PAVER Pavement Management System Report

Prepared for:

City of Oviedo, Florida

June 2018

DYNATEST NORTH AMERICA, INC.
13953 US Highway 301 South,
Starke, FL 32091
www.dynatest.com

Dynatest®

Contents

APPENDICES

FIGURES

TABLES

Dynatest®

ABBREVIATION TABLE

AAC	Asphalt overlay on Asphalt Concrete
AC	Asphalt Concrete
Arterial	B
ASTM	American Society for Testing and Materials
CIP	Capital Improvement Plan
City	City of Oviedo
Collector	C
DE	Dynatest Explore
DRM	Distress Rating Module
ft	feet
GR	Gravel
IMU	Inertial Measurement Unit
in	inches
Industrial	I
IRI	International Roughness Index
Local	E
LRIS	Laser Road Imaging System
M&R	Maintenance and Rehabilitation
mph	miles per hour
PCI	Pavement Condition Index
PCSS	Dynatest Pavement Condition Survey System
ROW	Right of Way
RSP	Dynatest Road Surface Profiler

EXECUTIVE SUMMARY

The objectives of this project were to: (1) develop and implement the PAVER pavement management system for the City of Oviedo (City), (2) perform a network-level condition survey of the City's pavements and update the pavement management database, and (3) estimate future Maintenance and Rehabilitation (M&R) requirements of the City's pavements.

The scope of the project included the City's approximately 128.4 centerline miles (262.6 lane miles) of roads. The City's pavement network includes 11.6 lane miles of arterial roads, 16 lane miles of collector roads, 1.2 lane miles of industrial (commercial) roads, and 233.8 lane miles of local roads. Based on available historical pavement construction and rehabilitation records, approximately 50% of the City's pavement network has been resurfaced or reconstructed within the past 11 years.

The Pavement Condition Index (PCI) method was used in assessing the condition of the City's pavements. The PCI method is a more objective and repeatable method for assessing pavement conditions and is widely used industrywide. Pavement conditions were categorized based on PCI values using the criteria shown in Table 1.

Table 1 City's Pavement Condition Assessment Criteria

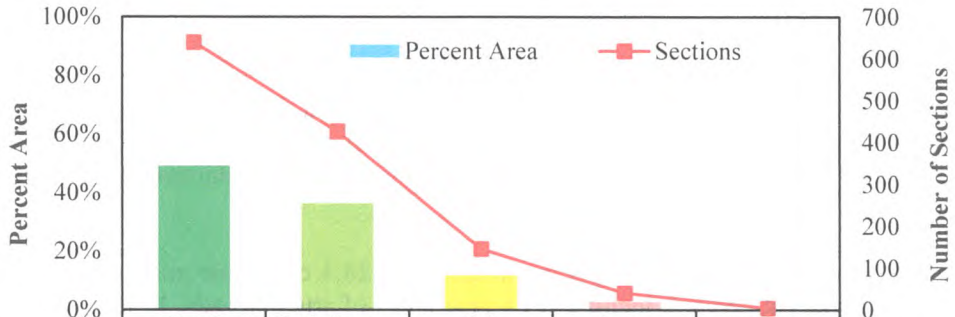
Condition Assessment	PCI Value
Good	86 – 100
Satisfactory	71 – 85
Fair	56 – 70
Poor	31 – 55
Very Poor	0 – 30

The City PAVER database includes a total of 1,260 pavement sections in total with 1,255 paved sections and 5 gravel sections. A section is the smallest management unit when considering a repair or maintenance application. At the time of Dynatest's October 2016 inspection of paved roads, approximately 85% of the City's roadway pavements (1,065 out of 1,255 sections inspected) were found to be in a 'Good' or 'Satisfactory', with an overall City wide average PCI of 82. The condition distribution of all the pavement sections inspected in 2016 is shown in Figure 1.

The City has predetermined its M&R plan for FY2017-2018, FY2018-2019, and FY2019-2020 based on a previous pavement management study, which is projected to result in an area weighted average PCI of 76 by the end of FY2019-2020. Using the PAVER pavement management system, the following ten-year M&R budget analyses were performed on the City's roadway pavements for FY2020-2021 to FY2029-2030. A 2% inflation rate was assumed throughout the analysis period.

- Determine effect of City's proposed future annual budget of $500K/YR for Major M&R
- Determine effect of City's current annual budget of $800K/YR for Major M&R
- Determine required annual budget to maintain PCI of 76

The City has recently budgeted $800k per fiscal year for M&R work. Future budgets for M&R may be lower depending on the availability of funds. An annual budget of $800k/YR was used to formulate practical projects for the City's FY2020-2021 to FY2029-2030 CIP. The City shall use a minimum of $50k per year for localized stopgap and preventive work such as crack sealing and patching as necessary.



	Good	Satisfactory	Fair	Poor	Very Poor
Percent Area	49.1%	36.3%	11.7%	2.7%	0.2%
Sections	639	426	146	40	4

Figure 1 Overall Pavement Condition Distribution

The City's overall average PCI value is currently relatively high. The large inventory of pavements that are in good condition today will continue to deteriorate and will require more significant rehabilitation, such as resurfacing or reconstruction, a decade or so from now. The resulting network average PCI for the City as a result of different annual budgets is shown in Figure 2. With an annual budget of $800k/YR, a network level area weighted average PCI of 70 is expected by the end of the analysis period.

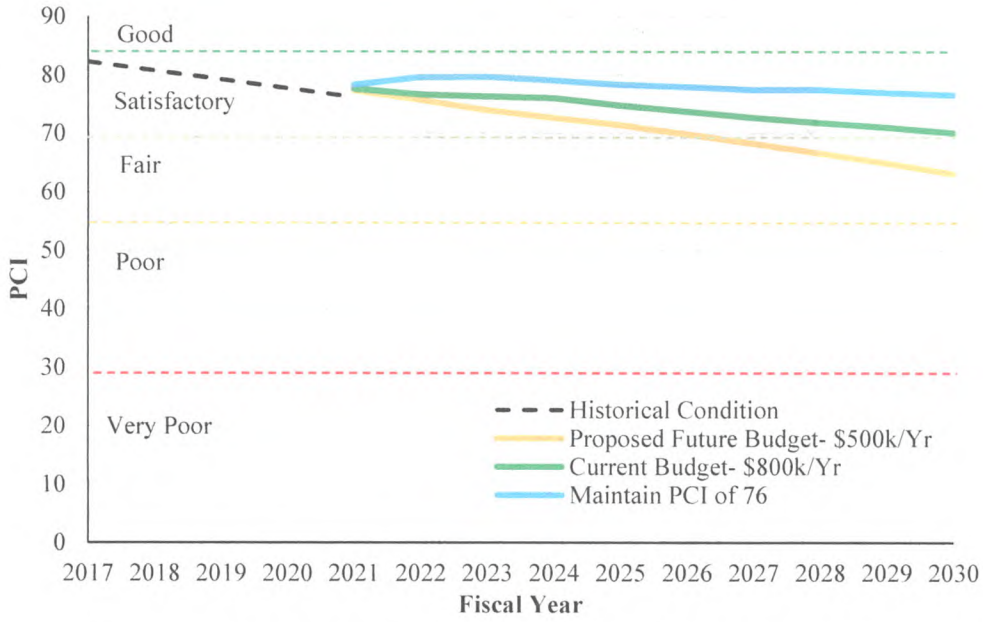


Figure 2 Effect of Budget on Overall Roadway Pavement Conditions

The analysis and data presented in this report are based on the inspections performed in 2016, available work history and other assumptions explained in the report. The information presented in the Executive Summary is summarized from various sections of this report. It is imperative that reviewers familiarize themselves with detailed information provided in subsequent sections of this report prior to making any specific decisions based on these results.

1 INTRODUCTION

1.1 Background

The City of Oviedo (City) is located in Seminole County, Florida. The City has a total area of approximately 16.0 square miles, and it is currently the home for a population of approximately 37,000. The City manages a total roadway network of approximately 128.4 centerline miles, the vast majority of which are asphalt pavements in addition to a few gravel surface roads. The City's pavement network has an average age of 20 years, and about 85% of its pavements are in satisfactory or better conditions.

1.2 Project Objectives

The primary objectives of this project were as follows:

- Perform semi-automated pavement condition surveys on approximately 128.4 centerline miles (approximately 262.6 lane miles) of the City's roadway network. Gravel roads (0.4 centerline miles) were excluded. Detailed location of inspected roads was provided by City engineering staff, and included the following:
  - 2.9 centerline miles (11.6 lane miles) of arterial roads,
  - 8.0 centerline miles (16.0 lane miles) of collector roads,
  - 116.9 centerline miles (233.8 lane miles) of local streets, and
  - 0.6 centerline miles (1.2 lane miles) of industrial roads.
- Perform network level pavement condition index (PCI) inspection on the collected data using the guidelines presented in American Society for Testing and Materials (ASTM) D6433,
- Update the City's PAVER database and PCI deterioration models,
- Perform ten-year, network level maintenance and rehabilitation (M&R) budget analyses to determine the impact of different funding levels on the City's pavement conditions.
- Develop a ten-year work plan that includes M&R treatment recommendations to upkeep the City network using current budget restraints.

2 PAVEMENT MANAGEMENT OVERVIEW

2.1 Pavement Condition Index (PCI)

The PCI methodology for roadways and parking lots is defined in American Society for Testing and Materials (ASTM) standard D 6433. The PCI is an objective and repeatable method for assessing pavement condition and is used by agencies worldwide. The PCI procedure was developed for manual, foot-on-ground pavement inspections but have now been adapted for automated, vehicle based data collection techniques.

The City's condition assessment scale is shown in Figure 3 below. PCI scores range from 0 to 100, with 0 representing the worst pavement condition and 100 representing the best possible condition. If properly designed and constructed, new pavements begin their service life with a PCI of 100. Due to the effects of loading and aging, the pavement deteriorates over time and its PCI decreases. To obtain a section's PCI, the type, extent and severity of pavement distresses are recorded on representative samples and are used to calculate a deduct value. PCI is calculated through subtracting the deduct values from 100.

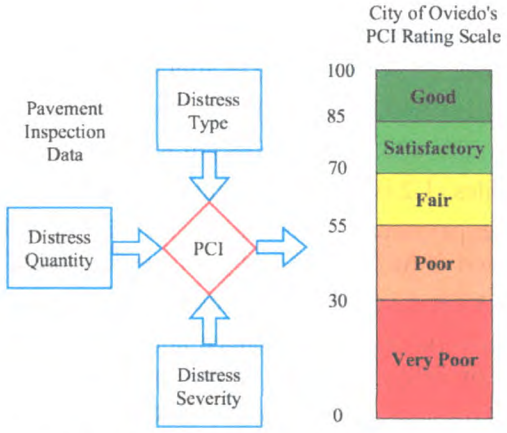


Figure 3 City of Oviedo's PCI Rating Scale

2.2 Pavement Management Approach

Pavement management is a systematic approach to forecasting pavement Maintenance and Rehabilitation (M&R) requirements and then optimizing and prioritizing available M&R funding. As shown in Figure 4, the primary objective of pavement management is to preserve pavements in good condition rather than wait for them to fail and then reconstruct them.

As pavement management concepts have gained acceptance, computer-based pavement management systems have been developed to assist agencies in optimally managing their pavements. Pavement management systems currently rely on a comprehensive pavement inventory, regular pavement condition assessments, pavement performance modeling, and sophisticated analysis tools that forecast future pavement condition and estimate future M&R needs.

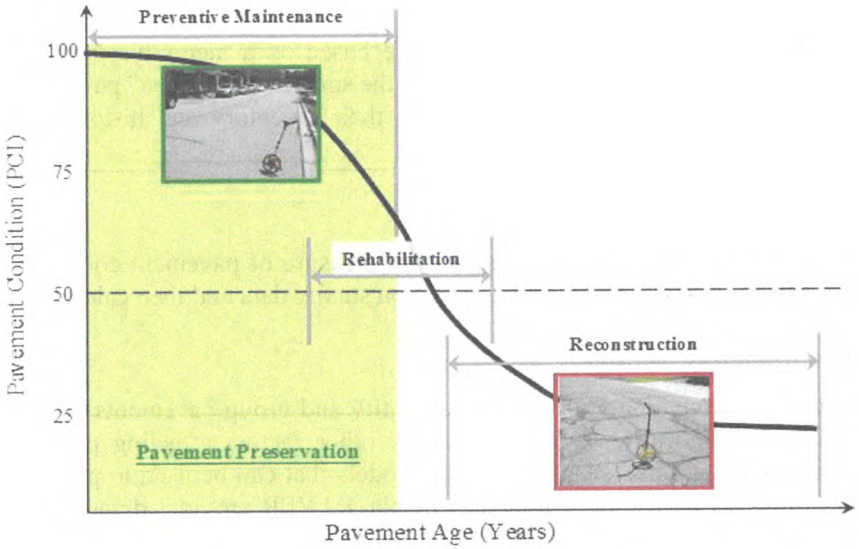


Figure 4 Pavement Preservation

2.3 PAVER Pavement Management System Overview

PAVER is a public domain pavement management system developed in Champaign, Illinois, by the US Army Corps of Engineers, Engineer Research and Development Center. It is currently the most widely used pavement management system in the world. The City has licenses for the latest version of this software, PAVER 7.0.6.

The PAVER pavement management system helps agencies determine when, where, and what level of pavement M&R is required and approximately how much it will cost. The system provides a suite of pavement management software tools that assist agencies in:

- Developing and organizing their pavement inventory.
- Assessing the current condition of their pavements.
- Developing models to predict future pavement conditions.
- Reporting on past and future pavement performance.
- Developing network level M&R scenarios based on either budget or condition requirements and planning M&R projects.

The specific advantage of implementing the PAVER system are:

- Tried, tested and implemented by hundreds of agencies.
- Readily available customer support as well as a strong user community.
- Easy to work with, low cost of installation and licensing.

Brief descriptions of the various modules available in PAVER are described below.

2.3.1 Inventory and M&R History Modules

The PAVER Inventory and Work History modules are based on a hierarchical structure composed of networks, branches, and sections, with the section being the smallest "managed" pavement area (e.g., street block). This structure allows users to easily organize their inventory and historical M&R data while providing numerous fields for storing pavement data.

2.3.2 Inspection Module

PAVER uses the PCI per ASTM D 6433 as its primary measure of pavement condition. The Inspection module enables agencies to store raw pavement condition survey data and then calculate PCI values.

2.3.3 Prediction Modeling Module

The Prediction Modeling module in PAVER helps identify and group pavements of similar construction that are subjected to similar traffic, weather, and any other factors affecting pavement performance. Historical pavement condition data are used to build models that can be used to predict future pavement performance. If historical pavement data are not available, PAVER provides default pavement prediction curves and allows the user to develop custom prediction curves.

2.3.4 Condition Analysis Module

The Condition Analysis module allows agencies to view the condition of the entire pavement network or any specified subset of the network over time. The module reports past conditions based on interpolated values between historical condition data, and it reports projected conditions based on prediction models.

2.3.5 M&R Planning Module

The PAVER M&R Planning module is a sophisticated, flexible tool for multi-year, network-level and project-level M&R planning, scheduling, and budgeting. The M&R Planning module is able to determine the consequence of a predetermined budget on pavement condition and the resulting backlog of major work and is also able to determine budget requirements to meet specific management objectives. These capabilities enable agencies to: (1) develop optimal M&R programs given available resources, and (2) justify optimal M&R budget needs.

2.3.6 Reporting Module

Each module of PAVER is capable of generating reports that assist the user in analyzing and interpreting data. PAVER also comes equipped with several "standard" reports, which include:

- Summary Charts – Simple graphs and data tables of inventory and inspection data
- Inspection Reports – Summary of collected pavement condition data
- Work History – Summary of historical maintenance, repair, and rehabilitation data
- Branch Listing – Summary of overall pavement inventory data
- Branch Condition – Summary of overall pavement condition data
- Section Condition – Summary of individual section data
- GIS reports – Internal/external reporting of inventory and condition data

PAVER is capable of generating "user-defined" reports, which can be tailored to meet the agency's specific reporting needs. PAVER user-defined reports enable the user to extract any data stored in the system and export it to either a spreadsheet or a text file.

2.3.7 PAVER M&R Categories

The PAVER software adopts four categories of M&R projects; major, global preventive, localized preventive, and stopgap.

1. Major M&R projects reset the PCI values to 100, and good examples of major M&R are reconstruction and mill & overlays.
2. Global preventive M&R are treatments applied through a considerable area of the pavement section such as slurry seal, and chip seal.
3. Localized preventive treatments are applied to a specific proportion of the pavement section to fix a specific distress, such as patching a pothole. Localized preventive maintenance are applied on sections with PCI above critical, and it doesn't result in an improvement of the PCI score. However, localized preventive maintenance assists in delaying the pavement deterioration process.
4. Stop-gap treatments are the same as the localized preventive maintenance except they are applied on section with PCI below the critical PCI.

3 DATA COLLECTION AND ANALYSIS METHODOLOGY

As described in Section 1.2, the primary objectives of this project were to:

- Perform semi-automated pavement condition surveys on approximately 128.4 centerline miles (approximately 262.6 lane miles) of the City's roadway network. Gravel roads (0.4 centerline miles) were excluded.
- Perform network level PCI inspection on the collected data using the guidelines presented in ASTM D 6433.
- Update the City's PAVER database and PCI deterioration models.
- Perform ten-year, network level M&R budget analyses to determine the impact of different funding levels on the City's pavement conditions.
- Develop a ten-year work plan that includes M&R treatment recommendations to upkeep the City network using current budget restraints.

3.1 Dynatest Pavement Condition Survey System (PCSS)

Semi-automated pavement condition surveys were performed in October 2016. Dynatest deployed its State of the Art Pavement Condition Survey System (PCSS) vehicles to collect high-quality pavement imagery, Right of Way (ROW) images, pavement profile measurements, and sub-meter accuracy GPS data. The Dynatest PCSS is equipped with the latest sensors and hardware required for accurate, high-quality pavement data collection, including:

- 2D Laser Road Imaging System (LRIS): The LRIS provides very high resolution pavement images. The system is configured to capture 13 feet (ft) pavement width with 0.04 inches (in) resolution and can operate at speeds up to 60 miles per hour (mph).
- Dynatest Road Surface Profiler (RSP) Model RSP-5051 Mark III High-Speed Laser Profiler: The Dynatest RSP is equipped with 7 lasers and 2 accelerometers, and is a Class I (highest standard) profiler. RSP Mark III is capable of measuring the longitudinal and transverse profile, calculating the International Roughness Index (IRI) and rutting in real time, as well as pavement geometry including cross slope, and radius of curvature.
- High-definition Right of Way (ROW) cameras: The system includes two cameras capable of capturing color images in 1920x1080 format or higher. For this project, ROW images were acquired and stored every 20 ft. and all images were georeferenced.
- Inertial Measurement Unit (IMU) and GPS: The Applanix POS LV V5 inertial navigation system is for recording sub-meter accuracy GPS coordinates.

A picture of the Dynatest PCSS equipped with the LRIS system is shown in Figure 5. Sample pavement and ROW images are shown in Figure 6 and Figure 7 respectively.

Data collection was performed during day time and only during dry weather conditions. Data collection was performed while observing all traffic rules and posted speed limits. Each road was surveyed in two directions.

Figure 5 Dynatest PCSS Equipped with LRIS

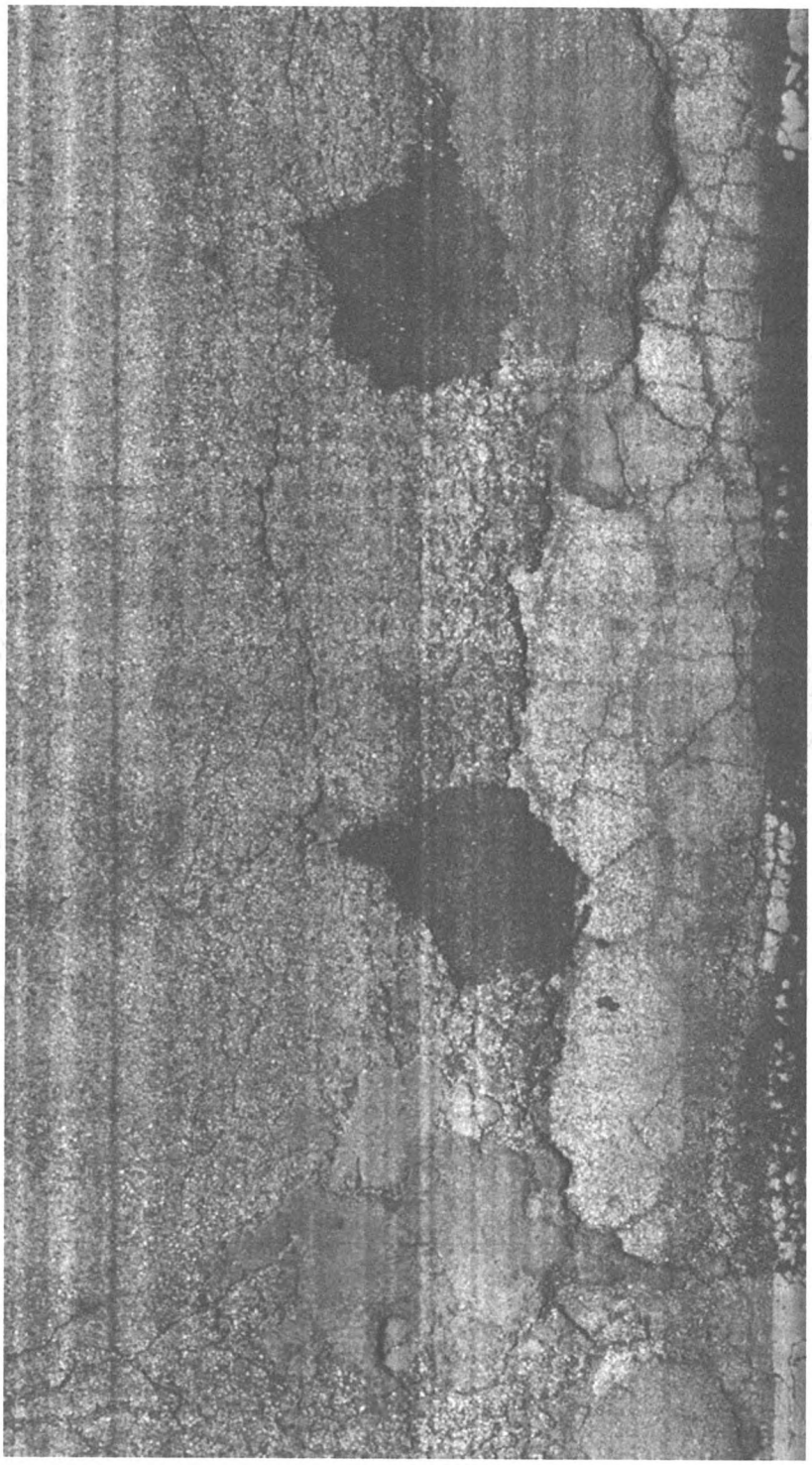


Figure 6 Sample Downward Pavement Image

(a) West Mitchell Hammock Road

(b) Lockwood Blvd

Figure 7 Sample ROW Images

3.2 Pavement Distress Data Interpretation

Data acquired with the LRIS system allows the automated detection/identification of various types of distresses including all types of cracking, rutting, raveling, potholes, edge drop-off, sealed cracks, lane markings, and macrotexture. However, it should be noted that for PCI based condition surveys, the ASTM D 6433 standard includes 20 distress types for both asphalt and concrete surface types. Dynatest does not believe that all distress identification and classification can be automated. We believe that for PCI surveys, distress rating/analysis by trained pavement inspectors is more accurate. All pavement images acquired in this project were rated/evaluated by trained and experienced Dynatest pavement inspectors working in an office environment.

The image-based distress analyses were performed using the Dynatest Explore (DE) software which was developed specifically for performing PCI surveys on image data. The Distress Rating Module (DRM) in DE provides the pavement inspector/rater with a graphical representation and the ability to edit all the data sets collected using the PCSS including pavement images, ROW images, RSP datasets, DMU and GPS readings. Workstations with two, 26-inch high-resolution LCD monitors are used by experienced pavement inspectors to identify, classify and report the pavement surface distresses using DRM. The pavement distress information is easily compiled into XML files which can be imported directly into PAVER. Figure 8 shows a screen capture from DE DRM.

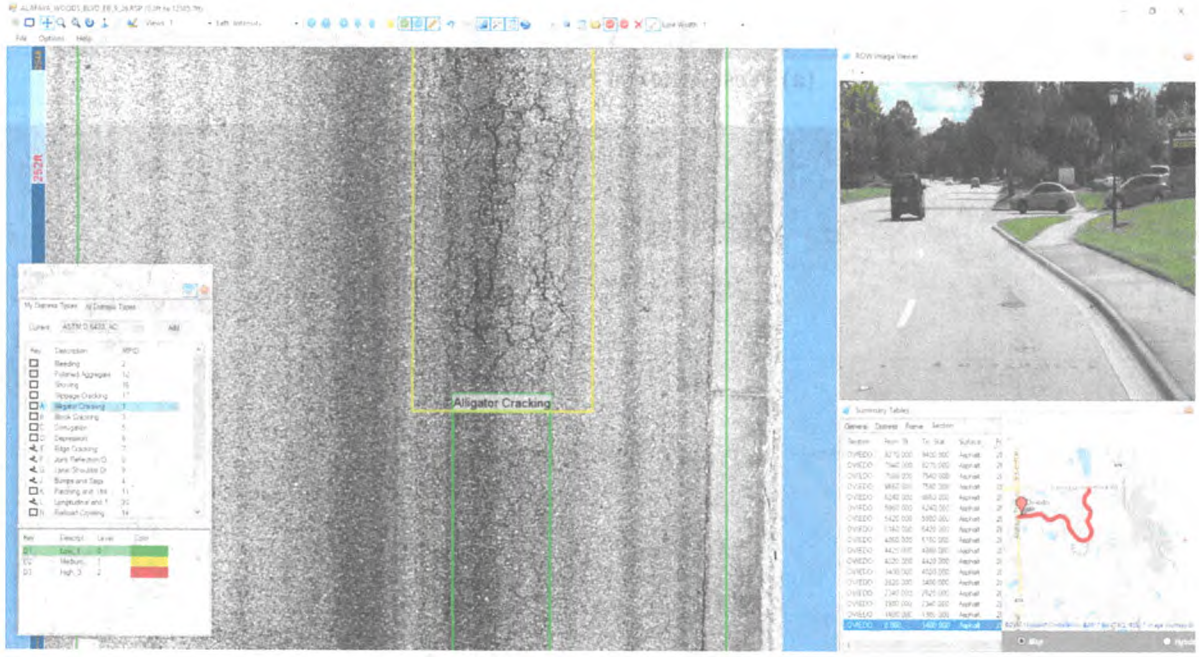


Figure 8 Components of the DE DRM software

The DRM divides the pavement images into 20 ft. 'frames'. While data collection was conducted on 100% of the pavement surface in the driven lane (and on the road sections identified in our scope of work), the distress analysis was performed at a typical network sampling rate of 33%. This means that for pavement sections greater than 250 ft. length, distresses were identified in one 20 ft. frame out of 3 frames. For shorter sections, distresses were marked on 100% of the pavement area. The rating sampling strategy follows the guidelines presented in the ASTM D 6433 standard to ensure representative sample units per section.

Pavement distresses form due to load, climate, or other reasons. The distress types for asphalt and concrete pavements are shown in Table 2 and Table 3 respectively.

Table 2 Asphalt Pavement Distress Types

Code	Distress	Cause[1]
01	Alligator Cracking	Load
02	Bleeding	Other
03	Block Cracking	Climate/Durability
04	Bumps and Sags	Other
05	Corrugation	Other
06	Depression	Other
07	Edge Cracking	Load
08	Joint Reflection Cracking	Climate/Durability
09	Lane/Shoulder Drop-Off	Other
10	Longitudinal and Transverse Cracking	Climate/Durability
11	Patching and Utility Cut Patching	Other
13	Pothole	Load
14	Railroad Crossing	Other
15	Rutting	Load
16	Shoving	Other
17	Slippage Cracking	Other
18	Swell	Other
19	Raveling	Other
20	Weathering	Climate/Durability

Note: (1) Refer to Table 8 on Page 22 for causes.

Table 3 Concrete Pavement Distress Types

Code	Distress	Cause[1]
21	Blowup/Buckling	Climate/Durability
22	Corner Break	Load
23	Divided Slab	Load
24	Durability ("D") Cracking	Climate/Durability
25	Faulting	Other
26	Joint Seal Damage	Climate/Durability
27	Lane/Shoulder Drop-Off	Other
28	Linear Cracking	Load
29	Patching, Large and Utility Cuts	Other
30	Patching, Small	Other
31	Polished Aggregate	Other
32	Popouts	Other
33	Pumping	Other
34	Punchout	Load
35	Railroad Crossing	Other
36	Scaling, Map Cracking, and Crazing	Other
37	Shrinkage Cracks	Climate/Durability
38	Spalling, Corner	Climate/Durability
39	Spalling, Joint	Climate/Durability

Note: (1) Refer to Table 8 on Page 22 for causes.

4 2016 PAVEMENT CONDITION INSPECTION RESULTS

4.1 PAVER Database Review

The City manages a total roadway network of approximately 128.4 centerline miles, the vast majority of which are asphalt pavements. In October 2016, semi-automated pavement condition surveys on approximately 128.4 centerline miles (approximately 262.6 lane miles) of the City's roadway network was performed. Gravel roads (0.4 centerline miles) were excluded from the scope of work. The City's network is divided into multiple ranks. Almost all the paved roads in the City's network, especially all of the Arterial and collector level roads, were inspected in 2016.

- 2.9 centerline miles (11.6 lane miles) of arterial roads,
- 8 centerline miles (16.0 lane miles) of collector roads,
- 116.9 centerline miles (233.8 lane miles) of local streets, and
- 0.6 centerline miles (1.2 lane miles) of industrial roads.

4.2 2016 PCI Statistics

Following a review of the collected and analyzed distress data, the City's PAVER database was updated with the latest conditions including the detailed distresses, PCI values and IRI data. Please note that the statistics and graphs shown on the following pages pertain to the pavement sections surveyed in 2016. As described earlier, the City utilizes a five-category scale to assess pavement conditions (Figure 3). Figure 9 presents the five pavement condition categories along with the corresponding area percentage and number of sections.

	Good	Satisfactory	Fair	Poor	Very Poor
Percent Area	49.1%	36.3%	11.7%	2.7%	0.2%
Sections	639	426	146	40	4

Figure 9 City's Overall Pavement Condition Distribution

The condition distribution by surface type is shown in Table 4. The City's network included Asphalt Concrete (AC), AC overlay on Asphalt Concrete (AAC), and Gravel (GR) roads. Table 5 details the condition distribution of the paved roads by surface type. It is important to note that distinguishing between

AC and AAC pavements is not possible through inspection and this information is merely based on the inventory data in the City's PAVER database.

Table 4 Roadway Pavement Condition Distribution by Surface Type

Pavement Surface Type	Area (SF)	Sections	Area (%)	2016 Weighted Average PCI
AAC	758,578	56	4.21%	91.4
AC	17,217,298	1,199	95.51%	82.1
GR	50,736	5	0.28%	N/A

Table 5 Condition Distribution Detail of Paved Roads by Surface Type

Pavement Surface Type	Good		Satisfactory		Fair		Poor		Very Poor	
	Sections	Area (%)	Sections	Area (%)	Sections	Area (%)	Sections	Area (%)	Sections	Area (%)
AAC	43	3.3	13	0.9	0	0	0	0	0	0
AC	596	45.7	413	35.3	146	11.7	40	2.7	4	0.2
All Surfaces	**639**	**49.1**	**426**	**36.3**	**146**	**11.7**	**40**	**2.7**	**4**	**0.2**

The condition data of the paved roads was also analyzed by pavement rank (classification) and is shown below in Table 6 and in detail in Table 7.

Table 6 Roadway Pavement Condition Distribution by Pavement Rank

Pavement Rank	Area (SF)	Sections	Area (%)	2016 Weighted Average PCI
B (Arterial)	798,797	17	4.5	83.6
C (Collector)	1,098,286	72	6.1	82.8
E (Local)	15,996,492	1,161	89	82.4
I (Industrial)	82,280	5	0.4	91.3
All Combined	**17,975,854**	**1,255**	**100**	**82.2**

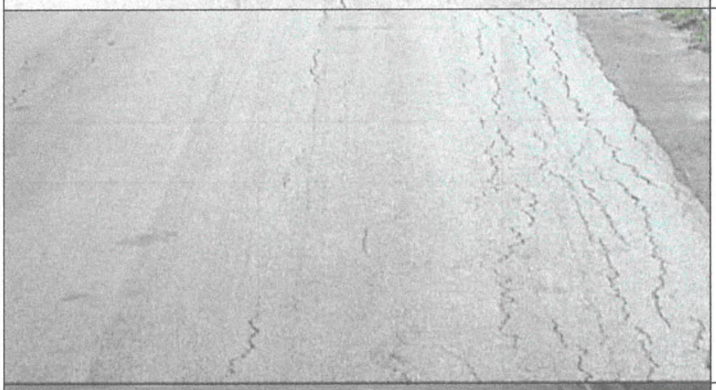
Table 7 Roadway Pavement Condition Distribution Detail by Pavement Rank

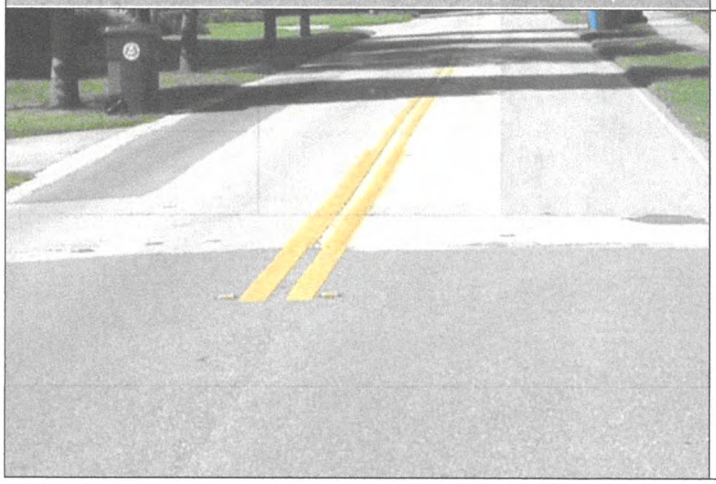
Pavement Rank	Good		Satisfactory		Fair		Poor		Very Poor	
	Sections	Area (%)	Sections	Area (%)	Sections	Area (%)	Sections	Area (%)	Sections	Area (%)
B (Arterial)	7	2.3	7	1.8	1	0.2	2	0.1	0	0
C (Collector)	36	2.4	29	3.1	7	0.5	0	0	0	0
E (Local)	592	44.0	389	31.1	138	11.0	38	2.6	4	0.2
I (Industrial)	4	0.3	1	0.2	0	0	0	0	0	0
All Combined	**639**	**49.1**	**426**	**36.3**	**146**	**11.7**	**40**	**2.7**	**4**	**0.2**

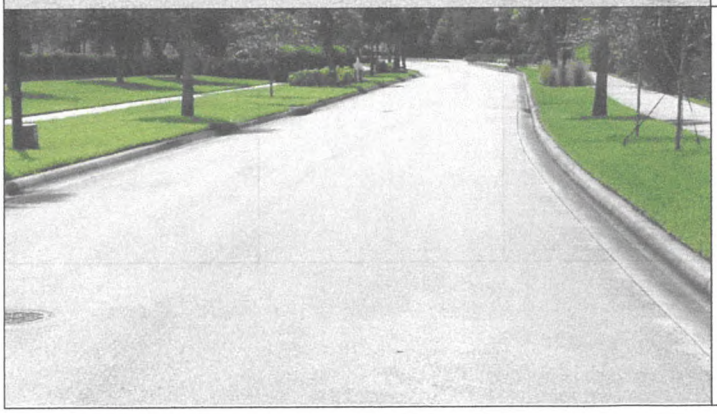
4.3 Field Observations of Typical Pavement Conditions

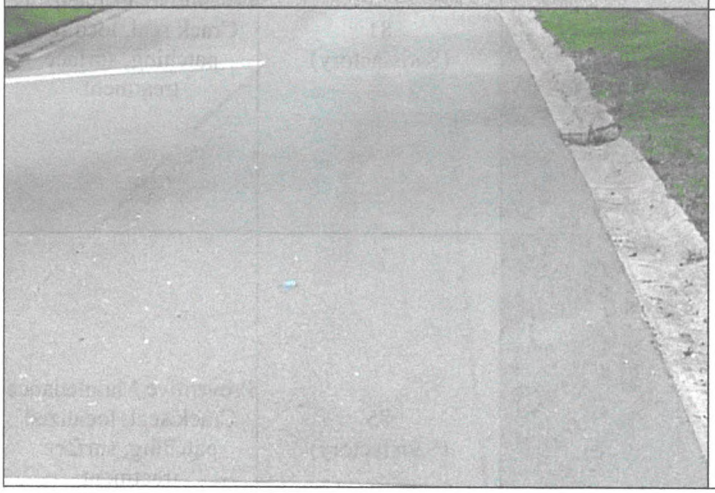
Figure 10 illustrates a variety of pavement conditions observed throughout the City during the survey.

Sample Image	PCI (Scale)	Recommended M&R Activity (Typical)
	31 (poor)	Major M&R Reconstruction
	38 (poor)	Major M&R Reconstruction

Sample Image	PCI (Scale)	Recommended M&R Activity (Typical)
	39 (poor)	Major M&R Reconstruction
	48 (poor)	Major M&R Localized structural patching and resurfacing or reconstruction
	59 (fair)	Major M&R Localized structural patching and resurfacing or reconstruction

Sample Image	PCI (Scale)	Recommended M&R Activity (Typical)
	61 (fair)	Major M&R Localized patching and resurfacing
	62 (fair)	Major M&R Localized patching and resurfacing
	64 (fair)	Major M&R Localized patching and resurfacing

Sample Image	PCI (Scale)	Recommended M&R Activity (Typical)
	72 (Satisfactory)	Preventive Maintenance Crack seal, localized patching, surface treatment
	77 (Satisfactory)	Preventive Maintenance Crack seal, localized patching, surface treatment
	81 (Satisfactory)	Preventive Maintenance Crack seal, localized patching, surface treatment
	85 (Satisfactory)	Preventive Maintenance Crack seal, localized patching, surface treatment

Sample Image	PCI (Scale)	Recommended M&R Activity (Typical)
	88 (good)	Preventive Maintenance Crack seal, localized patching, surface treatment
	89 (good)	Preventive Maintenance Crack seal, localized patching, surface treatment
	90 (good)	Do Nothing or Preventive Maintenance

Sample Image	PCI (Scale)	Recommended M&R Activity (Typical)
	95 (good)	Do Nothing or Preventive Maintenance

Figure 10 Pavement Conditions Observed during PCI Inspection

The distresses per section are accessible in the "Inspection Module" of the City's PAVER database. Table 8 shows the primary causes of pavement deterioration observed throughout the City's pavement network. The distresses observed in the City's pavements appeared to be caused by a combination of climate and load-related distresses.

Table 8 Categorization of Observed Pavement Distresses

Distress Category	Example Distresses	Percentage of Observed Distresses
Load Related	Asphalt pavement distresses such as rutting and alligator cracking.	47%
Climate/ Durability Related	Asphalt pavement distresses such as weathering, longitudinal and transverse cracking, and block cracking.	49%
Other	Pavement distresses such as bleeding, patching, and slippage cracking for asphalt pavements.	4%

5 PAVEMENT DETERIORATION MODELS

All pavements deteriorate with the passage of time and application of traffic loads. The pavement deterioration is based on a complex interaction of many factors including, traffic level, pavement structure, pavement material and subgrade conditions, construction quality, pavement age, etc. and not all pavement sections will deteriorate at the same rate. For pavement management purposes, pavement sections with similar characteristics and loading are grouped into 'families', and family deterioration models are developed. Pavement families are based on criteria such as pavement use, rank, surface type, traffic loading and other factors.

Pavement deterioration models are used to predict future pavement condition based on historical deterioration trends. Predicting future pavement condition is an essential component of M&R planning to apply the appropriate M&R treatment at the correct time during a pavement's service life. There is a critical point in pavement's service life denoted as critical PCI; after which the slope of deterioration and M&R costs increases significantly. The schematic of a typical deterioration curve (PCI versus Pavement Age) is shown in Figure 4.

In PAVER, prediction models are developed using historical PCI inspection data and construction data from a specific location. When developing prediction models, it is critically important to know each pavement section's age. A pavement section's age is determined from the time it last received a major M&R activity, such as a structural overlay, reconstruction, etc. In general, the deterioration rate (or reduction in PCI) for asphalt pavements is considered high if it is greater than 4 points per year since last construction or greater than 5 points per year since the last inspection.

In order to develop reliable pavement performance models, it is necessary to have accurate pavement construction history for the City. Construction records from 2006 onwards were provided. These records were used to develop a preliminary deterioration model. The data shows that on average, pavements in the 0 to11 years age range tend to deteriorate at a rate of approximately 2.8 PCI points per year. Engineering judgement and previous expertise with similar cities were used to estimate the critical PCI and deterioration rates of older pavements. The finalized deterioration model was assigned to the City's paved roads and was used in forecasting future pavement conditions. A critical PCI value of 60 was set for all the asphalt-surfaced roadway pavements (AC and AAC). The critical PCI is a point after which the slope of deterioration and M&R costs increases significantly.

6 MAINTENANCE AND REHABILITATION BUDGET ANALYSIS

The objectives of a pavement M&R budget include maintaining satisfactory overall pavement conditions and reducing the M&R backlog over time. Maintaining satisfactory condition will ensure that all pavements in the City are in good condition and are therefore being managed as cost effectively as possible through preventive maintenance and less costly and less frequent rehabilitation projects. By incorporating recommendations and data obtained from PAVER into its existing decision-making processes, the City should be able to not only better optimize and prioritize the expenditure of its existing M&R funding but also better justify its immediate and future roadway pavement M&R funding needs.

The M&R planning module in PAVER provides *recommendations* for when and where M&R activities are needed and approximately how much they will cost. M&R plans may be developed either by: (1) defining an annual budget, or (2) specifying a desired pavement condition. Based on either an inputted annual budget or a desired condition, PAVER will output an economically viable work plan.

The following sections summarize the assumptions underlying the analyses performed and then present the findings of the analyses.

6.1 Assumptions

The M&R budget analyses performed as part of this project were based entirely on the data stored in the City's new PAVER database.

6.1.1 Critical PCI

As discussed earlier, the pavement prediction model developed for the City were used in forecasting future pavement conditions, and a critical PCI value of 60 was set for all surfaced roadway pavements. The critical PCI is a point after which the slope of deterioration and M&R costs increases significantly. It is the best strategy to allocate funding to pavement sections closer to critical PCI.

6.1.2 M&R Categories

PAVER considers four categories of M&R, (1) major M&R, (2) global preventive (aka global), (3) localized preventive (aka preventive), and (4) localized stopgap (aka stopgap/safety).

PAVER applies funding first to sections requiring safety M&R work and second to any section requiring localized preventive M&R work. If there are enough budgetary funds available to satisfy those two conditions, PAVER will allow other work to be funded in the following order:

1. Sections qualified for global preventive M&R, such as surface treatments
2. Sections requiring major M&R that have PCI values above the critical PCI
3. Sections requiring major M&R that have PCI values below the critical PCI

Prioritizing funding for sections within any of the above categories is controlled by the priority matrix. For the City, Arterial roads were assigned a high priority, Collectors and Industrial roads were given a medium priority and Local road were assigned a low priority. Therefore, three priority levels were considered in analysis.

6.1.3 Distress Maintenance Policies

Distress maintenance policies are used to determine what work will be recommended given the distresses recorded in a given section when a localized M&R is applied. The two types of localized maintenance policies are preventive and stopgap/safety. Preventive policies are applied to sections with a PCI value above the critical value (>60). Preventive maintenance policies are designed to provide preventive repairs when it is most beneficial in the life of the pavement. Stopgap/safety maintenance policies are for sections that have a PCI below the critical value (<60). Stopgap/safety maintenance policies are designed to repair any safety hazards in order to keep the pavement in operational condition. Table 9 shows some preventive maintenance policies for asphalt pavements as an example while Table 10 shows some of the stopgap maintenance policies for asphalt pavements. The complete set of localized policies is set in PAVER database. The stopgap maintenance policy is much more concise than the localized preventive one and is mainly applied to distresses at high severity. It is not cost effective to apply excessive localized solutions to sections that are already in a poor condition and the stopgap work should be limited to safety hazard distresses.

Table 9 Asphalt Pavement Preventive Maintenance Policy

Distress Description	Work Type
Alligator Cracking	Patching - AC Deep
Block Cracking	Crack Sealing - AC
Bumps and Sags	Patching - AC Shallow
Corrugation	Patching - AC Shallow
Depression	Patching - AC Deep
Edge Cracking	Crack Sealing - AC
Joint Reflective Cracking	Crack Sealing - AC
Lane Shoulder Drop-off	Shoulder leveling
Longitudinal and Transverse Cracking	Crack Sealing - AC
Patch/Utility Cut	Patching - AC Shallow
Pothole	Patching - AC Deep
Rutting	Patching - AC Shallow
Shoving	Grinding (Localized)
Slippage Cracking	Patching - AC Shallow

Table 10 Asphalt Pavement Stopgap Maintenance Policy

Distress Description	Work Type
Bumps and Sags	Patching - AC Shallow
Corrugation	Patching - AC Shallow
Lane Shoulder Drop-off	Shoulder leveling
Longitudinal and Transverse Cracking	Patching - AC Shallow
Patch/Utility Cut	Patching - AC Shallow
Pothole	Patching - AC Deep
Rutting	Patching - AC Shallow
Shoving	Patching - AC Shallow
Slippage Cracking	Patching - AC Shallow

6.1.4 Pavement Cost by PCI Tables

Pavement cost by PCI tables are used for the budget analysis and M&R work planning in PAVER.

The localized preventive and safety maintenance policies presented in the preceding tables were used in budget planning to assess what localized repairs are needed immediately based on pavement distresses observed during the most recent inspection.

Instead of attempting to predict distress propagation, PAVER predicts future PCI values using the pavement prediction models previously described. Hence, the future PCI value of a pavement can be determined by PAVER; however, the types, amounts, and severities of various distresses cannot be determined. As a result, localized preventive and safety maintenance costs – as well as major M&R costs – must be associated with PCI values in order to develop multiyear M&R plans. In PAVER, these associations are developed for several levels of M&R (e.g. localized preventive, localized safety, and major) and are organized in several "cost by condition" tables.

Global maintenance such as slurry seal may be applied to any pavement at any age or PCI condition, while a climate-related or skid causing distress exists. Global preventive work is performed to slow down the deterioration and increase the lifespan of the pavement that can be performed on an as-need basis.

Major M&R cost by condition tables represent the relationship between Major M&R requirements for different PCI ranges. A simplifying assumption is made that pavements with PCI values greater than 40 usually need Mill and Overlay (1-inch for local roads, and 2-inch for Arterials); while pavements with PCI's less than 40 require a new base and asphalt overlay or a full depth mill and a thick overlay. These types of work reset the PCI to 100.

Table 11 to Table 14 summarize the assumptions made during the analysis including the unit costs and type of works assumed for the four different M&R categories for pavements at different conditions.

Table 11 Unit Costs for Localized Stopgap M&R

PCI	Work Type (e.g.)	Cost ($/SF)
Below 60	Patching, Crack Sealing, etc.	$0.80
60 and above	Not applicable	$0.00

Table 12 Unit Costs for Localized Preventive M&R

PCI	Work Type (e.g.)	Cost ($/SF)
Below 60	Not applicable	$0.00
60-80	Patching, Crack Sealing, etc	$0.20

Table 13 Unit Costs for Global Preventive M&R

PCI	Work Type	
	for Climate-Related and Skid-Causing Distresses	Cost ($/SF)
0-100	Surface Treatment Slurry Seal	$0.28

Table 14 Unit Costs for Major M&R

PCI	Arterials		Local Roads	
	Work Type	Cost ($/SF)	Work Type	Cost ($/SF)
0-40	Full Depth Mill and Thick Overlay	$3.20	Full Depth Mill and Thick Overlay	$2.20
40-90	2-inch Edge Mill and Overlay	$1.53	1-inch Edge Mill and Overlay	$0.88
90-100	None	$0.00	None	$0.00

6.2 Results for the City's Pavements

PAVER's M&R work planning module identifies when and where M&R is required and how much it will cost. M&R plans can be developed either by inputting an annual budget or by specifying a pavement management goal. Based on either an inputted annual budget or a desired goal, PAVER will output an economically viable M&R plan.

Since the City has predetermined its M&R plan through FY2019-2020 based on previous PCI study, PAVER was used to perform the following ten-year M&R budget analyses on the City's roadway pavements for FY2020-2021 to FY2029-2030. The predetermined plans were imported to PAVER which is projected to result in an area weighted average PCI of 76 by the end of FY2019-2020. A 2% inflation rate was considered in all budget scenarios. The following scenarios were considered:

The following budget scenarios were considered:

1. **Maintain Proposed Future Annual Budget ($500K/YR)**: This scenario assumes that a lower budget of $500K/YR will be maintained annually over a ten-year period.
2. **Current Annual Budget ($800K/YR)**: This scenario assumes that the current budget will be maintained annually over a ten-year period.
3. **Maintain PCI of 76**: This scenario maintains the area weighted average PCI of all the pavements for ten years.

The City has recently budgeted $800k per fiscal year for M&R work. Future budgets for M&R may be lower depending on the availability of funds. Table 15 provides the details of annual funding for Major M&R work (resurfacing and reconstruction), resulting backlog, and the annual area weighted average PCI before and after the treatments for each of the evaluated plans. It is important to note that even though Stopgap work (e.g. filling potholes) may not have a substantial effect on PCI values, this type of work should be performed as required for safety purposes. The City shall use a minimum of $50k per year for localized stopgap and preventive work. While Global work has been found effective in many Cities and Counties, given the current unit costs for different types of work, it was not cost effective for the City to perform Global Preventive M&R work (e.g. Slurry Seal) in any of the evaluated plans. Figure 11 shows effect of budget on overall roadway pavement conditions. Analysis shows that a $1.3M annual budget is required to maintain a satisfactory PCI of 76 for the City network.

Table 15 Summary of M&R Budget scenarios annual funding, backlog, and PCI

FY	M&R Budget		PCI	
	M&R Funded	M&R Backlog		
	Major M&R total	Major M&R Backlog	Before	After
Proposed Future Budget- $500k/YR				
2020-21	$500k	$4.5M	76.2	77.3
2021-22	$500k	$5.8M	75.0	75.7
2022-23	$500k	$7.3M	73.4	73.9
2023-24	$500k	$9.1M	71.6	72.6
2024-25	$500k	$11.7M	70.3	71.5
2025-26	$500k	$14.5M	69.0	69.8
2026-27	$500k	$15.7M	67.3	68.3
2027-28	$500k	$16.5M	65.7	66.6
2028-29	$500k	$16.9M	63.9	64.9
2029-30	$500k	$18.3M	62.2	63.1
Current Budget- $800k/YR				
2020-21	$800k	$4.2M	76.2	77.6
2021-22	$800k	$5.2M	75.3	76.6
2022-23	$800k	$6.4M	74.3	76.3
2023-24	$800k	$7.8M	74.0	76.0
2024-25	$800k	$8.9M	73.7	74.8
2025-26	$800k	$8.9M	72.4	73.7
2026-27	$800k	$8.9M	71.4	72.7
2027-28	$800k	$9.2M	70.3	71.9
2028-29	$800k	$9.3M	69.4	71.1
2029-30	$800k	$9.5M	68.5	70.1
Maintain PCI of 76				
2020-21	$1.3M	$3.7M	76.2	78.3
2021-22	$1.3M	$4.1M	76.0	79.6
2022-23	$1.3M	$4.8M	77.3	79.7
2023-24	$1.3M	$4.1M	77.4	79.0
2024-25	$1.3M	$3.2M	76.9	78.4
2025-26	$1.3M	$2.6M	76.2	77.9
2026-27	$1.3M	$1.9M	75.7	77.4
2027-28	$1.3M	$1.7M	75.1	77.5
2028-29	$1.3M	$1.1M	75.1	77.0
2029-30	$1.3M	$655k	74.5	76.6

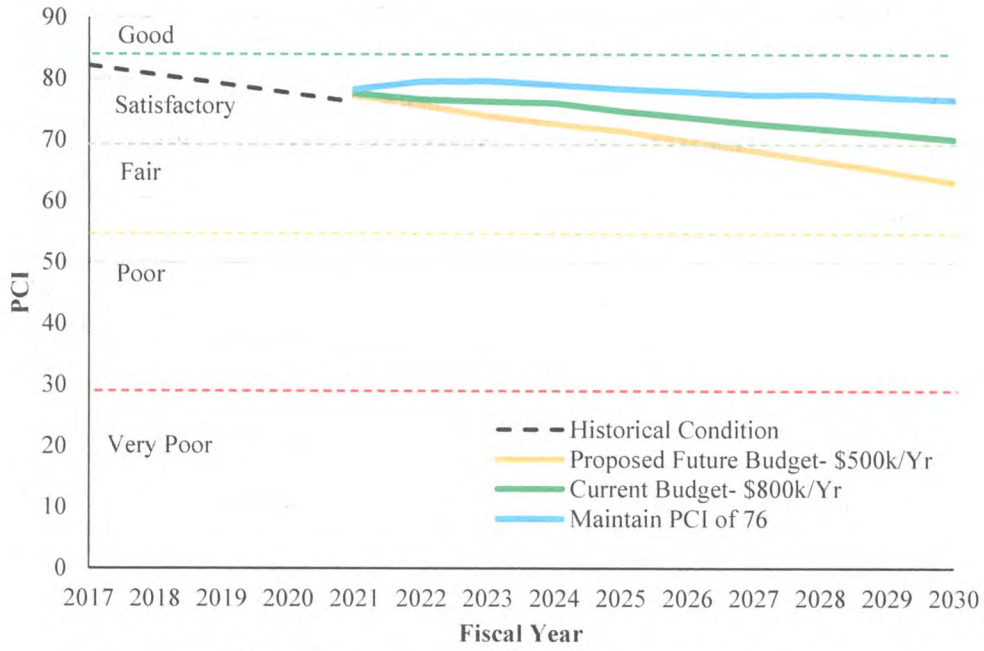


Figure 11 Effect of Budget on Overall Roadway Pavement Conditions

6.3 Capital Improvement Plan

Based on the recommendations from PAVER from the current budget's M&R plan and considering the spatial location of the sections, practical projects were formulated for the City for FY2020-2021 to FY2029-2030 Capital Improvement Plan (CIP). The list of streets recommended to resurface/reconstruct is provided in Table 16. Figure 12 presents the predetermined projects by the City in 2018 to 2020 as well as planned projects for 2021 to 2030. Appendix B provides 11x17 map of the proposed CIP. An annual budget of $800k was used to formulate practical projects for the City's FY2020-2021 to FY2029-2030 CIP. Future budgets for M&R may be lower depending on the availability of funds.

Table 16 List of Streets Recommended for Major M&R Work

Street Name	Subdivision	Limit Description	Proposed FY	Treatment Method	PCI 2016	Length (ft)	Lane	Width (ft)	Total Area (sf)
Armor Ct	Kingsbridge West	N Lake Claire Cir to End	2017-18	Edge Mill & Overlay	83	171	2	26	4,457
Britons Ct	Kingsbridge West	N Lake Claire Cir to End	2017-18	Edge Mill & Overlay	81	229	2	26	5,963
Green Park Ct	Kingsbridge West	Start to S Lake Claire Cir	2017-18	Edge Mill & Overlay	69	294	2	26	7,640
High Grove Park Ct	Kingsbridge West	Start to S Lake Claire Cir	2017-18	Edge Mill & Overlay	65	657	2	26	17,078
Keep Way Loop	Kingsbridge West	Long Lake Dr to Long Lake Ct	2017-18	Edge Mill & Overlay	72	807	2	26	20,982
Kensington Gardens Ct	Kingsbridge West	Start to Long Lake Dr	2017-18	Edge Mill & Overlay	58	745	2	26	19,383
King Harold Ct	Kingsbridge West	N Lake Claire Cir to End	2017-18	Edge Mill & Overlay	67	472	2	26	12,275
Kingsbridge Dr	Kingsbridge West	Lullwater Dr to End	2017-18	Edge Mill & Overlay	65	2,719	2	26	70,687

Street Name	Subdivision	Limit Description	Proposed FY	Treatment Method	PCI 2016	Length (ft)	Lane	Width (ft)	Total Area (sf)
Lake Claire Ct	Kingsbridge West	Start to N Lake Claire Cir	2017-18	Edge Mill & Overlay	71	544	2	26	14,155
Lance Ct	Kingsbridge West	N Lake Claire Cir to End	2017-18	Edge Mill & Overlay	72	344	2	26	8,931
Long Lake Ct	Kingsbridge West	Start to Keep Way Loop	2017-18	Edge Mill & Overlay	79	285	2	26	7,411
Long Lake Dr	Kingsbridge West	Start to Keep Way Lp	2017-18	Edge Mill & Overlay	76	3,376	2	26	87,786
N Lake Claire Cir	Kingsbridge West	Kingsbridge Dr to Kingsbridge Dr	2017-18	Edge Mill & Overlay	69	2,983	2	26	77,546
S Lake Claire Cir	Kingsbridge West	Kingsbridge Dr to Kingsbridge Dr	2017-18	Edge Mill & Overlay	72	2,259	2	26	58,743
Summer Oaks Ct	Kingsbridge West	Kingsbridge Dr to End	2017-18	Edge Mill & Overlay	68	700	2	26	18,196
S Lake Jessup Ave	No Subdivision	Clonts St to E Mitchell Hammock Rd	2018-19	Edge Mill & Overlay	76	665	2	26	17,283
W Mitchell Hammock Rd	No Subdivision	Alafaya Trl to W Broadway St	2018-19	Edge Mill & Overlay	78	5,712	4	52	297,034
Live Oak Reserve Blvd	Live Oak Reserve	Wild Eagle Run to around Live Oak Reserve Roundabout	2019-20	Edge Mill & Overlay	80	5,769	2	26	150,004
Live Oak Reserve Blvd	Live Oak Reserve	CR 419 to Wild Eagle Run	2019-20	Full Depth Mill & Thick Overlay	62	2,535	4	52	131,839
1St St	No Subdivision	Avenue B to End	2020-21	Edge Mill & Overlay	82	501	2	26	13,030
2Nd St	No Subdivision	Start to Avenue B	2020-21	Edge Mill & Overlay	48	219	2	26	5,706
3Rd St	No Subdivision	Start to Avenue B	2020-21	Edge Mill & Overlay	60	186	2	26	4,831
4Th St	No Subdivision	Start to Avenue B	2020-21	Edge Mill & Overlay	60	298	2	26	7,741
Ashland Trl	Waverlee Woods	Lockwood Rd to End	2020-21	Edge Mill & Overlay	86	1,509	2	26	39,224
Augustine Ct	Waverlee Woods	Start to End	2020-21	Edge Mill & Overlay	70	1,682	2	26	43,724
Avenue A	No Subdivision	1St St to Chuluota Rd	2020-21	Full Depth Mill & Thick Overlay	22	256	2	26	6,663
Avenue B	No Subdivision	Chuluota Rd to Tyson St	2020-21	Edge Mill & Overlay	84	228	2	26	5,922
Avenue B	No Subdivision	E Broadway St to Chuluota Rd	2020-21	Full Depth Mill & Thick Overlay	38	113	2	26	2,932
Bishop Ave	Kingsbridge East	Lake Park Trl to E Broadway St	2020-21	Edge Mill & Overlay	71	1,192	2	26	30,993

Street Name	Subdivision	Limit Description	Proposed FY	Treatment Method	PCI 2016	Length (ft)	Lane	Width (ft)	Total Area (sf)
Chuluota Rd	No Subdivision	E Broadway St to Avenue B	2020-21	Edge Mill & Overlay	84	430	2	26	11,192
Clonts St	No Subdivision	S Central Ave to S Lake Jessup Ave	2020-21	Edge Mill & Overlay	78	1,321	2	26	34,336
Clonts St	No Subdivision	S Lake Jessup Ave to S Norma Ave	2020-21	Full Depth Mill & Thick Overlay	16	715	2	26	18,581
E Mitchell Hammock Rd	No Subdivision	Lockwood Blvd to Emerald Green Cir	2020-21	Full Depth Mill & Thick Overlay	43	316	5	65	20,510
Farmingham Ct	Waverlee Woods	Start to Ashland Trl	2020-21	Edge Mill & Overlay	85	788	2	26	20,476
Forest Trl	Whispering Woods	Clonts St to S Lake Jessup Ave	2020-21	Edge Mill & Overlay	73	2,018	2	26	52,456
Garden St	No Subdivision	S Central Ave to Lawton Ave	2020-21	Edge Mill & Overlay	100	637	2	26	16,563
Lynn St	Waverlee Woods	Ashland Trl to Augustine Ct	2020-21	Edge Mill & Overlay	78	2,380	2	26	61,885
Norma Ave	No Subdivision	Clonts St to E Mitchell Hammock Rd	2020-21	Full Depth Mill & Thick Overlay	31	785	2	26	20,409
S Lake Jessup Ave	No Subdivision	Clonts St to W Broadway St	2020-21	Edge Mill & Overlay	67	4,642	2	26	120,687
Sandalwood Ct	Whispering Woods	S Central Ave to End	2020-21	Full Depth Mill & Thick Overlay	33	545	2	26	14,174
Waverlee Woods Blvd	Waverlee Woods	E Broadway St to Augustine Ct	2020-21	Edge Mill & Overlay	73	228	2	26	5,929
Wellesly St	Waverlee Woods	Lynn St to Ashland Trl	2020-21	Edge Mill & Overlay	89	1,112	2	26	28,923
Winding Oaks Ln	Whispering Woods	Forest Trl to Forest Trl	2020-21	Edge Mill & Overlay	85	1,527	2	26	39,714
Wood St	Oviedo Heights	SR 434 to Fern St	2020-21	Edge Mill & Overlay	51	1,000	2	26	25,993
Abell Cir	Alafaya Woods	Alafaya Woods Blvd to Alafaya Woods Blvd	2021-22	Edge Mill & Overlay	82	2,038	2	26	52,988
Burnett St	Alafaya Woods	Covington St to Covington St	2021-22	Edge Mill & Overlay	73	1,701	2	26	44,234
Calafut Ct	Lake Rogers	Start to Lake Rogers Cir	2021-22	Edge Mill & Overlay	71	537	2	26	13,973
Conley Dr	Alafaya Woods	Alafaya Woods Blvd to Covington St	2021-22	Edge Mill & Overlay	60	645	2	26	16,759
Covington St	Alafaya Woods	Wainright Dr to Alafaya Woods Blvd	2021-22	Edge Mill & Overlay	81	4,197	2	26	109,116
Cura Ct	Lake Rogers	Lake Rogers Cir to End	2021-22	Edge Mill & Overlay	77	200	2	26	5,208

Street Name	Subdivision	Limit Description	Proposed FY	Treatment Method	PCI 2016	Length (ft)	Lane	Width (ft)	Total Area (sf)
Gwyn Cir	Alafaya Woods	Gwyn Cir to Alafaya Woods Blvd	2021-22	Edge Mill & Overlay	73	1,546	2	26	40,198
Horton Ct	Alafaya Woods	Start to Alafaya Woods Blvd	2021-22	Edge Mill & Overlay	73	820	2	26	21,320
Lake Rogers Cir/Blvd	Lake Rogers	End to E Mitchell Hammock Rd	2021-22	Edge Mill & Overlay	70	3,430	2	26	89,172
Leinhart Ct	Alafaya Woods	Shaffer Trl to End	2021-22	Edge Mill & Overlay	80	510	2	26	13,264
Mccall Ct	Alafaya Woods	Horton Ct to End	2021-22	Edge Mill & Overlay	70	395	2	26	10,280
Means Ct	Alafaya Woods	Shaffer Trl to End	2021-22	Edge Mill & Overlay	74	470	2	26	12,208
Neely St	Alafaya Woods	Mckinnon Ave to End	2021-22	Edge Mill & Overlay	70	1,677	2	26	43,596
Olliff Way	Alafaya Woods	Abell Cir to Abell Cir	2021-22	Edge Mill & Overlay	67	877	2	26	22,800
Partin Ct	Alafaya Woods	Providence Ln to End	2021-22	Edge Mill & Overlay	70	318	2	26	8,268
Pearson Dr	Alafaya Woods	Alafaya Woods Blvd to Covington St	2021-22	Edge Mill & Overlay	61	717	2	26	18,634
Pegel Ct	Alafaya Woods	Providence Ln to End	2021-22	Edge Mill & Overlay	75	663	2	26	17,250
Providence Ln	Alafaya Woods	Alafaya Woods Blvd to Alafaya Woods Blvd	2021-22	Edge Mill & Overlay	75	3,120	2	26	81,117
Ragsdale Rd	Alafaya Woods	Mckinnon Ave to End	2021-22	Edge Mill & Overlay	76	544	2	26	14,154
Sheldon Ct	Alafaya Woods	Providence Ln to End	2021-22	Edge Mill & Overlay	80	218	2	26	5,671
Teague Ct	Alafaya Woods	Shaffer Trl to End	2021-22	Edge Mill & Overlay	55	245	2	26	6,368
Wainright Dr	Alafaya Woods	Covington St to Alafaya Woods Blvd	2021-22	Full Depth Mill & Thick Overlay	41	900	2	26	23,412
Ward Cir	Alafaya Woods	Shaffer Trl to Shaffer Trl	2021-22	Edge Mill & Overlay	92	1,234	2	26	32,074
Wheeler Pl	Alafaya Woods	Shaffer Trl to Alafaya Woods Blvd	2021-22	Edge Mill & Overlay	61	631	2	26	16,411
Bay Club Rd	Riverside at Twin Rivers	Twin Rivers Blvd to Twin Rivers Blvd	2022-23	Edge Mill & Overlay	65	1,142	2	26	29,689
Crystal Downs Ct	Twin Rivers	Ekana Dr to End	2022-23	Edge Mill & Overlay	93	782	2	26	20,328
Durban Ct	Twin Rivers	Turnberry Dr to End	2022-23	Edge Mill & Overlay	66	55	2	26	1,438
E Riviera Blvd	Twin Rivers	Shinnercock Hills Dr to Turnberrry Dr	2022-23	Edge Mill & Overlay	76	1,256	2	26	32,654

Street Name	Subdivision	Limit Description	Proposed FY	Treatment Method	PCI 2016	Length (ft)	Lane	Width (ft)	Total Area (sf)
Ekana Dr	Twin Rivers	Turnberry Dr to Lockwood Rd	2022-23	Edge Mill & Overlay	68	4,715	2	26	122,602
Hunters Ln	Riverside at Twin Rivers	Twin Rivers Blvd to Twin Rivers Blvd	2022-23	Edge Mill & Overlay	74	1,775	2	26	46,139
Huntingdale Ln	Twin Rivers	Turnberry Dr to End	2022-23	Edge Mill & Overlay	70	1,124	2	26	29,229
Hydrangea Ct	Sanctuary	Start to Heirloom Rose Pl	2022-23	Edge Mill & Overlay	61	217	2	26	5,632
N Prairie Dunes Ct	Twin Rivers	Start to Ekana Dr	2022-23	Edge Mill & Overlay	83	305	2	26	7,922
Point O Woods Ct	Twin Rivers	Turnberry Dr to End	2022-23	Edge Mill & Overlay	94	519	2	26	13,491
Shadow Pine Ct	Riverside at Twin Rivers	Start to Shadow Pine Ct	2022-23	Edge Mill & Overlay	67	680	2	26	17,683
Shinnecock Hills Dr	Twin Rivers	Pinehurst Ct to E Riviera Blvd	2022-23	Edge Mill & Overlay	71	1,732	2	26	45,026
Shoal Creek Ct	Twin Rivers	Start to Turnberry Dr	2022-23	Edge Mill & Overlay	75	634	2	26	16,479
Southern Hills Ct	Twin Rivers	Ekana Dr to End	2022-23	Edge Mill & Overlay	70	670	2	26	17,407
Star Grass Pt	Sanctuary	Start to Water Lily Ln	2022-23	Edge Mill & Overlay	49	298	2	26	7,747
Sunningdale Ct	Twin Rivers	Start to Ekana Dr	2022-23	Edge Mill & Overlay	73	349	2	26	9,064
Town and Country Rd	Riverside at Twin Rivers	Twin Rivers Blvd to Coolbrook Ct	2022-23	Edge Mill & Overlay	66	374	2	26	9,734
Turnberry Dr	Twin Rivers	Huntingdale Ln to Huntingdale Ln	2022-23	Edge Mill & Overlay	64	1,598	2	26	41,556
Turnberry Dr	Twin Rivers	Inverness Ct to Ekana Dr	2022-23	Edge Mill & Overlay	69	2,584	2	26	67,173
Twin Rivers Blvd	Riverside at Twin Rivers	Oak Shore Rd to Riveredge Rd	2022-23	Edge Mill & Overlay	71	6,225	2	26	161,839
Water Lily Ln	Sanctuary	Spring Heather Pl to Juneberry Ter	2022-23	Edge Mill & Overlay	92	543	2	26	14,123
Albamonte Ct	Alafaya Woods	Beckstrom Dr to End	2023-24	Edge Mill & Overlay	60	649	2	26	16,867
Aviles Ct	Alafaya Woods	Start to Gould Pl	2023-24	Edge Mill & Overlay	67	868	2	26	22,580
Beckstrom Dr	Alafaya Woods	Start to Aviles Ct	2023-24	Edge Mill & Overlay	67	2,849	2	26	74,067
Carpenter Branch Ct	Twin Rivers	Trout Creek Ct to End	2023-24	Edge Mill & Overlay	61	736	2	26	19,127
Carriage Way Ct	Chapman Groves	Start to End	2023-24	Edge Mill & Overlay	91	823	2	26	21,398
Chance Cv	Alafaya Woods	Mckinnon Ave to End	2023-24	Edge Mill & Overlay	65	324	2	26	8,436

Street Name	Subdivision	Limit Description	Proposed FY	Treatment Method	PCI 2016	Length (ft)	Lane	Width (ft)	Total Area (sf)
Chapman Oaks Dr	Chapman Oaks	Hanging Moss Dr to E Chapman Rd	2023-24	Edge Mill & Overlay	91	507	2	26	13,175
Citrus Cove Dr	Chapman Groves	Carriage Wy Ct to E Chapman Rd	2023-24	Edge Mill & Overlay	91	1,209	2	26	31,432
Cox Ct	Alafaya Woods	Gould Pl to End	2023-24	Edge Mill & Overlay	63	681	2	26	17,696
Dishman Loop	Alafaya Woods	Gore Dr to Mckinnon Ave	2023-24	Edge Mill & Overlay	62	1,953	2	26	50,776
Easton Cir	Easton Park	Alafaya Trl to Easton Cir	2023-24	Edge Mill & Overlay	88	2,647	2	26	68,810
Faircloth Ct	Alafaya Woods	Weaver Dr to End	2023-24	Edge Mill & Overlay	68	763	2	26	19,835
Florawood Ct	Chapman Groves	Morning Blossom Ln to End	2023-24	Edge Mill & Overlay	95	244	2	26	6,349
Gammage Pt	Alafaya Woods	Dishman Loop to End	2023-24	Edge Mill & Overlay	77	482	2	26	12,540
Gore Dr	Alafaya Woods	Gould Pl to Mckinnon Ave	2023-24	Edge Mill & Overlay	68	2,264	2	26	58,853
Gould Pl	Alafaya Woods	Gore Dr to End	2023-24	Edge Mill & Overlay	73	3,044	2	26	79,154
Hanging Moss Dr	Chapman Oaks	Start to End	2023-24	Edge Mill & Overlay	80	1,658	2	26	43,118
Morning Blossom Ln	Chapman Groves	Suncrest Ct to Citrus Cove Dr	2023-24	Edge Mill & Overlay	87	777	2	26	20,193
Moses Creek Ct	Twin Rivers	W Riviera Blvd to End	2023-24	Edge Mill & Overlay	64	513	2	26	13,336
Ohanlon Ct	Alafaya Woods	Gould Pl to End	2023-24	Edge Mill & Overlay	70	587	2	26	15,269
Stout Ct	Alafaya Woods	Gould Pl to End	2023-24	Edge Mill & Overlay	70	381	2	26	9,917
Suncrest Ct	Chapman Groves	Start to Citrus Cove Dr	2023-24	Edge Mill & Overlay	83	1,864	2	26	48,457
W Riviera Blvd	Twin Rivers	Lockwood Rd to Catfish Creek Ct	2023-24	Edge Mill & Overlay	70	4,226	2	26	109,888
Woodbloom Ct	Chapman Groves	Suncrest Ct to End	2023-24	Edge Mill & Overlay	90	161	2	26	4,176
Zachary Ct	Alafaya Woods	Gould Pl to End	2023-24	Edge Mill & Overlay	74	348	2	26	9,054
Big Oaks Blvd	Twin Rivers	Lockwood Blvd to Big Oaks Blvd	2024-25	Edge Mill & Overlay	82	1,308	2	26	34,007
Big Oaks Blvd	Twin Rivers	Big Oaks Blvd to Big Oaks Blvd	2024-25	Full Depth Mill & Thick Overlay	65	953	2	26	24,784
Green Branch Ct	Twin Rivers	Long Branch Ln to End	2024-25	Edge Mill & Overlay	69	294	2	26	7,639
Hart Branch Dr	Twin Rivers	Long Branch Ln to End	2024-25	Edge Mill & Overlay	86	694	2	26	18,044
Jackson Creek Ct	Twin Rivers	Long Branch Ln to End	2024-25	Edge Mill & Overlay	84	431	2	26	11,199

Street Name	Subdivision	Limit Description	Proposed FY	Treatment Method	PCI 2016	Length (ft)	Lane	Width (ft)	Total Area (sf)
Little Creek Ct	Twin Rivers	Long Branch Ln to End	2024-25	Edge Mill & Overlay	87	221	2	26	5,736
Lockwood Blvd	No Subdivision	Kelly Creek Cir to E Mitchell Hammock Rd	2024-25	Edge Mill & Overlay	80	4,815	2	26	125,194
Long Branch Ln	Twin Rivers	Lockwood Rd to Hart Branch Dr	2024-25	Edge Mill & Overlay	81	1,038	2	26	26,997
Long Branch Ln	Twin Rivers	Hart Branch Dr to Hart Branch Dr	2024-25	Full Depth Mill & Thick Overlay	58	1,328	2	26	34,522
Silcox Branch Cir	Twin Rivers	Hart Branch Dr to Silcox Branch Cir	2024-25	Edge Mill & Overlay	90	217	2	26	5,642
Silcox Branch Cir	Twin Rivers	Silcox Branch Cir to Silcox Branch Cir	2024-25	Full Depth Mill & Thick Overlay	66	1,366	2	26	35,524
Alafaya Woods Blvd	Alafaya Woods	Brielle Ave to E Mitchell Hammock Rd	2025-26	Edge Mill & Overlay	75	2,109	4	52	109,653
Alafaya Woods Blvd	Alafaya Woods	Pearson Dr to Brielle Ave	2025-26	Full Depth Mill & Thick Overlay	71	955	4	52	49,676
Bartlett Ct	Alafaya Woods	Henson Ct to End	2025-26	Edge Mill & Overlay	89	552	2	26	14,355
Brielle Ave	Alafaya Woods	Alafaya Woods Blvd to Vannessa Dr	2025-26	Edge Mill & Overlay	72	2,033	2	26	52,845
Brielle Ct	Alafaya Woods	Start to Vannessa Dr	2025-26	Edge Mill & Overlay	69	1,331	2	26	34,617
Dees Dr	Alafaya Woods	Gotwalt Dr to Alafaya Woods Blvd	2025-26	Edge Mill & Overlay	79	1,624	2	26	42,221
Henson Ct	Alafaya Woods	Start to E Mitchell Hammock Rd	2025-26	Edge Mill & Overlay	73	1,176	2	26	30,580
Kasell Pl	Alafaya Woods	Mccully Ct to End	2025-26	Edge Mill & Overlay	76	453	2	26	11,768
Kelsey Ave	Alafaya Woods	Mccully Ct to Malcolm Ct	2025-26	Edge Mill & Overlay	85	988	2	26	25,691
Kelsey Ave	Alafaya Woods	Dees Dr to Malcolm Ct	2025-26	Full Depth Mill & Thick Overlay	52	758	2	26	19,712
Malcolm Ct	Alafaya Woods	Kelsey Ave to End	2025-26	Edge Mill & Overlay	87	454	2	26	11,799
Manigan Ave	Alafaya Woods	E Mitchell Hammock Rd to Henson Ct	2025-26	Edge Mill & Overlay	87	2,618	2	26	68,062
Reynolds Ct	Alafaya Woods	Brielle Ave to End	2025-26	Edge Mill & Overlay	67	485	2	26	12,620
Sand Key Cir	Alafaya Woods	Sand Key Cir to Kelsey Ave	2025-26	Edge Mill & Overlay	73	1,651	2	26	42,913
Vannessa Dr	Alafaya Woods	Brielle Ave to Brielle Ct	2025-26	Edge Mill & Overlay	70	979	2	26	25,461

Street Name	Subdivision	Limit Description	Proposed FY	Treatment Method	PCI 2016	Length (ft)	Lane	Width (ft)	Total Area (sf)
Vernon Loop	Alafaya Woods	Manigan Ave to Manigan Ave	2025-26	Edge Mill & Overlay	73	1,207	2	26	31,369
Corbin Ct	Hickory Glen	N Pine Ave to End	2026-27	Edge Mill & Overlay	76	1,038	2	26	26,993
Dorell Ct	Dorell Sub	Start to Aulin Ave	2026-27	Edge Mill & Overlay	74	537	2	26	13,965
Douglass Ave	Woodland Heights	W Broadway St to Washington Ave	2026-27	Edge Mill & Overlay	59	468	2	26	12,162
Drone Ln	Shed Grove Homes	Corbin Ct to Shed St	2026-27	Edge Mill & Overlay	66	329	2	26	8,555
Eyrie Dr	No Subdivision	W Broadway St to End	2026-27	Edge Mill & Overlay	79	1,311	2	26	34,081
Manchester Ave	Bentley Woods	Bentley St to Artesia St	2026-27	Edge Mill & Overlay	81	1,102	2	26	28,641
Mission Rd	No Subdivision	Chapel St to End	2026-27	Edge Mill & Overlay	76	1,970	2	26	51,224
Pine Ave	No Subdivision	W Broadway St to Worthington Ct	2026-27	Edge Mill & Overlay	76	5,600	2	26	145,599
Pratt Pl	No Subdivision	Start to W Broadway St	2026-27	Full Depth Mill & Thick Overlay	33	969	2	26	25,185
Rochester St	Bentley Woods	Manchester Ave to Wellington Ave	2026-27	Edge Mill & Overlay	80	2,073	2	26	53,908
Sugar Mill Rd	Woodland Heights	Start to W Broadway St	2026-27	Edge Mill & Overlay	79	841	2	26	21,877
Wellington Ave	Bentley Woods	Bentley St to W Artesia St	2026-27	Edge Mill & Overlay	76	1,203	2	26	31,278
Wellington Ct	Bentley Woods	Artesia St to End	2026-27	Edge Mill & Overlay	61	268	2	26	6,966
Willa Ct	Willa Lake	Willa Lake Cir to End	2026-27	Edge Mill & Overlay	90	104	2	26	2,706
Willa Dr	Willa Lake	N Pine Ave to Willa Lake Cir	2026-27	Edge Mill & Overlay	82	352	2	26	9,163
Willa Lake Cir	Willa Lake	Willa Dr to Willa Dr	2026-27	Edge Mill & Overlay	79	3,147	2	26	81,823
Yorkshire Dr	Bentley Woods	Manchester Ave to Rochester St	2026-27	Edge Mill & Overlay	76	2,078	2	26	54,032
Geneva Dr	No Subdivision	E Broadway St to Traffic Circle	2027-28	Full Depth Mill & Thick Overlay	65	2,330	2	26	60,576
Godwin St/ Oviedo St	No Subdivision	Geneva Dr to Harmony Way	2027-28	Edge Mill & Overlay	88	534	2	26	13,880
Harmony Way	No Subdivision	Kimble St to Godwin St	2027-28	Edge Mill & Overlay	82	277	2	26	7,206
Harrison St	Washington Heights	Round Lake Park to Wilson Ave	2027-28	Edge Mill & Overlay	83	1,429	2	26	37,156

Street Name	Subdivision	Limit Description	Proposed FY	Treatment Method	PCI 2016	Length (ft)	Lane	Width (ft)	Total Area (sf)
Kimble St	No Subdivision	E Franklin St to Harmony Way	2027-28	Edge Mill & Overlay	74	933	2	26	24,251
Lake Charm Dr	No Subdivision	Palmetto St to Smarts Pl	2027-28	Edge Mill & Overlay	67	2,073	2	26	53,904
Laurel Oaks Ct	Twin Oaks	Start to N Central Ave	2027-28	Edge Mill & Overlay	74	969	2	26	25,187
Live Oak Ln	Mead Manor	Maple Ct to Palmetto St	2027-28	Edge Mill & Overlay	71	510	2	26	13,267
Louise St	No Subdivision	E Broadway St to Round Lake Park	2027-28	Edge Mill & Overlay	78	187	2	26	4,851
Nursery St	No Subdivision	Geneva Dr to Kimble St	2027-28	Edge Mill & Overlay	72	356	2	26	9,256
Palm Dr	Mead Manor	Mead Dr to End	2027-28	Edge Mill & Overlay	79	1,840	2	26	47,838
Palmetto St	Meadowcrest	Lake Charm Dr to Palmetto Ter	2027-28	Edge Mill & Overlay	88	177	2	26	4,599
Palmetto Ter	Meadowcrest	Palmetto St to Palmetto St	2027-28	Edge Mill & Overlay	75	2,289	2	26	59,517
Reed Ave	Round Lake Estates	E Broadway St to E Harrison St	2027-28	Edge Mill & Overlay	77	1,497	2	26	38,929
Round Lake Park	No Subdivision	Louise St to Harrison St	2027-28	Edge Mill & Overlay	72	1,390	2	26	36,137
Shady Ln	Sweetwater	Start to Division St	2027-28	Full Depth Mill & Thick Overlay	59	593	2	26	15,407
St Johanna Dr	Oak Ridge	N Central Ave to End	2027-28	Edge Mill & Overlay	77	898	2	26	23,353
Sweetwater Creek Cir	Sweetwater	N Central Ave to End	2027-28	Edge Mill & Overlay	72	1,976	2	26	51,380
Wilson Ave	Washington Heights	Harrison St to Washington St	2027-28	Full Depth Mill & Thick Overlay	74	997	2	26	25,915
Dovera Dr	No Subdivision	Red Bug Lake Rd to Oviedo Mall Blvd	2028-29	Edge Mill & Overlay	86	2,142	2	26	55,691
Lockwood Blvd	No Subdivision	150 ft South of Arrowroot Pl to Ekana Dr	2028-29	Edge Mill & Overlay	82	7,083	2	26	184,170
Oviedo Mall Blvd	No Subdivision	W Broadway St to Red Bug Lake Rd	2028-29	Edge Mill & Overlay	79	9,236	2	26	240,129
Winter Springs Blvd	No Subdivision	Seneca Blvd to W Broadway St	2028-29	Edge Mill & Overlay	86	1,622	2	26	42,184
Butler Creek Ct	Twin Rivers	Seminole Creek Dr to End	2029-30	Edge Mill & Overlay	72	638	2	26	16,583
California Creek Dr	Twin Rivers	Seminole Creek Dr to Seminole Creek Dr	2029-30	Edge Mill & Overlay	74	1,734	2	26	45,094
Cane Creek Ct	Twin Rivers	Kelly Creek Cir to End	2029-30	Edge Mill & Overlay	87	413	2	26	10,749

Street Name	Subdivision	Limit Description	Proposed FY	Treatment Method	PCI 2016	Length (ft)	Lane	Width (ft)	Total Area (sf)
Cutoff Branch Ct	Twin Rivers	W Riviera Blvd to End	2029-30	Edge Mill & Overlay	78	710	2	26	18,457
Eagens Creek Ct	Twin Rivers	W Riviera Blvd to End	2029-30	Edge Mill & Overlay	81	616	2	26	16,017
Joshua Creek Ct	Twin Rivers	Seminole Creek Dr to End	2029-30	Edge Mill & Overlay	72	488	2	26	12,685
Kelly Creek Cir	Twin Rivers	Cane Creek Ct to Lockwood Blvd	2029-30	Edge Mill & Overlay	77	818	2&4	26	28,431
Kelly Creek Cir	Twin Rivers	Trout Creek Ct to Kelly Creek Cir	2029-30	Full Depth Mill & Thick Overlay	77	1,434	2	26	37,280
N Magee Creek Ct	Twin Rivers	Kelly Creek Cir to End	2029-30	Full Depth Mill & Thick Overlay	61	333	2	26	8,663
Parker Canal Ct	Twin Rivers	W Riviera Blvd to End	2029-30	Edge Mill & Overlay	72	678	2	26	17,633
S Magee Creek Ct	Twin Rivers	Kelly Creek Cir to End	2029-30	Edge Mill & Overlay	87	537	2	26	13,957
Seminole Creek Dr	Twin Rivers	W Riviera Blvd to Lockwood Blvd	2029-30	Edge Mill & Overlay	81	2,971	2	26	77,255
Soldier Creek Ct	Twin Rivers	Seminole Creek Dr to End	2029-30	Edge Mill & Overlay	82	717	2	26	18,651
Trout Creek Ct	Twin Rivers	W Riviera Blvd to End	2029-30	Edge Mill & Overlay	92	439	2	26	11,403
Trout Creek Ct	Twin Rivers	W Riviera Blvd to Kelly Creek Cir	2029-30	Full Depth Mill & Thick Overlay	64	531	2	26	13,804
Turtle Creek Dr	Twin Rivers	Seminole Creek Dr to W Riviera Blvd	2029-30	Edge Mill & Overlay	78	1,026	2	26	26,687
Wharf Creek Ct	Twin Rivers	Seminole Creek Dr to End	2029-30	Edge Mill & Overlay	75	338	2	26	8,788

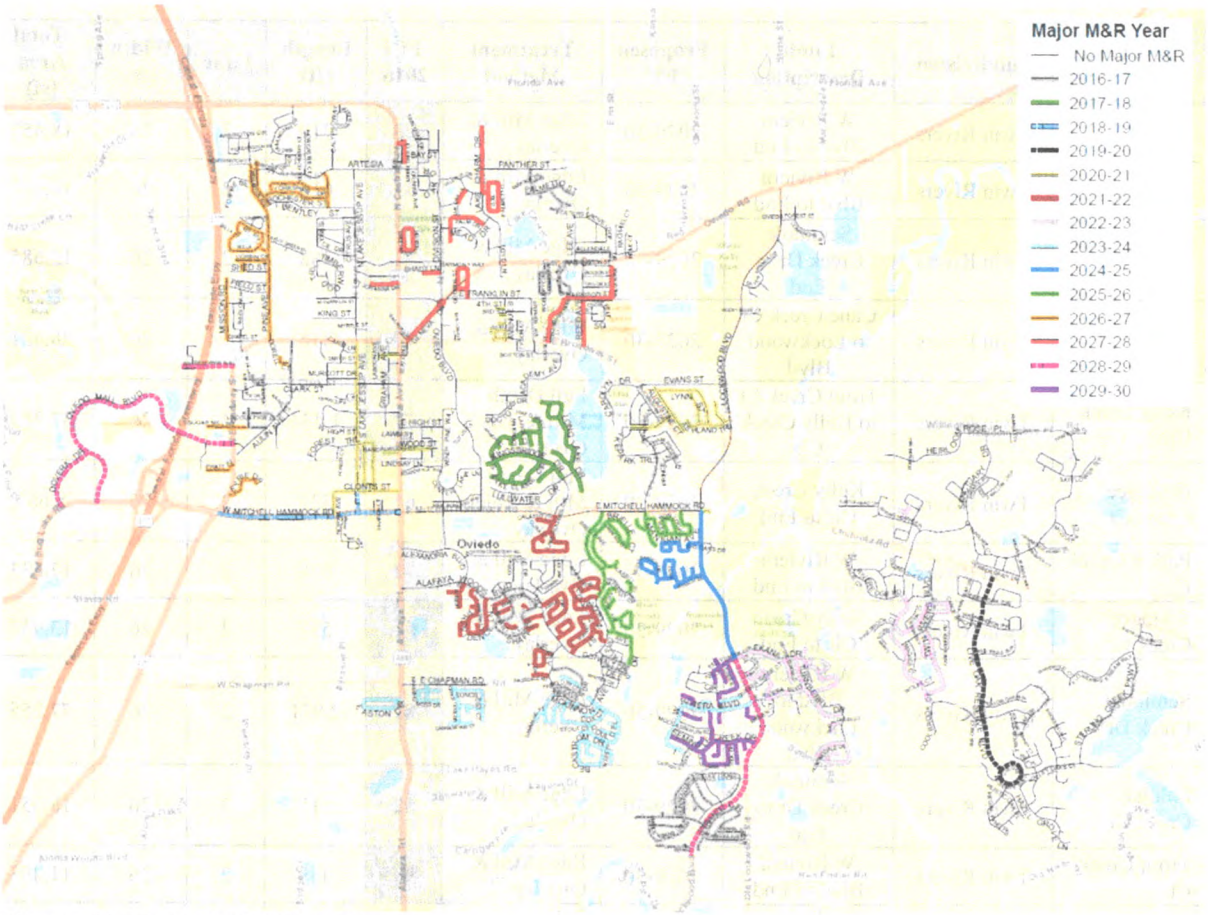


Figure 12 Major M&R for all years

7 SUMMARY AND RECOMMENDATIONS

7.1 Summary

Several M&R budget plans were studied for their effect on the City's pavement conditions and subsequent M&R backlogs. Since the City has predetermined its M&R plan through FY2019-2020, PAVER was used to perform three ten-year M&R budget analyses on the City's roadway pavements for FY2020-2021 to FY2029-2030. These plans included (1) maintaining a proposed future budget of $500K which is expected to result in an area weighted average PCI of 63 by end of 2030, (2) maintaining the current annual budget of $800K which is expected to result in an area weighted average PCI of 70 by end of 2030, (3) and maintaining a satisfactory PCI of 76 which is expected to cost the City about $1.3M/YR.

The City shall use a minimum of $50k per year for localized stopgap and preventive work such as crack sealing and patching as necessary. While Global work has been found effective in many Cities and Counties, given the current unit costs for different types of work, it was not cost effective for the City to perform Global Preventive M&R work (e.g. Slurry Seal) in any of the evaluated plans.

An annual budget of $800k was used to formulate practical projects for the City's FY2020-2021 to FY2029-2030 CIP. Future budgets for M&R may be lower depending on the availability of funds.

7.2 Recommendations

7.2.1 Perform Regular Pavement Condition Inspections

In an effort to capitalize on this PCI inspection effort and better track the condition of its pavements, it is strongly recommended that the City continue to perform PCI surveys on a three-year cycle. Doing so will enable the City to:

1. Better track the deterioration of its pavements,
2. Develop pavement deterioration trends to better predict future pavement conditions, and
3. Assess the effectiveness of its pavement maintenance, preservation, and Major M&R activities.

While the majority of the City's pavements are currently above "Satisfactory" condition, approximately half of the City's pavements have been resurfaced within the last 11 years, and are relatively young. This suggests that future M&R needs will increase as the City's pavements deteriorate over time. It is necessary that this deterioration be proactively and systematically monitored to more accurately predict future pavement M&R funding needs.

7.2.2 Keep the Work History Data Updated in PAVER Database

As the city improves the roadway network, it is recommended that all the rehabilitations done be kept up to date in the database. Accurate work history combined with regular pavement inspections will result into better prediction of the pavement deterioration trends to better predict future pavement conditions. The City engineering staff has performed an excellent job of updating available work history in the database, and we recommend that older records also be added to the database.

7.2.1 Revisit the Planned Projects

The recommended major M&R activities for the next decade have been planned based on the PCI inspection performed in October 2016, pavement performance models developed for the City, and with collaborative input from City staff. The list of planned projects is intended to serve as a guidance for the next 10 years.

As the City grows in the future years, traffic conditions will change, as will the City's capital infrastructure improvement requirements. We strongly recommend that the City revisits the assumptions in the PAVER pavement management system, calibrates the deterioration and cost models based on upcoming PCI surveys, and revises the planned projects accordingly. We recommend that these modifications (if any) be performed on a three-year cycle.

8 DISCLAIMER

All preceding analyses were based on the results obtained in the field, as well as other input and analysis assumptions as outlined herein. Dynatest has made every attempt to base their procedures on sound methodology. However, circumstances beyond the control of Dynatest could result in alterations to the above results which may be completely justifiable.

Please use the above data and information, therefore, as guidelines for this project analyzed and reported herein.

DYNATEST NORTH AMERICA, INC.
April 2018.

Dynatest®

APPENDIX A Standard PAVER Reports

Branch Condition Report

Pavement Database: 2017_Oviedo_V6

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
1ST	2	501.13	26.00	13,029.51	ROADWAY	83.00	3.00	82.13
2ND	1	219.47	26.00	5,706.18	ROADWAY	48.00	0.00	48.00
3RD	1	185.80	26.00	4,830.73	ROADWAY	60.00	0.00	60.00
4TH	1	297.75	26.00	7,741.39	ROADWAY	60.00	0.00	60.00
ABBOTSFO	1	732.67	26.00	19,049.35	ROADWAY	100.00	0.00	100.00
ABELL	4	2,037.98	26.00	52,987.43	ROADWAY	84.50	9.01	81.50
ACADEMY	3	3,138.02	26.00	81,588.41	ROADWAY	83.00	7.12	78.35
ALAFAYA	23	12,457.88	26.00	323,904.76	ROADWAY	81.87	11.10	81.97
ALBAMON	1	648.71	26.00	16,866.57	ROADWAY	60.00	0.00	60.00
ALEXAND	3	2,907.71	26.00	75,600.45	ROADWAY	92.67	0.94	92.56
ALLENDAL	1	1,353.28	26.00	35,185.22	ROADWAY	84.00	0.00	84.00
ALPUG	1	1,493.33	26.00	38,826.53	ROADWAY	83.00	0.00	83.00
AQUARIUS	1	523.49	26.00	13,610.86	ROADWAY	95.00	0.00	95.00
ARMOR	1	171.43	26.00	4,457.08	ROADWAY	83.00	0.00	83.00
ARRINGTO	5	1,851.13	26.00	48,129.47	ROADWAY	100.00	0.00	100.00
ARROWRO	2	537.89	26.00	13,985.02	ROADWAY	76.50	7.50	78.61
ARTESIA	7	5,279.67	26.00	137,271.31	ROADWAY	90.86	5.99	92.17
ASH	1	260.96	26.00	6,785.01	ROADWAY	72.00	0.00	72.00
ASHLAND	4	1,508.60	26.00	39,223.69	ROADWAY	88.00	9.27	86.27
AUGUSTIN	3	1,681.69	26.00	43,724.02	ROADWAY	71.00	5.10	69.92
AULIN	7	4,210.00	26.00	109,460.05	ROADWAY	77.43	20.72	74.20
AVENUE_A	1	256.26	26.00	6,662.66	ROADWAY	22.00	0.00	22.00
AVENUE_B	7	1,337.20	26.00	34,767.07	ROADWAY	77.57	16.88	81.20
AVILES	2	868.47	26.00	22,580.13	ROADWAY	70.00	7.00	67.07
BACKWAT	1	292.69	26.00	7,610.05	ROADWAY	84.00	0.00	84.00
BARTLETT	1	552.10	26.00	14,354.57	ROADWAY	89.00	0.00	89.00
BAY	1	305.85	26.00	7,952.18	ROADWAY	95.00	0.00	95.00
BAY_CLUB	2	1,141.89	26.00	29,689.26	ROADWAY	65.00	5.00	64.90
BECKSTRO	3	2,848.73	26.00	74,067.03	ROADWAY	64.33	8.81	66.64
BEECH	1	398.41	26.00	10,358.74	ROADWAY	94.00	0.00	94.00
BENDINGB	1	639.81	26.00	16,634.93	ROADWAY	95.00	0.00	95.00
BENTLEY	5	2,882.88	26.00	74,954.89	ROADWAY	89.20	4.45	86.74
BIG_OA_B	4	2,261.19	26.00	58,791.06	ROADWAY	69.00	7.84	75.00
BIG_OA_D	1	666.95	26.00	17,340.59	ROADWAY	92.00	0.00	92.00
BISHOP	4	1,192.05	26.00	30,993.31	ROADWAY	74.75	18.06	70.60
BLACK_W	2	792.62	26.00	20,608.07	ROADWAY	93.50	0.50	93.57
BLUE_SPR	1	244.83	26.00	6,365.55	ROADWAY	93.00	0.00	93.00
BLUEBEEC	1	238.78	26.00	6,208.22	ROADWAY	95.00	0.00	95.00
BLUEBRO	1	295.48	26.00	7,682.58	ROADWAY	77.00	0.00	77.00
BLUEJACK	3	1,313.96	26.00	34,163.09	ROADWAY	90.67	1.70	89.91
BLUSHING	1	292.53	26.00	7,605.73	ROADWAY	80.00	0.00	80.00
BOARDWA	3	1,336.32	26.00	34,744.33	ROADWAY	91.00	5.66	87.81
BONNET	1	263.75	26.00	6,857.60	ROADWAY	92.00	0.00	92.00

Branch Condition Report

Pavement Database: 2017_Oviedo_V6

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
BOSTON_A	1	290.39	26.00	7,550.26	ROADWAY	81.00	0.00	81.00
BOSTON_A	1	341.72	26.00	8,884.59	ROADWAY	95.00	0.00	95.00
BOSTON_S	1	533.77	26.00	13,877.91	ROADWAY	72.00	0.00	72.00
BOSTONCE	1	1,793.94	26.00	46,642.42	ROADWAY	36.00	0.00	36.00
BRIELLE_A	4	2,032.51	26.00	52,845.19	ROADWAY	71.75	2.49	72.40
BRIELLE_C	3	1,331.44	26.00	34,617.52	ROADWAY	70.00	2.83	69.30
BRITONS	1	229.35	26.00	5,963.03	ROADWAY	81.00	0.00	81.00
BROADLE	1	211.75	26.00	5,505.63	ROADWAY	62.00	0.00	62.00
BROKEN_E	2	944.20	26.00	24,549.28	ROADWAY	95.00	0.00	95.00
BUCKINGH	4	1,341.89	26.00	34,889.17	ROADWAY	83.50	10.01	81.79
BULLBUSH	1	1,106.32	26.00	28,764.37	ROADWAY	76.00	0.00	76.00
BUR_OAK	1	240.59	26.00	6,255.40	ROADWAY	95.00	0.00	95.00
BURGUND	1	373.05	26.00	9,699.41	ROADWAY	94.00	0.00	94.00
BURNETT	1	1,701.30	26.00	44,233.67	ROADWAY	73.00	0.00	73.00
BUTLER_C	1	637.81	26.00	16,583.15	ROADWAY	72.00	0.00	72.00
CALAFUT	1	537.43	26.00	13,973.24	ROADWAY	71.00	0.00	71.00
CALI_CRE	1	1,734.37	26.00	45,093.58	ROADWAY	74.00	0.00	74.00
CALYPSO	3	943.24	26.00	24,524.35	ROADWAY	95.00	0.00	95.00
CAMEL_LK	1	338.41	26.00	8,798.76	ROADWAY	95.00	0.00	95.00
CANAL_CR	2	630.06	26.00	16,381.59	ROADWAY	87.50	5.50	88.81
CANDY_AP	1	373.60	26.00	9,713.53	ROADWAY	95.00	0.00	95.00
CANE_CR	1	413.41	26.00	10,748.67	ROADWAY	87.00	0.00	87.00
CANOE_BI	3	897.84	26.00	23,343.84	ROADWAY	90.00	6.38	90.48
CANOE_CR	1	2,239.08	26.00	58,215.99	ROADWAY	92.00	0.00	92.00
CARIB	1	441.51	26.00	11,479.31	ROADWAY	87.00	0.00	87.00
CARISSA	2	768.65	26.00	19,984.95	ROADWAY	45.00	5.00	44.36
CAROLYN	3	2,353.98	26.00	61,203.60	ROADWAY	87.00	5.89	86.15
CARPTR_B	1	735.64	26.00	19,126.61	ROADWAY	61.00	0.00	61.00
CARRIAGE	2	823.01	26.00	21,398.19	ROADWAY	91.50	3.50	91.09
CATFISH_C	2	869.29	26.00	22,601.62	ROADWAY	91.50	3.50	90.10
CELERY_A	1	286.37	26.00	7,445.50	ROADWAY	78.00	0.00	78.00
CENTER_L	3	2,309.82	26.00	60,055.24	ROADWAY	95.00	0.00	95.00
CHANCE	1	324.45	26.00	8,435.78	ROADWAY	65.00	0.00	65.00
CHANDLE	1	821.85	26.00	21,368.16	ROADWAY	91.00	0.00	91.00
CHAPEL	2	949.63	26.00	24,690.50	ROADWAY	91.50	3.50	91.89
CHAPMAN	2	506.73	26.00	13,174.87	ROADWAY	90.00	3.00	90.80
CHECKBR	1	179.49	26.00	4,666.76	ROADWAY	95.00	0.00	95.00
CHULUOT	3	907.21	26.00	23,587.55	ROADWAY	81.67	6.60	83.61
CITRUS_A	4	1,390.16	26.00	36,144.05	ROADWAY	93.25	3.03	93.85
CITRUS_C	3	1,208.94	26.00	31,432.54	ROADWAY	88.33	6.60	90.89
CITY_PLAZ	2	745.63	26.00	19,386.47	ROADWAY	95.00	0.00	95.00
CITY_WAL	2	799.34	26.00	20,782.89	ROADWAY	100.00	0.00	100.00
CLARA_LE	1	1,161.59	26.00	30,201.45	ROADWAY	88.00	0.00	88.00

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
CLARK	8	5,195.25	26.00	135,076.62	ROADWAY	87.63	5.48	86.98
CLONTS	3	2,035.27	26.00	52,917.09	ROADWAY	55.67	29.33	56.34
COACHBR	1	541.05	26.00	14,067.34	ROADWAY	83.00	0.00	83.00
COMANCH	2	1,369.91	26.00	35,617.65	ROADWAY	95.00	0.00	95.00
CONLEY	1	644.57	26.00	16,758.72	ROADWAY	60.00	0.00	60.00
COOLBRO	1	1,042.37	26.00	27,101.73	ROADWAY	83.00	0.00	83.00
COPPERLE	1	262.44	26.00	6,823.50	ROADWAY	94.00	0.00	94.00
CORBIN	2	1,038.20	26.00	26,993.27	ROADWAY	79.50	6.50	76.01
CORDGRA	1	878.58	26.00	22,843.17	ROADWAY	77.00	0.00	77.00
CORKWOO	2	2,535.57	26.00	65,924.92	ROADWAY	81.00	1.00	81.72
COUNT_CV	1	841.86	26.00	21,888.34	ROADWAY	94.00	0.00	94.00
COVINGTO	7	4,196.78	26.00	109,116.28	ROADWAY	79.86	6.40	80.88
COX	1	680.60	26.00	17,695.59	ROADWAY	63.00	0.00	63.00
CRACKER	1	698.93	26.00	18,172.08	ROADWAY	84.00	0.00	84.00
CRANEBR	1	950.43	26.00	24,711.28	ROADWAY	81.00	0.00	81.00
CROSSCRE	1	411.93	26.00	10,710.19	ROADWAY	77.00	0.00	77.00
CRYSTL_A	1	672.70	26.00	17,490.17	ROADWAY	92.00	0.00	92.00
CRYSTL_C	4	1,112.47	26.00	28,924.24	ROADWAY	74.50	9.45	73.36
CRYSTL_D	1	781.83	26.00	20,327.66	ROADWAY	93.00	0.00	93.00
CURA	1	200.30	26.00	5,207.67	ROADWAY	77.00	0.00	77.00
CUTOFF_B	1	709.90	26.00	18,457.44	ROADWAY	78.00	0.00	78.00
DAFFODIL	1	189.09	26.00	4,916.42	ROADWAY	94.00	0.00	94.00
DAKOTA	1	451.13	26.00	11,729.25	ROADWAY	94.00	0.00	94.00
DANDELIO	1	495.62	26.00	12,886.22	ROADWAY	95.00	0.00	95.00
DARK_OA	1	936.31	26.00	24,344.17	ROADWAY	88.00	0.00	88.00
DEER_OAK	4	2,767.08	26.00	71,944.08	ROADWAY	92.25	2.95	90.57
DEES	4	2,629.10	26.00	68,356.57	ROADWAY	76.50	8.02	73.33
DIAMOND	2	1,562.83	26.00	40,633.56	ROADWAY	92.00	3.00	92.25
DISHMAN	2	1,952.94	26.00	50,776.51	ROADWAY	59.50	8.50	62.40
DIVISION	13	5,460.38	26.00	141,969.90	ROADWAY	91.15	8.87	93.28
DOC_CT	1	222.92	26.00	5,795.85	ROADWAY	95.00	0.00	95.00
DOC_DR	3	1,788.87	26.00	46,510.70	ROADWAY	86.33	11.56	85.49
DOMER	1	819.35	26.00	21,303.18	ROADWAY	93.00	0.00	93.00
DORELL	1	537.11	26.00	13,964.88	ROADWAY	74.00	0.00	74.00
DOUBLE	4	1,947.24	26.00	50,628.32	ROADWAY	92.75	3.90	92.39
DOUGLASS	2	1,023.53	26.00	26,611.79	ROADWAY	52.00	7.00	51.40
DOVEHILL	3	1,349.58	26.00	35,088.97	ROADWAY	94.00	0.82	93.95
DOVERA	4	2,141.97	26.00	55,691.13	ROADWAY	86.50	3.64	85.98
DRONE	1	329.05	26.00	8,555.21	ROADWAY	66.00	0.00	66.00
DURBAN	1	55.31	26.00	1,438.18	ROADWAY	66.00	0.00	66.00
E_CELERY	1	630.10	26.00	16,382.68	ROADWAY	90.00	0.00	90.00
E_CHAPM	6	2,630.11	26.00	68,382.90	ROADWAY	89.67	6.10	88.75
E_FRANKL	9	4,106.80	26.00	106,776.82	ROADWAY	87.89	4.33	87.74

Branch Condition Report

Pavement Database: 2017_Oviedo_V6

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
E_HIGH	3	1,313.34	26.00	34,146.89	ROADWAY	80.00	3.56	80.47
E_MAGNO	2	1,309.70	26.00	34,052.09	ROADWAY	90.00	3.00	89.62
E_MIT_HA	9	9,649.27	52.00	501,762.20	ROADWAY	84.00	14.89	86.91
E_RIVIERA	5	1,660.96	26.00	43,184.86	ROADWAY	81.20	7.98	79.34
E_VILLAG	2	300.83	26.00	7,821.49	ROADWAY	55.50	4.50	55.99
EAGENS	1	616.04	26.00	16,017.05	ROADWAY	81.00	0.00	81.00
EASTBRID	6	3,731.69	26.00	97,024.07	ROADWAY	89.33	5.96	88.40
EASTON	4	2,646.54	26.00	68,810.06	ROADWAY	88.75	2.86	87.96
EKANA	8	4,715.46	26.00	122,601.98	ROADWAY	77.25	12.73	67.72
EVANS	1	2,588.58	26.00	67,303.07	ROADWAY	93.00	0.00	93.00
EXECUTIV	3	1,341.53	26.00	34,879.78	ROADWAY	99.67	0.47	99.65
EYRIE	2	1,310.81	26.00	34,081.04	ROADWAY	88.00	12.00	79.08
FAIRCLOT	1	762.89	26.00	19,835.25	ROADWAY	68.00	0.00	68.00
FAIRHAVE	1	206.17	26.00	5,360.43	ROADWAY	77.00	0.00	77.00
FALLBROO	3	1,421.39	26.00	36,956.04	ROADWAY	82.33	6.60	87.59
FARMINGH	1	787.53	26.00	20,475.85	ROADWAY	85.00	0.00	85.00
FAWN LILY	1	299.49	26.00	7,786.72	ROADWAY	95.00	0.00	95.00
FERN	3	693.40	26.00	18,028.31	ROADWAY	92.67	6.13	91.21
FIELD	2	1,352.11	26.00	35,154.88	ROADWAY	100.00	0.00	100.00
FIRESTON	1	803.72	26.00	20,896.74	ROADWAY	88.00	0.00	88.00
FLORAWO	1	244.21	26.00	6,349.49	ROADWAY	95.00	0.00	95.00
FLOWERIN	2	2,598.39	26.00	67,558.14	ROADWAY	95.00	0.00	95.00
FOLIAGE	4	3,800.79	26.00	98,820.51	ROADWAY	90.25	3.34	87.62
FOREST_C	1	389.12	26.00	10,117.03	ROADWAY	76.00	0.00	76.00
FOREST_T	6	3,654.66	26.00	95,021.17	ROADWAY	84.83	11.28	81.86
FOSTERS	4	2,418.20	26.00	62,873.10	ROADWAY	100.00	0.00	100.00
FOXFIRE	1	1,004.53	26.00	26,117.75	ROADWAY	94.00	0.00	94.00
FREESIA	1	117.12	26.00	3,045.11	ROADWAY	93.00	0.00	93.00
GAMBEL_	3	868.26	26.00	22,574.70	ROADWAY	90.33	3.30	91.52
GAMMAGE	1	482.29	26.00	12,539.49	ROADWAY	77.00	0.00	77.00
GARDEN	3	873.47	26.00	22,710.29	ROADWAY	94.67	7.54	95.67
GENEVA	11	2,911.68	26.00	75,703.71	ROADWAY	85.18	17.26	74.28
GERBER	3	1,646.73	26.00	42,814.95	ROADWAY	86.00	8.04	82.90
GODWIN	1	533.85	26.00	13,880.10	ROADWAY	88.00	0.00	88.00
GOLDENW	2	533.81	26.00	13,878.95	ROADWAY	84.50	8.50	85.01
GORE	3	2,263.58	26.00	58,853.07	ROADWAY	68.00	4.32	67.74
GOTWALT	2	861.76	26.00	22,405.75	ROADWAY	52.50	10.50	56.51
GOULD	8	3,044.40	26.00	79,154.39	ROADWAY	71.75	11.68	72.60
GRAHAM	7	2,665.91	26.00	69,313.64	ROADWAY	99.00	2.45	98.89
GREEN_BR	1	293.80	26.00	7,638.70	ROADWAY	69.00	0.00	69.00
GREEN_PK	1	293.84	26.00	7,639.82	ROADWAY	69.00	0.00	69.00
GREENBK	1	522.44	26.00	13,583.41	ROADWAY	81.00	0.00	81.00
GWYN	4	1,546.06	26.00	40,197.68	ROADWAY	73.75	12.95	73.35

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
HAMILTON	1	372.33	26.00	9,680.63	ROADWAY	87.00	0.00	87.00
HAMMON	1	949.91	26.00	24,697.58	ROADWAY	85.00	0.00	85.00
HAMPSHIR	3	1,247.19	26.00	32,426.97	ROADWAY	85.00	9.93	86.57
HANGING	4	1,658.40	26.00	43,118.36	ROADWAY	81.50	7.92	80.26
HARMONY	1	277.16	26.00	7,206.27	ROADWAY	82.00	0.00	82.00
HARRISON	2	1,429.07	26.00	37,155.72	ROADWAY	84.50	7.50	82.60
HART_BR	3	694.00	26.00	18,043.90	ROADWAY	84.00	6.68	85.59
HARTFORD	1	183.93	26.00	4,782.07	ROADWAY	93.00	0.00	93.00
HAWAPPLE	1	206.35	26.00	5,365.08	ROADWAY	76.00	0.00	76.00
HAZEL_GV	6	3,224.00	26.00	83,824.00	ROADWAY	85.83	8.76	86.58
HEATHERC	1	705.70	26.00	18,348.09	ROADWAY	92.00	0.00	92.00
HEIRLOOM	16	13,212.64	26.00	343,528.63	ROADWAY	89.44	5.38	90.68
HENSON	3	1,176.16	26.00	30,580.06	ROADWAY	74.00	2.45	73.02
HIDDEN_R	1	449.57	26.00	11,688.78	ROADWAY	93.00	0.00	93.00
HIGH_GV	1	656.86	26.00	17,078.44	ROADWAY	65.00	0.00	65.00
HILLCRES	4	2,720.52	26.00	70,733.40	ROADWAY	98.75	1.30	99.19
HOLLOW	3	1,438.84	26.00	37,409.92	ROADWAY	82.33	7.93	81.22
HOLLYWO	2	1,031.82	26.00	26,827.41	ROADWAY	91.50	1.50	90.78
HORNBEA	1	1,595.91	26.00	41,493.55	ROADWAY	83.00	0.00	83.00
HORSEMA	1	1,814.63	26.00	47,180.50	ROADWAY	92.00	0.00	92.00
HORTON	2	819.98	26.00	21,319.54	ROADWAY	74.00	5.00	73.04
HUNTERS	2	1,774.58	26.00	46,139.18	ROADWAY	75.50	3.50	74.32
HUNTING	2	1,124.18	26.00	29,228.69	ROADWAY	68.50	1.50	69.74
HYDRANG	1	216.60	26.00	5,631.70	ROADWAY	61.00	0.00	61.00
INVERNES	1	654.90	26.00	17,027.29	ROADWAY	85.00	0.00	85.00
JACKSON_	1	430.72	26.00	11,198.72	ROADWAY	84.00	0.00	84.00
JACKSON_	1	907.83	26.00	23,603.51	ROADWAY	88.00	0.00	88.00
JORDON_C	1	692.06	26.00	17,993.52	ROADWAY	93.00	0.00	93.00
JOSHUA_C	1	487.87	26.00	12,684.58	ROADWAY	72.00	0.00	72.00
JUNE_OAK	1	394.14	26.00	10,247.68	ROADWAY	95.00	0.00	95.00
JUNEBERR	4	2,031.66	26.00	52,823.07	ROADWAY	91.25	1.48	91.41
KANE	3	1,853.81	26.00	48,199.11	ROADWAY	100.00	0.00	100.00
KASELL	1	452.62	26.00	11,768.04	ROADWAY	76.00	0.00	76.00
KEEP_WAY	2	807.01	26.00	20,982.15	ROADWAY	72.00	5.00	72.40
KELLY_CR	8	4,455.56	26.00	115,844.59	ROADWAY	80.50	7.97	81.50
KELLY_GR	2	1,234.74	26.00	32,103.15	ROADWAY	100.00	0.00	100.00
KELSEY	3	1,746.26	26.00	45,402.64	ROADWAY	63.33	15.76	70.60
KENSINGT	1	745.48	26.00	19,382.54	ROADWAY	58.00	0.00	58.00
KEYSTONE	1	181.82	26.00	4,727.44	ROADWAY	78.00	0.00	78.00
KIMBLE	3	932.74	26.00	24,251.31	ROADWAY	74.00	4.90	74.12
KING_HAR	1	472.11	26.00	12,274.92	ROADWAY	67.00	0.00	67.00
KING_ST	1	1,332.08	26.00	34,633.99	ROADWAY	89.00	0.00	89.00
KINGSBRG	5	4,050.48	26.00	105,312.54	ROADWAY	72.00	8.41	71.28

Branch Condition Report

Pavement Database: 2017_Oviedo_V6

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
LA_JUNE	1	171.48	26.00	4,458.38	ROADWAY	100.00	0.00	100.00
LADY_LYN	1	149.09	26.00	3,876.31	ROADWAY	100.00	0.00	100.00
LAKE_CL_	1	544.41	26.00	14,154.71	ROADWAY	71.00	0.00	71.00
LAKE_RG	5	3,429.69	26.00	89,172.01	ROADWAY	75.20	9.43	69.80
LAKEPARK	3	3,496.64	26.00	90,912.67	ROADWAY	90.00	2.16	88.86
LANCE	1	343.52	26.00	8,931.49	ROADWAY	72.00	0.00	72.00
LAUREL_O	3	968.73	26.00	25,187.02	ROADWAY	78.00	6.16	73.70
LAWN	3	761.48	26.00	19,798.45	ROADWAY	87.33	10.14	91.72
LAWTON	2	606.76	26.00	15,775.85	ROADWAY	80.50	19.50	89.09
LEE	4	1,437.68	26.00	37,379.61	ROADWAY	95.75	4.38	93.06
LEINHART	1	510.17	26.00	13,264.45	ROADWAY	80.00	0.00	80.00
LEMONGR	1	588.42	26.00	15,298.84	ROADWAY	100.00	0.00	100.00
LINCOLN	3	1,054.38	26.00	27,413.82	ROADWAY	70.33	24.09	69.40
LINDSAY	2	672.99	26.00	17,497.86	ROADWAY	85.50	2.50	86.76
LINGO_CR	5	1,167.78	26.00	30,362.17	ROADWAY	84.20	7.25	83.90
LINGO_CT	1	435.55	26.00	11,324.21	ROADWAY	83.00	0.00	83.00
LINGO_LN	1	159.50	26.00	4,147.00	ROADWAY	94.00	0.00	94.00
LITTLE_CR	1	220.63	26.00	5,736.37	ROADWAY	87.00	0.00	87.00
LIVE_OK_L	2	927.76	26.00	24,121.79	ROADWAY	82.50	11.50	81.35
LIVE_OK_	16	10,883.31	26.00	282,965.99	ROADWAY	81.31	12.47	79.31
LK_CHM_C	3	973.06	26.00	25,299.68	ROADWAY	70.00	12.36	71.63
LK_CHM_D	7	4,474.84	26.00	116,345.72	ROADWAY	82.14	10.95	75.95
LOCKWOO	27	22,655.70	26.00	589,048.11	ROADWAY	83.85	5.90	84.18
LONG_BR	6	2,366.10	26.00	61,518.71	ROADWAY	72.50	12.98	68.24
LONG_CV	1	109.86	26.00	2,856.36	ROADWAY	95.00	0.00	95.00
LONG_LK_	1	285.03	26.00	7,410.87	ROADWAY	79.00	0.00	79.00
LONG_LK_	5	3,376.40	26.00	87,786.42	ROADWAY	80.80	10.98	75.48
LOUISE	1	186.58	26.00	4,851.19	ROADWAY	78.00	0.00	78.00
LOYD	1	517.29	26.00	13,449.63	ROADWAY	84.00	0.00	84.00
LULLWAT	4	2,845.96	26.00	73,994.93	ROADWAY	89.75	3.70	87.85
LYNN	2	2,380.19	26.00	61,884.88	ROADWAY	76.00	17.00	77.87
MACGLEN	2	923.71	26.00	24,016.51	ROADWAY	100.00	0.00	100.00
MACLAUR	1	111.88	26.00	2,908.97	ROADWAY	100.00	0.00	100.00
MACTAVA	7	2,778.84	26.00	72,249.83	ROADWAY	100.00	0.00	100.00
MADRIN_O	2	919.74	26.00	23,913.22	ROADWAY	90.00	0.00	90.00
MAGIES	1	1,045.02	26.00	27,170.52	ROADWAY	83.00	0.00	83.00
MAIDENC	4	2,130.78	26.00	55,400.25	ROADWAY	85.50	5.02	87.55
MALCOLM	1	453.82	26.00	11,799.24	ROADWAY	87.00	0.00	87.00
MANCHES	3	1,101.56	26.00	28,640.62	ROADWAY	78.67	11.90	80.86
MANIGAN	3	2,617.77	26.00	68,062.06	ROADWAY	87.00	4.32	87.00
MAPLE	1	573.61	26.00	14,913.83	ROADWAY	94.00	0.00	94.00
MCCALL	1	395.38	26.00	10,279.86	ROADWAY	70.00	0.00	70.00
MCCULLY	3	1,248.05	26.00	32,449.36	ROADWAY	59.67	12.39	57.62

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
MCDANIEL	1	576.07	26.00	14,977.75	ROADWAY	81.00	0.00	81.00
MCGUIRK	1	1,097.19	26.00	28,527.03	ROADWAY	85.00	0.00	85.00
MCKINNO	13	4,798.91	26.00	124,771.70	ROADWAY	88.69	3.89	88.70
MEAD	5	1,842.03	26.00	47,892.67	ROADWAY	92.40	2.87	92.32
MEANS	1	469.53	26.00	12,207.85	ROADWAY	74.00	0.00	74.00
MERIEN	1	678.06	26.00	17,629.48	ROADWAY	88.00	0.00	88.00
MIKE_ROB	3	1,582.22	26.00	41,137.62	ROADWAY	98.33	2.36	98.95
MILL_SLG	2	826.59	26.00	21,491.33	ROADWAY	76.00	0.00	76.00
MIMOSA	1	431.22	26.00	11,211.67	ROADWAY	32.00	0.00	32.00
MISSION	3	1,970.16	26.00	51,224.17	ROADWAY	77.67	11.56	76.05
MOCCASIN	2	1,077.90	26.00	28,025.28	ROADWAY	88.00	3.00	86.67
MORNING	2	776.65	26.00	20,192.77	ROADWAY	88.50	4.50	87.12
MOSES_CR	1	512.92	26.00	13,335.79	ROADWAY	64.00	0.00	64.00
MUIRFIEL	1	264.66	26.00	6,881.04	ROADWAY	95.00	0.00	95.00
MUNSON	1	451.71	26.00	11,744.42	ROADWAY	95.00	0.00	95.00
MURCOTT	1	904.02	26.00	23,504.65	ROADWAY	90.00	0.00	90.00
MYRTLE	1	349.41	26.00	9,084.64	ROADWAY	86.00	0.00	86.00
N_CELERY	2	297.18	26.00	7,726.70	ROADWAY	63.00	12.00	63.37
N_LAKE_C	6	2,982.54	26.00	77,546.12	ROADWAY	69.00	2.58	69.09
N_LAKE_J	11	5,307.54	26.00	137,996.10	ROADWAY	89.55	5.42	88.96
N_MAGEE_	1	333.21	26.00	8,663.47	ROADWAY	61.00	0.00	61.00
N_PRAIRIE	1	304.71	26.00	7,922.38	ROADWAY	83.00	0.00	83.00
NEELY	4	1,676.78	26.00	43,596.35	ROADWAY	70.75	1.09	70.37
NEILE	2	790.11	26.00	20,542.95	ROADWAY	70.50	24.50	84.95
NEW_CAS_	1	733.93	26.00	19,082.28	ROADWAY	100.00	0.00	100.00
NEW_CAS_	2	617.68	26.00	16,059.66	ROADWAY	96.50	3.50	98.07
NEW_HOSP	1	906.62	26.00	23,572.15	ROADWAY	96.00	0.00	96.00
NEWTON	1	637.74	26.00	16,581.30	ROADWAY	87.00	0.00	87.00
NORMA	1	784.97	26.00	20,409.26	ROADWAY	31.00	0.00	31.00
NORWOOD	1	882.63	26.00	22,948.26	ROADWAY	88.00	0.00	88.00
NURSERY	1	356.01	26.00	9,256.36	ROADWAY	72.00	0.00	72.00
OAK_BEN	1	1,016.52	26.00	26,429.51	ROADWAY	100.00	0.00	100.00
OAK_DR	4	1,092.27	26.00	28,399.01	ROADWAY	69.00	10.82	68.15
OAK_HILL	2	713.13	26.00	18,541.47	ROADWAY	84.00	8.00	84.01
OAK_SHA	1	393.81	26.00	10,238.97	ROADWAY	82.00	0.00	82.00
OAK_SHOR	2	901.95	26.00	23,450.75	ROADWAY	87.00	8.00	84.50
OAK_ST	3	901.54	26.00	23,440.16	ROADWAY	92.33	3.77	92.84
OHANLON	1	587.26	26.00	15,268.88	ROADWAY	70.00	0.00	70.00
OLD_COVE	1	322.27	26.00	8,379.05	ROADWAY	100.00	0.00	100.00
OLD_KERR	1	158.05	26.00	4,109.19	ROADWAY	53.00	0.00	53.00
OLLIFF	1	876.92	26.00	22,799.90	ROADWAY	67.00	0.00	67.00
OPEN_MEA	4	1,447.20	26.00	37,627.18	ROADWAY	91.75	4.55	92.46
ORANGE	2	635.99	26.00	16,535.76	ROADWAY	80.00	1.00	80.40

Branch Condition Report

Pavement Database: 2017_Oviedo_V6

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
ORANGEW	2	851.69	26.00	22,144.01	ROADWAY	72.50	2.50	73.29
OVERCUP	2	431.18	26.00	11,210.60	ROADWAY	93.00	0.00	93.00
OVIEDO_B	13	6,933.35	26.00	180,267.10	ROADWAY	88.15	6.50	88.70
OVIEDO_F	1	443.35	26.00	11,526.97	ROADWAY	91.00	0.00	91.00
OVIEDO_M	10	9,598.58	26.00	249,563.21	ROADWAY	82.80	10.02	79.79
PALM	5	1,839.93	26.00	47,838.14	ROADWAY	75.80	14.68	78.60
PALMET_S	11	3,680.65	26.00	95,696.90	ROADWAY	77.91	16.16	78.30
PALMET_T	3	2,289.13	26.00	59,517.40	ROADWAY	78.33	10.66	75.15
PANTH_ST	5	2,664.77	26.00	69,284.06	ROADWAY	68.40	30.42	76.04
PARAS_PL	2	860.64	26.00	22,376.61	ROADWAY	95.00	0.00	95.00
PARKER_C	1	678.20	26.00	17,633.19	ROADWAY	72.00	0.00	72.00
PARTIN_CT	1	317.99	26.00	8,267.66	ROADWAY	70.00	0.00	70.00
PATRICIAN	2	755.90	26.00	19,653.34	ROADWAY	93.50	0.50	93.58
PEARSON	1	716.67	26.00	18,633.54	ROADWAY	61.00	0.00	61.00
PECAN_CT	1	348.45	26.00	9,059.78	ROADWAY	93.00	0.00	93.00
PECAN_ST	2	523.23	26.00	13,603.88	ROADWAY	84.00	2.00	84.53
PEGEL_CT	1	663.47	26.00	17,250.28	ROADWAY	75.00	0.00	75.00
PERIWIN_	1	417.08	26.00	10,844.01	ROADWAY	88.00	0.00	88.00
PICKER_PL	1	427.29	26.00	11,109.52	ROADWAY	100.00	0.00	100.00
PINE	15	6,578.63	26.00	171,044.35	ROADWAY	78.60	10.29	77.87
PINEBRK_	1	777.68	26.00	20,219.59	ROADWAY	86.00	0.00	86.00
PINEHST_C	2	940.15	26.00	24,443.97	ROADWAY	92.50	1.50	93.35
POINT_WD	1	518.90	26.00	13,491.40	ROADWAY	94.00	0.00	94.00
POND_APL	1	447.19	26.00	11,627.06	ROADWAY	75.00	0.00	75.00
PRAIRIE_V	2	1,106.85	26.00	28,778.05	ROADWAY	86.50	7.50	80.73
PRATT	1	968.66	26.00	25,185.21	ROADWAY	33.00	0.00	33.00
PRINCE	1	420.19	26.00	10,924.94	ROADWAY	86.00	0.00	86.00
PROVIDEN	4	3,119.88	26.00	81,116.97	ROADWAY	75.50	9.55	75.30
QUAKER_R	1	585.83	26.00	15,231.59	ROADWAY	95.00	0.00	95.00
RACHAEL	1	1,204.53	26.00	31,317.80	ROADWAY	75.00	0.00	75.00
RAGSDALE	1	544.40	26.00	14,154.29	ROADWAY	76.00	0.00	76.00
RAILROAD	1	386.00	26.00	10,036.04	ROADWAY	74.00	0.00	74.00
RAINEY	1	230.16	26.00	5,984.24	ROADWAY	82.00	0.00	82.00
RAMBLING	2	844.15	26.00	21,947.88	ROADWAY	95.00	0.00	95.00
RAVENCR	1	1,026.40	26.00	26,686.36	ROADWAY	93.00	0.00	93.00
RAYWOOD	2	780.40	26.00	20,290.50	ROADWAY	89.50	5.50	88.95
RED_ASH	5	2,625.80	26.00	68,270.89	ROADWAY	93.00	1.67	92.55
RED_MAPL	1	187.08	26.00	4,863.97	ROADWAY	85.00	0.00	85.00
REED	7	2,594.04	26.00	67,445.01	ROADWAY	87.43	8.99	82.90
REGAL_PI	4	2,112.00	26.00	54,912.02	ROADWAY	87.50	7.12	89.21
REYNOLDS	1	485.40	26.00	12,620.44	ROADWAY	67.00	0.00	67.00
RICE_CREE	1	217.98	26.00	5,667.47	ROADWAY	93.00	0.00	93.00
RICH	2	1,239.21	26.00	32,219.37	ROADWAY	100.00	0.00	100.00

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
RIVER_BIR	7	2,202.49	26.00	57,264.74	ROADWAY	64.14	13.16	64.29
RIVER_PIN	1	157.63	26.00	4,098.45	ROADWAY	36.00	0.00	36.00
RIVEREDG	8	3,689.46	26.00	95,925.84	ROADWAY	93.13	2.52	92.80
ROBELLINI	1	178.02	26.00	4,628.62	ROADWAY	93.00	0.00	93.00
ROCHESTE	2	2,073.39	26.00	53,908.22	ROADWAY	76.00	6.00	80.32
ROCKY_BL	1	555.02	26.00	14,430.47	ROADWAY	95.00	0.00	95.00
ROOSEVEL	5	1,573.75	26.00	40,917.41	ROADWAY	100.00	0.00	100.00
ROSE_MAL	4	1,334.15	26.00	34,687.89	ROADWAY	95.00	0.00	95.00
ROUND_CT	2	447.66	26.00	11,639.18	ROADWAY	100.00	0.00	100.00
ROUND_PK	1	1,389.90	26.00	36,137.47	ROADWAY	72.00	0.00	72.00
ROYAL_TR	1	548.12	26.00	14,251.05	ROADWAY	88.00	0.00	88.00
ROYALWO	2	2,110.03	26.00	54,860.75	ROADWAY	82.50	3.50	84.80
RUNNING_	8	5,006.29	26.00	130,163.54	ROADWAY	89.63	6.93	87.15
RUSTIC_LR	1	430.30	26.00	11,187.91	ROADWAY	95.00	0.00	95.00
RUSTIC_O	3	1,080.73	26.00	28,098.94	ROADWAY	94.67	0.47	94.61
RUTH	1	355.96	26.00	9,254.92	ROADWAY	95.00	0.00	95.00
S_CELERY	1	333.04	26.00	8,659.01	ROADWAY	84.00	0.00	84.00
S_LAKE_C	3	2,259.34	26.00	58,742.74	ROADWAY	72.33	1.25	72.16
S_LAKE_JE	10	5,306.54	26.00	137,970.09	ROADWAY	71.20	8.03	68.48
S_MAGEE_	1	536.79	26.00	13,956.60	ROADWAY	87.00	0.00	87.00
S_PRAIRIE	1	563.94	26.00	14,662.45	ROADWAY	87.00	0.00	87.00
SAFFLOWE	5	3,628.04	26.00	94,328.96	ROADWAY	87.40	6.71	86.38
SAGO_PAL	1	336.36	26.00	8,745.46	ROADWAY	95.00	0.00	95.00
SANCTUA	8	5,580.94	26.00	145,104.36	ROADWAY	94.00	6.60	92.43
SAND_KEY	4	1,650.50	26.00	42,913.07	ROADWAY	73.75	6.80	72.89
SANDALW	1	545.15	26.00	14,173.97	ROADWAY	33.00	0.00	33.00
SEMINOLE	9	2,971.36	26.00	77,255.47	ROADWAY	80.67	6.00	80.73
SHADOW	1	680.12	26.00	17,683.03	ROADWAY	67.00	0.00	67.00
SHADY_LN	1	592.58	26.00	15,407.17	ROADWAY	59.00	0.00	59.00
SHADY_O	4	1,867.07	26.00	48,543.90	ROADWAY	91.00	2.55	89.27
SHAFFER	8	4,907.71	26.00	127,600.58	ROADWAY	72.75	9.11	72.08
SHANGRI_	1	647.86	26.00	16,844.27	ROADWAY	93.00	0.00	93.00
SHARON	1	419.68	26.00	10,911.58	ROADWAY	100.00	0.00	100.00
SHED	2	1,218.04	26.00	31,669.13	ROADWAY	90.00	4.00	91.28
SHELDON	1	218.13	26.00	5,671.37	ROADWAY	80.00	0.00	80.00
SHINNECK	2	1,731.76	26.00	45,025.63	ROADWAY	70.50	1.50	70.73
SHOAL_CK	1	633.80	26.00	16,478.79	ROADWAY	75.00	0.00	75.00
SILCOX_B	4	1,583.29	26.00	41,165.56	ROADWAY	72.00	10.84	68.88
SILVER_SP	3	1,783.71	26.00	46,376.47	ROADWAY	90.67	4.19	90.96
SILVER_TH	1	181.01	26.00	4,706.19	ROADWAY	92.00	0.00	92.00
SMITH	3	1,242.07	26.00	32,293.91	ROADWAY	88.00	8.83	87.13
SOLDIER	1	717.36	26.00	18,651.37	ROADWAY	82.00	0.00	82.00
SOUTHERN	1	669.52	26.00	17,407.39	ROADWAY	70.00	0.00	70.00

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
SPLIT_OAK	1	202.69	26.00	5,269.82	ROADWAY	95.00	0.00	95.00
SPRING_H	5	2,216.70	26.00	57,634.18	ROADWAY	82.60	9.77	84.34
ST_JOHAN	1	898.19	26.00	23,352.93	ROADWAY	77.00	0.00	77.00
STAR_GRA	1	297.97	26.00	7,747.31	ROADWAY	49.00	0.00	49.00
STATION	1	437.53	26.00	11,375.86	ROADWAY	93.00	0.00	93.00
STEPHEN	1	1,377.29	26.00	35,809.64	ROADWAY	89.00	0.00	89.00
STERLING	6	5,178.08	26.00	134,629.96	ROADWAY	92.17	2.61	93.90
STONE	2	991.48	26.00	25,778.50	ROADWAY	100.00	0.00	100.00
STONE_PIN	1	257.15	26.00	6,685.91	ROADWAY	95.00	0.00	95.00
STOUT	1	381.44	26.00	9,917.38	ROADWAY	70.00	0.00	70.00
STRAND	4	2,774.85	26.00	72,146.09	ROADWAY	74.75	6.34	76.42
STRAND_L	1	480.27	26.00	12,487.07	ROADWAY	67.00	0.00	67.00
SUGAR_MI	1	841.41	26.00	21,876.55	ROADWAY	79.00	0.00	79.00
SUGAR_PI	1	1,177.86	26.00	30,624.25	ROADWAY	78.00	0.00	78.00
SUGARBER	6	3,236.60	26.00	84,151.70	ROADWAY	90.00	2.58	90.12
SUMMER_	1	699.86	26.00	18,196.23	ROADWAY	68.00	0.00	68.00
SUNCREST	3	1,863.73	26.00	48,457.04	ROADWAY	79.33	13.12	83.10
SUNNING	1	348.63	26.00	9,064.34	ROADWAY	73.00	0.00	73.00
SWEETSPI	4	1,635.00	26.00	42,509.90	ROADWAY	90.00	2.35	90.30
SWEETWA	3	1,976.14	26.00	51,379.66	ROADWAY	78.33	11.90	72.35
SWIFT	1	695.79	26.00	18,090.65	ROADWAY	90.00	0.00	90.00
TANGERIN	2	660.49	26.00	17,172.63	ROADWAY	84.00	2.00	83.15
TAYLOR	1	903.15	26.00	23,481.78	ROADWAY	91.00	0.00	91.00
TEAGUE	1	244.92	26.00	6,367.97	ROADWAY	55.00	0.00	55.00
TEALBRIA	2	1,184.32	26.00	30,792.33	ROADWAY	85.50	4.50	83.72
TEMPLE	1	433.09	26.00	11,260.30	ROADWAY	87.00	0.00	87.00
TERRACE	6	2,881.12	26.00	74,909.01	ROADWAY	79.33	12.71	81.73
TIMBER_C	1	153.42	26.00	3,988.90	ROADWAY	82.00	0.00	82.00
TIMBER_T	4	2,773.96	26.00	72,122.95	ROADWAY	89.75	5.80	88.81
TOMMYS	1	599.79	26.00	15,594.48	ROADWAY	88.00	0.00	88.00
TOMOKA	2	704.66	26.00	18,321.19	ROADWAY	92.00	1.00	92.20
TOWN_CO	2	1,117.66	26.00	29,059.22	ROADWAY	77.50	11.50	81.30
TROUT_CK	3	969.50	26.00	25,207.02	ROADWAY	73.33	13.42	76.70
TURKEY_O	1	315.06	26.00	8,191.48	ROADWAY	94.00	0.00	94.00
TURNBERR	9	5,137.67	26.00	133,579.35	ROADWAY	73.67	8.87	69.87
TURTLE_C	2	1,026.43	26.00	26,687.10	ROADWAY	77.50	1.50	77.58
TURTLEHE	2	1,239.51	26.00	32,227.38	ROADWAY	88.50	3.50	90.54
TUTUS	1	322.08	26.00	8,373.98	ROADWAY	100.00	0.00	100.00
TWIN_LEA	1	540.44	26.00	14,051.54	ROADWAY	82.00	0.00	82.00
TWIN_OAK	7	3,017.48	26.00	78,454.56	ROADWAY	88.00	10.68	88.76
TWIN_RIV	22	9,965.65	26.00	259,106.98	ROADWAY	78.64	8.56	76.46
TYSON_CT	1	324.63	26.00	8,440.42	ROADWAY	89.00	0.00	89.00
TYSON_ST	2	504.97	26.00	13,129.26	ROADWAY	87.50	3.50	89.02

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
VALENCIA	1	422.08	26.00	10,974.00	ROADWAY	95.00	0.00	95.00
VALLEY_O	1	322.21	26.00	8,377.34	ROADWAY	85.00	0.00	85.00
VANNESSA	1	979.25	26.00	25,460.59	ROADWAY	70.00	0.00	70.00
VERACLIF	1	801.28	26.00	20,833.30	ROADWAY	90.00	0.00	90.00
VERNON	2	1,206.51	26.00	31,369.21	ROADWAY	72.50	0.50	72.49
VICKI	1	381.56	26.00	9,920.67	ROADWAY	100.00	0.00	100.00
VILLAGE	1	178.21	26.00	4,633.39	ROADWAY	80.00	0.00	80.00
VINE	1	1,369.76	26.00	35,613.86	ROADWAY	92.00	0.00	92.00
VISTA_KN	1	185.59	26.00	4,825.26	ROADWAY	61.00	0.00	61.00
W_CELERY	1	631.73	26.00	16,424.99	ROADWAY	82.00	0.00	82.00
W_FRANK	2	1,245.97	26.00	32,395.22	ROADWAY	93.00	0.00	93.00
W_HIGH	1	1,293.70	26.00	33,636.26	ROADWAY	100.00	0.00	100.00
W_MAGNO	1	1,390.23	26.00	36,145.89	ROADWAY	83.00	0.00	83.00
W_MIT_HA	8	5,712.20	52.00	297,034.40	ROADWAY	74.63	10.04	78.10
W_RIVIER	11	4,226.46	26.00	109,888.05	ROADWAY	71.36	15.17	69.97
W_VILLAG	2	342.77	26.00	8,912.06	ROADWAY	46.00	19.00	45.23
WADING	5	2,340.46	26.00	60,851.93	ROADWAY	88.80	4.71	90.08
WAINRIGH	2	900.44	26.00	23,411.50	ROADWAY	46.50	8.50	41.27
WARD	2	1,233.61	26.00	32,073.80	ROADWAY	92.00	1.00	91.77
WASHTN_	2	598.11	26.00	15,550.74	ROADWAY	62.50	11.50	57.53
WASHTN_S	1	883.88	26.00	22,980.83	ROADWAY	85.00	0.00	85.00
WATER_LI	2	543.19	26.00	14,122.85	ROADWAY	92.00	2.00	92.09
WATER_PL	1	2,010.20	26.00	52,265.24	ROADWAY	79.00	0.00	79.00
WAVERLEE	1	228.04	26.00	5,929.05	ROADWAY	73.00	0.00	73.00
WEAVER	2	2,352.40	26.00	61,162.33	ROADWAY	67.50	2.50	67.74
WELLESLY	1	1,112.41	26.00	28,922.57	ROADWAY	89.00	0.00	89.00
WELLING_	2	1,203.01	26.00	31,278.35	ROADWAY	82.50	12.50	76.12
WELLING_	1	267.94	26.00	6,966.50	ROADWAY	61.00	0.00	61.00
WHARF_C	1	338.00	26.00	8,787.99	ROADWAY	75.00	0.00	75.00
WHEELER	1	631.17	26.00	16,410.48	ROADWAY	61.00	0.00	61.00
WHISPER	1	429.74	26.00	11,173.25	ROADWAY	92.00	0.00	92.00
WHITEWO	1	630.66	26.00	16,397.14	ROADWAY	95.00	0.00	95.00
WHITTIER	2	1,172.66	26.00	30,489.16	ROADWAY	85.50	3.50	84.74
WILD_EAG	2	1,617.07	26.00	42,043.73	ROADWAY	92.50	2.50	90.85
WILD_IND	3	1,177.27	26.00	30,609.05	ROADWAY	88.00	7.26	84.68
WILLA_CT	1	104.08	26.00	2,706.17	ROADWAY	90.00	0.00	90.00
WILLA_DR	1	352.42	26.00	9,162.88	ROADWAY	82.00	0.00	82.00
WILLA_LA	3	3,147.05	26.00	81,823.23	ROADWAY	81.67	6.55	79.38
WILLOW_C	3	1,115.79	26.00	29,010.60	ROADWAY	74.67	9.57	73.41
WILLOW_	6	2,695.21	26.00	70,075.58	ROADWAY	92.83	2.61	92.96
WILSON	6	996.72	26.00	25,914.67	ROADWAY	78.83	12.42	74.39
WINDING	2	1,527.45	26.00	39,713.60	ROADWAY	79.50	8.50	84.82
WINDSOR	1	605.66	26.00	15,747.15	ROADWAY	79.00	0.00	79.00

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
WINDY_PI	1	2,160.65	26.00	56,176.81	ROADWAY	91.00	0.00	91.00
WINTER_S	4	1,622.45	26.00	42,183.70	ROADWAY	87.50	2.60	85.49
WIPPOOR	1	483.61	26.00	12,573.86	ROADWAY	95.00	0.00	95.00
WOLFE	1	368.08	26.00	9,570.03	ROADWAY	84.00	0.00	84.00
WOOD	3	1,154.82	26.00	30,025.21	ROADWAY	66.00	24.39	57.40
WOOD_HO	1	418.30	26.00	10,875.84	ROADWAY	95.00	0.00	95.00
WOODBLO	1	160.62	26.00	4,176.20	ROADWAY	90.00	0.00	90.00
WOODCRE	1	550.72	26.00	14,318.77	ROADWAY	81.00	0.00	81.00
WOODHUR	1	136.56	26.00	3,550.60	ROADWAY	95.00	0.00	95.00
WORTHIN	1	691.12	26.00	17,969.03	ROADWAY	100.00	0.00	100.00
YORKSHIR	1	2,078.17	26.00	54,032.54	ROADWAY	76.00	0.00	76.00
ZACHARY	1	348.22	26.00	9,053.71	ROADWAY	74.00	0.00	74.00
ZOE	1	338.11	26.00	8,790.81	ROADWAY	100.00	0.00	100.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
ROADWAY	1260	18026589.6719648	82.87	13.34	82.59
ALL	1260	18026589.6719648	82.87	13.34	82.59

Pavement Database: 2017_Oviedo_V6 *NetworkId: OVIEDO*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
1ST	010	1/1/1990	AC	ROADWAY	E	2	4,633.63	10/3/2016	26	86
1ST	020	1/1/1990	AC	ROADWAY	E	2	8,395.88	10/3/2016	26	80
2ND	010	1/1/1990	AC	ROADWAY	E	2	5,706.18	10/3/2016	26	48
3RD	010	1/1/1990	AC	ROADWAY	E	2	4,830.73	10/3/2016	26	60
4TH	010	1/1/1990	AC	ROADWAY	E	2	7,741.39	10/3/2016	26	60
ABBOTSFORD	010	1/1/2016	AC	ROADWAY	E	2	19,049.35	10/3/2016	0	100
ABELL	010	1/1/1990	AC	ROADWAY	E	2	12,799.39	10/3/2016	26	93
ABELL	020	1/1/1990	AC	ROADWAY	E	2	16,684.70	10/3/2016	26	76
ABELL	030	1/1/1990	AC	ROADWAY	E	2	18,374.25	10/3/2016	26	75
ABELL	040	1/1/1990	AC	ROADWAY	E	2	5,129.09	10/3/2016	26	94
ACADEMY	010	1/1/1990	AC	ROADWAY	E	2	7,297.44	10/3/2016	26	79
ACADEMY	020	1/1/1990	AC	ROADWAY	E	2	68,299.53	10/3/2016	26	77
ACADEMY	030	1/1/1990	AC	ROADWAY	E	2	5,991.43	10/3/2016	26	93
ALAFAYAWD	010	1/1/1990	AC	ROADWAY	C	2	36,218.28	10/3/2016	26	81
ALAFAYAWD	020	1/1/1990	AC	ROADWAY	C	2	15,076.95	10/3/2016	26	93
ALAFAYAWD	030	1/1/1990	AC	ROADWAY	C	2	9,114.47	10/3/2016	26	62
ALAFAYAWD	040	1/1/1990	AC	ROADWAY	C	2	12,924.32	10/3/2016	26	87
ALAFAYAWD	050	1/1/1990	AC	ROADWAY	C	2	14,873.09	10/3/2016	26	93
ALAFAYAWD	060	1/1/1990	AC	ROADWAY	C	2	15,864.25	10/3/2016	26	95
ALAFAYAWD	070	1/1/1990	AC	ROADWAY	C	2	10,158.32	10/3/2016	26	95
ALAFAYAWD	080	1/1/1990	AC	ROADWAY	C	2	11,977.37	10/3/2016	26	95
ALAFAYAWD	090	1/1/1990	AC	ROADWAY	C	2	8,046.64	10/3/2016	26	78
ALAFAYAWD	100	1/1/1990	AC	ROADWAY	C	2	7,720.01	10/3/2016	26	91
ALAFAYAWD	110	1/1/1990	AC	ROADWAY	C	2	14,556.12	10/3/2016	26	95
ALAFAYAWD	120	1/1/1990	AC	ROADWAY	C	2	6,428.57	10/3/2016	26	70
ALAFAYAWD	130	3/20/2009	AC	ROADWAY	C	2	10,409.88	10/3/2016	7	78
ALAFAYAWD	140	3/20/2009	AC	ROADWAY	C	2	23,940.02	10/3/2016	7	82
ALAFAYAWD	150	3/20/2009	AC	ROADWAY	C	2	9,195.72	10/3/2016	7	81
ALAFAYAWD	160	3/20/2009	AC	ROADWAY	C	2	7,933.47	10/3/2016	7	88
ALAFAYAWD	170	3/20/2009	AC	ROADWAY	C	2	29,802.66	10/3/2016	7	76
ALAFAYAWD	180	1/1/1990	AC	ROADWAY	C	2	7,510.28	10/3/2016	26	65
ALAFAYAWD	190	1/1/1990	AC	ROADWAY	C	2	8,683.41	10/3/2016	26	90
ALAFAYAWD	200	1/1/1990	AC	ROADWAY	C	2	8,644.08	10/3/2016	26	58
ALAFAYAWD	210	1/1/1990	AC	ROADWAY	C	2	12,834.60	10/3/2016	26	77
ALAFAYAWD	220	1/1/1990	AC	ROADWAY	C	2	26,033.46	10/3/2016	26	68
ALAFAYAWD	230	1/1/1990	AC	ROADWAY	C	2	15,958.78	10/3/2016	26	85
ALBAMONTE	010	1/1/1990	AC	ROADWAY	E	2	16,866.57	10/3/2016	26	60
ALEXANDRIA	010	1/1/1990	AC	ROADWAY	E	2	36,277.74	10/3/2016	26	92
ALEXANDRIA	020	1/1/1990	AC	ROADWAY	E	2	17,977.90	10/3/2016	26	92
ALEXANDRIA	030	1/1/1990	AC	ROADWAY	E	2	21,344.81	10/3/2016	26	94
ALLENDALE	010	1/1/1990	AC	ROADWAY	E	2	35,185.22	10/3/2016	26	84
ALPUG	010	1/1/1990	AC	ROADWAY	E	2	38,826.53	10/3/2016	26	83
AQUARIUS	010	1/1/2015	AC	ROADWAY	E	2	13,610.86	10/3/2016	1	95
ARMOR	010	1/1/1990	AC	ROADWAY	E	2	4,457.08	10/3/2016	26	83
ARRINGTON	010	1/1/2016	AC	ROADWAY	E	2	8,112.59	10/3/2016	0	100
ARRINGTON	020	1/1/2016	AC	ROADWAY	E	2	8,119.49	10/3/2016	0	100
ARRINGTON	030	1/1/2016	AC	ROADWAY	E	2	11,526.75	10/3/2016	0	100
ARRINGTON	040	1/1/2016	AC	ROADWAY	E	2	7,771.07	10/3/2016	0	100

ARRINGTON	050	1/1/2016	AC	ROADWAY	E	2	12,599.57	10/3/2016	0	100
ARROWROOT	010	1/1/1990	AC	ROADWAY	E	2	8,958.31	10/3/2016	26	84
ARROWROOT	020	1/1/1990	AC	ROADWAY	E	2	5,026.70	10/3/2016	26	69
ARTESIA	010	1/1/2014	AC	ROADWAY	E	2	4,538.01	10/3/2016	2	94
ARTESIA	020	1/1/2014	AC	ROADWAY	E	2	39,962.06	10/3/2016	2	94
ARTESIA	030	1/1/2014	AC	ROADWAY	E	2	16,253.15	10/3/2016	2	80
ARTESIA	040	1/1/2014	AC	ROADWAY	E	2	8,351.53	10/3/2016	2	83
ARTESIA	050	1/1/2014	AC	ROADWAY	E	2	16,682.71	10/3/2016	2	95
ARTESIA	060	1/1/2014	AC	ROADWAY	E	2	34,522.36	10/3/2016	2	95
ARTESIA	070	1/1/2015	AC	ROADWAY	E	2	16,961.47	10/3/2016	1	95
ASH	010	1/1/1990	AC	ROADWAY	E	2	6,785.01	10/3/2016	26	72
ASHLAND	010	1/1/1990	AC	ROADWAY	E	2	13,159.53	10/3/2016	26	72
ASHLAND	020	1/1/1990	AC	ROADWAY	E	2	6,755.52	10/3/2016	26	92
ASHLAND	030	1/1/1990	AC	ROADWAY	E	2	13,563.93	10/3/2016	26	94
ASHLAND	040	1/1/1990	AC	ROADWAY	E	2	5,744.72	10/3/2016	26	94
AUGUSTINE	010	1/1/1990	AC	ROADWAY	E	2	4,886.40	10/3/2016	26	76
AUGUSTINE	020	1/1/1990	AC	ROADWAY	E	2	22,265.12	10/3/2016	26	73
AUGUSTINE	030	1/1/1990	AC	ROADWAY	E	2	16,572.49	10/3/2016	26	64
AULIN	010	1/1/1990	AC	ROADWAY	E	2	17,927.40	10/3/2016	26	43
AULIN	020	1/1/1990	AC	ROADWAY	E	2	16,931.46	10/3/2016	26	48
AULIN	030	1/1/1990	AC	ROADWAY	E	2	23,099.77	10/3/2016	26	86
AULIN	040	1/1/1990	AC	ROADWAY	E	2	9,351.35	10/3/2016	26	93
AULIN	050	1/1/1990	AC	ROADWAY	E	2	9,693.18	10/3/2016	26	95
AULIN	060	1/1/1990	AC	ROADWAY	E	2	24,803.41	10/3/2016	26	82
AULIN	070	5/22/2009	AC	ROADWAY	E	2	7,653.49	10/3/2016	7	95
AVENUE_A	010	1/1/1990	AC	ROADWAY	E	2	6,662.66	10/3/2016	26	22
AVENUE_B	010	1/1/1990	AC	ROADWAY	E	2	8,385.00	10/3/2016	26	95
AVENUE_B	020	1/1/1990	AC	ROADWAY	E	2	2,284.35	10/3/2016	26	83
AVENUE_B	030	1/1/1990	AC	ROADWAY	E	2	3,590.33	10/3/2016	26	84
AVENUE_B	040	1/1/1990	AC	ROADWAY	E	2	5,803.69	10/3/2016	26	78
AVENUE_B	050	1/1/1990	AC	ROADWAY	E	2	5,849.43	10/3/2016	26	81
AVENUE_B	060	1/1/1990	AC	ROADWAY	E	2	5,922.03	10/3/2016	26	84
AVENUE_B	070	1/1/1990	AC	ROADWAY	E	2	2,932.24	10/3/2016	26	38
AVILES	010	1/1/1990	AC	ROADWAY	E	2	6,562.43	10/3/2016	26	77
AVILES	020	1/1/1990	AC	ROADWAY	E	2	16,017.70	10/3/2016	26	63
BACKWATER	010	1/1/2011	AC	ROADWAY	E	2	7,610.05	10/3/2016	5	84
BARTLETT	010	1/1/1990	AC	ROADWAY	E	2	14,354.57	10/3/2016	26	89
BAY	010	1/1/2015	AC	ROADWAY	E	2	7,952.18	10/3/2016	1	95
BAY_CLUB	010	1/1/2011	AC	ROADWAY	E	2	15,141.83	10/3/2016	5	60
BAY_CLUB	020	1/1/2011	AC	ROADWAY	E	2	14,547.43	10/3/2016	5	70
BECKSTROM	010	1/1/1990	AC	ROADWAY	E	2	43,187.60	10/3/2016	26	69
BECKSTROM	020	1/1/1990	AC	ROADWAY	E	2	13,373.17	10/3/2016	26	52
BECKSTROM	030	1/1/1990	AC	ROADWAY	E	2	17,506.26	10/3/2016	26	72
BEECH	010	1/1/2015	AC	ROADWAY	E	2	10,358.74	10/3/2016	1	94
BENDINGBR	010	1/1/1990	AC	ROADWAY	E	2	16,634.93	10/3/2016	26	95
BENTLEY	010	1/1/2014	AC	ROADWAY	E	2	4,569.36	10/3/2016	2	87
BENTLEY	020	1/1/2014	AC	ROADWAY	E	2	6,048.84	10/3/2016	2	95
BENTLEY	030	1/1/2014	AC	ROADWAY	E	2	8,602.63	10/3/2016	2	92
BENTLEY	040	1/1/2014	AC	ROADWAY	E	2	34,761.42	10/3/2016	2	82
BENTLEY	050	1/1/2014	AC	ROADWAY	E	2	20,972.63	10/3/2016	2	90
BIG_OA_BLV	010	1/1/1990	AC	ROADWAY	E	2	34,007.21	10/3/2016	26	82
BIG_OA_BLV	020	1/1/1990	AC	ROADWAY	E	2	6,619.62	10/3/2016	26	66

BIG_OA_BLV	030	1/1/1990	AC	ROADWAY	E	2	5,568.70	10/3/2016	26	61
BIG_OA_BLV	040	1/1/1990	AC	ROADWAY	E	2	12,595.53	10/3/2016	26	67
BIG_OA_DR	010	1/1/1990	AC	ROADWAY	E	2	17,340.59	10/3/2016	26	92
BISHOP	010	1/1/1990	AC	ROADWAY	E	2	7,008.08	10/3/2016	26	65
BISHOP	020	1/1/1990	AC	ROADWAY	E	2	7,012.42	10/3/2016	26	93
BISHOP	030	1/1/1990	AC	ROADWAY	E	2	11,321.89	10/3/2016	26	50
BISHOP	040	1/1/1990	AC	ROADWAY	E	2	5,650.93	10/3/2016	26	91
BLACK_WL	010	1/1/2012	AC	ROADWAY	E	2	11,725.04	10/3/2016	4	94
BLACK_WL	020	1/1/2012	AC	ROADWAY	E	2	8,883.03	10/3/2016	4	93
BLUE_SPRG	010	1/1/1990	AC	ROADWAY	E	2	6,365.55	10/3/2016	26	93
BLUEBEECH	010	1/1/1990	AC	ROADWAY	E	2	6,208.22	10/3/2016	26	95
BLUEBROOK	010	1/1/2011	AC	ROADWAY	E	2	7,682.58	10/3/2016	5	77
BLUEJACK	010	1/1/2012	AC	ROADWAY	E	2	22,774.23	10/3/2016	4	89
BLUEJACK	020	1/1/2012	AC	ROADWAY	E	2	6,536.54	10/3/2016	4	93
BLUEJACK	030	1/1/2012	AC	ROADWAY	E	2	4,852.32	10/3/2016	4	90
BLUSHING	010	1/1/1990	AC	ROADWAY	E	2	7,605.73	10/3/2016	26	80
BOARDWALK	010	7/23/2013	AC	ROADWAY	E	2	8,920.53	10/3/2016	3	95
BOARDWALK	020	7/23/2013	AC	ROADWAY	E	2	5,013.72	10/3/2016	3	95
BOARDWALK	030	7/23/2013	AC	ROADWAY	E	2	20,810.08	10/3/2016	3	83
BONNET	010	1/1/2013	AC	ROADWAY	E	2	6,857.60	10/3/2016	3	92
BOSTON_AL	010	1/1/1990	AC	ROADWAY	E	2	7,550.26	10/3/2016	26	81
BOSTON_AV	010	1/1/1990	AC	ROADWAY	E	2	8,884.59	10/3/2016	26	95
BOSTON_ST	010	1/1/1990	AC	ROADWAY	E	2	13,877.91	10/3/2016	26	72
BOSTONCEM	010	1/1/1990	AC	ROADWAY	E	2	46,642.42	10/3/2016	26	36
BRIELLE_AV	010	1/1/1990	AC	ROADWAY	E	2	11,877.09	10/3/2016	26	68
BRIELLE_AV	020	1/1/1990	AC	ROADWAY	E	2	4,865.37	10/3/2016	26	74
BRIELLE_AV	030	1/1/1990	AC	ROADWAY	E	2	31,661.94	10/3/2016	26	74
BRIELLE_AV	040	1/1/1990	AC	ROADWAY	E	2	4,440.79	10/3/2016	26	71
BRIELLE_CT	010	1/1/1990	AC	ROADWAY	E	2	15,603.51	10/3/2016	26	66
BRIELLE_CT	020	1/1/1990	AC	ROADWAY	E	2	14,368.60	10/3/2016	26	72
BRIELLE_CT	030	1/1/1990	AC	ROADWAY	E	2	4,645.41	10/3/2016	26	72
BRITONS	010	1/1/1990	AC	ROADWAY	E	2	5,963.03	10/3/2016	26	81
BROADLEAF	010	1/1/1990	AC	ROADWAY	E	2	5,505.63	10/3/2016	26	62
BROKEN_ELM	010	1/1/1990	AC	ROADWAY	E	2	8,417.88	10/3/2016	26	95
BROKEN_ELM	020	1/1/1990	AC	ROADWAY	E	2	16,131.40	10/3/2016	26	95
BUCKINGHAM	010	1/1/1990	AC	ROADWAY	E	2	5,096.69	10/3/2016	26	93
BUCKINGHAM	020	1/1/1990	AC	ROADWAY	E	2	9,295.96	10/3/2016	26	94
BUCKINGHAM	030	1/1/1990	AC	ROADWAY	E	2	9,641.67	10/3/2016	26	74
BUCKINGHAM	040	1/1/1990	AC	ROADWAY	E	2	10,854.85	10/3/2016	26	73
BULLBUSH	010	1/1/1990	AC	ROADWAY	E	2	28,764.37	10/3/2016	26	76
BUR_OAK	010	1/1/1990	AC	ROADWAY	E	2	6,255.40	10/3/2016	26	95
BURGUNDY	010	1/1/1990	AC	ROADWAY	E	2	9,699.41	10/3/2016	26	94
BURNETT	010	1/1/1990	AC	ROADWAY	E	2	44,233.67	10/3/2016	26	73
BUTLER_CR	010	1/1/1990	AC	ROADWAY	E	2	16,583.15	10/3/2016	26	72
CALAFUT	010	1/1/2011	AC	ROADWAY	E	2	13,973.24	10/3/2016	5	71
CALI_CREEK	010	1/1/1990	AC	ROADWAY	E	2	45,093.58	10/3/2016	26	74
CALYPSO	010	3/27/2012	AC	ROADWAY	E	2	5,206.33	10/3/2016	4	95
CALYPSO	020	3/27/2012	AC	ROADWAY	E	2	10,544.11	10/3/2016	4	95
CALYPSO	030	3/27/2012	AC	ROADWAY	E	2	8,773.91	10/3/2016	4	95

CAMEL_LK	010	1/1/1990	AC	ROADWAY	E	2	8,798.76	10/3/2016	26	95
CANAL_CRS	010	1/1/2015	AC	ROADWAY	E	2	6,245.31	10/3/2016	1	82
CANAL_CRS	020	1/1/2015	AC	ROADWAY	E	2	10,136.28	10/3/2016	1	93
CANDY_AP	010	1/1/1990	AC	ROADWAY	E	2	9,713.53	10/3/2016	26	95
CANE_CR	010	1/1/1990	AC	ROADWAY	E	2	10,748.67	10/3/2016	26	87
CANOE_BIR	010	1/1/1990	AC	ROADWAY	E	2	6,234.67	10/3/2016	26	95
CANOE_BIR	020	1/1/1990	AC	ROADWAY	E	2	10,312.21	10/3/2016	26	94
CANOE_BIR	030	1/1/1990	AC	ROADWAY	E	2	6,796.95	10/3/2016	26	81
CANOE_CR	010	1/1/2015	AC	ROADWAY	E	2	58,215.99	10/3/2016	1	92
CARIB	010	1/1/1990	AC	ROADWAY	E	2	11,479.31	10/3/2016	26	87
CARISSA	010	1/1/1990	AC	ROADWAY	E	2	11,274.37	10/3/2016	26	40
CARISSA	020	1/1/1990	AC	ROADWAY	E	2	8,710.58	10/3/2016	26	50
CAROLYN	010	1/1/1990	AC	ROADWAY	E	2	4,797.19	10/3/2016	26	93
CAROLYN	020	1/1/1990	AC	ROADWAY	E	2	19,374.33	10/3/2016	26	79
CAROLYN	030	1/1/1990	AC	ROADWAY	E	2	37,032.07	10/3/2016	26	89
CARPTR_BR	010	1/1/2011	AC	ROADWAY	E	2	19,126.61	10/3/2016	5	61
CARRIAGE	010	1/1/1990	AC	ROADWAY	E	2	9,439.34	10/3/2016	26	95
CARRIAGE	020	1/1/1990	AC	ROADWAY	E	2	11,958.85	10/3/2016	26	88
CATFISH_CR	010	1/1/1990	AC	ROADWAY	E	2	6,784.83	10/3/2016	26	95
CATFISH_CR	020	1/1/1990	AC	ROADWAY	E	2	15,816.79	10/3/2016	26	88
CELERY_AV	010	1/1/1990	AC	ROADWAY	E	2	7,445.50	10/3/2016	26	78
CENTER_LK	010	7/23/2013	AC	ROADWAY	E	2	18,596.84	10/3/2016	3	95
CENTER_LK	020	8/2/2016	AC	ROADWAY	E	2	8,383.46	10/3/2016	0	95
CENTER_LK	030	7/23/2013	AC	ROADWAY	E	2	33,074.93	10/3/2016	3	95
CHANCE	010	1/1/1990	AC	ROADWAY	E	2	8,435.78	10/3/2016	26	65
CHANDLER	010	3/27/2012	AC	ROADWAY	E	2	21,368.16	10/3/2016	4	91
CHAPEL	010	1/1/2012	AAC	ROADWAY	E	2	10,980.71	10/3/2016	4	88
CHAPEL	020	1/1/2012	AAC	ROADWAY	E	2	13,709.79	10/3/2016	4	95
CHAPMAN_OA	010	1/1/1990	AC	ROADWAY	E	2	4,834.57	10/3/2016	26	87
CHAPMAN_OA	020	1/1/1990	AC	ROADWAY	E	2	8,340.29	10/3/2016	26	93
CHECKBRY	010	1/1/1990	AC	ROADWAY	E	2	4,666.76	10/3/2016	26	95
CHULUOTA	010	1/1/1990	AC	ROADWAY	E	2	3,297.06	10/3/2016	26	73
CHULUOTA	020	1/1/1990	AC	ROADWAY	E	2	7,894.57	10/3/2016	26	89
CHULUOTA	030	1/1/1990	AC	ROADWAY	E	2	12,395.92	10/3/2016	26	83
CITRUS_AV	010	1/1/2010	AC	ROADWAY	E	2	9,147.73	10/3/2016	6	95
CITRUS_AV	020	1/1/2010	AC	ROADWAY	E	2	12,248.72	10/3/2016	6	95
CITRUS_AV	030	1/1/2010	AC	ROADWAY	E	2	8,791.03	10/3/2016	6	95
CITRUS_AV	040	1/1/2010	AC	ROADWAY	E	2	5,956.57	10/3/2016	6	88
CITRUS_CV	010	1/1/1990	AC	ROADWAY	E	2	4,738.66	10/3/2016	26	79
CITRUS_CV	020	1/1/1990	AC	ROADWAY	E	2	13,095.58	10/3/2016	26	93
CITRUS_CV	030	1/1/1990	AC	ROADWAY	E	2	13,598.30	10/3/2016	26	93
CITY_PLAZA	010	7/23/2013	AC	ROADWAY	E	2	11,252.07	10/3/2016	3	95
CITY_PLAZA	020	7/23/2013	AC	ROADWAY	E	2	8,134.40	10/3/2016	3	95
CITY_WALK	010	8/2/2016	AC	ROADWAY	E	2	12,976.06	8/2/2016	0	100
CITY_WALK	020	8/2/2016	AC	ROADWAY	E	2	7,806.83	8/2/2016	0	100
CLARA_LEE	010	1/1/1990	AC	ROADWAY	E	2	30,201.45	10/3/2016	26	88
CLARK	010	1/1/1990	AC	ROADWAY	E	2	7,812.52	10/3/2016	26	88
CLARK	020	1/1/1990	AC	ROADWAY	E	2	13,994.75	10/3/2016	26	95
CLARK	030	1/1/1990	AC	ROADWAY	E	2	3,161.38	10/3/2016	26	95
CLARK	040	1/1/1990	AC	ROADWAY	E	2	22,890.99	10/3/2016	26	87

CLARK	050	1/1/1990	AC	ROADWAY	E	2	29,348.55	10/3/2016	26	86
CLARK	060	1/1/1990	AC	ROADWAY	E	2	23,572.10	10/3/2016	26	89
CLARK	070	1/1/1990	AC	ROADWAY	E	2	25,368.59	10/3/2016	26	84
CLARK	080	1/1/1990	AC	ROADWAY	E	2	8,927.75	10/3/2016	26	77
CLONTS	010	1/1/1990	AC	ROADWAY	E	2	18,581.15	10/3/2016	26	16
CLONTS	020	1/1/1990	AC	ROADWAY	E	2	12,808.72	10/3/2016	26	65
CLONTS	030	1/1/1990	AC	ROADWAY	E	2	21,527.22	10/3/2016	26	86
COACHBR	010	1/1/2015	AC	ROADWAY	E	2	14,067.34	10/3/2016	1	83
COMANCHE	010	1/1/1990	AC	ROADWAY	E	2	23,861.75	10/3/2016	26	95
COMANCHE	020	1/1/1990	AC	ROADWAY	E	2	11,755.90	10/3/2016	26	95
CONLEY	010	1/1/1990	AC	ROADWAY	E	2	16,758.72	10/3/2016	26	60
COOLBROOK	010	1/1/2015	AC	ROADWAY	E	2	27,101.73	10/3/2016	1	83
COPPERLEAF	010	1/1/1990	AC	ROADWAY	E	2	6,823.50	10/3/2016	26	94
CORBIN	010	1/1/1990	AC	ROADWAY	E	2	6,250.37	10/3/2016	26	86
CORBIN	020	1/1/1990	AC	ROADWAY	E	2	20,742.91	10/3/2016	26	73
CORDGRASS	010	1/1/1990	AC	ROADWAY	E	2	22,843.17	10/3/2016	26	77
CORKWOOD	010	1/1/2012	AC	ROADWAY	E	2	9,069.79	10/3/2016	4	80
CORKWOOD	020	1/1/2012	AC	ROADWAY	E	2	56,855.12	10/3/2016	4	82
COUNT_CV	010	1/1/2015	AC	ROADWAY	E	2	21,888.34	10/3/2016	1	94
COVINGTON	010	1/1/2012	AC	ROADWAY	E	2	7,065.03	10/3/2016	4	71
COVINGTON	020	1/1/2012	AC	ROADWAY	E	2	17,203.39	10/3/2016	4	74
COVINGTON	030	1/1/2012	AC	ROADWAY	E	2	17,565.06	10/3/2016	4	74
COVINGTON	040	1/1/2012	AC	ROADWAY	E	2	25,263.82	10/3/2016	4	89
COVINGTON	050	1/1/2012	AC	ROADWAY	E	2	16,828.94	10/3/2016	4	86
COVINGTON	060	1/1/1990	AC	ROADWAY	E	2	20,348.13	10/3/2016	26	81
COVINGTON	070	1/1/1990	AC	ROADWAY	E	2	4,841.93	10/3/2016	26	84
COX	010	1/1/1990	AC	ROADWAY	E	2	17,695.59	10/3/2016	26	63
CRACKER	010	1/1/2012	AC	ROADWAY	E	2	18,172.08	10/3/2016	4	84
CRANEBROOK	010	1/1/2011	AC	ROADWAY	E	2	24,711.28	10/3/2016	5	81
CROSSCREEK	010	1/1/2011	AC	ROADWAY	E	2	10,710.19	10/3/2016	5	77
CRYSTL_AV	010	1/1/1990	AC	ROADWAY	E	2	17,490.17	10/3/2016	26	92
CRYSTL_CR	010	1/1/1990	AC	ROADWAY	E	2	7,379.68	10/3/2016	26	80
CRYSTL_CR	020	1/1/1990	AC	ROADWAY	E	2	5,020.48	10/3/2016	26	86
CRYSTL_CR	030	1/1/1990	AC	ROADWAY	E	2	7,342.49	10/3/2016	26	61
CRYSTL_CR	040	1/1/1990	AC	ROADWAY	E	2	9,181.60	10/3/2016	26	71
CRYSTL_DN	010	1/1/1990	AC	ROADWAY	E	2	20,327.66	10/3/2016	26	93
CURA	010	1/1/2011	AC	ROADWAY	E	2	5,207.67	10/3/2016	5	77
CUTOFF_BR	010	1/1/2012	AC	ROADWAY	E	2	18,457.44	10/3/2016	4	78
DAFFODIL	010	1/1/1990	AC	ROADWAY	E	2	4,916.42	10/3/2016	26	94
DAKOTA	010	1/1/1990	AC	ROADWAY	E	2	11,729.25	10/3/2016	26	94
DANDELION	010	1/1/1990	AC	ROADWAY	E	2	12,886.22	10/3/2016	26	95
DARK_OAK	010	1/1/1990	AC	ROADWAY	E	2	24,344.17	10/3/2016	26	88
DEER_OAK	010	1/1/1990	AC	ROADWAY	E	2	6,861.79	10/3/2016	26	95
DEER_OAK	020	1/1/1990	AC	ROADWAY	E	2	23,120.63	10/3/2016	26	91
DEER_OAK	030	1/1/1990	AC	ROADWAY	E	2	9,611.35	10/3/2016	26	95
DEER_OAK	040	1/1/1990	AC	ROADWAY	E	2	32,350.32	10/3/2016	26	88
DEES	010	1/1/1990	AC	ROADWAY	E	2	5,011.39	10/3/2016	26	84
DEES	020	1/1/1990	AC	ROADWAY	E	2	21,223.31	10/3/2016	26	75
DEES	030	1/1/1990	AC	ROADWAY	E	2	15,986.53	10/3/2016	26	83
DEES	040	1/1/1990	AC	ROADWAY	E	2	26,135.34	10/3/2016	26	64

DIAMOND	010	1/1/1990	AC	ROADWAY	E	2	22,006.77	10/3/2016	26	95
DIAMOND	020	1/1/1990	AC	ROADWAY	E	2	18,626.78	10/3/2016	26	89
DISHMAN	010	1/1/1990	AC	ROADWAY	E	2	16,732.23	10/3/2016	26	51
DISHMAN	020	1/1/1990	AC	ROADWAY	E	2	34,044.28	10/3/2016	26	68
DIVISION	010	1/1/2015	AC	ROADWAY	E	2	16,050.87	10/3/2016	1	94
DIVISION	020	1/1/2015	AC	ROADWAY	E	2	15,888.85	10/3/2016	1	95
DIVISION	030	1/1/2015	AC	ROADWAY	E	2	7,701.77	10/3/2016	1	95
DIVISION	040	1/1/2015	AC	ROADWAY	E	2	3,530.81	10/3/2016	1	93
DIVISION	050	1/1/2015	AC	ROADWAY	E	2	9,143.04	10/3/2016	1	95
DIVISION	060	1/1/2015	AC	ROADWAY	E	2	9,164.53	10/3/2016	1	95
DIVISION	070	1/1/2015	AC	ROADWAY	E	2	18,023.63	10/3/2016	1	94
DIVISION	080	1/1/2015	AC	ROADWAY	E	2	26,496.67	10/3/2016	1	90
DIVISION	090	1/1/2015	AC	ROADWAY	E	2	8,712.42	10/3/2016	1	95
DIVISION	100	1/1/2015	AC	ROADWAY	E	2	21,291.89	10/3/2016	1	95
DIVISION	110E	1/1/2000	AC	ROADWAY	E	2	2,201.98	10/3/2016	16	93
DIVISION	110W	1/1/2000	AC	ROADWAY	E	2	2,140.05	10/3/2016	16	90
DIVISION	120	1/1/2000	AC	ROADWAY	E	2	1,623.38	10/3/2016	16	61
DOC_CT	010	1/1/1990	AC	ROADWAY	E	2	5,795.85	10/3/2016	26	95
DOC_DR	010	1/1/1990	AC	ROADWAY	E	2	16,718.52	10/3/2016	26	70
DOC_DR	020	1/1/1990	AC	ROADWAY	E	2	24,124.82	10/3/2016	26	94
DOC_DR	030	1/1/1990	AC	ROADWAY	E	2	5,667.36	10/3/2016	26	95
DOMER	010	1/1/2010	AC	ROADWAY	E	2	21,303.18	10/3/2016	6	93
DORELL	010	1/1/1990	AC	ROADWAY	E	2	13,964.88	10/3/2016	26	74
DOUBLE	010	1/1/1990	AC	ROADWAY	E	2	13,170.39	10/3/2016	26	95
DOUBLE	020	1/1/1990	AC	ROADWAY	E	2	12,731.48	10/3/2016	26	95
DOUBLE	030	1/1/1990	AC	ROADWAY	E	2	14,657.81	10/3/2016	26	86
DOUBLE	040	1/1/1990	AC	ROADWAY	E	2	10,068.64	10/3/2016	26	95
DOUGLASS	010	1/1/2012	AC	ROADWAY	E	2	12,161.67	10/3/2016	4	59
DOUGLASS	020	1/1/1990	AC	ROADWAY	E	2	14,450.12	10/3/2016	26	45
DOVEHILL	010	1/1/1990	AC	ROADWAY	E	2	4,963.95	10/3/2016	26	95
DOVEHILL	020	1/1/1990	AC	ROADWAY	E	2	6,691.13	10/3/2016	26	93
DOVEHILL	030	1/1/1990	AC	ROADWAY	E	2	23,433.89	10/3/2016	26	94
DOVERA	010	1/1/1990	AC	ROADWAY	E	2	10,915.72	10/3/2016	26	89
DOVERA	020	1/1/1990	AC	ROADWAY	E	2	13,602.15	10/3/2016	26	91
DOVERA	030	1/1/1990	AC	ROADWAY	E	2	11,324.55	10/3/2016	26	84
DOVERA	040	1/1/1990	AC	ROADWAY	E	2	19,848.71	10/3/2016	26	82
DRONE	010	1/1/1990	AC	ROADWAY	E	2	8,555.21	10/3/2016	26	66
DURBAN	010	1/1/1990	AC	ROADWAY	E	2	1,438.18	10/3/2016	26	66
E_CELERY	010	1/1/1990	AC	ROADWAY	E	2	16,382.68	10/3/2016	26	90
E_CHAPMAN	010	1/1/1990	AC	ROADWAY	E	2	19,833.63	10/3/2016	26	79
E_CHAPMAN	020	1/1/1990	AC	ROADWAY	E	2	21,778.16	10/3/2016	26	94
E_CHAPMAN	030	1/1/1990	AC	ROADWAY	E	2	3,671.98	10/3/2016	26	91
E_CHAPMAN	040	1/1/1990	AC	ROADWAY	E	2	10,976.87	10/3/2016	26	95
E_CHAPMAN	050	1/1/1990	AC	ROADWAY	E	2	5,445.37	10/3/2016	26	95
E_CHAPMAN	060	1/1/1990	AC	ROADWAY	E	2	6,676.89	10/3/2016	26	84
E_FRANKLIN	010	1/1/1990	AC	ROADWAY	E	2	31,527.38	10/3/2016	26	84
E_FRANKLIN	020N	1/1/2000	AC	ROADWAY	E	2	2,439.37	10/3/2016	16	88
E_FRANKLIN	020S	1/1/2000	AC	ROADWAY	E	2	2,468.97	10/3/2016	16	95
E_FRANKLIN	030	1/1/2000	AC	ROADWAY	E	2	2,454.29	10/3/2016	16	85
E_FRANKLIN	040	1/1/2013	AAC	ROADWAY	E	2	16,570.65	10/3/2016	3	91
E_FRANKLIN	050	1/1/2013	AAC	ROADWAY	E	2	30,499.27	10/3/2016	3	91
E_FRANKLIN	060	1/1/2013	AAC	ROADWAY	E	2	11,298.70	10/3/2016	3	83
E_FRANKLIN	070	1/1/2013	AAC	ROADWAY	E	2	6,093.76	10/3/2016	3	92

E_FRANKLIN	080	1/1/2013	AAC	ROADWAY	E	2	3,424.44	10/3/2016	3	82
E_HIGH	010	1/1/1990	AC	ROADWAY	E	2	17,398.06	10/3/2016	26	82
E_HIGH	020	1/1/1990	AC	ROADWAY	E	2	8,109.17	10/3/2016	26	83
E_HIGH	030	1/1/1990	AC	ROADWAY	E	2	8,639.66	10/3/2016	26	75
E_MAGNOLIA	010	4/15/2009	AC	ROADWAY	E	2	19,196.14	10/3/2016	7	87
E_MAGNOLIA	020	4/15/2009	AC	ROADWAY	E	2	14,855.95	10/3/2016	7	93
E_MIT_HAM	010	1/1/1990	AC	ROADWAY	B	4	68,840.44	10/3/2016	26	90
E_MIT_HAM	020	8/2/2016	AC	ROADWAY	B	4	27,964.59	10/3/2016	0	92
E_MIT_HAM	030	1/1/1990	AC	ROADWAY	B	4	31,993.58	10/3/2016	26	95
E_MIT_HAM	040	1/1/1990	AC	ROADWAY	B	4	120,742.80	10/3/2016	26	88
E_MIT_HAM	050	1/1/1990	AC	ROADWAY	B	4	76,383.72	10/3/2016	26	88
E_MIT_HAM	060	1/1/1990	AC	ROADWAY	B	4	69,776.90	10/3/2016	26	82
E_MIT_HAM	070	1/1/1990	AC	ROADWAY	B	4	56,946.36	10/3/2016	26	91
E_MIT_HAM	080	1/1/1990	AC	ROADWAY	B	4	32,705.95	10/3/2016	26	87
E_MIT_HAM	090	1/1/1990	AC	ROADWAY	B	4	16,407.87	10/3/2016	26	43
E_RIVIERA	010	1/1/2013	AC	ROADWAY	E	2	5,922.66	10/3/2016	3	94
E_RIVIERA	020	1/1/2013	AC	ROADWAY	E	2	4,608.15	10/3/2016	3	87
E_RIVIERA	030	1/1/1990	AC	ROADWAY	E	2	4,284.28	10/3/2016	26	73
E_RIVIERA	040	1/1/1990	AC	ROADWAY	E	2	16,352.25	10/3/2016	26	76
E_RIVIERA	050	1/1/1990	AC	ROADWAY	E	2	12,017.52	10/3/2016	26	76
E_VILLAGE	010	1/1/1990	AC	ROADWAY	E	2	3,486.54	10/3/2016	26	51
E_VILLAGE	020	1/1/1990	AC	ROADWAY	E	2	4,334.95	10/3/2016	26	60
EAGENS	010	1/1/2013	AC	ROADWAY	E	2	16,017.05	10/3/2016	3	81
EASTBRIDGE	010	1/1/1990	AC	ROADWAY	E	2	22,643.25	10/3/2016	26	95
EASTBRIDGE	020	1/1/1990	AC	ROADWAY	E	2	12,432.64	10/3/2016	26	88
EASTBRIDGE	030	1/1/1990	AC	ROADWAY	E	2	7,514.24	10/3/2016	26	95
EASTBRIDGE	040	1/1/1990	AC	ROADWAY	E	2	6,599.20	10/3/2016	26	94
EASTBRIDGE	050	1/1/1990	AC	ROADWAY	E	2	36,377.95	10/3/2016	26	85
EASTBRIDGE	060	1/1/1990	AC	ROADWAY	E	2	11,456.79	10/3/2016	26	79
EASTON	010	1/1/1990	AC	ROADWAY	E	2	5,661.61	10/3/2016	26	91
EASTON	020	1/1/1990	AC	ROADWAY	E	2	28,491.12	10/3/2016	26	91
EASTON	030	1/1/1990	AC	ROADWAY	E	2	28,020.33	10/3/2016	26	84
EASTON	040	1/1/1990	AC	ROADWAY	E	2	6,637.00	10/3/2016	26	89
EKANA	010	1/1/1990	AC	ROADWAY	E	2	42,500.92	10/3/2016	26	52
EKANA	020	1/1/2015	AC	ROADWAY	E	2	3,520.58	10/3/2016	1	93
EKANA	030	1/1/2015	AC	ROADWAY	E	2	5,308.84	10/3/2016	1	95
EKANA	040	1/1/1990	AC	ROADWAY	E	2	5,334.35	10/3/2016	26	78
EKANA	050	1/1/1990	AC	ROADWAY	E	2	8,188.50	10/3/2016	26	78
EKANA	060	1/1/1990	AC	ROADWAY	E	2	10,375.11	10/3/2016	26	79
EKANA	070	1/1/1990	AC	ROADWAY	E	2	23,745.46	10/3/2016	26	68
EKANA	080	1/1/1990	AC	ROADWAY	E	2	23,628.22	10/3/2016	26	75
EVANS	010	1/1/1990	AC	ROADWAY	E	2	67,303.07	10/3/2016	26	93
EXECUTIVE	010	1/1/2016	AC	ROADWAY	E	2	7,131.50	10/3/2016	0	100
EXECUTIVE	020	1/1/2016	AC	ROADWAY	E	2	15,648.22	10/3/2016	0	100
EXECUTIVE	030	1/1/2016	AC	ROADWAY	E	2	12,100.06	10/3/2016	0	99
EYRIE	010	1/1/1990	AC	ROADWAY	I	2	29,700.44	10/3/2016	26	76
EYRIE	020	1/1/1990	AC	ROADWAY	I	2	4,380.60	10/3/2016	26	100
FAIRCLOTH	010	1/1/1990	AC	ROADWAY	E	2	19,835.25	10/3/2016	26	68
FAIRHAVEN	010	1/1/1990	AC	ROADWAY	E	2	5,360.43	10/3/2016	26	77
FALLBROOK	010	1/1/1990	AC	ROADWAY	E	2	27,246.82	10/3/2016	26	91
FALLBROOK	020	1/1/1990	AC	ROADWAY	E	2	4,897.24	10/3/2016	26	81
FALLBROOK	030	1/1/1990	AC	ROADWAY	E	2	4,811.98	10/3/2016	26	75
FARMINGHAM	010	1/1/1990	AC	ROADWAY	E	2	20,475.85	10/3/2016	26	85

FAWN LILY	010	1/1/1990	AC	ROADWAY	E	2	7,786.72	10/3/2016	26	95
FERN	010	1/1/2000	GR	ROADWAY	E	2	3,973.06	1/1/2000	0	100
FERN	020	1/1/1990	AC	ROADWAY	E	2	6,544.03	10/3/2016	26	93
FERN	030	1/1/1990	AC	ROADWAY	E	2	7,511.23	10/3/2016	26	85
FIELD	010	1/1/2016	AAC	ROADWAY	E	2	7,215.94	10/3/2016	0	100
FIELD	020	1/1/2016	AAC	ROADWAY	E	2	27,938.93	10/3/2016	0	100
FIRESTONE	010	1/1/2013	AC	ROADWAY	E	2	20,896.74	10/3/2016	3	88
FLORAWOOD	010	1/1/1990	AC	ROADWAY	E	2	6,349.49	10/3/2016	26	95
FLOWERING	010	1/1/1990	AC	ROADWAY	E	2	5,891.77	10/3/2016	26	95
FLOWERING	020	1/1/1990	AC	ROADWAY	E	2	61,666.37	10/3/2016	26	95
FOLIAGE	010	1/1/1990	AC	ROADWAY	E	2	57,898.29	10/3/2016	26	85
FOLIAGE	020	1/1/1990	AC	ROADWAY	E	2	7,839.11	10/3/2016	26	92
FOLIAGE	030	1/1/1990	AC	ROADWAY	E	2	23,381.24	10/3/2016	26	90
FOLIAGE	040	1/1/1990	AC	ROADWAY	E	2	9,701.87	10/3/2016	26	94
FOREST_CV	010	1/1/2010	AC	ROADWAY	E	2	10,117.03	10/3/2016	6	76
FOREST_TR	010	1/1/2010	AC	ROADWAY	E	2	27,541.36	10/3/2016	6	91
FOREST_TR	020	1/1/2010	AC	ROADWAY	E	2	15,024.38	10/3/2016	6	95
FOREST_TR	030	1/1/2010	AC	ROADWAY	E	2	5,565.57	10/3/2016	6	92
FOREST_TR	040	1/1/2010	AC	ROADWAY	E	2	8,452.08	10/3/2016	6	70
FOREST_TR	050	1/1/2010	AC	ROADWAY	E	2	33,330.86	10/3/2016	6	68
FOREST_TR	060	1/1/2010	AC	ROADWAY	E	2	5,106.93	10/3/2016	6	93
FOSTERS	010	3/30/2016	AC	ROADWAY	E	2	10,058.35	10/3/2016	0	100
FOSTERS	020	3/30/2016	AC	ROADWAY	E	2	8,422.01	10/3/2016	0	100
FOSTERS	030	3/30/2016	AC	ROADWAY	E	2	27,196.32	10/3/2016	0	100
FOSTERS	040	3/30/2016	AC	ROADWAY	E	2	17,196.43	10/3/2016	0	100
FOXFIRE	010	1/1/1990	AC	ROADWAY	E	2	26,117.75	10/3/2016	26	94
FREESIA	010	1/1/1990	AC	ROADWAY	E	2	3,045.11	10/3/2016	26	93
GAMBEL_OAK	010	1/1/1990	AC	ROADWAY	E	2	11,350.77	10/3/2016	26	95
GAMBEL_OAK	020	1/1/1990	AC	ROADWAY	E	2	5,446.83	10/3/2016	26	88
GAMBEL_OAK	030	1/1/1990	AC	ROADWAY	E	2	5,777.10	10/3/2016	26	88
GAMMAGE	010	1/1/1990	AC	ROADWAY	E	2	12,539.49	10/3/2016	26	77
GARDEN	010	1/1/1990	AC	ROADWAY	E	2	7,997.27	10/3/2016	26	100
GARDEN	020	1/1/2016	AAC	ROADWAY	E	2	8,565.46	10/3/2016	0	100
GARDEN	030	1/1/1990	AC	ROADWAY	E	2	6,147.56	10/3/2016	26	84
GENEVA	010	4/14/2009	AC	ROADWAY	C	2	9,658.02	10/3/2016	7	100
GENEVA	020	4/14/2009	AC	ROADWAY	C	2	3,207.91	10/3/2016	7	100
GENEVA	030	4/14/2009	AC	ROADWAY	C	2	10,577.32	10/3/2016	7	100
GENEVA	040	4/14/2009	AC	ROADWAY	C	2	2,755.56	10/3/2016	7	99
GENEVA	050N	1/1/2000	AC	ROADWAY	C	2	1,873.30	10/3/2016	16	90
GENEVA	050S	1/1/2000	AC	ROADWAY	C	2	2,345.56	10/3/2016	16	64
GENEVA	060	1/1/2000	AC	ROADWAY	C	2	1,997.98	10/3/2016	16	55
GENEVA	070	1/1/2000	AC	ROADWAY	C	2	1,397.43	10/3/2016	16	89
GENEVA	080N	1/1/2000	AC	ROADWAY	C	2	2,044.50	10/3/2016	16	95
GENEVA	080S	1/1/2000	AC	ROADWAY	C	2	1,919.88	10/3/2016	16	90
GENEVA	090	1/1/1990	AC	ROADWAY	C	2	37,926.24	10/3/2016	26	55
GERBER	010	1/1/1990	AC	ROADWAY	E	2	21,275.23	10/3/2016	26	75
GERBER	020	1/1/1990	AC	ROADWAY	E	2	7,328.22	10/3/2016	26	94
GERBER	030	1/1/1990	AC	ROADWAY	E	2	14,211.50	10/3/2016	26	89
GODWIN	010	1/1/1990	AC	ROADWAY	E	2	13,880.10	10/3/2016	26	88
GOLDENWOOD	010	1/1/1990	AC	ROADWAY	E	2	6,519.47	10/3/2016	26	76
GOLDENWOOD	020	1/1/1990	AC	ROADWAY	E	2	7,359.48	10/3/2016	26	93

GORE	010	1/1/1990	AC	ROADWAY	E	2	6,418.21	10/3/2016	26	72
GORE	020	1/1/1990	AC	ROADWAY	E	2	34,167.68	10/3/2016	26	70
GORE	030	1/1/1990	AC	ROADWAY	E	2	18,267.18	10/3/2016	26	62
GOTWALT	010	1/1/1990	AC	ROADWAY	E	2	15,477.39	10/3/2016	26	63
GOTWALT	020	1/1/1990	AC	ROADWAY	E	2	6,928.35	10/3/2016	26	42
GOULD	010	1/1/1990	AC	ROADWAY	E	2	6,406.63	10/3/2016	26	70
GOULD	020	1/1/1990	AC	ROADWAY	E	2	6,576.34	10/3/2016	26	58
GOULD	030	1/1/1990	AC	ROADWAY	E	2	6,823.47	10/3/2016	26	52
GOULD	040	1/1/1990	AC	ROADWAY	E	2	17,416.78	10/3/2016	26	71
GOULD	050	1/1/1990	AC	ROADWAY	E	2	8,231.68	10/3/2016	26	91
GOULD	060	1/1/1990	AC	ROADWAY	E	2	11,800.41	10/3/2016	26	81
GOULD	070	1/1/1990	AC	ROADWAY	E	2	15,674.90	10/3/2016	26	72
GOULD	080	1/1/1990	AC	ROADWAY	E	2	6,224.19	10/3/2016	26	79
GRAHAM	010	1/1/2016	AAC	ROADWAY	E	2	11,557.97	10/3/2016	0	100
GRAHAM	020	1/1/2016	AAC	ROADWAY	E	2	6,652.25	10/3/2016	0	100
GRAHAM	030	1/1/2016	AAC	ROADWAY	E	2	6,109.02	10/3/2016	0	100
GRAHAM	040	1/1/2016	AAC	ROADWAY	E	2	9,881.56	10/3/2016	0	100
GRAHAM	050	1/1/2016	AAC	ROADWAY	E	2	14,207.55	10/3/2016	0	100
GRAHAM	060	1/1/2016	AAC	ROADWAY	E	2	9,930.07	10/3/2016	0	100
GRAHAM	070	1/1/2011	AC	ROADWAY	E	2	10,975.23	10/3/2016	5	93
GREEN_BR	010	1/1/1990	AC	ROADWAY	E	2	7,638.70	10/3/2016	26	69
GREEN_PK	010	1/1/1990	AC	ROADWAY	E	2	7,639.82	10/3/2016	26	69
GREENBK	010	1/1/2015	AC	ROADWAY	E	2	13,583.41	10/3/2016	1	81
GWYN	010	1/1/1990	AC	ROADWAY	E	2	5,059.48	10/3/2016	26	59
GWYN	020	1/1/1990	AC	ROADWAY	E	2	16,053.76	10/3/2016	26	63
GWYN	030	1/1/1990	AC	ROADWAY	E	2	11,947.40	10/3/2016	26	84
GWYN	040	1/1/1990	AC	ROADWAY	E	2	7,137.03	10/3/2016	26	89
HAMILTON	010	1/1/1990	AC	ROADWAY	E	2	9,680.63	10/3/2016	26	87
HAMMONDS	010	1/1/1990	AC	ROADWAY	E	2	24,697.58	10/3/2016	26	85
HAMPSHIRE	010	1/1/1990	AC	ROADWAY	E	2	15,076.72	10/3/2016	26	93
HAMPSHIRE	020	1/1/1990	AC	ROADWAY	E	2	8,655.71	10/3/2016	26	91
HAMPSHIRE	030	1/1/1990	AC	ROADWAY	E	2	8,694.55	10/3/2016	26	71
HANGING	010	1/1/1990	AC	ROADWAY	E	2	11,087.79	10/3/2016	26	92
HANGING	020	1/1/1990	AC	ROADWAY	E	2	6,570.98	10/3/2016	26	86
HANGING	030	1/1/1990	AC	ROADWAY	E	2	14,869.79	10/3/2016	26	72
HANGING	040	1/1/1990	AC	ROADWAY	E	2	10,589.79	10/3/2016	26	76
HARMONY	010	1/1/1990	AC	ROADWAY	E	2	7,206.27	10/3/2016	26	82
HARRISON	010	1/1/2010	AC	ROADWAY	E	2	13,859.20	10/3/2016	6	92
HARRISON	020	1/1/2010	AC	ROADWAY	E	2	23,296.52	10/3/2016	6	77
HART_BR	010	1/1/1990	AC	ROADWAY	E	2	4,094.37	10/3/2016	26	75
HART_BR	020	1/1/1990	AC	ROADWAY	E	2	6,413.45	10/3/2016	26	86
HART_BR	030	1/1/1990	AC	ROADWAY	E	2	7,536.08	10/3/2016	26	91
HARTFORD	010	1/1/2014	AC	ROADWAY	E	2	4,782.07	10/3/2016	2	93
HAWAPPLE	010	1/1/1990	AC	ROADWAY	E	2	5,365.08	10/3/2016	26	76
HAZEL_GV	010	1/1/1990	AC	ROADWAY	E	2	16,354.08	10/3/2016	26	86
HAZEL_GV	020	1/1/1990	AC	ROADWAY	E	2	14,894.36	10/3/2016	26	87
HAZEL_GV	030	1/1/1990	AC	ROADWAY	E	2	8,953.79	10/3/2016	26	69
HAZEL_GV	040	1/1/1990	AC	ROADWAY	E	2	17,037.73	10/3/2016	26	95
HAZEL_GV	050	1/1/1990	AC	ROADWAY	E	2	9,394.83	10/3/2016	26	95
HAZEL_GV	060	1/1/1990	AC	ROADWAY	E	2	17,189.20	10/3/2016	26	83
HEATHERCR	010	3/27/2012	AC	ROADWAY	E	2	18,348.09	10/3/2016	4	92
HEIRLOOM	010	1/1/1990	AC	ROADWAY	E	2	24,741.62	10/3/2016	26	87

HEIRLOOM	020	1/1/1990	AC	ROADWAY	E	2	71,679.86	10/3/2016	26	90
HEIRLOOM	030	1/1/1990	AC	ROADWAY	E	2	19,638.02	10/3/2016	26	92
HEIRLOOM	040	1/1/1990	AC	ROADWAY	E	2	49,946.28	10/3/2016	26	93
HEIRLOOM	050	1/1/1990	AC	ROADWAY	E	2	16,670.31	10/3/2016	26	84
HEIRLOOM	060	1/1/1990	AC	ROADWAY	E	2	3,751.47	10/3/2016	26	83
HEIRLOOM	070	1/1/1990	AC	ROADWAY	E	2	13,565.91	10/3/2016	26	83
HEIRLOOM	080	1/1/1990	AC	ROADWAY	E	2	44,441.38	10/3/2016	26	94
HEIRLOOM	090	1/1/1990	AC	ROADWAY	E	2	20,439.23	10/3/2016	26	93
HEIRLOOM	100	1/1/1990	AC	ROADWAY	E	2	6,360.58	10/3/2016	26	91
HEIRLOOM	110	1/1/1990	AC	ROADWAY	E	2	16,782.55	10/3/2016	26	95
HEIRLOOM	120	1/1/1990	AC	ROADWAY	E	2	6,824.08	10/3/2016	26	75
HEIRLOOM	130	1/1/1990	AC	ROADWAY	E	2	7,521.34	10/3/2016	26	94
HEIRLOOM	140	1/1/1990	AC	ROADWAY	E	2	10,152.51	10/3/2016	26	91
HEIRLOOM	150	1/1/1990	AC	ROADWAY	E	2	5,308.06	10/3/2016	26	94
HEIRLOOM	160	1/1/1990	AC	ROADWAY	E	2	25,705.43	10/3/2016	26	92
HENSON	010	1/1/1990	AC	ROADWAY	E	2	5,923.65	10/3/2016	26	77
HENSON	020	1/1/1990	AC	ROADWAY	E	2	8,698.93	10/3/2016	26	74
HENSON	030	1/1/1990	AC	ROADWAY	E	2	15,957.48	10/3/2016	26	71
HIDDEN_RV	010	1/1/2015	AC	ROADWAY	E	2	11,688.78	10/3/2016	1	93
HIGH_GV	010	1/1/1990	AC	ROADWAY	E	2	17,078.44	10/3/2016	26	65
HILLCREST	010	1/1/2016	AAC	ROADWAY	E	2	36,414.60	10/3/2016	0	100
HILLCREST	020	1/1/2016	AAC	ROADWAY	E	2	11,396.91	10/3/2016	0	100
HILLCREST	030	1/1/2016	AAC	ROADWAY	E	2	11,314.19	10/3/2016	0	97
HILLCREST	040	1/1/2016	AAC	ROADWAY	E	2	11,607.70	10/3/2016	0	98
HOLLOW	010	1/1/1990	AC	ROADWAY	E	2	7,173.28	10/3/2016	26	93
HOLLOW	020	1/1/1990	AC	ROADWAY	E	2	22,289.12	10/3/2016	26	80
HOLLOW	030	1/1/1990	AC	ROADWAY	E	2	7,947.53	10/3/2016	26	74
HOLLYWOOD	010	1/1/1990	AC	ROADWAY	E	2	19,883.30	10/3/2016	26	90
HOLLYWOOD	020	1/1/1990	AC	ROADWAY	E	2	6,944.10	10/3/2016	26	93
HORNBEAM	010	1/1/2012	AC	ROADWAY	E	2	41,493.55	10/3/2016	4	83
HORSEMAN	010	1/1/1990	AC	ROADWAY	E	2	47,180.50	10/3/2016	26	92
HORTON	010	1/1/1990	AC	ROADWAY	E	2	8,614.14	10/3/2016	26	79
HORTON	020	1/1/1990	AC	ROADWAY	E	2	12,705.41	10/3/2016	26	69
HUNTERS	010	1/1/2015	AC	ROADWAY	E	2	30,853.54	10/3/2016	1	72
HUNTERS	020	1/1/2015	AC	ROADWAY	E	2	15,285.64	10/3/2016	1	79
HUNTING	010	1/1/1990	AC	ROADWAY	E	2	26,682.66	10/3/2016	26	70
HUNTING	020	1/1/1990	AC	ROADWAY	E	2	2,546.03	10/3/2016	26	67
HYDRANGEA	010	1/1/1990	AC	ROADWAY	E	2	5,631.70	10/3/2016	26	61
INVERNESS	010	1/1/2011	AC	ROADWAY	E	2	17,027.29	10/3/2016	5	85
JACKSON_CK	010	1/1/1990	AC	ROADWAY	E	2	11,198.72	10/3/2016	26	84
JACKSON_ST	010	1/1/2010	AC	ROADWAY	E	2	23,603.51	10/3/2016	6	88
JORDON_CT	010	1/1/1990	AC	ROADWAY	E	2	17,993.52	10/3/2016	26	93
JOSHUA_CR	010	1/1/1990	AC	ROADWAY	E	2	12,684.58	10/3/2016	26	72
JUNE_OAK	010	1/1/1990	AC	ROADWAY	E	2	10,247.68	10/3/2016	26	95
JUNEBERRY	010	1/1/1990	AC	ROADWAY	E	2	8,049.85	10/3/2016	26	89
JUNEBERRY	020	1/1/1990	AC	ROADWAY	E	2	12,435.82	10/3/2016	26	93
JUNEBERRY	030	1/1/1990	AC	ROADWAY	E	2	19,687.87	10/3/2016	26	91
JUNEBERRY	040	1/1/1990	AC	ROADWAY	E	2	12,649.52	10/3/2016	26	92
KANE	010	1/1/2016	AC	ROADWAY	I	2	6,621.88	10/3/2016	0	100
KANE	020	1/1/2016	AC	ROADWAY	I	2	10,166.06	10/3/2016	0	100
KANE	030	1/1/2016	AC	ROADWAY	I	2	31,411.16	10/3/2016	0	100

KASELL	010	1/1/1990	AC	ROADWAY	E	2	11,768.04	10/3/2016	26	76
KEEP_WAY	010	1/1/1990	AC	ROADWAY	E	2	9,645.44	10/3/2016	26	67
KEEP_WAY	020	1/1/1990	AC	ROADWAY	E	2	11,336.70	10/3/2016	26	77
KELLY_CR	010	1/1/1990	AC	ROADWAY	E	2	7,153.79	10/3/2016	26	73
KELLY_CR	020	1/1/2013	AC	ROADWAY	E	2	7,172.83	10/3/2016	3	88
KELLY_CR	030	1/1/2013	AC	ROADWAY	E	2	6,950.86	10/3/2016	3	69
KELLY_CR	040	1/1/2013	AC	ROADWAY	E	2	11,574.89	10/3/2016	3	95
KELLY_CR	050	1/1/2013	AC	ROADWAY	E	2	11,110.90	10/3/2016	3	80
KELLY_CR	060	1/1/2013	AC	ROADWAY	E	2	34,601.03	10/3/2016	3	85
KELLY_CR	070	1/1/2013	AC	ROADWAY	E	2	16,734.14	10/3/2016	3	75
KELLY_CR	080	1/1/2013	AC	ROADWAY	E	2	20,546.15	10/3/2016	3	79
KELLY_GRN	010	1/1/2016	AC	ROADWAY	E	2	15,456.07	10/3/2016	0	100
KELLY_GRN	020	1/1/2016	AC	ROADWAY	E	2	16,647.08	10/3/2016	0	100
KELSEY	010	1/1/1990	AC	ROADWAY	E	2	25,690.52	10/3/2016	26	85
KELSEY	020	1/1/1990	AC	ROADWAY	E	2	11,320.58	10/3/2016	26	48
KELSEY	030	1/1/1990	AC	ROADWAY	E	2	8,391.55	10/3/2016	26	57
KENSINGTN	010	1/1/1990	AC	ROADWAY	E	2	19,382.54	10/3/2016	26	58
KEYSTONE	010	1/1/1990	AC	ROADWAY	E	2	4,727.44	10/3/2016	26	78
KIMBLE	010	1/1/1990	AC	ROADWAY	E	2	7,783.17	10/3/2016	26	68
KIMBLE	020	1/1/2013	AC	ROADWAY	E	2	8,253.02	10/3/2016	3	80
KIMBLE	030	1/1/2013	AC	ROADWAY	E	2	8,215.11	10/3/2016	3	74
KING_HAR	010	1/1/1990	AC	ROADWAY	E	2	12,274.92	10/3/2016	26	67
KING_ST	010	1/1/2015	AAC	ROADWAY	E	2	34,633.99	10/3/2016	1	89
KINGSBRG	010	1/1/1990	AC	ROADWAY	E	2	7,744.44	10/3/2016	26	72
KINGSBRG	020	1/1/1990	AC	ROADWAY	E	2	37,932.41	10/3/2016	26	59
KINGSBRG	030	1/1/1990	AC	ROADWAY	E	2	13,723.89	10/3/2016	26	68
KINGSBRG	040	1/1/2011	AC	ROADWAY	E	2	11,285.70	10/3/2016	5	77
KINGSBRG	050	1/1/2011	AC	ROADWAY	E	2	34,626.10	10/3/2016	5	84
LA_JUNE	010	1/1/1990	AC	ROADWAY	E	2	4,458.38	1/1/1990	0	100
LADY_LYNN	010	1/1/2016	AC	ROADWAY	E	2	3,876.31	10/3/2016	0	100
LAKE_CL_CT	010	1/1/1990	AC	ROADWAY	E	2	14,154.71	10/3/2016	26	71
LAKE_RG	010	1/1/2011	AC	ROADWAY	E	2	6,237.11	10/3/2016	5	89
LAKE_RG	020	1/1/2011	AC	ROADWAY	E	2	8,217.82	10/3/2016	5	83
LAKE_RG	030	1/1/2011	AC	ROADWAY	E	2	8,611.48	10/3/2016	5	70
LAKE_RG	040	1/1/2011	AC	ROADWAY	E	2	27,456.75	10/3/2016	5	71
LAKE_RG	050	1/1/2011	AC	ROADWAY	E	2	38,648.86	10/3/2016	5	63
LAKEPARK	010	1/1/1990	AC	ROADWAY	E	2	29,737.19	10/3/2016	26	91
LAKEPARK	020	1/1/1990	AC	ROADWAY	E	2	51,142.94	10/3/2016	26	87
LAKEPARK	030	1/1/1990	AC	ROADWAY	E	2	10,032.55	10/3/2016	26	92
LANCE	010	1/1/1990	AC	ROADWAY	E	2	8,931.49	10/3/2016	26	72
LAUREL_OA	010	1/1/1990	AC	ROADWAY	E	2	6,107.55	10/3/2016	26	79
LAUREL_OA	020	1/1/1990	AC	ROADWAY	E	2	2,547.02	10/3/2016	26	85
LAUREL_OA	030	1/1/1990	AC	ROADWAY	E	2	16,532.44	10/3/2016	26	70
LAWN	010	1/1/2013	AAC	ROADWAY	E	2	8,995.72	10/3/2016	3	94
LAWN	020	1/1/2013	AAC	ROADWAY	E	2	2,542.13	10/3/2016	3	73
LAWN	030	1/1/1990	AC	ROADWAY	E	2	8,260.59	10/3/2016	26	95
LAWTON	010	1/1/2016	AC	ROADWAY	E	2	11,362.12	10/3/2016	0	100
LAWTON	020	1/1/1990	AC	ROADWAY	E	2	4,413.73	10/3/2016	26	61
LEE	010	1/1/1990	AC	ROADWAY	E	2	1,253.43	10/3/2016	26	100
LEE	020	1/1/1990	AC	ROADWAY	E	2	20,262.59	10/3/2016	26	90
LEE	030	1/1/1990	AC	ROADWAY	E	2	8,102.28	10/3/2016	26	93

LEE	040	1/1/1990	AC	ROADWAY	E	2	7,761.31	10/3/2016	26	100
LEINHART	010	1/1/1990	AC	ROADWAY	E	2	13,264.45	10/3/2016	26	80
LEMONGRASS	010	3/30/2016	AC	ROADWAY	E	2	15,298.84	10/3/2016	0	100
LINCOLN	010	1/1/1990	AC	ROADWAY	E	2	4,603.96	1/1/1990	0	100
LINCOLN	020	1/1/1990	AC	ROADWAY	E	2	17,481.23	10/3/2016	26	70
LINCOLN	030	1/1/1990	AC	ROADWAY	E	2	5,328.63	10/3/2016	26	41
LINDSAY	010	1/1/1990	AC	ROADWAY	E	2	4,354.74	10/3/2016	26	83
LINDSAY	020	1/1/1990	AC	ROADWAY	E	2	13,143.13	10/3/2016	26	88
LINGO_CR	010	1/1/2010	AC	ROADWAY	E	2	3,246.59	10/3/2016	6	82
LINGO_CR	020	1/1/2010	AC	ROADWAY	E	2	6,677.25	10/3/2016	6	95
LINGO_CR	030	1/1/2010	AC	ROADWAY	E	2	5,882.94	10/3/2016	6	83
LINGO_CR	040	1/1/2010	AC	ROADWAY	E	2	8,146.79	10/3/2016	6	73
LINGO_CR	050	1/1/2010	AC	ROADWAY	E	2	6,408.60	10/3/2016	6	88
LINGO_CT	010	1/1/2010	AC	ROADWAY	E	2	11,324.21	10/3/2016	6	83
LINGO_LN	010	1/1/2010	AC	ROADWAY	E	2	4,147.00	10/3/2016	6	94
LITTLE_CR	010	1/1/1990	AC	ROADWAY	E	2	5,736.37	10/3/2016	26	87
LIVE_OK_LN	010	1/1/1990	AC	ROADWAY	E	2	13,266.92	10/3/2016	26	71
LIVE_OK_LN	020	1/1/1990	AC	ROADWAY	E	2	10,854.87	10/3/2016	26	94
LIVE_OK_RV	010	1/1/1990	AC	ROADWAY	E	2	22,562.13	10/3/2016	26	76
LIVE_OK_RV	020	1/1/1990	AC	ROADWAY	E	2	16,059.34	10/3/2016	26	55
LIVE_OK_RV	030	1/1/1990	AC	ROADWAY	E	2	27,297.95	10/3/2016	26	58
LIVE_OK_RV	040	1/1/1990	AC	ROADWAY	E	2	21,322.54	10/3/2016	26	69
LIVE_OK_RV	050	1/1/1990	AC	ROADWAY	E	2	20,906.67	10/3/2016	26	81
LIVE_OK_RV	060	1/1/1990	AC	ROADWAY	E	2	10,201.11	10/3/2016	26	95
LIVE_OK_RV	070	1/1/1990	AC	ROADWAY	E	2	15,458.66	10/3/2016	26	95
LIVE_OK_RV	080	1/1/1990	AC	ROADWAY	E	2	29,196.68	10/3/2016	26	75
LIVE_OK_RV	090	1/1/1990	AC	ROADWAY	E	2	7,251.80	10/3/2016	26	85
LIVE_OK_RV	100	1/1/1990	AC	ROADWAY	E	2	7,650.25	10/3/2016	26	82
LIVE_OK_RV	110	1/1/1990	AC	ROADWAY	E	2	15,153.66	10/3/2016	26	81
LIVE_OK_RV	120	1/1/1990	AC	ROADWAY	E	2	22,862.31	10/3/2016	26	75
LIVE_OK_RV	130	1/1/1990	AC	ROADWAY	E	2	12,242.66	10/3/2016	26	91
LIVE_OK_RV	140	1/1/1990	AC	ROADWAY	E	2	18,022.49	10/3/2016	26	94
LIVE_OK_RV	150	1/1/1990	AC	ROADWAY	E	2	19,035.90	10/3/2016	26	94
LIVE_OK_RV	160	1/1/1990	AC	ROADWAY	E	2	17,741.83	10/3/2016	26	95
LK_CHM_CT	010	1/1/1990	AC	ROADWAY	E	2	8,874.98	10/3/2016	26	75
LK_CHM_CT	020	1/1/1990	AC	ROADWAY	E	2	6,905.13	10/3/2016	26	53
LK_CHM_CT	030	1/1/1990	AC	ROADWAY	E	2	9,519.57	10/3/2016	26	82
LK_CHM_DR	010	1/1/1990	AC	ROADWAY	E	2	53,904.17	10/3/2016	26	67
LK_CHM_DR	020	1/1/1990	AC	ROADWAY	E	2	15,063.01	10/3/2016	26	91
LK_CHM_DR	030	1/1/1990	AC	ROADWAY	E	2	6,568.04	10/3/2016	26	94
LK_CHM_DR	040	1/1/1990	AC	ROADWAY	E	2	9,737.97	10/3/2016	26	94
LK_CHM_DR	050	1/1/1990	AC	ROADWAY	E	2	6,460.53	10/3/2016	26	84
LK_CHM_DR	060	1/1/1990	AC	ROADWAY	E	2	11,784.64	10/3/2016	26	78
LK_CHM_DR	070	1/1/1990	AC	ROADWAY	E	2	12,827.37	10/3/2016	26	67
LOCKWOOD	010	1/1/1990	AC	ROADWAY	C	2	25,216.87	10/3/2016	26	90
LOCKWOOD	020	1/1/1990	AC	ROADWAY	C	2	16,245.45	10/3/2016	26	89
LOCKWOOD	030	1/1/1990	AC	ROADWAY	C	2	6,123.35	10/3/2016	26	92
LOCKWOOD	040	1/1/1990	AC	ROADWAY	C	2	40,168.26	10/3/2016	26	90
LOCKWOOD	050	1/1/1990	AC	ROADWAY	C	2	23,029.02	10/3/2016	26	93
LOCKWOOD	060	1/1/1990	AC	ROADWAY	C	2	59,480.27	10/3/2016	26	80
LOCKWOOD	070	1/1/1990	AC	ROADWAY	C	2	28,690.28	10/3/2016	26	93
LOCKWOOD	080	1/1/1990	AC	ROADWAY	C	2	47,725.07	10/3/2016	26	89
LOCKWOOD	090	1/1/1990	AC	ROADWAY	C	2	15,814.83	10/3/2016	26	83

LOCKWOOD	100	1/1/1990	AC	ROADWAY	C	2	17,190.56	10/3/2016	26	83
LOCKWOOD	110	1/1/1990	AC	ROADWAY	C	2	17,880.15	10/3/2016	26	83
LOCKWOOD	120	1/1/1990	AC	ROADWAY	C	2	8,156.26	10/3/2016	26	81
LOCKWOOD	130	1/1/1990	AC	ROADWAY	C	2	24,893.54	10/3/2016	26	85
LOCKWOOD	140	1/1/1990	AC	ROADWAY	C	2	20,647.38	10/3/2016	26	70
LOCKWOOD	150	1/1/1990	AC	ROADWAY	C	2	53,616.53	10/3/2016	26	81
LOCKWOOD	160	1/1/1990	AC	ROADWAY	C	2	13,508.96	10/3/2016	26	78
LOCKWOOD	170	1/1/1990	AC	ROADWAY	C	2	13,519.17	10/3/2016	26	77
LOCKWOOD	180	1/1/1990	AC	ROADWAY	C	2	10,803.73	10/3/2016	26	85
LOCKWOOD	190	1/1/1990	AC	ROADWAY	C	2	21,039.23	10/3/2016	26	78
LOCKWOOD	200	1/1/1990	AC	ROADWAY	C	2	15,765.16	10/3/2016	26	90
LOCKWOOD	210	1/1/1990	AC	ROADWAY	C	2	8,030.97	10/3/2016	26	89
LOCKWOOD	220	1/1/1990	AC	ROADWAY	C	2	12,514.99	10/3/2016	26	84
LOCKWOOD	230	1/1/1990	AC	ROADWAY	C	2	15,863.54	10/3/2016	26	79
LOCKWOOD	240	1/1/1990	AC	ROADWAY	C	2	5,182.08	10/3/2016	26	73
LOCKWOOD	250	1/1/1990	AC	ROADWAY	C	2	19,211.57	10/3/2016	26	84
LOCKWOOD	260	1/1/1990	AC	ROADWAY	C	2	21,875.10	10/3/2016	26	86
LOCKWOOD	270	1/1/1990	AC	ROADWAY	C	2	26,855.81	10/3/2016	26	79
LONG_BR	010	1/1/1990	AC	ROADWAY	E	2	17,980.56	10/3/2016	26	56
LONG_BR	020	1/1/1990	AC	ROADWAY	E	2	16,541.48	10/3/2016	26	61
LONG_BR	030	1/1/1990	AC	ROADWAY	E	2	5,711.06	10/3/2016	26	75
LONG_BR	040	1/1/1990	AC	ROADWAY	E	2	5,852.82	10/3/2016	26	65
LONG_BR	050	1/1/1990	AC	ROADWAY	E	2	7,032.18	10/3/2016	26	89
LONG_BR	060	1/1/1990	AC	ROADWAY	E	2	8,400.61	10/3/2016	26	89
LONG_CV	010	1/1/2013	AC	ROADWAY	E	2	2,856.36	10/3/2016	3	95
LONG_LK_CT	010	1/1/1990	AC	ROADWAY	E	2	7,410.87	10/3/2016	26	79
LONG_LK_DR	010	1/1/1990	AC	ROADWAY	E	2	8,631.30	10/3/2016	26	80
LONG_LK_DR	020	1/1/1990	AC	ROADWAY	E	2	12,239.38	10/3/2016	26	72
LONG_LK_DR	030	1/1/1990	AC	ROADWAY	E	2	42,418.26	10/3/2016	26	66
LONG_LK_DR	040	1/1/2012	AC	ROADWAY	E	2	6,281.59	10/3/2016	4	95
LONG_LK_DR	050	1/1/2012	AC	ROADWAY	E	2	18,215.88	10/3/2016	4	91
LOUISE	010	1/1/1990	AC	ROADWAY	E	2	4,851.19	10/3/2016	26	78
LOYD	010	1/1/1990	AC	ROADWAY	E	2	13,449.63	10/3/2016	26	84
LULLWATER	010	1/1/2012	AC	ROADWAY	E	2	17,910.10	10/3/2016	4	88
LULLWATER	020	1/1/2012	AC	ROADWAY	E	2	36,357.36	10/3/2016	4	85
LULLWATER	030	1/1/2012	AC	ROADWAY	E	2	9,656.63	10/3/2016	4	95
LULLWATER	040	1/1/2011	AC	ROADWAY	E	2	10,070.84	10/3/2016	5	91
LYNN	010	1/1/1990	AC	ROADWAY	E	2	27,533.08	10/3/2016	26	59
LYNN	020	1/1/1990	AC	ROADWAY	E	2	34,351.80	10/3/2016	26	93
MACGLEN	010	1/1/2016	AC	ROADWAY	E	2	16,044.46	10/3/2016	0	100
MACGLEN	020	1/1/2016	AC	ROADWAY	E	2	7,972.05	10/3/2016	0	100
MACLAUREN	010	1/1/2016	AC	ROADWAY	E	2	2,908.97	10/3/2016	0	100
MACTAVAN	010	1/1/2016	AC	ROADWAY	E	2	6,469.30	10/3/2016	0	100
MACTAVAN	020	1/1/2016	AC	ROADWAY	E	2	7,587.37	10/3/2016	0	100
MACTAVAN	030	1/1/2016	AC	ROADWAY	E	2	11,217.94	10/3/2016	0	100
MACTAVAN	040	1/1/2016	AC	ROADWAY	E	2	20,535.64	10/3/2016	0	100
MACTAVAN	050	1/1/2016	AC	ROADWAY	E	2	10,570.29	10/3/2016	0	100
MACTAVAN	060	1/1/2016	AC	ROADWAY	E	2	8,049.36	10/3/2016	0	100
MACTAVAN	070	1/1/2016	AC	ROADWAY	E	2	7,819.94	10/3/2016	0	100
MADRIN_OR	010	1/1/1990	AC	ROADWAY	E	2	16,616.91	10/3/2016	26	90
MADRIN_OR	020	1/1/1990	AC	ROADWAY	E	2	7,296.31	10/3/2016	26	90
MAGIES	010	1/1/2015	AC	ROADWAY	E	2	27,170.52	10/3/2016	1	83
MAIDENCANE	010	1/1/1990	AC	ROADWAY	E	2	6,896.98	10/3/2016	26	78

MAIDENCANE	020	1/1/1990	AC	ROADWAY	E	2	21,278.53	10/3/2016	26	89
MAIDENCANE	030	1/1/1990	AC	ROADWAY	E	2	18,841.55	10/3/2016	26	91
MAIDENCANE	040	1/1/1990	AC	ROADWAY	E	2	8,383.19	10/3/2016	26	84
MALCOLM	010	1/1/1990	AC	ROADWAY	E	2	11,799.24	10/3/2016	26	87
MANCHESTER	010	1/1/2014	AC	ROADWAY	E	2	13,491.04	10/3/2016	2	89
MANCHESTER	020	1/1/2014	AC	ROADWAY	E	2	7,502.32	10/3/2016	2	62
MANCHESTER	030	1/1/2014	AC	ROADWAY	E	2	7,647.26	10/3/2016	2	85
MANIGAN	010	1/1/1990	AC	ROADWAY	E	2	25,754.70	10/3/2016	26	93
MANIGAN	020	1/1/1990	AC	ROADWAY	E	2	7,380.71	10/3/2016	26	85
MANIGAN	030	1/1/1990	AC	ROADWAY	E	2	34,926.65	10/3/2016	26	83
MAPLE	010	1/1/2015	AC	ROADWAY	E	2	14,913.83	10/3/2016	1	94
MCCALL	010	1/1/1990	AC	ROADWAY	E	2	10,279.86	10/3/2016	26	70
MCCULLY	010	1/1/1990	AC	ROADWAY	E	2	13,716.26	10/3/2016	26	46
MCCULLY	020	1/1/1990	AC	ROADWAY	E	2	9,736.52	10/3/2016	26	57
MCCULLY	030	1/1/1990	AC	ROADWAY	E	2	8,996.58	10/3/2016	26	76
MCDANIEL	010	1/1/1990	AC	ROADWAY	E	2	14,977.75	10/3/2016	26	81
MCGUIRK	010	1/1/1990	AC	ROADWAY	E	2	28,527.03	10/3/2016	26	85
MCKINNON	010	1/1/2013	AC	ROADWAY	E	2	11,121.32	10/3/2016	3	85
MCKINNON	020	1/1/2013	AC	ROADWAY	E	2	11,458.43	10/3/2016	3	93
MCKINNON	030	1/1/2013	AC	ROADWAY	E	2	5,864.44	10/3/2016	3	87
MCKINNON	040	1/1/2013	AC	ROADWAY	E	2	11,047.46	10/3/2016	3	93
MCKINNON	050	1/1/2013	AC	ROADWAY	E	2	5,519.92	10/3/2016	3	83
MCKINNON	060	1/1/1990	AC	ROADWAY	E	2	12,899.20	10/3/2016	26	93
MCKINNON	070	1/1/1990	AC	ROADWAY	E	2	6,647.00	10/3/2016	26	85
MCKINNON	080	1/1/1990	AC	ROADWAY	E	2	15,209.21	10/3/2016	26	87
MCKINNON	090	1/1/1990	AC	ROADWAY	E	2	17,285.70	10/3/2016	26	86
MCKINNON	100	1/1/2013	AC	ROADWAY	E	2	6,945.29	10/3/2016	3	86
MCKINNON	110	1/1/2013	AC	ROADWAY	E	2	6,882.73	10/3/2016	3	95
MCKINNON	120	1/1/2013	AC	ROADWAY	E	2	9,434.81	10/3/2016	3	87
MCKINNON	130	1/1/2013	AC	ROADWAY	E	2	4,456.19	10/3/2016	3	93
MEAD	010	1/1/2015	AC	ROADWAY	E	2	7,786.62	10/3/2016	1	94
MEAD	020	1/1/2015	AC	ROADWAY	E	2	9,792.29	10/3/2016	1	95
MEAD	030	1/1/2015	AC	ROADWAY	E	2	11,735.21	10/3/2016	1	88
MEAD	040	1/1/2015	AC	ROADWAY	E	2	10,894.62	10/3/2016	1	95
MEAD	050	1/1/2015	AC	ROADWAY	E	2	7,683.92	10/3/2016	1	90
MEANS	010	1/1/1990	AC	ROADWAY	E	2	12,207.85	10/3/2016	26	74
MERIEN	010	1/1/2013	AC	ROADWAY	E	2	17,629.48	10/3/2016	3	88
MIKE_ROB	010	7/23/2013	AC	ROADWAY	E	2	8,644.56	10/3/2016	3	95
MIKE_ROB	020	8/2/2016	AC	ROADWAY	E	2	14,159.73	10/3/2016	0	100
MIKE_ROB	030	8/2/2016	AC	ROADWAY	E	2	18,333.33	8/2/2016	0	100
MILL_SLG	010	1/1/2011	AC	ROADWAY	E	2	6,342.04	10/3/2016	5	76
MILL_SLG	020	1/1/2011	AC	ROADWAY	E	2	15,149.29	10/3/2016	5	76
MIMOSA	010	1/1/1990	AC	ROADWAY	E	2	11,211.67	10/3/2016	26	32
MISSION	010	1/1/1990	AC	ROADWAY	E	2	6,831.57	10/3/2016	26	70
MISSION	020	1/1/1990	AC	ROADWAY	E	2	14,175.38	10/3/2016	26	94
MISSION	030	1/1/1990	AC	ROADWAY	E	2	30,217.22	10/3/2016	26	69
MOCCASIN	010	1/1/2012	AC	ROADWAY	E	2	20,246.89	10/3/2016	4	85
MOCCASIN	020	1/1/2012	AC	ROADWAY	E	2	7,778.39	10/3/2016	4	91
MORNING	010	1/1/1990	AC	ROADWAY	E	2	7,007.80	10/3/2016	26	93
MORNING	020	1/1/1990	AC	ROADWAY	E	2	13,184.97	10/3/2016	26	84
MOSES_CR	010	1/1/2013	AC	ROADWAY	E	2	13,335.79	10/3/2016	3	64

MUIRFIELD	010	1/1/1990	AC	ROADWAY	E	2	6,881.04	10/3/2016	26	95
MUNSON	010	1/1/1990	AC	ROADWAY	E	2	11,744.42	10/3/2016	26	95
MURCOTT	010	1/1/1990	AC	ROADWAY	E	2	23,504.65	10/3/2016	26	90
MYRTLE	010	1/1/1990	AC	ROADWAY	E	2	9,084.64	10/3/2016	26	86
N_CELERY	010	1/1/1990	AC	ROADWAY	E	2	3,983.49	10/3/2016	26	75
N_CELERY	020	1/1/1990	AC	ROADWAY	E	2	3,743.21	10/3/2016	26	51
N_LAKE_CL	010	1/1/1990	AC	ROADWAY	E	2	15,322.84	10/3/2016	26	74
N_LAKE_CL	020	1/1/1990	AC	ROADWAY	E	2	14,868.44	10/3/2016	26	67
N_LAKE_CL	030	1/1/1990	AC	ROADWAY	E	2	7,936.46	10/3/2016	26	69
N_LAKE_CL	040	1/1/1990	AC	ROADWAY	E	2	8,350.56	10/3/2016	26	70
N_LAKE_CL	050	1/1/1990	AC	ROADWAY	E	2	8,728.49	10/3/2016	26	66
N_LAKE_CL	060	1/1/1990	AC	ROADWAY	E	2	22,339.33	10/3/2016	26	68
N_LAKE_JE	010	1/1/2015	AAC	ROADWAY	E	2	30,956.67	10/3/2016	1	90
N_LAKE_JE	020	1/1/2015	AAC	ROADWAY	E	2	8,235.61	10/3/2016	1	90
N_LAKE_JE	030	1/1/2015	AAC	ROADWAY	E	2	7,319.77	10/3/2016	1	83
N_LAKE_JE	040	1/1/2015	AAC	ROADWAY	E	2	22,916.90	10/3/2016	1	93
N_LAKE_JE	050	1/1/2015	AAC	ROADWAY	E	2	4,584.30	10/3/2016	1	95
N_LAKE_JE	060	1/1/2015	AAC	ROADWAY	E	2	8,070.18	10/3/2016	1	95
N_LAKE_JE	070	1/1/2015	AAC	ROADWAY	E	2	21,019.50	10/3/2016	1	82
N_LAKE_JE	080	1/1/2015	AAC	ROADWAY	E	2	16,605.85	10/3/2016	1	90
N_LAKE_JE	090	1/1/2015	AAC	ROADWAY	E	2	8,616.15	10/3/2016	1	79
N_LAKE_JE	100	1/1/2015	AAC	ROADWAY	E	2	4,415.85	10/3/2016	1	94
N_LAKE_JE	110	1/1/2015	AAC	ROADWAY	E	2	5,255.32	10/3/2016	1	94
N_MAGEE_CR	010	1/1/2012	AC	ROADWAY	E	2	8,663.47	10/3/2016	4	61
N_PRAIRIE	010	1/1/1990	AC	ROADWAY	E	2	7,922.38	10/3/2016	26	83
NEELY	010	1/1/1990	AC	ROADWAY	E	2	7,495.59	10/3/2016	26	71
NEELY	020	1/1/1990	AC	ROADWAY	E	2	7,161.10	10/3/2016	26	72
NEELY	030	1/1/1990	AC	ROADWAY	E	2	11,524.07	10/3/2016	26	71
NEELY	040	1/1/1990	AC	ROADWAY	E	2	17,415.58	10/3/2016	26	69
NEILE	010	1/1/1990	AC	ROADWAY	E	2	16,328.18	10/3/2016	26	95
NEILE	020	1/1/1990	AC	ROADWAY	E	2	4,214.77	10/3/2016	26	46
NEW_CAS_CT	010	1/1/2016	AC	ROADWAY	E	2	19,082.28	10/3/2016	0	100
NEW_CAS_LN	010	1/1/2016	AC	ROADWAY	E	2	11,629.09	10/3/2016	0	100
NEW_CAS_LN	020	1/1/2014	AC	ROADWAY	E	2	4,430.57	10/3/2016	2	93
NEW_HOSPIT	010	1/1/1990	AC	ROADWAY	E	2	23,572.15	10/3/2016	26	96
NEWTON	010	1/1/1990	AC	ROADWAY	E	2	16,581.30	10/3/2016	26	87
NORMA	010	1/1/1990	AC	ROADWAY	E	2	20,409.26	10/3/2016	26	31
NORWOOD	010	1/1/2010	AC	ROADWAY	E	2	22,948.26	10/3/2016	6	88
NURSERY	010	1/1/1990	AC	ROADWAY	E	2	9,256.36	10/3/2016	26	72
OAK_BEND	010	1/1/2016	AC	ROADWAY	E	2	26,429.51	10/3/2016	0	100
OAK_DR	010	1/1/1990	AC	ROADWAY	E	2	8,462.73	10/3/2016	26	68
OAK_DR	020	1/1/1990	AC	ROADWAY	E	2	6,658.88	10/3/2016	26	56
OAK_DR	030	1/1/1990	AC	ROADWAY	E	2	5,529.26	10/3/2016	26	86
OAK_DR	040	1/1/1990	AC	ROADWAY	E	2	7,748.14	10/3/2016	26	66
OAK_HILL	010	1/1/2012	AAC	ROADWAY	E	2	9,286.81	10/3/2016	4	92
OAK_HILL	020	1/1/1990	AC	ROADWAY	E	2	9,254.66	10/3/2016	26	76
OAK_SHADOW	010	1/1/1990	AC	ROADWAY	E	2	10,238.97	10/3/2016	26	82
OAK_SHORE	010	1/1/2015	AC	ROADWAY	E	2	8,058.75	10/3/2016	1	95
OAK_SHORE	020	1/1/2015	AC	ROADWAY	E	2	15,392.00	10/3/2016	1	79
OAK_ST	010	1/1/1990	AC	ROADWAY	E	2	8,974.77	10/3/2016	26	95
OAK_ST	020	1/1/1990	AC	ROADWAY	E	2	6,327.78	10/3/2016	26	87

OAK_ST	030	1/1/1990	AC	ROADWAY	E	2	8,137.62	10/3/2016	26	95
OHANLON	010	1/1/1990	AC	ROADWAY	E	2	15,268.88	10/3/2016	26	70
OLD_COVEN	010	1/1/2016	AC	ROADWAY	E	2	8,379.05	10/3/2016	0	100
OLD_KERRY	010	1/1/1990	AC	ROADWAY	E	2	4,109.19	10/3/2016	26	53
OLLIFF	010	1/1/1990	AC	ROADWAY	E	2	22,799.90	10/3/2016	26	67
OPEN_MEAD	010	1/1/1990	AC	ROADWAY	E	2	10,557.58	10/3/2016	26	95
OPEN_MEAD	020	1/1/1990	AC	ROADWAY	E	2	7,376.05	10/3/2016	26	95
OPEN_MEAD	030	1/1/1990	AC	ROADWAY	E	2	13,441.35	10/3/2016	26	93
OPEN_MEAD	040	1/1/1990	AC	ROADWAY	E	2	6,252.20	10/3/2016	26	84
ORANGE	010	1/1/1990	AC	ROADWAY	E	2	4,950.90	10/3/2016	26	79
ORANGE	020	1/1/1990	AC	ROADWAY	E	2	11,584.86	10/3/2016	26	81
ORANGEWOOD	010	1/1/1990	AC	ROADWAY	E	2	14,555.51	10/3/2016	26	75
ORANGEWOOD	020	1/1/1990	AC	ROADWAY	E	2	7,588.50	10/3/2016	26	70
OVERCUP	010	1/1/1990	AC	ROADWAY	E	2	4,562.30	10/3/2016	26	93
OVERCUP	020	1/1/1990	AC	ROADWAY	E	2	6,648.30	10/3/2016	26	93
OVIEDO_BLV	010	1/1/2000	AC	ROADWAY	E	2	1,346.02	10/3/2016	16	89
OVIEDO_BLV	020	1/1/2000	AC	ROADWAY	E	2	1,492.16	10/3/2016	16	84
OVIEDO_BLV	030E	1/1/2000	AC	ROADWAY	E	2	1,964.98	10/3/2016	16	76
OVIEDO_BLV	030W	1/1/2000	AC	ROADWAY	E	2	2,190.64	10/3/2016	16	95
OVIEDO_BLV	040	1/1/1990	AC	ROADWAY	E	2	14,441.61	10/3/2016	26	94
OVIEDO_BLV	050	1/1/1990	AC	ROADWAY	E	2	13,191.48	10/3/2016	26	94
OVIEDO_BLV	060	1/1/1990	AC	ROADWAY	E	2	41,190.29	10/3/2016	26	90
OVIEDO_BLV	070	1/1/1990	AC	ROADWAY	E	2	8,829.76	10/3/2016	26	88
OVIEDO_BLV	080	1/1/1990	AC	ROADWAY	E	2	6,872.76	10/3/2016	26	94
OVIEDO_BLV	090	1/1/1990	AC	ROADWAY	E	2	15,213.24	10/3/2016	26	93
OVIEDO_BLV	100	1/1/1990	AC	ROADWAY	E	2	39,051.67	10/3/2016	26	91
OVIEDO_BLV	110	1/1/1990	AC	ROADWAY	E	2	21,288.07	10/3/2016	26	75
OVIEDO_BLV	120	8/2/2016	AC	ROADWAY	E	2	13,194.42	10/3/2016	0	83
OVIEDO_FT	010	1/1/1990	AC	ROADWAY	E	2	11,526.97	10/3/2016	26	91
OVIEDO_ML	010	1/1/1990	AC	ROADWAY	E	2	33,690.36	10/3/2016	26	69
OVIEDO_ML	020	1/1/1990	AC	ROADWAY	E	2	16,254.70	10/3/2016	26	71
OVIEDO_ML	030	1/1/1990	AC	ROADWAY	E	2	30,270.98	10/3/2016	26	89
OVIEDO_ML	040	1/1/1990	AC	ROADWAY	E	2	30,379.53	10/3/2016	26	89
OVIEDO_ML	050	1/1/1990	AC	ROADWAY	E	2	31,385.57	10/3/2016	26	80
OVIEDO_ML	060	1/1/1990	AC	ROADWAY	E	2	34,365.79	10/3/2016	26	72
OVIEDO_ML	070	1/1/1990	AC	ROADWAY	E	2	18,205.46	10/3/2016	26	85
OVIEDO_ML	080	1/1/1990	AC	ROADWAY	E	2	2,385.12	10/3/2016	26	100
OVIEDO_ML	090	1/1/1990	AC	ROADWAY	E	2	43,191.52	10/3/2016	26	78
OVIEDO_ML	100	5/22/2009	AC	ROADWAY	E	2	9,434.18	10/3/2016	7	95
PALM	010	1/1/1990	AC	ROADWAY	E	2	11,354.61	10/3/2016	26	94
PALM	020	1/1/1990	AC	ROADWAY	E	2	8,009.37	10/3/2016	26	57
PALM	030	1/1/1990	AC	ROADWAY	E	2	6,500.83	10/3/2016	26	60
PALM	040	1/1/1990	AC	ROADWAY	E	2	11,047.68	10/3/2016	26	86
PALM	050	1/1/1990	AC	ROADWAY	E	2	10,925.65	10/3/2016	26	82
PALMET_ST	010	1/1/2015	AC	ROADWAY	E	2	7,544.40	10/3/2016	1	87
PALMET_ST	020	1/1/2015	AC	ROADWAY	E	2	13,088.88	10/3/2016	1	95
PALMET_ST	030	1/1/2015	AC	ROADWAY	E	2	4,494.43	10/3/2016	1	77
PALMET_ST	040	1/1/2015	AC	ROADWAY	E	2	8,936.23	10/3/2016	1	95
PALMET_ST	050	1/1/2015	AC	ROADWAY	E	2	5,988.38	10/3/2016	1	94
PALMET_ST	060	1/1/2015	AC	ROADWAY	E	2	7,917.74	10/3/2016	1	84
PALMET_ST	070	1/1/1990	AC	ROADWAY	E	2	4,598.57	10/3/2016	26	88
PALMET_ST	080	1/1/1990	AC	ROADWAY	E	2	6,632.62	10/3/2016	26	46
PALMET_ST	090	1/1/1990	AC	ROADWAY	E	2	5,244.93	10/3/2016	26	53

PALMET_ST	100	1/1/1990	AC	ROADWAY	E	2	9,051.44	10/3/2016	26	67
PALMET_ST	110	1/1/1990	AC	ROADWAY	E	2	22,199.28	10/3/2016	26	71
PALMET_TR	010	1/1/1990	AC	ROADWAY	E	2	31,080.80	10/3/2016	26	68
PALMET_TR	020	1/1/1990	AC	ROADWAY	E	2	15,007.68	10/3/2016	26	74
PALMET_TR	030	1/1/1990	AC	ROADWAY	E	2	13,428.92	10/3/2016	26	93
PANTH_ST	010	1/1/1990	AC	ROADWAY	E	2	26,929.10	10/3/2016	26	93
PANTH_ST	020	1/1/1990	AC	ROADWAY	E	2	5,803.47	10/3/2016	26	85
PANTH_ST	030	1/1/1990	AC	ROADWAY	E	2	6,124.38	10/3/2016	26	39
PANTH_ST	040	1/1/1990	AC	ROADWAY	E	2	13,475.09	10/3/2016	26	25
PANTH_ST	050	1/1/2000	GR	ROADWAY	E	2	16,952.03	1/1/2000	0	100
PARAS_PL	010	1/1/1990	AC	ROADWAY	E	2	10,542.34	10/3/2016	26	95
PARAS_PL	020	1/1/1990	AC	ROADWAY	E	2	11,834.27	10/3/2016	26	95
PARKER_CN	010	1/1/2013	AC	ROADWAY	E	2	17,633.19	10/3/2016	3	72
PARTIN_CT	010	1/1/1990	AC	ROADWAY	E	2	8,267.66	10/3/2016	26	70
PATRICIAN	010	1/1/1990	AC	ROADWAY	E	2	11,306.14	10/3/2016	26	94
PATRICIAN	020	1/1/1990	AC	ROADWAY	E	2	8,347.20	10/3/2016	26	93
PEARSON	010	1/1/1990	AC	ROADWAY	E	2	18,633.54	10/3/2016	26	61
PECAN_CT	010	1/1/2012	AAC	ROADWAY	E	2	9,059.78	10/3/2016	4	93
PECAN_ST	010	1/1/2012	AAC	ROADWAY	E	2	5,004.67	10/3/2016	4	82
PECAN_ST	020	1/1/2012	AAC	ROADWAY	E	2	8,599.21	10/3/2016	4	86
PEGEL_CT	010	1/1/1990	AC	ROADWAY	E	2	17,250.28	10/3/2016	26	75
PERIWIN_WY	010	1/1/1990	AC	ROADWAY	E	2	10,844.01	10/3/2016	26	88
PICKER_PL	010	1/1/2016	AC	ROADWAY	E	2	11,109.52	10/3/2016	0	100
PINE	010	1/1/1990	AC	ROADWAY	E	2	3,863.16	10/3/2016	26	95
PINE	020	1/1/1990	AC	ROADWAY	E	2	11,049.98	10/3/2016	26	85
PINE	030	1/1/1990	AC	ROADWAY	E	2	10,531.77	10/3/2016	26	93
PINE	040	1/1/1990	AC	ROADWAY	E	2	4,226.31	10/3/2016	26	77
PINE	050	1/1/1990	AC	ROADWAY	E	2	9,530.20	10/3/2016	26	70
PINE	060	1/1/1990	AC	ROADWAY	E	2	24,829.82	10/3/2016	26	68
PINE	070	1/1/1990	AC	ROADWAY	E	2	10,564.72	10/3/2016	26	76
PINE	080	1/1/1990	AC	ROADWAY	E	2	16,744.37	10/3/2016	26	64
PINE	090	1/1/1990	AC	ROADWAY	E	2	7,026.22	10/3/2016	26	94
PINE	100	1/1/1990	AC	ROADWAY	E	2	8,403.34	10/3/2016	26	83
PINE	110	1/1/1990	AC	ROADWAY	E	2	1,014.25	10/3/2016	26	73
PINE	120	1/1/1990	AC	ROADWAY	E	2	7,584.65	10/3/2016	26	63
PINE	130	1/1/2013	AAC	ROADWAY	E	2	9,122.04	10/3/2016	3	84
PINE	140	1/1/2013	AAC	ROADWAY	E	2	7,748.82	10/3/2016	3	70
PINE	150	1/1/2013	AAC	ROADWAY	E	2	38,804.70	10/3/2016	3	84
PINEBRK_CT	010	1/1/2015	AC	ROADWAY	E	2	20,219.59	10/3/2016	1	86
PINEHST_CT	010	1/1/2013	AC	ROADWAY	E	2	5,304.29	10/3/2016	3	91
PINEHST_CT	020	1/1/2013	AC	ROADWAY	E	2	19,139.67	10/3/2016	3	94
POINT_WD	010	1/1/1990	AC	ROADWAY	E	2	13,491.40	10/3/2016	26	94
POND_APL	010	1/1/2012	AC	ROADWAY	E	2	11,627.06	10/3/2016	4	75
PRAIRIE_VW	010	1/1/1990	AC	ROADWAY	E	2	25,457.61	10/3/2016	26	79
PRAIRIE_VW	020	1/1/1990	AC	ROADWAY	E	2	3,320.45	10/3/2016	26	94
PRATT	010	1/1/1990	AC	ROADWAY	E	2	25,185.21	10/3/2016	26	33
PRINCE	010	1/1/1990	AC	ROADWAY	E	2	10,924.94	10/3/2016	26	86
PROVIDENCE	010	1/1/1990	AC	ROADWAY	E	2	17,073.73	10/3/2016	26	62
PROVIDENCE	020	1/1/1990	AC	ROADWAY	E	2	16,890.62	10/3/2016	26	75
PROVIDENCE	030	1/1/1990	AC	ROADWAY	E	2	15,341.14	10/3/2016	26	89
PROVIDENCE	040	1/1/1990	AC	ROADWAY	E	2	31,811.47	10/3/2016	26	76

QUAKER_RDG	010	1/1/2013	AC	ROADWAY	E	2	15,231.59	10/3/2016	3	95
RACHAEL	010	1/1/1990	AC	ROADWAY	E	2	31,317.80	10/3/2016	26	75
RAGSDALE	010	1/1/1990	AC	ROADWAY	E	2	14,154.29	10/3/2016	26	76
RAILROAD	010	1/1/1990	AC	ROADWAY	E	2	10,036.04	10/3/2016	26	74
RAINEY	010	1/1/1990	AC	ROADWAY	E	2	5,984.24	10/3/2016	26	82
RAMBLING	010	1/1/1990	AC	ROADWAY	E	2	10,760.50	10/3/2016	26	95
RAMBLING	020	1/1/1990	AC	ROADWAY	E	2	11,187.38	10/3/2016	26	95
RAVENCREEK	010	1/1/1990	AC	ROADWAY	E	2	26,686.36	10/3/2016	26	93
RAYWOOD	010	1/1/1990	AC	ROADWAY	E	2	11,167.32	10/3/2016	26	84
RAYWOOD	020	1/1/1990	AC	ROADWAY	E	2	9,123.17	10/3/2016	26	95
RED_ASH	010	1/1/1990	AC	ROADWAY	E	2	6,139.89	10/3/2016	26	94
RED_ASH	020	1/1/1990	AC	ROADWAY	E	2	7,249.28	10/3/2016	26	93
RED_ASH	030	1/1/1990	AC	ROADWAY	E	2	21,889.98	10/3/2016	26	93
RED_ASH	040	1/1/1990	AC	ROADWAY	E	2	12,376.68	10/3/2016	26	95
RED_ASH	050	1/1/1990	AC	ROADWAY	E	2	20,615.07	10/3/2016	26	90
RED_MAPLE	010	1/1/2014	AC	ROADWAY	E	2	4,863.97	10/3/2016	2	85
REED	010	1/1/1990	AC	ROADWAY	C	2	2,461.45	10/3/2016	26	95
REED	020	1/1/1990	AC	ROADWAY	C	2	8,761.95	10/3/2016	26	93
REED	030	1/1/1990	AC	ROADWAY	C	2	8,687.26	10/3/2016	26	95
REED	040	1/1/1990	AC	ROADWAY	C	2	8,605.60	10/3/2016	26	86
REED	050	1/1/1990	AC	ROADWAY	C	2	12,260.87	10/3/2016	26	74
REED	060	1/1/1990	AC	ROADWAY	C	2	22,090.20	10/3/2016	26	74
REED	070	1/1/1990	AC	ROADWAY	C	2	4,577.69	10/3/2016	26	95
REGAL_PINE	010	1/1/1990	AC	ROADWAY	E	2	6,157.72	10/3/2016	26	85
REGAL_PINE	020	1/1/1990	AC	ROADWAY	E	2	29,307.21	10/3/2016	26	93
REGAL_PINE	030	1/1/1990	AC	ROADWAY	E	2	10,989.30	10/3/2016	26	77
REGAL_PINE	040	1/1/1990	AC	ROADWAY	E	2	8,457.80	10/3/2016	26	95
REYNOLDS	010	1/1/1990	AC	ROADWAY	E	2	12,620.44	10/3/2016	26	67
RICE_CREEK	010	1/1/1990	AC	ROADWAY	E	2	5,667.47	10/3/2016	26	93
RICH	010	1/1/2016	AAC	ROADWAY	E	2	4,668.26	10/3/2016	0	100
RICH	020	1/1/2016	AAC	ROADWAY	E	2	27,551.11	10/3/2016	0	100
RIVER_BIR	010	1/1/1990	AC	ROADWAY	E	2	12,029.51	10/3/2016	26	73
RIVER_BIR	020	1/1/1990	AC	ROADWAY	E	2	10,911.32	10/3/2016	26	83
RIVER_BIR	030	1/1/1990	AC	ROADWAY	E	2	10,418.89	10/3/2016	26	37
RIVER_BIR	040	1/1/1990	AC	ROADWAY	E	2	6,842.35	10/3/2016	26	64
RIVER_BIR	050	1/1/1990	AC	ROADWAY	E	2	3,987.21	10/3/2016	26	69
RIVER_BIR	060	1/1/1990	AC	ROADWAY	E	2	8,163.81	10/3/2016	26	60
RIVER_BIR	070	1/1/1990	AC	ROADWAY	E	2	4,911.66	10/3/2016	26	63
RIVER_PINE	010	1/1/1990	AC	ROADWAY	E	2	4,098.45	10/3/2016	26	36
RIVEREDGE	010	1/1/2015	AC	ROADWAY	E	2	16,073.78	10/3/2016	1	90
RIVEREDGE	020	1/1/2015	AC	ROADWAY	E	2	6,156.81	10/3/2016	1	95
RIVEREDGE	030	1/1/2015	AC	ROADWAY	E	2	20,228.21	10/3/2016	1	93
RIVEREDGE	040	1/1/2015	AC	ROADWAY	E	2	13,565.79	10/3/2016	1	95
RIVEREDGE	050	1/1/2015	AC	ROADWAY	E	2	11,744.26	10/3/2016	1	88
RIVEREDGE	060	1/1/2015	AC	ROADWAY	E	2	13,771.19	10/3/2016	1	95
RIVEREDGE	070	1/1/2015	AC	ROADWAY	E	2	7,852.33	10/3/2016	1	94
RIVEREDGE	080	1/1/2015	AC	ROADWAY	E	2	6,533.46	10/3/2016	1	95
ROBELLINI	010	1/1/1990	AC	ROADWAY	E	2	4,628.62	10/3/2016	26	93
ROCHESTER	010	1/1/2014	AC	ROADWAY	E	2	7,548.74	10/3/2016	2	70
ROCHESTER	020	1/1/2014	AC	ROADWAY	E	2	46,359.48	10/3/2016	2	82
ROCKY_BLF	010	1/1/1990	AC	ROADWAY	E	2	14,430.47	10/3/2016	26	95

ROOSEVELT	010	1/1/2016	AC	ROADWAY	E	2	5,554.50	10/3/2016	0	100
ROOSEVELT	020	1/1/2016	AC	ROADWAY	E	2	9,176.63	10/3/2016	0	100
ROOSEVELT	030	1/1/2016	AC	ROADWAY	E	2	11,182.75	10/3/2016	0	100
ROOSEVELT	040	1/1/2016	AC	ROADWAY	E	2	9,764.78	10/3/2016	0	100
ROOSEVELT	050	1/1/2016	AC	ROADWAY	E	2	5,238.74	10/3/2016	0	100
ROSE_MALL	010	1/1/1990	AC	ROADWAY	E	2	3,909.20	10/3/2016	26	95
ROSE_MALL	020	1/1/1990	AC	ROADWAY	E	2	9,364.27	10/3/2016	26	95
ROSE_MALL	030	1/1/1990	AC	ROADWAY	E	2	14,152.29	10/3/2016	26	95
ROSE_MALL	040	1/1/1990	AC	ROADWAY	E	2	7,262.13	10/3/2016	26	95
ROUND_CT	010	1/1/2016	AC	ROADWAY	E	2	6,611.12	10/3/2016	0	100
ROUND_CT	020	1/1/2016	AC	ROADWAY	E	2	5,028.06	10/3/2016	0	100
ROUND_PK	010	1/1/1990	AC	ROADWAY	E	2	36,137.47	10/3/2016	26	72
ROYAL_TREE	010	1/1/1990	AC	ROADWAY	E	2	14,251.05	10/3/2016	26	88
ROYALWOOD	010	1/1/2012	AC	ROADWAY	E	2	9,442.88	10/3/2016	4	79
ROYALWOOD	020	1/1/2012	AC	ROADWAY	E	2	45,417.88	10/3/2016	4	86
RUNNING_SP	010	1/1/1990	AC	ROADWAY	E	2	29,778.53	10/3/2016	26	73
RUNNING_SP	020	1/1/1990	AC	ROADWAY	E	2	9,333.54	10/3/2016	26	92
RUNNING_SP	030	1/1/1990	AC	ROADWAY	E	2	8,270.00	10/3/2016	26	86
RUNNING_SP	040	1/1/1990	AC	ROADWAY	E	2	28,969.90	10/3/2016	26	91
RUNNING_SP	050	1/1/1990	AC	ROADWAY	E	2	29,544.57	10/3/2016	26	90
RUNNING_SP	060	1/1/1990	AC	ROADWAY	E	2	6,992.36	10/3/2016	26	95
RUNNING_SP	070	1/1/1990	AC	ROADWAY	E	2	7,455.46	10/3/2016	26	95
RUNNING_SP	080	1/1/1990	AC	ROADWAY	E	2	9,819.18	10/3/2016	26	95
RUSTIC_LRL	010	1/1/1990	AC	ROADWAY	E	2	11,187.91	10/3/2016	26	95
RUSTIC_OAK	010	1/1/1990	AC	ROADWAY	E	2	10,952.50	10/3/2016	26	94
RUSTIC_OAK	020	1/1/1990	AC	ROADWAY	E	2	10,223.36	10/3/2016	26	95
RUSTIC_OAK	030	1/1/1990	AC	ROADWAY	E	2	6,923.08	10/3/2016	26	95
RUTH	010	1/1/2010	AC	ROADWAY	E	2	9,254.92	10/3/2016	6	95
S_CELERY	010	1/1/1990	AC	ROADWAY	E	2	8,659.01	10/3/2016	26	84
S_LAKE_CL	010	1/1/1990	AC	ROADWAY	E	2	13,482.17	10/3/2016	26	71
S_LAKE_CL	020	1/1/1990	AC	ROADWAY	E	2	11,517.58	10/3/2016	26	74
S_LAKE_CL	030	1/1/1990	AC	ROADWAY	E	2	33,742.99	10/3/2016	26	72
S_LAKE_JE	010	4/24/2009	AC	ROADWAY	E	2	9,051.58	10/3/2016	7	76
S_LAKE_JE	020	4/24/2009	AC	ROADWAY	E	2	8,447.45	10/3/2016	7	60
S_LAKE_JE	030	4/24/2009	AC	ROADWAY	E	2	12,263.47	10/3/2016	7	69
S_LAKE_JE	040	4/24/2009	AC	ROADWAY	E	2	4,481.48	10/3/2016	7	87
S_LAKE_JE	050	4/24/2009	AC	ROADWAY	E	2	8,351.09	10/3/2016	7	78
S_LAKE_JE	060	4/24/2009	AC	ROADWAY	E	2	15,159.58	10/3/2016	7	70
S_LAKE_JE	070	4/24/2009	AC	ROADWAY	E	2	11,317.92	10/3/2016	7	72
S_LAKE_JE	080	4/24/2009	AC	ROADWAY	E	2	13,885.44	10/3/2016	7	63
S_LAKE_JE	090	4/24/2009	AC	ROADWAY	E	2	37,728.84	10/3/2016	7	61
S_LAKE_JE	100	4/24/2009	AC	ROADWAY	E	2	17,283.26	10/3/2016	7	76
S_MAGEE_CR	010	1/1/2012	AC	ROADWAY	E	2	13,956.60	10/3/2016	4	87
S_PRAIRIE	010	1/1/1990	AC	ROADWAY	E	2	14,662.45	10/3/2016	26	87
SAFFLOWER	010	1/1/1990	AC	ROADWAY	E	2	28,098.86	10/3/2016	26	88
SAFFLOWER	020	1/1/1990	AC	ROADWAY	E	2	9,991.88	10/3/2016	26	95
SAFFLOWER	030	1/1/1990	AC	ROADWAY	E	2	13,291.62	10/3/2016	26	93
SAFFLOWER	040	1/1/1990	AC	ROADWAY	E	2	25,171.47	10/3/2016	26	85
SAFFLOWER	050	1/1/1990	AC	ROADWAY	E	2	17,775.14	10/3/2016	26	76
SAGO_PALM	010	1/1/1990	AC	ROADWAY	E	2	8,745.46	10/3/2016	26	95
SANCTUARY	010	1/1/1990	AC	ROADWAY	E	2	35,217.65	10/3/2016	26	95
SANCTUARY	020	1/1/1990	AC	ROADWAY	E	2	27,535.69	10/3/2016	26	95

SANCTUARY	030	1/1/1990	AC	ROADWAY	E	2	15,627.63	10/3/2016	26	93
SANCTUARY	040	1/1/1990	AC	ROADWAY	E	2	3,346.61	10/3/2016	26	100
SANCTUARY	050	1/1/1990	AC	ROADWAY	E	2	2,305.70	10/3/2016	26	98
SANCTUARY	060	1/1/1990	AC	ROADWAY	E	2	3,760.08	10/3/2016	26	100
SANCTUARY	070	1/1/1990	AC	ROADWAY	E	2	39,340.96	10/3/2016	26	93
SANCTUARY	080	1/1/1990	AC	ROADWAY	E	2	17,970.04	10/3/2016	26	78
SAND_KEY	010	1/1/1990	AC	ROADWAY	E	2	6,787.13	10/3/2016	26	72
SAND_KEY	020	1/1/1990	AC	ROADWAY	E	2	9,111.59	10/3/2016	26	84
SAND_KEY	030	1/1/1990	AC	ROADWAY	E	2	13,889.47	10/3/2016	26	65
SAND_KEY	040	1/1/1990	AC	ROADWAY	E	2	13,124.88	10/3/2016	26	74
SANDALWOOD	010	1/1/1990	AC	ROADWAY	E	2	14,173.97	10/3/2016	26	33
SEMINOLE	010	1/1/1990	AC	ROADWAY	E	2	19,494.41	10/3/2016	26	84
SEMINOLE	020	1/1/1990	AC	ROADWAY	E	2	4,210.05	10/3/2016	26	77
SEMINOLE	030	1/1/1990	AC	ROADWAY	E	2	7,219.48	10/3/2016	26	85
SEMINOLE	040	1/1/1990	AC	ROADWAY	E	2	11,334.23	10/3/2016	26	74
SEMINOLE	050	1/1/1990	AC	ROADWAY	E	2	4,563.45	10/3/2016	26	84
SEMINOLE	060	1/1/1990	AC	ROADWAY	E	2	7,034.88	10/3/2016	26	70
SEMINOLE	070	1/1/1990	AC	ROADWAY	E	2	6,426.49	10/3/2016	26	91
SEMINOLE	080	1/1/1990	AC	ROADWAY	E	2	7,187.51	10/3/2016	26	82
SEMINOLE	090	1/1/1990	AC	ROADWAY	E	2	9,784.96	10/3/2016	26	79
SHADOW	010	1/1/2011	AC	ROADWAY	E	2	17,683.03	10/3/2016	5	67
SHADY_LN	010	1/1/1990	AC	ROADWAY	E	2	15,407.17	10/3/2016	26	59
SHADY_OAK	010	1/1/2012	AAC	ROADWAY	E	2	20,658.89	10/3/2016	4	88
SHADY_OAK	020	1/1/2012	AAC	ROADWAY	E	2	5,330.49	10/3/2016	4	94
SHADY_OAK	030	1/1/2012	AAC	ROADWAY	E	2	1,769.93	10/3/2016	4	93
SHADY_OAK	040	1/1/2012	AAC	ROADWAY	E	2	20,784.58	10/3/2016	4	89
SHAFFER	010	1/1/2012	AC	ROADWAY	E	2	9,154.23	10/3/2016	4	95
SHAFFER	020	1/1/1990	AC	ROADWAY	E	2	5,080.07	10/3/2016	26	66
SHAFFER	030	1/1/1990	AC	ROADWAY	E	2	8,155.67	10/3/2016	26	65
SHAFFER	040	1/1/1990	AC	ROADWAY	E	2	14,308.28	10/3/2016	26	66
SHAFFER	050	1/1/1990	AC	ROADWAY	E	2	39,278.33	10/3/2016	26	69
SHAFFER	060	1/1/1990	AC	ROADWAY	E	2	5,791.49	10/3/2016	26	74
SHAFFER	070	1/1/1990	AC	ROADWAY	E	2	11,797.60	10/3/2016	26	73
SHAFFER	080	1/1/1990	AC	ROADWAY	E	2	34,034.91	10/3/2016	26	74
SHANGRI_LA	010	1/1/1990	AC	ROADWAY	E	2	16,844.27	10/3/2016	26	93
SHARON	010	1/1/2016	AC	ROADWAY	E	2	10,911.58	10/3/2016	0	100
SHED	010	1/1/1990	AC	ROADWAY	E	2	10,754.53	10/3/2016	26	86
SHED	020	1/1/1990	AC	ROADWAY	E	2	20,914.60	10/3/2016	26	94
SHELDON	010	1/1/1990	AC	ROADWAY	E	2	5,671.37	10/3/2016	26	80
SHINNECK	010	1/1/1990	AC	ROADWAY	E	2	25,999.65	10/3/2016	26	72
SHINNECK	020	1/1/1990	AC	ROADWAY	E	2	19,025.98	10/3/2016	26	69
SHOAL_CK	010	1/1/1990	AC	ROADWAY	E	2	16,478.79	10/3/2016	26	75
SILCOX_BR	010	1/1/1990	AC	ROADWAY	E	2	5,642.13	10/3/2016	26	90
SILCOX_BR	020	1/1/1990	AC	ROADWAY	E	2	9,888.77	10/3/2016	26	64
SILCOX_BR	030	1/1/1990	AC	ROADWAY	E	2	9,955.30	10/3/2016	26	71
SILCOX_BR	040	1/1/1990	AC	ROADWAY	E	2	15,679.37	10/3/2016	26	63
SILVER_SP	010	1/1/1990	AC	ROADWAY	E	2	30,743.98	10/3/2016	26	92
SILVER_SP	020	1/1/1990	AC	ROADWAY	E	2	9,500.24	10/3/2016	26	85
SILVER_SP	030	1/1/1990	AC	ROADWAY	E	2	6,132.25	10/3/2016	26	95
SILVER_TH	010	1/1/1990	AC	ROADWAY	E	2	4,706.19	10/3/2016	26	92
SMITH	010	1/1/1990	AC	ROADWAY	E	2	10,497.85	10/3/2016	26	79
SMITH	020	1/1/1990	AC	ROADWAY	E	2	13,005.27	10/3/2016	26	85

SMITH	030	1/1/2016	AAC	ROADWAY	E	2	8,790.79	10/3/2016	0	100
SOLDIER	010	1/1/1990	AC	ROADWAY	E	2	18,651.37	10/3/2016	26	82
SOUTHERN	010	1/1/1990	AC	ROADWAY	E	2	17,407.39	10/3/2016	26	70
SPLIT_OAK	010	1/1/1990	AC	ROADWAY	E	2	5,269.82	10/3/2016	26	95
SPRING_HT	010	1/1/1990	AC	ROADWAY	E	2	14,419.51	10/3/2016	26	85
SPRING_HT	020	1/1/1990	AC	ROADWAY	E	2	6,179.91	10/3/2016	26	81
SPRING_HT	030	1/1/1990	AC	ROADWAY	E	2	20,285.12	10/3/2016	26	88
SPRING_HT	040	1/1/1990	AC	ROADWAY	E	2	7,746.63	10/3/2016	26	65
SPRING_HT	050	1/1/1990	AC	ROADWAY	E	2	9,003.00	10/3/2016	26	94
ST_JOHANNA	010	1/1/2015	AAC	ROADWAY	E	2	23,352.93	10/3/2016	1	77
STAR_GRASS	010	1/1/1990	AC	ROADWAY	E	2	7,747.31	10/3/2016	26	49
STATION	010	1/1/1990	AC	ROADWAY	E	2	11,375.86	10/3/2016	26	93
STEPHEN	010	1/1/1990	AC	ROADWAY	E	2	35,809.64	10/3/2016	26	89
STERLING	010	1/1/1990	AC	ROADWAY	E	2	6,722.79	10/3/2016	26	89
STERLING	020	1/1/1990	AC	ROADWAY	E	2	7,368.47	10/3/2016	26	89
STERLING	030	1/1/1990	AC	ROADWAY	E	2	10,286.59	10/3/2016	26	91
STERLING	040	1/1/1990	AC	ROADWAY	E	2	75,628.66	10/3/2016	26	95
STERLING	050	1/1/1990	AC	ROADWAY	E	2	12,568.87	10/3/2016	26	95
STERLING	060	1/1/1990	AC	ROADWAY	E	2	22,054.58	10/3/2016	26	94
STONE	010	1/1/2000	GR	ROADWAY	E	2	10,543.58	1/1/2000	0	100
STONE	020	1/1/2000	GR	ROADWAY	E	2	15,234.93	1/1/2000	0	100
STONE_PINE	010	1/1/1990	AC	ROADWAY	E	2	6,685.91	10/3/2016	26	95
STOUT	010	1/1/1990	AC	ROADWAY	E	2	9,917.38	10/3/2016	26	70
STRAND	010	1/1/1990	AC	ROADWAY	E	2	8,418.00	10/3/2016	26	69
STRAND	020	1/1/1990	AC	ROADWAY	E	2	19,237.85	10/3/2016	26	85
STRAND	030	1/1/1990	AC	ROADWAY	E	2	36,575.51	10/3/2016	26	75
STRAND	040	1/1/1990	AC	ROADWAY	E	2	7,914.73	10/3/2016	26	70
STRAND_LP	010	1/1/1990	AC	ROADWAY	E	2	12,487.07	10/3/2016	26	67
SUGAR_MILL	010	1/1/1990	AC	ROADWAY	E	2	21,876.55	10/3/2016	26	79
SUGAR_PINE	010	1/1/1990	AC	ROADWAY	E	2	30,624.25	10/3/2016	26	78
SUGARBERRY	010	1/1/2012	AC	ROADWAY	E	2	13,632.25	10/3/2016	4	93
SUGARBERRY	020	1/1/2012	AC	ROADWAY	E	2	15,342.63	10/3/2016	4	89
SUGARBERRY	030	1/1/2012	AC	ROADWAY	E	2	6,923.76	10/3/2016	4	93
SUGARBERRY	040	1/1/2012	AC	ROADWAY	E	2	6,775.37	10/3/2016	4	86
SUGARBERRY	050	1/1/2012	AC	ROADWAY	E	2	16,924.71	10/3/2016	4	88
SUGARBERRY	060	1/1/2012	AC	ROADWAY	E	2	24,552.97	10/3/2016	4	91
SUMMER_OK	010	1/1/1990	AC	ROADWAY	E	2	18,196.23	10/3/2016	26	68
SUNCREST	010	1/1/1990	AC	ROADWAY	E	2	30,083.14	10/3/2016	26	86
SUNCREST	020	1/1/1990	AC	ROADWAY	E	2	7,746.81	10/3/2016	26	61
SUNCREST	030	1/1/1990	AC	ROADWAY	E	2	10,627.09	10/3/2016	26	91
SUNNING	010	1/1/2011	AC	ROADWAY	E	2	9,064.34	10/3/2016	5	73
SWEETSPIRE	010	1/1/1990	AC	ROADWAY	E	2	7,285.85	10/3/2016	26	86
SWEETSPIRE	020	1/1/1990	AC	ROADWAY	E	2	6,847.61	10/3/2016	26	92
SWEETSPIRE	030	1/1/1990	AC	ROADWAY	E	2	17,434.46	10/3/2016	26	91
SWEETSPIRE	040	1/1/1990	AC	ROADWAY	E	2	10,941.97	10/3/2016	26	91
SWEETWAT	010	1/1/1990	AC	ROADWAY	E	2	4,262.42	10/3/2016	26	95
SWEETWAT	020	1/1/1990	AC	ROADWAY	E	2	27,144.41	10/3/2016	26	72
SWEETWAT	030	1/1/1990	AC	ROADWAY	E	2	19,972.82	10/3/2016	26	68
SWIFT	010	1/1/2015	AC	ROADWAY	E	2	18,090.65	10/3/2016	1	90
TANGERINE	010	1/1/1990	AC	ROADWAY	E	2	12,233.43	10/3/2016	26	82

TANGERINE	020	1/1/1990	AC	ROADWAY	E	2	4,939.20	10/3/2016	26	86
TAYLOR	010	1/1/2010	AC	ROADWAY	E	2	23,481.78	10/3/2016	6	91
TEAGUE	010	1/1/1990	AC	ROADWAY	E	2	6,367.97	10/3/2016	26	55
TEALBRIAR	010	1/1/1990	AC	ROADWAY	E	2	9,316.18	10/3/2016	26	90
TEALBRIAR	020	1/1/1990	AC	ROADWAY	E	2	21,476.15	10/3/2016	26	81
TEMPLE	010	1/1/1990	AC	ROADWAY	E	2	11,260.30	10/3/2016	26	87
TERRACE	010	1/1/2010	AC	ROADWAY	E	2	9,241.85	10/3/2016	6	68
TERRACE	020	1/1/2010	AC	ROADWAY	E	2	21,000.99	10/3/2016	6	89
TERRACE	030	1/1/2010	AC	ROADWAY	E	2	8,780.32	10/3/2016	6	91
TERRACE	040	1/1/2010	AC	ROADWAY	E	2	3,421.04	10/3/2016	6	59
TERRACE	050	1/1/2010	AC	ROADWAY	E	2	9,215.24	10/3/2016	6	93
TERRACE	060	1/1/2010	AC	ROADWAY	E	2	23,249.57	10/3/2016	6	76
TIMBER_CT	010	1/1/2012	AAC	ROADWAY	E	2	3,988.90	10/3/2016	4	82
TIMBER_TRL	010	1/1/2012	AAC	ROADWAY	E	2	10,562.95	10/3/2016	4	95
TIMBER_TRL	020	1/1/2012	AAC	ROADWAY	E	2	28,561.09	10/3/2016	4	91
TIMBER_TRL	030	1/1/2012	AAC	ROADWAY	E	2	20,451.66	10/3/2016	4	80
TIMBER_TRL	040	1/1/2012	AAC	ROADWAY	E	2	12,547.25	10/3/2016	4	93
TOMMYS	010	1/1/2015	AC	ROADWAY	E	2	15,594.48	10/3/2016	1	88
TOMOKA	010	1/1/1990	AC	ROADWAY	E	2	7,304.03	10/3/2016	26	91
TOMOKA	020	1/1/1990	AC	ROADWAY	E	2	11,017.16	10/3/2016	26	93
TOWN_CO	010	1/1/2011	AC	ROADWAY	E	2	9,734.25	10/3/2016	5	66
TOWN_CO	020	1/1/2011	AC	ROADWAY	E	2	19,324.98	10/3/2016	5	89
TROUT_CK	010	1/1/2012	AC	ROADWAY	E	2	6,761.75	10/3/2016	4	61
TROUT_CK	020	1/1/2012	AC	ROADWAY	E	2	7,042.44	10/3/2016	4	67
TROUT_CK	030	1/1/2012	AC	ROADWAY	E	2	11,402.83	10/3/2016	4	92
TURKEY_OA	010	1/1/1990	AC	ROADWAY	E	2	8,191.48	10/3/2016	26	94
TURNBERRY	010	1/1/1990	AC	ROADWAY	E	2	26,139.36	10/3/2016	26	62
TURNBERRY	020	1/1/1990	AC	ROADWAY	E	2	5,630.62	10/3/2016	26	77
TURNBERRY	030	1/1/1990	AC	ROADWAY	E	2	5,127.87	10/3/2016	26	85
TURNBERRY	040	1/1/1990	AC	ROADWAY	E	2	17,759.96	10/3/2016	26	73
TURNBERRY	050	1/1/1990	AC	ROADWAY	E	2	12,515.42	10/3/2016	26	65
TURNBERRY	060	1/1/1990	AC	ROADWAY	E	2	8,257.33	10/3/2016	26	84
TURNBERRY	070	1/1/1990	AC	ROADWAY	E	2	16,592.59	10/3/2016	26	84
TURNBERRY	080	1/1/1990	AC	ROADWAY	E	2	33,881.34	10/3/2016	26	62
TURNBERRY	090	1/1/1990	AC	ROADWAY	E	2	7,674.88	10/3/2016	26	71
TURTLE_CR	010	1/1/2012	AC	ROADWAY	E	2	14,020.05	10/3/2016	4	79
TURTLE_CR	020	1/1/2012	AC	ROADWAY	E	2	12,667.05	10/3/2016	4	76
TURTLEHEAD	010	1/1/1990	AC	ROADWAY	E	2	6,741.27	10/3/2016	26	85
TURTLEHEAD	020	1/1/1990	AC	ROADWAY	E	2	25,486.11	10/3/2016	26	92
TUTUS	010	10/26/2015	AC	ROADWAY	E	2	8,373.98	10/3/2016	1	100
TWIN_LEAF	010	1/1/1990	AC	ROADWAY	E	2	14,051.54	10/3/2016	26	82
TWIN_OAKS	010	1/1/2015	AC	ROADWAY	E	2	5,029.95	10/3/2016	1	95
TWIN_OAKS	020	1/1/2015	AC	ROADWAY	E	2	19,335.91	10/3/2016	1	95
TWIN_OAKS	030	1/1/2015	AC	ROADWAY	E	2	8,268.04	10/3/2016	1	65
TWIN_OAKS	040	1/1/2015	AC	ROADWAY	E	2	11,113.09	10/3/2016	1	80
TWIN_OAKS	050	1/1/2015	AC	ROADWAY	E	2	7,633.84	10/3/2016	1	95
TWIN_OAKS	060	1/1/2015	AC	ROADWAY	E	2	8,459.75	10/3/2016	1	95
TWIN_OAKS	070	1/1/2015	AC	ROADWAY	E	2	18,613.99	10/3/2016	1	91
TWIN_RIV	010	1/1/2011	AC	ROADWAY	E	2	14,742.02	10/3/2016	5	93
TWIN_RIV	020	1/1/2011	AC	ROADWAY	E	2	6,217.95	10/3/2016	5	94
TWIN_RIV	030	1/1/2011	AC	ROADWAY	E	2	15,536.05	10/3/2016	5	90
TWIN_RIV	040	1/1/2011	AC	ROADWAY	E	2	5,719.43	10/3/2016	5	81

TWIN_RIV	050	1/1/2011	AC	ROADWAY	E	2	15,617.44	10/3/2016	5	78
TWIN_RIV	060	1/1/2011	AC	ROADWAY	E	2	8,111.73	10/3/2016	5	72
TWIN_RIV	070	1/1/2011	AC	ROADWAY	E	2	6,200.50	10/3/2016	5	73
TWIN_RIV	080	1/1/2011	AC	ROADWAY	E	2	14,095.41	10/3/2016	5	72
TWIN_RIV	090	1/1/2011	AC	ROADWAY	E	2	13,626.92	10/3/2016	5	81
TWIN_RIV	100	1/1/2011	AC	ROADWAY	E	2	28,522.00	10/3/2016	5	64
TWIN_RIV	110	1/1/2011	AC	ROADWAY	E	2	6,699.41	10/3/2016	5	73
TWIN_RIV	120	1/1/2011	AC	ROADWAY	E	2	18,605.29	10/3/2016	5	64
TWIN_RIV	130	1/1/2011	AC	ROADWAY	E	2	23,941.04	10/3/2016	5	69
TWIN_RIV	140	1/1/2011	AC	ROADWAY	E	2	12,776.83	10/3/2016	5	75
TWIN_RIV	150	1/1/2011	AC	ROADWAY	E	2	7,903.90	10/3/2016	5	70
TWIN_RIV	160	1/1/2011	AC	ROADWAY	E	2	4,749.37	10/3/2016	5	88
TWIN_RIV	170	1/1/2011	AC	ROADWAY	E	2	6,713.77	10/3/2016	5	86
TWIN_RIV	180	1/1/2011	AC	ROADWAY	E	2	6,071.94	10/3/2016	5	86
TWIN_RIV	190	1/1/2011	AC	ROADWAY	E	2	6,598.23	10/3/2016	5	84
TWIN_RIV	200	1/1/2011	AC	ROADWAY	E	2	6,916.00	10/3/2016	5	84
TWIN_RIV	210	1/1/2011	AC	ROADWAY	E	2	6,848.00	10/3/2016	5	75
TWIN_RIV	220	1/1/2011	AC	ROADWAY	E	2	22,893.76	10/3/2016	5	78
TYSON_CT	010	1/1/1990	AC	ROADWAY	E	2	8,440.42	10/3/2016	26	89
TYSON_ST	010	1/1/1990	AC	ROADWAY	E	2	9,414.41	10/3/2016	26	91
TYSON_ST	020	1/1/1990	AC	ROADWAY	E	2	3,714.85	10/3/2016	26	84
VALENCIA	010	1/1/2015	AC	ROADWAY	E	2	10,974.00	10/3/2016	1	95
VALLEY_OA	010	1/1/1990	AC	ROADWAY	E	2	8,377.34	10/3/2016	26	85
VANNESSA	010	1/1/1990	AC	ROADWAY	E	2	25,460.59	10/3/2016	26	70
VERACLIFF	010	1/1/1990	AC	ROADWAY	E	2	20,833.30	10/3/2016	26	90
VERNON	010	1/1/1990	AC	ROADWAY	E	2	15,511.20	10/3/2016	26	73
VERNON	020	1/1/1990	AC	ROADWAY	E	2	15,858.00	10/3/2016	26	72
VICKI	010	1/1/2016	AC	ROADWAY	E	2	9,920.67	10/3/2016	0	100
VILLAGE	010	1/1/1990	AC	ROADWAY	E	2	4,633.39	10/3/2016	26	80
VINE	010	1/1/2015	AC	ROADWAY	E	2	35,613.86	10/3/2016	1	92
VISTA_KNL	010	1/1/1990	AC	ROADWAY	E	2	4,825.26	10/3/2016	26	61
W_CELERY	010	1/1/1990	AC	ROADWAY	E	2	16,424.99	10/3/2016	26	82
W_FRANKLIN	010	1/1/2015	AAC	ROADWAY	E	2	16,498.94	10/3/2016	1	93
W_FRANKLIN	020	1/1/2015	AAC	ROADWAY	E	2	15,896.29	10/3/2016	1	93
W_HIGH	010	1/1/2016	AC	ROADWAY	E	2	33,636.26	10/3/2016	0	100
W_MAGNOLIA	010	4/16/2009	AC	ROADWAY	E	2	36,145.89	10/3/2016	7	83
W_MIT_HAM	010	1/1/1990	AC	ROADWAY	B	4	19,019.90	10/3/2016	26	83
W_MIT_HAM	020	1/1/1990	AC	ROADWAY	B	4	8,485.70	10/3/2016	26	52
W_MIT_HAM	030	1/1/1990	AC	ROADWAY	B	4	28,848.72	10/3/2016	26	67
W_MIT_HAM	040	1/1/1990	AC	ROADWAY	B	4	132,583.87	10/3/2016	26	81
W_MIT_HAM	050	1/1/1990	AC	ROADWAY	B	4	39,419.34	10/3/2016	26	80
W_MIT_HAM	060	1/1/1990	AC	ROADWAY	B	4	26,118.77	10/3/2016	26	84
W_MIT_HAM	070	1/1/1990	AC	ROADWAY	B	4	12,794.00	10/3/2016	26	77
W_MIT_HAM	080	1/1/1990	AC	ROADWAY	B	4	29,764.11	10/3/2016	26	73
W_RIVIERA	010	1/1/1990	AC	ROADWAY	E	2	6,814.97	10/3/2016	26	72
W_RIVIERA	020	1/1/1990	AC	ROADWAY	E	2	22,273.79	10/3/2016	26	70
W_RIVIERA	030	1/1/2013	AC	ROADWAY	E	2	7,101.75	10/3/2016	3	63
W_RIVIERA	040	1/1/2013	AC	ROADWAY	E	2	6,804.03	10/3/2016	3	58
W_RIVIERA	050	1/1/2013	AC	ROADWAY	E	2	7,830.62	10/3/2016	3	93
W_RIVIERA	060	1/1/2013	AC	ROADWAY	E	2	14,703.46	10/3/2016	3	66
W_RIVIERA	070	1/1/2013	AC	ROADWAY	E	2	6,885.81	10/3/2016	3	46
W_RIVIERA	080	1/1/2013	AC	ROADWAY	E	2	6,988.39	10/3/2016	3	85

W_RIVIERA	090	1/1/2013	AC	ROADWAY	E	2	7,048.44	10/3/2016	3	85
W_RIVIERA	100	1/1/1990	AC	ROADWAY	E	2	15,153.77	10/3/2016	26	54
W_RIVIERA	110	1/1/1990	AC	ROADWAY	E	2	8,283.02	10/3/2016	26	93
W_VILLAGE	010	1/1/1990	AC	ROADWAY	E	2	4,276.33	10/3/2016	26	65
W_VILLAGE	020	1/1/1990	AC	ROADWAY	E	2	4,635.74	10/3/2016	26	27
WADING	010	1/1/1990	AC	ROADWAY	E	2	6,691.66	10/3/2016	26	82
WADING	020	1/1/1990	AC	ROADWAY	E	2	17,885.10	10/3/2016	26	95
WADING	030	1/1/1990	AC	ROADWAY	E	2	9,335.88	10/3/2016	26	85
WADING	040	1/1/1990	AC	ROADWAY	E	2	19,092.49	10/3/2016	26	90
WADING	050	1/1/1990	AC	ROADWAY	E	2	7,846.80	10/3/2016	26	92
WAINRIGHT	010	1/1/1990	AC	ROADWAY	E	2	18,912.07	10/3/2016	26	38
WAINRIGHT	020	1/1/1990	AC	ROADWAY	E	2	4,499.43	10/3/2016	26	55
WARD	010	1/1/1990	AC	ROADWAY	E	2	12,302.83	10/3/2016	26	93
WARD	020	1/1/1990	AC	ROADWAY	E	2	19,770.98	10/3/2016	26	91
WASHTN_DR	010	1/1/1990	AC	ROADWAY	E	2	4,414.57	10/3/2016	26	74
WASHTN_DR	020	1/1/1990	AC	ROADWAY	E	2	11,136.17	10/3/2016	26	51
WASHTN_ST	010	1/1/1990	AC	ROADWAY	E	2	22,980.83	10/3/2016	26	85
WATER_LILY	010	1/1/1990	AC	ROADWAY	E	2	6,752.84	10/3/2016	26	90
WATER_LILY	020	1/1/1990	AC	ROADWAY	E	2	7,370.01	10/3/2016	26	94
WATER_PL	010	1/1/1990	AC	ROADWAY	E	2	52,265.24	10/3/2016	26	79
WAVERLEE	010	1/1/1990	AC	ROADWAY	E	2	5,929.05	10/3/2016	26	73
WEAVER	010	1/1/1990	AC	ROADWAY	E	2	33,500.70	10/3/2016	26	70
WEAVER	020	1/1/1990	AC	ROADWAY	E	2	27,661.64	10/3/2016	26	65
WELLESLY	010	1/1/1990	AC	ROADWAY	E	2	28,922.57	10/3/2016	26	89
WELLING_AV	010	1/1/2014	AC	ROADWAY	E	2	23,626.21	10/3/2016	2	70
WELLING_AV	020	1/1/2014	AC	ROADWAY	E	2	7,652.13	10/3/2016	2	95
WELLING_CT	010	1/1/2014	AC	ROADWAY	E	2	6,966.50	10/3/2016	2	61
WHARF_CR	010	1/1/1990	AC	ROADWAY	E	2	8,787.99	10/3/2016	26	75
WHEELER	010	1/1/1990	AC	ROADWAY	E	2	16,410.48	10/3/2016	26	61
WHISPER	010	1/1/2015	AC	ROADWAY	E	2	11,173.25	10/3/2016	1	92
WHITEWOOD	010	1/1/1990	AC	ROADWAY	E	2	16,397.14	10/3/2016	26	95
WHITTIER	010	1/1/1990	AC	ROADWAY	E	2	18,535.94	10/3/2016	26	82
WHITTIER	020	1/1/1990	AC	ROADWAY	E	2	11,953.22	10/3/2016	26	89
WILD_EAGLE	010	1/1/1990	AC	ROADWAY	E	2	7,115.74	10/3/2016	26	95
WILD_EAGLE	020	1/1/1990	AC	ROADWAY	E	2	34,927.99	10/3/2016	26	90
WILD_IND	010	1/1/1990	AC	ROADWAY	E	2	16,852.53	10/3/2016	26	78
WILD_IND	020	1/1/1990	AC	ROADWAY	E	2	7,330.13	10/3/2016	26	91
WILD_IND	030	1/1/1990	AC	ROADWAY	E	2	6,426.38	10/3/2016	26	95
WILLA_CT	010	1/1/2011	AC	ROADWAY	E	2	2,706.17	10/3/2016	5	90
WILLA_DR	010	1/1/2011	AC	ROADWAY	E	2	9,162.88	10/3/2016	5	82
WILLA_LAKE	010	1/1/2011	AC	ROADWAY	E	2	39,973.07	10/3/2016	5	74
WILLA_LAKE	020	1/1/2011	AC	ROADWAY	E	2	16,335.77	10/3/2016	5	90
WILLA_LAKE	030	1/1/2011	AC	ROADWAY	E	2	25,514.39	10/3/2016	5	81
WILLOW_CR	010	1/1/1990	AC	ROADWAY	E	2	8,340.11	10/3/2016	26	88
WILLOW_CR	020	1/1/1990	AC	ROADWAY	E	2	12,779.64	10/3/2016	26	66
WILLOW_CR	030	1/1/1990	AC	ROADWAY	E	2	7,890.85	10/3/2016	26	70
WILLOW_DP	010	1/1/1990	AC	ROADWAY	E	2	10,265.76	10/3/2016	26	95
WILLOW_DP	020	1/1/1990	AC	ROADWAY	E	2	22,516.36	10/3/2016	26	91
WILLOW_DP	030	1/1/1990	AC	ROADWAY	E	2	7,598.50	10/3/2016	26	95
WILLOW_DP	040	1/1/1990	AC	ROADWAY	E	2	6,098.47	10/3/2016	26	88

WILLOW_DP	050	1/1/1990	AC	ROADWAY	E	2	5,038.85	10/3/2016	26	93
WILLOW_DP	060	1/1/1990	AC	ROADWAY	E	2	18,557.64	10/3/2016	26	95
WILSON	010	1/1/1990	AC	ROADWAY	E	2	3,800.16	10/3/2016	26	91
WILSON	020	1/1/1990	AC	ROADWAY	E	2	2,015.09	10/3/2016	26	95
WILSON	030	1/1/1990	AC	ROADWAY	E	2	2,219.32	10/3/2016	26	87
WILSON	040	1/1/1990	AC	ROADWAY	E	2	8,833.83	10/3/2016	26	67
WILSON	050	1/1/1990	AC	ROADWAY	E	2	3,190.88	10/3/2016	26	65
WILSON	060	1/1/1990	AC	ROADWAY	E	2	5,855.40	10/3/2016	26	68
WINDING	010	1/1/1990	AC	ROADWAY	E	2	32,289.08	10/3/2016	26	88
WINDING	020	1/1/1990	AC	ROADWAY	E	2	7,424.52	10/3/2016	26	71
WINDSOR	010	1/1/1990	AC	ROADWAY	E	2	15,747.15	10/3/2016	26	79
WINDY_PINE	010	7/31/2015	AC	ROADWAY	E	2	56,176.81	10/3/2016	1	91
WINTER_SP	010	1/1/1990	AC	ROADWAY	C	2	8,398.63	10/3/2016	26	89
WINTER_SP	020	1/1/1990	AC	ROADWAY	C	2	6,705.61	10/3/2016	26	89
WINTER_SP	030	1/1/1990	AC	ROADWAY	C	2	2,385.67	10/3/2016	26	89
WINTER_SP	040	1/1/1990	AC	ROADWAY	C	2	24,693.78	10/3/2016	26	83
WIPPOOR	010	1/1/1990	AC	ROADWAY	E	2	12,573.86	10/3/2016	26	95
WOLFE	010	1/1/2015	AC	ROADWAY	E	2	9,570.03	10/3/2016	1	84
WOOD	010	1/1/1990	AC	ROADWAY	E	2	17,645.10	10/3/2016	26	54
WOOD	020	1/1/1990	AC	ROADWAY	E	2	8,347.80	10/3/2016	26	44
WOOD	030	1/1/2000	GR	ROADWAY	E	2	4,032.31	1/1/2000	0	100
WOOD_HOLL	010	1/1/1990	AC	ROADWAY	E	2	10,875.84	10/3/2016	26	95
WOODBLOOM	010	1/1/1990	AC	ROADWAY	E	2	4,176.20	10/3/2016	26	90
WOODCREST	010	1/1/1990	AC	ROADWAY	E	2	14,318.77	10/3/2016	26	81
WOODHURST	010	1/1/1990	AC	ROADWAY	E	2	3,550.60	10/3/2016	26	95
WORTHING	010	1/1/2016	AC	ROADWAY	E	2	17,969.03	10/3/2016	0	100
YORKSHIRE	010	1/1/2014	AC	ROADWAY	E	2	54,032.54	10/3/2016	2	76
ZACHARY	010	1/1/1990	AC	ROADWAY	E	2	9,053.71	10/3/2016	26	74
ZOE	010	3/30/2016	AC	ROADWAY	E	2	8,790.81	10/3/2016	0	100

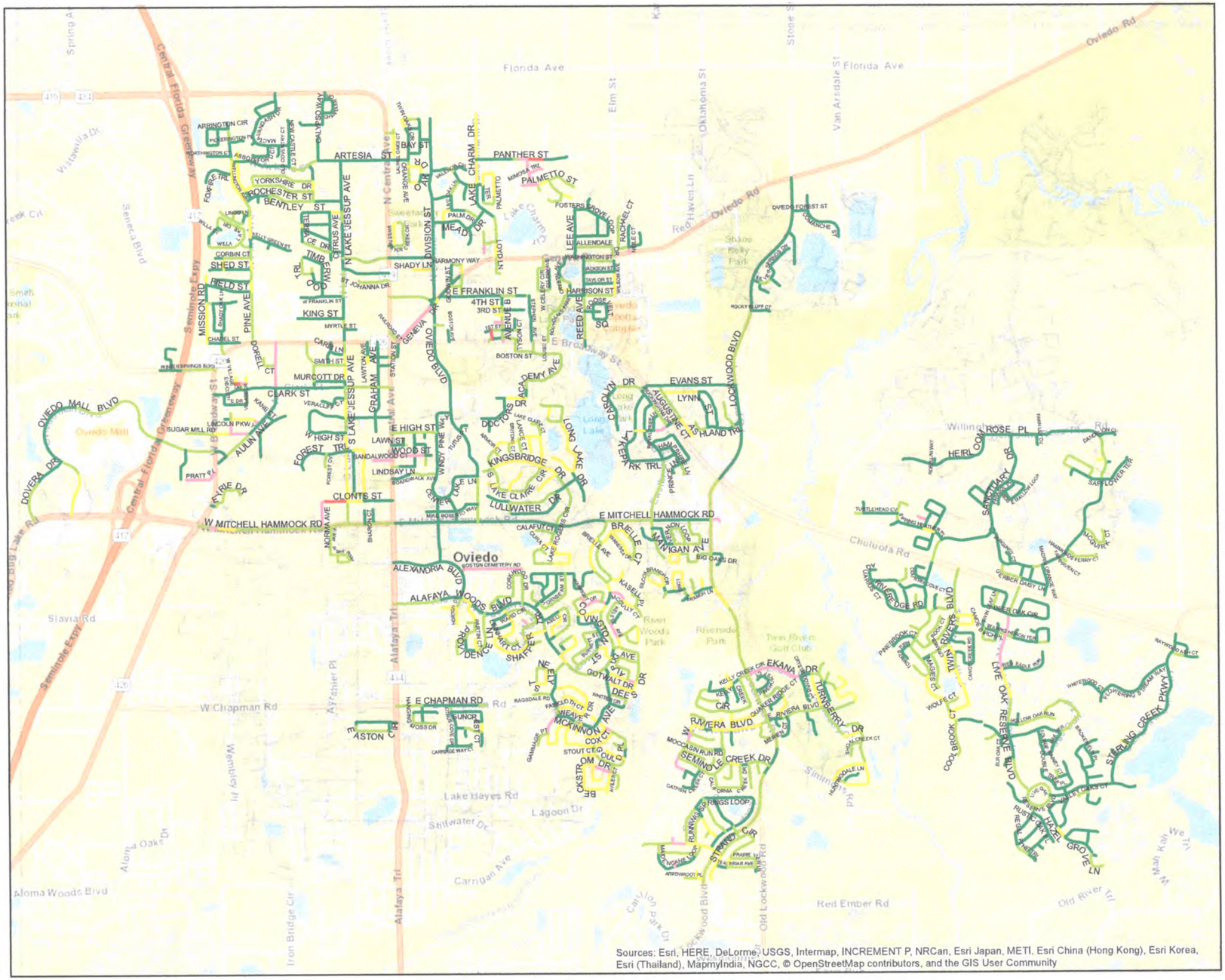
Section Condition Report (Summary)

Pavement Database: 2017_Oviedo_V6

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		2,498,674.15	181	93.55	7.99	92.59
03-05	3	2,263,396.32	167	83.05	10.20	82.58
06-10	6	732,508.33	55	84.09	11.13	82.35
11-15			0			
16-20	16	31,900.49	16	83.69	12.38	83.91
21-25			0			
26-30	26	12,500,110.38	841	80.44	13.81	80.60
31-35			0			
36-40			0			
41-50			0			
ALL	18	18,026,589.67	1260	82.87	13.34	82.59
Over 50			0			

Dynatest®

APPENDIX B Maps



City of Oviedo, FL

Map B-1
Pavement Section PCI
(October 2016)

Pavement Condition Index (PCI)

- Very Poor (PCI 0 - 30)
- Poor (PCI 31 - 55)
- Fair (PCI 56 - 70)
- Satisfactory (PCI 71 - 85)
- Good (PCI 86 - 100)

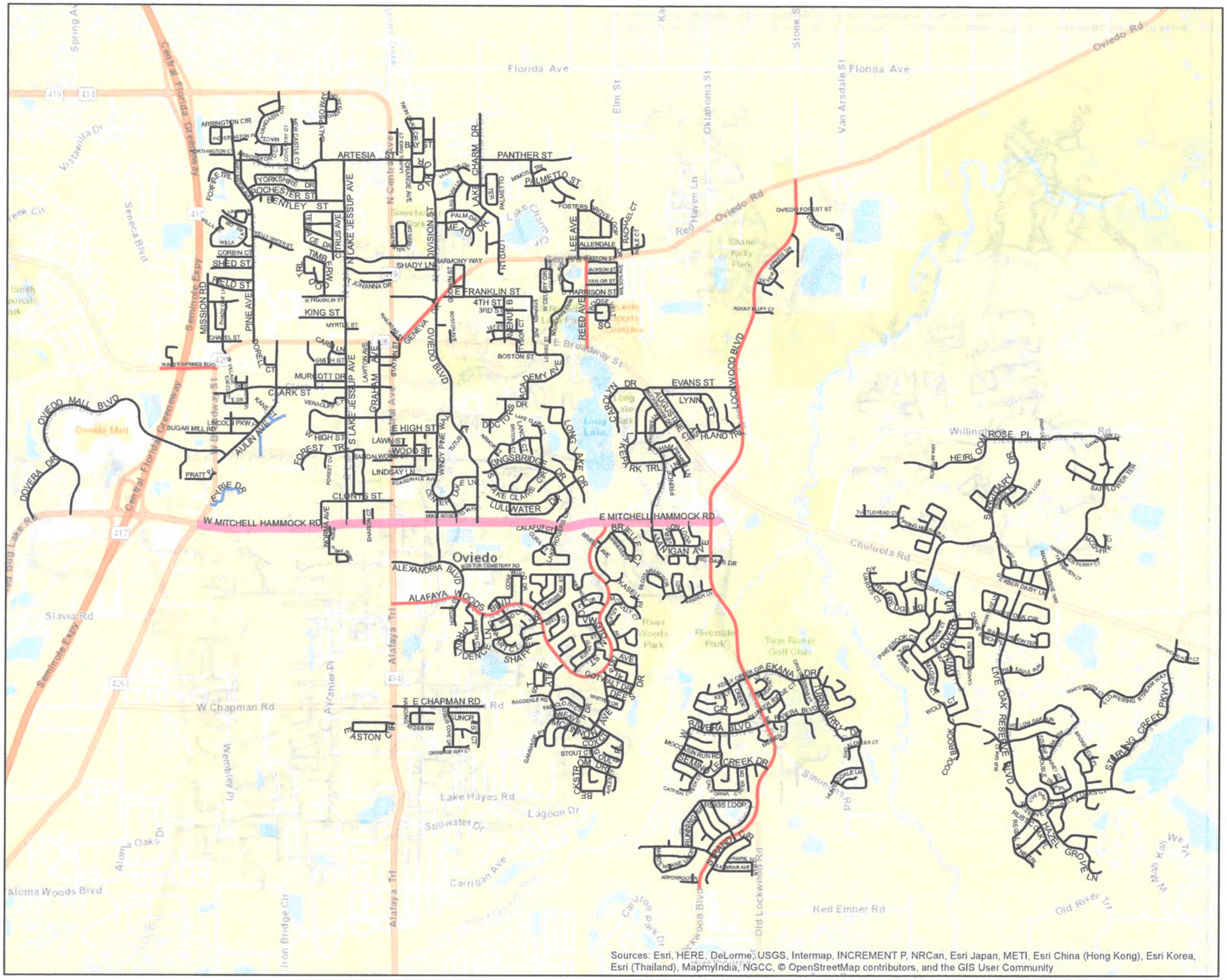
®

0 0.5 1 Miles

Dynatest®

City of Oviedo, FL

Map B-2
Pavement Section Rank



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

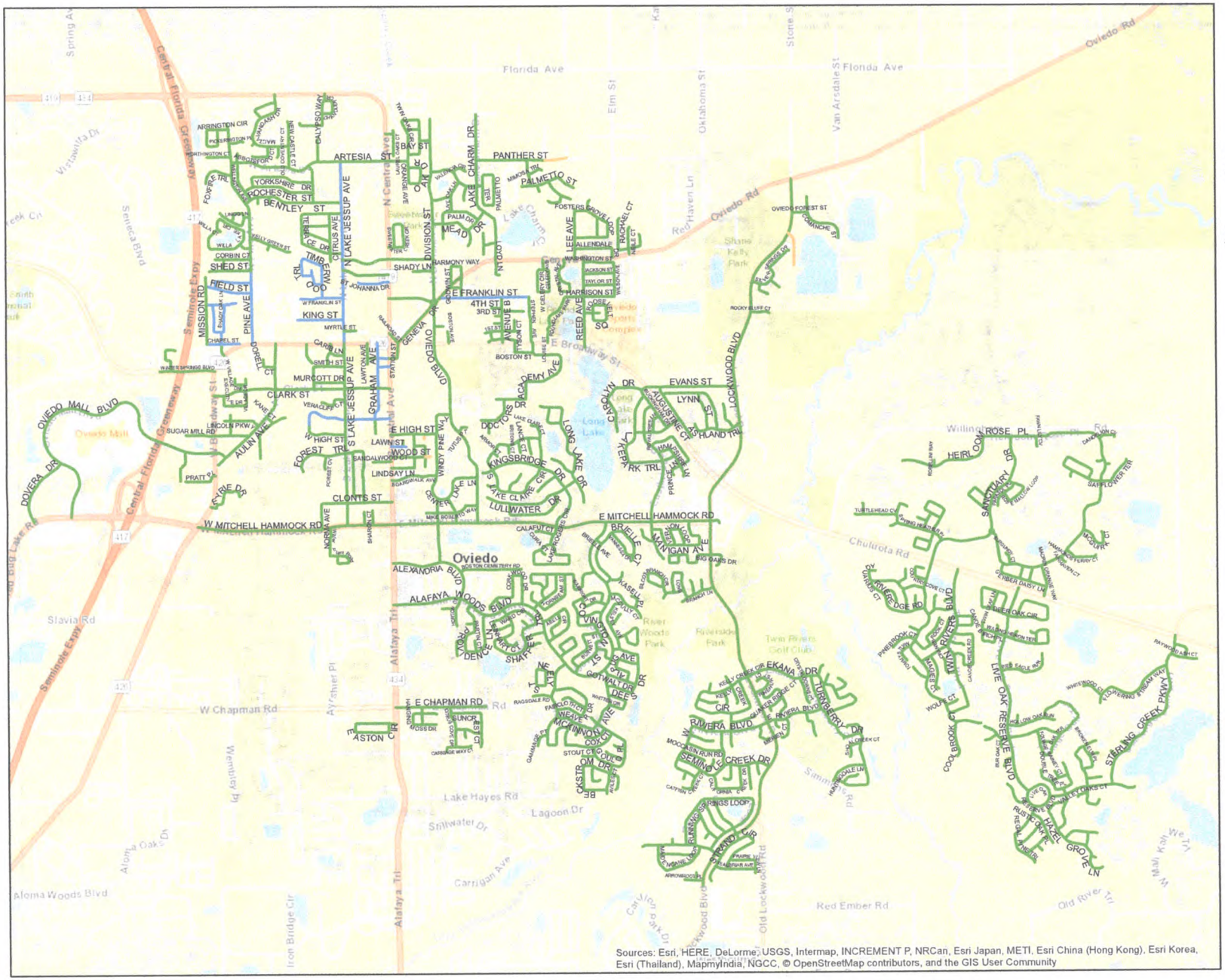
Pavement Section Rank

- B - Arterial
- C - Collector
- E - Local
- I - Industrial

®

0 0.5 1 Miles

Dynatest®



City of Oviedo, FL

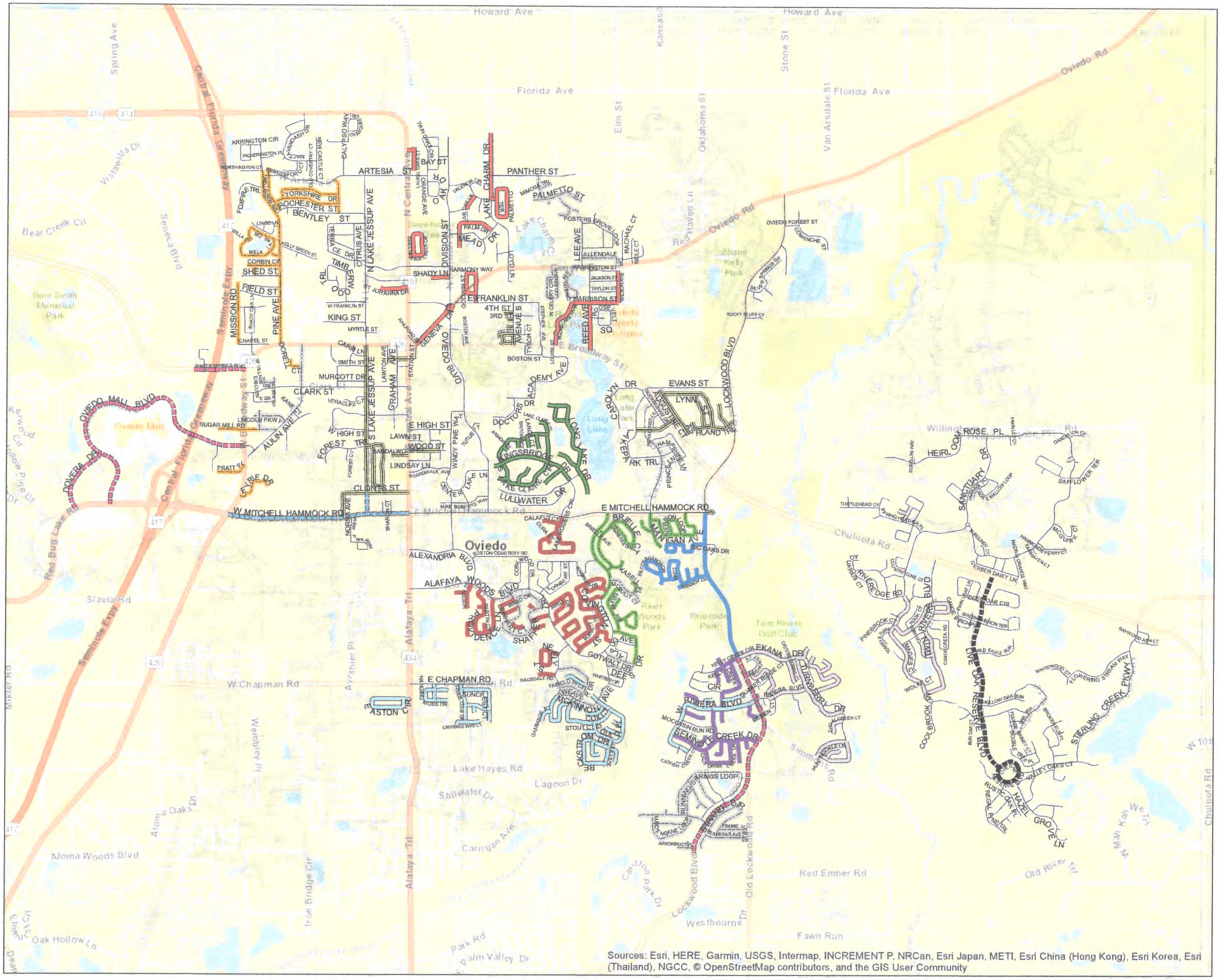
Map B-3
Pavement Section Surface Type

Surface

- AAC
- AC
- GR

0 0.5 1 Miles

Dynatest®



City of Oviedo, FL

Map B-4
Pavement Section
Recommended M&R

Major M&R Year

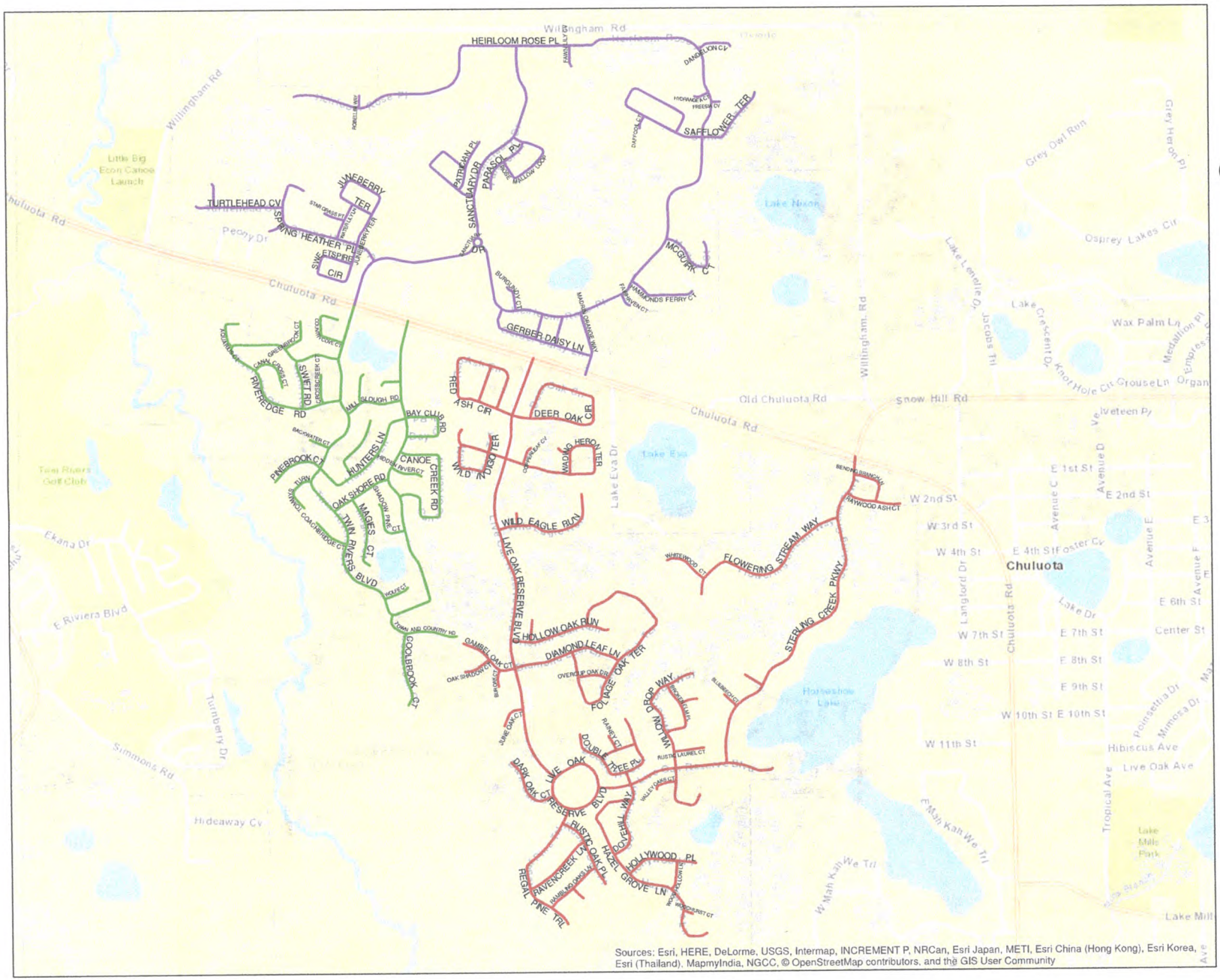
- No Major M&R
- 2016-17
- 2017-18
- 2018-19
- 2019-20
- 2020-21
- 2021-22
- 2022-23
- 2023-24
- 2024-25
- 2025-26
- 2026-27
- 2027-28
- 2028-29
- 2029-30

®

0 | 0.55 | 1.1 Miles

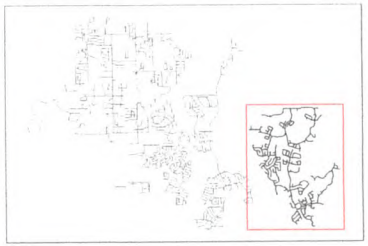
Based of annual budget of $800k/Yr.
Future M&R budget may be lower depending on the availability of funds.

Dynatest®



City of Oviedo, FL

Map B-5-A - Subdivision A



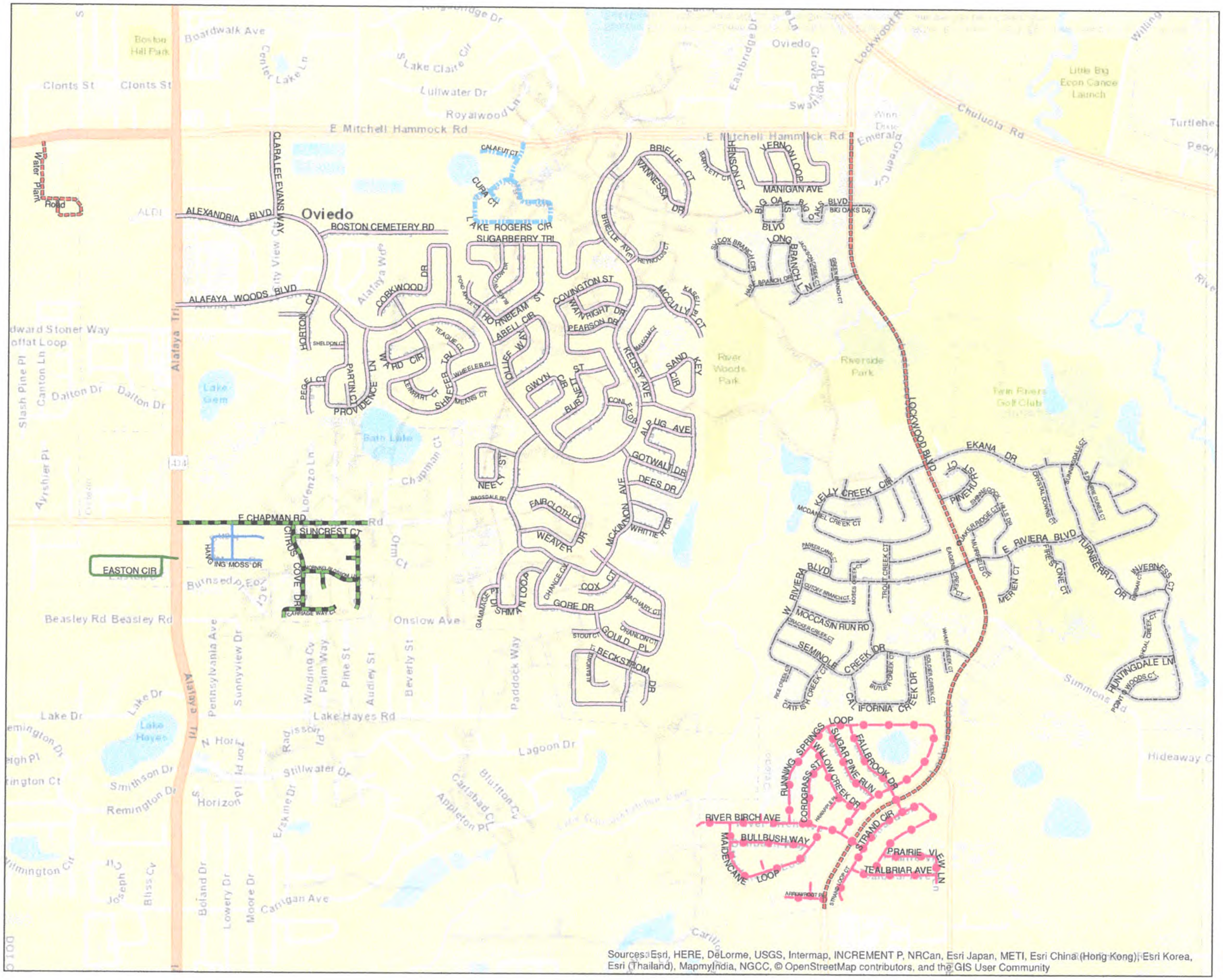
Subdivision A

- Live Oak Reserve
- Riverside at Twin Rivers
- Sanctuary

0 0.25 0.5 Miles

City of Oviedo, FL

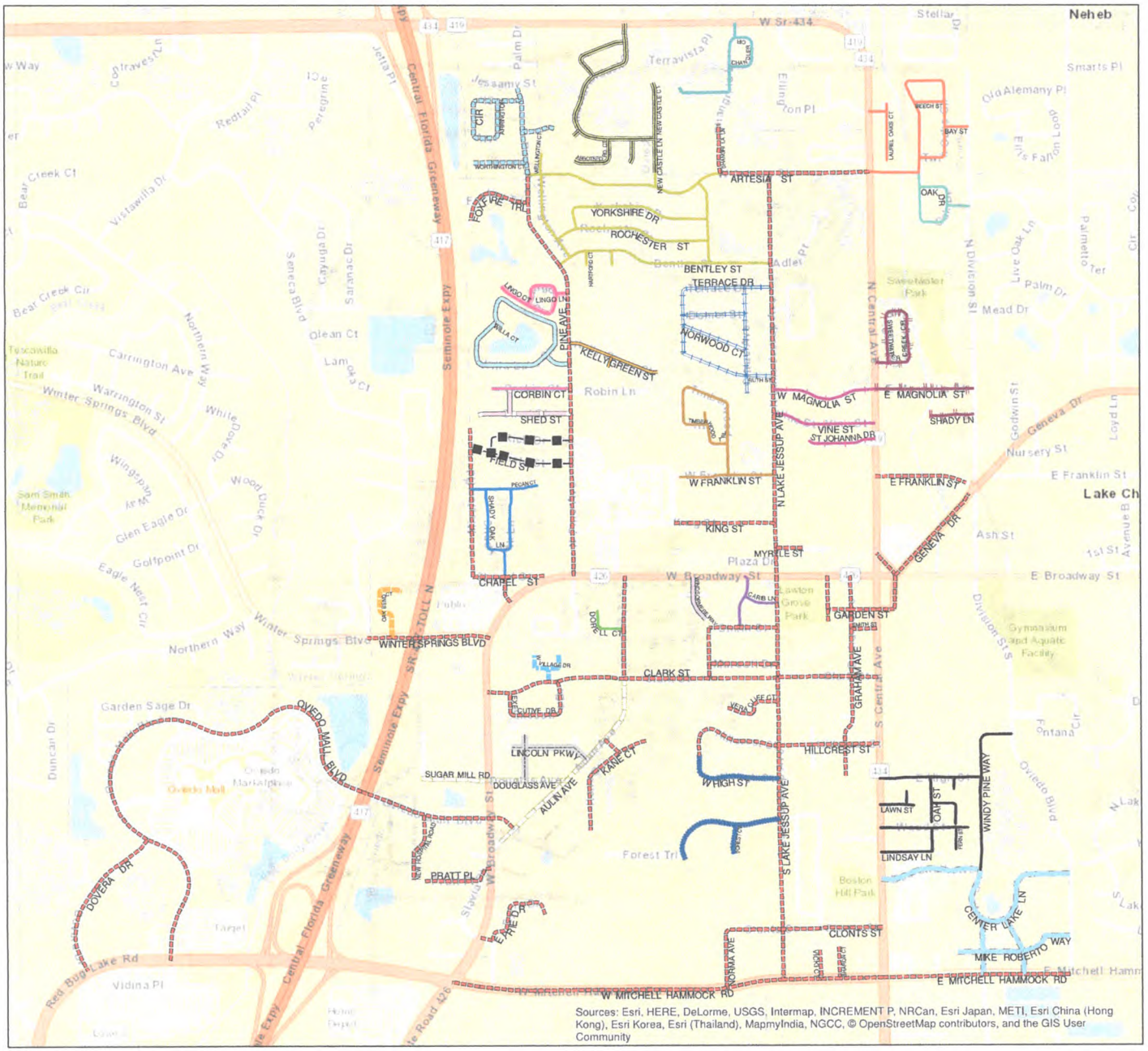
Map B-5-B - Subdivision B

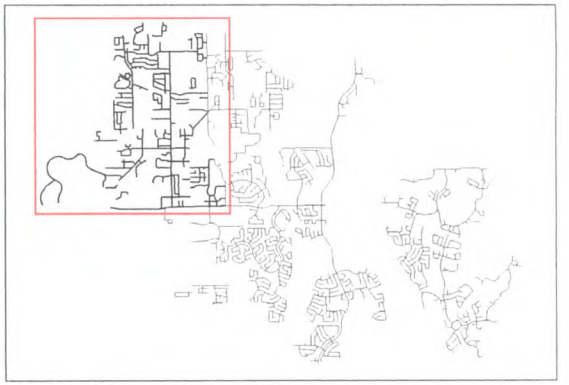


Dynatest®

City of Oviedo, FL

Map B-5-C - Subdivision C





Subdivision C

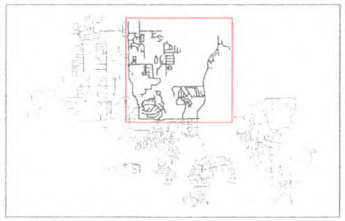
- Bentley Woods
- Dorell Sub
- Grove Hill
- Hammock Reserve
- Hickory Glen
- Lincoln Park
- Mac Kinleys Mill
- No Subdivision
- Oak Hill Villas
- Oak Hollow
- Oak Ridge
- Oviedo Heights
- Oviedo Oaks
- Oviedo Terrace
- Oviedo on the Park
- Richfield
- Seneca Bend
- Shed Grove Homes
- Sweetwater
- Timberwood
- Twin Oaks
- Whispering Oaks
- Willa Lake
- Willa Oaks
- Windmeadow Farms
- Windsormer
- Woodland Heights
- Worthington

0 0.25 0.5 Miles

Dynatest®

City of Oviedo, FL

Map B-5-D - Subdivision D



Subdivision D

- Allendale
- Cedar Bend
- Crystal Shores
- Fosters Grove
- Garden Grove
- Kingsbridge East
- Kingsbridge West
- Lake Charm
- Mead Manor
- Meadowcrest
- No Subdivision
- Oviedo Forest
- Round Lake Estates
- Sans Souci
- Washington Heights
- Waverlee Woods

0 0.25 0.5 Miles

Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Dynatest®