Town of Sprague, Connecticut

Town Road
Pavement Condition Report

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Prepared for:
The Town of Sprague

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1.0 Executive Summary

Between May 2014 and July 2014 staff from CLA Engineers, Inc. inspected and reviewed the conditions of the Town owned roads in Sprague. Roads that were reconstructed or resurfaced within the last four years were considered to be in very good condition and were excluded from the town wide inspection. In total, approximately 14.49 miles of the Town's 25.71 miles of road were visually inspected. The level of distress for each road was broken down to a percentage of distressed areas in relation to the total road surface area. Percentage ranges were then categorized as "A", "B", "C", "D" and "F" to represent roads from good condition to failing condition.

In general, the roads throughout Town are in good condition, which represents a distress level between 0% and 19%. Nearly all of the roads with an "A" rating were less than 5% distressed. Typically roads would be in need of pavement preservation measures when they reach the "B" to "C" categories and require either a resurfacing or full reconstruction, when they reach the "D" to "F" categories.

The roads rated in poor condition, as noted by the "D" or "F" rating which represent a distress level between 60% and 100%, are all planned to be reconstructed in the near future. First Avenue, Second Avenue, and Third Avenue are all slated to be reconstructed during the 2015 construction season. Grant proposals have been submitted to the State and construction plans are nearly complete for the reconstruction of Grandview Drive and Sunrise Drive with intentions of rebuilding the roads during 2015. Additionally, the Town intends to apply for State grant money for the reconstruction of River Street, with work planned to be completed during 2016.

Over the last several years, the Town has invested in resurfacing and rebuilding deteriorating roads and repairing drainage issues that accelerate road deterioration. These efforts have resulted in a large majority of the local road system that is considered to be in good condition, with a remaining life span of 15-25 years without major reconstruction work.

Additionally, planned future improvements for the remaining roads that are in poor condition will bring nearly all of the Town roads into the good condition rating.

2.0 Approach and Assumptions

CLA Engineers, Inc. was retained to perform a condition assessment of the Town of Sprague road system. The Municipal road system consists of approximately 25.71 miles of paved road. This study provides an inventory of the current road conditions, and an outline for recommended or planned future road improvements with anticipated costs. The roadway conditions are ranked as A", "B", "C", "D" and "F" to represent roads from good condition to failing condition based on percentage of distressed area.

The surface condition of each road within the Town was inspected for various forms of distress including cracks, sags, frost heaves, potholes, utility patches and ruts. At varying intervals along each road the distressed areas were measured and categorized to present a relative sample of the roadway condition. The road length and average road widths were measured to produce the percentage of distressed area. To expedite and improve the review and inspection process the following exclusions were considered:

- Private roads were excluded from the study and are not included in the total mileage.
- Roads that were reconstructed in the last four years were excluded from field inspection. These roads were considered to still be in good condition and amount to approximately 11.22 miles

We have generally found that as roads that are in good condition reach a level of distress over 5% deterioration tends to accelerate. Typically roads would be in need of pavement preservation measures when they reach the "B" to "C" categories. Once road conditions go beyond the 50% distress level and reach the "D" and "F" rating they require either a resurfacing or full reconstruction.

The yearly projections and recommended planned future improvements were based on the following assumptions:

- When stormwater and groundwater concerns have been addressed, local roads typically have a 20-25-year life span with routine yearly maintenance.
- There will be no significant change in the climate or local weather patterns to exacerbate roadway deterioration.
- There will be no significant change to the current local traffic patterns.

Estimated costs for future improvements were based on recent similar projects within Town and in surrounding Towns. In the previous 5-year period we have seen that construction costs have remained steady. Future projections assume that construction costs will continue to remain stable over the next 5-year construction period. The recommended and planned future improvements were limited to the next six fiscal years

3.0 Analysis

The Town roads were inspected as outlined above and all of the roadway statistics and ratings have been compiled in the Town Road Condition Table included as Appendix A. A table outlining a recommended future inspection schedule is included in Appendix B. The road locations and condition ratings have also been represented on a Town wide map included as Figure 1.

The following Roads were given an "A" condition rating and most presented a distress level less than 5%. These roads represent roughly 22.81 miles of the 25.71 total miles of Town owned roads. Each road has either been reconstructed, resurfaced or chip sealed within the last six years and any significant drainage and icing concerns have been addressed.

- Amber Drive
- Baltic Heights
- Baltic-Hanover Road
- Bay Street
- Birchwood Terrace

- Brookside Avenue
- Church Street
- Cross Street
- Cydylo Drive
- Dows Lane
- Elm Street (pervious pavers)
- Fifth Avenue
- Fortin Drive
- Franklin Road
- Fullertown Road
- Hanover-Versailles Road
- Hazelwood Drive
- High Street
- Inland Road
- Kendall Road
- LaCroix Road
- Main Street Hanover
- Maple Avenue (pervious pavers)
- Marion Street
- Mission Street
- Park Drive
- Parkwood Road
- Pautipaug Hill Road (under construction)
- Pearl Street
- Pinecrest Lane
- Plain Hill Road
- Pleasant View Terrace
- Potash Hill Road
- Ridge Road
- Rose Street
- Salt Rock Road
- School Hill Road
- Spruce Street
- Upper High Street (pervious pavers)
- Waldo Road
- Wall Street
- Wendy Circle
- Wendy Drive
- Westminister Road
- Whitehall Drive
- Woodland Lane

There are currently no Town roads with a “B” condition rating.

Riverside Drive is the sole road given a "C" condition rating. This road represents roughly 1.24 miles of the 25.71 total miles of Town owned roads. The road appears to have deteriorated primarily due to age. The last time significant work was performed on the road was 1992 and the pavement surface is near the end of its lifespan. There are several stormwater drainage concerns along the road that contribute to the deterioration, but fatigue and transverse cracking from repeated freeze/thaw cycles, traffic loading and age are the primary form of distress.

Grandview Drive and Sunrise Drive lie within the same neighborhood and are the two roads given a "D" condition rating. These roads represent roughly 1.15 miles of the 25.71 total miles of Town owned roads. The roads appear to have deteriorated due to several factors. The last time significant work was performed on the road was 1992 and the pavement surface is near the end of its lifespan. Additionally, there is a large contributing watershed area and a lack of a significant drainage system to convey the stormwater off of the roadway. Portions of the roads are in areas that are shallow to bedrock and shallow to groundwater and these conditions will speed deterioration. Groundwater break-out combined with the surface stormwater runoff contributes to icing problems and significant erosion along the road shoulders in this area.

The failing roads within the Town are First Avenue, Second Avenue, Third Avenue and River Street as designated by the "F" condition rating. These roads represent roughly 0.51 miles of the 25.71 total miles of Town owned roads. The last significant work performed on these roads was done in 1986 and the pavement surface has reached the end of its lifespan. The bituminous surface shows extreme distress and structural failure as evident by numerous potholes and edge to edge cracking over more than 90% of the road surface.

4.0 Recommendations and Planned Future Improvements

The majority of roads throughout Town are in good condition, which represents a distress level between 0% and 19%. Nearly all of the roads with an "A" rating were less than 5% distressed and are in no need of immediate work. The Town has invested in resurfacing and

rebuilding deteriorating roads and repairing drainage issues that accelerate road deterioration. These efforts have resulted in a large majority of the local road system with a remaining life span of 15-25 years without major reconstruction work. A table outlining a recommended future inspection schedule is included in Appendix B and is further outlined below.

The following Roads were given an "A" condition rating and presented a distress level less than 5% and are in no need of immediate attention. These roads represent roughly 12.69 miles of the 25.71 total miles of Town owned roads Due to the very good condition, we would recommend that the next inspection occur in the next four to five years:

- Amber Drive
- Bay Street
- Birchwood Terrace
- Brookside Avenue
- Church Street
- Cross Street
- Cydylo Drive
- Dows Lane
- Elm Street
- Fifth Avenue
- Fortin Drive
- Franklin Road
- Fullertown Road
- Hazelwood Drive
- High Street
- Inland Road
- Kendall Road
- LaCroix Road
- Main Street Hanover
- Maple Avenue
- Marion Street
- Mission Street
- Park Drive
- Parkwood Road
- Pautipaug Hill Road
- Pinecrest Lane
- Pleasant View Terrace
- Ridge Road
- Rose Street
- Salt Rock Road
- School Hill Road

- Spruce Street
- Upper High Street
- Wendy Circle
- Wendy Drive
- Whitehall Drive

The following Roads were also given an "A" condition rating and presented a distress level less than 5% and are in no need of immediate attention. These roads represent roughly 6.48 miles of the 25.71 total miles of Town owned roads. However, due to the significant amount of traffic witnessed along these routes, we would recommend that inspections occur in two to three year intervals:

- Baltic-Hanover Road
- Hanover-Versailles Road
- Plain Hill Road (Designated by the State as a Minor Collector)
- Potash Hill Road

Although the following roads are still considered in good condition, they have a distress level over 5% and tend to show additional surface cracking that can allow for frost heaves from freeze/thaw and potential for increased pot holes due to the infiltration from stormwater. The following roads still rank in the "A" condition rating and are in no need of immediate attention, but we would recommend an increased inspection interval to catch deterioration more quickly and allow for preventative maintenance or pavement preservation measures. These roads represent roughly 3.31 miles of the 25.71 total miles of Town owned roads. We would recommend that inspections occur in two to three year intervals:

- Pearl Street
- Waldo Road
- Wall Street
- Westminister Road
- Woodland Lane

Riverside Drive represents roughly 1.24 miles of the 25.71 total miles of Town owned roads. The road presents roughly 40% distressed area, placing it in the "C" condition rating. Roads in this level tend to deteriorate quickly and would be in need of attention. Chip sealing the road may help to close some of the minor surface cracking and extend the life of this road by two or three years, but will not solve the drainage issues or rehabilitate the pavement structure or

gravel base. We would recommend that full inspections occur at two year intervals and continued monitoring by Town staff for preventative maintenance, including crack and pothole repairs be performed as needed. Additionally, we would recommend that this road be included as a future planned reconstruction within the next five years. Riverside Drive should be priority for reconstruction after roads in the "D" to "F" rating have been addressed. To help stagger the capital improvements costs, the reconstruction of Riverside Drive was recommended for fiscal year 2017-2018.

Grandview Drive and Sunrise Drive are the two roads given a "D" condition rating and are in poor condition. These roads represent roughly 1.15 miles of the 25.71 total miles of Town owned roads. We would recommend that full inspections occur at two year intervals and continued monitoring by Town staff for preventative maintenance, including crack and pothole repairs be performed as needed. Grant proposals have been submitted to the State of Connecticut and construction plans are nearly complete for the reconstruction of Grandview Drive and Sunrise Drive, with intentions of rebuilding the roads during 2015. The total estimated costs for these improvements have been included in fiscal year 2015-2016.

First Avenue, Second Avenue, Third Avenue and River Street are all failing and have been given an "F" condition rating. These roads represent roughly 0.51 miles of the 25.71 total miles of Town owned roads. All four of these roads have been included in the Baltic Village Road Improvement master plan and are intended to be reconstructed with pervious concrete pavers to match Maple Street, Elm Street and Upper High Street. The Town has received grant money from the State of Connecticut for the reconstruction of First Avenue, Second Avenue and Third Avenue and these roads are all slated to be reconstructed with permeable concrete block pavers during the 2015 construction season. The Town intends to apply for State grant money for the reconstruction of River Street, with work planned to be completed during the 2016 construction season. The total estimated costs for the First Avenue, Second Avenue and Third Avenue improvements are included in fiscal year 2015-2016. The total estimated cost for the River Street improvement is included in fiscal year 2016-2017. These costs are outlined in the Town Road Condition Table in Appendix A. We would recommend continued monitoring by

Town staff for preventative maintenance and spot repairs of the road surface should be performed as needed until construction has commenced.

For the purpose of future planning and presenting the worst case scenario, the costs for the reconstructions of Westminister Road, Waldo Road and the resurfacing of Woodland Road have been included in fiscal years 2018 through 2021. These roads are currently all within the good ("A") condition rating, but would be considered the most distressed of this group. We would recommend re-inspecting the roads during fiscal year 2017-2018. The schedule and projected budgets could then be adjusted if the roads remain in good condition.

We have assumed that chip sealing will be an effective preservation measure when roads reach roughly 10 years old. The costs for potential chip sealing as preventative maintenance has been projected over the next six fiscal years based on each roads date of last improvement.

Overall, the costs for recommended or planned future improvements trend lower over the next six fiscal years, and should stabilize beyond this period. Major road reconstruction work is planned to be completed in the near future, leaving preventive maintenance, pavement preservation and resurfacing projects beyond this six year window.

5.0 Pavement Preservation and Maintenance

There are several pavement surface treatments and resurfacing methods that help to preserve the bituminous surface and extend the life of the road prior to the need for a full reconstruction. These treatments are only effective when stormwater and groundwater drainage concerns have previously been addressed and the roads lie on solid base material.

In recent years the Town has implemented a chip sealing program to address road surface deterioration. As surface deterioration reaches a level in the 5% to 10% range chip sealing will help to close the cracks and prevent stormwater infiltration. Chip sealing the roads prior to significant deterioration will help reduce the likelihood of future potholes or deflection cracking

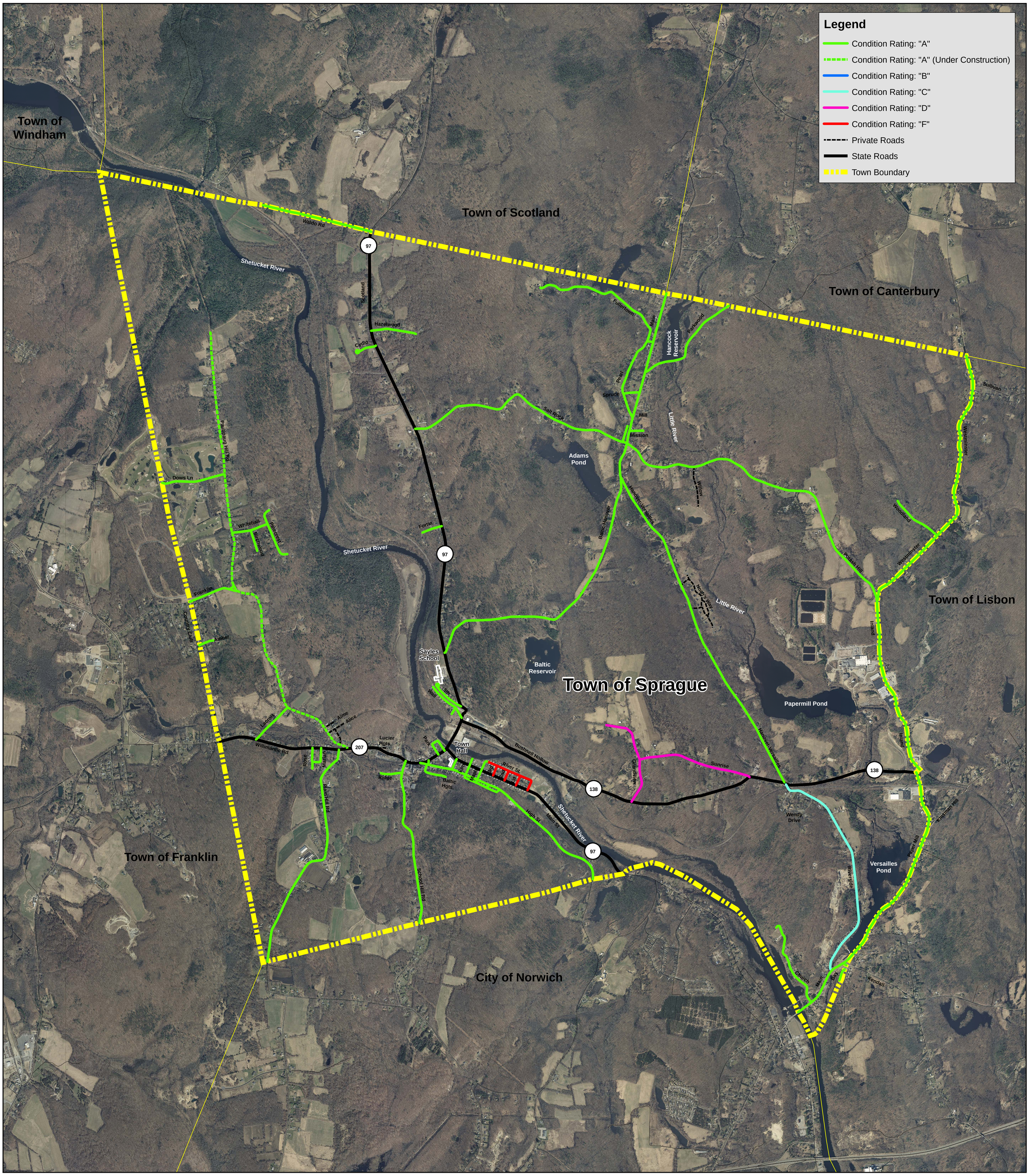
and can be a cost effective method of pavement preservation to help extend the life of the road surface. For the town wide planned future improvements, we have assumed that chip sealing will be an effective preservation measure when roads reach roughly 10 years old.

We have designed and inspected the Town roads that have been reconstructed within the last six years as designated in the Town Road Pavement Condition table. These roads have either been reconstructed with new gravel base material or the existing roads reclaimed to provide a structurally sound road base. As these roads age and the surfaces deteriorate beyond the effectiveness of chip sealing, resurfacing will be an improvement option. Roads with good base material can be resurfaced via a mill (1½" to 2" thickness) and a bituminous overlay or with a bituminous overlay on top of the existing surface. We would expect this to be an effective preservation measure when roads reach roughly 20 years old.

Based on the current conditions of the Town roads, routine maintenance measures appear to be well adhered to. We would recommend that the following maintenance and good housekeeping measures continue:

- Remove accumulated sediment and clean catch basins, drainage structures (manholes or sediment tanks), culverts, drainage discharges and drainage swales twice a year: After winter sanding is done and after the autumn leave fall.
- Sweep the road surfaces after winter sanding is done.
- Clear trees, shrubs and other vegetation from drainage discharges to prevent clogging and stormwater backup.
- Clear trees, shrubs and other roadside vegetation to prevent root intrusion and allow sun light to melt snow and ice and dry the road surface.
- Patch and repair any sporadic pot holes or other road damage that occurs a soon as possible to prevent increased or accelerated deterioration.

FIGURES



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Town of Sprague, Connecticut
Town Road Pavement Condition Map

0 1,000 2,000 3,000
1 inch = 1,000 feet

N

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APPENDIX A
Town Road Pavement Condition Table

Town of Sprague, Connecticut

Town Road Pavement Condition Table

Road Name	Length (Miles)	Ave. Width (Feet)	Surface Type	Road Class.	Drainage System Present	Curb % Rd Len.	Grail	UG Utilities Sewer	UG Utilities Water	Last Improved	Last Improve. Type	2014 Condition Rating	FY 2015-2016 Improv.	FY 2015-2016 Cost	FY 2016-2017 Improv.	FY 2016-2017 Cost	FY 2017-2018 Improv.	FY 2017-2018 Cost	FY 2018-2019 Improv.	FY 2018-2019 Cost	FY 2019-2020 Improv.	FY 2019-2020 Cost	FY 2020-2021 Improv.	FY 2020-2021 Cost
													Recommended or Planned Future Improvements											
Amber Drive	0.10	24	AC	Local	Y	100%	none	0	0	2012	5	A	None	-	None	-	None	-	None	-	None	-	None	-
Baltic Heights	0.12	20	AC	Local	Y	100%		x	x	2006	5	A	None	-	1	$ 3,000	None	-	None	-	None	-	None	-
Baltic-Hanover Road	1.56	24	AC	Local	Y	25%		1/2x	0	2007	1, 3	A	None	-	1	$ 45,000	None	-	None	-	None	-	None	-
Bay Street	0.14	19	AC	Local	Y	10%		x	0	2009	5	A	None	-	None	-	None	-	1	$ 3,500	None	-	None	-
Birchwood Terrace	0.13	22	AC	Local	Y	100%	none	0	0	2011	5	A	None	-	None	-	None	-	None	-	None	-	1	$ 3,500
Brookside Avenue	0.06	26	AC	Local	Y	50%	none	x	x	2013	5	A	None	-	None	-	None	-	None	-	None	-	None	-
Church Street	0.34	20	AC	Local	Y	75%		0	0	2005	3	A	1	$ 8,000	None	-	None	-	None	-	None	-	None	-
Cross Street	0.03	22.5	AC	Local	Y	0%	none	0	0	2006	1	A	None	-	1	$ 1,000	None	-	None	-	None	-	None	-
Cydylo Drive	0.12	24	AC	Local	Y	100%	none	0	0	2012	5	A	None	-	None	-	None	-	None	-	None	-	None	-
Dows Lane	0.31	22	AC	Local	N	0%	none	0	0	2011	5	A	None	-	None	-	None	-	None	-	None	-	1	$ 8,000
Elm Street	0.10	32	PVB	Local	Y	100%		x	x	2014	5 (Pavers)	A	None	-	None	-	None	-	None	-	None	-	None	-
Fifth Avenue	0.18	24	AC	Local	Y	50%		x	x	2008	5	A	None	-	None	-	None	-	1	$ 5,500	None	-	None	-
First Avenue	0.05	26	AC	Local	Y	0%	none	x	x	1986	Unk.	F	5 (PVB)	$ 147,000	None	-	None	-	None	-	None	-	None	-
Fortin Drive	0.11	19	AC	Local	N	75%	none	0	0	2011	3	A	None	-	None	-	None	-	None	-	None	-	1	$ 2,400
Franklin Road	0.27	22	AC	Local	N	0%	none	0	0	2012	5	A	None	-	None	-	None	-	None	-	None	-	None	-
Fullertown Road	0.67	19	AC	Local	Y	10%		0	0	2007	1	A	None	-	None	-	1	$ 15,000	None	-	None	-	None	-
Grandview Drive	0.54	18	AC	Local	Y	0%	none	0	0	1992	Unk.	D	5	$ 564,000	None	-	None	-	None	-	None	-	None	-
Hanover-Versailles Road	1.85	23	AC	Local	Y	10%		0	0	2012	1, 2, 5	A	None	-	None	-	None	-	None	-	None	-	None	-
Hazelwood Drive	0.24	20	AC	Local	Y	100%	none	0	0	2009	5	A	None	-	None	-	None	-	1	$ 5,600	None	-	None	-
High Street	1.15	30	AC	Local	Y	75%		x	x	2013	1, 2, 3	A	None	-	None	-	None	-	None	-	None	-	None	-
Inland Road	0.96	28	AC	Local	Y	10%		0	0	2013	1	A	None	-	None	-	None	-	None	-	None	-	None	-
Kendall Road	0.03	32	AC	Local	Y	100%	none	0	0	2013	5	A	None	-	None	-	None	-	None	-	None	-	None	-
LaCroix Road	0.15	18	AC	Local	Y	10%		0	0	2012	5	A	None	-	None	-	None	-	None	-	None	-	None	-
Main Street, Hanover	1.01	24	AC	Local	Y	10%		x	0	2008	1	A	None	-	None	-	1	$ 29,000	None	-	None	-	None	-
Maple Avenue	0.07	30	PVB	Local	Y	100%	none	x	x	2014	5 (Pavers)	A	None	-	None	-	None	-	None	-	None	-	None	-
Marion Street	0.09	24.5	AC	Local	Y	0%	none	0	0	2006	1	A	None	-	1	$ 2,600	None	-	None	-	None	-	None	-
Mission Street	0.08	24	AC	Local	Y	0%	none	x	0	2008	3	A	None	-	None	-	1	$ 2,300	None	-	None	-	None	-
Park Drive	0.16	22	AC	Local	Y	100%	none	x	x	2009	5	A	None	-	None	-	None	-	None	-	1	$ 4,200	None	-
Parkwood Road	0.59	19	AC	Local	Y	50%		0	0	2009	1, 5	A	None	-	None	-	None	-	None	-	None	-	None	-
Pautipaug Hill Road	2.41	20	AC	Local	Y	25%		0	0	***2014***	***5***	A	None	-	None	-	None	-	None	-	None	-	None	-
Pearl Street	0.47	14	AC	Local	Y	10%	none	x	0	2007	1	A	None	-	None	-	1	$ 3,900	None	-	None	-	None	-
Pinecrest Lane	0.30	26	AC	Local	Y	100%	none	0	0	2008	5	A	None	-	None	-	1	$ 9,200	None	-	None	-	None	-
Plain Hill Road	1.31	20	AC	Collect	Y	10%		0	0	2013	1	A	None	-	None	-	None	-	None	-	None	-	None	-
Pleasant View Terrace	0.05	19	AC	Local	Y	0%	none	x	0	2006	1	A	1	$ 1,200	None	-	None	-	None	-	None	-	None	-
Potash Hill Road	1.76	24	AC	Local	Y	10%		0	0	2011	1	A	None	-	None	-	None	-	None	-	None	-	1	$ 54,000
Ridge Road	0.13	22.5	AC	Local	Y	10%		1/4x	1/4x	2006	1	A	1	$ 3,500	None	-	None	-	None	-	None	-	None	-
River Street	0.36	26	AC/PVB	Local	Y	10%		x	x	1986	Unk.	F	-	-	5 (PVB)	$ 875,000	None	-	None	-	None	-	None	-
Riverside Drive	1.24	24.5	AC	Local	Y	10%		1/2x	0	1992	Unk.	C	None	-	None	-	5	$ 510,000	None	-	None	-	None	-
Rose Street	0.09	24.5	AC	Local	Y	10%	none	0	0	2006	1	A	None	-	1	$ 2,600	None	-	None	-	None	-	None	-
Salt Rock Road	1.26	21.5	AC	Local	Y	10%		1/4x	0	2010	1	A	None	-	None	-	None	-	None	-	1	$ 32,000	None	-
School Hill Road	0.91	22	AC	Local	Y	50%		1/4x	1/4x	2011	5	A	None	-	None	-	None	-	None	-	None	-	1	$ 24,000
Second Avenue	0.05	26.5	AC	Local	Y	0%	none	x	x	1986	Unk.	F	5 (PVB)	$ 147,000	None	-	None	-	None	-	None	-	None	-
Spruce Street	0.08	16	AC	Local	N	0%	none	x	0	2008	3	A	None	-	None	-	None	-	1	$ 1,500	None	-	None	-
Sunrise Drive	0.61	18	AC	Local	Y	0%	none	0	0	1992	Unk.	D	5	$ 636,000	None	-	None	-	None	-	None	-	None	-
Third Avenue	0.05	28.5	AC	Local	Y	0%	none	x	x	1986	Unk.	F	5 (PVB)	$ 147,000	None	-	None	-	None	-	None	-	None	-
Upper High Street	0.19	18	PVB	Local	Y	50%	none	x	x	2011	5 (Pavers)	A	None	-	None	-	None	-	None	-	None	-	None	-
Waldo Road	0.68	19	AC	Local	Y	0%		0	0	2013	1	A	None	-	None	-	None	-	None	-	5	$ 342,000	None	-
Wall Street	0.23	22.5	AC	Local	Y	0%	none	x	x	2007	1	A	None	-	1	$ 6,000	None	-	None	-	None	-	None	-
Wendy Circle	0.12	24.5	AC	Local	Y	100%	none	0	0	2008	5	A	None	-	None	-	1	$ 3,500	None	-	None	-	None	-
Wendy Drive	0.20	24.5	AC	Local	Y	100%	none	0	0	2008	5	A	None	-	None	-	1	$ 5,800	None	-	None	-	None	-
Westminister Road	1.51	20	AC	Local	Y	10%		0	0	2009	1	A	None	-	None	-	None	-	5	$ 445,000	None	-	None	-
Whitehall Drive	0.19	21	AC	Local	Y	100%	none	0	0	2011	5	A	None	-	None	-	None	-	None	-	None	-	1	$ 4,800
Woodland Lane	0.30	23	AC	Local	Y	75%		0	0	2004	1	A	None	-	None	-	None	-	None	-	None	-	4	$ 101,000
Total Mileage :	25.71												Total :	$ 1,653,700		$ 935,200		$ 578,700		$ 461,100		$ 378,200		$ 197,700
													Anticipated Grant Funding :	$ 900,000		$ 500,000								

Conditions Rating Legend	
A	Percent of Distressed Area : 0-19%
B	Percent of Distressed Area : 20-39%
C	Percent of Distressed Area : 40-59%
D	Percent of Distressed Area : 60-79%
F	Percent of Distressed Area : 80-100%

	Improvement Legend	
	Improvement Type	Est. Costs / SY
1	Chip Seal	$ 2.00
2	In-Place Recycling	$ 6.00
3	Bituminous Overlay	$ 20.00
4	Cold Mill & Overlay	$ 25.00
5	Full Depth Reconstruction	$ 45.00

Surface Type	
AC	Asphalt Concrete (Bituminous)
PVB	Concrete Paver

APPENDIX B
Recommended Inspection Schedule

Recommended Inspection Schedule

2016		
Road Name	2014 Rating	Comments
Grandview Drive	D	Assuming Reconstruction Work has Not Been Started
Riverside Drive	C	
Sunrise Drive	D	Assuming Reconstruction Work has Not Been Started

2017		
Road Name	2014 Rating	Comments: Heavily Traveled or 5%-20% Deterioration
Baltic Heights	A	
Pearl Street	A	
Waldo Road	A	
Wall Street	A	
Westminister Road	A	
Woodland Lane	A	

2018		
Road Name	2014 Rating	Comments
Baltic-Hanover Road	A	
Church Street	A	
Cross Street	A	
Fullertown Road	A	
Hanover-Versailles Road	A	
Inland Road	A	
Marion Street	A	
Mission Street	A	
Plain Hill Road	A	
Pleasant View Terrace	A	
Potash Hill Road	A	
Ridge Road	A	
Rose Street	A	
Salt Rock Road	A	
Spruce Street	A	

2019		
Road Name	2014 Rating	Comments
Amber Drive	A	
Bay Street	A	
Birchwood Terrace	A	
Brookside Avenue	A	
Cydylo Drive	A	
Dows Lane	A	
Fifth Avenue	A	
Fortin Drive	A	
Franklin Road	A	
Hazelwood Drive	A	
High Street	A	
Kendall Road	A	
LaCroix Road	A	
Main Street, Hanover	A	
Park Drive	A	
Parkwood Road	A	
Pautipaug Hill Road	A	
Pinecrest Lane	A	
School Hill Road	A	
Wendy Circle	A	
Wendy Drive	A	
Whitehall Drive	A	

APPENDIX C
Roadway Condition Reports

ROADWAY CONDITION REPORT

Road Name :	**Baltic - Hanover Road**	Inspector :	**Michael G.**	Date :	5/22/2014
From :	Route 97			Surface Area :	189693.33
To :	End	Length :	**8200.00**	**Distressed Area**	
Road Use :	Collector	Ave Width :	**23.13**	3060	**1.6%**

Distress Codes

1	**Fatigue Cracking**	6	**Longit. / Trans. Cracking**		
2	**Bumps & Sags**	7	**Patch / Utility Cut**		
3	**Corrugation**	8	**Pothole**		
4	**Edge Cracking**	9	**R.R. Xing**		
5	**Lane / Shoulder Drop Off**	10	**Rutting**		

Station / Section									**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Trans. Crack across road**	1	2					**1**	**40**
0+60	**6**	**Trans. Crack across road**	3						**1**	**24**
1+00		**No Visible Pavement Distress**	4						**0**	**0**
1+25	**4**	**LT edge cracking**	5						**1**	**75**
1+90			6			**Basin with wood top**			**0**	**0**
						Paved Leakoff LT			**0**	**0**
2+00		**No Visible Pavement Distress**	7						**0**	**0**
2+40	**4**	**LT edge cracking**	8						**1**	**25**
2+70	**4**	**RT edge cracking**	9			**Natural Swale Both**			**1**	**30**
3+00		**No Visible Pavement Distress**	10						**0**	**0**
4+00		**No Visible Pavement Distress**	11						**0**	**0**
4+15	**4**	**LT edge cracking**	12			**Natural Swale LT**			**1**	**40**
4+70	**4**	**LT Beginnings of fatigue cracking**	13	14					**3**	**30**
5+00	**4**	**LT edge cracking**	15	16					**1**	**100**
5+25			17			**Basin with wood top**			**0**	**0**
						Paved Leakoff LT			**0**	**0**
5+35		**Begin curbing RT**	18					**RT**	**0**	**0**
6+00		**No Visible Pavement Distress**	19					**RT**	**0**	**0**
6+50	**4**	**LT edge cracking**	20	21				**RT**	**1**	**30**
		Curbing on RT visually damaged	22					**RT**	**0**	**0**
7+00	**4**	**RT edge cracking**	23	24				**RT**	**1**	**10**

7+50	4	RT edge single crack	25					RT	1	10
7+70	6	Cracking around manhole	26					RT	4	8
8+00		No Visible Pavement Distress	27					RT	0	0
8+30	4,6	LT edge cracking	28	29				RT	3	70
9+00	4	LT edge cracking	30	31	32			RT	2	100
10+00		No Visible Pavement Distress	33	34				RT	0	0
11+00		No Visible Pavement Distress	35					RT-END	0	0
11+40	2,4,6	Longit. cracking at LT edge & sag	36	37					3	60
12+00		No Visible Pavement Distress	38	39	40	Basin with wood top			0	0
						Paved Leakoff RT			0	0
						Cross culvert			0	0
12+20	4,6	LT edge cracking and cracking around mh	41	42					1	10
12+70	4	RT edge cracking	43						1	20
13+00		No Visible Pavement Distress	44						0	0
13+50	4	LT edge cracking - single crack	45						1	15
14+00	4,6	LT edge cracking 1.5W	46	47	48				1.5	50
		Longit. Cracks LT 3'W x 20'L							3	20
14+50	4	LT edge cracking changes to 2'W	49						2	50
15+00	4	LT edge changes back to 1.5W,	50	51	52				1.5	50
		RT edge cracking							1	20
15+50		No Visible Pavement Distress							0	0
15+70		Post & Cable G.Rail	53	54		Cross culvert	LT		0	0
16+00		No Visible Pavement Distress	55						0	0
16+60		End Cable G.Rail LT							0	0
17+00		No Visible Pavement Distress	56						0	0
17+60	4	LT edge cracking	57						1	10
18+00		No Visible Pavement Distress	58	59	60	Natural Swale both			0	0
						sides beginning to			0	0
						erode edges			0	0
19+00		No Visible Pavement Distress	61			Natural Swale both			0	0
20+00		No Visible Pavement Distress	62						0	0
20+20	4	Both edges cracking	63	64					2	8
21+00		No Visible Pavement Distress	65						0	0
22+00	4	LT edge cracking	66	67					1	50
22+50		No Visible Pavement Distress	68			18" RCP Cross culvert			0	0
22+75		LT edge cracking	69						1.5	25
23+00		No Visible Pavement Distress	70						0	0
23+60		Begin curbing LT	71					LT	0	0
24+00		No Visible Pavement Distress	72					LT	0	0
24+40	4	RT edge cracking	73					LT	1	25

25+00		No Visible Pavement Distress	74	75				LT	0	0
26+00		No Visible Pavement Distress	76						0	0
27+00		No Visible Pavement Distress	77	78					0	0
27+25	4	LT edge cracking	79						1	25
28+00		No Visible Pavement Distress	80						0	0
28+50	6	Longit. Cracking 2 cracks @ 10'L	81						2	10
29+00		No Visible Pavement Distress	82						0	0
29+20	6	LT edge cracking - Single crack	83						1	5
30+00		No Visible Pavement Distress	84						0	0
30+70						Cross culvert			0	0
31+00		No Visible Pavement Distress	85						0	0
32+00		No Visible Pavement Distress	86						0	0
33+00		No Visible Pavement Distress	87						0	0
33+25	4	RT edge cracking	88						0.5	30
34+00		No Visible Pavement Distress	89						0	0
34+40		Begin G.Rail RT	90				RT		0	0
34+60	4,6	Longit. Cracking RT edge	91				RT		1	30
35+00		No Visible Pavement Distress	92				RT		0	0
36+00		No Visible Pavement Distress	93				RT		0	0
36+40		End G.Rail RT	94				RT		0	0
36+50	4	LT edge cracking	95						1	30
37+00		No Visible Pavement Distress	96						0	0
38+00		No Visible Pavement Distress	97						0	0
39+00		No Visible Pavement Distress	98						0	0
40+00		No Visible Pavement Distress	99						0	0
40+25	4	RT edge cracking	100						1	5
40+50	4	RT edge cracking	101	102					0.5	35
	4	LT edge cracking							1	50
41+00	4	LT edge cracking	103	104	105				1	40
42+00	4	LT edge cracking	106	107	108	Natural swale			1	50
42+65	2,6	Cracking and sag around Manhole	109						3	4
42+80	4	LT edge cracking	110						0.5	20
43+00	4	LT edge cracking	111	112					0.5	60
43+60	2,6	End edge cracking, cracking and sag RT CB	113			CB RT			0	0
44+00		No Visible Pavement Distress	114						0	0
44+60	4	LT edge cracking	115						2	30
45+00		No Visible Pavement Distress	116	117		CB RT			0	0
46+00		No Visible Pavement Distress	118						0	0
46+25	6	Cracking and sag around Manhole	119						2	6
46+60	4	RT edge cracking	120	121					1	30

47+00	4,6	LT edge cracking	122	123					1	20
		Longit. Cracking around CB RT				CB RT			1	6
48+00		No Visible Pavement Distress	124						0	0
48+30	6	Longit. Cracking around CB RT	125			CB RT			4	10
49+00	6	Longit. Cracking around CB RT	126	127					2	8
49+50	6	Longit crack RT lane - single	128						1	40
50+00		No Visible Pavement Distress	129						0	0
50+30	6	Longit. Cracks	130						2	25
50+60	6	Trans. Crack single	131						1	5
51+00	4,6,10	LT edge cracking 1'W	132	133	134				1	100
		Longit. Cracking and rutting RT lane 4'W	135						4	20
		RT edge cracking 1'W							1	100
52+00	4	Edge cracking both side .5'W each	136	137					1	20
53+00		No Visible Pavement Distress	138						0	0
54+00		No Visible Pavement Distress, curb RT	139	140				RT	0	0
54+60		Begin curb LT	141					B	0	0
55+00		No Visible Pavement Distress	142					B	0	0
56+00		No Visible Pavement Distress	143					B	0	0
56+30	6	Longit. Crack RT edge	144					B	1	5
57+00		No Visible Pavement Distress	145					B	0	0
58+00		No Visible Pavement Distress	146					B	0	0
59+00		No Visible Pavement Distress	147					B	0	0
60+00		No Visible Pavement Distress	148	149		CB LT		B	0	0
60+60		No Visible Pavement Distress	150			CB LT		B	0	0
61+00	6	Longit. Crack	151					B	1	15
62+00		No Visible Pavement Distress	152					B	0	0
63+00		No Visible Pavement Distress	153	154				B	0	0
64+00		No Visible Pavement Distress	155					B	0	0
64+75		No Visible Pavement Distress	156	157	158	Basin Structure LT		B	0	0
65+00		No Visible Pavement Distress	159					B	0	0
66+00		No Visible Pavement Distress	160					B	0	0
67+00		No Visible Pavement Distress	161					B	0	0
67+25	6	Longit. Crack at leakoff	162					B	1	40
67+60			163			Basin Structure LT		B	0	0
67+75		Leakoff RT into silted swale	164			12" RCP		B	0	0
68+00		No Visible Pavement Distress	165					B	0	0
68+50	4,6	Cracking at LT edge	166					B	2	6
69+00	4,6	Cracking at LT edge	167	168				B	2	10
70+00		No Visible Pavement Distress	169					B	0	0
71+00		No Visible Pavement Distress	170					B	0	0

ROADWAY CONDITION REPORT

Road Name :	**Baltic Heights**	Inspector :	**Michael G.**	Date :	5/22/2014
From :	High Street			Surface Area :	12838
To :	End	Length :	**650**	**Distressed Area**	
Road Use :	Local	Ave Width :	**19.75**	**800**	**6.2%**

Distress Codes

	1	**Fatigue Cracking**	6			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	7			**Patch / Utility Cut**			
	3	**Corrugation**	8			**Pothole**			
	4	**Edge Cracking**	9			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	10			**Rutting**			
Station / Section									**Distressed area**
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Large cracks at sidewalk and intersection**	193	194					**2**	**20**
		of High Street	195	196					**1**	**16**
0+80	**6**	**Cracking in center**	197	198					**2**	**12**
1+00	**6**	**trans cracking both sides LT 2'x8'**	199	200	201	**2- CB Type CL**			**2**	**8**
		RT 2'x10'							**2**	**10**
1+20	**6**	**LT Longit. Cracks 2'W**	202	203	204				**2**	**100**
		RT 2' x 20'							**2**	**20**
1+50	**6**	**Single cracks 10'L and 20'L**	205	206					**1**	**30**
1+70	**6**	**Cracking LT. Longit.**	207	208					**3**	**15**
		RT trans.							**3**	**8**
2+00	**6**	**Trans cracking across road 3'W**	209	210	211	**CB Both sides**		**B - Be**	**3**	**20**
2+05	**1,6**	**Center beginning to fatigue, Longit.**	212	213				**B**	**4**	**45**
		along seam						**B**	**0**	**0**
2+50	**6**	**LT Longit. Cracking**	214					**B**	**3**	**20**
3+00		**No Visible Pavement Distress**	215					**B**	**0**	**0**
3+20	**6**	**RT Lane single crack**	216					**B**	**1**	**20**
3+70	**6**	**Cracking in a 4'x4' area and a single crack**	217	218				**B**	**5**	**5**
4+00		**No Visible Pavement Distress**	219	220		**CB Both sides**		**B**	**0**	**0**
5+00		**No Visible Pavement Distress**				**CB LT**		**B**	**0**	**0**
6+00		**No Visible Pavement Distress**	221					**B**	**0**	**0**
6+50		**END - No Distress**						**B**	**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Church Street**	Inspector :	**Michael G.**			Date :	5/22/2014
From :	Main Street					Surface Area :	36000
To :	End	Length :	**1800**			**Area Distress**	
Road Use :	Local	Ave Width :	**20**			**707**	**2.0%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Trans. Crack at seam**	222	223				**B**	**1**	**40**
0+20	**6**	**Trans. Crack across road**	224					**B**	**2**	**24**
	4	**LT Edge Cracking**	225					**B**	**0.5**	**100**
1+00		**No visible pavement distress**	226					**B**	**0**	**0**
2+00		**No visible pavement distress**	227					**LT**	**0**	**0**
2+20	**4**	**RT Edge cracking**	228					**LT**	**1**	**30**
3+00		**No visible pavement distress**	229					**LT**	**0**	**0**
3+60	**4**	**LT Edge Cracking**	230					**LT**	**1**	**30**
4+00		**No visible pavement distress**	231	232				**LT**	**0**	**0**
4+65		**Paved Leak-off LT**	233					**LT**	**0**	**0**
	6	**Crack developing at center seam**	234					**LT**	**1**	**35**
5+00		**No visible pavement distress**	235					**LT**	**0**	**0**
5+50	**6**	**Trans crack edge to edge 1'W**	236						**1**	**20**
6+00		**No visible pavement distress**	237						**0**	**0**
6+50	**5**	**Shoulder drop off, sags and bumps LT**	238						**1**	**50**
7+00		**No visible pavement distress**	239						**0**	**0**
7+30	**6**	**Trans crack**	240						**1**	**4**
8+00		**No visible pavement distress**	241						**0**	**0**
9+00		**No visible pavement distress**	242						**0**	**0**
9+10	**4**	**LT Edge cracking**	243						**1**	**40**
9+30		**Beging curb RT**	244	245				**RT**	**0**	**0**
10+00		**No visible pavement distress**	246					**RT**	**0**	**0**
10+30	**5**	**Shoulder drop off, sags and bumps LT**	247	248				**RT**	**0**	**0**

11+00	**6**	**Longit. At LT Edge**	249	250					**2**	**20**
11+80	**4,6**	**Edge cracking to CB LT**	251	252					**1**	**15**
		Trans. Cracking around cb's and across	253	254					**8**	**20**
		drainage trenches. CB's choke road				**CB - Both sides**			**0**	**0**
12+00	**6**	**Thermal cracking at centerline**	255						**2**	**20**
13+00		**No visible pavement distress**	256						**0**	**0**
13+25	**6**	**Trans. Cracking at cb**	257			**CB LT**			**2**	**12**
14+00		**No visible pavement distress**	258						**0**	**0**
15+00		**No visible pavement distress**	259	260				**LT**	**0**	**0**
15+45			261			**CB RT**		**LT**	**0**	**0**
15+70	**4**	**LT Edge cracking at CB**	262			**CB LT**		**LT**	**1**	**30**
16+00	**4**	**LT Edge cracking**	263	264				**LT**	**1**	**35**
16+35	**6**	**End curbing LT, Begin curb RT**	265	266				**RT**	**2**	**8**
17+00		**No visible pavement distress**	267	268					**0**	**0**
		Begin G.Rail LT							**0**	**0**
17+65		**End G.Rail LT**							**0**	**0**
		Curbing damaged	271						**0**	**0**
18+00		**No visible pavement distress - END**	269	270					**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Cross Street**		Inspector :	**Michael G.**			Date :	**6/16/2014**
From :	Rose Street			**Road has been chip sealed**			Surface Area :	**4950**
To :	Marion Street		Length :	**220**			**Distressed Area**	
Road Use :	Local		Ave Width :	**22.5**			**23**	**0.5%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**				
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**				
	3	**Corrugation**	**8**			**Pothole**				
	4	**Edge Cracking**	**9**			**R.R. Xing**				
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**				
Station / Section									**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00		**No Visible Pavement Distress**	1	2	3	**CB RT**			**0**	**0**
1+00		**No Visible Pavement Distress**	4						**0**	**0**
1+25	**6**	**Trans crack edge to edge**	5						**1**	**23**
2+00		**No Visible Pavement Distress**	6						**0**	**0**
2+20		**No Visible Pavement Distress - End**							**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Fifth Avenue**	Inspector :	**Michael G.**	Date :	**5/28/2014**
From :	Route 138			Surface Area :	**21777**
To :	End	Length :	**915**	**Distressed Area**	
Road Use :	Local	Ave Width :	**23.8**	**316**	**1.5%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**				
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**				
	3	**Corrugation**	**8**			**Pothole**				
	4	**Edge Cracking**	**9**			**R.R. Xing**				
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**				
Station / Section									**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00		**No visible Pavement Distress**	147						**0**	**0**
0+20	**6**	**Longit and Trans crack across road**	148						**3**	**24**
0+50	**4**	**RT Edge Cracking**	149	150	151	**CB RT**			**1**	**40**
1+00		**No visible Pavement Distress**							**0**	**0**
1+30	**4**	**RT Edge Cracking**	152						**1**	**30**
2+00		**No visible Pavement Distress**	153						**0**	**0**
3+00		**No visible Pavement Distress**	154	155		**CB RT**			**0**	**0**
4+00		**No visible Pavement Distress**	156						**0**	**0**
5+00		**No visible Pavement Distress**	157						**0**	**0**
5+40	**8**	**Pothole**	158						**2**	**2**
5+70	**4**	**LT Edge**	159						**1**	**10**
6+00		**No visible Pavement Distress**	160						**0**	**0**
7+00		**No visible Pavement Distress**	161						**0**	**0**
8+00	**7**	**Drain Patch RT**	162	163		**CB LT - Type CL**			**4**	**40**
9+00		**No visible Pavement Distress**	164						**0**	**0**
9+15		**End - No visible Pavement Distress**	165						**0**	**0**
									0	**0**
									0	**0**
									0	**0**

ROADWAY CONDITION REPORT

Road Name :	**First Street**	Inspector :	**Michael G.**			Date :	**6/13/2014**
From :	Main Street	Road has been chip sealed				Surface Area :	**7110**
To :	River Street	Length :	**270**			**Distressed Area**	
Road Use :	Local	Ave Width :	**26.3**			**5940**	**83.5%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**3/4 of roadway cracked**	75						**22**	**100**
1+00	**6**	**3/4 of roadway cracked**	76						**22**	**100**
2+00	**6**	**3/4 of roadway cracked**	77						**22**	**60**
2+60	**6**	**3/4 of roadway cracked**	78	79	80	**CB CL Both**			**22**	**10**
2+70	**6**	**3/4 of roadway cracked**							**0**	**0**
									0	**0**
									0	**0**
									0	**0**
									0	**0**
									0	**0**
									0	**0**
									0	**0**

ROADWAY CONDITION REPORT

Road Name :	**Fullertown Road**		Inspector :	**Michael G.**			Date :	**5/28/2014**
From :	Pearl Street		Road has been chip sealed				Surface Area :	**68271**
To :	End		Length :	**3540**			**Distressed Area**	
Road Use :	Local		Ave Width :	**19.3**			**715**	**1.0%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**				
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**				
	3	**Corrugation**	**8**			**Pothole**				
	4	**Edge Cracking**	**9**			**R.R. Xing**				
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**				
Station / Section									**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00		**No Visible Pavement Distress**	83						**0**	**0**
0+50	**4**	**RT Edge cracking**	84						**1**	**20**
1+00		**No Visible Pavement Distress**	85						**0**	**0**
2+00		**No Visible Pavement Distress**	86						**0**	**0**
3+00		**No Visible Pavement Distress**	87						**0**	**0**
3+30	**4**	**LT Edge cracking**	88						**1.5**	**70**
4+00	**4**	**LT Edge cracking**	89	90		**Cross culvert 12" CMP**			**1**	**20**
4+60	**4**	**RT Edge cracking**	92			**Natural Swales**			**1**	**40**
5+00		**No Visible Pavement Distress**	93						**0**	**0**
6+00		**No Visible Pavement Distress**							**0**	**0**
7+00		**No Visible Pavement Distress**	94	95	96	**Cross culvert 12" CMP**			**0**	**0**
8+00		**No Visible Pavement Distress**	97						**0**	**0**
8+60	**4**	**RT Edge cracking**	98						**1**	**30**
9+00		**No Visible Pavement Distress**	99						**0**	**0**
10+00		**No Visible Pavement Distress**	100						**0**	**0**
11+00		**No Visible Pavement Distress**	101						**0**	**0**
12+00		**No Visible Pavement Distress**	102	103					**0**	**0**
13+00		**No Visible Pavement Distress**	104						**0**	**0**
14+00		**No Visible Pavement Distress**	105						**0**	**0**
15+00		**No Visible Pavement Distress**	106						**0**	**0**
16+00		**No Visible Pavement Distress**	107						**0**	**0**
17+00		**No Visible Pavement Distress**	108						**0**	**0**
17+70	**4**	**RT Edge cracking**	109						**1**	**15**

18+00		No Visible Pavement Distress	110						0	0
18+30	4	RT Edge cracking	111						1	60
19+00		No Visible Pavement Distress	112	113	114	Cross culvert 18" CMP			0	0
20+00		No Visible Pavement Distress	115						0	0
21+00		No Visible Pavement Distress	116						0	0
22+00	4	LT Edge cracking	117	118	119				1	90
22+20	4	RT Edge cracking	120	121					1	15
23+00		No Visible Pavement Distress	122						0	0
24+00		No Visible Pavement Distress	123						0	0
24+30	4	RT Edge cracking	124						1	70
25+00		No Visible Pavement Distress	125						0	0
26+00		No Visible Pavement Distress	126						0	0
26+80	6	LT Longit crack	127						1	20
27+00		No Visible Pavement Distress	128						0	0
28+00		No Visible Pavement Distress	129	130	131	Cross culvert		LT Beg	0	0
29+00		No Visible Pavement Distress	132					LT	0	0
29+70	4	RT Edge cracking	133					LT	1	30
30+00		No Visible Pavement Distress	134	135				LT	0	0
31+00		No Visible Pavement Distress	136					LT End	0	0
31+80	4	RT Edge cracking	137						2	20
32+00		No Visible Pavement Distress	138						0	0
33+00		No Visible Pavement Distress	139						0	0
34+00		No Visible Pavement Distress	140	141	142	CB Both 143			0	0
34+80	10	Gully down centerline	144						4	40
35+00		No Visible Pavement Distress							0	0
35+40		No Visible Pavement Distress - End	145	146		CB Both			0	0

ROADWAY CONDITION REPORT

Road Name :	**Grandview Drive**		Inspector :	**Michael G.**				Date :	**4/24/2014**
From :	Route 138								
To :	Sunset		Length :	**1200**				**Distressed Area**	
Road Use :	Local		Ave Width :	**18**				**21600**	**61%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**2,4**	**Bump and Trans. Crack at Intersection**	2						**5**	**15**
		of 138								
0+60	**1**	**Fatigue Cracking**	3	4	5	**CMP cross drain**			**16**	**17**
1+00	**6**		6	7	8				**10**	**100**
1+60	**4**	**LT edge cracking**	9	10					**2**	**15**
2+00	**6**	**Longitudinal Cracking from last section**	12	13					**8**	**100**
	1		14						**4**	**40**
3+00	**6**		15						**4**	**40**
3+50	**2**		16						**6**	**6**
	4		17						**4**	**40**
3+70	**5,6**	**LT edge**	18	19	20				**4**	**80**
4+50	**6**	**2 Cracks at 50' long**							**2**	**50**
5+20	**1,4**	**Left Edge**	21	22					**5**	**100**
	6	**RT Side 1 Crack**	23						**1**	**15**
6+00	**6**	**Longitudinal Cracking**	24						**16**	**60**
	4	**RT Side**							**2**	**100**
6+60	**6**	**2 Cracks LT Side**	25						**2**	**20**
7+40	**6**	**Trans Crack**							**1**	**18**
7+50	**6**	**Trans Crack**							**1**	**18**
7+65	**6**								**18**	**135**
9+00	**6**		26	27	28				**18**	**100**
10+00	**6**		29						**17**	**40**
	6		30						**8**	**60**

	4		31						**1**	**100**
11+00	**6**	**2 Cracks**							**2**	**20**
11+20	**6**	**1 Lane RT Side**	32						**9**	**55**
11+75	**6**		35						**16**	**25**
	4		33	34					**2**	**30**
12+00	**6**								**18**	**100**

ROADWAY CONDITION REPORT

Road Name :	**Hanover-Versailles Road**	Inspector :	**Michael G.**			Date :	**6/16/2014**
From :	Baltic Hanover Road	Road has been chip sealed				Surface Area :	**140000**
To :	60+00	Length :	**6000**			**Distressed Area**	
Road Use :	Collector	Ave Width :	**23.3**			**1453**	**1.0%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00		**No Visible Pavement Distress**	31	32		**CB CL LT**		**LT**	**0**	**0**
0+50		**No Visible Pavement Distress**	33			**CB LT**		**LT**	**0**	**0**
1+00		**No Visible Pavement Distress**	34					**LT**	**0**	**0**
1+50		**No Visible Pavement Distress**	35	36		**CB CL Both**		**LT**	**0**	**0**
2+00		**No Visible Pavement Distress**	37						**0**	**0**
3+00		**No Visible Pavement Distress**	38						**0**	**0**
3+80	**6**	**LT Longit cracking**	39						**3**	**20**
4+00	**6**	**LT Longit cracking**							**3**	**30**
4+50	**6**	**Cracking around both catch basins**	40	41		**CB Both**			**2**	**10**
5+00		**No Visible Pavement Distress**	42						**0**	**0**
6+00		**No Visible Pavement Distress**	43						**0**	**0**
6+30	**6**	**LT Longit cracking**	44						**1**	**10**
6+50	**4**	**RT Edge**	45						**2**	**50**
7+00	**4**	**RT Edge**	46						**2**	**80**
8+00		**No Visible Pavement Distress**	47						**0**	**0**
8+50	**6**	**Cracking at LT Basin**	48	49		**CB CL Both**			**1**	**6**
9+00		**No Visible Pavement Distress**	50						**0**	**0**
10+00		**No Visible Pavement Distress**	51	52		**CB CL Both**			**0**	**0**
11+00	**6**	**RT Longit cracking**	53	54					**2**	**50**
12+00	**6**	**centerline cracking**	55						**1**	**40**
13+00	**6**	**centerline cracking**	56						**1**	**25**

13+40	6	RT Longit cracking	57						1	10
14+00		No Visible Pavement Distress	58						0	0
15+00	6	RT Longit cracking	59						4	25
16+00		No Visible Pavement Distress	60						0	0
16+25		No Visible Pavement Distress	61	62		CB CL Both			0	0
17+00		No Visible Pavement Distress	63					B	0	0
18+00		No Visible Pavement Distress	64					B	0	0
19+00	6	Trans crack edge to edge	65	66	67	CB Both		B	2	24
20+00		No Visible Pavement Distress	68					B	0	0
20+50		No Visible Pavement Distress						LT	0	0
21+00		No Visible Pavement Distress	69					LT	0	0
22+00		No Visible Pavement Distress	70					LT	0	0
23+00		No Visible Pavement Distress	71	72	73	CB Both		LT	0	0
24+00		No Visible Pavement Distress	74						0	0
24+80	6	RT Longit cracking	75						2	20
25+00		No Visible Pavement Distress	76						0	0
26+00		No Visible Pavement Distress	77					B	0	0
26+50	6	LT Longit cracking	78	79	80	CB Both		B	1	30
27+00		No Visible Pavement Distress	81					B	0	0
27+40	6	LT Longit cracking	82					B	1	60
27+70	6	LT Longit cracking	83	84		CB Both		B	1	30
28+00	6	LT Longit cracking						B	1	100
29+00	6	LT Longit cracking	85	86		CB Both		B	1	30
		RT Longit cracking	87					B	1	20
30+00	6	LT Longit cracking	88					B	1	55
		RT Longit cracking						B	1	55
30+75	6	Trans crack edge to edge	89	90	91			B	1	24
31+00		No Visible Pavement Distress	92					RT	0	0
32+00		No Visible Pavement Distress	93					RT	0	0
33+00	4	RT Edge by basin	94	95	96	CB Both		RT	2	10
33+80		No Visible Pavement Distress	97			CB RT		RT	0	0
34+00		No Visible Pavement Distress	98	99	100	CB Both		RT	0	0
35+00		No Visible Pavement Distress	101					RT	0	0
35+60		No Visible Pavement Distress	102			CB RT		RT	0	0

36+00		No Visible Pavement Distress	103					RT	0	0
37+00		No Visible Pavement Distress	104	105				RT	0	0
38+00		No Visible Pavement Distress	106	107	108	CB Both		RT	0	0
39+00		No Visible Pavement Distress	109					RT	0	0
40+00		No Visible Pavement Distress	110					RT	0	0
41+00		No Visible Pavement Distress	111					RT	0	0
42+00		No Visible Pavement Distress	112					RT	0	0
43+00		No Visible Pavement Distress	113						0	0
44+00		No Visible Pavement Distress	114						0	0
45+00	6	LT Longit cracking	115	116					1	10
46+00		No Visible Pavement Distress	117						0	0
47+00		No Visible Pavement Distress	118						0	0
47+50		No Visible Pavement Distress	119			CB CL RT			0	0
48+00		No Visible Pavement Distress	120						0	0
49+00	6	RT Longit cracking	121						1	10
50+00		No Visible Pavement Distress	122						0	0
50+40	6	LT Longit cracking	123						2	30
51+00		No Visible Pavement Distress	124						0	0
51+50		No Visible Pavement Distress	125			CB CL RT			0	0
52+00		No Visible Pavement Distress	126						0	0
53+00		No Visible Pavement Distress	127						0	0
53+70	7	RT Patch for drainage	128			CB RT			6	10
	6	RT Longit cracking	129						4	20
54+25		No Visible Pavement Distress	130	131					0	0
55+00		No Visible Pavement Distress	132						0	0
56+00		No Visible Pavement Distress	133						0	0
57+00		No Visible Pavement Distress	134						0	0
57+50		No Visible Pavement Distress	135	136		CB Both			0	0
58+00		No Visible Pavement Distress	137						0	0
59+00		No Visible Pavement Distress	138			CB RT			0	0
60+00		No Visible Pavement Distress	139						0	0
61+00		No Visible Pavement Distress - End	140						0	0

ROADWAY CONDITION REPORT

Road Name :	**Hazelwood Drive**	Inspector :	**Michael G.**				Date :	**5/22/2014**
From :	Route 97						Surface Area :	**25241**
To :	End	Length :	**1285**				**Distressed Area**	
Road Use :	Local	Ave Width :	**19.6**				**551**	**2.2%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			

Station / Section									**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Trans. Crack at seam**	272	273				**B**	**2**	**30**
0+10			274	275		**CB - Both sides**		**B**	**0**	**0**
0+25	**7**	**Patch cut in RT**	276	277				**B**	**8**	**35**
0+80	**6**	**Single Longit. Crack at centerline**	278					**B**	**1**	**10**
1+00	**6**	**Single Longit. Crack at centerline**	279					**B**	**1**	**40**
1+20			280			**CB LT**		**B**	**0**	**0**
1+40	**6**	**LT cracking**	281					**B**	**4**	**15**
2+00	**3**	**Corrugation**	282					**B**	**2**	**6**
2+50		**No visible pavement distress**	283	284	285	**CB - Both sides**		**B**	**0**	**0**
3+00		**No visible pavement distress**	286					**B**	**0**	**0**
4+00		**No visible pavement distress**	287					**B**	**0**	**0**
4+30			288			**CB LT**		**B**	**0**	**0**
5+00	**4**	**LT curbing destroyed**	289					**B**	**1**	**15**
		No visible pavement distress	290					**B**	**0**	**0**
5+30	**4**	**RT curbing destroyed**	291					**B**	**1**	**30**
6+00	**4,6**	**Curbing destroyed both sides**	292	293	294			**B**	**1**	**20**
		Longit. Cracking						**B**	**2**	**12**
7+00		**No visible pavement distress**	295					**B**	**0**	**0**
7+50		**Paved leak-off both sides**	296	297	298	**cross culvert**		**B**	**0**	**0**
8+00		**No visible pavement distress**	299					**B**	**0**	**0**
9+00		**No visible pavement distress**	300					**B**	**0**	**0**
10+00		**No visible pavement distress**	301					**B**	**0**	**0**
11+00		**No visible pavement distress**	302					**B**	**0**	**0**

12+00		**No visible pavement distress**	303					**B**	**0**	**0**
12+85		**No visible pavement distress - END**	304	305	306			**B**	**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Main Street - Hanover**	Inspector :	**Michael G.**	Date :	**6/9/2014**
From :	Canterbury Town Line	**Road has been chip sealed**		Surface Area :	**127684**
To :	End	Length :	**5400**	**Distressed Area**	
Road Use :	Local	Ave Width :	**23.6**	**2143**	**1.7%**

Distress Codes

	1	Fatigue Cracking	6			Longit. / Trans. Cracking			
	2	Bumps & Sags	7			Patch / Utility Cut			
	3	Corrugation	8			Pothole			
	4	Edge Cracking	9			R.R. Xing			
	5	Lane / Shoulder Drop Off	10			Rutting			

Station / Section									Distressed area	
-	Code	Area / Comment	Photo i.d.			Drainage	G.Rail	Curb	Width	Length
0+00		No Visible Pavement Distress	1						0	0
0+50	6	Cracking at seem edge to edge	2	3	4				1	24
0+70		No Visible Pavement Distress	5			CB RT Wood Top			0	0
1+00		No Visible Pavement Distress	6						0	0
2+00	4	LT Edge	7	8					2	40
3+00	4	RT Edge	9	10					1	50
4+00		No Visible Pavement Distress	11						0	0
5+00		No Visible Pavement Distress	12						0	0
6+00		No Visible Pavement Distress	13						0	0
6+20	4	Both Edges	14	15					1	60
7+00		No Visible Pavement Distress	16						0	0
7+50		No Visible Pavement Distress	17			CB LT			0	0
8+00		No Visible Pavement Distress	18						0	0
9+00		No Visible Pavement Distress	19						0	0
10+00	4	RT Edge	20	21					1	30
10+20		No Visible Pavement Distress	22			CB RT Wood Top			0	0
11+00		No Visible Pavement Distress	23						0	0
12+00		No Visible Pavement Distress	24						0	0
13+00		No Visible Pavement Distress	25						0	0
13+50	4	LT Edge	26						1	30
13+90	6	LT crack around MH	27						0	0
14+00		No Visible Pavement Distress	28						0	0
14+75	4	RT Edge	29	30	31	CB Both			2	30

15+00		No Visible Pavement Distress	32						0	0
16+00	8	LT Pavement missing around manhole	33	34	35				5	5
17+00		No Visible Pavement Distress	36						0	0
17+85	8	LT Pavement missing around manhole	37						5	5
18+00		No Visible Pavement Distress	38						0	0
19+00		No Visible Pavement Distress	39						0	0
19+70	6	Crack around manhole	40						5	5
20+00	6	RT Longit. Crack	41	42					1	40
20+70	4	RT Edge	43						1	5
21+00	4	LT Edge	44	45					1	30
21+80	6	Crack around manhole	46						5	5
22+00		No Visible Pavement Distress	47						0	0
23+00		No Visible Pavement Distress	48						0	0
23+40	7	Drainage Patch	49	50					3	24
24+00		No Visible Pavement Distress	51						0	0
25+00		No Visible Pavement Distress	52						0	0
26+00		No Visible Pavement Distress	53						0	0
27+00		No Visible Pavement Distress	54						0	0
28+00		No Visible Pavement Distress	55						0	0
29+00	7	Drainage Patch	56	57		CB RT			3	24
30+00		No Visible Pavement Distress	58						0	0
30+20	4	RT Edge	59						1	30
31+00		No Visible Pavement Distress	60						0	0
32+00		No Visible Pavement Distress	61						0	0
33+00	4	RT Edge	62	63					1	12
34+00		No Visible Pavement Distress	64						0	0
34+70		No Visible Pavement Distress	65			CB LT			0	0
34+85	4	LT Edge							2	15
35+00	4	Both Edges	66	67					2	100
36+00	6	RT Trans crack	68	69					1	12
36+40	4	LT Edge	70						2	60
37+00	4	RT Edge	71						2	20
38+00		No Visible Pavement Distress	72						0	0
38+60	4	LT Edge	73						1	30
39+00		No Visible Pavement Distress	74						0	0
40+00		No Visible Pavement Distress	75						0	0
40+30	6	Crack around manhole	76	77	78	CB Both			5	10

40+80		**No Visible Pavement Distress**	79	80		**CB LT Leak-off**			**0**	**0**
41+00	**2**	**LT Sag**	81	82					**4**	**6**
41+80	**6**	**RT Longit. Crack**	83						**1**	**10**
42+00		**No Visible Pavement Distress**	84						**0**	**0**
42+25	**6**	**Crack around manhole**	85	86					**6**	**6**
43+00		**No Visible Pavement Distress**	87						**0**	**0**
44+00	**7**	**Drainage Patch**	88	89					**6**	**30**
44+50	**6**	**Crack around manhole**	90						**5**	**5**
		RT Trans crack	91						**1**	**12**
45+00		**No Visible Pavement Distress**	92						**0**	**0**
46+00		**No Visible Pavement Distress**	93						**0**	**0**
46+70		**No Visible Pavement Distress**	94	95	96	**CB Both**			**0**	**0**
47+00		**No Visible Pavement Distress**	97						**0**	**0**
48+00		**No Visible Pavement Distress**	98						**0**	**0**
48+30	**6**	**Trans crack edge to edge**	99	100					**1**	**24**
49+00		**No Visible Pavement Distress**	101						**0**	**0**
50+00	**4**	**LT Edge**	102						**1**	**100**
51+00	**4**	**LT Edge**	103	104					**1**	**25**
51+50	**4**	**RT Edge**	105	106	107				**3**	**50**
52+00	**4**	**RT Edge**							**3**	**80**
53+00	**7**	**LT Water service patch**	108						**6**	**10**
53+60	**4**	**LT edge at seem**	109						**2**	**40**
54+00		**No Visible Pavement Distress**	110	111	112				**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Marion Street**	Inspector :	**Michael G.**			Date :	**6/16/2014**
From :	Cross Street	**Road has been chip sealed**				Surface Area :	**11276**
To :	Willimantic Road	Length :	**465**			**Area Distress**	
Road Use :	Local	Ave Width :	**24.3**			**72.5**	**0.6%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00		**No Visible Pavement Distress**	7						**0**	**0**
1+00		**No Visible Pavement Distress**	8						**0**	**0**
1+50	**6**	**LT Trans crack - 1 Lane**	9						**1**	**12.5**
2+00		**No Visible Pavement Distress**	10						**0**	**0**
2+40		**No Visible Pavement Distress**	11	12		**CB CL Both**			**0**	**0**
3+00		**No Visible Pavement Distress**	13						**0**	**0**
4+00		**No Visible Pavement Distress**	14						**0**	**0**
4+50		**No Visible Pavement Distress**	15	16		**CB Both**			**0**	**0**
4+65	**6**	**Trans cracking at intersection**	17						**2**	**30**

ROADWAY CONDITION REPORT

Road Name :	**Mission Street**	Inspector :	**Michael G.**			Date :	**6/11/2014**
From :	Main Street - Hanover					Surface Area :	**10080**
To :	End	Length :	**420**			**Distressed Area**	
Road Use :	Local	Ave Width :	**24.0**			**90**	**0.9%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**4**	**LT Edge cracking**	1	2					**1**	**15**
1+00		**No Visible Pavement Distress**	3						**0**	**0**
2+00	**4,6**	**LT Edge cracking**	4	5					**2**	**20**
		RT Cracking around MH and Longit.							**0**	**0**
2+70	**4**	**LT Edge cracking**	6						**1**	**30**
3+00		**No Visible Pavement Distress**							**0**	**0**
3+50	**6**	**2- trans cracks center line**	7						**2**	**10**
4+00		**No Visible Pavement Distress**	8						**0**	**0**
4+20		**No Visible Pavement Distress - End**							**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Pearl Street**	Inspector :	**Michael G.**			Date :	**5/28/2014**
From :	Main Street House #1	Road has been chip sealed				Surface Area :	**40448**
To :		Length :	**2560**			**Distressed Area**	
Road Use :	Local	Ave Width :	**15.8**			**2531**	**6.3%**

Distress Codes

	1	**Fatigue Cracking**	6			**Longit. / Trans. Cracking**				
	2	**Bumps & Sags**	7			**Patch / Utility Cut**				
	3	**Corrugation**	8			**Pothole**				
	4	**Edge Cracking**	9			**R.R. Xing**				
	5	**Lane / Shoulder Drop Off**	10			**Rutting**				
Station / Section									**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Trans cracks at intersection of**	1	2	3				**2**	**40**
		Main Street							**0**	**0**
0+60	**6**	**LT Longit crack**	4						**1**	**8**
1+00	**6**	**Trans crack across road**	5						**1**	**16**
1+25	**6**	**Trans crack across road**	6						**1**	**16**
1+50	**6**	**Longit cracking at centerline**	7						**3**	**30**
		Trans crack across road							**1**	**16**
1+80	**4**	**LT Edge cracking**	8						**1**	**20**
2+00	**6**	**Trans crack across road**	9						**1**	**16**
2+25	**4**	**LT Edge cracking**	10	11		**30" CMP Cross culvert**			**1**	**20**
2+35			12			**Paved Leak off**			**0**	**0**
2+60	**5**	**RT Shoulder Drop off**	13						**1**	**10**
3+00		**No Visible Pavement Distress**	14						**0**	**0**
3+25	**4**	**RT Edge cracking**	15						**1**	**20**
4+00	**4**	**RT Edge cracking**	16	17					**1**	**50**
4+60	**4**	**RT Edge cracking**	18						**1**	**10**
5+00	**6**	**Longit cracking at centerline**	19						**1**	**12**
		RT Edge cracking							**1**	**30**
5+30	**6**	**Trans crack across road**							**1**	**100**
6+00		**No Visible Pavement Distress**	20			**Natural swales**			**0**	**0**
6+20	**4**	**LT Edge cracking**	21						**1**	**20**
7+00	**6**	**Trans crack across road**	22						**2**	**16**
7+30	**6**	**2 - Trans crack across road**	23						**2**	**16**

	4	LT Edge cracking	24						1	20
7+80	6	Trans crack across road	27						1	16
8+00	4	Long cracking both side	25	26					2	25
9+00	4	RT Edge cracking	29	30					1	30
9+60	4	RT Edge cracking	31						2	40
10+00	6	RT Longit crack	32						1	15
11+00		No Visible Pavement Distress	34						0	0
12+00		No Visible Pavement Distress	35						0	0
12+70	6	Longit cracking at centerline	36						2	15
13+00		No Visible Pavement Distress	37						0	0
13+70	4	RT Edge cracking	38						1	15
14+00	6	Long cracking both side	39	40					2	10
14+20	6	Longit cracking at centerline	41						2	10
14+70	6	RT Longit crack	42						2	10
15+00		No Visible Pavement Distress	43						0	0
15+50	7	LT Drainage patch	44			DBL CB's			6	24
16+00		No Visible Pavement Distress	45	46		Leak off LT			0	0
16+50	6	Trans crack across road	47			Leak off LT			1	16
17+00		No Visible Pavement Distress	48			End Leak off			0	0
18+00		No Visible Pavement Distress	49						0	0
18+60	4	LT Edge cracking	50						1	15
19+00		No Visible Pavement Distress	51						0	0
19+20	4	RT Edge cracking	52						1	10
20+00		No Visible Pavement Distress	53						0	0
21+00	7	Drainage Patch	54	55	56	CB RT			6	100
22+00	7	Drainage Patch	57	58					6	40
22+40	7	Drainage Patch	57						3	60
23+00	7	Drainage Patch	59	60	61				3	100
23+10	4,6,7	LT Edge cracking	63						1	40
23+50	6,7	RT Crack around patch							1	20
23+70	6,7	Trans crack	64	65					1	12
24+00		No Visible Pavement Distress	66	67	68				0	0
25+00		No Visible Pavement Distress	69						0	0
25+60	6	Trans crack at intersection - END	70						1	40

ROADWAY CONDITION REPORT

Road Name :	**Pinecrest Lane**	Inspector :	**Michael G.**			Date :	**5/27/2014**
From :	Cul-De-Sac House #34					Surface Area :	**43680**
To :	End	Length :	**1680**			**Area Distress**	
Road Use :	Local	Ave Width :	**26**			**345**	**0.8%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00		**No Visible Pavement Distress**	266			**CB RT**		**B**	**0**	**0**
0+50		**No Visible Pavement Distress**	267	268		**CB RT**		**B**	**0**	**0**
1+00		**No Visible Pavement Distress**	269					**B**	**0**	**0**
1+40	**2**	**Sag 3X4**	270					**B**	**3**	**4**
1+60	**2, 6**	**Sag & Cracks 4x4,**	271	272	273	**CB Both**		**B**	**4**	**4**
		RT Longit 1x6	274					**B**	**1**	**6**
2+00		**No Visible Pavement Distress**	275					**B**	**0**	**0**
3+00		**No Visible Pavement Distress**	276					**B**	**0**	**0**
3+20	**6**	**Longit cracking at centerline**	277					**B**	**2**	**40**
3+50	**6**	**LT crack**	278					**B**	**3**	**30**
4+00	**6**	**Longit cracking at centerline**	279					**B**	**2**	**20**
5+00		**No Visible Pavement Distress**	283					**B**	**0**	**0**
5+50		**No Visible Pavement Distress**	280	281	282	**CB Both debris**		**B**	**0**	**0**
6+00		**No Visible Pavement Distress**	284					**B**	**0**	**0**
7+00		**No Visible Pavement Distress**	285					**B**	**0**	**0**
7+50		**No Visible Pavement Distress**	286	287		**CB LT debris**		**B**	**0**	**0**
8+00		**No Visible Pavement Distress**	288					**B**	**0**	**0**
8+20	**6**	**Longit cracking at centerline**	289					**B**	**1**	**40**
9+00		**No Visible Pavement Distress**	290					**B**	**0**	**0**
10+00		**No Visible Pavement Distress**	291					**B**	**0**	**0**
11+00		**No Visible Pavement Distress**	292					**B**	**0**	**0**
11+20	**6**	**Thans crack at centerline**	292					**B**	**1**	**30**
12+00	**6**	**Trans crack at cb**	293	294		**CB LT**		**B**	**1**	**10**

12+50	**8**	**Sinhole developing at cb**	295	297	299	**CB RT**		**B**	**3**	**3**
13+00	**6**	**Trans cracking RT**	300					**B**	**1**	**12**
14+00		**No Visible Pavement Distress**	301					**B**	**0**	**0**
14+50		**No Visible Pavement Distress**	302	303	304	**CB Both**		**B**	**0**	**0**
15+00		**No Visible Pavement Distress**	305					**B**	**0**	**0**
15+70		**No Visible Pavement Distress**	306	307	308	**CB Both**		**B**	**0**	**0**
16+00		**No Visible Pavement Distress**	309	310				**B**	**0**	**0**
16+80		**End No distress**	311			**CB Centerline**		**B**	**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Pleasant View Terrace**		Inspector :	**Michael G.**			Date :	**5/19/2014**
From :	Salt Roack Road						Surface Area :	**4940**
To :	End		Length :	**260**			**Distressed Area**	
Road Use :	Local		Ave Width :	**19**			**75**	**1.5%**

Distress Codes

	1	**Fatigue Cracking**	**6**		**Longit. / Trans. Cracking**				
	2	**Bumps & Sags**	**7**		**Patch / Utility Cut**				
	3	**Corrugation**	**8**		**Pothole**				
	4	**Edge Cracking**	**9**		**R.R. Xing**				
	5	**Lane / Shoulder Drop Off**	**10**		**Rutting**				
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**		**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Crack at seam with Salt Road Road**	47	48	**CB-CL center of road**			**1**	**40**
0+70		**Long. Crack across 3/4 of road**	49					**1**	**15**
1+00		**No visible distress**	50					**0**	**0**
2+00		**2'x10' Edge cracking RT**	51	52				**2**	**10**
2+60		**No visible distress - End**						**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Ridge Road**	Inspector :	**Michael G.**			Date :	**6/13/2014**
From :	School Hill Road	Road has been chip sealed				Surface Area :	**14517**
To :	Cul-De-Sac	Length :	**650**			**Area Distress**	
Road Use :	Local	Ave Width :	**22.3**			**281**	**1.9%**

Distress Codes

	1	**Fatigue Cracking**	6			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	7			**Patch / Utility Cut**			
	3	**Corrugation**	8			**Pothole**			
	4	**Edge Cracking**	9			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	10			**Rutting**			
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00		**No Visible Pavement Distress**	35	36		**CB RT Wood top**		**RT Beg**	**0**	**0**
0+20	**4**	**RT Edge cracking**	37					**RT End**	**5**	**30**
0+70	**6**	**RT Longit. crack**	38						**1**	**10**
1+00		**No Visible Pavement Distress**	39						**0**	**0**
1+35	**4**	**LT Edge cracking**	40						**1**	**50**
2+00	**6**	**RT Longit. crack**	41	42					**2**	**15**
2+20		**No Visible Pavement Distress**							**0**	**0**
2+80		**No Visible Pavement Distress**	43			**CB LT Wood top**			**0**	**0**
3+00	**6**	**LT Trans crack**	44	45					**1**	**6**
3+50	**5**	**LT Edge cracking**	46						**1**	**25**
4+00		**No Visible Pavement Distress**	47						**0**	**0**
4+40		**No Visible Pavement Distress**	48			**CB CL LT**			**0**	**0**
5+00		**No Visible Pavement Distress**	49						**0**	**0**
6+00	**6**	**Longit. Along centerline**	50						**1**	**10**
6+50		**No Visible Pavement Distress**							**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**River Street**	Inspector :	**Michael G.**			Date :	**6/11/2014**
From :	Third Ave					Surface Area :	**43106**
To :	Main St	Length :	**1650**			**Distressed Area**	
Road Use :	Local	Ave Width :	**26.1**			**42673.5**	**99.0%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			
Station / Section									**Distressed area**
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00		**No Visible Pavement Distress - Just Paved**	9						**0**	**0**
0+15	**6**	**Cracking Edge to Edge**	10	11	12				**26.1**	**85**
1+00	**6**	**Cracking Edge to Edge**	13						**26.1**	**100**
2+00	**6**	**Cracking Edge to Edge**	14						**26.1**	**100**
3+00	**6**	**Cracking Edge to Edge**	15	16	17				**26.1**	**100**
4+00	**6**	**Cracking Edge to Edge**	18						**26.1**	**25**
4+25	**1,6**	**Cracking Edge to Edge**	19	20					**26.1**	**75**
5+00	**6**	**Cracking Edge to Edge**	21						**26.1**	**100**
6+00	**6**	**Cracking Edge to Edge**	22	23					**26.1**	**100**
7+00	**6**	**Cracking Edge to Edge**	24	25	26				**26.1**	**100**
8+00	**6**	**Cracking Edge to Edge**	27						**26.1**	**100**
9+00	**6**	**Cracking Edge to Edge**	28						**26.1**	**100**
10+00	**6**	**Cracking Edge to Edge**	29	30	31				**26.1**	**50**
10+50	**6**	**Cracking Edge to Edge**	32	33	34				**26.1**	**50**
11+00	**6**	**Cracking Edge to Edge**	35						**26.1**	**100**
12+00	**6**	**Cracking Edge to Edge**	36						**26.1**	**100**
13+00	**6**	**Cracking Edge to Edge**	37						**26.1**	**70**
13+70	**6**	**Cracking Edge to Edge**	38	39	40				**26.1**	**30**
14+00	**6**	**Cracking Edge to Edge**	41	42					**26.1**	**100**
15+00	**6**	**Cracking Edge to Edge**	43						**26.1**	**100**
16+00	**6**	**Cracking Edge to Edge**	44						**26.1**	**50**
16+50	**6**	**Cracking Edge to Edge**							**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Riverside Drive**	Inspector :	**Michael G.**			Date :	**5/27/2014**
From :	Route 138					Surface Area :	**155150**
To :	Main St	Length :	**6420**			**Distressed Area**	
Road Use :	Local	Ave Width :	**24.2**			**62516**	**40.3%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**				
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**				
	3	**Corrugation**	**8**			**Pothole**				
	4	**Edge Cracking**	**9**			**R.R. Xing**				
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**				
Station / Section									**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Trans. Crack across road**	1	2	3		**B**		**2**	**60**
		Longit. LT					**B**		**2**	**30**
0+20	**6**	**Trans. crack across road**	4	5			**B**		**2**	**25**
	6	**2 - 3' cracks spurring off**					**B**		**4**	**30**
0+50	**6**	**1/4 of both lanes cracked**	6	7			**B**		**6**	**50**
1+00	**6**	**LT 2x15, RT 2x8**	8	9			**B**		**4**	**12**
1+25	**6**	**Both sides mostly cracked**	10	11			**B**		**20**	**25**
1+50	**6**	**Wide trans. Crack across road**	12	13			**B**		**10**	**24**
1+70	**6**	**LT trans.**	14				**B**		**6**	**30**
2+00	**6**	**Small cracks LT 4'W,**	15	16	17	**CB LT**	**B**		**4**	**50**
		Trans. Crack across road					**B**		**2**	**30**
2+50	**6**	**Small cracks LT 2'W,**	18	19	20		**B**		**2**	**20**
		Trans. Crack across road					**B**		**6**	**24**
2+70	**6**	**2 sections of cracking 2'W each**	21	22			**B**		**4**	**30**
		Trans. Crack across road					**B**		**4**	**24**
3+00	**6**	**Trans. Crack across road**	23	24			**B**		**8**	**24**
3+30	**6**	**Trans. Crack across road - 8'L**	25				**B**		**8**	**24**
3+50	**6**	**Trans. Crack across road**	26	27	28		**B**		**6**	**24**
	4	**Edge cracking both sides 4'W**					**B**		**8**	**100**
3+60	**6**	**Additional trans crack**	29				**LT**		**5**	**20**
3+80	**4, 6**	**Additional trans crack,**	30						**10**	**20**
		Edge cracking LT only							**10**	**30**
4+00	**6**	**Trans. Crack across road**	31	32					**4**	**24**

4+10	6	3 cracks across road,	33	34	35	CB RT			12	24
	6	Longit at centerline 2'W							2	40
4+50	4	RT edge cracking 2'W	36	37					2	25
4+75	4	End RT edge cracking, begin LT edge 4'W	38	39		CB Structure RT			4	150
5+00	6	longit single crack RT	40	41					2	20
5+30	6	Trans crack RT							3	20
5+50	6	2 trans cracks 1 lane each	42	43					5	12
6+00	6	3 - trans cracks 5'L each	44						12	5
6+10	4, 6	LT edge changes to 2'W,	48						2	90
		Trans crack RT							4	12
6+50	6	Trans crack 3 - 1 lane each	45	46	47				3	12
		Longit cracks 3 cracks 10' each							6	10
7+00	4	Only LT edge cracking next 50'	48	49	50				3	50
7+50	4	2'W edge cracking both sides	51	52					4	50
7+70	6	Longit LT 2'x10'L,	53	54					2	10
		RT 4'W							4	30
8+00	4, 6	LT Edge cracking 2'W	55	56	57				2	50
		RT cracking 6 cracks at 20', 1 at 6'							12	20
8+50	6	2 trans cracks 1 lane each	58	59					10	12
8+80	6	trans cracking	60	61					6	24
9+00	6	LT 3'W x 50'L	62						3	50
		Trans. 2X80							2	80
9+50	6	Longit cracking	63	64					6	50
10+00	6	LT Longit 3'W	66	67					3	100
		RT 2'W x 40							2	40
10+40	4	RT edge cracking 4'W	68	69	70				4	60
11+00	4, 6	Edge cracking both sides LT 3', RT 2'	71	72	73				5	80
		Trans & Longit							2	40
11+50	6	Trans & Longit	75	76					6	12
11+80	4	End RT edge cracking							3	20
12+00	4, 6	RT edge cracking	77	78	79				4	100
		Trans cracking edge to edge							12	100
13+00	6	Trans cracking LT 8'W, RT 10'W	80						18	50
13+50	6	Trans cracking 4'W each lane	81	82					8	50
	4	Edge cracking	83						4	50
14+00	6	Trans cracking 4'W each lane	84	85					8	50
14+30	6	Add crack entire road							2	24

14+50	6,10	Trans cracking 4'W each lane w/ rutting LT	86	87					8	50
15+00	6,10	Trans cracking 4'W each lane w/ rutting LT	88	89					8	50
15+40	6	Add trans cracks entire road	90						2	24
15+50	6	LT cracking 3'W	91	92					3	50
		RT single crack							2	10
16+00	6	LT cracking 3'W	93						3	100
16+30	6	Add trans RT	94						2	12
16+50	6	RT trans	95	96					2	12
16+90	6	Add trans entire road	97						2	21
17+00	6	LT 2- single cracks	98	99	100				3	50
		RT 2'W x 30							2	30
17+50	6	Trans cracks 2'W each lane	101	102					2	50
18+00	6	Trans cracks 2'W each lane	103	104					2	100
18+60	6	Trans entire road	105						10	22
19+00	4, 6	Longit. LT 3'W, RT edge 4'W	106	107					7	50
19+50	4,6	LT single crack, RT edge 5'W	108	109					6	50
19+90	6	Add trans crack 15'	110						2	15
20+00	6	LT 5'W x 20'L,	111	112		CB RT Type CL			5	20
		RT edge 4'W							4	50
20+50	6	LT 3'W x 20'L, Trans entire road	113	114	115				4	20
		RT edge 3'W							3	50
21+00	6	Single trans only - wanders	116						4	80
21+50	6	Longit. LT 4'W	117	118	119				4	50
		Single trans entire road							2	24
22+00	6	Longit. LT 2'W	120	121					2	50
22+50	6	3 trans cracks entire road	122						6	24
22+80	6	Trans cracking RT							12	20
		Trans cracking LT							12	20
23+00	6	LT 3'W, RT 2' W	123	124					5	50
23+50	4, 6	LT 3'W, RT 2' W	125	126					5	50
24+00	4, 6	LT edge cracking 1'W	127	128					2	50
		RT Longit cracking 2'W							2	50
24+30	7	Failing utility cut	129						10	25
24+50	4, 6	LT edge and longit 3'W and most of RT	130	131					15	50
25+00	4, 6	LT edge 1'W, RT Longit. 2'W	132	133					3	50
25+50	6	LT 6'W, RT 1'W	134	135	136				7	50
26+00	6	Few trans and Longit cracks	137	138					6	50

26+50	4, 6	LT edge 3'W, Trans 4'W across road	139	140					3	50
		Longit. LT 2'W, RT 2'W	141	142					4	50
27+00	6	No edge cracking, Longit. LT 2'W, RT 3	143						5	50
		3 trans cracks entire road							6	20
27+50	4, 6	LT edge 1'W, RT Longit. 3'W	144						4	50
		5 trans across road							10	25
28+00	6	Edge to Edge cracking	145	146	147	148			24	50
28+50	4, 6	LT edge 2'W, RT Long 2'W	150	151					4	50
		Trans cracking 8 at 12' each							8	12
29+00	4, 6	LT edge and Longit 4'W, Long 1/2 lane	152	153	154				10	50
		Trans cracking 6 @ 6' each							6	6
29+50	4, 6	LT edge cracking 1'W, trans 1 @ 100'	155	156					3	50
		RT Trans cracking 2 @ 25 each							4	25
30+00	4, 6	LT edge cracking 2'W	157	158	159				4	50
		Trans crakcing 10 @ 8'							20	8
30+50	4, 6	LT Edge 2'W, Longit 2'W, RT Longit 2'W	160	161					6	50
		Trans cracking 2 @ 50', 6 @ 6'							10	50
31+00	4, 6	LT Edge 2'W, Longit 3'W, RT Longit 3'W	162	163					8	50
31+50	4, 6	LT edge 1'W, Longit 1/2 lane each side	164	165					13	50
31+70	4, 8	Add RT edge crack with pothole	166						5	20
32+00	4, 6	LT Longit 1'W, RT Longit 3'W	167	168					4	50
		5 trans cracks edge to edge							5	25
32+50	4, 6	LT edge 1'W	169						2	50
		Trans 8 @ 6' each							8	6
32+80	6	Add longit.							10	20
33+00	6	Longit RT and Centerline 1'W each	170						2	50
		Trans 2 @ 12							4	12
33+50	6	LT 1/2 of lane, RT 3'W	171	172					8	50
34+00	4, 6	RT edge 1'W, LT Longit 2'W							3	50
		Trans 8 @ 6' each							16	6
34+50	4, 6	LT edge 2'W,	173	174	175				2	50
		Trans 6 @ 6'							12	6
35+00	4, 6	edge cracking both sides 4'W each	176	177	178				8	100
		TR 8 @ 12' each							8	12
36+00	4, 6	Edge cracking LT 3'W, RT 1'W	179	180	181				4	50
36+70	4, 6	Cracking 1/2 road	182	183					12	40
37+10	4, 6	LT cracking 1/2 lane, Right lane mostly bad	184	185					18	50

37+60	4, 6	LT changes to 3'W, and 5 Trans at 1 Lane							20	40
38+00	4,6	LT edge cracking 2'W, RT 3/4 distresssed	186	187					12	50
		5 Trans cracks at 1 Lane							10	12
38+50	4, 6	LT edge end, RT continues							12	50
39+00	4, 6	RT Lane distress centerline to edge							12	50
39+30	6	Add LT longit 6x10 and 4 trans @ 1/2 lane	188						10	20
39+50	4, 6	RT Edge cracking 1'W, Long 2'W				cross culvert			3	50
		5 Trans at 1 Lane							7	12
40+00	4, 6	RT Edge cracking 1'W, Long 2'W	189	190	191				3	70
40+70	4, 6	LT 1/2 of lane, RT 1/2 of lane	192	193					12	70
41+00	6	Add 4'w trans crack							4	12
41+40	4, 6	RT 1/2 Lane, LT 2'W	194	195					14	60
		5 Trans at 1 Lane							10	12
42+00	4, 6	LT Edge 1'W Longit 3'W, RT 1'W	196	197					6	80
42+30	6	Add trans across road	198						4	24
42+80	4	Changes to only edge cracking, LT 2', RT 1'	199	200					3	70
43+50	4, 6	LT 4'W, RT 2'W	201	202					6	70
		Trans crack at 1 lane							2	30
44+20	4	Edge cracking both sides 4'W each	203						8	30
44+50	4, 6	RT 1/2 Lane, LT Longit 1x25	204	205					7	50
45+00	2, 6	End cracking at both edges, patches,	206	207					6	25
		Longit LT 2x25							2	25
45+25	6	Longit	208	209		Paved leak off			6	25
45+50	4, 6	LT edge 3'W, crack longit 1'W x 10	210	211					4	50
46+00	4, 6	LT cracking 1/2 lane	212						6	30
46+30	4, 6	LT edge 3'W, RT Longit 3'W	213						6	30
46+60	4, 6	LT 1/2 Lane, RT 4'W	214						10	40
47+00	4, 6	1/2 of both lanes	215	216					12	20
47+20	4, 6	Only RT edge 2'W	217	218					2	30
		Trans entire road							10	24
47+50	4, 6	LT lane distressed, RT 3x20	219	220					13	75
		4 trans cracks at 1/2 lane RT							8	25
48+25	4, 6	Add Long 4'W RT	221	222					16	50
48+75	4, 6	LT 3/4 Lane, RT 1/2 Lane	223	224	225	Basin structure RT			15	50
49+25	4, 6	LT Longit 2'W, RT 1/2 Lane	227	228	229				8	80
50+00	4, 6	LT 1/2 Lane, RT3'W	231	232					9	50
		7 trans at 6' each							14	50

50+50	4, 6	LT 1/2 Lane, RT 5x10	233	234					8	80
51+30	6	both lane 1/2 distressed	235	236					12	70
52+00	6	LT 1/2 Lane, RT 4'W	237	238					10	100
53+00	6	LT 6'W	239	240					6	100
54+00	6	Edge to Edge cracking	241	242					25	100
55+00	6	Edge to Edge cracking	243	244					25	40
55+40	6	Edge to Edge cracking	245	246					25	60
56+00	6	Edge to Edge cracking	247	248	249	CB RT 252			25	40
			250	251					0	0
56+40	6	End E to E, LT 3'W, RT 4'W	253	254					7	90
		11 Trans at 1 Lane							22	12
57+30	6	RT 3'W, LT 1'W	255	256		CB RT			4	70
		4 trans at 1 lane							8	12
58+00	6	RT 8'W Longit, Trans 14 at 1 lane each	257	258					8	100
									16	12
59+00	6	Edge to Edge	259	260					25	100
60+00	6	Edge to Edge	261	262					25	100
61+00	4, 6	LT Edge to centerline	263	264					12	100
		RT around smh							6	6
62+00	6	trans across road	265						12	25
62+20	6	5'W cracking							5	140
		Trans at 1 Lane							40	12
63+40	7	Patch for drainage							6	60
64+00	6	20 x 15 area							20	15
64+20		End							0	0

ROADWAY CONDITION REPORT

Road Name :	**Rose Street**	Inspector :	**Michael G.**			Date :	**6/16/2014**
From :	Cross Street	Road has been chip sealed				Surface Area :	**11638**
To :	Willimantic Road	Length :	**475**			**Distressed Area**	
Road Use :	Local	Ave Width :	**24.5**			**251**	**2.2%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00		**No Visible Pavement Distress**	18					**LT Beg.**	**0**	**0**
1+00	**6**	**RT Trans cracking**	19	20		**CB CL RT**		**LT**	**1**	**10**
2+00		**No Visible Pavement Distress**	21					**LT**	**0**	**0**
2+50		**No Visible Pavement Distress**	22			**CB CL LT**		**LT End**	**0**	**0**
3+00		**No Visible Pavement Distress**	23						**0**	**0**
4+00	**6**	**Trans crack edge to edge**	24						**2**	**24.5**
	6	**LT Longit crack**	25						**1**	**20**
4+30	**6**	**RT Longit cracking**	26						**2**	**25**
	6	**LT Trans cracking 4'W**	27						**4**	**12.5**
4+60	**7**	**Patches around new catch basins**	28	29		**CB CL Both**			**6**	**12**
4+75		**No Visible Pavement Distress - End**	30						**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Salt Rock Road**	Inspector :	**Michael G.**			Date :	**5/16/2014**
From :	Scotland Road					Surface Area :	**141312.5**
To :	Main Street	Length :	**6650**			**Distressed Area**	
Road Use :	Local	Ave Width :	**21.25**			**2012**	**1.4%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Trans. Cranck at Intersection**	1	2					**1**	**28**
		No other visible Distress	3						**0**	**0**
1+00		**No Visible Pavement Distress**	4						**0**	**0**
2+00		**No Visible Pavement Distress**	5						**0**	**0**
2+30	**6**	**Trans. crack**	6						**8**	**3**
3+00		**No Visible Pavement Distress**	7						**0**	**0**
3+80	**6**	**Trans. Crack RT - Sealed**	8						**8**	**1**
4+00		**No Visible Pavement Distress**	9						**0**	**0**
5+00		**No Visible Pavement Distress**	10						**0**	**0**
6+00		**No Visible Pavement Distress**	11						**0**	**0**
6+50	**4**	**Edge Cracking LT**	17						**2**	**30**
7+00		**No Visible Pavement Distress**	12						**0**	**0**
8+00		**No Visible Pavement Distress**	13						**0**	**0**
8+25	**4**	**Edge Cracking LT**	16						**2**	**30**
9+00		**No Visible Pavement Distress**	14						**0**	**0**
10+00	**6**	**Long. And Trans Cracking RT Lane**	15						**6**	**50**
		1 lane - Crack Sealed							**0**	**0**
11+00		**No Visible Pavement Distress**	18						**0**	**0**
12+00		**No Visible Pavement Distress**	19						**0**	**0**
12+10	**4**	**Edge Cracking LT**	20						**1**	**10**
12+85	**4 & 6**	**Edge Cracking LT & Long. Crack**	21						**1**	**30**
		Middle RT Lane	22						**1**	**10**
13+00		**No other visible Distress**	23						**0**	**0**

13+25		Visible Wear on Center Line	24						2	15
13+30	4	Edge Cracking LT							2	30
14+00	5	Shoulder Rolling	25	27					1	40
		Curbing Begins RT	26						0	0
15+00		No Visible Pavement Distress	28						0	0
16+00		No Visible Pavement Distress	29						0	0
16+20	4	LT Edge cracking and rolling	30						1	20
16+40		Begin timber guiderail sections missing	31	32					0	0
16+60		End Curbing RT							0	0
17+00		No Visible Pavement Distress	33						0	0
17+50		Broken wood timber G.Rail both sides	34	35	36				0	0
			37	38		RCP Crossing			0	0
17+80	6	Long. Crack RT Lane Sealed	39						1	20
18+00		No Visible Pavement Distress	40						0	0
18+50	6	Longit. Cracks, attempted to Seal	41						0	0
		still failing with crack seal	42	43					6	50
19+00		Trans. Crack LT	44						1	10
	6	Long. Cracks Sealed	45						4	70
20+00	6	Long. Crack RT Sealed	46						2	20
		Trans. Crack LT Sealed	47	48					1	10
20+50	6	Long Crack Center Line - Sealed	49						1	10
20+90	6	Trans. Crack RT - Sealed	50						1	12
21+00		No Visible Pavement Distress - Cracks ahead	51						0	0
21+20	6	Trans. Crack LT - Sealed	52	53					1	20
21+60	6	Trans. Crack RT - Attempted to Seal	54						1	10
22+00	4	Edge Cracking	55	56					1	40
23+00	6	Long. Crack Center Line LT - Sealed	57						1	20
23+80	6	Long. Crack RT - Sealed	58						1	20
24+00		No Visible Pavement Distress	59						0	0
25+10	1,6	Long. Cracking RT - looks to be fatigue	60	68					0	0
		cracking under chip seal - Sealed							1	50
25+50	6	Long. LT - Sealed	61						1	20
25+90	6	Long. Crack RT - Sealed	62						1	20
26+00		No other visible Distress	63						0	0
27+00		No Visible Pavement Distress	64						0	0
28+00		No Visible Pavement Distress	65						0	0
29+00		No Visible Pavement Distress	66						0	0
30+00		No Visible Pavement Distress	67						0	0
30+40	6	Trans. Crack RT - Sealed	69						1	8
31+00		No Visible Pavement Distress	70						0	0
31+70	6	Trans. RT - Sealed	71						1	8
32+00		No Visible Pavement Distress							0	0
32+60	6	Trans. RT - Sealed	72						1	5

33+00	6	Long. RT - Sealed	73	74					1	16
34+00		No Visible Pavement Distress	75						0	0
35+00		No Visible Pavement Distress	76						0	0
35+40			77			Paved Leak-off LT			0	0
36+00		No Visible Pavement Distress	78	79		Paved Leak-off LT			0	0
36+30			80			Paved leak-off RT into			0	0
36+75			81			CB-CL structure			0	0
37+00		No Visible Pavement Distress	82						0	0
38+00		No Visible Pavement Distress	83						0	0
39+00		No Visible Pavement Distress	84						0	0
40+00		No Visible Pavement Distress	85						0	0
41+00		No Visible Pavement Distress	86						0	0
41+50		Leak-Off Needed	87						0	0
42+00		No Visible Pavement Distress	88						0	0
42+30	6	3 Individual Trans. Cracks over next 70'	89	90					0	0
42+75		Begin metal G.Rail RT	90	91	92				0	0
43+00		No Visible Pavement Distress	93						0	0
43+10		No Visible Pavement Distress	94	95					0	0
44+00	6	3 Small cracks over next 40'	96						5	3
45+00		No Visible Pavement Distress	97						0	0
46+00		No Visible Pavement Distress	98						0	0
47+00		No Visible Pavement Distress	99						0	0
48+00		No Visible Pavement Distress	100						0	0
49+00		No Visible Pavement Distress	101						0	0
50+00		No Visible Pavement Distress	102						0	0
51+00	6	Trans. Crack RT	103	104		Cross Culvert			1	16
52+00		No Visible Pavement Distress	105						0	0
52+20	6	Trnas and Long. Crack	106	107					1	32
52+60	6	Long. Cracks both sides	108	109					2	24
53+00		No Visible Pavement Distress	110						0	0
54+00		No Visible Pavement Distress	111						0	0
54+50	4,5	Edge Cracking and roll RT	112						1	30
55+00		No Visible Pavement Distress	113						0	0
56+00		No Visible Pavement Distress	114						0	0
57+00		No Visible Pavement Distress	115						0	0
58+00		No Visible Pavement Distress	116						0	0
58+30		No Visible Pavement Distress - Curb RT	117					RT	0	0
59+00		No Visible Pavement Distress - End Curb	118						0	0
60+00		No Visible Pavement Distress	119						0	0
61+00		No Visible Pavement Distress	120						0	0
62+00		No Visible Pavement Distress	121						0	0
62+50		No Visible Pavement Distress - G.Rail RT	122	123			RT		0	0
63+00		No Visible Pavement Distress	124				RT		0	0

63+40			125			**Cross Culvert**	**RT**		**0**	**0**
64+00		**No Visible Pavement Distress - End G.Rail**	126						**0**	**0**
65+00		**No Visible Pavement Distress**	127	128	129	**Cross Culvert - Wood Posts**			**0**	**0**
65+50	**4**	**Edge cracking LT**	130						**2**	**15**
66+00		**No Visible Pavement Distress**	131						**0**	**0**
66+30	**4**	**Edge LT**	132						**2**	**15**
66+50	**6**	**Cracking at Seam of Pleasant View**	133	134					**2**	**50**
67+00	**6**	**Long. RT**	135	136		**RCP Outlet RT**			**2**	**50**
	6	**Trans RT**	137	138		**Paved Swale - cracking**			**1**	**12**
67+80		**End**							**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Second Avenue**	Inspector :	**Michael G.**			Date :	**6/13/2014**
From :	Main Street					Surface Area :	**7110**
To :	River Street	Length :	**270**			**Distressed Area**	
Road Use :	Local	Ave Width :	**26.3**			**6625.5**	**93.2%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**				
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**				
	3	**Corrugation**	**8**			**Pothole**				
	4	**Edge Cracking**	**9**			**R.R. Xing**				
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**				
Station / Section									**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Cracking entire road edge to edge**	64	65					**26.3**	**20**
0+20	**6**	**3/4 roadway cracked**	66						**22**	**80**
1+00	**6**	**Cracking entire road edge to edge**	67						**26.3**	**50**
1+50	**1,6,8**	**Cracking entire road edge to edge + potholes**	68						**26.3**	**20**
1+75	**1,6,8**	**Major fatigue edge to edge + potholes**	69	70					**26.3**	**25**
2+00	**7**	**Utility patch across roadway, best part of roa**	71	72					**26.3**	**20**
2+20	**1,6**	**Cracking entire road edge to edge**	73						**26.3**	**50**
2+70	**1,6,10**	**Cracking entire road edge to edge**	74	75	76	**CB CL Both**			**0**	**0**
		Major sags at catch basins							**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Spruce Street**	Inspector :	**Michael G.**			Date :	**5/28/2014**
From :	Fullertown Road					Surface Area :	**26880**
To :	Main Street	Length :	**1680**			**Distressed Area**	
Road Use :	Local	Ave Width :	**16**			**220**	**0.8%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			
Station / Section									**Distressed area**
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Trans crack at seam**	71	72	73				**1**	**30**
0+20	**4**	**RT Edge cracking**	74						**1**	**10**
1+00		**No Visible Pavement Distress**	75						**0**	**0**
1+25	**4**	**RT Edge cracking**	76						**1**	**50**
2+00	**4**	**RT Edge cracking**	77	78					**1**	**75**
3+00		**No Visible Pavement Distress**	79						**0**	**0**
3+75	**4**	**RT Edge cracking**	80						**1**	**25**
4+00	**4**	**RT Edge cracking**	81	82					**1**	**30**
4+30		**End No Visible Distress**								

ROADWAY CONDITION REPORT

Road Name :	**Sunrise Drive**		Inspector :	**Michael G.**				Date :	**5/19/2014**
From :	Grandview Drive 0+00		Road has been chip sealed					Surface Area :	**58680**
To :	Route 138		Length :	**3260**				**Distressed Area**	
Road Use :	Local		Ave Width :	**18**				**35489**	**60.5%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**				
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**				
	3	**Corrugation**	**8**			**Pothole**				
	4	**Edge Cracking**	**9**			**R.R. Xing**				
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**				
Station / Section									**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Cracking LT 1/2 Lane**	52	53	54	**CB LT**	**N**	**N**	**6**	**30**
		RT entire Lane	55	56	57				**10**	**30**
0+30	**6**	**RT 1 Trans. Crack**	58						**12**	**2**
0+50	**6**	**Trans. Crack across road**	59						**2**	**20**
0+60	**1**	**LT Side Fatigue cracking**	60			Swale LT - 61			**6**	**10**
0+70	**1,6**	**LT Side, Long. RT Center**	62						**7**	**10**
0+80	**1**	**LT Lane Entire**	63	64					**9**	**20**
		RT 1/2 Lane	65	66					**6**	**20**
1+00	**1,2,8**	**Edge to Edge**	67	68					**18**	**50**
1+50	**1,2,8**	**Edge to Edge**	69	70	71				**18**	**50**
2+00	**6,10**	**Long. Cracks RT 4 cracks**	73						**4**	**40**
		LT 5 cracks	72						**5**	**40**
2+10	**4**	**LT edge fatigue**	74						**2**	**30**
2+40	**1,4**	**LT Long. 2"w center 4'W**	75						**6**	**30**
	1,4,10	**RT sag,, Rut, Fatigue 4'W**	76						**4**	**30**
2+70	**6**	**Long. Crack LT 1 crack**	77	78					**2**	**30**
	4	**Both sides 2'W each**	79						**4**	**30**
	6	**3 Trans. Cracks edge to edge**							**3**	**20**
3+00	**4**	**Both sides 3'W each**	80	81	82				**6**	**50**
3+50	**6**	**2 Trans. Cracks**	83						**2**	**40**
	4	**LT side 4'W**	84						**4**	**30**
3+80	**6**	**4'W center, 4'W RT**	85						**8**	**20**
4+00	**6**	**14'W long. Cracks**	86						**14**	**50**

4+50	4,6	RT 3'W edge cracking, center 6'W Long.	87	88					9	50
		LT 3'W edge cracking	89						3	50
5+00	4,6	RT 2'W, LT 4'W Center 1 crack	90	91	92				7	50
5+20	4,6	LT cracked edge to center, RT 1'W edge							10	20
5+40	4,6,8	2 potholes, LT Fatigue, RT Long.	93	94	95				18	10
5+50	4,6	Edge cracking both sides 2' W	97						4	50
		Long. / Trans. 2 x 30	98						2	30
6+00	4,6	Edge LT 2' W, Long cracks 10' W	99	100					12	100
7+00	4,6	Cracking 12' W	101	102					12	50
7+50	1,6	Edge to Edge	103	104					18	50
8+00	6	LT 2 Cracks, RT CL to Edge	105	106					11	50
8+50	1,4,6	LT edge 3'W, Long. Entire lane, RT 2 cracks	107	108	109				11	50
9+00	4,6	Edge to CL LT side shot	110	111					9	50
9+50	4,6,8	Edge to Edge	112	113	114				18	50
10+00		No visible pavement distress	116			CB LT			0	0
]10+15	6	12'W	115	117	118				12	35
10+50	6	Edge to Edge	119	120	121				18	20
10+70	6	LT Lane Entire	122						10	30
11+00	6	LT Lane Entire, RT Lane 4' W	123						13	50
11+50	2,6,10	LT Entire Lane, RT 4'	124	125	126				13	50
		Rutting LT, & Long. Cracking	127						0	0
12+00	6	LT Lane Edge to Center	128						10	35
12+35	6	Edge to Edge	129						14	15
12+50	6	RT center to edge LT 6' W							15	50
13+00	6	Edge to Edge	130	131	132				0	0
14+00	6	RT 4'W x 30'L	133	134					4	30
14+50	6	Long. Cracking at centerline 2'W	135						2	30
14+80	1,6,8	Fatigue centerline 4'W & potholes	136						4	30
		Long. Cracks 2'W	137	138					2	30
15+10	1	Centerline 3'W							3	40
15+50	1,8	LT Entire Lane, RT 1'	139						10	40
15+90	1,8	Edge to Edge	140	141					18	60
16+50	1,4,6	LT Edge Fatigue 4'W, RT 2'W	142	143					6	50
17+00	4,6,8	LT Edge 4'W, Center 3'W	144	145	146				7	30
17+30	6	LT 6'W, Center RT 4'W	147	148					10	70
18+00	6	LT 6'W, Center RT 4'W	149	150					10	50
18+50	6	LT 6'W, Center RT 2'W	151	152					8	25
18+75	6	Edge to Edge	153						18	50
19+25	1,6	Edge to Edge	154	155					18	50
19+75	6	RT entire Lane	156						9	25
20+00	1	Edge to Edge	157	158					18	50
20+50	6	End Edge to Edge , 6'W cracking	159						6	50
20+70	4	Add RT Edge 2'W							2	30

21+00	6	10'W	160						10	100
21+25	6	Add LT 2'	162						2	100
22+00	6	LT 2'W, RT 4'W	161						6	100
22+50	4	Add Edge Cracking LT 3'W	163						3	50
23+00	6	LT 2'W, RT 4'W	164						6	25
23+25	6	LT 2'W Only							2	35
23+50	2,8	Potholes LT and Bumps Centerline	165	166					4	20
23+60	6	RT 2'W							2	50
24+00	6	LT 5'W	167						5	100
25+20	4	Add Edge Cracking RT 4'W							4	80
24+70	8	Add Multiple potholes	168						4	40
25+00	6	Long. Cracking LT 2'W, RT 2'W							4	100
25+40	4	Add edge cracking - LT 3'W, RT 2'W	169	170					5	60
26+00	4,6	LT Edge Cracking 4'W, centerline Long.	171	172					10	30
		cracking 4'W and RT Edge Cracking 4'W	173						0	0
26+30	4	Centerline cracking ends. Both Edges	174						8	20
		Still Cracked at 4'W							0	0
26+50	4,6	Edge crack on LT ends, 2' Long. Cracking							6	50
		Still 4'W edge fatigue cracking RT							0	0
27+00	1,4,6	Fatigue Edge Cracking RT 5'W , Long. Crac	175						5	100
		Long. Cracking LT 4'W 25' L	176						4	25
27+40	6	Add Long. Cracking LT 4'W							4	60
27+50	4	Add Edge Cracking LT 3'W	177	178					3	50
28+00	1,4,6	Edge Cracking LT 4'W, Centerline	179	180	181				0	0
		Fatigue Cracking 4'W, RT Long Cracking							12	50
		4'W							0	0
28+50	6	Long. Cracking 8'W Fatigue 4'W Center	182						12	50
29+00	6	Long. Cracking 12'W							12	100
29+40	8	Potholes 4X2 and 6X2 LT Edge	183	184	185				10	2
30+00	4,6,8	Edge Cracking Missing Pieces Both Sides 2'W	186	187	188				8	50
		Long. Cracks 4'W LT, Potholoes	189	190					8	50
30+40	4,6	Edge to Edge	191	192	193				18	60
31+00	6,8	Edge to Edge cracking, some fatigue	194	195					18	50
		Pothole 5X6							5	6
31+50	6	Long. Cracking 10'W							10	50
31+80	8	Sinkhole Developing on LT Edge	196	197	198				10	30
		Severe Drainage Issues LT	199						5	200
32+60		END							0	0

ROADWAY CONDITION REPORT

Road Name :	**Third Avenue**	Inspector :	**Michael G.**			Date :	**6/13/2014**
From :	Main Street					Surface Area :	**7650**
To :	River Street	Length :	**270**			**Area Distress**	
Road Use :	Local	Ave Width :	**28.3**			**7426**	**97.1%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**			
	3	**Corrugation**	**8**			**Pothole**			
	4	**Edge Cracking**	**9**			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**			
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Cracked edge to edge**	51						**28.3**	**50**
0+50	**6**	**3/4 roadway cracked**	52	53					**24**	**50**
1+00	**1,6**	**Cracked edge to edge**	54	55	56				**28.3**	**100**
2+00	**1,6,8**	**Cracked edge to edge**	57	58	59				**28.3**	**50**
2+50	**1,6,8**	**Cracked edge to edge - pieces of pvmt missing**	60	61	62				**28.3**	**20**
2+70	**1,6,8**	**Cracked edge to edge**	63						**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Wall Street**	Inspector :	**Michael G.**	Date :	**6/13/2014**
From :	Route 207			Surface Area :	**26914**
To :	Cul-De-Sac	Length :	**1200**	**Area Distress**	
Road Use :	Local	Ave Width :	**22.4**	**2040.5**	**7.6%**

Distress Codes

	1	**Fatigue Cracking**	6			**Longit. / Trans. Cracking**				
	2	**Bumps & Sags**	7			**Patch / Utility Cut**				
	3	**Corrugation**	8			**Pothole**				
	4	**Edge Cracking**	9			**R.R. Xing**				
	5	**Lane / Shoulder Drop Off**	10			**Rutting**				
Station / Section									**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**Trans cracking at seam**	1	2	3				**1**	**50**
0+50	**4**	**LT Edge cracking**	4						**1**	**40**
1+00	**4**	**RT Edge cracking**	5	6	7				**1**	**100**
	4	**LT Edge cracking**	8						**1**	**60**
2+00	**4**	**RT Edge cracking**	9	10					**1**	**90**
2+25	**6**	**LT Longit crack**	11						**1**	**12**
3+00	**6**	**Trans crack edge to edge**	12	13					**1**	**22.5**
3+25	**6**	**RT 6- trans cracks 8' each**	14	15					**6**	**8**
	4	**RT Edge cracking**							**1**	**70**
4+00		**No Visible Pavement Distress**	16						**0**	**0**
4+50	**6**	**RT 5- Trans cracks 8' each**	17	18					**5**	**8**
5+00	**6**	**RT 2- Trans cracks 6' each**	19	20					**2**	**6**
5+40		**No Visible Pavement Distress**	21			**CB RT Wood top**			**0**	**0**
6+00		**No Visible Pavement Distress**	22						**0**	**0**
6+50	**4**	**RT Edge cracking**	23						**1**	**50**
7+00		**No Visible Pavement Distress**	24						**0**	**0**
8+00		**No Visible Pavement Distress**	25						**0**	**0**
9+00	**6**	**Longit LT in area that is not**	26						**1**	**40**
		Chip sealed							**8**	**40**
10+00	**6**	**LT Longit cracking**	27	28					**8**	**30**
	4	**RT Edge cracking**							**3**	**30**
10+25	**6**	**LT trans crack 1 lane**	29	30	31	**CB CL Both**			**1**	**11**
10+30	**4**	**RT become 5' wide**	32						**5**	**70**

11+00	**4**	**RT Edge cracking**	33	34					**5**	**50**
11+50	**4**	**RT Edge cracking**							**2**	**50**
12+00	**4**	**2' edge cracking along back of roadway**	35						**2**	**22.5**

ROADWAY CONDITION REPORT

Road Name :	**Wendy Circle**	Inspector :	**Michael G.**			Date :	**4/24/2014**
From :	138 House #2 on Wendy Drive						
To :	138	Length :	**185**			**Distressed Area**	
Road Use :	Local	Ave Width :	**24.5**			**4532.5**	**0.0%**

Distress Codes

	1	**Fatigue Cracking**	**6**	**Longit. / Trans. Cracking**				
	2	**Bumps & Sags**	**7**	**Patch / Utility Cut**				
	3	**Corrugation**	**8**	**Pothole**				
	4	**Edge Cracking**	**9**	**R.R. Xing**				
	5	**Lane / Shoulder Drop Off**	**10**	**Rutting**				
Station / Section							**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**	**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00		**No Pavement Distress**	75			**B**	**0**	**0**
1+00		**No Pavement Distress**	76			**B**	**0**	**0**
1+85		**Curbing has scraps**	77			**B**	**0**	**0**
		No Pavement Distress in Roadway	78				**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Wendy Drive**	Inspector :	**Michael G.**			Date :	**4/24/2014**
From :	138 House #2 on Wendy Drive						
To :	138	Length :	**1560**			**Distresssed Area**	
Road Use :	Local	Ave Width :	**24.5**			**38220**	**0.1%**

Distress Codes

	1	**Fatigue Cracking**	**6**		**Longit. / Trans. Cracking**				
	2	**Bumps & Sags**	**7**		**Patch / Utility Cut**				
	3	**Corrugation**	**8**		**Pothole**				
	4	**Edge Cracking**	**9**		**R.R. Xing**				
	5	**Lane / Shoulder Drop Off**	**10**		**Rutting**				
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**		**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00		**G.Rail 20' RT - 40' LT**	37	38		**Y**	**Y**	**0**	**0**
0+35		**No Pavement Distress**	39		**CB LT Older Top**		**Y**	**0**	**0**
					Block sump, RCP		**Y**	**0**	**0**
0+50		**No Pavement Distress**	40		**CB RT Older Top**		**Y**	**0**	**0**
					Block sump, RCP		**Y**	**0**	**0**
1+00		**No Pavement Distress**	41				**Y**	**0**	**0**
2+00		**No Pavement Distress**					**Y**	**0**	**0**
3+00		**No Pavement Distress**	42		**CB LT NewTop**		**Y**	**0**	**0**
					Block sump, RCP		**Y**	**0**	**0**
3+20		**No Pavement Distress**	44		**CB RT NewTop**		**Y**	**0**	**0**
					Block sump, RCP		**Y**	**0**	**0**
4+00		**Small Surface Gouge - Thermal Cracking**	45	46			**Y**	**0**	**0**
5+00		**No Pavement Distress**	47				**Y**	**0**	**0**
5+80		**No Pavement Distress**	48		**CB LT NewTop**		**Y**	**0**	**0**
					Block sump, RCP		**Y**	**0**	**0**
5+85		**No Pavement Distress**	49		**CB RT NewTop**		**Y**	**0**	**0**
					Block sump, RCP		**Y**	**0**	**0**
7+00		**No Pavement Distress**	50		**CB RT DBL CL NewTop**		**Y**	**0**	**0**
					Block sump, RCP		**Y**	**0**	**0**
8+00		**No Pavement Distress**	53				**Y**	**0**	**0**
9+00		**No Pavement Distress**	54				**Y**	**0**	**0**
10+00		**No Pavement Distress**	55				**Y**	**0**	**0**
11+00		**No Pavement Distress**	56	57	**CB RT NewTop**		**Y**	**0**	**0**

			58		Block sump, RCP		Y	0	0
12+00		No Pavement Distress	59				Y	0	0
12+40		No Pavement Distress	60		CB LT NewTop		Y	0	0
			61		Block sump, RCP		Y	0	0
12+50	6	4' Long Trans Crack	62		CB RT NewTop		Y	1	4
			63		Block sump, RCP		Y	0	0
					In Need of Repair		Y	0	0
13+00		No Pavement Distress	64				Y	0	0
14+00	6	Surface Gouge 3' Trans	65	66			Y	1	3
15+00		No Pavement Distress	67				Y	0	0
15+25		Curbing at CB Superficial Damage	68	69	CB LT NewTop		Y	0	0
					Block sump, RCP		Y	0	0
15+50			70	71	CB RT NewTop		Y	0	0
					Block sump, RCP		Y	0	0
15+60	1,8	Pothole and Aligator Cracks at RT Side	72				Y	0	0
		at Intersection	73	74			Y	3	5
	6	Trans. Crack at Intersection					Y	1	18

ROADWAY CONDITION REPORT

Road Name :	**Westminister Road**		Inspector :	**Michael G.**			Date :	**7/9/2014**
From :	Sullivan Road		Road has been chip sealed				Surface Area :	**145000**
To :	Main/Inland		Length :	**7250**			**Distressed Area**	
Road Use :	Local		Ave Width :	**20**			**14871**	**10.3%**

Distress Codes

	1	**Fatigue Cracking**	**6**			**Longit. / Trans. Cracking**				
	2	**Bumps & Sags**	**7**			**Patch / Utility Cut**				
	3	**Corrugation**	**8**			**Pothole**				
	4	**Edge Cracking**	**9**			**R.R. Xing**				
	5	**Lane / Shoulder Drop Off**	**10**			**Rutting**				
Station / Section									**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**4, 6**	**Edge and Longit. Cracking both sides**	126						**4**	**40**
									2	**10**
1+00	**6**	**RT Longit. Cracking**	128	129	130				**2**	**20**
1+30	**6**	**RT Longit. Cracking**	131						**10.5**	**30**
		LT 2 - trans cracks across lane	132						**2**	**10.5**
1+60	**6**	**RT Longit. Cracking**	133						**4**	**40**
2+00	**4,6**	**RT Longit. Cracking**	134	135					**4**	**60**
		LT 3 - trans cracks							**3**	**11**
2+30	**4**	**LT Edge cracking**	136						**3**	**30**
2+60	**6**	**RT Longit. Cracking**	137	138					**2**	**40**
		LT Longit. Cracking							**1**	**40**
3+00	**4,6**	**RT Edge 1'W, LT Longit 1'W**	139	140					**2**	**80**
3+30	**4**	**LT Edge cracking**	141						**1.5**	**50**
3+80	**4,6**	**LT distressed 3/4 lane, RT 1/2 Lane**	142						**13**	**20**
4+00	**4,6**	**Both edge 1'W, LT Longit. 3'W,**	143						**6**	**100**
		RT Longit. Cracking							**1**	**50**
5+00		**No Visible Pavement Distress**							**0**	**0**
5+25	**4,6**	**LT Edge and Longit Cracking**	144						**6**	**75**
		RT Longit. Cracking							**3**	**75**
6+00	**6**	**RT 1/2 Lane, LT 2/3 lane cracking**	145						**13**	**100**
7+00	**6**	**Longit cracking at centerline**	146						**4**	**100**
7+70	**6**	**Add RT 1'W**							**1**	**30**
8+00	**6,8**	**Center 2'W, LT Longit 3'W with Potholes**	147						**5**	**40**

8+40		No Visible Pavement Distress							0	0
9+00	4.6	RT Edge and Longit Cracking	148						1	30
		LT Single Crack							1	30
9+30		No Visible Pavement Distress							0	0
10+00	6,8	Center Longit, LT Potholes	149						2	41
11+00		No Visible Pavement Distress	150						0	0
11+60	4	RT Edge	151						1.5	40
12+00		No Visible Pavement Distress	152						0	0
13+00		No Visible Pavement Distress	153						0	0
13+40	4,6	Both edges, RT Longit.							3	60
14+00	6	LT Longit. Cracking	154						2	25
		RT Longit. Cracking							3	30
15+00	6	RT Longit. Cracking	155						2	70
16+00		No Visible Pavement Distress	156						0	0
17+00	6	RT Longit. Cracking	157						2	60
	6	LT Longit. Cracking							1	80
18+00	6	Longit cracking both sides	158						2.5	100
18+40						Cross Culvert			0	0
19+00	4,6	RT Edge cracking	159	160					2	100
		LT Longit. Cracking							1	20
20+00		No Visible Pavement Distress							0	0
21+00	6	LT Longit. Cracking	161						3	100
21+40	6	Centerline Longit. Cracking							1	60
22+00	6	LT Longit. Cracking	162						3	100
23+00	6	LT Longit. Cracking	163						3	40
23+40	6	Centerline Longit. Cracking							2	60
24+00	6	RT Single cracks	164						1	50
24+40	6	LT Longit. Cracking							2	60
25+00	6	RT Longit. Cracking	165						1	20
		LT Longit. Cracking							1	100
25+60	4	RT Edge cracking	166						3	40
26+00	6	Longit cracking both sides	167	168					4	30
27+00	6	LT Edge and Longit Cracking	169	170					1.2	100
28+00	4,6,8	LT Edge cracking	171						1	100
		RT Pothole and Longit. Cracking							1	35
29+00	6,8	Longit. Cracking both sides	172	173					3	40
29+50	3,8	LT Potholes and corrugation	174	175					10	50
30+00		No Visible Pavement Distress	176						0	0
31+00		No Visible Pavement Distress	177						0	0
31+50	6	RT Longit. Cracking	178						2	50
32+00	6	Small Single Longit cracks	179						1	25
33+00		No Visible Pavement Distress	180						0	0
34+00	6	Longit. Cracking both sides	181				RT		3	50

35+00	6,8	LT Longit. Cracking	182				RT		1	30
		RT Pothole and Longit. Cracking					RT		5	10
35+40			183			CB LT DBL	RT		0	0
36+00		No Visible Pavement Distress	184						0	0
37+00	6	Longit. Cracking both sides	185				RT		2	50
38+00	6	Longit. Cracking both sides	186				RT		4	30
39+00		No Visible Pavement Distress	187				RT		0	0
40+00	4	RT Edge cracking	188				RT		2	100
40+75			189			CB LT	RT		0	0
41+00	4	RT Edge cracking	190				RT		2	75
42+00		No Visible Pavement Distress	191				RT		0	0
43+00	6	RT Longit. Cracking	192	193			RT		2	80
		LT Longit. Cracking					RT		3	20
44+00		No Visible Pavement Distress	194				RT		0	0
45+00		No Visible Pavement Distress	195				RT		0	0
46+00		No Visible Pavement Distress	196				RT		0	0
47+00		No Visible Pavement Distress	197				RT		0	0
48+00	6	RT Longit. Cracking	198	199		CB LT	RT		4	50
49+00	4,6	RT Edge, Centerline Longit	200				RT		2	40
50+00	4,6	RT Edge and Longit Cracking	201				B		4	30
51+00		No Visible Pavement Distress	202				B		0	0
52+00	4	RT Edge cracking	203	204			RT		3	20
53+00	6	RT Longit. Cracking	205				RT		4	40
54+00	4,6	Edge Cracking both sides,	206				B		3	100
		Longit cracking RT					B		3	80
55+00	6	Longit. Cracking both sides	207				B		2	100
									3	50
56+00		No Visible Pavement Distress	208						0	0
57+00	6	Cracking along centerline	209	210					1	50
58+00		No Visible Pavement Distress	211						0	0
59+00		No Visible Pavement Distress	212						0	0
60+00	4	RT Edge Cracking	213						1.5	100
60+50	6	Longit. Cracking both sides	214						4	50
61+00	6	LT Longit. Cracking	215			Cross Culvert			2	200
		RT Longit. Cracking							4	60
62+00	6	Longit. Cracking both sides	216						3	20
63+00	6	Longit. Cracking both sides	217						5	40
64+00	4	RT Edge Cracking	218						2	100
65+00		No Visible Pavement Distress	219						0	0
66+00	4,6	RT Longit. And Edge Cracking	220	221	222				5	50
67+00		No Visible Pavement Distress	223						0	0
68+00	6	Surface gouges	224						12	40
69+00	6	Longit. Cracking both sides	225						4	100

70+00	**6**	**Longit. Cracking both sides**	226						**4**	**100**
71+00	**6**	**Longit. Cracking both sides**	227						**4**	**100**
72+00	**6**	**Longit. Cracking both sides**							**4**	**50**
72+50		**End at Sign after Sullivan Road**							**0**	**0**

ROADWAY CONDITION REPORT

Road Name :	**Woodland Lane**	Inspector :	**Michael G.**			Date :	**5/28/2014**
From :	Westminister Road					Surface Area :	**34541**
To :	End	Length :	**1510**			**Area Distress**	
Road Use :	Local	Ave Width :	**22.9**			**2009**	**5.8%**

Distress Codes

	1	**Fatigue Cracking**	6			**Longit. / Trans. Cracking**			
	2	**Bumps & Sags**	7			**Patch / Utility Cut**			
	3	**Corrugation**	8			**Pothole**			
	4	**Edge Cracking**	9			**R.R. Xing**			
	5	**Lane / Shoulder Drop Off**	10			**Rutting**			
Station / Section								**Distressed area**	
-	**Code**	**Area / Comment**	**Photo i.d.**			**Drainage**	**G.Rail**	**Curb**	**Width**	**Length**
0+00	**6**	**3' Wide cracking at seam**	166	167		**CB Both**		**B**	**3**	**40**
0+30	**6**	**Longit at centerline**	168					**B**	**1**	**10**
1+00		**No Visible Pavement Distress**	169					**B**	**0**	**0**
1+90	**6**	**Longit cracking LT**	170					**B**	**1**	**8**
2+00		**No Visible Pavement Distress**	171					**B**	**0**	**0**
3+00		**No Visible Pavement Distress**	172	173	174	**CB Both**		**B**	**0**	**0**
3+30	**4**	**LT edge cracking**	175					**B**	**1**	**10**
3+80	**6**	**Trans cracking RT**	176					**B**	**1**	**6**
3+90	**6**	**Trans cracking RT**	177					**B**	**1**	**10**
4+00		**No Visible Pavement Distress**	178					**B**	**0**	**0**
4+50	**6**	**Longit cracking LT**	179					**B**	**6**	**30**
4+90	**6**	**Trans cracking RT**	180					**B**	**2**	**11**
5+00	**4**	**Begin RT edge cracking**	181	182	183			**B**	**3**	**60**
5+60		**No Visible Pavement Distress**						**B**	**0**	**0**
6+00	**4,6**	**RT Longit at edge**	184	185				**B**	**2**	**100**
7+00	**4,6**	**RT Longit at edge**	186	187				**B**	**4**	**100**
8+00	**6**	**Add trans crack 1 Lane**	188	189		**Cross Culvert**		**B**	**1**	**8**
	4	**RT edge 3'W cracking**	190					**B**	**3**	**100**
9+00	**4**	**RT edge cracking**	191					**B**	**2**	**20**
9+20	**4**	**RT edge cracking**	192	193					**2**	**40**
9+60	**4**	**Add LT edge cracking**	194	195	196				**5**	**20**
9+80	**4**	**RT edge cracking**	197						**2**	**20**
10+00	**4**	**RT edge cracking**	198	199					**2**	**50**

10+50	**4**	**Add LT edge cracking**	200						**1**	**20**
10+70		**No Visible Pavement Distress**	201						**0**	**0**
11+00		**No Visible Pavement Distress**	202						**0**	**0**
11+60	**6**	**Longit. Cracking LT**	203						**3**	**15**
12+00	**4**	**RT edge cracking**	204	205					**2**	**50**
13+00	**4**	**RT edge cracking**	206	207					**1**	**10**
14+00	**4**	**RT edge cracking**	208	209					**1**	**20**
15+00		**No Visible Pavement Distress**	210						**0**	**0**
15+10		**No Visible Pavement Distress - END**							**0**	**0**