

# Village of Newtown

## Pavement Condition Rating Report

### **PREPARED FOR**

Village of Newtown, Ohio  
3537 Church Street  
Newtown, Ohio 45244

Issued: October 1, 2023

Project Number: 230452



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## **INTRODUCTION**

This report aims to provide a comprehensive list of the pavement condition rating (PCR) for all of the Village owned and maintained streets to identify the budgetary needs. When pavement evaluation data is not collected, organized, and analyzed, maintenance and budgetary decisions are frequently made with insufficient information. This often results in the delay of preventative maintenance, causing premature failure of the pavement and increasing the associated costs. The process for developing the program includes the following steps:

1. Collect Street Inventory and Pavement Condition Rating (PCR) data to evaluate the existing pavement condition.
2. Prioritize and develop maintenance strategies.
3. Develop an opinion of repair/maintenance costs for each street inventoried to develop a 20 Year Street Budgeting Plan.

## **STREET INVENTORY**

There are approximately 13.4 centerline miles of street maintained by the Village. An inventory of all streets maintained by the Village was completed in April 2023. The inventory process included county GIS mapping, field measurements, and visual inspections and observations to determine pavement condition, street length and width, pavement type, and the presence of curbs and sidewalks.

As needed, some streets were divided into segments based on changes to pavement type, width, or condition to improve the selection of maintenance strategies and cost accurately.

The ***Street Inventory Summary*** can be found in Appendix A. The inventory is sorted by PCR, from lowest to highest.

## **PAVEMENT CONDITION RATING (PCR) METHODOLOGY**

A Pavement Condition Rating (PCR) was created for each street. The PCR is on a scale from 0 to 100, with 0 being the worst condition and 100 being perfect condition. The rating method is based upon visual inspections of pavement distress. Although this may not identify all defects within the pavement or subgrade, observable distress within the pavement is generally a good indicator of the pavement's condition and overall life cycle.

The model for computing PCR is based on summing up the deduct points for each type of observable distress (pavement conditions outlined below), severity (low, medium or high), and extent (percentage of surface area).

The deduct amounts for each distress have been developed on a review of the rating methods developed within the United States and the experience gained from CT Consultants staff as a result of various pavement studies and analysis of various pavement defects for over 60 municipalities. The deduct amounts for each pavement type are identified in the general ***PCR Inventory Forms*** in Appendix C.



Once the deduct amounts were determined through visual observation for each street in the Village, they were summed up for a final deduct amount. This final amount was then subtracted from 100 to give the final PCR.

Below are PCR and condition of pavement associated with the various ranges of the PCR values:

- **PCR 0-55: Poor Condition** - Generally to be considered for pavement reconstruction.
- **PCR 56-85: Fair to Good Condition** - Generally to be considered for pavement restoration (resurfacing).
- **PCR 86-100: Good to Excellent Condition** - Generally only considered for routine maintenance (crack/joint sealing).

### **ASPHALT CONDITIONS**

The most common pavement defects are summarized below:

- **Potholes:** Bowl-shaped voids or depressions in the pavement surface. Potholes are localized failure areas which are usually caused by weak base or subgrade layers. Severity of the pothole is determined by its size and depth.
- **Transverse/Longitudinal Cracking:** Transverse cracks are cracks that form perpendicular to the centerline of the roadway and are generally related to thermal shrinkage or reflective cracking of joints through layers of overlay. Longitudinal cracking are cracks that form parallel to the centerline and are the result of paving joints and reflective cracking of joints through layers of overlay.
- **Alligator Cracking:** Alligator cracking is a series of cracks that breaks the pavement up into small pieces. This is the most serious defect in pavement, and indicates a weak base that needs to be properly prepared. If left alone alligator cracking will often result in potholes.
- **Bumps/Sags:** These are uneven areas in the pavement with an abrupt raising or lowering of the road surface. These are unpleasant to drive on and are often indicative of a weak base or an overloaded road.
- **Deficient Drainage:** A road with deficient drainage will have areas where runoff gets trapped and ponds on the surface of the pavement. Roads with this conditions need to be re-profiled to allow for proper drainage.
- **Edge Cracking/Raveling:** Edge cracking is cracking and breaking of the pavement at the edge of the pavement. This type of cracking usually occurs because of localized weaknesses in the pavement base and generally occurs in pavements with no curb and gutter. Raveling is the disintegration of the pavement from the surface downward due to the loss of aggregate particles. Raveling can be identified by a rough gravelly appearance.
- **Patching:** Patching is the placement of asphalt concrete on the surface of the existing pavement or the replacement of asphalt in small isolated areas. Patches reduce the life of pavement and can deteriorate quickly if not placed and maintained properly.

- **Polished Aggregate:** Polished Aggregate is where the portion of aggregate extending above the asphalt binder or cement paste is either very small or there are no rough or angular aggregate particles. This results in a relatively slick surface.

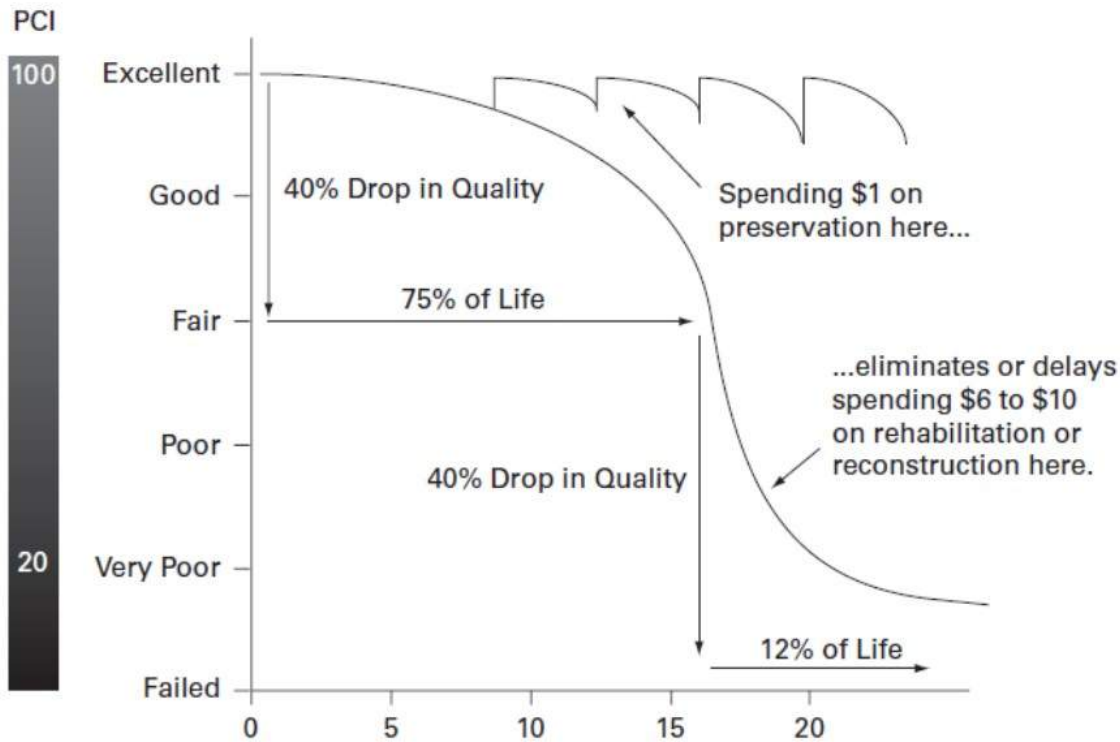
#### **MAINTENANCE STRATEGY:**

To use available funds most cost-effectively, the ideal pavement management strategy is to address pavement issues when they first appear. Using the data collected in the pavement condition ratings all street are classified in one of three maintenance categories, which are summarized below:

1. **Minor Maintenance** – Every five (5) years, this consists of crack and joint seal and minor patching.
2. **Pavement Restoration** – Every twenty (20) years
  - a. **Concrete Streets** – spot curb repair, spot slab repair and/or resurfacing overlay with an asphalt surface.
  - b. **Asphalt Streets** – Spot curb repair, spot base repair, mill and resurface 3" asphalt surface.
3. **Major Reconstruction** – Every 45+ years – complete removal and replacement of pavement with either concrete or asphalt pavement. The reconstruction will include a granular drainage blanket and edge drains.

**Minor maintenance** is a very important aspect of keeping streets adequate and extending its lifespan. Through preventative maintenance and minor repairs it is possible to lengthen the life of the pavement while avoiding the costly reconstruction of streets that haven't been properly maintained. However, to implement this strategy it is necessary to first ensure that the pavement has a proper base and proper drainage conditions. It is recommended that minor maintenance be performed for each street every 5 years.

**Pavement Restoration** is recommended every 15 to 20 years. National studies of pavement condition and deterioration have found that pavements do not deteriorate in a straight line fashion when plotting condition vs. age. They tend to deteriorate slowly in the first few years after construction and the rate of deterioration tends to accelerate late in the pavement life. This is due to the fact that, as the driving surface weakens and cracks, the pavement base begins to be more impacted by traffic loading along with moisture and freeze-thaw cycles. Before the pavement deteriorates to a very poor rating, it is desirable to schedule pavement resurfacing when the pavement is still in fair condition. This will protect the pavement base and allow the pavement life to be extended at a much lower unit cost than if the pavement must be reconstructed. The cost for reconstruction is typically 4 to 5 times that of restoration. Figure 1 below illustrates this concept.



**Figure 1**

**Pavement Reconstruction** is recommended every 45+ years. This occurs when both the street surface and base have reached the end of their useful life. It involves total removal of the pavement surface as well as the base and typically involves the total replacement of curb and gutter and driveway aprons as well. This option is the most costly and time consuming of the pavement maintenance strategies.

It is desirable to plan resurfacing and reconstruction projects well in advance for a number of reasons including: fiscal planning, public notification, and coordination of utility repairs. The goal of this plan is to develop a process for evaluating the condition of the individual streets as well as the street system as a whole, prioritizing streets to be improved and determining the level of investment appropriate to maintain an acceptable level of service for the Village pavements.

Prioritizing is also an important aspect of planning and budgeting. Simply picking from the bottom of a list sorted by rating will not result in the most cost effective program. The following factors should be considered as well:

1. Grouping of blocks cohesively (ex: If there is a low rated street adjacent to a fair rated street, it is more cost effective to group the streets together in a logical segment.)
2. Streets which are no longer candidates for restoration due to base failure may be deferred until reconstruction because base preservation is no longer a concern.
3. Coordination with needed utility improvements
4. Street classification/traffic volume

## **TWENTY YEAR STREET BUDGETING PLAN**

After conducting a full street inventory and evaluation for the Village of Newtown, the Twenty Year Street Budgeting Plan has been prepared by predicting the likelihood of reconstruction, restoration, and maintenance over the next 20 years, and estimating the costs associated with those improvements. For the purposes of this plan it was assumed that each street with a Pavement Condition Rating below 55 would be reconstructed at some point in the next 20 years. It was also assumed that each street with a Pavement Condition Rating between 56 and 85 would be resurfaced at some point in the next 20 years. Each street on the list is to receive minor maintenance every five (5) years.

Costs for each of these maintenance strategies were assumed based on historical cost data available for this area for similar types of work. Construction costs were broken down into an average cost per square foot of pavement and then applied to each of the streets in the inventory. The construction costs do not include significant storm sewer improvements on the streets or surveying and engineering design costs.

The inventory information, and estimated cost data is compiled in tables, which are included in Appendix B. Appendix B1 sorts the streets by Pavement Condition Rating, from worst to best. Appendix B2 sorts the streets alphabetically.

The above costs were totaled for each street, and then a grand total was determined for the entire Village. Assuming a 20 year cycle on the streets, these grand totals were divided by 20 to come up with an average yearly budget for all of the major pavement improvements (reconstruction and resurfacing, pavement construction costs only) and to calculate what the Village should be spending on minor maintenance each year.

Based on this strategy it was determined that the recommended budget to maintain all of the streets in the Village on a 20 year cycle is approximately **\$450,000 per year**. Approximately \$50,000 should be dedicated to minor maintenance, assuming a 5 year cycle for each street. This exceeds the Village's annual budget, so obtaining grant funding through programs such as SORTA and OPWC will be necessary to keep up with the 20 year maintenance cycle.

**SUMMARY AND CONCLUSION:**

**Inventory Statistics:**

Each street in the Village was inventoried and information was collected on the pavement type, length, width and condition. Below is a summary of some useful statistics from this inventory. The full inventory and condition ratings can be found in *Appendix B*.

	2023 (Centerline Miles)
Total Length of Streets	13.4
Concrete Streets	0.0 (0.0%)
Concrete Streets with Asphalt Overlay	0.0 (0.0%)
Asphalt Streets	13.4 (100.0%)
Streets for Reconstruction (Poor)	0.0 (0.0%)
Streets for Rehabilitation (Fair)	10.51 (78.4%)
Streets for Minor Maintenance (Good)	2.89 (21.6%)

**Costs used in Evaluation:**

Cost for Reconstruction: \$17.50 / Square Foot

Cost for Rehabilitation: \$5.25 / Square Foot

Cost for Minor Maintenance: \$0.15 / Square Foot

**Recommended Yearly Budget:**

*\$450,000 Total, Including \$50,000 yearly for joint and crack sealing (average yearly cost)*

APPENDIX A1



# The Village of Newtown, Ohio

Road Name	From	To	Funding	Length (ft)	Width (ft)	Pavement Type	Curb	Sidewalk	PCR	Proposed Improvements	Improvement Description	Opinion of Maintenance Costs	Opinion of Rehabilitation Costs	Opinion of Engineering Fees	Opinion of Total Project Costs	Date of Latest Maintenance	Maintenance Type	Date of Latest Joint and Crack Seal
LITTLE DRY RUN	IVY HILLS BLVD	MAIN ST	MRF	1224	22	asphalt	N	R	58.00	2	Mill/Resurface/Spot Repairs	\$ 16,156.80	\$ 141,372.00	\$ 14,137.20	\$ 171,666.00			
LITTLE DRY RUN	ANDETP NEWTWN CORPLINE	VILLAGE DR	MRF	355	19	asphalt	N	R	58.00	2	Mill/Resurface/Spot Repairs	\$ 4,047.00	\$ 35,411.25	\$ 3,541.13	\$ 42,999.38			
LITTLE DRY RUN	VILLAGE DR	IVY HILLS BLVD	MRF	1302	18	asphalt	N	R	58.00	2	Mill/Resurface/Spot Repairs	\$ 14,061.60	\$ 123,039.00	\$ 12,303.90	\$ 149,404.50			
ROUND BOTTOM	MAIN ST	VALLEY AV	MRF	1942	23	asphalt	N	N	63.00	2	Mill/Resurface/Spot Repairs	\$ 26,799.60	\$ 234,496.50	\$ 23,449.65	\$ 284,745.75			
ROUND BOTTOM	EDWARDS RD	ANDETP NEWTWN CORPLINE	MRF	1284	24	asphalt	N	N	63.00	2	Mill/Resurface/Spot Repairs	\$ 18,489.60	\$ 161,784.00	\$ 16,178.40	\$ 196,452.00			
ROUND BOTTOM	VALLEY AV	EDWARDS RD	MRF	2613	21	asphalt	N	N	63.00	2	Mill/Resurface/Spot Repairs	\$ 32,923.80	\$ 288,083.25	\$ 28,808.33	\$ 349,815.38			
MAIN	ROUND BOTTOM RD	MILJOIE DR	ODOT	976	42	asphalt	B	B	66.00	2	Mill/Resurface/Spot Repairs	\$ 24,595.20	\$ 215,208.00	\$ 21,520.80	\$ 261,324.00			
MAIN	MILJOIE DR	IVY HILLS PL	ODOT	980	39	asphalt	B	B	66.00	2	Mill/Resurface/Spot Repairs	\$ 22,932.00	\$ 200,655.00	\$ 20,065.50	\$ 243,652.50			
MAIN	IVY HILLS PL	LITTLE DRY RUN RD	ODOT	2181	43	asphalt	B	B	66.00	2	Mill/Resurface/Spot Repairs	\$ 56,269.80	\$ 492,360.75	\$ 49,236.08	\$ 597,866.63			
MAIN	LITTLE DRY RUN RD	CORP LINE	ODOT	3300	25	asphalt	B	B	66.00	2	Mill/Resurface/Spot Repairs	\$ 49,500.00	\$ 433,125.00	\$ 43,312.50	\$ 525,937.50			
RAGLAND	CHURCH ST	HARRIET LN	MRF	833	20	asphalt	N	N	71.00	2	Mill/Resurface/Spot Repairs	\$ 9,996.00	\$ 87,465.00	\$ 8,746.50	\$ 106,207.50			
RAGLAND	HARRIET LN	ANDETP NEWTWN CORPLINE	MRF	416	20	asphalt	N	N	71.00	2	Mill/Resurface/Spot Repairs	\$ 4,992.00	\$ 43,680.00	\$ 4,368.00	\$ 53,040.00			
MOTZ	MAIN ST	TERM N OF MAIN ST	Village	554	20	asphalt	N	N	71.00	2	Mill/Resurface/Spot Repairs	\$ 6,648.00	\$ 58,170.00	\$ 5,817.00	\$ 70,635.00			
OLENTANGY	RIO GRANDE LN	MONONGAHELA DR	Village	370	23	asphalt	B	B	73.00	2	Mill/Resurface/Spot Repairs	\$ 5,106.00	\$ 44,677.50	\$ 4,467.75	\$ 54,251.25			
OLENTANGY	RIVERHILLS DR	RIO GRANDE LN	Village	288	23	asphalt	B	B	73.00	2	Mill/Resurface/Spot Repairs	\$ 3,974.40	\$ 34,776.00	\$ 3,477.60	\$ 42,228.00			
OLENTANGY	TERM W OF RIVERHILLS DR	RIVERHILLS DR	Village	445	23	asphalt	B	B	73.00	2	Mill/Resurface/Spot Repairs	\$ 6,141.00	\$ 53,733.75	\$ 5,373.38	\$ 65,248.13			
PINE ISLE	TERM SW OF OYSTER BAY LN	OYSTER BAY LN	Village	135	37	asphalt	B	N	74.00	2	Mill/Resurface/Spot Repairs	\$ 2,997.00	\$ 26,223.75	\$ 2,622.38	\$ 31,843.13			
DEBOLT	CENTER ST	DEBOLT RD	MRF	1686	16	asphalt	N	N	75.00	2	Mill/Resurface/Spot Repairs	\$ 16,185.60	\$ 141,624.00	\$ 14,162.40	\$ 171,972.00			
DEBOLT	E PLUM ST	CENTER ST	MRF	363	20	asphalt	N	N	75.00	2	Mill/Resurface/Spot Repairs	\$ 4,356.00	\$ 38,115.00	\$ 3,811.50	\$ 46,282.50			
DEBOLT	MAIN ST	E PLUM ST	MRF	345	21	asphalt	N	N	75.00	2	Mill/Resurface/Spot Repairs	\$ 4,347.00	\$ 38,036.25	\$ 3,803.63	\$ 46,186.88			
IVY HILLS BLVD	IVY HILLS LN	SPYGLASS CT	Village	522	26	asphalt	B	N	76.00	2	Mill/Resurface/Spot Repairs	\$ 8,143.20	\$ 71,253.00	\$ 7,125.30	\$ 86,521.50			
IVY HILLS BLVD	LEGENDS LN	OYSTER BAY LN	Village	1749	28	asphalt	B	N	76.00	2	Mill/Resurface/Spot Repairs	\$ 29,383.20	\$ 257,103.00	\$ 25,710.30	\$ 312,196.50			
IVY HILLS BLVD	SPYGLASS CT	LEGENDS LN	Village	1169	27	asphalt	B	N	76.00	2	Mill/Resurface/Spot Repairs	\$ 18,937.80	\$ 165,705.75	\$ 16,570.58	\$ 201,214.13			
IVY HILLS BLVD	OYSTER BAY LN	LITTLE DRY RUN RD	Village	224	46	asphalt	B	N	76.00	2	Mill/Resurface/Spot Repairs	\$ 6,182.40	\$ 54,096.00	\$ 5,409.60	\$ 65,688.00			
IVY HILLS BLVD	PINEHURST DR	IVY HILLS LN	Village	1020	26	asphalt	B	N	76.00	2	Mill/Resurface/Spot Repairs	\$ 15,912.00	\$ 139,230.00	\$ 13,923.00	\$ 169,065.00			
VALLEY	CHURCH ST	VIEW ST	MRF	891	30	asphalt	B	B	77.00	2	Mill/Resurface/Spot Repairs	\$ 16,038.00	\$ 140,332.50	\$ 14,033.25	\$ 170,403.75			
VALLEY	VIEW ST	ROUND BOTTOM RD	MRF	688	30	asphalt	B	B	77.00	2	Mill/Resurface/Spot Repairs	\$ 12,384.00	\$ 108,360.00	\$ 10,836.00	\$ 131,580.00			
SPYGLASS	IVY HILLS BLVD	TERM N OF IVY HILLS BLVD	Village	361	26	asphalt	B	N	77.00	2	Mill/Resurface/Spot Repairs	\$ 5,631.60	\$ 49,276.50	\$ 4,927.65	\$ 59,835.75			
VIEW	VALLEY AV	OAK ST	Village	375	30	asphalt	L	L	77.00	2	Mill/Resurface/Spot Repairs	\$ 6,750.00	\$ 59,062.50	\$ 5,906.25	\$ 71,718.75			
VIEW	VIEW ST	TERM NE OF VIEW ST	Village	321	30	asphalt	L	L	77.00	2	Mill/Resurface/Spot Repairs	\$ 5,778.00	\$ 50,557.50	\$ 5,055.75	\$ 61,391.25			
CHURCH S.	RAGLAND RD	EDITH ST	MRF	550	22	asphalt	B	B	79.00	2	Mill/Resurface/Spot Repairs	\$ 7,260.00	\$ 63,525.00	\$ 6,352.50	\$ 77,137.50			
CHURCH S.	EDITH ST	JEFFERSON AV	MRF	357	20	asphalt	B	B	79.00	2	Mill/Resurface/Spot Repairs	\$ 4,284.00	\$ 37,485.00	\$ 3,748.50	\$ 45,517.50			
CHURCH S.	NEWTOWN RD	RAGLAND RD	MRF	342	26	asphalt	B	B	79.00	2	Mill/Resurface/Spot Repairs	\$ 5,335.20	\$ 46,683.00	\$ 4,668.30	\$ 56,686.50			
CHURCH S.	JEFFERSON AV	MAIN ST	MRF	1210	21	asphalt	B	B	79.00	2	Mill/Resurface/Spot Repairs	\$ 15,246.00	\$ 133,402.50	\$ 13,340.25	\$ 161,988.75			
PINEHURST	TERM NW OF SAWGRASS CT	SAWGRASS CT	Village	355	28	asphalt	B	N	79.00	2	Mill/Resurface/Spot Repairs	\$ 5,964.00	\$ 52,185.00	\$ 5,218.50	\$ 63,367.50			
PINEHURST	IVY HILLS BLVD	ANDETP NEWTWN CORPLINE	Village	2602	28	asphalt	B	N	79.00	2	Mill/Resurface/Spot Repairs	\$ 43,713.60	\$ 382,494.00	\$ 38,249.40	\$ 464,457.00			
PINEHURST	SAWGRASS CT	IVY HILLS BLVD	Village	354	28	asphalt	B	N	79.00	2	Mill/Resurface/Spot Repairs	\$ 5,947.20	\$ 52,038.00	\$ 5,203.80	\$ 63,189.00			
SCIOTO	MONONGAHELA DR	TERM NW OF MONONGAHELA DR	Village	623	23	asphalt	B	B	79.00	2	Mill/Resurface/Spot Repairs	\$ 8,597.40	\$ 75,227.25	\$ 7,522.73	\$ 91,347.38			
SCIOTO	TERM E OF MONONGAHELA DR	MONONGAHELA DR	Village	256	25	asphalt	B	B	79.00	2	Mill/Resurface/Spot Repairs	\$ 3,840.00	\$ 33,600.00	\$ 3,360.00	\$ 40,800.00			
BENT TREE	TERM S OF VILLAGE DR	VILLAGE DR	Village	566	25	asphalt	B	N	80.00	2	Mill/Resurface/Spot Repairs	\$ 8,490.00	\$ 74,287.50	\$ 7,428.75	\$ 90,206.25			
RIVERHILLS	THORNDALE LN	ROUND BOTTOM RD	Village	224	39	asphalt	L	L	80.00	2	Mill/Resurface/Spot Repairs	\$ 5,241.60	\$ 45,864.00	\$ 4,586.40	\$ 55,692.00			
RIVERHILLS	MONONGAHELA DR	THORNDALE LN	Village	1180	30	asphalt	L	L	80.00	2	Mill/Resurface/Spot Repairs	\$ 21,240.00	\$ 185,850.00	\$ 18,585.00	\$ 225,675.00			
RIVERHILLS	OLENTANGY LN	PECOS DR	Village	321	23	asphalt	L	L	80.00	2	Mill/Resurface/Spot Repairs	\$ 4,429.80	\$ 38,760.75	\$ 3,876.08	\$ 47,066.63			
RIVERHILLS	PECOS DR	MONONGAHELA DR	Village	381	24	asphalt	L	L	80.00	2	Mill/Resurface/Spot Repairs	\$ 5,486.40	\$ 48,006.00	\$ 4,800.60	\$ 58,293.00			
MADISON	W JEFFERSON AV	TERM N OF W JEFFERSON AV	Village	105	12	asphalt	N	N	81.00	2	Mill/Resurface/Spot Repairs	\$ 756.00	\$ 6,615.00	\$ 661.50	\$ 8,032.50			
MONONGAHELA	RIO GRANDE LN	OLENTANGY LN	Village	1113	25	asphalt	B	B	81.00	2	Mill/Resurface/Spot Repairs	\$ 16,695.00	\$ 146,081.25	\$ 14,608.13	\$ 177,384.38			
MONONGAHELA	OLENTANGY LN	SCIOTO DR	Village	777	25	asphalt	B	B	81.00	2	Mill/Resurface/Spot Repairs	\$ 11,655.00	\$ 101,981.25	\$ 10,198.13	\$ 123,834.38			
MONONGAHELA	RIVERHILLS DR	RIO GRANDE LN	Village	284	23	asphalt	B	B	81.00	2	Mill/Resurface/Spot Repairs	\$ 3,919.20	\$ 34,293.00	\$ 3,429.30	\$ 41,641.50			
MONONGAHELA	PECOS DR	RIVERHILLS DR	Village	412	23	asphalt	B	B	81.00	2	Mill/Resurface/Spot Repairs	\$ 5,685.60	\$ 49,749.00	\$ 4,974.90	\$ 60,409.50			
SCHOOL	TERM NW OF CHURCH ST	CHURCH ST	Village	253	25	asphalt	B	L	81.00	2	Mill/Resurface/Spot Repairs	\$ 3,795.00	\$ 33,206.25	\$ 3,320.63	\$ 40,321.88			
VILLAGE	LAKE FOREST DR	TERM N OF LAKE FOREST DR	Village	437	25	asphalt	B	N	81.00	2	Mill/Resurface/Spot Repairs	\$ 6,555.00	\$ 57,356.25	\$ 5,735.63	\$ 69,646.88			
VILLAGE	LITTLE DRY RUN RD	BENT TREE DR	Village	975	25	asphalt	B	N	81.00	2	Mill/Resurface/Spot Repairs	\$ 14,625.00	\$ 127,968.75	\$ 12,796.88	\$ 155,390.63			
VILLAGE	BENT TREE DR	SEABROOK DR	Village	268	26	asphalt	B	N	81.00	2	Mill/Resurface/Spot Repairs	\$ 4,180.80	\$ 36,582.00	\$ 3,658.20	\$ 44,421.00			
VILLAGE	SEABROOK DR	LAKE FOREST DR	Village	796	25	asphalt	B	N	81.00	2	Mill/Resurface/Spot Repairs	\$ 11,940.00	\$ 104,475.00	\$ 10,447.50	\$ 126,862.50			
BALTIC	MILJOIE DR	MILJOIE DR	Village	1210	26	asphalt	B	B	83.00	2	Mill/Resurface/Spot Repairs	\$ 18,876.00	\$ 165,165.00	\$ 16,516.50	\$ 200,557.50			
BEND	LAKE ST	MAIN ST	Village	255	14	asphalt	B	N	83.00	2	Mill/Resurface/Spot Repairs	\$ 2,142.00	\$ 18,742.50	\$ 1,874.25	\$ 22,758.75			
CRULL	LEONARD ST	CRAWFORD ST	Village	354	15	asphalt	N	N	83.00	2	Mill/Resurface/Spot Repairs	\$ 3,186.00	\$ 27,877.50	\$ 2,787.75	\$ 33,851.25			
CRULL	WEST ST	LEONARD ST	Village	439	15	asphalt	N	N	83.00	2	Mill/Resurface/Spot Repairs	\$ 3,951.00	\$ 34,571.25	\$ 3,457.13	\$ 41,979.38			
IVY WAY	MILJOIE DR	ENGLISH DR	Village	610	27	asphalt	B	B	83.00	2	Mill/Resurface/Spot Repairs	\$ 9,882.00	\$ 86,467.50	\$ 8,646.75	\$ 104,996.25			
OAK	VIEW ST	TERM SE OF VIEW ST	Village	471	30	asphalt	N	N	83.00	2	Mill/Resurface/Spot Repairs	\$ 8,478.00	\$ 74,182.50	\$ 7,418.25	\$ 90,078.75			
SUWANNEE	PECOS DR	TERM NE OF PECOS DR	Village	250	30	asphalt	B	B	83.00	2	Mill/Resurface/Spot Repairs	\$ 4,500.00	\$ 39,375.00	\$ 3,937.50	\$ 47,812.50			
CHURCH N.	SCHOOL ST	VALLEY AV	MRF	948	21	asphalt	B	B	84.00	2	Mill/Resurface/Spot Repairs	\$ 11,944.80	\$ 104,517.00	\$ 10,451.70	\$ 126,913.50			
CHURCH N.	MAIN ST	CENTRE ST	MRF	657	20	asphalt	B	B	84.00	2	Mill/Resurface/Spot Repairs	\$ 7,884.00	\$ 68,985.00	\$ 6,898.50	\$ 83,767.50			
CHURCH N.	VALLEY AV	ANDETP NEWTWN CORPLINE	MRF	321	34	asphalt	B	B	84.00	2	Mill/Resurface/Spot Repairs	\$ 6,548.40	\$ 57,298.50	\$ 5,729.85	\$ 69,576.75			
CHURCH N.	CENTRE ST	SCHOOL ST	MRF	1060	21	asphalt	B	B	84.00	2	Mill/Resurface/Spot Repairs	\$ 13,356.00	\$ 116,865.00	\$ 11,686.50	\$ 141,907.50			
OYSTER BAY LN	PINE ISLE CT	OYSTER BAY CT	Village	271	26	asphalt	B	N	84.00	2	Mill/Resurface/Spot Repairs	\$ 4,227.60	\$ 36,991.50	\$ 3,699.15	\$ 44,918.25			
OYSTER BAY LN	OYSTER BAY CT	TERM SE OF OYSTER BAY CT	Village	456	26	asphalt	B	N	84.00	2	Mill/Resurface/Spot Repairs	\$ 7,113.60	\$ 62,244.00	\$ 6,224.40	\$ 75,582.00			
OYSTER BAY LN	IVY HILLS BLVD	PINE ISLE CT	Village	192	26	asphalt	B	N	84.00	2	Mill/Resurface/Spot Repairs	\$ 2,995.20	\$ 26,208.00	\$ 2,620.80	\$ 31,824.00			
RIO GRANDE	OLENTANGY LN	MONONGAHELA DR	Village	728	23	asphalt	B	B	84.00	2	Mill/Resurface/Spot Repairs	\$ 10,046.40	\$ 87,906.00	\$ 8,790.60	\$ 106,743.00			
SAWGRASS	TERM SW OF PINEHURST DR	PINEHURST DR	Village	406	28	asphalt	B	N	84.00	2	Mill/Resurface/Spot Repairs	\$ 6,820.80	\$ 59,682.00	\$ 5,968.20	\$ 72,471.00			
SEABROOK	TERM NW OF VILLAGE DR	VILLAGE DR	Village	862	22	asphalt	B	N	84.00	2	Mill/Resurface/Spot Repairs	\$ 11,378.40	\$ 99,561.00	\$ 9,956.10	\$ 120,895.50		</	

APPENDIX A1



The Village of Newtown, Ohio

Road Name	From	To	Funding	Length (ft)	Width (ft)	Pavement Type	Curb	Sidewalk	PCR	Proposed Improvements	Improvement Description	Opinion of Maintenance Costs	Opinion of Rehabilitation Costs	Opinion of Engineering Fees	Opinion of Total Project Costs	Date of Latest Maintenance	Maintenance Type	Date of Latest Joint and Crack Seal
MILJOIE	ENGLISH DR	IVY WY	Village	226	24	asphalt	B	B	85.00	1	Joint/Crack Seal	\$ 3,254.40	\$ -		\$ 3,254.40			
MILJOIE	BALTIC CT	BALTIC CT	Village	250	27	asphalt	B	B	85.00	1	Joint/Crack Seal	\$ 4,050.00	\$ -		\$ 4,050.00			
MILJOIE	IVY WY	BALTIC CT	Village	215	26	asphalt	B	B	85.00	1	Joint/Crack Seal	\$ 3,354.00	\$ -		\$ 3,354.00			
PECOS	SUWANNEE CT	RIVERHILLS DR	Village	535	30	asphalt	B	B	85.00	1	Joint/Crack Seal	\$ 9,630.00	\$ -		\$ 9,630.00			
PECOS	MONONGAHELA DR	SUWANNEE CT	Village	833	30	asphalt	B	B	85.00	1	Joint/Crack Seal	\$ 14,994.00	\$ -		\$ 14,994.00			
THORNDALE	ENGLISH DR	MILJOIE DR	Village	567	26	asphalt	B	B	87.00	1	Joint/Crack Seal	\$ 8,845.20	\$ -		\$ 8,845.20			
THORNDALE	RIVERHILLS DR	ENGLISH DR	Village	377	26	asphalt	B	B	87.00	1	Joint/Crack Seal	\$ 5,881.20	\$ -		\$ 5,881.20			
LAKE	BEND AV	TERM E OF BEND AV	Village	128	15	asphalt	N	N	88.00	1	Joint/Crack Seal	\$ 1,152.00	\$ -		\$ 1,152.00			
LAKE	TERM W OF BEND AV	BEND AV	Village	69	16	asphalt	N	N	88.00	1	Joint/Crack Seal	\$ 662.40	\$ -		\$ 662.40			
BOSTON	ENGLISH DR	MILJOIE DR	Village	325	25	asphalt	B	B	89.00	1	Joint/Crack Seal	\$ 4,875.00	\$ -		\$ 4,875.00			
CENTER	DEBOLT ST	E PLUM ST	Village	1020	24	asphalt	L	L	89.00	1	Joint/Crack Seal	\$ 14,688.00	\$ -		\$ 14,688.00			
JEFFERSON W.	CHURCH ST	TERMINUS	Village	410	20	asphalt	N	N	89.00	1	Joint/Crack Seal	\$ 4,920.00	\$ -		\$ 4,920.00			
DRAKE	TERM SW OF MAIN ST	MAIN ST	Village	986	20	asphalt	N	N	91.00	1	Joint/Crack Seal	\$ 11,832.00	\$ -		\$ 11,832.00			
PINE	EDITH ST	JEFFERSON AV	Village	357	30	asphalt	B	N	91.00	1	Joint/Crack Seal	\$ 6,426.00	\$ -		\$ 6,426.00			
CRAWFORD	CRULL ST	TERM N OF CRULL ST	Village	183	15	asphalt	N	N	92.00	1	Joint/Crack Seal	\$ 1,647.00	\$ -		\$ 1,647.00			
CRAWFORD	W PLUM ST	CRULL ST	Village	330	15	asphalt	N	N	92.00	1	Joint/Crack Seal	\$ 2,970.00	\$ -		\$ 2,970.00			
LEONARD	MAIN ST	W PLUM ST	Village	352	15	asphalt	N	N	92.00	1	Joint/Crack Seal	\$ 3,168.00	\$ -		\$ 3,168.00			
LEONARD	W PLUM ST	CRULL ST	Village	341	15	asphalt	N	N	92.00	1	Joint/Crack Seal	\$ 3,069.00	\$ -		\$ 3,069.00			
PLUM	WEST ST	LEONARD ST	Village	479	17	asphalt	N	R	92.00	1	Joint/Crack Seal	\$ 4,885.80	\$ -		\$ 4,885.80			
PLUM	W PLUM ST	CRAWFORD ST	Village	364	15	asphalt	N	R	92.00	1	Joint/Crack Seal	\$ 3,276.00	\$ -		\$ 3,276.00			
PLUM	DEBOLT ST	CENTRE ST	Village	1342	23	asphalt	N	R	92.00	1	Joint/Crack Seal	\$ 18,519.60	\$ -		\$ 18,519.60			
EDITH	CHURCH ST	PINE ST	Village	902	30	asphalt	N	B	93.00	1	Joint/Crack Seal	\$ 16,236.00	\$ -		\$ 16,236.00			
WEST	TURPIN LN	W PLUM ST	Village	372	13	asphalt	N	N	93.00	1	Joint/Crack Seal	\$ 2,901.60	\$ -		\$ 2,901.60			
WEST	W PLUM ST	CRULL ST	Village	308	15	asphalt	N	N	93.00	1	Joint/Crack Seal	\$ 2,772.00	\$ -		\$ 2,772.00			
HARRIET	TERM S OF RAGLAND RD	RAGLAND RD	Village	984	24	asphalt	B	B	94.00	1	Joint/Crack Seal	\$ 14,169.60	\$ -		\$ 14,169.60			
JEFFERSON E.	CHURCH ST	PINE ST	Village	811	30	asphalt	N	N	94.00	1	Joint/Crack Seal	\$ 14,598.00	\$ -		\$ 14,598.00			
MAIN	TURPIN LN	LEONARD ST	ODOT	504	31	asphalt	B	B	98.00	1	Joint/Crack Seal	\$ 9,374.40	\$ -		\$ 9,374.40	2022		
MAIN	LEONARD ST	DEBOLT ST	ODOT	1015	31	asphalt	B	B	98.00	1	Joint/Crack Seal	\$ 18,879.00	\$ -		\$ 18,879.00	2022		
MAIN	BEND AV	CHURCH ST	ODOT	891	30	asphalt	B	B	98.00	1	Joint/Crack Seal	\$ 16,038.00	\$ -		\$ 16,038.00	2022		
MAIN	CHURCH ST	DRAKE ST	ODOT	703	30	asphalt	B	B	98.00	1	Joint/Crack Seal	\$ 12,654.00	\$ -		\$ 12,654.00	2022		
MAIN	DEBOLT ST	BEND AV	ODOT	204	31	asphalt	B	B	98.00	1	Joint/Crack Seal	\$ 3,794.40	\$ -		\$ 3,794.40	2022		
MAIN	DRAKE ST	ROUND BOTTOM RD	ODOT	952	30	asphalt	B	B	98.00	1	Joint/Crack Seal	\$ 17,136.00	\$ -		\$ 17,136.00	2022		



# APPENDIX A2



## The Village of Newtown, Ohio

Road Name	From	To	Funding	Length (ft)	Width (ft)	Pavement Type	Curb	Sidewalk	PCR	Proposed Improvements	Improvement Description	Opinion of Maintenance Costs	Opinion of Rehabilitation Costs	Opinion of Engineering Fees	Opinion of Total Project Costs	Date of Latest Maintenance	Maintenance Type	Date of Latest Joint and Crack Seal
BALTIC	MILJOIE DR	MILJOIE DR	Village	1210	26	asphalt	B	B	83.00	2	Mill/Resurface/Spot Repairs	\$ 18,876.00	\$ 165,165.00	\$ 16,516.50	\$ 200,557.50			
BEND	LAKE ST	MAIN ST	Village	255	14	asphalt	B	N	83.00	2	Mill/Resurface/Spot Repairs	\$ 2,142.00	\$ 18,742.50	\$ 1,874.25	\$ 22,758.75			
BENT TREE	TERM S OF VILLAGE DR	VILLAGE DR	Village	566	25	asphalt	B	N	80.00	2	Mill/Resurface/Spot Repairs	\$ 8,490.00	\$ 74,287.50	\$ 7,428.75	\$ 90,206.25			
BOSTON	ENGLISH DR	MILJOIE DR	Village	325	25	asphalt	B	B	89.00	1	Joint/Crack Seal	\$ 4,875.00	\$ -		\$ 4,875.00			
CENTER	DEBOLT ST	E PLUM ST	Village	1020	24	asphalt	L	L	89.00	1	Joint/Crack Seal	\$ 14,688.00	\$ -		\$ 14,688.00			
CHURCH N.	SCHOOL ST	VALLEY AV	MRF	948	21	asphalt	B	B	84.00	2	Mill/Resurface/Spot Repairs	\$ 11,944.80	\$ 104,517.00	\$ 10,451.70	\$ 126,913.50			
CHURCH N.	MAIN ST	CENTRE ST	MRF	657	20	asphalt	B	B	84.00	2	Mill/Resurface/Spot Repairs	\$ 7,884.00	\$ 68,985.00	\$ 6,898.50	\$ 83,767.50			
CHURCH N.	VALLEY AV	ANDETP NEWTWN CORPLINE	MRF	321	34	asphalt	B	B	84.00	2	Mill/Resurface/Spot Repairs	\$ 6,548.40	\$ 57,298.50	\$ 5,729.85	\$ 69,576.75			
CHURCH N.	CENTRE ST	SCHOOL ST	MRF	1060	21	asphalt	B	B	84.00	2	Mill/Resurface/Spot Repairs	\$ 13,356.00	\$ 116,865.00	\$ 11,686.50	\$ 141,907.50			
CHURCH S.	RAGLAND RD	EDITH ST	MRF	550	22	asphalt	B	B	79.00	2	Mill/Resurface/Spot Repairs	\$ 7,260.00	\$ 63,525.00	\$ 6,352.50	\$ 77,137.50			
CHURCH S.	EDITH ST	JEFFERSON AV	MRF	357	20	asphalt	B	B	79.00	2	Mill/Resurface/Spot Repairs	\$ 4,284.00	\$ 37,485.00	\$ 3,748.50	\$ 45,517.50			
CHURCH S.	NEWTOWN RD	RAGLAND RD	MRF	342	26	asphalt	B	B	79.00	2	Mill/Resurface/Spot Repairs	\$ 5,335.20	\$ 46,683.00	\$ 4,668.30	\$ 56,686.50			
CHURCH S.	JEFFERSON AV	MAIN ST	MRF	1210	21	asphalt	B	B	79.00	2	Mill/Resurface/Spot Repairs	\$ 15,246.00	\$ 133,402.50	\$ 13,340.25	\$ 161,988.75			
CRAWFORD	CRULL ST	TERM N OF CRULL ST	Village	183	15	asphalt	N	N	92.00	1	Joint/Crack Seal	\$ 1,647.00	\$ -		\$ 1,647.00			
CRAWFORD	W PLUM ST	CRULL ST	Village	330	15	asphalt	N	N	92.00	1	Joint/Crack Seal	\$ 2,970.00	\$ -		\$ 2,970.00			
CRULL	LEONARD ST	CRAWFORD ST	Village	354	15	asphalt	N	N	83.00	2	Mill/Resurface/Spot Repairs	\$ 3,186.00	\$ 27,877.50	\$ 2,787.75	\$ 33,851.25			
CRULL	WEST ST	LEONARD ST	Village	439	15	asphalt	N	N	83.00	2	Mill/Resurface/Spot Repairs	\$ 3,951.00	\$ 34,571.25	\$ 3,457.13	\$ 41,979.38			
DEBOLT	CENTER ST	DEBOLT RD	MRF	1686	16	asphalt	N	N	75.00	2	Mill/Resurface/Spot Repairs	\$ 16,185.60	\$ 141,624.00	\$ 14,162.40	\$ 171,972.00			
DEBOLT	E PLUM ST	CENTER ST	MRF	363	20	asphalt	N	N	75.00	2	Mill/Resurface/Spot Repairs	\$ 4,356.00	\$ 38,115.00	\$ 3,811.50	\$ 46,282.50			
DEBOLT	MAIN ST	E PLUM ST	MRF	345	21	asphalt	N	N	75.00	2	Mill/Resurface/Spot Repairs	\$ 4,347.00	\$ 38,036.25	\$ 3,803.63	\$ 46,186.88			
DRAKE	TERM SW OF MAIN ST	MAIN ST	Village	986	20	asphalt	N	N	91.00	1	Joint/Crack Seal	\$ 11,832.00	\$ -		\$ 11,832.00			
EDITH	CHURCH ST	PINE ST	Village	902	30	asphalt	N	B	93.00	1	Joint/Crack Seal	\$ 16,236.00	\$ -		\$ 16,236.00			
HARRIET	TERM S OF RAGLAND RD	RAGLAND RD	Village	984	24	asphalt	B	B	94.00	1	Joint/Crack Seal	\$ 14,169.60	\$ -		\$ 14,169.60			
IVY HILLS BLVD	IVY HILLS LN	SPYGLASS CT	Village	522	26	asphalt	B	N	76.00	2	Mill/Resurface/Spot Repairs	\$ 8,143.20	\$ 71,253.00	\$ 7,125.30	\$ 86,521.50			
IVY HILLS BLVD	LEGENDS LN	OYSTER BAY LN	Village	1749	28	asphalt	B	N	76.00	2	Mill/Resurface/Spot Repairs	\$ 29,383.20	\$ 257,103.00	\$ 25,710.30	\$ 312,196.50			
IVY HILLS BLVD	SPYGLASS CT	LEGENDS LN	Village	1169	27	asphalt	B	N	76.00	2	Mill/Resurface/Spot Repairs	\$ 18,937.80	\$ 165,705.75	\$ 16,570.58	\$ 201,214.13			
IVY HILLS BLVD	OYSTER BAY LN	LITTLE DRY RUN RD	Village	224	46	asphalt	B	N	76.00	2	Mill/Resurface/Spot Repairs	\$ 6,182.40	\$ 54,096.00	\$ 5,409.60	\$ 65,688.00			
IVY HILLS BLVD	PINEHURST DR	IVY HILLS LN	Village	1020	26	asphalt	B	N	76.00	2	Mill/Resurface/Spot Repairs	\$ 15,912.00	\$ 139,230.00	\$ 13,923.00	\$ 169,065.00			
IVY WAY	MILJOIE DR	ENGLISH DR	Village	610	27	asphalt	B	B	83.00	2	Mill/Resurface/Spot Repairs	\$ 9,882.00	\$ 86,467.50	\$ 8,646.75	\$ 104,996.25			
JEFFERSON E.	CHURCH ST	PINE ST	Village	811	30	asphalt	N	N	94.00	1	Joint/Crack Seal	\$ 14,598.00	\$ -		\$ 14,598.00			
JEFFERSON W.	CHURCH ST	TERMINUS	Village	410	20	asphalt	N	N	89.00	1	Joint/Crack Seal	\$ 4,920.00	\$ -		\$ 4,920.00			
LAKE	BEND AV	TERM E OF BEND AV	Village	128	15	asphalt	N	N	88.00	1	Joint/Crack Seal	\$ 1,152.00	\$ -		\$ 1,152.00			
LAKE	TERM W OF BEND AV	BEND AV	Village	69	16	asphalt	N	N	88.00	1	Joint/Crack Seal	\$ 662.40	\$ -		\$ 662.40			
LEONARD	MAIN ST	W PLUM ST	Village	352	15	asphalt	N	N	92.00	1	Joint/Crack Seal	\$ 3,168.00	\$ -		\$ 3,168.00			
LEONARD	W PLUM ST	CRULL ST	Village	341	15	asphalt	N	N	92.00	1	Joint/Crack Seal	\$ 3,069.00	\$ -		\$ 3,069.00			
LITTLE DRY RUN	IVY HILLS BLVD	MAIN ST	MRF	1224	22	asphalt	N	R	58.00	2	Mill/Resurface/Spot Repairs	\$ 16,156.80	\$ 141,372.00	\$ 14,137.20	\$ 171,666.00			
LITTLE DRY RUN	ANDETP NEWTWN CORPLINE	VILLAGE DR	MRF	355	19	asphalt	N	R	58.00	2	Mill/Resurface/Spot Repairs	\$ 4,047.00	\$ 35,411.25	\$ 3,541.13	\$ 42,999.38			
LITTLE DRY RUN	VILLAGE DR	IVY HILLS BLVD	MRF	1302	18	asphalt	N	R	58.00	2	Mill/Resurface/Spot Repairs	\$ 14,061.60	\$ 123,039.00	\$ 12,303.90	\$ 149,404.50			
MADISON	W JEFFERSON AV	TERM N OF W JEFFERSON AV	Village	105	12	asphalt	N	N	81.00	2	Mill/Resurface/Spot Repairs	\$ 756.00	\$ 6,615.00	\$ 661.50	\$ 8,032.50			
MAIN	ROUND BOTTOM RD	MILJOIE DR	ODOT	976	42	asphalt	B	B	66.00	2	Mill/Resurface/Spot Repairs	\$ 24,595.20	\$ 215,208.00	\$ 21,520.80	\$ 261,324.00			
MAIN	MILJOIE DR	IVY HILLS PL	ODOT	980	39	asphalt	B	B	66.00	2	Mill/Resurface/Spot Repairs	\$ 22,932.00	\$ 200,655.00	\$ 20,065.50	\$ 243,652.50			
MAIN	IVY HILLS PL	LITTLE DRY RUN RD	ODOT	2181	43	asphalt	B	B	66.00	2	Mill/Resurface/Spot Repairs	\$ 56,269.80	\$ 492,360.75	\$ 49,236.08	\$ 597,866.63			
MAIN	LITTLE DRY RUN RD	CORP LINE	ODOT	3300	25	asphalt	B	B	66.00	2	Mill/Resurface/Spot Repairs	\$ 49,500.00	\$ 433,125.00	\$ 43,312.50	\$ 525,937.50			
MAIN	TURPIN LN	LEONARD ST	ODOT	504	31	asphalt	B	B	98.00	1	Joint/Crack Seal	\$ 9,374.40	\$ -		\$ 9,374.40	2022		
MAIN	LEONARD ST	DEBOLT ST	ODOT	1015	31	asphalt	B	B	98.00	1	Joint/Crack Seal	\$ 18,879.00	\$ -		\$ 18,879.00	2022		
MAIN	BEND AV	CHURCH ST	ODOT	891	30	asphalt	B	B	98.00	1	Joint/Crack Seal	\$ 16,038.00	\$ -		\$ 16,038.00	2022		
MAIN	CHURCH ST	DRAKE ST	ODOT	703	30	asphalt	B	B	98.00	1	Joint/Crack Seal	\$ 12,654.00	\$ -		\$ 12,654.00	2022		
MAIN	DEBOLT ST	BEND AV	ODOT	204	31	asphalt	B	B	98.00	1	Joint/Crack Seal	\$ 3,794.40	\$ -		\$ 3,794.40	2022		
MAIN	DRAKE ST	ROUND BOTTOM RD	ODOT	952	30	asphalt	B	B	98.00	1	Joint/Crack Seal	\$ 17,136.00	\$ -		\$ 17,136.00	2022		
MILJOIE	ENGLISH DR	IVY WY	Village	226	24	asphalt	B	B	85.00	1	Joint/Crack Seal	\$ 3,254.40	\$ -		\$ 3,254.40			
MILJOIE	BALTIC CT	BALTIC CT	Village	250	27	asphalt	B	B	85.00	1	Joint/Crack Seal	\$ 4,050.00	\$ -		\$ 4,050.00			
MILJOIE	IVY WY	BALTIC CT	Village	215	26	asphalt	B	B	85.00	1	Joint/Crack Seal	\$ 3,354.00	\$ -		\$ 3,354.00			
MONONGAHELA	RIO GRANDE LN	OLENTANGY LN	Village	1113	25	asphalt	B	B	81.00	2	Mill/Resurface/Spot Repairs	\$ 16,695.00	\$ 146,081.25	\$ 14,608.13	\$ 177,384.38			
MONONGAHELA	OLENTANGY LN	SCIOTO DR	Village	777	25	asphalt	B	B	81.00	2	Mill/Resurface/Spot Repairs	\$ 11,655.00	\$ 101,981.25	\$ 10,198.13	\$ 123,834.38			
MONONGAHELA	RIVERHILLS DR	RIO GRANDE LN	Village	284	23	asphalt	B	B	81.00	2	Mill/Resurface/Spot Repairs	\$ 3,919.20	\$ 34,293.00	\$ 3,429.30	\$ 41,641.50			
MONONGAHELA	PECOS DR	RIVERHILLS DR	Village	412	23	asphalt	B	B	81.00	2	Mill/Resurface/Spot Repairs	\$ 5,685.60	\$ 49,749.00	\$ 4,974.90	\$ 60,409.50			
MOTZ	MAIN ST	TERM N OF MAIN ST	Village	554	20	asphalt	N	N	71.00	2	Mill/Resurface/Spot Repairs	\$ 6,648.00	\$ 58,170.00	\$ 5,817.00	\$ 70,635.00			
OAK	VIEW ST	TERM SE OF VIEW ST	Village	471	30	asphalt	N	N	83.00	2	Mill/Resurface/Spot Repairs	\$ 8,478.00	\$ 74,182.50	\$ 7,418.25	\$ 90,078.75			
OLENTANGY	RIO GRANDE LN	MONONGAHELA DR	Village	370	23	asphalt	B	B	73.00	2	Mill/Resurface/Spot Repairs	\$ 5,106.00	\$ 44,677.50	\$ 4,467.75	\$ 54,251.25			
OLENTANGY	RIVERHILLS DR	RIO GRANDE LN	Village	288	23	asphalt	B	B	73.00	2	Mill/Resurface/Spot Repairs	\$ 3,974.40	\$ 34,776.00	\$ 3,477.60	\$ 42,228.00			
OLENTANGY	TERM W OF RIVERHILLS DR	RIVERHILLS DR	Village	445	23	asphalt	B	B	73.00	2	Mill/Resurface/Spot Repairs	\$ 6,141.00	\$ 53,733.75	\$ 5,373.38	\$ 65,248.13			
OYSTER BAY LN	PINE ISLE CT	OYSTER BAY CT	Village	271	26	asphalt	B	N	84.00	2	Mill/Resurface/Spot Repairs	\$ 4,227.60	\$ 36,991.50	\$ 3,699.15	\$ 44,918.25			
OYSTER BAY LN	OYSTER BAY CT	TERM SE OF OYSTER BAY CT	Village	456	26	asphalt	B	N	84.00	2	Mill/Resurface/Spot Repairs	\$ 7,113.60	\$ 62,244.00	\$ 6,224.40	\$ 75,582.00			
OYSTER BAY LN	IVY HILLS BLVD	PINE ISLE CT	Village	192	26	asphalt	B	N	84.00	2	Mill/Resurface/Spot Repairs	\$ 2,995.20	\$ 26,208.00	\$ 2,620.80	\$ 31,824.00			
PECOS	SUWANNEE CT	RIVERHILLS DR	Village	535	30	asphalt	B	B	85.00	1	Joint/Crack Seal	\$ 9,630.00	\$ -		\$ 9,630.00			
PECOS	MONONGAHELA DR	SUWANNEE CT	Village	833	30	asphalt	B	B	85.00	1	Joint/Crack Seal	\$ 14,994.00	\$ -		\$ 14,994.00			
PINE	EDITH ST	JEFFERSON AV	Village	357	30	asphalt	B	N	91.00	1	Joint/Crack Seal	\$ 6,426.00	\$ -		\$ 6,426.00			
PINE ISLE	TERM SW OF OYSTER BAY LN	OYSTER BAY LN	Village	135	37	asphalt	B	N	74.00	2	Mill/Resurface/Spot Repairs	\$ 2,997.00	\$ 26,223.75	\$ 2,622.38	\$ 31,843.13			
PINEHURST	TERM NW OF SAWGRASS CT	SAWGRASS CT	Village	355	28	asphalt	B	N	79.00	2	Mill/Resurface/Spot Repairs	\$ 5,964.00	\$ 52,185.00	\$ 5,218.50	\$ 63,367.50			
PINEHURST	IVY HILLS BLVD	ANDETP NEWTWN CORPLINE	Village	2602	28	asphalt	B	N	79.00	2	Mill/Resurface/Spot Repairs	\$ 43,713.60	\$ 382,494.00	\$ 38,249.40	\$ 464,457.00			
PINEHURST	SAWGRASS CT	IVY HILLS BLVD	Village	354	28	asphalt	B	N	79.00	2	Mill/Resurface/Spot Repairs	\$ 5,947.20	\$ 52,038.00	\$ 5,203.80	\$ 63,189.00			



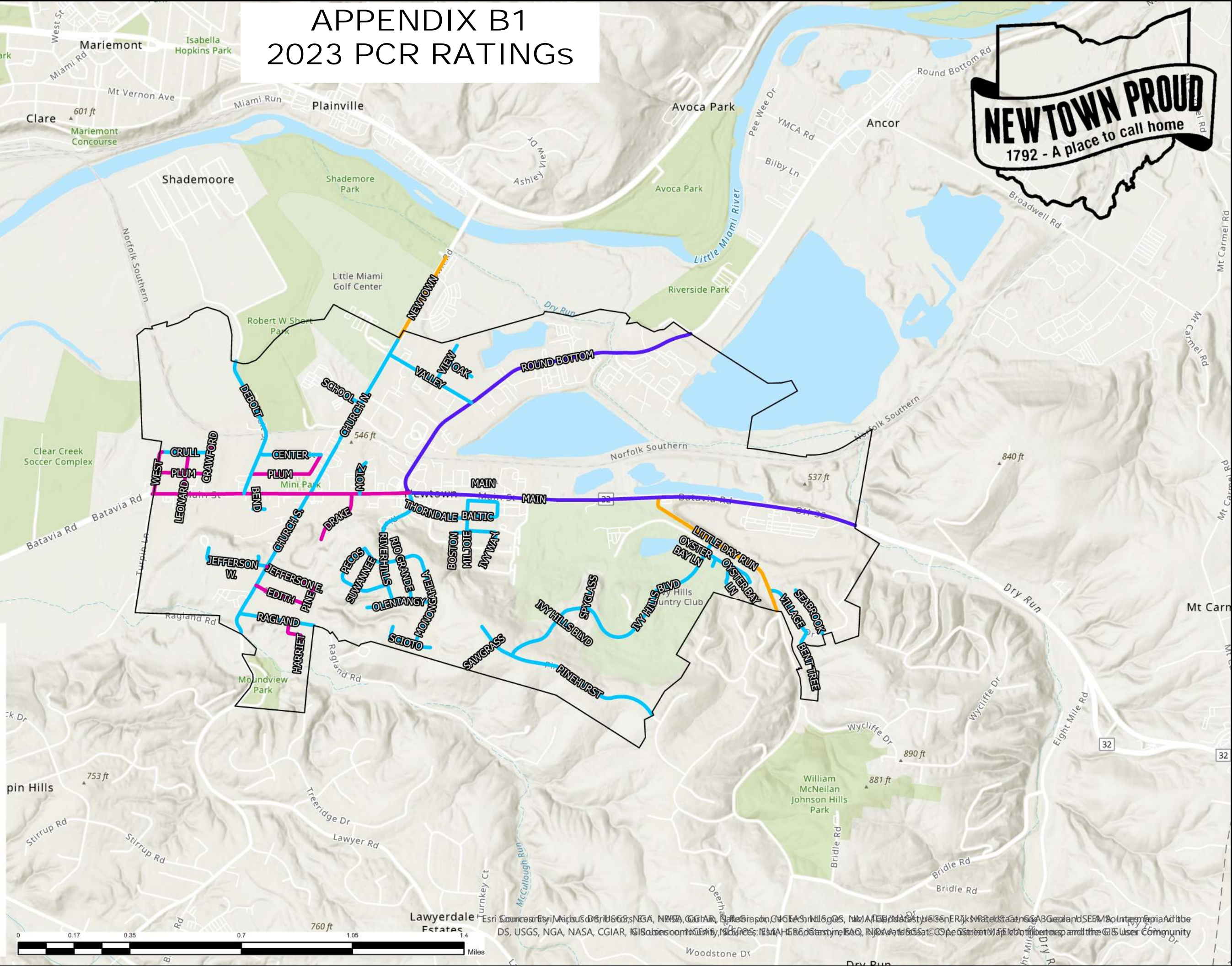
APPENDIX A2



The Village of Newtown, Ohio

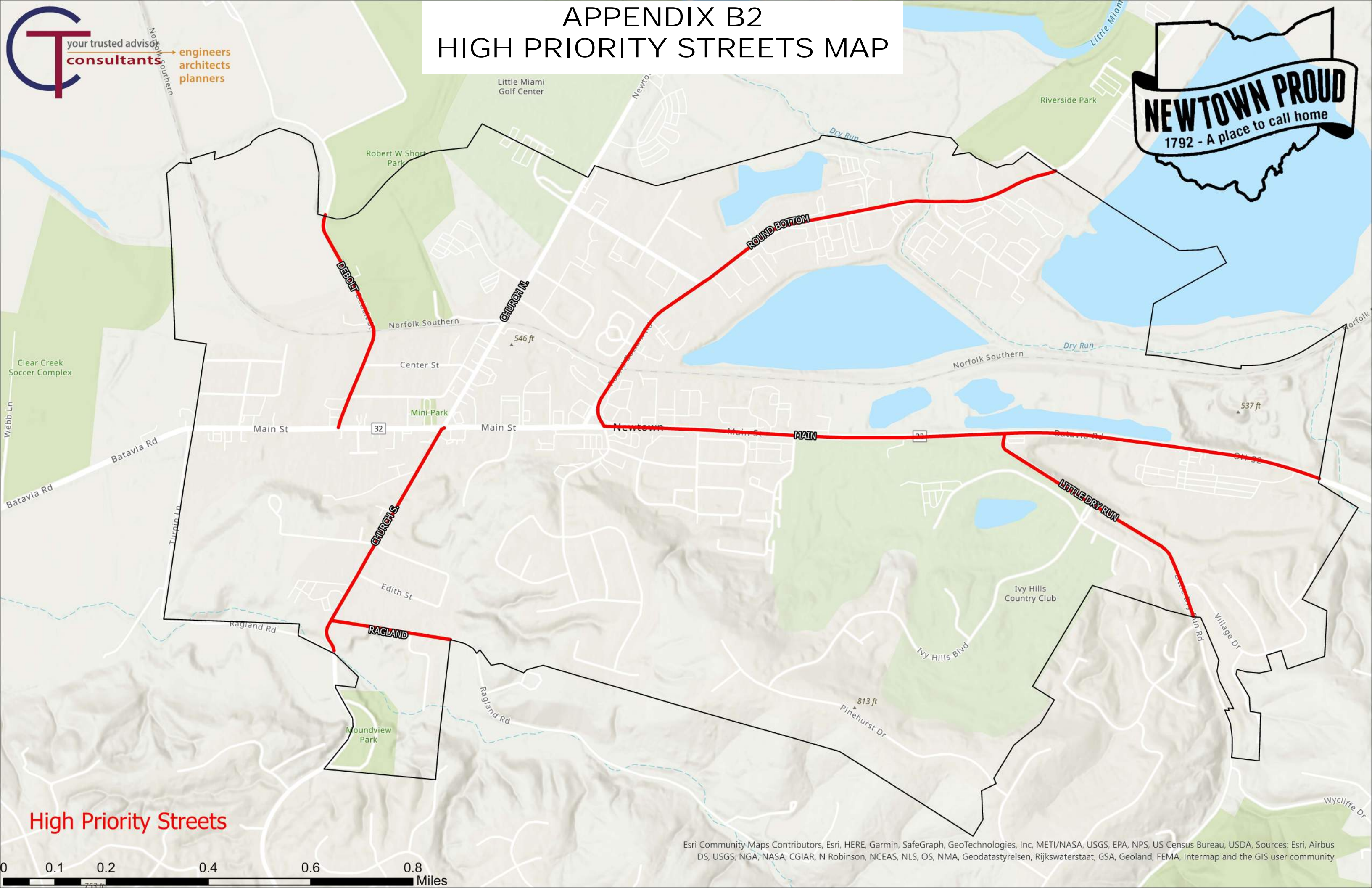
Road Name	From	To	Funding	Length (ft)	Width (ft)	Pavement Type	Curb	Sidewalk	PCR	Proposed Improvements	Improvement Description	Opinion of Maintenance Costs	Opinion of Rehabilitation Costs	Opinion of Engineering Fees	Opinion of Total Project Costs	Date of Latest Maintenance	Maintenance Type	Date of Latest Joint and Crack Seal
PLUM	WEST ST	LEONARD ST	Village	479	17	asphalt	N	R	92.00	1	Joint/Crack Seal	\$ 4,885.80	\$ -		\$ 4,885.80			
PLUM	W PLUM ST	CRAWFORD ST	Village	364	15	asphalt	N	R	92.00	1	Joint/Crack Seal	\$ 3,276.00	\$ -		\$ 3,276.00			
PLUM	DEBOLT ST	CENTRE ST	Village	1342	23	asphalt	N	R	92.00	1	Joint/Crack Seal	\$ 18,519.60	\$ -		\$ 18,519.60			
RAGLAND	CHURCH ST	HARRIET LN	MRF	833	20	asphalt	N	N	71.00	2	Mill/Resurface/Spot Repairs	\$ 9,996.00	\$ 87,465.00	\$ 8,746.50	\$ 106,207.50			
RAGLAND	HARRIET LN	ANDETPJNEWTWN CORPLINE	MRF	416	20	asphalt	N	N	71.00	2	Mill/Resurface/Spot Repairs	\$ 4,992.00	\$ 43,680.00	\$ 4,368.00	\$ 53,040.00			
RIO GRANDE	OLENTANGY LN	MONONGAHELA DR	Village	728	23	asphalt	B	B	84.00	2	Mill/Resurface/Spot Repairs	\$ 10,046.40	\$ 87,906.00	\$ 8,790.60	\$ 106,743.00			
RIVERHILLS	THORNDALE LN	ROUND BOTTOM RD	Village	224	39	asphalt	L	L	80.00	2	Mill/Resurface/Spot Repairs	\$ 5,241.60	\$ 45,864.00	\$ 4,586.40	\$ 55,692.00			
RIVERHILLS	MONONGAHELA DR	THORNDALE LN	Village	1180	30	asphalt	L	L	80.00	2	Mill/Resurface/Spot Repairs	\$ 21,240.00	\$ 185,850.00	\$ 18,585.00	\$ 225,675.00			
RIVERHILLS	OLENTANGY LN	PECOS DR	Village	321	23	asphalt	L	L	80.00	2	Mill/Resurface/Spot Repairs	\$ 4,429.80	\$ 38,760.75	\$ 3,876.08	\$ 47,066.63			
RIVERHILLS	PECOS DR	MONONGAHELA DR	Village	381	24	asphalt	L	L	80.00	2	Mill/Resurface/Spot Repairs	\$ 5,486.40	\$ 48,006.00	\$ 4,800.60	\$ 58,293.00			
ROUND BOTTOM	MAIN ST	VALLEY AV	MRF	1942	23	asphalt	N	N	63.00	2	Mill/Resurface/Spot Repairs	\$ 26,799.60	\$ 234,496.50	\$ 23,449.65	\$ 284,745.75			
ROUND BOTTOM	EDWARDS RD	ANDETPJNEWTWN CORPLINE	MRF	1284	24	asphalt	N	N	63.00	2	Mill/Resurface/Spot Repairs	\$ 18,489.60	\$ 161,784.00	\$ 16,178.40	\$ 196,452.00			
ROUND BOTTOM	VALLEY AV	EDWARDS RD	MRF	2613	21	asphalt	N	N	63.00	2	Mill/Resurface/Spot Repairs	\$ 32,923.80	\$ 288,083.25	\$ 28,808.33	\$ 349,815.38			
SAWGRASS	TERM SW OF PINEHURST DR	PINEHURST DR	Village	406	28	asphalt	B	N	84.00	2	Mill/Resurface/Spot Repairs	\$ 6,820.80	\$ 59,682.00	\$ 5,968.20	\$ 72,471.00			
SCHOOL	TERM NW OF CHURCH ST	CHURCH ST	Village	253	25	asphalt	B	L	81.00	2	Mill/Resurface/Spot Repairs	\$ 3,795.00	\$ 33,206.25	\$ 3,320.63	\$ 40,321.88			
SCIOTO	MONONGAHELA DR	TERM NW OF MONONGAHELA DR	Village	623	23	asphalt	B	B	79.00	2	Mill/Resurface/Spot Repairs	\$ 8,597.40	\$ 75,227.25	\$ 7,522.73	\$ 91,347.38			
SCIOTO	TERM E OF MONONGAHELA DR	MONONGAHELA DR	Village	256	25	asphalt	B	B	79.00	2	Mill/Resurface/Spot Repairs	\$ 3,840.00	\$ 33,600.00	\$ 3,360.00	\$ 40,800.00			
SEABROOK	TERM NW OF VILLAGE DR	VILLAGE DR	Village	862	22	asphalt	B	N	84.00	2	Mill/Resurface/Spot Repairs	\$ 11,378.40	\$ 99,561.00	\$ 9,956.10	\$ 120,895.50			
SPYGLASS	IVY HILLS BLVD	TERM N OF IVY HILLS BLVD	Village	361	26	asphalt	B	N	77.00	2	Mill/Resurface/Spot Repairs	\$ 5,631.60	\$ 49,276.50	\$ 4,927.65	\$ 59,835.75			
SUWANNEE	PECOS DR	TERM NE OF PECOS DR	Village	250	30	asphalt	B	B	83.00	2	Mill/Resurface/Spot Repairs	\$ 4,500.00	\$ 39,375.00	\$ 3,937.50	\$ 47,812.50			
THORNDALE	ENGLISH DR	MILJOIE DR	Village	567	26	asphalt	B	B	87.00	1	Joint/Crack Seal	\$ 8,845.20	\$ -		\$ 8,845.20			
THORNDALE	RIVERHILLS DR	ENGLISH DR	Village	377	26	asphalt	B	B	87.00	1	Joint/Crack Seal	\$ 5,881.20	\$ -		\$ 5,881.20			
VALLEY	CHURCH ST	VIEW ST	MRF	891	30	asphalt	B	B	77.00	2	Mill/Resurface/Spot Repairs	\$ 16,038.00	\$ 140,332.50	\$ 14,033.25	\$ 170,403.75			
VALLEY	VIEW ST	ROUND BOTTOM RD	MRF	688	30	asphalt	B	B	77.00	2	Mill/Resurface/Spot Repairs	\$ 12,384.00	\$ 108,360.00	\$ 10,836.00	\$ 131,580.00			
VIEW	VALLEY AV	OAK ST	Village	375	30	asphalt	L	L	77.00	2	Mill/Resurface/Spot Repairs	\$ 6,750.00	\$ 59,062.50	\$ 5,906.25	\$ 71,718.75			
VIEW	VIEW ST	TERM NE OF VIEW ST	Village	321	30	asphalt	L	L	77.00	2	Mill/Resurface/Spot Repairs	\$ 5,778.00	\$ 50,557.50	\$ 5,055.75	\$ 61,391.25			
VILLAGE	LAKE FOREST DR	TERM N OF LAKE FOREST DR	Village	437	25	asphalt	B	N	81.00	2	Mill/Resurface/Spot Repairs	\$ 6,555.00	\$ 57,356.25	\$ 5,735.63	\$ 69,646.88			
VILLAGE	LITTLE DRY RUN RD	BENT TREE DR	Village	975	25	asphalt	B	N	81.00	2	Mill/Resurface/Spot Repairs	\$ 14,625.00	\$ 127,968.75	\$ 12,796.88	\$ 155,390.63			
VILLAGE	BENT TREE DR	SEABROOK DR	Village	268	26	asphalt	B	N	81.00	2	Mill/Resurface/Spot Repairs	\$ 4,180.80	\$ 36,582.00	\$ 3,658.20	\$ 44,421.00			
VILLAGE	SEABROOK DR	LAKE FOREST DR	Village	796	25	asphalt	B	N	81.00	2	Mill/Resurface/Spot Repairs	\$ 11,940.00	\$ 104,475.00	\$ 10,447.50	\$ 126,862.50			
WEST	TURPIN LN	W PLUM ST	Village	372	13	asphalt	N	N	93.00	1	Joint/Crack Seal	\$ 2,901.60	\$ -		\$ 2,901.60			
WEST	W PLUM ST	CRULL ST	Village	308	15	asphalt	N	N	93.00	1	Joint/Crack Seal	\$ 2,772.00	\$ -		\$ 2,772.00			







# APPENDIX B2 HIGH PRIORITY STREETS MAP



# APPENDIX C - 2023 PCR RATINGS

SECTION: Church Street North  
 Log mile: \_\_\_\_\_  
 Width: 22

## LOCAL

DATE: 4/13/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: \_\_\_\_\_

### PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3				0.8		2.4
BLEEDING	5							5
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6		T	1.8 T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								16.6
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								83.4

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Alley between Debolt  
and Church from  
Width: 10

# LOCAL

DATE: 4/25/23  
RATED BY: MSTEV  
# of UTILITY CUTS: 3

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6			0.8		4.8
BLEEDING	5							
PATCHING	5		0.6		0.6			1.8
SURFACE DISINTEGRATION or DEBONDING	5		0.6		0.6			1.8
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5							
BASE FAILURE	10							T
SETTLEMENTS	5		0.7		0.6			2.1
TRANSVERSE CRACKS	10		0.7			0.7		4.9 T
WHEEL TRACK CRACKING	15							T
LONGITUDINAL CRACKING	5							T
EDGE CRACKING	5		0.7		0.5			1.75 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								23.95
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								76.05

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Boston Way  
 Log mile: \_\_\_\_\_  
 Width: 20

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5	0.3			0.6			0.9
RUTTING	10						T	T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4				0.7	T	2.8 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5	1					1	5
*L = LOW                      **O = OCCASIONAL								TOTAL DEDUCT = 11
M = MEDIUM                      F = FREQUENT								SUM OF STRUCTURAL DEDUCT (T) =
H = HIGH                      E = EXTENSIVE								100 - TOTAL DEDUCT = PCR = 89

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Bend Street  
 Log mile:                       
 Width: 18

# LOCAL

DATE:                       
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6				1	6
BLEEDING	5							
PATCHING	5			1	0.6			3
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5	0.4			0.5		T	1 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								17.8
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								82.2

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                      E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Center Street  
 Log mile: \_\_\_\_\_  
 Width: 25

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 9

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6		T	1.8 T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5	0.4			0.6			1.2
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								11.9
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								88.1

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:



SECTION: Baltic Court  
 Log mile:                       
 Width: 24

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 16

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6		T	1.8 T
MAP CRACKING	5		0.6		0.4			1.2
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15		0.7		0.5		T	5.25 T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5	0.4			0.5		T	1 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1			0.8		4
TOTAL DEDUCT =								17.15
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								82.85

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Church Street South  
 Log mile: \_\_\_\_\_  
 Width: 23

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 11

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3				0.8		2.4
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3				0.8		2.4 T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10							T
SETTLEMENTS	5	0.4			0.6			1.2
TRANSVERSE CRACKS	10		0.7			0.7		4.9 T
WHEEL TRACK CRACKING	15	0.4			0.5			3 T
LONGITUDINAL CRACKING	5	0.2				0.8		0.8 T
EDGE CRACKING	5							T
PRESSURE DAMAGE/UPHEAVAL	5	0.4			0.5			1
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								21.1
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								78.9

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Alley Parallel to  
Center St & Plum  
 Width: 11

# LOCAL

DATE: 4/25/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 1

## GRAVEL CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
GRAVEL LAYER	15		0.7			0.8		8.4
DUST	5	1			0.4			2
DRAINAGE	10	0.3			0.6			1.8
POTHOLE	15		0.6		0.3			2.7
RUTTING	20		0.7			0.8		11.2
WASHBOARDING	10							
LOOSE AGGREGATE	10	0.4			0.5			2
CROWN	10	0.4			0.6			2.4
TOTAL DEDUCT =								30.5
100 - TOTAL DEDUCT = PCR =								69.5

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Crawford Street  
 Log mile:                       
 Width: 17

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5	1					1	5
*L = LOW                      **O = OCCASIONAL								8.9
M = MEDIUM                      F = FREQUENT								
H = HIGH                      E = EXTENSIVE								91.1
TOTAL DEDUCT =								
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                      E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Plum - Alley Extension Center  
St to Railroad Track

Width: 11

# LOCAL

DATE: 4/25/23

RATED BY: MSTEV

# of UTILITY CUTS: 0

## GRAVEL CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
GRAVEL LAYER	15	0.4				0.8		4.8
DUST	5	1			0.4			2
DRAINAGE	10	0.3			0.6			1.8
POTHOLE	15							
RUTTING	20	0.3			0.6			3.6
WASHBOARDING	10							
LOOSE AGGREGATE	10		0.7	1			1	7
CROWN	10		0.7		0.6			4.2
TOTAL DEDUCT =								23.4
100 - TOTAL DEDUCT = PCR =								76.6

\*L = LOW  
M = MEDIUM  
H = HIGH

\*\*O = OCCASIONAL  
F = FREQUENT  
E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Bent Tree Court  
 Log mile: \_\_\_\_\_  
 Width: 23

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3				0.8		2.4
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6		T	1.8 T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10						T	T
SETTLEMENTS	5	0.4			0.6			1.2
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15		0.7		0.5		T	5.25 T
LONGITUDINAL CRACKING	5		0.6			0.8	T	2.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								20.45
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								79.55

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Club House Drive  
 Log mile: \_\_\_\_\_  
 Width: 21

**LOCAL**

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6		T	1.8 T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5	0.4			0.6			1.2
TRANSVERSE CRACKS	10		0.7		0.5		T	3.5 T
WHEEL TRACK CRACKING	15	0.4			0.5		T	3 T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								16.4
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								83.6

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Crull Street  
 Log mile:                       
 Width: 16

# LOCAL

DATE: 4/13/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6			0.8		4.8
BLEEDING	5			0			0	0
PATCHING	5			0			0	0
SURFACE DISINTEGRATION or DEBONDING	5							5
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10			0			0	0 T
SETTLEMENTS	5						0	0
TRANSVERSE CRACKS	10		0.7		0.5			3.5 T
WHEEL TRACK CRACKING	15			0			0	0 T
LONGITUDINAL CRACKING	5	0.2			0.4			0.4 T
EDGE CRACKING	5	0.4				0.7		1.4 T
PRESSURE DAMAGE/UPHEAVAL	5	0		0			0	0
CRACK SEALING DEFICIENCY	5		0				0	0
TOTAL DEDUCT =								17.3
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								82.7

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                      E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:



SECTION: Drake Street  
 Log mile:                       
 Width: 20

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5	1					1	5
*L = LOW                      **O = OCCASIONAL								9.3
M = MEDIUM                      F = FREQUENT								
H = HIGH                      E = EXTENSIVE								90.7
TOTAL DEDUCT =								
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Lake Street  
 Log mile:                       
 Width: 14

# LOCAL

DATE: 4/13/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10						T	T
SETTLEMENTS	5	0.4			0.6			1.2
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5		0.6			0.8	T	2.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								12.5
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								87.5

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                    E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: East Plum Street  
 Log mile:                       
 Width: 16

# LOCAL

DATE: 4/13/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 2

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5	0.4			0.5		T	1 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5	1					1	5
*L = LOW                      **O = OCCASIONAL								9.9
M = MEDIUM                      F = FREQUENT								
H = HIGH                      E = EXTENSIVE								90.1
TOTAL DEDUCT =								
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Ivy Hills Lane  
 Log mile: \_\_\_\_\_  
 Width: 20

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3				0.8		2.4
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7			0.7	T	4.9 T
WHEEL TRACK CRACKING	15	0.4			0.5		T	3 T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								15.7
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								84.3

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Edith Street  
 Log mile:                       
 Width: 17

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 1

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5	0.3			0.6			0.9
RUTTING	10						T	T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10						T	T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								7.8
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								92.2

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Ivy Hills Boulevard  
 Log mile: \_\_\_\_\_  
 Width: 23

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3					1	3
BLEEDING	5							
PATCHING	5			1	0.6			3
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5							
BASE FAILURE	10							T
SETTLEMENTS	5	0.4				0.8		1.6
TRANSVERSE CRACKS	10		0.7		0.5			3.5 T
WHEEL TRACK CRACKING	15		0.7		0.5			5.25 T
LONGITUDINAL CRACKING	5		0.6		0.4			1.2 T
EDGE CRACKING	5							T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								24.35
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								75.65

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Ivy Way  
 Log mile:                       
 Width: 20

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 12

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5		0.6		0.4			1.2
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4				0.7		2.8 T
WHEEL TRACK CRACKING	15		0.7		0.5			5.25 T
LONGITUDINAL CRACKING	5		0.6		0.4			1.2 T
EDGE CRACKING	5	0.4			0.5			1 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1		0.5			2.5
TOTAL DEDUCT =								17.25
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								82.75

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Lake Forest Lane  
 Log mile: \_\_\_\_\_  
 Width: 20

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6			0.8		4.8
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5	0.3			0.6			0.9
RUTTING	10						T	T
MAP CRACKING	5		0.6		0.4			1.2
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7		0.5		T	3.5 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								15.8
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								84.2

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:



SECTION: Leonard Street  
 Log mile: \_\_\_\_\_  
 Width: 17

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								8.9
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								91.1

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Jefferson Street South  
 Log mile: \_\_\_\_\_  
 Width: 16

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5	0.3			0.6			0.9
RUTTING	10						T	T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5		0.7		0.5		T	1.75 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5	1					1	5
*L = LOW                      **O = OCCASIONAL								TOTAL DEDUCT = 11.55
M = MEDIUM                      F = FREQUENT								SUM OF STRUCTURAL DEDUCT (T) =
H = HIGH                      E = EXTENSIVE								100 - TOTAL DEDUCT = PCR = 88.45

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                      E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.  
 REMARKS:

SECTION: Legends Lane  
 Log mile: \_\_\_\_\_  
 Width: 18

**LOCAL**

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10			1			1	10
BLEEDING	5							
PATCHING	5			1	0.6			3
SURFACE DISINTEGRATION or DEBONDING	5			1		0.8		4
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5			1		0.8		4
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7			0.7		4.9 T
WHEEL TRACK CRACKING	15		0.7		0.5			5.25 T
LONGITUDINAL CRACKING	5		0.6			0.8		2.4 T
EDGE CRACKING	5			1	0.5			2.5 T
PRESSURE DAMAGE/UPHEAVAL	5	0.4			0.5			1
CRACK SEALING DEFICIENCY	5		1				1	5

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

TOTAL DEDUCT = 43.85

SUM OF STRUCTURAL DEDUCT (T) =

100 - TOTAL DEDUCT = PCR = 56.15

SECTION: Jefferson AVE.  
 Log mile: \_\_\_\_\_  
 Width: 15

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10						T	T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5							5
TOTAL DEDUCT =								6.9
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								93.1

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Edwards Road  
 Log mile:                       
 Width: 23

# LOCAL

DATE: 3/13/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 2

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6			0.8		4.8
BLEEDING	5							
PATCHING	5		0.6			0.8		2.4
SURFACE DISINTEGRATION or DEBONDING	5	0.3			0.6			0.9
RUTTING	10		0.7			0.8	T	5.6 T
MAP CRACKING	5		0.6		0.4			1.2
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10						T	T
WHEEL TRACK CRACKING	15		0.7		0.5		T	5.25 T
LONGITUDINAL CRACKING	5						T	T
EDGE CRACKING	5		0.7			0.7	T	2.45 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1			0.8		4
TOTAL DEDUCT =								26.6
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								73.4

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                      E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Harriet Lane  
 Log mile:                       
 Width: 22

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10						T	T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								6.9
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								93.1

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                     E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Little Dry Run Road  
 Log mile: \_\_\_\_\_  
 Width: 22

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 1

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6				1	6
BLEEDING	5							
PATCHING	5			1	0.6			3
SURFACE DISINTEGRATION or DEBONDING	5		0.6		0.6			1.8
RUTTING	10	0.3				0.8		2.4 T
MAP CRACKING	5		0.6		0.4			1.2
BASE FAILURE	10	0.6			0.7			4.2 T
SETTLEMENTS	5		0.7		0.6			2.1
TRANSVERSE CRACKS	10		0.7				1	7 T
WHEEL TRACK CRACKING	15	0.4				0.7		4.2 T
LONGITUDINAL CRACKING	5		0.6			0.8		2.4 T
EDGE CRACKING	5		0.7		0.5			1.75 T
PRESSURE DAMAGE/UPHEAVAL	5	0.4			0.5			1
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								42.05
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								57.95

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Olentangy Lane  
 Log mile: \_\_\_\_\_  
 Width: 20

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6			0.8		4.8
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5		0.6			0.8		2.4
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7			0.7		4.9 T
WHEEL TRACK CRACKING	15		0.7			0.7		7.35 T
LONGITUDINAL CRACKING	5		0.6			0.8		2.4 T
EDGE CRACKING	5	0.4			0.5			1 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1		0.5			2.5
TOTAL DEDUCT =								27.15
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								72.85

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                      E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:



SECTION: Oyster Bay Lane  
 Log mile: \_\_\_\_\_  
 Width: 23

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3				0.8		2.4
BLEEDING	5							
PATCHING	5		0.6		0.6			1.8
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7		0.5			3.5 T
WHEEL TRACK CRACKING	15	0.4			0.5			3 T
LONGITUDINAL CRACKING	5		0.6		0.4			1.2 T
EDGE CRACKING	5							T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1		0.5			2.5
TOTAL DEDUCT =								16.6
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								83.4

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Miljoie Drive  
 Log mile:                       
 Width: 24

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 10

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6			0.8		4.8
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6		T	1.8 T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15	0.4			0.5		T	3 T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5	0.4			0.5		T	1 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1		0.5			2.5
TOTAL DEDUCT =								15.9
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								84.1

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: North Alley, Leonard  
St to West St  
Width: 10

# LOCAL

DATE: 4/25/23  
RATED BY: MSTEV  
# of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10			1		0.8		8
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3				0.8		2.4 T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7			0.7		4.9 T
WHEEL TRACK CRACKING	15							T
LONGITUDINAL CRACKING	5							T
EDGE CRACKING	5		0.7			0.7		2.45 T
PRESSURE DAMAGE/UPHEAVAL	5			1	0.5			2.5
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								25.65
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								74.35

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Pecos Drive  
 Log mile:                       
 Width: 20

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6			0.8		4.8
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7		0.5		T	3.5 T
WHEEL TRACK CRACKING	15	0.4			0.5		T	3 T
LONGITUDINAL CRACKING	5		0.6		0.4		T	1.2 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1		0.5			2.5
TOTAL DEDUCT =								15.4
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								84.6

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Oak Street  
 Log mile:                       
 Width: 13

# LOCAL

DATE: 4/13/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 1

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6				1	6
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5	0.3			0.6			0.9
RUTTING	10						T	T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7			0.7	T	4.9 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5		0.7		0.5		T	1.75 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								19.35
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								80.65

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                      E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Pine Street  
 Log mile:                       
 Width: 17

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5			1	0.6			3
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10						T	T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5						T	T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								9.5
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								90.5

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Pine Isle Court  
 Log mile: \_\_\_\_\_  
 Width: cul-de-sac

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5	0.2				0.8		0.8
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7				1	7 T
WHEEL TRACK CRACKING	15		0.7			0.7	T	7.35 T
LONGITUDINAL CRACKING	5			1		0.8	T	4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1			0.8		4
TOTAL DEDUCT =								24.65
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								75.35

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Main Street Round  
Bottom to East limit  
Width: 42

# LOCAL

DATE: 4/14/23  
RATED BY: MSTEV  
# of UTILITY CUTS: 3

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6				1	6
BLEEDING	5							
PATCHING	5		0.6		0.6			1.8
SURFACE DISINTEGRATION or DEBONDING	5		0.6			0.8		2.4
RUTTING	10	0.3				0.8		2.4 T
MAP CRACKING	5			1		0.8		4
BASE FAILURE	10							T
SETTLEMENTS	5	0.4				0.8		1.6
TRANSVERSE CRACKS	10		0.7			0.7		4.9 T
WHEEL TRACK CRACKING	15	0.4	0.7	1	0.5	0.7	1	1.47 T
LONGITUDINAL CRACKING	5		0.6			0.8		2.4 T
EDGE CRACKING	5	0.4			0.5			1 T
PRESSURE DAMAGE/UPHEAVAL	5	0.4			0.5			1
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								33.97
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								66.03

\*L = LOW      \*\*O = OCCASIONAL  
M = MEDIUM      F = FREQUENT  
H = HIGH      E = EXTENSIVE  
\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:



SECTION: Oyster Bay Court  
 Log mile: \_\_\_\_\_  
 Width: 18

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10						T	T
WHEEL TRACK CRACKING	15						T	
LONGITUDINAL CRACKING	5						T	T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5	0.4			0.5			1
CRACK SEALING DEFICIENCY	5		1		0.5	0.8	1	2
TOTAL DEDUCT =								4.5
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								95.5

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Monongahela Drive  
 Log mile: \_\_\_\_\_  
 Width: 20

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6			0.8		4.8
BLEEDING	5							
PATCHING	5			1	0.6			3
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5		0.6		0.4			1.2
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5			2 T
WHEEL TRACK CRACKING	15	0.4			0.5			3 T
LONGITUDINAL CRACKING	5	0.2				0.8		0.8 T
EDGE CRACKING	5							T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1		0.5			2.5
TOTAL DEDUCT =								19.1
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								80.9

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Main Street Round  
 Bottom to West Limit  
 Width: 32

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10						T	T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5						T	T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5							
TOTAL DEDUCT =								1.5
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								98.5

\*L = LOW      \*\*O = OCCASIONAL  
 M = MEDIUM      F = FREQUENT  
 H = HIGH      E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.  
 REMARKS:

SECTION: Madison Street  
 Log mile:                       
 Width: 13

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5		0.6			0.8		2.4
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7			0.7	T	4.9 T
WHEEL TRACK CRACKING	15	0.4			0.5		T	3 T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5		0.7			0.7	T	2.45 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								19.65
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								80.35

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Ragland Road  
 Log mile: \_\_\_\_\_  
 Width: 21

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 2

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3				0.8		2.4
BLEEDING	5							
PATCHING	5	0.3	0.6	1	0.6	0.8	1	0.432
SURFACE DISINTEGRATION or DEBONDING	5	0.3	0.6	1	0.6	0.8	1	0.432
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5		0.6		0.4			1.2
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7			0.7		4.9 T
WHEEL TRACK CRACKING	15		0.7			0.7		7.35 T
LONGITUDINAL CRACKING	5		0.6			0.8		2.4 T
EDGE CRACKING	5				0.5			2.5 T
PRESSURE DAMAGE/UPHEAVAL	5	0.4			0.5			1
CRACK SEALING DEFICIENCY	5		1				1	5

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

TOTAL DEDUCT = 29.414

SUM OF STRUCTURAL DEDUCT (T) =

100 - TOTAL DEDUCT = PCR = 70.586

SECTION: Scioto Drive  
 Log mile:                       
 Width: 20

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6			0.8		4.8
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5	0.2				0.8		0.8
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7		0.5			3.5 T
WHEEL TRACK CRACKING	15		0.7		0.5			5.25 T
LONGITUDINAL CRACKING	5		0.6			0.8		2.4 T
EDGE CRACKING	5							T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1		0.5			2.5
TOTAL DEDUCT =								21.05
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								78.95

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                    E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Pinehurst Drive  
 Log mile:                       
 Width: 23

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3					1	3
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5		0.6		0.6			1.8
RUTTING	10	0.3			0.6		T	1.8 T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5	0.4			0.6			1.2
TRANSVERSE CRACKS	10		0.7		0.5		T	3.5 T
WHEEL TRACK CRACKING	15	0.4			0.5		T	3 T
LONGITUDINAL CRACKING	5		0.6			0.8	T	2.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								21.7
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								78.3

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: School Street  
 Log mile:                       
 Width: 23

# LOCAL

DATE: 4/13/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 1

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6				1	6
BLEEDING	5	0.8	0.8	1	0.6	0.9	1	1.728
PATCHING	5	0.3	0.6	1	0.6	0.8	1	0.432
SURFACE DISINTEGRATION or DEBONDING	5	0.3	0.6	1	0.6	0.8	1	0.432
RUTTING	10	0.3	0.7	1	0.6	0.8	1	1.008 T
MAP CRACKING	5	0.2	0.6	1	0.4	0.8	1	0.192
BASE FAILURE	10	0.6	0.8	1	0.7	0.9	1	3.024 T
SETTLEMENTS	5	0.4	0.7	1	0.6	0.8	1	0.672
TRANSVERSE CRACKS	10	0.4	0.7	1	0.5	0.7	1	0.98 T
WHEEL TRACK CRACKING	15	0.4	0.7	1	0.5	0.7	1	1.47 T
LONGITUDINAL CRACKING	5	0.2	0.6	1	0.4	0.8	1	0.192 T
EDGE CRACKING	5	0.4	0.7	1	0.5	0.7	1	0.49 T
PRESSURE DAMAGE/UPHEAVAL	5	0.4	0.6	1	0.5	0.8	1	0.48
CRACK SEALING DEFICIENCY	5		1		0.5	0.8	1	2
TOTAL DEDUCT =								19.1
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								80.9

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:



SECTION: Seabrook Lane  
 Log mile:                       
 Width: 20

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3				0.8		2.4
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10							T
SETTLEMENTS	5	0.4			0.6			1.2
TRANSVERSE CRACKS	10		0.7		0.5			3.5 T
WHEEL TRACK CRACKING	15							T
LONGITUDINAL CRACKING	5		0.6			0.8		2.4 T
EDGE CRACKING	5							T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								16.7
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								83.3

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                      E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Sawgrass Court  
 Log mile: \_\_\_\_\_  
 Width: 24

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6		T	1.8 T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7			0.7	T	4.9 T
WHEEL TRACK CRACKING	15	0.4			0.5		T	3 T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								16.6
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								83.4

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: South Alley, Leonard  
 St to West St  
 Width: 10

# LOCAL

DATE: 4/25/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 1

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10			1		0.8		8
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5	0.3			0.6			0.9
RUTTING	10		0.7			0.8		5.6 T
MAP CRACKING	5		0.6		0.4			1.2
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7		0.5			3.5 T
WHEEL TRACK CRACKING	15							T
LONGITUDINAL CRACKING	5							T
EDGE CRACKING	5		0.7		0.5			1.75 T
PRESSURE DAMAGE/UPHEAVAL	5		0.6		0.5			1.5
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								27.45
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								72.55

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                      E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Suwanne Court  
 Log mile: \_\_\_\_\_  
 Width: 20

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6		0.5			3
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15	0.4			0.5		T	3 T
LONGITUDINAL CRACKING	5		0.6		0.4		T	1.2 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1		0.5			2.5
TOTAL DEDUCT =								12.1
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								87.9

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: River Hills Drive  
 Log mile: \_\_\_\_\_  
 Width: 24

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 1

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6		T	1.8 T
MAP CRACKING	5		0.6			0.8		2.4
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7			0.7	T	4.9 T
WHEEL TRACK CRACKING	15		0.7		0.5		T	5.25 T
LONGITUDINAL CRACKING	5	0.2				0.8	T	0.8 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5	0.4			0.5			1
CRACK SEALING DEFICIENCY	5		1		0.5			2.5
TOTAL DEDUCT =								20.15
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								79.85

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Thorndale Lane  
 Log mile: \_\_\_\_\_  
 Width: 24

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 9

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3				0.8		2.4 T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5			2 T
WHEEL TRACK CRACKING	15	0.4			0.5			3 T
LONGITUDINAL CRACKING	5	0.2			0.4			0.4 T
EDGE CRACKING	5	0.4			0.5			1 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1		0.5			2.5
TOTAL DEDUCT =								13.2
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								86.8

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Round Bottom Road  
 Log mile: \_\_\_\_\_  
 Width: 31

# LOCAL

DATE: 4/13/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 16

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6				1	6
BLEEDING	5							
PATCHING	5	0.3			0.6			0.9
SURFACE DISINTEGRATION or DEBONDING	5		0.6		0.6			1.8
RUTTING	10		0.7			0.8		5.6 T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10	0.6			0.7			4.2 T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7		0.5			3.5 T
WHEEL TRACK CRACKING	15		0.7		0.5			5.25 T
LONGITUDINAL CRACKING	5		0.6				1	3 T
EDGE CRACKING	5	0.4				0.7		1.4 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								37.05
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								62.95

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Rio Grande Lane  
 Log mile: \_\_\_\_\_  
 Width: 20

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6		0.5			3
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6		T	1.8 T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15		0.7		0.5		T	5.25 T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5	0.4			0.5		T	1 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1		0.5			2.5
TOTAL DEDUCT =								16.35
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								83.65

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:



SECTION: Spyglass Court  
 Log mile: \_\_\_\_\_  
 Width: 22

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6				1	6
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5							
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7			0.7		4.9 T
WHEEL TRACK CRACKING	15	0.4				0.7		4.2 T
LONGITUDINAL CRACKING	5		0.6		0.4			1.2 T
EDGE CRACKING	5							T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								23.1
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								76.9

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: West  
 Log mile: \_\_\_\_\_  
 Width: \_\_\_\_\_

# LOCAL

DATE: 4/13/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6			0.8		4.8
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5	0						
RUTTING	10	0						T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5			2 T
WHEEL TRACK CRACKING	15							T
LONGITUDINAL CRACKING	5	0.2			0.4			0.4 T
EDGE CRACKING	5							T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5							
TOTAL DEDUCT =								7.6
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								92.4

\*L = LOW                      \*\*O = OCCASIONAL  
 M = MEDIUM                F = FREQUENT  
 H = HIGH                      E = EXTENSIVE  
 \*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: West Plum Street  
 Log mile: \_\_\_\_\_  
 Width: 19

# LOCAL

DATE: 4/21/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 1

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3			0.5			1.5
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10						T	T
MAP CRACKING	5							
BASE FAILURE	10						T	T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10	0.4			0.5		T	2 T
WHEEL TRACK CRACKING	15						T	T
LONGITUDINAL CRACKING	5	0.2			0.4		T	0.4 T
EDGE CRACKING	5						T	T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								8.9
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								91.1

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: View Street  
 Log mile:                       
 Width: 16

# LOCAL

DATE: 3/13/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 1

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10		0.6			0.8		4.8
BLEEDING	5							
PATCHING	5			1	0.6			3
SURFACE DISINTEGRATION or DEBONDING	5		0.6		0.6			1.8
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10							T
SETTLEMENTS	5							
TRANSVERSE CRACKS	10		0.7			0.7		4.9 T
WHEEL TRACK CRACKING	15							T
LONGITUDINAL CRACKING	5	0.2			0.4			0.4 T
EDGE CRACKING	5	0.4			0.5			1 T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								23.1
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								76.9

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

SECTION: Village Drive  
 Log mile:                       
 Width: 23

# LOCAL

DATE: 4/14/23  
 RATED BY: MSTEV  
 # of UTILITY CUTS: 0

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3				0.8		2.4
BLEEDING	5							
PATCHING	5							
SURFACE DISINTEGRATION or DEBONDING	5							
RUTTING	10	0.3			0.6			1.8 T
MAP CRACKING	5	0.2			0.4			0.4
BASE FAILURE	10							T
SETTLEMENTS	5	0.4			0.6			1.2
TRANSVERSE CRACKS	10		0.7		0.5			3.5 T
WHEEL TRACK CRACKING	15	0.4			0.5			3 T
LONGITUDINAL CRACKING	5		0.6			0.8		2.4 T
EDGE CRACKING	5							T
PRESSURE DAMAGE/UPHEAVAL	5							
CRACK SEALING DEFICIENCY	5		1				1	5
TOTAL DEDUCT =								19.7
SUM OF STRUCTURAL DEDUCT (T) =								
100 - TOTAL DEDUCT = PCR =								80.3

\*L = LOW

\*\*O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

\*\*\* DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS: