

DRAFT

Township of Branchburg Road Evaluation



Prepared for:
Branchburg Township Committee
1077 Route 202 North
Branchburg, NJ 08876

Prepared by:
Branchburg Engineering Department
Douglas Ball, P.E., Township Engineer

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1.00 Introduction

This Road Evaluation Report is prepared at the request of the Township Committee. The Road Evaluation Report (RER) provides the Township with an overall condition rating of each municipally owned roadway in the Township of Branchburg. The RER is the result of an extensive amount of field evaluations. The obtained data was further refined by assigning nonbiased and objective weighted values in order to establish an overall rating of each roadway.

The Township of Branchburg currently has approximately 80 miles of roadway throughout the municipality. These miles of roadways under municipal jurisdiction were for the most part the result of incremental developments installing roadways as part of their board approvals, and ultimately dedicating them to the Township. These developments varied in design, such as type of subbase or thickness of surface course. Also, it is important to recognize the significant number road miles accepted by the Township that peaked in the 1980's. When approximately 28% of the total miles of roadway were installed between 1980 and 1989. Currently, the Township is realizing a diminishing number of roadway miles being dedicated to the Township due to the Township's approach of preserving open space.

The Township of Branchburg recognizes that there exists roadways in the Township in need of a considerable amount of maintenance or reconstruction and that there will be a significant number of roads in the near future that will require maintenance from areas built in the 1980's. The Road Evaluation Report will provide the Township with the necessary tool to objectively plan for the appropriate type of maintenance as well as enable the Township to develop a Financial Capital Improvement Plan to address Road Maintenance.

2.00 Approach

The approach used to prepare this report utilized field data in order to verify the existing conditions of the roadways. The field data was categorized into four different sections; traffic volume and road classification, roadway conditions, general conditions, and current useful life. Each of these roadway categories was evaluated individually and assigned a value ranging from 1 to 5, where 5 is the value having the worst condition and 1 being in the best condition. These four categories were assigned a uniform weighed value based on the importance of that category. The total sum of the weighed value times the individual category rating yielded a total value, titled the Composite Priority Rating (CPR). Roadways having the higher Composite Priority Rating value would justify the allocation of funding for maintenance and reconstruction than a roadway having a lesser CPR value.

This database is managed and maintained in Microsoft Access, where data can be updated in the future as well as reports run to list the Composite Priority Rating (CPR) values by order of highest to lowest values, or an alphabetical list of the names of the all the roads with the respective CPR value.

The database having the corresponding CPR value was then imported in the Township Geographic Information System (GIS) to provide a street map having each road colored to a specific range of CPR values. The colored ranges of the CPR values on the map provide the graphic representation of the overall conditions of the roadways in town.

2.01 Categories of the Field Data Collection

2.01.A. Traffic Volume and Road Classification Rating

The Traffic Volume and Road Classification Rating category considers features such as whether the road is a collector, sub collector, residential, or cul-de-sac. This category further refines the category by considering the volume of the road. The value of this category ranges from 5 being the highest, or a collector having high volume; to a value of 1 representing a cul-de-sac having light traffic volume.

2.01.B. Roadway Conditions Rating

The Roadway Condition Rating category is one of the most important categories since it considers various structural conditions of the roadway as well as reports the type of existing surface wearing course and approximate age. The category identifies the severity of various types of cracks, subbase failures, trench repairs and estimated lifespan remaining. A road having a Roadway Condition Rating of 5 would correspond to a road having extensive severe cracking, and/or extensive subbase failure. Conversely a road having a value of 1 would essentially be a newer roadway.

2.01.C. General Conditions Rating

The General Conditions Rating category addresses the actual design characteristics of the roadway. The design characteristics considered in this category include profile, cross section and proper drainage features.

The road profile considers whether there is adequate slope along the length of the roadway, where the road cross section considers adequate cross slope of the roadway in order to maintain drainage along the curb or edge of pavement and away from the travel lane.

Lastly, this category evaluates whether proper drainage features exist along the edge of pavement to convey storm water collected along the roadway. Examples of these drainage features are inlets for curbed roads; and swales or simply edges of pavements for uncurbed roads.

2.01.D. Current Useful Life Rating

The Current Useful Life Rating category enables the Engineering Department to refine the rating of each road by evaluating the above data and the visual inspection to estimate rate of deterioration. A Roadway having a higher number in this category would be expected to deteriorate quickly based on the road conditions coupled with the level of traffic experienced by the roadway. Conversely, a roadway having a lower value is a road in excellent condition and not expected to deteriorate quickly.

2.02 Composite Priority Rating

The Composite Priority Rating category is calculated by assigning a weighted value to each of the four categories listed above and assigns each roadway with a unique Rating. The CPR value enables the individual roads to be ranked, organized and displayed in various ways.

The four categories considered and their respective weighed values are summarized in the following table.

Category	Weighted Value
Traffic Volume and Road Classification Rating (TVRCR)	20
Roadway Conditions Rating (RCR)	55
General Conditions Rating (GCR)	15
Current Useful Life Rating (CULR)	10

The formula assigned to generate the Composite Priority Rating (CPR) value is as follows.

$$CPR = \frac{(20 * TVRCR) + (55 * RCR) + (15 * GCR) + (10 * CULR)}{10}$$

Divisor of 10 used to make rating more manageable.

3.00 Road Evaluation Report Output

The reports of the Composite Priority Rating values are presented in three different formats. The CPR is displayed in the order of worst to best, or highest CPR value to lowest; and listed alphabetically by road name. These reports are the most versatile to demonstrate the need for maintenance in priority order as well as to quickly look up the rating of an individual roadway for a resident's inquiry.

In this Report a map is provided which graphically represents the CPR values for each roadway entry. These values have been organized in varying ranges in order to provide a thematic map of the entire Township showing the varying ranges of CPR values. This map can easily provide the viewer regions of the Township in need of immediate attention as well as forecast regions for future considerations. This type of reporting enables the Township to properly develop a long-term capital improvement program.

4.00 Road Maintenance Program

4.01 Introduction

A Road Maintenance Program establishes a plan to preserve the road infrastructure of Branchburg Township by evaluating the conditions of the road, and prescribing the type of repair to address the maintenance concern. In some cases based on the condition of the roadway, reconstruction may be the most appropriate option. In other cases, based on the condition and the level of traffic the road endures a less costly type of repair may be a suitable option.

It is important in developing a Road Maintenance Program to consider a diverse array of repair solutions. These solutions vary significantly in cost per linear foot and respectively in the life span of the application.

This Road Maintenance Program will also provide a collaborative tool for the Department of Public Works, utility companies, and various capital improvement projects. This information can be available and coordinated with any project that the DPW may be involved with, and alleviate wasted man-hours and funds on roadways scheduled for an improvement.

Lastly, this Road Maintenance Program will have to remain flexible to the extent of adjusting between program years, for roads in which deteriorate quicker than what was anticipated or perhaps a harsh winter having multiple freeze/thaw cycles. These adjustments will be coordinated as deemed necessary.

4.02 Applications

The following list identifies typical repair methods of road maintenance and a brief description.

1. Chip Seal - is an application by spraying a thin layer of emulsified asphalt and spreading smaller aggregates on the asphalt. The asphalt fills and seals the cracks in the existing pavement surface. The aggregate ranges from ¼" to 3/8" in size, and is embedded into the asphalt. A sweeper truck sweeps up the excess stone.
2. Micropave – is an application of a premixed material consisting of emulsified asphalt, a graduated aggregate and an accelerator to enable the asphalt to set up quicker. The micropave application is applied by a truck distributing the material evenly across the cross section with a squeegee. The material thickness is approximately ¼" thick, and fills any small voids and cracks.
3. Asphalt Overlay – is an application of bituminous pavement having a minimum thickness of two inches.
4. Mill and Overlay – is an application very similar to an asphalt overlay except that the complete road surface is milled uniformly from curb to curb.
5. Full Reconstruction - is an application where the entire pavement cross-section and subbase is removed and replaced. Usually this type of application also will include the removal and replacement of any curbs, sidewalks and driveway aprons.
6. Reclamation – is an application where the existing bituminous pavement cross section and in some cases subbase materials are ground up and pulverized to the largest aggregate size. In most cases this pulverized material is then injected with an asphalt emulsion, graded and compacted to make a new stabilized subbase material. The road is then paved with a two-inch overlay of bituminous surface course.

4.04 Partial Road Maintenance Program and Cost Estimate

Referring to the list of Composite Priority Rating, this report considers the associated cost estimates for varying repair methods mentioned above. Four methods were evaluated in this evaluation; chip seal and micropave, mill and overlay, and reconstruct.

Listed on the following page you will find the table summarizing this information. Also you will find a proposed road maintenance application and the respective estimate of cost in the right column.

4.03 Summary of Applications of Road Maintenance

<u>Application</u>	<u>Pros</u>	<u>Cons</u>	<u>Life Span</u>	<u>Cost per LF *</u>
Chip Seal	<ul style="list-style-type: none"> Effectively seals cracks to preserve subbase. Provides an excellent frictions course. Minimal impacts to residents during construction. 	<ul style="list-style-type: none"> Excess aggregate produces dust Higher travelled speeds causes excess stone to kick up Does not address any design flaws in the cross section and profile. Requires subbase repairs in areas of failure. Cracks eventually reflect thru the surface treatment. 	5-7 yrs.	\$24/LF
Micropave	<ul style="list-style-type: none"> Seals some cracks to preserve subbase. Provides an adequate friction course. Minimal impacts to residents during construction. 	<ul style="list-style-type: none"> Does not have a finished appearance similar to an overlay Does not address any design flaws in the cross section and profile. Requires subbase repairs in areas of failure. Cracks eventually reflect thru the surface treatment. 	5-7 yrs.	\$24/LF
Asphalt Overlay	<ul style="list-style-type: none"> Corrects some of the design flaws of the cross section and profile. Provides a good friction course. 	<ul style="list-style-type: none"> Some cracks reflect thru the surface course. Presents issues with curb reveal and drainage. Some impacts to residents during construction. 	15-20 yrs.	\$100/LF
Mill & Overlay	<ul style="list-style-type: none"> Corrects some of the design flaws of the cross section and profile. Provides a good friction course. 	<ul style="list-style-type: none"> Some cracks reflect thru the surface course. Requires subbase repairs in areas of failure. Some impacts to residents during construction. 	15-20 yrs.	\$109/LF
Reconstruction	<ul style="list-style-type: none"> Corrects the design flaws of the cross section and profile. Addresses all subbase failures. Provides a good friction course. 	<ul style="list-style-type: none"> Significant impacts to residents during construction. Some permits may be required for construction. 	+20 yrs.	\$288/LF
Reclamation	<ul style="list-style-type: none"> Corrects the design flaws of the cross section and profile. Addresses all subbase failures. Provides a good friction course. 	<ul style="list-style-type: none"> Significant impacts to residents during construction. Some permits may be required for construction. Cost may vary significantly due to based conditions. 	+20 yrs.	\$150/LF

* Assumed 30 foot wide road.

5.00 Recommendations

The Engineering Department provides the Township Committee with the following recommendations.

1. To develop a detailed Road Maintenance Program (RMP) in order to address the Township's road infrastructure needs in the future. The RMP would evaluate the Composite Priority Rating values of the roads under this report; and prescribe an appropriate treatment and program year, as described in this report.
2. To adopt a Capital Improvement Program as a planning tool to appropriately direct public monies to the roads in most need of maintenance. The Engineering Department will evaluate varying options to of annual funding to accomplish this need. Based on our preliminary review of the data, it is anticipated that the RMP will be spread out over seven years. Initially, we will consider a flat annual allotment of funding for a seven year period. However, since a significant number of roads came "on line" in the 1980's, it may be necessary to consider an increasing allotment per year in order to meet the anticipated need at the end of the seven-year period. It should be noted that this seven year Capital Improvement Program would only address some of the worst condition roads and that the program would have to be re-evaluates on a seven-year cycle.

Branch -rg Township
ROAD MAINTENANCE PROGRAM
SEVEN-YEAR

2009

Road Name	Length	Area	Engineer		Program	2010	2011	2012	2013	2014	2015	2016
			Rec. App.	Cost								
COUNTY LINE ROAD NORTH	3800	68400	Reconstruct	\$655,272.00		\$655,272.00						
STONY BROOK ROAD 3	2700	67500	Reconstruct	\$646,650.00		\$646,650.00						
CASE ROAD	8500	252000	Chip Seal	\$204,120.00		\$204,120.00						
STONY BROOK ROAD WEST	2260	56500	M/O	\$205,095.00		\$205,095.00						
MEISTER AVENUE WEST	3500	126000	M/O	\$457,380.00		\$457,380.00						
WOODFERN ROAD WEST	3800	76000	Chip Seal	\$61,560.00		\$61,560.00						
BLACKPOINT ROAD SOUTH	1490	30000	Chip Seal	\$24,300.00		\$24,300.00						
INDUSTRIAL PKWY WEST	1600	57600	M/O	\$209,088.00		\$209,088.00						
FAIRVIEW DRIVE	8100	194400	Chip Seal	\$157,464.00		\$157,464.00						
BLACKPOINT ROAD NORTH	1870	50463	Chip Seal	\$40,875.03		\$40,875.03						
ROSE WAY	345	6900	M/O	\$25,047.00		\$25,047.00						
BRANCH DRIVE	830	24000	M/O	\$87,120.00		\$87,120.00						
WOODFERN ROAD EAST	4000	72000	Chip Seal	\$58,320.00		\$58,320.00						
BALD EAGLE DRIVE	2000	60000	MicroPave	\$48,600.00		\$48,600.00						
LEHIGH ROAD (SOUTH)	1270	28000	Chip Seal	\$22,680.00		\$22,680.00						
OLD YORK ROAD SOUTH	2000	32000	Chip Seal	\$25,920.00		\$25,920.00						
WEST COUNTY DRIVE	2400	72000	MicroPave	\$58,320.00		\$58,320.00						
WREN WAY	1500	45000	MicroPave	\$36,450.00		\$36,450.00						
COUNTY LINE ROAD SOUTH	2600	78000	MicroPave	\$63,180.00		\$63,180.00						
KATHERINE STREET	630	18900	M/O	\$68,607.00		\$68,607.00						
WHITON ROAD EAST	11000	330000	M/O	\$1,197,900.00		\$1,197,900.00						
GLEN CREST DRIVE	1660	51000	M/O	\$185,130.00		\$185,130.00						
LOGAN DRIVE	1000	24000	M/O	\$87,120.00		\$87,120.00						
LOCUST AVENUE	662	9268	Reconstruct	\$33,642.84		\$33,642.84						
PINE AVENUE SOUTH	323	4522	Reconstruct	\$43,320.76		\$43,320.76						
CRESTWOOD AVENUE	990	20000	Reconstruct	\$191,600.00		\$191,600.00						
FREMONT STREET	1100	23000	Reconstruct	\$220,340.00		\$220,340.00						
SHAFFER STREET	1080	22000	Reconstruct	\$210,760.00		\$210,760.00						
KENBURY ROAD	2212	48664	M/O	\$176,650.32		\$176,650.32						
PRESTON DRIVE	3570	72000	M/O	\$281,360.00		\$281,360.00						
ROBBINS ROAD WEST	3100	64000	M/O	\$232,320.00		\$232,320.00						
STONY BROOK ROAD EAST	2250	67500	M/O	\$245,025.00		\$245,025.00						
BERNARD STREET CENTRAL	1200	24000	Reconstruct	\$229,920.00		\$229,920.00						
STONY BROOK ROAD 5	1700	37400	Reconstruct	\$358,292.00		\$358,292.00						
HUYLER ROAD	3145	66045	M/O	\$239,743.35		\$239,743.35						
NORTH BRANCH RIVER ROAD	3703	92575	Chip Seal	\$74,785.75		\$74,785.75						
VAN DYKE ROAD	452	10848	M/O	\$39,378.24		\$39,378.24						
LEHMAN LANE	750	22500	M/O	\$81,675.00		\$81,675.00						
LEXINGTON AVENUE	1150	34500	MicroPave	\$27,945.00		\$27,945.00						
SNOWBIRD WAY	1100	33000	MicroPave	\$26,730.00		\$26,730.00						
SWAN COURT	850	25500	MicroPave	\$20,655.00		\$20,655.00						
VILLAGE WAY	1742	52260	MicroPave	\$42,330.60		\$42,330.60						
BEECHWOOD ROAD	700	21000	Chip Seal	\$17,010.00		\$17,010.00						
CHESTER AVE	1357	27140	MicroPave	\$21,983.40		\$21,983.40						
PINE AVENUE (North)	483	4522	Chip Seal	\$3,662.82		\$3,662.82						
ROLLAND DRIVE	1400	42000	MicroPave	\$34,020.00		\$34,020.00						
ASPEN HILL ROAD	1500	52500	MicroPave	\$42,525.00		\$42,525.00						
COLUMBIA ROAD	1450	50750	MicroPave	\$41,107.50		\$41,107.50						
INDUSTRIAL PKWY (EAST)	1400	50400	MicroPave	\$40,824.00		\$40,824.00						
INDUSTRIAL PKWY (CENTRAL)	1800	64800	MicroPave	\$52,488.00		\$52,488.00						
OTTO ROAD (CENTRAL)	700	12600	Reconstruct	\$120,708.00		\$120,708.00						
MEISTER AVE EAST	2200	77000	M/O	\$279,510.00		\$279,510.00						
STONY BROOK ROAD 1	2260	51630	M/O	\$187,416.90		\$187,416.90						
CLINTON STREET	757	13626	MicroPave	\$11,038.06		\$11,038.06						
MARSHALL STREET (NORTH)	460	16560	MicroPave	\$13,413.60		\$13,413.60						
MARSHALL STREET (SOUTH)	1202	36060	MicroPave	\$29,208.60		\$29,208.60						
QUAIL COURT	300	9000	MicroPave	\$7,290.00		\$7,290.00						
SETTLERS COURT	474	14220	MicroPave	\$11,518.20		\$11,518.20						
SHADY SIDE COURT	900	27000	M/O	\$98,010.00		\$98,010.00						
SUMMIT STREET	400	78000	MicroPave	\$63,180.00		\$63,180.00						
ROLLING HILLS LANE	842	25260	MicroPave	\$20,460.60		\$20,460.60						
STEVEN AVENUE	1721	51630	MicroPave	\$41,820.30		\$41,820.30						
STONY BROOK ROAD 4	1400	35000	M/O	\$127,050.00		\$127,050.00						
CHATHAM ROAD	575	20125	M/O	\$16,301.25		\$16,301.25						
COUNTRY SQUIRE WAY	2600	78000	MicroPave	\$63,180.00		\$63,180.00						
CULLEN DRIVE	900	31500	MicroPave	\$25,515.00		\$25,515.00						
D'ANGELO DRIVE	2150	64500	M/O	\$234,135.00		\$234,135.00						
GRANDVIEW DRIVE	2600	78000	MicroPave	\$63,180.00		\$63,180.00						
HARLAN SCHOOL ROAD	7900	237000	M/O	\$860,310.00		\$860,310.00						
HORIZON WAY (EAST)	2545	66170	MicroPave	\$53,597.70		\$53,597.70						
HORIZON WAY (WEST)	2365	70950	MicroPave	\$57,469.50		\$57,469.50						
KENSINGTON COURT	196	5880	MicroPave	\$4,746.80		\$4,746.80						
LEHIGH ROAD (SOUTH)	1270	25400	Chip Seal	\$20,574.00		\$20,574.00						
LUNDE LANE	740	22200	MicroPave	\$17,982.00		\$17,982.00						
MILLER AVENUE	3430	68600	M/O	\$249,018.00		\$249,018.00						
OTTO ROAD (NORTH)	2117	50808	Chip Seal	\$41,154.48		\$41,154.48						
STARLING DRIVE	1900	57000	MicroPave	\$46,170.00		\$46,170.00						
STRATFORD LANE	920	27600	MicroPave	\$22,356.00		\$22,356.00						
SUMMER ROAD	2600	78000	Chip Seal	\$63,180.00		\$63,180.00						
			Program Yr. Total	\$1,506,042.00	\$1,561,399.03	\$1,538,757.00	\$1,615,018.92	\$1,395,075.66	\$1,412,935.51	\$1,436,558.48		
			Program Yr. Area (SF)	387900	1008863	423900	330954	711740	719711	709608		
			Program Yr. Length (mile)	2.84	7.49	2.71	2.31	4.67	4.25	4.92		
							Length of Seven Yr. Program					
												29.19 miles
												36.50%
												% of Total Road Miles

Composite Priority Rating

(by Priority Rating)

<i>Road Name</i>	<i>Traffic</i>	<i>Pavemet Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>PRIORITY RATING</i>
COUNTY LINE ROAD NORTH	5	5	5	4	49
STONY BROOK ROAD 3	4	5	5	5	48
MEISTER AVENUE WEST	4	5	4	4	45.5
CRESTWOOD AVENUE	2	5	5	5	44
FREMONT STREET	1	5	5	5	42
SHAFFER STREET	1	5	5	5	42
WOODFERN ROAD(WEST)	2	5	4	4	41.5
BLACKPOINT ROAD (SOUTH	4	4	4	5	41
CASE ROAD	4	4	4	4	40
STONY BROOK ROAD WEST	4	4	4	4	40
WHITON ROAD (EAST)	4	4	4	4	40
STONY BROOK ROAD 5	4	4	3	4	38.5
FAIRVIEW DRIVE	3	4	4	4	38
LOCUST AVENUE	1	5	3	4	38
PINE AVENUE (SOUTH)	1	5	3	4	38
INDUSTRIAL PKWY (WEST)	4	4	3	3	37.5
BLACKPOINT ROAD (NORTH	3	4	3	4	36.5
ROSE WAY	3	4	3	4	36.5
BERNARD STREET CENTRAL	2	4	4	4	36
BRANCH DRIVE	2	4	4	4	36
GLEN CREST DRIVE	2	4	4	4	36
KATHERINE STREET	2	4	4	4	36
KENBURY ROAD	2	4	4	4	36
LOGAN DRIVE	2	4	4	4	36

<i>Road Name</i>	<i>Traffic</i>	<i>Pavemet Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>PRIORITY RATING</i>
PRESTON DRIVE	2	4	4	4	36
ROBBINS ROAD WEST	2	4	4	4	36
WOODFERN ROAD(EAST)	2	4	4	4	36
BALD EAGLE DRIVE	3	4	3	3	35.5
LEHIGH ROAD (SOUTH)	3	4	3	3	35.5
MAPLE AVENUE	3	4	3	3	35.5
OLD YORK ROAD (SOUTH)	3	4	3	3	35.5
WEST COUNTY DRIVE	3	4	3	3	35.5
WREN WAY	3	4	3	3	35.5
COUNTY LINE ROAD SOUTH	4	3	4	4	34.5
HUYLER ROAD	2	4	3	4	34.5
NORTH BRANCH RIVER RD	2	4	3	4	34.5
STONY BROOK ROAD EAST	4	3	4	4	34.5
VAN DYKE ROAD	2	4	3	4	34.5
LEHMAN LANE	1	4	4	4	34
LEXINGTON AVENUE	2	4	3	3	33.5
OTTO ROAD (CENTRAL)	3	3	4	5	33.5
SNOWBIRD WAY	2	4	3	3	33.5
SWAN COURT	2	4	3	3	33.5
VILLAGE WAY	2	4	3	3	33.5
BEECHWOOD ROAD	3	3	5	3	33
MEISTER AVENUE EAST	4	3	3	4	33
CHESTER AVENUE	1	4	3	4	32.5
ROLLAND DRIVE	1	4	3	4	32.5
ASPEN HILL ROAD	4	3	3	3	32
COLUMBIA ROAD	4	3	3	3	32
INDUSTRIAL PKWY (EAST)	4	3	3	3	32

<i>Road Name</i>	<i>Traffic</i>	<i>Pavemet Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>PRIORITY RATING</i>
INDUSTRIAL PKWY CENTRA	4	3	3	3	32
CLINTON STREET	1	4	3	3	31.5
MARSHALL ST (NORTH)	1	4	3	3	31.5
MARSHALL ST (SOUTH)	1	4	3	3	31.5
QUAIL COURT	1	4	3	3	31.5
SETTLERS COURT	1	4	3	3	31.5
SHADY SIDE COURT	1	4	3	3	31.5
SUMMIT STREET	1	4	3	3	31.5
ROLLING HILLS LANE	1	4	2	4	31
STEVEN AVENUE	2	3	4	4	30.5
STONY BROOK ROAD 4	4	3	2	3	30.5
CHATHAM ROAD	3	3	3	3	30
COUNTRY SQUIRE WAY	3	3	3	3	30
CULNEN DRIVE	3	3	3	3	30
D'ANGELO DRIVE	3	3	3	3	30
GRANDVIEW DRIVE	3	3	3	3	30
HARLAN SCHOOL ROAD	3	3	3	3	30
HILLCREST DRIVE (EAST)	3	3	3	3	30
HOLLAND BROOK RD WEST	3	3	3	3	30
HORIZON WAY (EAST)	3	3	3	3	30
HORIZON WAY (WEST)	3	3	3	3	30
KENSINGTON COURT	1	4	2	3	30
LEHIGH ROAD (NORTH)	3	3	3	3	30
LUNDE LANE	3	3	3	3	30
MILLER AVENUE	3	3	3	3	30
OTTO ROAD (NORTH)	3	3	3	3	30
STARLING DRIVE	3	3	3	3	30

<i>Road Name</i>	<i>Traffic</i>	<i>Pavemet Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>PRIORITY RATING</i>
STRATFORD LANE	3	3	3	3	30
SUMMER ROAD	3	3	3	3	30
TANGLEWOOD DRIVE	3	3	3	3	30
TECUMSEH TRAIL	3	3	3	3	30
WINDY WILLOW WAY	3	3	3	3	30
OPIE ROAD	2	3	4	3	29.5
CENTERVILLE ROAD	2	3	3	4	29
EVANS WAY EAST	3	3	3	2	29
HENRY ROAD	2	3	3	4	29
ARROWHEAD DRIVE	3	3	2	3	28.5
BRIAR WAY	3	3	2	3	28.5
CHAMBERS BROOK ROAD	3	3	2	3	28.5
ARAPAHO TRAIL	2	3	3	3	28
BERNARD STREET WEST	2	3	3	3	28
CAMPANA WAY	2	3	3	3	28
CARRIAGE HILL WAY	2	3	3	3	28
CENTURY LANE	2	3	3	3	28
CHEYENNE TRAIL	2	3	3	3	28
CHOCTAW RIDGE ROAD	2	3	3	3	28
CRAIG ROAD	2	3	3	3	28
DAKOTA TRAIL	2	3	3	3	28
DELAWARE LANE	2	3	3	3	28
DOW PLACE	2	3	3	3	28
EVERGREEN DRIVE	2	3	3	3	28
FARRINGTON LANE	2	3	3	3	28
HOP I TRAIL	2	3	3	3	28
HURON TRAIL	2	3	3	3	28

<i>Road Name</i>	<i>Traffic</i>	<i>Pavemet Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>PRIORITY RATING</i>
MOHAWK TRAIL	2	3	3	3	28
MUNSEE TRAIL	2	3	3	3	28
NARRAGANSET DRIVE	2	3	3	3	28
NASSAU COURT	2	3	3	3	28
ORIOLE LANE	2	3	3	3	28
OTTAWA TRAIL	2	3	3	3	28
PARSONAGE HILL DRIVE	2	3	3	3	28
PINE RIDGE DRIVE	2	3	3	3	28
POHATAN LANE	2	3	3	3	28
RAMAPO TRAIL	2	3	3	3	28
SHARON AVENUE	2	3	3	3	28
SHOSHONI WAY	2	3	3	3	28
SUSQUEHANNA TRAIL	2	3	3	3	28
TUSCARORA TRAIL	2	3	3	3	28
VAIL TERRACE (WEST)	2	3	3	3	28
VAIL TERRACE (EAST)	2	3	3	3	28
VAN ARSDALE DRIVE	2	3	3	3	28
VOLLERS DRIVE	2	3	3	3	28
WINDMILL WAY	2	3	3	3	28
WINTHROP DRIVE	2	3	3	3	28
WOODSTOCK LANE	2	3	3	3	28
YORKSHIRE LANE	2	3	3	3	28
YUMA TRAIL	2	3	3	3	28
BAIRD ROAD	3	3	2	2	27.5
HOLLAND BROOK ROAD	3	3	2	2	27.5
VANDERVEER AVENUE	1	3	4	3	27.5
TWIN PINES LANE	2	3	3	2	27

<i>Road Name</i>	<i>Traffic</i>	<i>Pavemet Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>PRIORITY RATING</i>
ANDOVER DRIVE	2	3	2	3	26.5
EDGEWOOD ROAD	2	3	2	3	26.5
HARVEST DRIVE	2	3	2	3	26.5
HICKORY HILL ROAD	2	3	2	3	26.5
KELLY DRIVE	2	3	2	3	26.5
OAK HILL ROAD	2	3	2	3	26.5
TAMARACK DRIVE	2	3	2	3	26.5
ALGONQUIN TRAIL	1	3	3	3	26
APACHE WAY	1	3	3	3	26
BLACKFOOT TRAIL	1	3	3	3	26
BLUE JAY COURT	1	3	3	3	26
BOWMAN COURT	1	3	3	3	26
BROOKVIEW COURT	1	3	3	3	26
BUFFALO HOLLOW ROAD	1	3	3	3	26
CHELSEY COURT	1	3	3	3	26
CHEROKEE PATH	1	3	3	3	26
CHIPPEWA TRAIL	1	3	3	3	26
CHRISTIAN LANE	1	3	3	3	26
CIRCLE DRIVE	1	3	3	3	26
COLONIAL COURT	1	3	3	3	26
CORLISS COURT	1	3	3	3	26
COVERED BRIDGE RD EAST	1	3	3	3	26
CREEK TRAIL	1	3	3	3	26
DARCY DRIVE	1	3	3	3	26
DEERHILL ROAD	1	3	3	3	26
ELLIOT COURT	1	3	3	3	26
FREWERT LANE	1	3	3	3	26

<i>Road Name</i>	<i>Traffic</i>	<i>Pavemet Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>PRIORITY RATING</i>
GATES ROAD	1	3	3	3	26
GREENWOOD COURT	1	3	3	3	26
HILL TOP LANE	1	3	3	3	26
IROQUOIS TRAIL	1	3	3	3	26
JEFFREY COURT	1	3	3	3	26
KACEY COURT	1	3	3	3	26
LENAPE TRAIL	1	3	3	3	26
LESLIE LANE	1	3	3	3	26
LILLIAN PLACE	1	3	3	3	26
LINDSAY COURT	1	3	3	3	26
MANCHESTER DRIVE	1	3	3	3	26
MARY LYNN LANE	1	3	3	3	26
MILL LANE	1	3	3	3	26
MOHAVE PATH	1	3	3	3	26
MOHEGAN TRAIL	1	3	3	3	26
NAVAJO TRAIL	1	3	3	3	26
OAK CREST DRIVE	1	3	3	3	26
OAK TAVERN CIRCLE	1	3	3	3	26
OMNI COURT	1	3	3	3	26
PAIUTE TRAIL	1	3	3	3	26
PAMLICO PATH	1	3	3	3	26
PLYMOUTH COURT	1	3	3	3	26
POST ROAD	1	3	3	3	26
PUEBLO TRAIL	1	3	3	3	26
REYNA PLACE	1	3	3	3	26
SALEM COURT	1	3	3	3	26
SAMSON COURT	1	3	3	3	26

<i>Road Name</i>	<i>Traffic</i>	<i>Pavemet Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>PRIORITY RATING</i>
SEMINOLE PATH	1	3	3	3	26
SENECA TRAIL	1	3	3	3	26
SHALE HILL ROAD	1	3	3	3	26
SHEEPHILL CIRCLE	1	3	3	3	26
SIOUX LANE	1	3	3	3	26
SPOKANE LANE	1	3	3	3	26
SUNSET STREET	1	3	3	3	26
WATCHUNG TRAIL	1	3	3	3	26
WHITEHALL DRIVE	1	3	3	3	26
BERNARD STREET EAST	2	3	2	2	25.5
RONAN WAY (WEST)	2	3	2	2	25.5
DEERFIELD TRAIL	1	3	3	2	25
OLD TURNPIKE ROAD	1	3	3	2	25
CHERYL LANE	1	3	2	3	24.5
CRYSTAL COURT	1	3	2	3	24.5
FOREST LANE	1	3	2	3	24.5
FRANCE DRIVE	3	2	3	3	24.5
GORDON PLACE	1	3	2	3	24.5
HUMMINGBIRD LANE	3	2	3	3	24.5
MATHERS LANE	1	3	2	3	24.5
STONY BROOK ROAD 2	4	2	2	2	24
BEBE COURT	1	3	2	2	23.5
BIRCH WAY	1	3	2	2	23.5
CARUSO COURT	1	3	2	2	23.5
CLOVER COURT	1	3	2	2	23.5
ORION WAY	1	3	2	2	23.5
CEDAR GROVE ROAD	3	2	2	3	23

Road Name	Traffic	Pavemet Condition	General Condition	Useful Life	PRIORITY RATING
WHITON ROAD (WEST)	4	2	1	2	22.5
HILLCREST DRIVE (WEST)	3	2	2	2	22
OTTO ROAD (SOUTH)	3	2	2	2	22
SUNRISE WAY	2	2	3	2	21.5
RICHFIELD COURT	1	2	3	3	20.5
BLUEGRASS BOULEVARD	2	2	2	2	20
BRANDON COURT	2	2	2	2	20
BRIDLE WAY	2	2	2	2	20
CARLISLE ROAD	2	2	2	2	20
CASCADES TERRACE	2	2	2	2	20
CHAMPIONS CIRCLE	2	2	2	2	20
CHRISTIE WAY	2	2	2	2	20
COTTAGE PLACE	2	2	2	2	20
CRANBURY ROAD	2	2	2	2	20
DANA TERRACE	2	2	2	2	20
FALLS ROAD	2	2	2	2	20
GREGORY LANE	2	2	2	2	20
LUKES POND ROAD	2	2	2	2	20
MACINTOSH ROAD	2	2	2	2	20
MICHAEL COURT	2	2	2	2	20
NATURES LANE	2	2	2	2	20
PREAKNESS CIRCLE	2	2	2	2	20
ROUND HILL ROAD	2	2	2	2	20
SOUTH HORIZON WAY	2	2	2	2	20
STRAWBERRY HILL ROAD	2	2	2	2	20
SUMMERFIELDS DRIVE	2	2	2	2	20
THOROUGHBRED DRIVE	2	2	2	2	20

<i>Road Name</i>	<i>Traffic</i>	<i>Pavemet Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>PRIORITY RATING</i>
WOODSIDE LANE	2	2	2	2	20
FIELDPOINTE DRIVE	1	2	3	2	19.5
HIGHVIEW COURT	1	2	3	2	19.5
MILLENNIUM WAY	3	2	1	1	19.5
JOHNS LANE	2	2	2	1	19
ACORN LANE	1	2	2	2	18
ARIEL COURT	1	2	2	2	18
BENJAMIN PLACE	1	2	2	2	18
BREEZY POINT ROAD	1	2	2	2	18
COLIN COURT	1	2	2	2	18
COVERED BRIDGE RD WEST	1	2	2	2	18
DEVON LANE	1	2	2	2	18
ELIA DRIVE	1	2	2	2	18
KIP LANE	1	2	2	2	18
LONGMEADOW COURT	1	2	2	2	18
LUKES POND ROAD EXT	1	2	2	2	18
MULBERRY COURT	1	2	2	2	18
OXFORD COURT	1	2	2	2	18
PADDOCK COURT	1	2	2	2	18
RENDA DRIVE	1	2	2	2	18
STURBRIDGE ROAD	1	2	2	2	18
TIMBERS COURT	1	2	2	2	18
WHITE BIRCH COURT	1	2	2	2	18
YELLOW JACKET COURT	1	2	2	2	18
WINFIELD TERRACE	2	2	1	1	17.5
HIDDEN LANE	1	2	2	1	17
CHARLTON LANE	1	2	1	2	16.5

<i>Road Name</i>	<i>Traffic</i>	<i>Pavemet Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>PRIORITY RATING</i>
IMCLONE DRIVE	4	1	1	1	16
OLD YORK ROAD (NORTH)	4	1	1	1	16
RIVER ROAD	4	1	1	1	16
MOUNTAIN VIEW TERRACE	1	2	1	1	15.5
PINE AVENUE (NORTH)	2	1	2	2	14.5
WALNUT DRIVE	2	1	2	2	14.5
RONAN WAY (EAST)	3	1	1	1	14
BARTON LANE	2	1	1	1	12
CAROL JEAN WAY	2	1	1	1	12
FOX CHASE RUN	2	1	1	1	12
HOWELL DRIVE	2	1	1	1	12
KATYDID DRIVE	2	1	1	1	12
KIVA PLACE	2	1	1	1	12
LAGGREN WAY	2	1	1	1	12
LIBBY LANE	2	1	1	1	12
MAIN STREET	2	1	1	1	12
OLIVE STREET	2	1	1	1	12
PEARL STREET	2	1	1	1	12
FERNANDE LANE	1	1	2	1	11.5
BELLE GLADE COURT	1	1	1	1	10
CENTRAL PLACE	1	1	1	1	10
EVANS WAY WEST	1	1	1	1	10
HERITAGE COURT	1	1	1	1	10
LAUREL COURT	1	1	1	1	10
MEADOW VIEW COURT	1	1	1	1	10
MONICA COURT	1	1	1	1	10
NICHOLAS COURT	1	1	1	1	10

<i>Road Name</i>	<i>Traffic</i>	<i>Pavemet Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>PRIORITY RATING</i>
RAYS COURT	1	1	1	1	10
VAIL TERRACE (CENTRAL)	1	1	1	1	10
BRISTOL ROAD PAPER ST					
DIVISION BLVD PAPER ST					
KYLE COURT	1				
MITCHELL ROAD					

Composite Priority Rating

(by Road Name)

<i>Road Name</i>	<i>Traffic</i>	<i>Pavement Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>Priority Rating</i>
ACORN LANE	1	2	2	2	18.0
ALGONQUIN TRAIL	1	3	3	3	26.0
ANDOVER DRIVE	2	3	2	3	26.5
APACHE WAY	1	3	3	3	26.0
ARAPAHO TRAIL	2	3	3	3	28.0
ARIEL COURT	1	2	2	2	18.0
ARROWHEAD DRIVE	3	3	2	3	28.5
ASPEN HILL ROAD	4	3	3	3	32.0
BAIRD ROAD	3	3	2	2	27.5
BALD EAGLE DRIVE	3	4	3	3	35.5
BARTON LANE	2	1	1	1	12.0
BEBE COURT	1	3	2	2	23.5
BEECHWOOD ROAD	3	3	5	3	33.0
BELLE GLADE COURT	1	1	1	1	10.0
BENJAMIN PLACE	1	2	2	2	18.0
BERNARD STREET CENTRAL	2	4	4	4	36.0
BERNARD STREET EAST	2	3	2	2	25.5
BERNARD STREET WEST	2	3	3	3	28.0
BIRCH WAY	1	3	2	2	23.5
BLACKFOOT TRAIL	1	3	3	3	26.0
BLACKPOINT ROAD (NORTH)	3	4	3	4	36.5
BLACKPOINT ROAD (SOUTH)	4	4	4	5	41.0
BLUE JAY COURT	1	3	3	3	26.0
BLUEGRASS BOULEVARD	2	2	2	2	20.0
BOWMAN COURT	1	3	3	3	26.0
BRANCH DRIVE	2	4	4	4	36.0
BRANDON COURT	2	2	2	2	20.0
BREEZY POINT ROAD	1	2	2	2	18.0
BRIAR WAY	3	3	2	3	28.5
BRIDLE WAY	2	2	2	2	20.0

Composite Priority Rating

(by Road Name)

<i>Road Name</i>	<i>Traffic</i>	<i>Pavement Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>Priority Rating</i>
BRISTOL ROAD PAPER ST					
BROOKVIEW COURT	1	3	3	3	26.0
BUFFALO HOLLOW ROAD	1	3	3	3	26.0
CAMPANA WAY	2	3	3	3	28.0
CARLISLE ROAD	2	2	2	2	20.0
CAROL JEAN WAY	2	1	1	1	12.0
CARRIAGE HILL WAY	2	3	3	3	28.0
CARUSO COURT	1	3	2	2	23.5
CASCADES TERRACE	2	2	2	2	20.0
CASE ROAD	4	4	4	4	40.0
CEDAR GROVE ROAD	3	2	2	3	23.0
CENTERVILLE ROAD	2	3	3	4	29.0
CENTRAL PLACE	1	1	1	1	10.0
CENTURY LANE	2	3	3	3	28.0
CHAMBERS BROOK ROAD	3	3	2	3	28.5
CHAMPIONS CIRCLE	2	2	2	2	20.0
CHARLTON LANE	1	2	1	2	16.5
CHATHAM ROAD	3	3	3	3	30.0
CHELSEY COURT	1	3	3	3	26.0
CHEROKEE PATH	1	3	3	3	26.0
CHERYL LANE	1	3	2	3	24.5
CHESTER AVENUE	1	4	3	4	32.5
CHEYENNE TRAIL	2	3	3	3	28.0
CHIPPEWA TRAIL	1	3	3	3	26.0
CHOCTAW RIDGE ROAD	2	3	3	3	28.0
CHRISTIAN LANE	1	3	3	3	26.0
CHRISTIE WAY	2	2	2	2	20.0
CIRCLE DRIVE	1	3	3	3	26.0
CLINTON STREET	1	4	3	3	31.5
CLOVER COURT	1	3	2	2	23.5

Composite Priority Rating

(by Road Name)

<i>Road Name</i>	<i>Traffic</i>	<i>Pavement Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>Priority Rating</i>
COLIN COURT	1	2	2	2	18.0
COLONIAL COURT	1	3	3	3	26.0
COLUMBIA ROAD	4	3	3	3	32.0
CORLISS COURT	1	3	3	3	26.0
COTTAGE PLACE	2	2	2	2	20.0
COUNTRY SQUIRE WAY	3	3	3	3	30.0
COUNTY LINE ROAD NORTH	5	5	5	4	49.0
COUNTY LINE ROAD SOUTH	4	3	4	4	34.5
COVERED BRIDGE RD EAST	1	3	3	3	26.0
COVERED BRIDGE RD WEST	1	2	2	2	18.0
CRAIG ROAD	2	3	3	3	28.0
CRANBURY ROAD	2	2	2	2	20.0
CREEK TRAIL	1	3	3	3	26.0
CRESTWOOD AVENUE	2	5	5	5	44.0
CRYSTAL COURT	1	3	2	3	24.5
CULNEN DRIVE	3	3	3	3	30.0
DAKOTA TRAIL	2	3	3	3	28.0
DANA TERRACE	2	2	2	2	20.0
D'ANGELO DRIVE	3	3	3	3	30.0
DARCY DRIVE	1	3	3	3	26.0
DEERFIELD TRAIL	1	3	3	2	25.0
DEERHILL ROAD	1	3	3	3	26.0
DELAWARE LANE	2	3	3	3	28.0
DEVON LANE	1	2	2	2	18.0
DIVISION BLVD PAPER ST					
DOW PLACE	2	3	3	3	28.0
EDGEWOOD ROAD	2	3	2	3	26.5
ELIA DRIVE	1	2	2	2	18.0
ELLIOT COURT	1	3	3	3	26.0
EVANS WAY EAST	3	3	3	2	29.0

Composite Priority Rating

(by Road Name)

<i>Road Name</i>	<i>Traffic</i>	<i>Pavement Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>Priority Rating</i>
EVANS WAY WEST	1	1	1	1	10.0
EVERGREEN DRIVE	2	3	3	3	28.0
FAIRVIEW DRIVE	3	4	4	4	38.0
FALLS ROAD	2	2	2	2	20.0
FARRINGTON LANE	2	3	3	3	28.0
FERNANDE LANE	1	1	2	1	11.5
FIELDPOINTE DRIVE	1	2	3	2	19.5
FOREST LANE	1	3	2	3	24.5
FOX CHASE RUN	2	1	1	1	12.0
FRANCE DRIVE	3	2	3	3	24.5
FREMONT STREET	1	5	5	5	42.0
FREWERT LANE	1	3	3	3	26.0
GATES ROAD	1	3	3	3	26.0
GLEN CREST DRIVE	2	4	4	4	36.0
GORDON PLACE	1	3	2	3	24.5
GRANDVIEW DRIVE	3	3	3	3	30.0
GREENWOOD COURT	1	3	3	3	26.0
GREGORY LANE	2	2	2	2	20.0
HARLAN SCHOOL ROAD	3	3	3	3	30.0
HARVEST DRIVE	2	3	2	3	26.5
HENRY ROAD	2	3	3	4	29.0
HERITAGE COURT	1	1	1	1	10.0
HICKORY HILL ROAD	2	3	2	3	26.5
HIDDEN LANE	1	2	2	1	17.0
HIGHVIEW COURT	1	2	3	2	19.5
HILL TOP LANE	1	3	3	3	26.0
HILLCREST DRIVE (EAST)	3	3	3	3	30.0
HILLCREST DRIVE (WEST)	3	2	2	2	22.0
HOLLAND BROOK RD WEST	3	3	3	3	30.0
HOLLAND BROOK ROAD	3	3	2	2	27.5

Composite Priority Rating

(by Road Name)

<i>Road Name</i>	<i>Traffic</i>	<i>Pavement Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>Priority Rating</i>
HOPI TRAIL	2	3	3	3	28.0
HORIZON WAY (EAST)	3	3	3	3	30.0
HORIZON WAY (WEST)	3	3	3	3	30.0
HOWELL DRIVE	2	1	1	1	12.0
HUMMINGBIRD LANE	3	2	3	3	24.5
HURON TRAIL	2	3	3	3	28.0
HUYLER ROAD	2	4	3	4	34.5
IMCLONE DRIVE	4	1	1	1	16.0
INDUSTRIAL PKWY (EAST)	4	3	3	3	32.0
INDUSTRIAL PKWY (WEST)	4	4	3	3	37.5
INDUSTRIAL PKWY CENTRA	4	3	3	3	32.0
IROQUOIS TRAIL	1	3	3	3	26.0
JEFFREY COURT	1	3	3	3	26.0
JOHNS LANE	2	2	2	1	19.0
KACEY COURT	1	3	3	3	26.0
KATHERINE STREET	2	4	4	4	36.0
KATYDID DRIVE	2	1	1	1	12.0
KELLY DRIVE	2	3	2	3	26.5
KENBURY ROAD	2	4	4	4	36.0
KENSINGTON COURT	1	4	2	3	30.0
KIP LANE	1	2	2	2	18.0
KIVA PLACE	2	1	1	1	12.0
KYLE COURT	1				
LAGGREN WAY	2	1	1	1	12.0
LAUREL COURT	1	1	1	1	10.0
LEHIGH ROAD (NORTH)	3	3	3	3	30.0
LEHIGH ROAD (SOUTH)	3	4	3	3	35.5
LEHMAN LANE	1	4	4	4	34.0
LENAPE TRAIL	1	3	3	3	26.0
LESLIE LANE	1	3	3	3	26.0

Composite Priority Rating

(by Road Name)

<i>Road Name</i>	<i>Traffic</i>	<i>Pavement Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>Priority Rating</i>
LEXINGTON AVENUE	2	4	3	3	33.5
LIBBY LANE	2	1	1	1	12.0
LILLIAN PLACE	1	3	3	3	26.0
LINDSAY COURT	1	3	3	3	26.0
LOCUST AVENUE	1	5	3	4	38.0
LOGAN DRIVE	2	4	4	4	36.0
LONGMEADOW COURT	1	2	2	2	18.0
LUKES POND ROAD	2	2	2	2	20.0
LUKES POND ROAD EXT	1	2	2	2	18.0
LUNDE LANE	3	3	3	3	30.0
MACINTOSH ROAD	2	2	2	2	20.0
MAIN STREET	2	1	1	1	12.0
MANCHESTER DRIVE	1	3	3	3	26.0
MAPLE AVENUE	3	4	3	3	35.5
MARSHALL ST (NORTH)	1	4	3	3	31.5
MARSHALL ST (SOUTH)	1	4	3	3	31.5
MARY LYNN LANE	1	3	3	3	26.0
MATHERS LANE	1	3	2	3	24.5
MEADOW VIEW COURT	1	1	1	1	10.0
MEISTER AVENUE EAST	4	3	3	4	33.0
MEISTER AVENUE WEST	4	5	4	4	45.5
MICHAEL COURT	2	2	2	2	20.0
MILL LANE	1	3	3	3	26.0
MILLENNIUM WAY	3	2	1	1	19.5
MILLER AVENUE	3	3	3	3	30.0
MITCHELL ROAD					
MOHAVE PATH	1	3	3	3	26.0
MOHAWK TRAIL	2	3	3	3	28.0
MOHEGAN TRAIL	1	3	3	3	26.0
MONICA COURT	1	1	1	1	10.0

Composite Priority Rating

(by Road Name)

<i>Road Name</i>	<i>Traffic</i>	<i>Pavement Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>Priority Rating</i>
MOUNTAIN VIEW TERRACE	1	2	1	1	15.5
MULBERRY COURT	1	2	2	2	18.0
MUNSEE TRAIL	2	3	3	3	28.0
NARRAGANSET DRIVE	2	3	3	3	28.0
NASSAU COURT	2	3	3	3	28.0
NATURES LANE	2	2	2	2	20.0
NAVAJO TRAIL	1	3	3	3	26.0
NICHOLAS COURT	1	1	1	1	10.0
NORTH BRANCH RIVER RD	2	4	3	4	34.5
OAK CREST DRIVE	1	3	3	3	26.0
OAK HILL ROAD	2	3	2	3	26.5
OAK TAVERN CIRCLE	1	3	3	3	26.0
OLD TURNPIKE ROAD	1	3	3	2	25.0
OLD YORK ROAD (NORTH)	4	1	1	1	16.0
OLD YORK ROAD (SOUTH)	3	4	3	3	35.5
OLIVE STREET	2	1	1	1	12.0
OMNI COURT	1	3	3	3	26.0
OPIE ROAD	2	3	4	3	29.5
ORIOLE LANE	2	3	3	3	28.0
ORION WAY	1	3	2	2	23.5
OTTAWA TRAIL	2	3	3	3	28.0
OTTO ROAD (CENTRAL)	3	3	4	5	33.5
OTTO ROAD (NORTH)	3	3	3	3	30.0
OTTO ROAD (SOUTH)	3	2	2	2	22.0
OXFORD COURT	1	2	2	2	18.0
PADDOCK COURT	1	2	2	2	18.0
PAIUTE TRAIL	1	3	3	3	26.0
PAMLICO PATH	1	3	3	3	26.0
PARSONAGE HILL DRIVE	2	3	3	3	28.0
PEARL STREET	2	1	1	1	12.0

Composite Priority Rating

(by Road Name)

<i>Road Name</i>	<i>Traffic</i>	<i>Pavement Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>Priority Rating</i>
PINE AVENUE (SOUTH)	1	5	3	4	38.0
PINE AVENUE (NORTH)	2	1	2	2	14.5
PINE RIDGE DRIVE	2	3	3	3	28.0
PLYMOUTH COURT	1	3	3	3	26.0
POHATAN LANE	2	3	3	3	28.0
POST ROAD	1	3	3	3	26.0
PREAKNESS CIRCLE	2	2	2	2	20.0
PRESTON DRIVE	2	4	4	4	36.0
PUEBLO TRAIL	1	3	3	3	26.0
QUAIL COURT	1	4	3	3	31.5
RAMAPO TRAIL	2	3	3	3	28.0
RAYS COURT	1	1	1	1	10.0
RENDA DRIVE	1	2	2	2	18.0
REYNA PLACE	1	3	3	3	26.0
RICHFIELD COURT	1	2	3	3	20.5
RIVER ROAD	4	1	1	1	16.0
ROBBINS ROAD WEST	2	4	4	4	36.0
ROLLAND DRIVE	1	4	3	4	32.5
ROLLING HILLS LANE	1	4	2	4	31.0
RONAN WAY (EAST)	3	1	1	1	14.0
RONAN WAY (WEST)	2	3	2	2	25.5
ROSE WAY	3	4	3	4	36.5
ROUND HILL ROAD	2	2	2	2	20.0
SALEM COURT	1	3	3	3	26.0
SAMSON COURT	1	3	3	3	26.0
SEMINOLE PATH	1	3	3	3	26.0
SENECA TRAIL	1	3	3	3	26.0
SETTLERS COURT	1	4	3	3	31.5
SHADY SIDE COURT	1	4	3	3	31.5
SHAFFER STREET	1	5	5	5	42.0

Composite Priority Rating

(by Road Name)

<i>Road Name</i>	<i>Traffic</i>	<i>Pavement Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>Priority Rating</i>
SHALE HILL ROAD	1	3	3	3	26.0
SHARON AVENUE	2	3	3	3	28.0
SHEEPHILL CIRCLE	1	3	3	3	26.0
SHOSHONI WAY	2	3	3	3	28.0
SIOUX LANE	1	3	3	3	26.0
SNOWBIRD WAY	2	4	3	3	33.5
SOUTH HORIZON WAY	2	2	2	2	20.0
SPOKANE LANE	1	3	3	3	26.0
STARLING DRIVE	3	3	3	3	30.0
STEVEN AVENUE	2	3	4	4	30.5
STONY BROOK ROAD WEST	4	4	4	4	40.0
STONY BROOK ROAD 2	4	2	2	2	24.0
STONY BROOK ROAD 3	4	5	5	5	48.0
STONY BROOK ROAD 4	4	3	2	3	30.5
STONY BROOK ROAD 5	4	4	3	4	38.5
STONY BROOK ROAD EAST	4	3	4	4	34.5
STRATFORD LANE	3	3	3	3	30.0
STRAWBERRY HILL ROAD	2	2	2	2	20.0
STURBRIDGE ROAD	1	2	2	2	18.0
SUMMER ROAD	3	3	3	3	30.0
SUMMERFIELDS DRIVE	2	2	2	2	20.0
SUMMIT STREET	1	4	3	3	31.5
SUNRISE WAY	2	2	3	2	21.5
SUNSET STREET	1	3	3	3	26.0
SUSQUEHANNA TRAIL	2	3	3	3	28.0
SWAN COURT	2	4	3	3	33.5
TAMARACK DRIVE	2	3	2	3	26.5
TANGLEWOOD DRIVE	3	3	3	3	30.0
TECUMSEH TRAIL	3	3	3	3	30.0
THOROUGHBRED DRIVE	2	2	2	2	20.0

Composite Priority Rating

(by Road Name)

<i>Road Name</i>	<i>Traffic</i>	<i>Pavement Condition</i>	<i>General Condition</i>	<i>Useful Life</i>	<i>Priority Rating</i>
TIMBERS COURT	1	2	2	2	18.0
TUSCARORA TRAIL	2	3	3	3	28.0
TWIN PINES LANE	2	3	3	2	27.0
VAIL TERRACE (WEST)	2	3	3	3	28.0
VAIL TERRACE (CENTRAL)	1	1	1	1	10.0
VAIL TERRACE (EAST)	2	3	3	3	28.0
VAN ARSDALE DRIVE	2	3	3	3	28.0
VAN DYKE ROAD	2	4	3	4	34.5
VANDERVEER AVENUE	1	3	4	3	27.5
VILLAGE WAY	2	4	3	3	33.5
VOLLERS DRIVE	2	3	3	3	28.0
WALNUT DRIVE	2	1	2	2	14.5
WATCHUNG TRAIL	1	3	3	3	26.0
WEST COUNTY DRIVE	3	4	3	3	35.5
WHITE BIRCH COURT	1	2	2	2	18.0
WHITEHALL DRIVE	1	3	3	3	26.0
WHITON ROAD (EAST)	4	4	4	4	40.0
WHITON ROAD (WEST)	4	2	1	2	22.5
WINDMILL WAY	2	3	3	3	28.0
WINDY WILLOW WAY	3	3	3	3	30.0
WINFIELD TERRACE	2	2	1	1	17.5
WINTHROP DRIVE	2	3	3	3	28.0
WOODFERN ROAD(WEST)	2	5	4	4	41.5
WOODFERN ROAD(EAST)	2	4	4	4	36.0
WOODSIDE LANE	2	2	2	2	20.0
WOODSTOCK LANE	2	3	3	3	28.0
WREN WAY	3	4	3	3	35.5
YELLOW JACKET COURT	1	2	2	2	18.0
YORKSHIRE LANE	2	3	3	3	28.0
YUMA TRAIL	2	3	3	3	28.0