved alignment, grade changes, guard rail, and major drainage work. Lead times of several years may be required because of the more costly nature of full reconstruction and the time required to develop a complete plan of action, to secure required permits, and establish special funding needs. This is the most costly type of maintenance activity.

The MicroPaver software determines a repair strategy for each segment of road based on the “*Pavement Condition Index*” (PCI). The PCI is a composite figure number found through an analysis of the various pavement distresses observed in the roadway surveys.

FIGURE 5: Maintenance Strategies Based on Pavement Condition



1.1.4 Prioritization of Maintenance Needs

Once maintenance alternatives are generated, the software creates a prioritized listing of road projects based on the structural condition of the pavement. These suggestions indicate where to spend the funds, but they do not take traffic counts into account. Therefore, the municipality should use the MicroPaver report data as a general guide to follow when considering of any resulting pavement issues or problems.

1.1.5 Report Generation

The final MicroPaver step involves generating reports to communicate the results of the analysis. These reports were generated using Micropaver’s M&R planning resources. Using a budget of \$400,000 for each of three years, the program computed a repair strategy shown within the referenced excel spreadsheets that will be sent along with this report. The software also has the option to suggest repair strategies that are already in use in Milton. This is further explained in **Appendix B**. The wall-sized GIS maps created to accompany this report mapped road sections using the PCI value that Micropaver computed and exported into shapefiles utilized by ArcGIS. The grading system used in the GIS map legend is a general standard, which is intended to give the best overall illustration of Milton’s road conditions based on the sample data.

2.0 SUMMARY OF FINDINGS

2.1 MAINTENANCE AND REPAIR ALTERNATIVES

For the 2004 report, the Town of Milton had a few regularly used repair strategies that were entered into MicroPaver and were the only strategies considered in the maintenance planning process (see **Table 4**). The software had analyzed the roadway conditions along with the budget

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Milton had available at the time for roadway maintenance, and generated a maintenance schedule coinciding with the Milton repair strategies. If it is so desired, Milton may request another report be generated using new repair strategies.

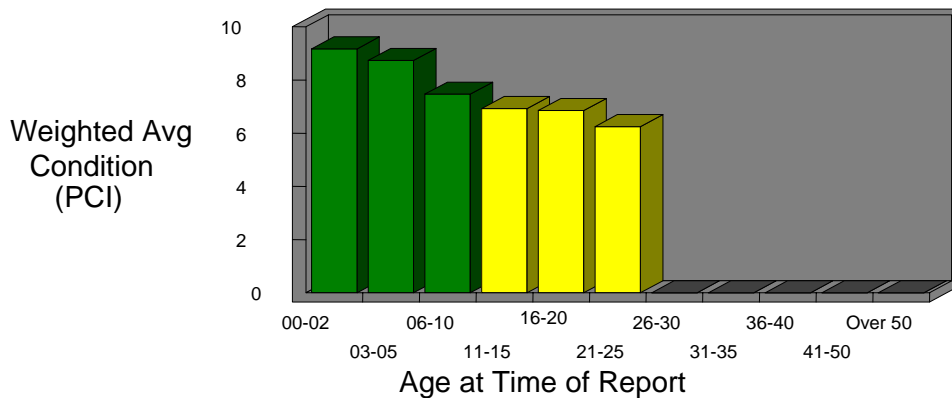
Table 4: Milton Repair Strategies used in MicroPaver Maintenance Options in 2004

Code	Name
CS-AC	Crack Sealing - AC
O-1.5-AC	1.5" Overlay
PA-AL	Patching - AC Leveling
RB-AC	Rebuild
RC-AC	Reclaim 1.5" base, 1.5" top
AG-RA	Add Gravel – Reclaimed Asphalt

2.2 OVERALL MILTON ROADWAY CONDITIONS

The average PCI of all the paved roads for the 2006 report came out to **70.53**, which is in the range of satisfactory condition, and is where both routine and preventative maintenance should be used in order to prevent the roads from going into a rapid decline. The **70.53** PCI is at the point on the deterioration curve where the cost to repair roads will begin to increase rapidly. **Figure 6** is a graph of average weighted pavement condition index versus age, which gives a good visual of how well Milton’s roadways are holding up over years of loading and climate related distresses. It must be noted though that not all the correct construction data was available at the time of this report, and therefore any roads with unknown dates were listed as being built on 7/1/1985, or in the 21-25 year old section.

FIGURE 6: MicroPaver Average Roadway Condition by Age



The primary distresses found on the paved roads in Milton were various types of cracking associated with asphalt pavement, such as: alligator, block, edge, and Longitudinal / Transverse (L & T) cracking. Edge cracking, possibly due to an existing shoulder drop issue, was found to have

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generally increased on roadways with pre-existing shoulder drop conditions. On roadways that were fairly new and in good or satisfactory condition, the most common distress found was L & T cracking, which is easily repaired with a preventative maintenance schedule. Older roadways with edge cracking were found with alligator cracking branching from the existing edge cracks. Some particularly distressed roads had L & T cracking, low to moderate alligator, block cracking, and often polishing and weathering.

3.0 CONCLUSION

In general, the town highways in Milton are in good condition. The town should continue to prioritize routine maintenance activities in favor of roadway reconstruction when possible to continue maximizing the benefits of highway maintenance funds. The various appendices attached to this report include detailed reports on each section of highway surveyed.

CCMPO staff is available to assist the town in using the MicroPaver software, in addition to modifying and improving these reports and their underlying data. CCMPO will continue providing service to the town as requested and as our technical assistance budget allows.

REFERENCES

Micro Paver; US Army Corps of Engineers, Version 5.2

Shahin, M.Y. Pavement Management for Airports, Roads, and Parking Lots. Kluwer Academic Publishers: Boston. 1994.

Appendices

APPENDIX A: TABLES

Plan Parameters

Name	Description
Date Executed	Date plan was created
Time Executed	Time plan was created
Selection Criteria	Criteria Used
Sort Order	None
Condition Method	Method used to rate roadways
First Plan Year	First year for plan to take effect
Years in Plan	Total years plan is for
Cost by Condition Table	Table Used to develop cost projections
Consequence Model Report	Not Used
Limit to Budget Report	Was plan executed with a limited budget
Budget Table	Budget table used
Budget Scale Factor	Factor applied to budget table, depending on town budget
Priority Table	Priority Table Used
Local Preventative Policy	Policy Table used
Local Prev Cost Table	Cost Table Applied
Minimum Condition Report	Was a minimum condition report generated
First Year for Major M&R	First year Major M&R to be applied
Apply Inflation	Yes or no
Inflation Rate	Rate applied if yes
Require Work	Yes or No
Inventory Items Considered	Number of sections analyzed

Applied Policy for 2006

Name	Description
Section	Name of roadway section to be repaired
Description	Type of Distress
Severity	Either Low, Medium, or High
Distress Qty	Amount of Distress present in the section
Unit	Unit of Distress. Either Ft or SqFt
Work Description	Name of work to be applied
Work Qty	How much of repair strategy to be applied
Unit	Either Ft or SqFt
Unit Cost	Cost per unit or work applied
Work Cost	Total cost of repair
Funded	Either Yes or No, depending on if it can be fixed within the range of the set budget.

3 Year Section Summary

Name	Description
Network/Branch/Section	Name of Network, Branch Number, and Section Name
Section Area	Area in SqFt
Jan 2007	Repair Strategy to be Applied and PCI value before and after repair strategy for
Jan 2008	Repair Strategy to be Applied and PCI value before and after repair strategy for
Jan 2009	Repair Strategy to be Applied and PCI value before and after repair strategy for

Work Plan

Name	Description
Plan Year	Year Repair Strategy is to be Applied
Section	Section Name
Last PCI	PCI value as of last inspection
Preventative Funded	Cost of preventative repair on the section, funded
Preventative UnFunded	Cost of preventative repair that should be performed on the section, but is unfunded due to low budget
Major Under Critical PCI: UnFunded	Cost of major repair that should be performed on the section, but is unfunded due to low budget. The section is already below critical PCI value
Major Above Critical UnFunded	Cost of major repair that should be performed on the section, but is unfunded due to low budget. The section is still above critical PCI value
Maintenance Type	Either preventative, stop gap, or major
Local Funded	Either Yes or No, depending on if it can be fixed within the range of the set budget.
Category After	Condition of road section after repairs, ranging from Excellent to Failing.

Summary

Name	Description
Plan Year	Year of Plan from 2007-2009
Sum Of Preventative Funded	Total cost of preventative repairs on roads that will be funded under current budget
Sum Of Preventative UnFunded	Total cost of preventative repairs on roads that won't be funded
Sum Of Major Under Critical PCI UnFunded	Total cost of major repairs on roads below critical PCI value that won't be funded
Sum Of Major Above Critical PCI UnFunded	Total cost of major repairs on roads above critical PCI value that won't be funded
Total	Total cost for funded projects
UnFunded	Total cost for Unfunded projects
Budget	Budget
Avg Of Condition Before	Average roadway PCI value for the whole town before repairs
Avg Of Condition After	Average roadway PCI value for the whole town after repairs

Inspection Data

Name	Description
Branch Name	Full Branch Name that section belongs to
SectionID	Section Identification Name
Rank	Roadway rank, either P, S, or T
Surface	Surface type, either AC- Asphalt or GR-
Branch Area SqFt	Total Branch Area
Sections	Number of sections in the branch
From	Where section starts
To	Where section ends
Length Ft	Length of section
Width Ft	Roadway Width
Area SqFt	Total section area in SqFt
Const_Date	Construction Date of section (Not fully Accurate)
Road Name	Six digit roadway number
Condition	Section PCI Value
Pct Load	Percent of distress caused by loading
Climate/Durability	Percent of distress caused by climate
Other	Percent of distress caused by other factors

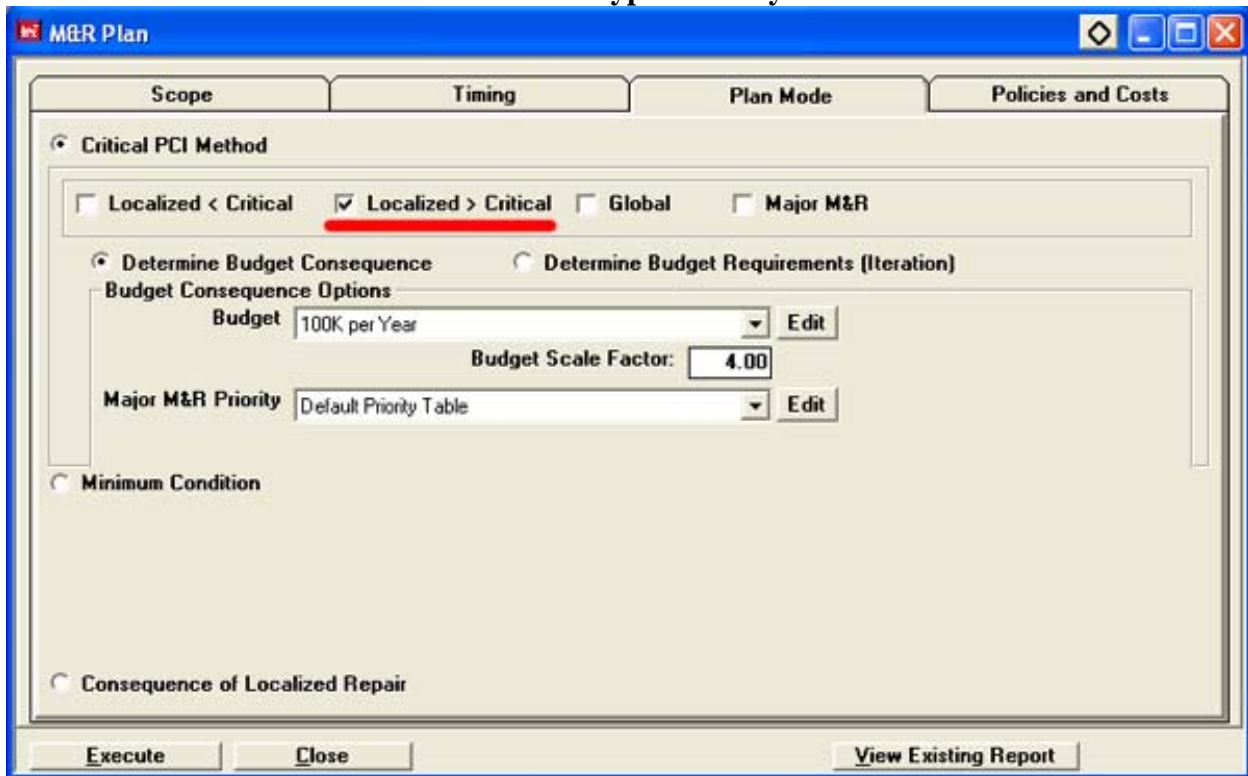
Unfunded M&R Suggestions

Name	Description
Plan Year	Year M&R is suggested
Section	Name of roadway section to be repaired
PCI	Pavement Condition Index
Category	PCI Category Section is classified as
Major Under	Dollar amount needed to repair section with major M&R. None of these would fall into
Critical PCI Value	the funded category. The table is included in case the town would like to pursue more
UnFunded	major repair projects.

APPENDIX B: REPORT OPTIONS

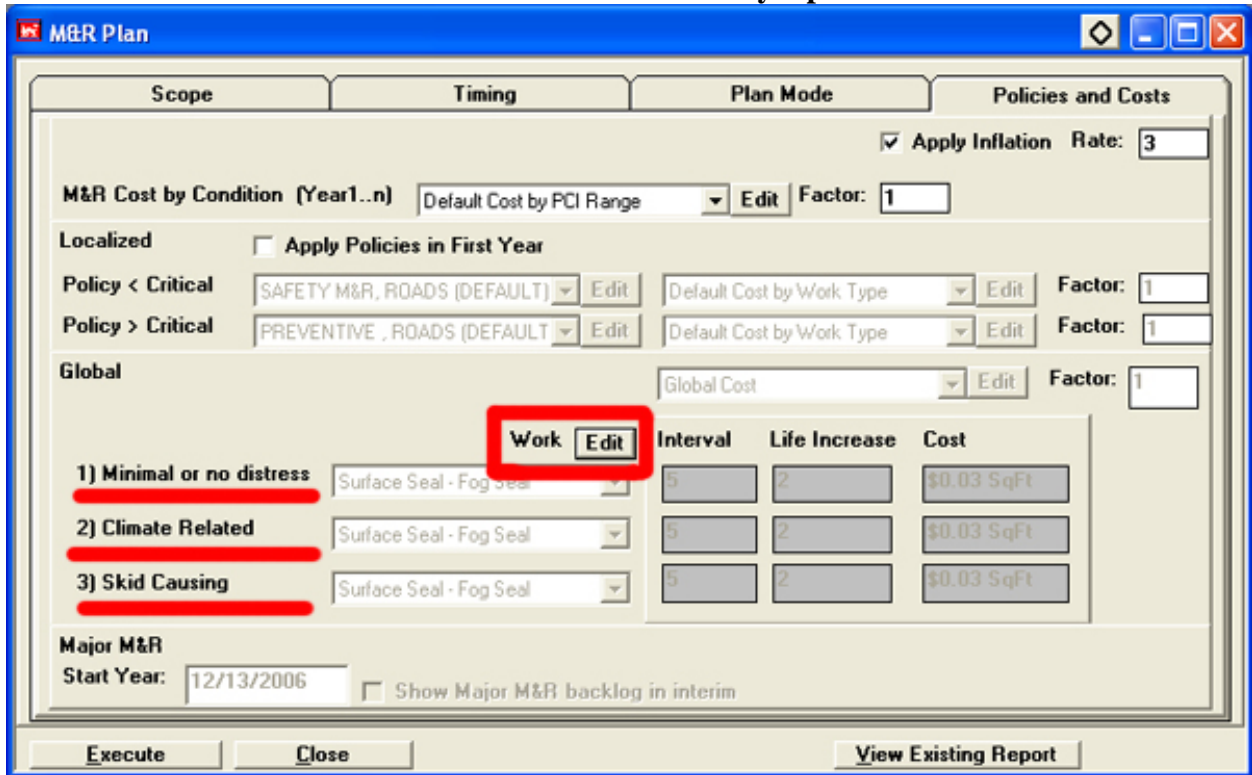
For Milton, the Critical PCI method used optimizes the M&R activities against its specified budget (in this case, \$100,000 over a 3 year period). **Figure 7** indicates one of the four types of policies used in the M&R report generated for Milton. The “Localized > Critical” selection indicates use of preventative M&R policy generally intended for pavements in good condition (above the critical PCI) with the goal of slowing the rate of deterioration. The method utilizes techniques such as crack sealing and patching. Such a policy is not cost effective for deteriorated pavements below the critical PCI.

FIGURE 7: Paver M & R Table Menu for Type of Policy



Other options for Milton to consider would be to run the “Global” policy, which is useful for pavements in good condition. The method may be applied to entire sections of pavement by using aggregate seals to slow the rate of deterioration. In utilizing the Global policy, MicroPaver has the option to estimate costs more accurately by allowing the user to enter in their pavement treatments of choice, considering 3 types of distresses; Climate related, Skid causing, and minimal distress (see **Figures 8, 9, & 10**).

FIGURE 8: Paver M & R Table Menu for Global Policy Options



When selecting these options, the user would click on the “Edit” button, circled in red to edit specific treatment types and modify their known costs.

FIGURE 9: Paver M & R Table Menu for User-Selected Work Types

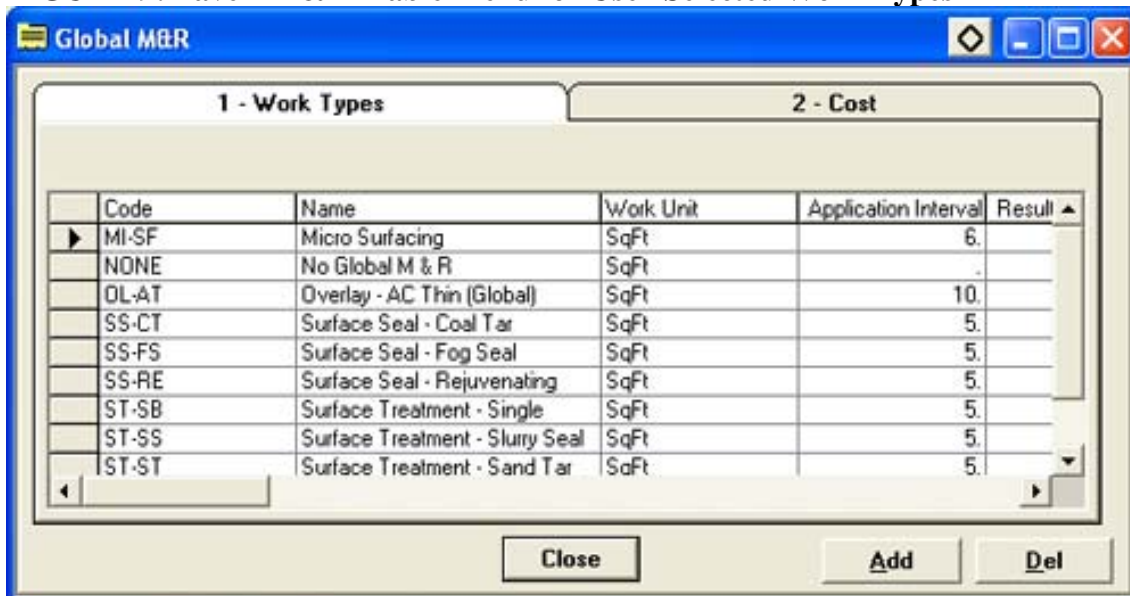
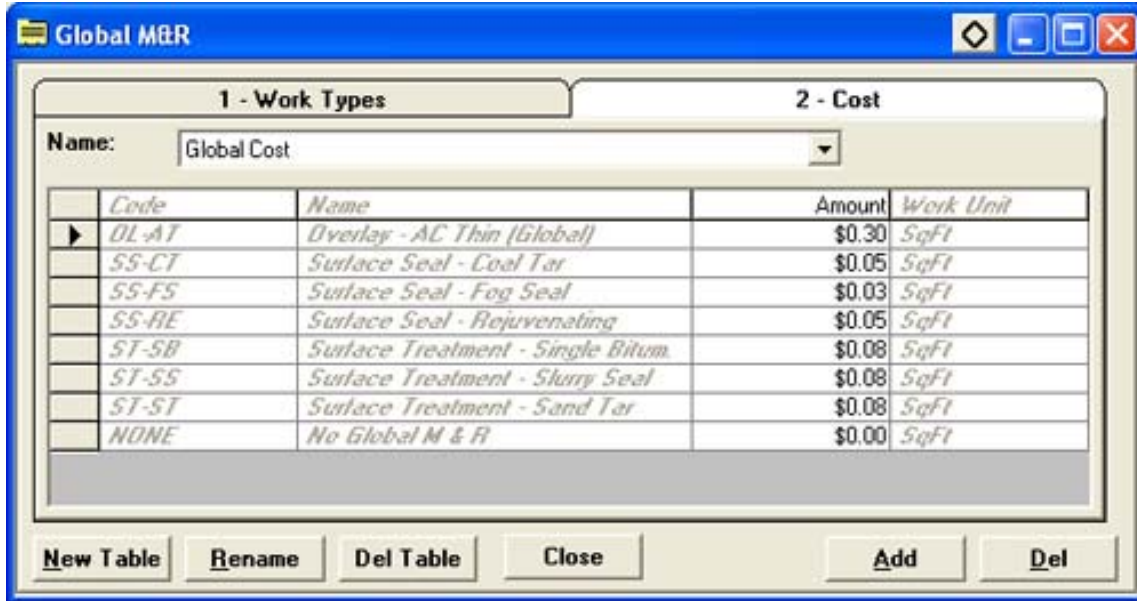


FIGURE 10: Paver M & R Table Menu for User-Selected Costs



If Milton decides it is interested in generating more accurate cost predictions for their pavement program, it would possible to modify these table menus with specific information to run estimates. For this version of the report, however, the Localized method has been used to generate the data.

APPENDIX C: MAPPED DATA

A large scale PCI wall map for Milton was developed to accompany this report. The roads listed below were not sampled in 2006 and are displayed in the map with 2004 collected data. The majority of the roads listed here are small sections, approximately 1/8th of a mile long or less. None of these sample areas are over 3/4th of a mile in length.

1. Bartlett Rd 07BR
2. Maplewood Ave 101BR
3. Park Pl 116BR
4. Pep Pl 117BR
5. Precast Rd 122BR
6. Quarry Ln 124BR
7. Raspberry Ct 127BR
8. Rebecca Lander Dr 128BR
9. Ritchie Av 131BR
10. River St 132BR
11. Riverside Dr 133BR
12. Sally Wy 137BR
13. Smith Rd 147BR
14. Stacey St 149BR
15. Strawberry Ln 152BR
16. Sweeny Farm Rd 155BR
17. Turner Av 170BR
18. Valley View Dr 171BR
19. Village Dr 173BR
20. Christine Ct 182BR
21. Roberts Ct 186BR
22. Cherry St 26BR
23. Costello Rd 33BR
24. Cub Rd 36BR
25. Edgewater Terr 47BR
26. Edward St 48BR
27. Ellison St 49BR
28. Elmer Pl 50BR
29. Erling Dr 52BR
30. Fox Run Ln 58BR
31. Gravelle Rd 61BR
32. Ice house Rd 74BR
33. Industrial Dr 75BR
34. Ira Pl 76BR
35. Jackson Ln 77BR
36. James Dr 78BR
37. Johnson's Ct 81BR
38. Jonzetta Ct 82BR
39. June Way 83BR
40. Kienle Rd 84BR
41. Lacasse Dr 88BR
42. Landfill Rd 91BR
43. Lena Ct 93BR
44. Little Field Rd 95BR

The following *roads* were sampled in 2006. However, data for these particular small *sections* of the roads were not collected and are displaying 2004 data:

Hardscrabble C
Bear Trap F
Railroad St C
Streeter Brook B
W. Milton Rd D
Cobble Hill Rd B
Delma Dr A

Section Condition Report

Pavement Database: NetworkID: milton

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
01BR (Access Rd)	Access_A	07/01/1985	GR	ROADWAY	T	2	58,278.74	07/01/1985	0	0.00
02BR (Adams Pk)	Adams_A	07/01/1985	AC	ROADWAY	T	2	24,810.60	08/22/2006	21	31.00
03BR (Andrea Ln)	Andrea_A	07/01/1985	AC	ROADWAY	T	2	57,011.81	07/29/2006	21	71.00
04BR (Arrow Head Av)	Arrow_A	07/01/1985	AC	ROADWAY	T	2	53,211.06	11/01/2006	21	95.00
05BR (Baker Ln)	Baker_A	07/01/1985	AC	ROADWAY	T	2	22,171.17	11/01/2006	21	37.00
06BR (Barnum St)	Barnum_A	07/01/1985	AC	ROADWAY	T	2	42,969.96	11/01/2006	21	65.00
07BR (Bartlett Rd)	Bartlet_A	07/01/1985	AC	ROADWAY	T	2	24,388.35	07/29/2004	19	66.00
08BR (Bear Trap Rd)	Bear_A	07/01/1985	AC	ROADWAY	T	2	21,379.41	09/25/2006	21	90.00
08BR (Bear Trap Rd)	Bear_B	07/01/1985	AC	ROADWAY	T	2	25,496.94	09/25/2006	21	86.00
08BR (Bear Trap Rd)	Bear_C	07/01/1985	AC	ROADWAY	T	2	18,291.21	10/03/2006	21	100.00
08BR (Bear Trap Rd)	Bear_D	07/01/1985	AC	ROADWAY	T	2	48,776.86	09/25/2006	21	31.00
08BR (Bear Trap Rd)	Bear_E	07/01/1985	AC	ROADWAY	T	2	167,393.10	09/25/2006	21	9.00
08BR (Bear Trap Rd)	Bear_F	07/01/1985	AC	ROADWAY	T	2	22,804.72	07/29/2004	19	98.00
09BR (Beaver Brook Rd)	Beaver_A	07/01/1985	AC	ROADWAY	T	2	58,278.74	10/30/2006	21	56.00
100BR (Manley Rd)	Manley_A	07/01/1985	AC	ROADWAY	T	2	43,788.15	08/21/2006	21	46.00
100BR (Manley Rd)	Manley_B	07/01/1985	AC	ROADWAY	T	2	44,785.86	08/23/2006	21	37.00
100BR (Manley Rd)	Manley_C	07/01/1985	AC	ROADWAY	T	2	114,023.62	08/23/2006	21	31.00
100BR (Manley Rd)	Manley_D	07/01/1985	AC	ROADWAY	T	2	44,342.55	08/23/2006	21	42.00
101BR (Maplewood Av)	Maplewd_A	07/01/1985	AC	ROADWAY	T	2	45,498.57	08/02/2004	19	46.00
101BR (Maplewood Av)	Maplewd_B	07/01/1985	AC	ROADWAY	T	2	16,596.77	07/28/2004	19	70.00
101BR (Maplewood Av)	Maplewd_C	07/01/1985	AC	ROADWAY	T	2	10,135.43	07/28/2004	19	27.00
101BR (Maplewood Av)	Maplewd_D	07/01/1985	AC	ROADWAY	T	2	18,623.86	07/28/2004	19	72.00
103BR (Marrs Hollow Rd)	Marrs_A	07/01/1985	AC	ROADWAY	T	2	7,759.92	10/30/2006	21	100.00
103BR (Marrs Hollow Rd)	Marrs_B	07/01/1985	AC	ROADWAY	T	2	77,599.41	10/30/2006	21	100.00
104BR (Mcmullen Rd)	Mcmulle_A	07/01/1985	AC	ROADWAY	T	2	107,021.64	11/01/2006	21	76.00
104BR (Mcmullen Rd)	Mcmulle_B	07/01/1985	AC	ROADWAY	T	2	46,838.00	10/30/2006	21	74.00

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104BR (Mcmullen Rd)	Mcmulle_C	07/01/1985	AC	ROADWAY	T	2	28,347.04	10/30/2006	21	73.00
105BR (Meadow Rd)	Meadow_A	07/01/1985	AC	ROADWAY	T	2	84,989.83	10/30/2006	21	62.00
106BR (Mears Rd)	Mears_A	07/01/1985	AC	ROADWAY	T	2	150,315.75	10/05/2006	21	94.00
107BR (Middle Rd)	Middle_A	07/01/1985	AC	ROADWAY	T	2	40,275.62	10/30/2006	21	100.00
107BR (Middle Rd)	Middle_B	07/01/1985	AC	ROADWAY	T	2	139,217.76	10/30/2006	21	100.00
107BR (Middle Rd)	Middle_C	07/01/1985	AC	ROADWAY	T	2	107,596.94	10/30/2006	21	100.00
107BR (Middle Rd)	Middle_D	07/01/1985	AC	ROADWAY	T	2	64,133.20	10/30/2006	21	82.00
109BR (Moss End)	Moss_A	07/01/1985	AC	ROADWAY	T	2	15,836.70	11/01/2006	21	86.00
111BR (Murray Av)	Murray_A	07/01/1985	AC	ROADWAY	T	2	23,235.66	08/24/2006	21	43.00
111BR (Murray Av)	Murray_B	07/01/1985	AC	ROADWAY	T	2	206,242.61	08/24/2006	21	80.00
112BR (Nancy Dr)	Nancy_A	07/01/1985	AC	ROADWAY	T	2	10,135.43	09/25/2006	21	73.00
114BR (North Rd)	North_A	07/01/1985	AC	ROADWAY	T	2	65,468.52	08/22/2006	21	83.00
114BR (North Rd)	North_B	07/01/1985	AC	ROADWAY	T	2	72,595.04	08/22/2006	21	86.00
114BR (North Rd)	North_C	07/01/1985	AC	ROADWAY	T	2	102,259.59	08/22/2006	21	70.00
114BR (North Rd)	North_D	07/01/1985	AC	ROADWAY	T	2	45,398.33	08/22/2006	21	69.00
115BR (Oglewood Rd)	Oglewoo_A	07/01/1985	AC	ROADWAY	T	2	44,923.14	10/03/2006	21	52.00
116BR (Park Pl)	Park_A	07/01/1985	AC	ROADWAY	T	2	11,877.50	07/29/2004	19	92.00
117BR (Pep Pl)	Pep_A	07/01/1985	AC	ROADWAY	T	2	34,207.09	07/29/2004	19	69.00
118BR (Petty Brook Rd)	Petty_A	07/01/1985	AC	ROADWAY	T	2	58,753.80	09/25/2006	21	64.00
119BR (Pine Harbor Rd)	Pine_A	07/01/1985	AC	ROADWAY	T	2	12,669.29	10/17/2006	21	100.00
120BR (Pinewood Ln)	Pinewoo_A	07/01/1985	AC	ROADWAY	T	2	28,569.76	10/30/2006	21	60.00
120BR (Pinewood Ln)	Pinewoo_B	07/01/1985	AC	ROADWAY	T	2	9,052.99	10/30/2006	21	46.00
121BR (Poor Farm Rd)	Poor_A	07/01/1985	AC	ROADWAY	T	2	138,251.30	07/28/2006	21	83.00
121BR (Poor Farm Rd)	Poor_B	07/01/1985	AC	ROADWAY	T	2	48,111.63	07/29/2006	21	76.00
122BR (Precast Rd)	Precast_A	07/01/1985	AC	ROADWAY	T	2	53,211.06	07/29/2004	19	90.00
123BR (Quail Hollow Dr)	Quail_A	07/01/1985	AC	ROADWAY	T	2	57,011.81	07/29/2006	21	59.00

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124BR (Quarry Ln)	Quarry_A	07/01/1985	AC	ROADWAY	T	2	16,997.92	08/02/2004	19	75.00
125BR (Racine Rd)	Racine_A	07/01/1985	AC	ROADWAY	T	2	72,056.67	09/25/2006	21	94.00
125BR (Racine Rd)	Racine_B	07/01/1985	AC	ROADWAY	T	2	19,003.86	09/25/2006	21	93.00
126BR (Railroad St)	Railroa_A	07/01/1985	AC	ROADWAY	T	2	45,805.32	11/01/2006	21	90.00
126BR (Railroad St)	Railroa_B	07/01/1985	AC	ROADWAY	T	2	41,910.66	11/01/2006	21	90.00
126BR (Railroad St)	Railroa_C	07/01/1985	AC	ROADWAY	T	2	90,817.80	07/28/2004	19	89.00
127BR (Raspberry Ct)	Raspber_A	07/01/1985	AC	ROADWAY	T	2	17,736.96	07/29/2004	19	72.00
128BR (Rebecca Lander Dr)	Rebecca_A	07/01/1985	AC	ROADWAY	T	2	15,836.70	07/29/2004	19	82.00
129BR (Red Clover Wy)	Red_A	07/01/1985	AC	ROADWAY	T	2	112,756.69	07/29/2006	21	83.00
129BR (Red Clover Wy)	Red_B	07/01/1985	AC	ROADWAY	T	2	11,613.50	07/29/2006	21	86.00
129BR (Red Clover Wy)	Red_C	07/01/1985	AC	ROADWAY	T	2	16,470.08	07/29/2006	21	89.00
131BR (Ritchie Av)	Ritchie_A	07/01/1985	AC	ROADWAY	T	2	8,498.96	07/29/2004	19	92.00
131BR (Ritchie Av)	Ritchie_B	07/01/1985	AC	ROADWAY	T	2	6,756.96	07/29/2004	19	11.00
132BR (River St)	River_A	07/01/1985	AC	ROADWAY	T	3	15,519.77	07/29/2004	19	80.00
132BR (River St)	River_B	07/01/1985	AC	ROADWAY	T	2	95,104.00	07/29/2004	19	42.00
132BR (River St)	River_C	07/01/1985	AC	ROADWAY	T	2	56,906.15	07/29/2004	19	54.00
133BR (Riverside Dr)	Rivrsde_A	07/01/1985	AC	ROADWAY	T	2	20,904.40	07/29/2004	19	77.00
134BR (Rollin Irish Rd)	Rollin_A	07/01/1985	AC	ROADWAY	T	2	6,334.60	10/30/2006	21	51.00
134BR (Rollin Irish Rd)	Rollin_B	07/01/1985	AC	ROADWAY	T	2	165,923.10	10/30/2006	21	45.00
135BR (Rugg Av)	Rugg_A	07/01/1985	AC	ROADWAY	T	2	21,115.40	08/02/2006	21	76.00
136BR (Russell Cir)	Russell_A	07/01/1985	AC	ROADWAY	T	2	63,346.46	10/30/2006	21	77.00
137BR (Sally Wy)	Sally_A	07/01/1985	AC	ROADWAY	T	2	15,203.15	07/29/2004	19	50.00
138BR (Sammanickki Cir)	Sammani_A	07/01/1985	AC	ROADWAY	T	2	17,737.01	09/25/2006	21	91.00
139BR (Sanderson Rd)	Sanders_A	07/01/1985	AC	ROADWAY	T	2	28,969.63	08/24/2006	21	96.00
139BR (Sanderson Rd)	Sanders_B	07/01/1985	AC	ROADWAY	T	2	54,972.33	08/24/2006	21	95.00
139BR (Sanderson Rd)	Sanders_C	07/01/1985	AC	ROADWAY	T	2	165,393.90	08/24/2006	21	65.00

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139BR (Sanderson Rd)	Sanders_D	07/01/1985	AC	ROADWAY	T	2	87,361.97	10/05/2006	21	37.00
13BR (Birch Ln)	Birch_A	07/01/1985	AC	ROADWAY	T	2	44,923.14	11/01/2006	21	90.00
141BR (Sawyer Av)	Sawyer_A	07/01/1985	AC	ROADWAY	T	2	30,406.30	08/24/2006	21	62.00
142BR (School St)	School_A	07/01/1985	AC	ROADWAY	T	2	20,059.80	08/02/2006	21	73.00
144BR (Sheldon Rd)	Sheldon_A	07/01/1985	AC	ROADWAY	T	2	47,615.35	07/29/2006	21	58.00
146BR (Slim Brown Rd)	Slim_A	07/01/1985	AC	ROADWAY	T	2	38,007.80	07/29/2006	21	79.00
147BR (Smith Rd)	Smith_A	07/01/1985	AC	ROADWAY	T	2	30,617.40	08/02/2004	19	61.00
147BR (Smith Rd)	Smith_B	07/01/1985	AC	ROADWAY	T	2	12,669.29	08/02/2004	19	76.00
148BR (Sonya Rd)	Sonya_A	07/01/1985	AC	ROADWAY	T	2	19,003.94	08/02/2006	21	72.00
149BR (Stacey St)	Stacey_A	07/01/1985	AC	ROADWAY	T	2	26,922.14	07/29/2004	19	96.00
150BR (Stewart Ln)	Stewart_A	07/01/1985	AC	ROADWAY	T	2	29,033.84	10/17/2006	21	56.00
151BR (Stonebridge Rd)	Stonebr_A	07/01/1985	AC	ROADWAY	T	2	12,669.29	07/18/2006	21	47.00
152BR (Strawberry Ln)	Strawbe_A	07/01/1985	AC	ROADWAY	T	2	35,474.02	07/29/2004	19	68.00
153BR (Streeter Brook)	Streete_A	07/01/1985	AC	ROADWAY	T	2	36,212.96	10/05/2006	21	55.00
153BR (Streeter Brook)	Streete_B	07/01/1985	AC	ROADWAY	T	2	62,034.00	07/28/2004	19	68.00
155BR (Sweeny Farm Rd)	Sweeny_A	07/01/1985	AC	ROADWAY	T	2	10,452.24	07/29/2004	19	47.00
15BR (Bombardier Rd)	Bombard_A	07/01/1985	AC	ROADWAY	T	2	44,342.52	10/30/2006	21	45.00
168BR (Thrush Dr)	Thrush_A	07/01/1985	AC	ROADWAY	T	2	25,338.58	07/29/2006	21	74.00
170BR (Turner Av)	Turner_A	07/01/1985	AC	ROADWAY	T	2	14,780.80	07/29/2004	19	81.00
171BR (Valley View Dr)	Valley_A	07/01/1985	AC	ROADWAY	T	2	35,474.02	08/02/2004	19	87.00
172BR (Vernon Ct)	Vernon_A	07/01/1985	AC	ROADWAY	T	2	7,390.40	11/01/2006	21	78.00
173BR (Village Dr)	Village_A	07/01/1985	AC	ROADWAY	T	2	22,804.72	07/29/2004	19	83.00
174BR (Villemaire Ln)	Villema_A	07/01/1985	AC	ROADWAY	T	2	27,872.46	11/01/2006	21	42.00
175BR (W Milton Rd)	WMilton_A	07/01/1985	AC	ROADWAY	T	2	22,065.78	09/25/2006	21	91.00
175BR (W Milton Rd)	WMilton_B	07/01/1985	AC	ROADWAY	T	2	143,891.44	09/25/2006	21	90.00
175BR (W Milton Rd)	WMilton_C	07/01/1985	AC	ROADWAY	T	2	86,753.04	09/25/2006	21	44.00

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175BR (W Milton Rd)	WMilton_D	07/01/1985	AC	ROADWAY	T	2	11,275.67	07/29/2004	19	78.00
175BR (W Milton Rd)	WMilton_E	07/01/1985	AC	ROADWAY	T	2	46,337.97	10/11/2006	21	79.00
175BR (W Milton Rd)	WMilton_F	07/01/1985	AC	ROADWAY	T	2	62,301.33	10/17/2006	21	47.00
175BR (W Milton Rd)	WMilton_G	07/01/1985	AC	ROADWAY	T	2	77,694.32	10/17/2006	21	30.00
175BR (W Milton Rd)	WMilton_H	07/01/1985	AC	ROADWAY	T	2	142,381.80	10/17/2006	21	40.00
176BR (Waterwheel Wy)	Waterwh_A	07/01/1985	AC	ROADWAY	T	2	18,212.09	07/29/2006	21	38.00
177BR (Watkins Rd)	Watkins_A	07/01/1985	AC	ROADWAY	T	2	68,625.40	10/17/2006	21	75.00
178BR (Westford Rd)	Westfor_A	07/01/1985	AC	ROADWAY	T	2	236,821.68	08/23/2006	21	68.00
178BR (Westford Rd)	Westfor_B	07/01/1985	AC	ROADWAY	T	2	136,234.12	08/23/2006	21	78.00
179BR (Whisper Ln)	Whisper_A	07/01/1985	AC	ROADWAY	T	2	20,270.87	11/01/2006	21	51.00
17BR (Bradley St)	Bradley_A	07/01/1985	AC	ROADWAY	T	2	42,969.96	11/01/2006	21	59.00
181BR (Woods Ct)	Woods_A	07/01/1985	AC	ROADWAY	T	2	10,029.91	11/01/2006	21	97.00
182BR (Christine Ct)	Chrstne_A	07/01/1985	AC	ROADWAY	T	2	20,464.40	07/28/2004	19	83.00
184BR (Steeplechase)	Stplchs_A	07/01/1995	AC	ROADWAY	T	0	15,900.00	08/22/2006	11	100.00
186BR (Roberts Ct)	Robrts_A	07/01/1985	AC	ROADWAY	T	2	17,156.25	07/28/2004	19	89.00
18BR (Brandy Ln)	Brandy_A	07/01/1985	AC	ROADWAY	T	2	12,194.28	11/01/2006	21	64.00
21BR (Cardinal Dr)	Cardinl_A	07/01/1985	AC	ROADWAY	T	2	13,936.22	07/29/2006	21	63.00
22BR (Cary Dr)	Cary_A	07/01/1985	AC	ROADWAY	T	2	54,583.54	08/24/2006	21	97.00
23BR (Catamount Dr)	Catamnt_A	07/01/1985	AC	ROADWAY	T	2	112,545.42	10/03/2006	21	53.00
24BR (Centre Dr)	Centre_A	07/01/1985	AC	ROADWAY	T	2	31,673.23	11/01/2006	21	62.00
25BR (Checkerberry Sq)	Checker_A	07/01/1985	AC	ROADWAY	T	2	38,007.87	09/25/2006	21	93.00
26BR (Cherry St)	Cherry_A	07/01/1985	AC	ROADWAY	T	2	11,613.58	08/02/2004	19	42.00
26BR (Cherry St)	Cherry_B	07/01/1985	AC	ROADWAY	T	2	22,065.78	08/02/2004	19	66.00
26BR (Cherry St)	Cherry_C	07/01/1985	AC	ROADWAY	T	2	16,628.43	08/02/2004	19	83.00
27BR (Chrisemily Ln)	Chrisem_A	07/01/1985	AC	ROADWAY	T	2	10,947.95	09/25/2006	21	68.00
27BR (Chrisemily Ln)	Chrisem_B	07/01/1985	AC	ROADWAY	T	2	31,787.64	09/25/2006	21	80.00

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28BR (Circle Rd)	Circle_A	07/01/1985	AC	ROADWAY	T	2	53,342.89	10/03/2006	21	49.00
29BR (Clapper Rd)	Clapper_A	07/01/1985	AC	ROADWAY	T	2	15,836.55	07/29/2006	21	77.00
30BR (Cobble Hill Rd)	Cobble_A	07/01/1985	AC	ROADWAY	T	2	78,801.87	10/30/2006	21	93.00
30BR (Cobble Hill Rd)	Cobble_B	07/01/1985	GR	ROADWAY	T	2	21,732.46	07/28/2004	19	72.00
32BR (Cooper Rd)	Cooper_A	07/01/1985	AC	ROADWAY	T	2	49,885.29	08/22/2006	21	95.00
32BR (Cooper Rd)	Cooper_B	07/01/1985	AC	ROADWAY	T	2	55,428.24	08/22/2006	21	97.00
33BR (Costello Rd)	Costell_A	07/01/1985	AC	ROADWAY	T	2	3,431.22	08/02/2004	19	65.00
34BR (Country Ln)	Country_A	07/01/1985	AC	ROADWAY	T	2	12,141.47	09/25/2006	21	86.00
36BR (Cub Rd)	Cub_A	07/01/1985	AC	ROADWAY	T	2	27,925.22	07/29/2004	19	86.00
37BR (Deer Run)	Deer_A	07/01/1985	AC	ROADWAY	T	2	39,591.50	07/29/2006	21	80.00
38BR (Delma Dr)	Delma_A	07/01/1985	AC	ROADWAY	T	2	5,591.50	07/28/2004	19	93.00
38BR (Delma Dr)	Delma_B	07/01/1985	AC	ROADWAY	T	2	21,928.05	10/03/2006	21	60.00
41BR (Doris Dr)	Doris_A	07/01/1985	AC	ROADWAY	T	2	26,711.05	11/01/2006	21	57.00
42BR (Ducks Ct)	Ducks_A	07/01/1985	AC	ROADWAY	T	2	13,936.22	11/01/2006	21	63.00
43BR (Duffy Rd)	Duffy_A	07/01/1985	AC	ROADWAY	T	2	67,622.31	10/30/2006	21	100.00
43BR (Duffy Rd)	Duffy_B	07/01/1985	AC	ROADWAY	T	2	100,935.03	10/30/2006	21	100.00
43BR (Duffy Rd)	Duffy_C	07/01/1985	AC	ROADWAY	T	2	110,856.27	10/30/2006	21	100.00
46BR (East Rd)	East_A	07/01/1985	AC	ROADWAY	T	2	29,033.84	08/23/2006	21	40.00
46BR (East Rd)	East_B	07/01/1985	AC	ROADWAY	T	2	62,422.67	10/30/2006	21	52.00
46BR (East Rd)	East_C	07/01/1985	AC	ROADWAY	T	2	201,916.80	10/30/2006	21	68.00
46BR (East Rd)	East_D	07/01/1985	AC	ROADWAY	T	2	76,015.75	10/30/2006	21	98.00
46BR (East Rd)	East_E	07/01/1985	AC	ROADWAY	T	2	69,681.04	10/30/2006	21	98.00
46BR (East Rd)	East_F	07/01/1985	AC	ROADWAY	T	2	38,799.60	10/30/2006	21	93.00
46BR (East Rd)	East_G	07/01/1985	AC	ROADWAY	T	2	95,019.69	10/30/2006	21	97.00
47BR (Edgewater Terr)	Edgewater_A	07/01/1985	AC	ROADWAY	T	2	20,270.87	08/02/2004	19	94.00
48BR (Edward St)	Edward_A	07/01/1985	AC	ROADWAY	T	2	29,033.75	07/29/2004	19	94.00

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49BR (Ellison St)	Ellison_A	07/01/1985	AC	ROADWAY	T	2	68,651.61	07/29/2004	19	89.00
50BR (Elmer Pl)	Elmer_A	07/01/1985	AC	ROADWAY	T	2	34,207.09	07/29/2004	19	45.00
51BR (Emile Dr)	Emile_A	07/01/1985	AC	ROADWAY	T	2	19,795.75	10/30/2006	21	79.00
52BR (Erling Dr)	Erling_A	07/01/1985	AC	ROADWAY	T	2	12,563.68	08/02/2004	19	66.00
53BR (Everest Rd)	Everest_A	07/01/1985	AC	ROADWAY	T	2	60,432.52	08/24/2006	21	73.00
53BR (Everest Rd)	Everest_B	07/01/1985	AC	ROADWAY	T	2	14,848.41	10/05/2006	21	60.00
53BR (Everest Rd)	Everest_C	07/01/1985	AC	ROADWAY	T	2	67,121.91	10/05/2006	21	67.00
53BR (Everest Rd)	Everest_D	07/01/1985	AC	ROADWAY	T	2	103,761.50	10/05/2006	21	66.00
55BR (Field Ridge Dr)	Field_A	07/01/1985	AC	ROADWAY	T	2	29,139.39	09/25/2006	21	68.00
57BR (Forbes Rd)	Forbes_A	07/01/1985	AC	ROADWAY	T	2	27,714.12	09/25/2006	21	100.00
58BR (Fox Run Ln)	Fox_A	07/01/1985	AC	ROADWAY	T	2	18,212.09	08/02/2004	19	77.00
59BR (Frazier Rd)	Frazier_A	07/01/1985	AC	ROADWAY	T	2	29,139.37	09/25/2006	21	30.00
60BR (Gonyeau Rd)	Gonyeau_A	07/01/1985	AC	ROADWAY	T	2	37,648.00	10/03/2006	21	36.00
60BR (Gonyeau Rd)	Gonyeau_B	07/01/1985	AC	ROADWAY	T	2	33,700.38	10/03/2006	21	67.00
61BR (Gravelle Rd)	Gravell_A	07/01/1985	AC	ROADWAY	T	2	35,211.12	07/29/2004	19	77.00
61BR (Gravelle Rd)	Gravell_B	07/01/1985	AC	ROADWAY	T	2	35,030.52	07/29/2004	19	73.00
62BR (Griswold Dr)	Griswol_A	07/01/1985	AC	ROADWAY	T	2	8,498.96	10/30/2006	21	22.00
63BR (Hardscrabble Rd)	Hardscr_A	07/01/1985	AC	ROADWAY	T	2	77,599.41	10/30/2006	21	40.00
63BR (Hardscrabble Rd)	Hardscr_B	07/01/1985	AC	ROADWAY	T	2	86,828.28	10/30/2006	21	61.00
63BR (Hardscrabble Rd)	Hardscr_C	07/01/1985	AC	ROADWAY	T	2	53,842.74	07/28/2004	19	93.00
64BR (Haydenberry Dr)	Haydenb_A	07/01/1985	AC	ROADWAY	T	2	40,911.25	07/29/2004	19	33.00
65BR (Hemlock Rd)	Hemlock_A	07/01/1985	AC	ROADWAY	T	2	38,271.75	10/30/2006	21	62.00
67BR (Herrick Av)	Herrick_A	07/01/1985	AC	ROADWAY	T	2	58,067.68	11/01/2006	21	85.00
69BR (Hidden Meadow)	Hidden_A	07/01/1985	AC	ROADWAY	T	2	39,591.50	08/22/2006	21	89.00
70BR (Highland Av)	Highlan_A	07/01/1985	AC	ROADWAY	T	2	22,963.07	07/29/2006	21	86.00
71BR (Hobbs Rd)	Hobbs_A	07/01/1985	AC	ROADWAY	T	2	57,645.21	10/30/2006	21	38.00

Section Condition Report

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Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
73BR (Hunting Ridge Ln)	Hunting_A	07/01/1985	AC	ROADWAY	T	2	64,666.28	08/22/2006	21	79.00
74BR (Ice House Rd)	Ice_A	07/01/1985	AC	ROADWAY	T	2	8,446.20	07/29/2004	19	38.00
75BR (Industrial Dr)	Industr_A	07/01/1985	AC	ROADWAY	T	2	28,822.56	07/29/2004	19	65.00
76BR (Ira Pl)	Ira_A	07/01/1985	AC	ROADWAY	T	2	24,071.65	07/29/2004	19	67.00
77BR (Jackson Ln)	Jackson_A	07/01/1985	AC	ROADWAY	T	2	20,270.87	08/02/2004	19	76.00
78BR (James Dr)	James_A	07/01/1985	AC	ROADWAY	T	2	38,416.00	07/29/2004	19	70.00
79BR (James Dr)	James_A	07/01/1985	AC	ROADWAY	T	2	22,804.72	11/21/2006	21	97.00
81BR (Johnsons Ct)	Johnson_A	07/01/1985	AC	ROADWAY	T	2	6,651.36	07/29/2004	19	91.00
82BR (Jonzetta Ct)	Jonzett_A	07/01/1985	AC	ROADWAY	T	2	22,171.20	07/29/2004	19	76.00
83BR (June Wy)	June_A	07/01/1985	AC	ROADWAY	T	2	26,605.51	07/29/2004	19	69.00
84BR (Kienle Rd)	Kienle_B	07/01/1985	GR	ROADWAY	T	2	30,089.55	07/29/2004	19	70.00
85BR (Kim Ln)	Kim_A	07/01/1985	AC	ROADWAY	T	2	25,338.58	07/29/2006	21	69.00
86BR (Kingsbury Crsg)	Kingsbu_A	07/01/1985	AC	ROADWAY	T	2	27,714.12	11/01/2006	21	62.00
87BR (Kingswood Dr)	Kingswd_A	07/01/1985	AC	ROADWAY	T	2	43,075.59	10/30/2006	21	45.00
88BR (Lacasse Dr)	Lacasse_A	07/01/1985	AC	ROADWAY	T	2	16,470.08	08/02/2004	19	68.00
89BR (Lake Rd)	Lake_A	07/01/1985	AC	ROADWAY	T	2	65,880.31	08/21/2006	21	86.00
89BR (Lake Rd)	Lake_B	07/01/1985	AC	ROADWAY	T	2	56,790.14	08/09/2006	21	63.00
89BR (Lake Rd)	Lake_C	07/01/1985	AC	ROADWAY	T	2	44,828.08	08/09/2006	21	83.00
89BR (Lake Rd)	Lake_D	07/01/1985	AC	ROADWAY	T	2	39,580.93	08/09/2006	21	81.00
89BR (Lake Rd)	Lake_E	07/01/1985	AC	ROADWAY	T	2	105,630.26	08/21/2006	21	69.00
89BR (Lake Rd)	Lake_F	07/01/1985	AC	ROADWAY	T	2	46,137.31	08/07/2006	21	70.00
89BR (Lake Rd)	Lake_G	07/01/1985	AC	ROADWAY	T	2	103,201.92	07/18/2006	21	73.00
89BR (Lake Rd)	Lake_H	07/01/1985	AC	ROADWAY	T	2	40,905.90	07/18/2006	21	100.00
89BR (Lake Rd)	Lake_I	07/01/1985	AC	ROADWAY	T	2	67,622.31	07/18/2006	21	100.00
89BR (Lake Rd)	Lake_J	07/01/1985	AC	ROADWAY	T	2	112,835.93	07/18/2006	21	83.00
89BR (Lake Rd)	Lake_K	07/01/1985	AC	ROADWAY	T	2	64,613.39	07/18/2006	21	49.00

Section Condition Report

Pavement Database: NetworkID: milton

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
89BR (Lake Rd)	Lake_L	07/01/1985	AC	ROADWAY	T	2	120,358.27	07/17/2006	21	30.00
89BR (Lake Rd)	Lake_M	07/01/1985	AC	ROADWAY	T	2	161,026.69	07/17/2006	21	28.00
90BR (Lamoille Terr)	Lamoill_A	07/01/1985	AC	ROADWAY	T	2	34,958.22	11/01/2006	21	74.00
90BR (Lamoille Terr)	Lamoill_B	07/01/1985	AC	ROADWAY	T	2	12,995.75	07/28/2006	21	91.00
91BR (Landfill Rd)	Landfil_A	07/01/1985	AC	ROADWAY	T	2	21,115.40	07/29/2004	19	73.00
92BR (Legion Rd)	Legion_A	07/01/1985	AC	ROADWAY	T	2	10,557.80	09/25/2006	21	42.00
93BR (Lena Ct)	Lena_A	07/01/1985	AC	ROADWAY	T	2	19,003.94	07/29/2004	19	82.00
95BR (Littlefield Rd)	Littlef_A	07/01/1985	AC	ROADWAY	T	2	6,017.87	07/29/2004	19	94.00
96BR (Long Pond Dr)	Long_A	07/01/1985	AC	ROADWAY	T	2	69,945.00	08/24/2006	21	63.00
98BR (Mackey St)	Mackey_A	07/01/1985	AC	ROADWAY	T	2	18,053.80	11/01/2006	21	62.00
99BR (Main St)	Main_A	07/01/1985	AC	ROADWAY	T	2	35,632.44	08/02/2006	21	93.00
99BR (Main St)	Main_B	07/01/1985	AC	ROADWAY	T	2	42,433.09	08/02/2006	21	56.00
99BR (Main St)	Main_C	07/01/1985	AC	ROADWAY	T	2	15,794.10	07/28/2006	21	75.00

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	0.00	58,278.74	1	0.00	0.00	0.00
11-15	11.00	15,900.00	1	100.00	0.00	100.00
16-20	19.00	1,622,826.16	62	71.90	18.28	71.77
21-25	21.00	8,799,309.42	157	70.25	21.23	69.45
All	20.30	10,496,314.31	221	70.53	21.00	69.47