

# CITY OF LINWOOD

# ROADWAY INVENTORY

## REPORT AND ROADWAY DATABASE



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**1.0 INTRODUCTION**

Dixon Associates Engineering, LLC in its capacity as the City Engineer for the City of Linwood has been retained to complete a Citywide Roadway Inventory. The intent of the Roadway Inventory is provide a basis for public officials to prioritize future roadway improvements and provide an approximation of the construction costs associated with those roadway improvements. The roadway inventory consists of three documents as follows:

- Roadway Inventory Report and Database (This Report)
- Straight Line Diagrams
- Street Map

Each of the above documents is considered to be a fluid and ongoing document; meaning that in order to be a useful reference and informational tool in the future is must be continually updated. At a minimum, this report should be updated annually to reflect projects completed during the previous year as well as to account for continued street openings which can have a deleterious effect on a roadway. Other roadway conditions such as the severity of roadway cracking, base failure and rideability should also be periodically updated to ensure an accurate prioritization of future roadway improvement projects.

This Roadway Inventory includes only those public streets that are under the jurisdictional ownership of the City of Linwood. While some private streets are included in the accompanying Straight Line Diagrams they are not intended to be considered as potential public projects. State and County owned roadways are also excluded from these reports. The State and County roadways that are excluded are as follows:

1. New Road (State Route 9)
2. Shore Road (Country Route 585)
3. Ocean Heights Avenue (County Route 559A)
4. Burroughs Avenue (County Route 691)

**2.0 DATA COLLECTION**

In order to prepare this Roadway Inventory and related documents Dixon Associates collected a vast array of roadway information. As noted above detailed Straight Line Diagrams were prepared for each roadway. The Straight Line Diagrams were prepared first by overlaying existing aerial photography available from the New Jersey Department of Environmental Protection. The base drawings were then adjusted following detailed and extensive field investigation of each street including curb and sidewalk locations, roadway widths, pavement markings, and traffic sign location. The typical condition of each street was also photo-logged. The Straight Line Diagrams provide City employees and officials with a fairly accurate reference tool.

Following the preparation of the Straight Line Diagrams actual roadway conditions were catalogued for the ultimate task of rating each roadway and providing estimates of potential improvement costs. The roadway data collected is described in greater detail below.

**3.0 ROADWAY DATABASE**

As noted in Section 2.0 of this report an extensive database of roadway information was collected. The overall roadway database is included as Appendix "A" of this report. In order to understand the roadway database, each piece of information is described by the corresponding column header as follows:

**3.1 ROADWAY SECTION**

- R1 Name: The name of the roadway
- R2 Road No: A road number was assigned to each roadway. These numbers do not correspond to any priority and were only assigned based on the order in which the roads were inventoried.

- R3 Section: Some roads are longer than others or have logical barriers that necessitate a road being broken into sections. The section number identifies each individual roadway section as it applies to this report.
- R4 From: The southern or western limit of each roadway section
- R5 To: The northern or eastern limit of each roadway section.

**3.2 ROADWAY DATA**

- R6 Thru Street by Ordinance: A "YES" in this column is an indication that the street is listed as a "through street" in Chapter 263: Vehicles and Traffic in the Code of the City of Linwood.
- R7 Thru Street Level: Each roadway section was assigned a value of 0 to 3 based on its logical classification within the roadway network of the City of Linwood. The criterion for each level is as follows:

Level	Criteria
3	These streets are the highest level municipal streets. These streets provide access to neighboring towns, are the prime means of the travel through the City (other than New Road and Shore Road) and provide direct access to other City Streets.  <i>Example: Poplar Avenue provides access to Egg Harbor Township and is a primary east-west corridor through the City providing access to numerous other public streets.</i>
2	These streets are secondary through streets. While they are not considered the primary means of travel through the City they do carry through traffic bound for other streets within their general vicinity.

*Example: School House Drive while not a primary through street provides the only source of access to six other streets within the same neighborhood while also providing a connection between New Road and Wabash Avenue.*

1 These streets are not necessarily part of the through street system, do not provide for the sole means of access to other streets, but can be used as a through or cut through movement between two other streets.

*Example: Joseph Avenue does provide a connection between New Road and West Avenue but its use by through traffic is not necessary. It also does not provide direct access to a lower level street.*

0 These streets do not have the ability to carry any through traffic. They are primarily cul-de-sacs and dead end streets.

*Example: Woodstock Avenue*

R8 Right Of Way: The right of way width of the street section as shown on the official City tax map.

R9 Road Width: The physical width of the drivable cartway of the street section as field measured by Dixon Associates.

R10 Section Length: The length of the roadway section.

R11 Properties Directly Accessed: Properties that have direct driveway access to the roadway section are tallied in this column. If a property has driveways on two streets then it is counted as having access to each of those streets. Conversely a corner lot with frontage on two streets and only one driveway is only counted for the street section where the driveway is

located. In instances when a property is developed but has no off-street parking, it is counted as accessing the street that it has frontage on.

R12 Properties Indirect Only Access: Properties that are located on private streets are tallied for the public street section that the private street accesses.

*Example: Ross Lane is a private street with several homes and Ross Lane accesses West Avenue. The homes on Ross Lane are counted here.*

R13 Overall Access Factor: The overall access factor takes into account the thru street level shown in R7 as well as the number of properties accessing the street section as described in R11 and R12. The purpose of the overall access factor is to adjust the pavement rating to account for streets that serve a higher purpose to the residents of the City. The access factor effectively reduces the roadway rating for streets that carry more thru traffic and provide more access to property. The overall access factor is comprised of two parts as follows:

Thru Street Factor is applied as follows:

<u>Level</u>	<u>Factor</u>
0	1.000
1	0.970
2	0.930
3	0.900

Property Access Factor is applied as follows:

<u>No. of Properties</u>	<u>Factor</u>
Less than or equal to 5	1.000
6 to 10	0.980

<u>No. of Properties</u>	<u>Factor</u>
11 to 15	0.960
16 to 20	0.940
21 to 25	0.920
More than 25	0.900

These two factors are then multiplied together to arrive at the overall access factor.

The Overall Access Factor is ultimately applied to the Pavement Conditions Rating (P11) to arrive at the Overall Roadway Rating (P12). This process is described later in this report.

*Example: Greenwich Avenue is an access level 2 street with a total 10 homes accessing the street. The overall access factor is calculated as 0.930 x 0.980 = 0.911.*

**3.3 PAVEMENT RATING**

P1 Extent of Base Failure (Description): A description of extent of the pavements base failure ranging from “None” to “Extensive”

P2 Extent of Base Failure (Rating): A 0 to 5 rating is applied to each street section for the extent of base failure based on the description in P1 as follows:

<u>Description</u>	<u>Rating/Factor</u>
None	5.0
Minimal	4.0
Fair	3.0
Bad	2.0
Very Bad	1.0
Extensive	0.0

Half point ratings were also applied in some cases. For example a “Bad/Fair” description would result in a 2.5 ratings.

P3 Number of Street Openings (Actual): The actual number of street openings that exist on each street section

P4 Number of Street Openings (Rating): A 0 to 5 rating is applied to each street section based on the number of street openings in P3 divided by the length of road (frequency of street openings) as follows:

<u>Openings per 500 feet</u>	<u>Rating/Factor</u>
Less than or equal to 1.0	5.0
>1.0 but <= 1.5	4.0
>1.5 but <= 2.0	3.5
>2.0 but <= 3.0	3.0
>3.0 but <= 4.0	2.5
>4.0 but <= 5.0	2.0
>5.0 but <= 7.5	1.5
>7.5 but <=10.0	1.0
More than 10.0	0.0

P5 Severity of Cracking (Description): A description of severity of the roadway surface cracking from “None” to “Extensive”

P6 Severity of Cracking (Rating): A 0 to 5 rating is applied to each street section for the severity of cracking based on the description in P5 as follows:

<u>Description</u>	<u>Rating/Factor</u>
None	5.0
Minimal	4.0
Fair	3.0
Bad	2.0
Very Bad	1.0
Extensive	0.0

Half point ratings were also applied in some cases. For example a “Bad/Fair” description would result in a 2.5 ratings.

P7 Overall Rideability (Description): A description of the overall rideability of the roadway section ranging from “Excellent” to “Unrideable”

P8 Overall Rideability (Rating): A 0 to 5 rating is applied to each street section for the overall rideability based on the description in P7 as follows:

<u>Description</u>	<u>Rating/Factor</u>
Excellent	5.0
Good	4.0
Fair	3.0
Bad	2.0
Very Bad	1.0
Unrideable	0.0

Half point ratings were also applied in some cases. For example a “Bad/Fair” description would result in a 2.5 ratings.

P9 Extent of Surface Ponding (Description): A description of extent of surface ponding from “None” to “Extensive”

P10 Extent of Surface Ponding (Rating): A 0 to 5 rating is applied to each street section for the extent of ponding based on the description in P9 as follows:

<u>Description</u>	<u>Rating/Factor</u>
None	5.0
Minimal	4.0
Fair	3.0
Bad	2.0
Very Bad	1.0
Extensive	0.0

Half point ratings were also applied in some cases. For example a “Bad/Fair” description would result in a 2.5 ratings.

P11 Pavement Conditions Rating: The pavement conditions rating is established based the five individual ratings established in P2, P4, P6, P8, and P10 and the following formula:

$$\begin{aligned}
 & P2 \times 1.5 / 8 \\
 + & P4 \times 1.0 / 8 \\
 + & P6 \times 1.5 / 8 \\
 + & P8 \times 2.75 / 8 \\
 + & P10 \times 1.25 / 8 \\
 \hline
 & = \text{Pavement Conditions Rating}
 \end{aligned}$$

P12 Overall Roadway Rating: The overall roadway rating is calculated by multiplying the P11 (Pavement Conditions Rating) by R13 (Overall Access Factor). The overall roadway rating is the primary basis by which roadway improvements are prioritized.

*FOR PRIORITIZATION PURPOSES, THE LOWER A ROADWAYS RATING IS THE HIGHER ON THE PRIORITY LIST THE ROAD WILL BE.*

**3.4 STORMWATER INFRASTRUCTURE**

ST1 Number of Type “A” Inlets: The number of type “A” inlets on the section of street. When a type “A” inlet is located within the limits of an intersection that it is considered to be located on the higher access level street.

ST2 Number of Bike Safe: The number of type “A” inlets in ST1 that have a bicycle safe grate installed.

ST3 Number of Type “E” Inlets: The number of type “E” inlets on the section of street. When a type “E” inlet is located within the limits of an intersection that it is considered to be located on the higher access level street.

- ST4 Number of Bike Safe: The number of type “E” inlets in ST3 that have bicycle safe grates installed.
- ST5 Number of Type “B” Inlets: The number of type “B” inlets on the section of street.
- ST6 Number of Bike Safe: The number of type “B” inlets in ST5 that have a bicycle safe grate installed.
- ST7 Number Stormwater Compliant: The number of type “B” inlets in ST5 that have a curb piece that is compliant with the 2004 New Jersey Stormwater Regulations.
- ST8 Number of Other Inlets: The number of other inlets including non-standard size inlets and open pipe inlets.

**3.5 CONCRETE CURB**

- CU1 North/West Side Percent Curbed: The percentage of the northern or western side of street section that has concrete curb.
- CU2 North/West Side Overall Condition: A description of the overall condition of any curb existing on the North or West side of the roadway section.
- CU3 North/West Side Percent to be Replaced: The percentage of any existing curb that is recommended to be replaced due to poor condition.
- CU4 South/East Side Percent Curbed: The percentage of the southern or eastern side of street section that has concrete curb.
- CU5 South/East Side Overall Condition: A description of the overall condition of any curb existing on the South or East side of the roadway section.

- CU6 South/East Side Percent to be Replaced: The percentage of any existing curb that is recommended to be replaced due to poor condition.

**3.6 CONCRETE GUTTER**

- G1 North/West Side Percent Gutter: The percentage of the northern or western side of street section that has concrete gutter.
- G2 North/West Side Gutter Width: The actual width of the gutter in inches.
- G3 North/West Side Percent to be Replaced: The percentage of any existing concrete gutter that is recommended to be replaced due to poor condition.
- G4 South/East Side Percent Curbed: The percentage of the southern or eastern side of street section that has concrete gutter.
- G5 South/East Side Overall Condition: The actual width of the gutter in inches.
- G6 South/East Side Percent to be Replaced: The percentage of any existing concrete gutter that is recommended to be replaced due to poor condition.

**3.7 SIDEWALK**

- SW1 North/West Side Percent Sidewalk: The percentage of the northern or western side of the street section that has sidewalk or a bike path.
- SW2 North/West Side Overall Condition: A description of the overall condition of any sidewalk or bike path existing on the North or West side of the roadway section.

- SW3 North/West Side Percent to be Replaced: The percentage of any existing sidewalk that is recommended to be replaced due to poor condition.

- SW4 South/East Side Percent Curbed: The percentage of the southern or eastern side of street the section that has sidewalk or a bike path.

- SW5 South/East Side Overall Condition: A description of the overall condition of any sidewalk or bike path existing on the South or East side of the roadway section.

- SW6 South/East Side Percent to be Replaced: The percentage of any existing sidewalk or bike path that is recommended to be replaced due to poor condition.

- SW7 Primary School Walking Route: Roadway sections have been identified on a 0 to 3 rating scale as to whether they are primary walking routes to one of Linwood’s public schools. The rating system is as follows:

Level	Criteria
0	Not a primary school walking route.
1	A Primary school walking route where sidewalk is recommended on a minimum of one side of the street.
2	A Primary school walking route where sidewalk is recommended on both sides of the street.
3	A primary school walking route that a bike path exists and serves as the walking route and therefore sidewalk on the other side of the street is not necessary. Wabash Avenue is an example of this type of route.

**3.8 ADA COMPLIANCE**

SW8 Number of New ADA Curb Ramps Required: A new ADA curb ramp is required if an existing ramp is in poor condition or if sidewalks exist on the street(s) and there are no curb ramps present. On a street that currently has no sidewalks an ADA curb ramp is not considered in SW8. Since most curb ramps are located at intersections, for the purpose of this report, the curb ramp is counted in SW8 for the street with the higher access level as described in R6 and R7.

SW9 Number of Detectable Warning Surfaces Required: A detectable warning surface is a red non slip mat with truncated domes as specified in the current NJDOT regulations. These are required for all new ADA Curb Ramps and for all existing curb ramps where the detectable warning surface does not exist. Since most curb ramps are located at intersections, for the purpose of this report, the detectable warning surface is counted in SW9 for the street with the higher access level as described in R6 and R7.

**3.9 CONSTRUCTION COSTS**

Columns CO1 to CO14 as described herein are based on construction costs which are believed accurate as of the data of this report. The unit prices for the various construction items utilized for estimating the cost of roadway repairs described herein is provided in Appendix "B" of this report.

CO1 Roadway Repair – Total Area Minus Gutters: The total paved area of the roadway is calculated by the multiplying the roadway width and section length. The roadway width factors out the width of any concrete gutters. The area shown in CU1 is in square yards (S.Y.)

CO2 Roadway Repair – Area of Base Repairs: The area of the roadway that requires base repairs is determined based on a percentage of area which is determined from the "Extent of

Base Failure" rating in Column P2. The percentages are as follows:

Extent of Base Failure Rating	Estimated Percentage of Roadway Area Requiring Base Repair
5	0%
4	5%
3.5	7½%
3	10%
2.5	15%
2	20%
1	30%
0	40%

CO3 Roadway Repair – Cost: The roadway repair costs are an estimate of the cost to resurface / reconstruct the asphalt paved area of the roadway section. These costs take into account the milling and paving costs as well as the cost of roadway excavation, base material, and base and surface course asphalt for area requiring base repair.

CO4 Curb Construction – Replacement: The total lineal feet of curb that is recommended to be replaced in CU3 and CU6.

CO5 Curb Construction – New Curb as part of Sidewalk Construction: New Curbing is required where it does not exist on the side of any street where sidewalk is recommended for the purposes of establishing a school walking route. Column CO5 shows the total lineal feet of the curb required to meet this requirement.

CO6 Curb Construction – Curb Completion: Historically as part of a roadway construction project, the City of Linwood has "filled in the blanks" on streets where curbing is predominant but does not exist for the entire length of the street. For the

purpose of estimating construction costs, any street side where 75 percent of the roadway section is already curbed, it is assumed that a construction project on that roadway section would complete the curbing.

CO7 Curb Construction - Costs: The curb construction costs are an estimate of the cost to replace damaged curb and construct new curb in accordance with CO5 and CO6 above. The costs associated with curb construction factor in the cost both installing new curb as well as removing old curb where necessary.

CO8 Gutter Replacement Cost: The gutter replacement costs are an estimate of the cost to remove and replace concrete gutter that has been recommended for replacement in G3 and G6.

CO9 Sidewalk Construction – Replacement: The total area sidewalk to be replaced as recommended in SW3 and SW6 above. The values in CO9 are in square yards (S.Y.)

CO10 Sidewalk Construction – New Sidewalk as Part of School Route: The total area of sidewalk recommended for construction as part a walking route to school as outlined in SW7. For school route level 1 where sidewalk is recommended on one side of the street, the side was chosen based on which side of the roadway section has more existing sidewalk.

CO11 Sidewalk Construction – Costs: The sidewalk construction costs area an estimate of the cost to replace damaged sidewalks and construct new sidewalk in accordance with SW7. The costs associated with sidewalk construction factor in the cost of both installing new sidewalk as well as removing old sidewalk where necessary.

CO12 ADA Compliance Costs: Costs for ADA compliance include the costs associated with constructing new ADA Curb Ramps

as determined in SW8 as well as the costs of installing Detectable Warning Surfaces on new and existing ADA curb ramps.

CO13 Stormwater Compliance Costs: The costs for stormwater compliance factor in the replacement of non-bicycle safe grates on all inlets with bicycle safe grates, the replacement of non-compliant curb pieces on type "B" inlets with compliant curb pieces and the replacement of non-standard stormwater inlets with new inlets.

*THE INSTALLATION OF SEDIMENT REMOVAL DEVICES AT STORMWATER OUTFALLS IS NOT INCLUDED IN THE CO13 ABOVE. THESE COSTS ARE NOT TYPICALLY INCLUDED IN A ROADWAY RESTORATION PROJECT BUT RATHER ARE PART OF A DIFFERENT TYPE OF PROJECT.*

*COSTS ASSOCIATED WITH NEW STORMWATER INFRASTRUCTURE CONSTRUCTION SUCH AS NEW INLETS AND STORM DRAINAGE PIPING FOR PROJECTS ON ROADS THAT HAVE HISTORICALLY BAD DRAINAGE OR FLOODING PROBLEMS ARE NOT INCLUDED HEREIN. ROADS THAT EXHIBIT HISTORICAL FLOODING PROBLEMS ARE GENERALLY NOTED AS "EXTENSIVE" ON P9 AND P10 IN THIS REPORT. THAT RATING HAS A SIGNIFICANT IMPACT ON THE ROADWAY SECTION'S PAVEMENT RATING, HOWEVER, THE COSTS ASSOCIATED WITH REMEDIATING THOSE FLOODING ISSUES ARE NOT TYPICAL OF A ROADWAY RESTORATION PROJECT.*

CO14 Total Roadway Project Costs: the total cost is the additive of the construction cost estimates established in CO3, CO7, CO8, C11, C12, and C13 above. A 20 percent contingency is then added to the total.

**4.0 2010 UPDATE**

Dixon Associates initial release of this Roadway Inventory Report was on January 1, 2009. At that time it was intended that this report would be updated annually to account for the following factors that could change a roadways rating:

1. Public construction project including but not limited to roadway resurfacing, curb, sidewalk, drainage improvements.
2. Private replace of curbs, sidewalks, and driveways.
3. Additional "Roadway Openings" completed throughout the previous year.
4. Re-evaluation of streets based on resident complaints throughout the previous year.

Public Construction projects as well as roadway openings have the greatest influence in the ultimate rating of streets. For the 2010 update, the following construction projects completed by the City of Linwood affected the roadway ratings for those streets

1. Linwood Arboretum at Belhaven (portions of Oak Avenue, Wabash Avenue and Belhaven Avenue)
2. 2008 State Aid Improvements to Central Avenue, Phases 1 and 2 (resurfacing Sections 2, 3, and 4 with curbing and sidewalk improvements)
3. Wabash Avenue ADA Curb Ramp Improvements, Phase 2 (construction of new ADA curb ramps and sidewalk connections to the bike path at the intersections of Wabash Avenue with Davis Avenue and with Barr Avenue)
4. 2009 Linwood Roadway Resurfacing Program (This project included the resurfacing of portions of several roadways, portions of which were half-width paved by New Jersey American Water

Company and the South Jersey Gas Company in 2007, 2008, and 2009. The City of Linwood accepted bids and awarded a contract for this project in November 2009 and while construction has not been completed as of the date this Roadway Inventory Report – 2010 Update, those roadways were updated in the roadway database considering that they will be complete by February 2010 at the latest. The roadways included

- Cedarbrook Lane – Section 1
- Danielle Drive – Section 1
- Leenie Lane – Section 1
- Sandy Court – Section 1
- Revere Avenue – Section 1
- W. Wabash Avenue – Sections 5, and 7
- Vernon Avenue – Section 2
- Marvin Avenue – Sections 1 and 2
- Van Sant Avenue – Sections 3 and 4
- Jefferson Avenue – Section 2
- Edgewood Avenue – Section 2
- Monroe Avenue – Section 1
- Hamilton Avenue – Section 4

Finally, it should be noted that in the original 2009 Release of this Roadway Inventory Report, it was anticipated that Hemlock Avenue, Section 2, would have been repaved in 2009 as part a major drainage improvement project. This project was delayed due to environmental permitting but is anticipated to occur in early 2010.

**5.0 FUTURE PROJECT PRIORITIZATION**

As previously noted the primary intent of this report is to document the conditions of the City's roadways and prioritize improvements. For the purposes of prioritizing roadway improvements this study focused on the actual conditions of the roadway based on several factors that were described earlier in this report. The pavement rating system was developed

and then the roadways' rating was adjusted based on the roadways ability/use as a through street as well as the number the number of properties that have direct access to the street.

For the purpose prioritizing projects, the condition of curbs and sidewalks has not been considered. Extensive data was collected on those roadway features, and the appropriate replacement of those features is included in the anticipated individual project costs; however, it is not logical to include those features as a determining factor as to where an individual street would stand in the ultimate priority list. As an example, it would be logical to assume that a street that is fully curbed on both sides, where half of the curbing should be replaced would rate higher than a street where the curbing is in pristine condition; however, no comparison can be made between the curbed street and a street that has no curbing.

The prioritized list of roadway sections noted below should be used for planning of future roadway projects based on their corresponding "OVERALL ROADWAY RATING" in the Roadway Inventory Database. Appendix "C" of this report provides a listing of the roadway sections sorted by PRIORITIZED order based on the "OVERALL ROADWAY RATING." The top 25 roadway sections are as follows:

1. Poplar Avenue – Section 7
2. Delmar Avenue – Section 2<sup>1</sup>
3. Garfield Avenue – Section 2
4. Hamilton Avenue – Section 2
5. Maple Avenue – Section 5<sup>2</sup>
6. Sara Ann Court – Section 1
7. Arbor Court West – Section 1<sup>3</sup>
8. Arbor Court East – Section 1<sup>2</sup>
9. Country Club Drive – Section 2<sup>1</sup>
10. Morris Avenue – Section 1<sup>4</sup>
11. Seaview Avenue – Section 5

12. Somerset Boulevard – Section 1
13. Belhaven Avenue – Section 1<sup>3</sup>
14. Dairy Lane – Section 1<sup>1</sup>
15. Dartmouth Lane – Section 1<sup>3</sup>
16. Princeton Lane – Section 1<sup>3</sup>
17. Harvard Lane – Section 1<sup>3</sup>
18. Yale Lane – Section 1<sup>3</sup>
19. Bryant Avenue – Section 1
20. School House Drive – Section 1<sup>3</sup>
21. Woodlynne Boulevard – Section 2
22. Berkshire Avenue Section 1
23. Brighton Drive – Section 2<sup>5</sup>
24. Hamilton Avenue – Section 3
25. W. Wabash Avenue – Section 4

Street sections that are part of a defined neighborhood of streets that share similar characteristics and rate closely should always be considered for resurfacing under the same project. While this report has not defined each neighborhood in the City of Linwood, the top 25 roadway list was evaluated with the following three defined neighborhoods established.

1. Country Club Drive – Includes Country Club Drive (Section 2), Delmar Avenue (Section 2), and Dairy Lane.
2. Arbor Court – Includes Arbor Court West and Arbor Court East.
3. School House Drive – Includes School House Drive, Belhaven Avenue (Section 1), Grant Avenue (Section 1), Morris Avenue (Section 1), Dartmouth Lane, Princeton Lane, Harvard Lane, and Yale Lane.

<sup>1</sup> Part of a defined neighborhood.  
<sup>2</sup> This section of Maple Avenue is scheduled to be repaved in 2010 with funds from the NJDOT Municipal Aid Program  
<sup>3</sup> Part of a defined neighborhood.  
<sup>4</sup> Part of a defined neighborhood.

<sup>5</sup> Brighton Drive is part of a large scale flood control project that is anticipated to encompass this street.



**APPENDIX "A"**  
**ROADWAY INVENTORY DATABASE**



R1	R2	R3	R4	R5	CU1	CU2	CU3	CU4	CU5	CU6	G1	G2	G3	G4	G5	G6	SW1	SW2	SW3	SW4	SW5	SW6	SW7	SW8	SW9
ROADWAY SECTION					CONCRETE CURB						CONCRETE GUTTER						SIDEWALK						ADA COMPLIANCE		
NAME	ROAD NO.	SECTION	FROM	TO	NORTH / WEST SIDE			SOUTH / EAST SIDE			NORTH / WEST SIDE			SOUTH / EAST SIDE			NORTH / WEST SIDE			SOUTH / EAST SIDE			PRIMARY SCHOOL WALKING ROUTE	# OF NEW RAMPS REQUIRED	# OF D.W.S. REQUIRED
					% CURBED	OVERALL CONDITION	% TO BE REPLACED	% CURBED	OVERALL CONDITION	% TO BE REPLACED	% GUTTER	GUTTER WIDTH (INCHES)	% TO BE REPLACED	% GUTTER	GUTTER WIDTH	% TO BE REPLACED	% SIDEWALK / BIKE PATH	OVERALL CONDITION	% TO BE REPLACED	% SIDEWALK / BIKE PATH	OVERALL CONDITION	% TO BE REPLACED			
OAK AVENUE	1	1	BELHAVEN	ESSEX	100%	EXCELLENT	0%	100%	EXCELLENT	0%	0%	0	0%	0%	0	0%	100%	GOOD	0%	85%	GOOD	0%	1	0	18
OAK AVENUE	1	2	ESSEX	NEW	100%	EXCELLENT	0%	74%	EXCELLENT	0%	0%	0	0%	0%	0	0%	100%	GOOD	0%	48%	GOOD	0%	1	0	20
OAK AVENUE	1	3	NEW	CENTRAL	100%	EXCELLENT	0%	100%	EXCELLENT	0%	0%	0	0%	0%	0	0%	100%	GOOD	0%	63%	GOOD	0%	1	0	7
OAK AVENUE	1	4	CENTRAL	BURROUGHS	100%	EXCELLENT	0%	100%	EXCELLENT	0%	33%	24	0%	60%	24	0%	100%	GOOD	0%	76%	GOOD	0%	1	0	7
E. WABASH AVENUE	2	1	OCEAN HEIGHTS	FRANCES	0%	N/A	0%	100%	NEW / EXCELLENT	0%	0%	0	0%	6%	24	0%	100%	EXCELLENT	0%	77%	GOOD	0%	3	2	3
E. WABASH AVENUE	2	2	FRANCES	GREENWICH	0%	N/A	0%	66%	NEW / EXCELLENT	0%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	0%	N/A	0%	3	0	0
E. WABASH AVENUE	2	3	GREENWICH	SEAVIEW	0%	N/A	0%	100%	NEW	0%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	0%	N/A	0%	3	0	0
E. WABASH AVENUE	2	4	PATCONG	OAK	50%	GOOD	0%	100%	GOOD	0%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	50%	GOOD	0%	3	0	3
E. WABASH AVENUE	2	5	OAK	STREET END - N	0%	N/A	0%	39%	GOOD	0%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	0%	N/A	0%	3	4	4
E. WABASH AVENUE	2	6	MAPLE	POPLAR	0%	N/A	0%	26%	BAD	100%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	26%	BAD	100%	3	0	0
E. WABASH AVENUE	2	7	POPLAR	CENTRAL	4%	GOOD	0%	67%	FAIR/GOOD	13%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	51%	GOOD	0%	3	10	10
E. WABASH AVENUE	2	8	CENTRAL	STREET END - N	0%	GOOD	0%	55%	FAIR/GOOD	0%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	55%	GOOD	0%	3	1	1
W. WABASH AVENUE	3	1	FRANCES	SEAVIEW	86%	GOOD	0%	3%	NEW	0%	0%	0	0%	0%	0	0%	86%	GOOD	2%	100%	EXCELLENT	0%	3	0	0
W. WABASH AVENUE	3	2	PATCONG	OAK	22%	GOOD	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	100%	EXCELLENT	0%	3	0	0
W. WABASH AVENUE	3	3	OAK	ESSEX	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	100%	EXCELLENT	0%	3	0	0
W. WABASH AVENUE	3	4	ESSEX	EDGEWOOD	72%	FAIR/GOOD	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	100%	EXCELLENT	0%	3	0	0
W. WABASH AVENUE	3	5	EDGEWOOD	MAPLE	31%	GOOD	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	100%	EXCELLENT	0%	3	0	0
W. WABASH AVENUE	3	6	POPLAR	CENTRAL	100%	FAIR/GOOD	11%	20%	GOOD	0%	4%	24	0%	0%	0	0%	100%	FAIR/GOOD	13%	100%	EXCELLENT	0%	3	6	8
W. WABASH AVENUE	3	7	CENTRAL	VERNON	100%	NEW	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	13%	FAIR/GOOD	0%	100%	EXCELLENT	0%	3	0	0
MAPLE AVENUE	4	1	SHORE	VAN SANT / ELM	100%	FAIR	10%	100%	FAIR	10%	100%	24	10%	100%	24	10%	100%	FAIR/GOOD	10%	74%	FAIR	10%	1	2	2
MAPLE AVENUE	4	2	VAN SANT / ELM	WABASH	86%	FAIR	10%	100%	FAIR	10%	86%	24	10%	100%	24	10%	0%	N/A	0%	0%	N/A	0%	1	2	2
MAPLE AVENUE	4	3	WABASH	POPLAR	100%	BAD/FAIR	50%	100%	BAD/FAIR	50%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	1	0	1
MAPLE AVENUE	4	4	POPLAR	NEW	98%	FAIR	19%	100%	FAIR	12%	0%	0	0%	0%	0	0%	33%	GOOD	75%	58%	GOOD	21%	1	5	7
MAPLE AVENUE	4	5	NEW	OAK	100%	GOOD	0%	100%	GOOD	0%	0%	0	0%	0%	0	0%	85%	FAIR/GOOD	32%	53%	GOOD	0%	1	2	6
WEST AVENUE	5	1	OCEAN HEIGHTS	NEW	35%	GOOD	0%	57%	GOOD	0%	0%	0	0%	0%	0	0%	22%	GOOD	0%	18%	GOOD	0%	1	1	4
WEST AVENUE	5	2	NEW	PATCONG	85%	EXCELLENT	0%	96%	EXCELLENT	0%	0%	0	0%	0%	0	0%	81%	EXCELLENT	0%	100%	EXCELLENT	0%	1	0	18
WOODLYNNE BOULEVARD	6	1	EAST	MEADOWVIEW	100%	FAIR/GOOD	0%	75%	BAD/FAIR	50%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
WOODLYNNE BOULEVARD	6	2	MEADOWVIEW	POPLAR	92%	GOOD	10%	90%	GOOD	10%	0%	0	0%	0%	0	0%	15%	FAIR	10%	26%	FAIR	10%	0	13	15
FRANKLIN BOULEVARD	7	1	IONA	HEMLOCK	73%	GOOD	0%	97%	GOOD	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
FRANKLIN BOULEVARD	7	2	CHELtenham	LANDING	67%	FAIR/GOOD	9%	67%	FAIR/GOOD	13%	0%	0	0%	0%	0	0%	21%	FAIR	21%	12%	FAIR		0	5	6
CENTRAL AVENUE	8	1	PATCONG CREEK	OAK	100%	ASPHALT CURB 72%	0%	100%	ASPHALT CURB 72%	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	1	0	0
CENTRAL AVENUE	8	2	OAK	NEW	100%	GOOD	0%	100%	GOOD	0%	59%	24	0%	0%	0	0%	100%	FAIR/GOOD	0%	100%	FAIR/GOOD	0%	2	0	0
CENTRAL AVENUE	8	3	NEW	WABASH	100%	GOOD	0%	100%	GOOD	0%	0%	0	0%	0%	0	0%	100%	FAIR/GOOD	0%	100%	FAIR/GOOD	0%	2	0	0
CENTRAL AVENUE	8	4	WABASH	SHORE	100%	GOOD	0%	100%	GOOD	0%	8%	24	0%	0%	0	0%	100%	FAIR/GOOD	0%	100%	FAIR/GOOD	0%	2	0	0
POPLAR AVENUE	9	1	RIVER	NEW	100%	FAIR	10%	100%	FAIR	10%	0%	0	0%	0%	0	0%	100%	FAIR	15%	97%	FAIR	10%	2	0	3
POPLAR AVENUE	9	2	NEW	OAK	100%	EXCELLENT	0%	100%	EXCELLENT	0%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	100%	EXCELLENT	0%	2	0	6
POPLAR AVENUE	9	3	OAK	BRYANT	100%	FAIR/GOOD	0%	100%	FAIR/GOOD	0%	0%	0	0%	0%	0	0%	100%	FAIR	16%	100%	GOOD	0%	2	0	4
POPLAR AVENUE	9	4	BRYANT	MAPLE	44%	FAIR	0%	92%	FAIR	14%	0%	0	0%	0%	0	0%	44%	FAIR	0%	63%	FAIR	0%	2	0	3
POPLAR AVENUE	9	5	MAPLE	WABASH	100%	FAIR	0%	69%	FAIR	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	69%	FAIR	0%	2	0	2
POPLAR AVENUE	9	6	WABASH	SHORE	100%	BAD/FAIR	50%	76%	BAD/FAIR	25%	0%	0	0%	0%	0	0%	100%	BAD/FAIR	50%	37%	FAIR	10%	2	0	0
POPLAR AVENUE	9	7	SHORE	WOODLYNNE	68%	FAIR	0%	29%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	1	0	0
PATCONG AVENUE	10	1	STREET END - W	NEW	100%	GOOD	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
PATCONG AVENUE	10	2	NEW	WABASH	99%	EXCELLENT	0%	99%	EXCELLENT	0%	0%	0	0%	0%	0	0%	10%	GOOD	0%	99%	GOOD	0%	1	0	7
PATCONG AVENUE	10	3	WABASH	SHORE	100%	EXCELLENT	0%	93%	EXCELLENT	0%	0%	0	0%	0%	0	0%	100%	GOOD	0%	65%	GOOD	0%	1	0	3
PATCONG AVENUE	10	4	SHORE	WOODLYNNE	100%	FAIR	19%	72%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	13%	EXCELLENT	0%	0	0	0
PATCONG AVENUE	10	5	WOODLYNNE	PATCONG LANE	100%	FAIR/GOOD	0%	100%	FAIR/GOOD	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
SEAVIEW AVENUE	11	1	NEW	WEST	54%	NEW	0%	0%	N/A		0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	1	0	0

R1	R2	R3	R4	R5	CO1	CO2	CO3	CO4	CO5	CO6	CO7	CO8	CO9	CO10	CO11	CO12	CO13	CO14	N1
ROADWAY SECTION					ROADWAY REPAIRS			CURB CONSTRUCTION				GUTTER REPLACEMENT COST	SIDEWALK CONSTRUCTION				TOTAL ROADWAY PROJECT COST (W/ 20% CONTINGENCY)	GENERAL NOTES / RECOMMENDATION	
NAME	ROAD NO.	SECTION	FROM	TO	TOTAL AREA - MINUS GUTTER (S.Y.)	AREA OF BASE REPAIR (S.Y.)	COST	REPLACEMENT (L.F.)	NEW CURB AS PART OF SIDEWALK CONSTRUCTION (L.F.)	CURB COMPLETION	COST		REPLACEMENT (S.Y.)	NEW S.W. AS PART OF SCHOOL ROUTE (S.Y.)	COST	ADA COMPLIANCE COSTS			STORMWATER COMPLIANCE COST
OAK AVENUE	1	1	BELHAVEN	ESSEX	6,611	0	\$ 88,422.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 4,500.00	\$ 400.00	\$ 111,986.00	ROAD RECONSTRUCTED 2000/2001 / NJ WATER HALF WIDTH 2008
OAK AVENUE	1	2	ESSEX	NEW	10,400	0	\$ 139,100.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 5,000.00	\$ 2,400.00	\$ 175,800.00	ROAD RECONSTRUCTED 2000/2001
OAK AVENUE	1	3	NEW	CENTRAL	5,533	0	\$ 74,004.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 1,750.00	\$ 800.00	\$ 91,865.00	ROAD RECONSTRUCTED 2000/2001
OAK AVENUE	1	4	CENTRAL	BURROUGHS	5,547	0	\$ 74,191.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 1,750.00	\$ 400.00	\$ 91,609.00	ROAD RECONSTRUCTED 2000/2001
E. WABASH AVENUE	2	1	OCEAN HEIGHTS	FRANCES	2,756	0	\$ 36,862.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 3,050.00	\$ -	\$ 47,894.00	ROAD RECONSTRUCTED IN 2005
E. WABASH AVENUE	2	2	FRANCES	GREENWICH	4,156	0	\$ 55,587.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 66,704.00	ROAD RECONSTRUCTED IN 2005
E. WABASH AVENUE	2	3	GREENWICH	SEAVIEW	1,867	0	\$ 24,971.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 29,965.00	ROAD RECONSTRUCTED IN 2005
E. WABASH AVENUE	2	4	PATCONG	OAK	2,940	147	\$ 43,818.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 750.00	\$ 3,200.00	\$ 57,322.00	
E. WABASH AVENUE	2	5	OAK	STREET END - N	3,298	0	\$ 44,111.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 5,600.00	\$ 2,400.00	\$ 62,533.00	PARTIAL HALF WIDTH - 2008 - NJ WATER
E. WABASH AVENUE	2	6	MAPLE	POPLAR	1,400	140	\$ 23,007.00	109	0	0	\$ 3,270.00	\$ -	49	0	\$ 2,695.00	\$ -	\$ 800.00	\$ 35,726.00	
E. WABASH AVENUE	2	7	POPLAR	CENTRAL	8,556	428	\$ 127,526.00	240	0	0	\$ 7,200.00	\$ -	0	0	\$ -	\$ 14,000.00	\$ 800.00	\$ 179,431.00	
E. WABASH AVENUE	2	8	CENTRAL	STREET END - N	2,022	0	\$ 27,044.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 1,400.00	\$ -	\$ 34,133.00	RECONSTRUCTED IN 2009
W. WABASH AVENUE	3	1	FRANCES	SEAVIEW	7,622	0	\$ 101,944.00	0	0	343	\$ 8,575.00	\$ -	19	0	\$ 1,045.00	\$ -	\$ -	\$ 133,877.00	ROAD RECONSTRUCTED IN 2006
W. WABASH AVENUE	3	2	PATCONG	OAK	3,484	348	\$ 57,242.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 6,200.00	\$ 76,130.00	PARTIAL HALF WIDTH - 2008 - NJ WATER
W. WABASH AVENUE	3	3	OAK	ESSEX	2,769	277	\$ 45,507.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 7,200.00	\$ 63,248.00	
W. WABASH AVENUE	3	4	ESSEX	EDGEWOOD	6,467	647	\$ 106,284.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 4,000.00	\$ 132,341.00	PARTIAL HALF WIDTH - 2008 - NJ WATER
W. WABASH AVENUE	3	5	EDGEWOOD	MAPLE	3,080	0	\$ 41,195.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 49,434.00	RECONSTRUCTED IN 2009
W. WABASH AVENUE	3	6	POPLAR	CENTRAL	9,175	918	\$ 150,791.00	304	0	0	\$ 9,120.00	\$ -	159	0	\$ 8,745.00	\$ 8,900.00	\$ 6,000.00	\$ 220,267.00	SOME INTERSECTIONS IN POOR PAVEMENT CONDITION
W. WABASH AVENUE	3	7	CENTRAL	VERNON	2,467	0	\$ 32,996.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 39,595.00	ROAD RECONSTRUCTED IN 2009
MAPLE AVENUE	4	1	SHORE	VAN SANT / ELM	1,529	0	\$ 20,450.00	172	0	0	\$ 5,160.00	\$ 5,160.00	67	0	\$ 3,685.00	\$ 2,800.00	\$ -	\$ 44,706.00	ROAD RECONSTRUCTED IN 2008
MAPLE AVENUE	4	2	VAN SANT / ELM	WABASH	731	73	\$ 12,010.00	67	0	50	\$ 3,260.00	\$ 2,010.00	0	160	\$ 8,000.00	\$ 2,800.00	\$ 800.00	\$ 34,656.00	PARTIAL HALF WIDTH - 2008 - NJ WATER
MAPLE AVENUE	4	3	WABASH	POPLAR	1,389	139	\$ 22,829.00	500	0	0	\$ 15,000.00	\$ -	0	222	\$ 11,100.00	\$ 250.00	\$ 1,600.00	\$ 60,935.00	PARTIAL HALF WIDTH - 2008 - NJ WATER
MAPLE AVENUE	4	4	POPLAR	NEW	4,860	243	\$ 72,434.00	496	0	32	\$ 15,680.00	\$ -	266	302	\$ 29,730.00	\$ 7,500.00	\$ -	\$ 150,413.00	
MAPLE AVENUE	4	5	NEW	OAK	2,109	422	\$ 41,114.00	0	0	0	\$ -	\$ -	88	49	\$ 7,290.00	\$ 3,800.00	\$ -	\$ 62,645.00	
WEST AVENUE	5	1	OCEAN HEIGHTS	NEW	8,433	422	\$ 125,698.00	0	1,088	0	\$ 27,200.00	\$ -	0	877	\$ 43,850.00	\$ 2,150.00	\$ -	\$ 238,678.00	
WEST AVENUE	5	2	NEW	PATCONG	8,967	0	\$ 119,934.00	0	108	403	\$ 12,775.00	\$ -	0	0	\$ -	\$ 4,500.00	\$ 800.00	\$ 165,611.00	ROAD RECONSTRUCTED 2002 (SIDEWALKS 2003)
WOODLYNNE BOULEVARD	6	1	EAST	MEADOWVIEW	1,100	220	\$ 21,441.00	124	0	83	\$ 5,795.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 32,683.00	
WOODLYNNE BOULEVARD	6	2	MEADOWVIEW	POPLAR	21,320	1,066	\$ 317,757.00	970	0	959	\$ 53,075.00	\$ -	97	0	\$ 5,335.00	\$ 18,700.00	\$ 17,200.00	\$ 494,480.00	
FRANKLIN BOULEVARD	7	1	IONA	HEMLOCK	15,711	786	\$ 234,173.00	0	0	61	\$ 1,525.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 282,838.00	
FRANKLIN BOULEVARD	7	2	CHELLENHAM	LANDING	17,578	879	\$ 261,989.00	333	0	0	\$ 9,990.00	\$ -	44	0	\$ 2,420.00	\$ 7,250.00	\$ 800.00	\$ 338,939.00	
CENTRAL AVENUE	8	1	PATCONG CREEK	OAK	2,427	0	\$ 32,461.00	0	0	0	\$ -	\$ -	0	347	\$ 17,350.00	\$ -	\$ 1,600.00	\$ 61,693.00	
CENTRAL AVENUE	8	2	OAK	NEW	4,419	0	\$ 59,104.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 70,925.00	RECONSTRUCTED IN 2009
CENTRAL AVENUE	8	3	NEW	WABASH	4,511	0	\$ 60,335.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 72,402.00	RECONSTRUCTED IN 2009
CENTRAL AVENUE	8	4	WABASH	SHORE	3,541	0	\$ 47,361.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 56,833.00	RECONSTRUCTED IN 2009
POPLAR AVENUE	9	1	RIVER	NEW	3,884	583	\$ 69,779.00	184	0	0	\$ 5,520.00	\$ -	101	12	\$ 6,155.00	\$ 750.00	\$ 400.00	\$ 99,125.00	
POPLAR AVENUE	9	2	NEW	OAK	1,267	0	\$ 16,946.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 1,500.00	\$ -	\$ 22,135.00	
POPLAR AVENUE	9	3	OAK	BRYANT	1,171	0	\$ 15,662.00	0	0	0	\$ -	\$ -	22	0	\$ 1,210.00	\$ 1,000.00	\$ -	\$ 21,446.00	
POPLAR AVENUE	9	4	BRYANT	MAPLE	2,427	0	\$ 32,461.00	100	499	-437	\$ 4,550.00	\$ -	0	322	\$ 16,100.00	\$ 750.00	\$ -	\$ 64,633.00	
POPLAR AVENUE	9	5	MAPLE	WABASH	1,083	0	\$ 14,485.00	0	121	-121	\$ -	\$ -	0	54	\$ 2,700.00	\$ 500.00	\$ -	\$ 21,222.00	
POPLAR AVENUE	9	6	WABASH	SHORE	2,767	0	\$ 37,009.00	573	199	0	\$ 22,165.00	\$ -	198	232	\$ 22,490.00	\$ -	\$ 1,600.00	\$ 99,917.00	
POPLAR AVENUE	9	7	SHORE	WOODLYNNE	1,230	492	\$ 31,498.00	0	131	0	\$ 3,275.00	\$ -	0	182	\$ 9,100.00	\$ -	\$ 5,000.00	\$ 58,648.00	
PATCONG AVENUE	10	1	STREET END - W	NEW	1,367	0	\$ 18,284.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 21,941.00	
PATCONG AVENUE	10	2	NEW	WABASH	5,200	0	\$ 69,550.00	0	16	15	\$ 775.00	\$ -	0	7	\$ 350.00	\$ 1,750.00	\$ 1,600.00	\$ 88,830.00	ROAD RECONSTRUCTED IN 2003
PATCONG AVENUE	10	3	WABASH	SHORE	3,453	0	\$ 46,184.00	0	0	59	\$ 1,475.00	\$ -	0	0	\$ -	\$ 750.00	\$ -	\$ 58,091.00	ROAD RECONSTRUCTED IN 2003
PATCONG AVENUE	10	4	SHORE	WOODLYNNE	1,767	88	\$ 26,325.00	101	0	0	\$ 3,030.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 35,226.00	
PATCONG AVENUE	10	5	WOODLYNNE	PATCONG LANE	2,000	300	\$ 35,925.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 6,600.00	\$ 51,030.00	
SEAVIEW AVENUE	11	1	NEW	WEST	800	0	\$ 10,700.00	0	110	0	\$ 2,750.00	\$ -	0	107	\$ 5,350.00	\$ -	\$ -	\$ 22,560.00	ROAD RECONSTRUCTED IN 2007



R1	R2	R3	R4	R5	CU1	CU2	CU3	CU4	CU5	CU6	G1	G2	G3	G4	G5	G6	SW1	SW2	SW3	SW4	SW5	SW6	SW7	SW8	SW9
ROADWAY SECTION					CONCRETE CURB						CONCRETE GUTTER						SIDEWALK						ADA COMPLIANCE		
NAME	ROAD NO.	SECTION	FROM	TO	NORTH / WEST SIDE			SOUTH / EAST SIDE			NORTH / WEST SIDE			SOUTH / EAST SIDE			NORTH / WEST SIDE			SOUTH / EAST SIDE			PRIMARY SCHOOL WALKING ROUTE	# OF NEW RAMPS REQUIRED	# OF D.W.S. REQUIRED
					% CURBED	OVERALL CONDITION	% TO BE REPLACED	% CURBED	OVERALL CONDITION	% TO BE REPLACED	% GUTTER	GUTTER WIDTH (INCHES)	% TO BE REPLACED	% GUTTER	GUTTER WIDTH	% TO BE REPLACED	% SIDEWALK / BIKE PATH	OVERALL CONDITION	% TO BE REPLACED	% SIDEWALK / BIKE PATH	OVERALL CONDITION	% TO BE REPLACED			
SEAVIEW AVENUE	11	2	WEST	WABASH	100%	NEW	0%	100%	NEW	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	7%	FAIR	0%	1	0	0
SEAVIEW AVENUE	11	3	WABASH	SHORE	92%	NEW / EXCELLENT	0%	100%	NEW / EXCELLENT	0%	0%	0	0%	0%	0	0%	71%	FAIR	10%	100%	FAIR	10%	1	0	0
SEAVIEW AVENUE	11	4	SHORE	FRANKLIN	75%	FAIR	25%	62%	FAIR	25%	0%	0	0%	0%	0	0%	75%	FAIR	25%	47%	FAIR	25%	1	0	0
SEAVIEW AVENUE	11	5	FRANKLIN	STREET END - E	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
SEAVIEW AVENUE	11	6	STREET END - E	BOAT RAMP	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
LAKE DRIVE	12	1	BURROUGHS	PARK	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
PARK ROAD	13	1	LAKE	BURROUGHS	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
FISCHER ROAD	14	1	BURROUGHS	BURROUGHS	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
EVERGREEN ROAD	15	1	FISCHER	FISCHER	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
REVERE AVENUE	16	1	OAK	NORTHFIELD	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	85%	FAIR	0%	66%	FAIR	0%	0	0	0
OAKCREST AVENUE	17	1	OAK	CUL-DE-SAC	100%	GOOD	0%	100%	GOOD	0%	100%	17	0%	100%	17	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
SUTTON AVENUE	18	1	VERNON	OAKCREST	72%	GOOD	0%	59%	GOOD	0%	50%	17	0%	50%	17	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
VERNON AVENUE	19	1	OAK	NEW	41%	GOOD	0%	91%	GOOD	0%	3%	24	0%	3%	24	0%	34%	GOOD	0%	95%	GOOD	0%	0	5	8
VERNON AVENUE	19	2	NEW	WABASH	12%	FAIR	50%	10%	FAIR	50%	0%	0	0%	0%	0	0%	12%	FAIR	0%	10%	FAIR	0%	0	0	0
MARVIN AVENUE	20	1	NEW	WABASH	8%	FAIR	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	8%	FAIR	0%	0%	N/A	0%	0	0	0
MARVIN AVENUE	20	2	WABASH	SHORE	47%	FAIR	0%	100%	GOOD	0%	0%	0	0%	0%	0	0%	58%	FAIR/GOOD	0%	100%	FAIR/GOOD	0%	0	0	0
PARKWOOD PLACE	21	1	CENTRAL	CUL-DE-SAC	100%	EXCELLENT	0%	100%	EXCELLENT	0%	0%	0	0%	0%	0	0%	48%	EXCELLENT	0%	55%	EXCELLENT	0%	0	0	2
WARREN AVENUE	22	1	CENTRAL	NORTHFIELD	17%	GOOD	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	10%	GOOD	0%	0%	N/A	0%	0	0	0
CAROL ROAD	23	1	STREET END - S	STREET END - E	100%	GOOD	0%	100%	GOOD	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
GAIL AVENUE	24	1	CAROL	NORTHFIELD	100%	GOOD	0%	100%	GOOD	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
GRAMMERCY AVENUE	25	1	STREET END - S	CENTRAL	100%	GOOD	0%	93%	GOOD	5%	0%	0	0%	0%	0	0%	61%	GOOD	0%	46%	GOOD	0%	0	0	2
LINCOLN AVENUE	26	1	POPLAR	HAINES	100%	EXCELLENT	0%	100%	EXCELLENT	0%	0%	0	0%	0%	0	0%	52%	GOOD	0%	52%	GOOD	0%	0	0	0
LINCOLN AVENUE	26	2	HAINES	CENTRAL	100%	EXCELLENT	0%	100%	EXCELLENT	0%	0%	0	0%	0%	0	0%	77%	GOOD	10%	89%	GOOD	0%	0	0	0
CRESTWOOD AVENUE	27	1	CROSSING	CROSSING	100%	ROLLED CURB	0%	100%	ROLLED CURB	0%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	100%	EXCELLENT	0%	0	0	0
CROSSING DRIVE	28	1	GRAMMERCY	CENTRAL	100%	ROLLED CURB	0%	100%	ROLLED CURB	0%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	100%	EXCELLENT	0%	0	0	4
WOOD STREET	29	1	WABASH	LINCOLN	96%	NEW	0%	96%	NEW	0%	0%	0	0%	0%	0	0%	96%	NEW	0%	96%	NEW	0%	0	0	0
DEE DRIVE	30	1	WABASH	LINCOLN	100%	FAIR	0%	100%	BAD	75%	0%	0	0%	0%	0	0%	100%	GOOD	0%	100%	GOOD	0%	0	0	0
DEE DRIVE	30	2	LINCOLN	SHORE	100%	BAD/FAIR	50%	100%	BAD/FAIR	50%	0%	0	0%	0%	0	0%	91%	GOOD	0%	100%	GOOD	0%	0	0	0
STATE STREET	31	1	WABASH	LINCOLN	100%	FAIR	0%	100%	GOOD	0%	0%	0	0%	0%	0	0%	100%	FAIR/GOOD	0%	100%	FAIR/GOOD	0%	0	0	0
STEVEN DRIVE	32	1	WABASH	CENTRAL	100%	FAIR	13%	100%	FAI	0%	0%	0	0%	0%	0	0%	100%	GOOD	0%	81%	GOOD	0%	0	4	4
HAINES AVENUE	33	1	NEW	WABASH	100%	FAIR	14%	100%	FA	14%	0%	0	0%	0%	0	0%	100%	FAIR	14%	100%	FAIR	14%	0	0	0
HAINES AVENUE	33	2	WABASH	SHORE	100%	GOOD	0%	100%	GOOD	0%	0%	0	0%	0%	0	0%	100%	GOOD	0%	100%	GOOD	0%	0	0	0
BARR AVENUE	34	1	MAPLE	WABASH	100%	BAD/FAIR	36%	100%	BAD/FAIR	36%	0%	0	0%	0%	0	0%	100%	FAIR	7%	91%	FAIR	8%	0	0	0
BARR AVENUE	34	2	WABASH	SHORE	100%	FAIR	13%	100%	FAIR	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	0%	0	0	0
DAVIS AVENUE	35	1	MAPLE	WABASH	100%	FAIR	43%	100%	FAIR	43%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	0%	0	0	0
DAVIS AVENUE	35	2	WABASH	SHORE	100%	FAIR/GOOD	0%	100%	FAIR/GOOD	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	0%	0	0	0
WILSON AVENUE	36	1	MAPLE	WABASH	100%	FAIR/GOOD	0%	76%	FAIR/GOOD	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	0%	0	0	0
WILSON AVENUE	36	2	WABASH	SHORE	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	25%	0	0	0
EDNA AVENUE	37	1	STREET END - W	MAPLE	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
STERLING AVENUE	38	1	WABASH	SHORE	100%	FAIR	13%	100%	FAIR	13%	0%	0	0%	0%	0	0%	100%	FAIR	13%	100%	FAIR	13%	0	0	0
CEDAR PLACE	39	1	POPLAR	STREET END - N	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
CEDARBROOK LANE	40	1	OAK	CENTRAL	100%	GOOD	0%	100%	GOOD	0%	100%	24	0%	100%	24	0%	0%	N/A	0%	7%	GOOD	0%	0	0	0
DANIELLE DRIVE	41	1	CEDARBROOK	CEDARBROOK	100%	GOOD	0%	100%	GOOD	0%	100%	24	0%	100%	24	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
SANDY COURT	42	1	CUL-DE-SAC	CEDARBROOK	100%	GOOD	0%	100%	GOOD	0%	100%	24	0%	100%	24	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
LEENIE LANE	43	1	DANIELLE	OAK	100%	GOOD	0%	100%	GOOD	0%	100%	24	0%	100%	24	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
BARR AVENUE	34	3	BARR COURT	OAK	0%	N/A	0%	59%	GOOD	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	29%	GOOD	0%	0	0	0
BARR COURT	44	1	BARR	CUL-DE-SAC	100%	BELGIAN BLOCK	0%	100%	BELGIAN BLOCK	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0

R1	R2	R3	R4	R5	CO1	CO2	CO3	CO4	CO5	CO6	CO7	CO8	CO9	CO10	CO11	CO12	CO13	CO14	N1
ROADWAY SECTION					ROADWAY REPAIRS			CURB CONSTRUCTION					SIDEWALK CONSTRUCTION			TOTAL ROADWAY PROJECT COST (W/ 20% CONTINGENCY)	GENERAL NOTES / RECOMMENDATION		
NAME	ROAD NO.	SECTION	FROM	TO	TOTAL AREA - MINUS GUTTER (S.Y.)	AREA OF BASE REPAIR (S.Y.)	COST	REPLACEMENT (L.F.)	NEW CURB AS PART OF SIDEWALK CONSTRUCTION (L.F.)	CURB COMPLETION	COST	GUTTER REPLACEMENT COST	REPLACEMENT (S.Y.)	NEW S.W. AS PART OF SCHOOL ROUTE (S.Y.)	COST			ADA COMPLIANCE COSTS	STORMWATER COMPLIANCE COST
SEAVIEW AVENUE	11	2	WEST	WABASH	3,484	0	\$ 46,599.00	0	0	0	\$ -	\$ -	0	463	\$ 23,150.00	\$ -	\$ -	\$ 83,699.00	ROAD RECONSTRUCTED IN 2007
SEAVIEW AVENUE	11	3	WABASH	SHORE	2,644	0	\$ 35,364.00	0	0	68	\$ 1,700.00	\$ -	65	0	\$ 3,575.00	\$ -	\$ -	\$ 48,767.00	ROAD RECONSTRUCTED IN 2007
SEAVIEW AVENUE	11	4	SHORE	FRANKLIN	3,422	171	\$ 50,999.00	377	275	0	\$ 18,185.00	\$ -	149	122	\$ 14,295.00	\$ -	\$ 5,000.00	\$ 106,175.00	
SEAVIEW AVENUE	11	5	FRANKLIN	STREET END - E	1,089	163	\$ 19,550.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 23,460.00	
SEAVIEW AVENUE	11	6	STREET END - E	BOAT RAMP			\$ -		0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ -	DIRT ROAD
LAKE DRIVE	12	1	BURROUGHS	PARK	2,223	333	\$ 39,917.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 16,600.00	\$ 67,820.00	
PARK ROAD	13	1	LAKE	BURROUGHS	1,140	114	\$ 18,734.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 22,481.00	
FISCHER ROAD	14	1	BURROUGHS	BURROUGHS	5,033	0	\$ 67,316.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 80,779.00	
EVERGREEN ROAD	15	1	FISCHER	FISCHER	3,833	0	\$ 51,266.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 61,519.00	
REVERE AVENUE	16	1	OAK	NORTHFIELD	3,733	0	\$ 49,929.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 59,915.00	ROAD RECONSTRUCTED IN 2009
OAKCREST AVENUE	17	1	OAK	CUL-DE-SAC	3,169	158	\$ 47,218.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 3,200.00	\$ 60,502.00	
SUTTON AVENUE	18	1	VERNON	OAKCREST	921	138	\$ 16,539.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 19,847.00	
VERNON AVENUE	19	1	OAK	NEW	5,328	266	\$ 79,397.00	0	0	155	\$ 3,875.00	\$ -	0	0	\$ -	\$ 7,750.00	\$ 4,400.00	\$ 114,506.00	
VERNON AVENUE	19	2	NEW	WABASH	3,578	0	\$ 47,856.00	127	0	0	\$ 3,810.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 61,999.00	ROAD RECONSTRUCTED IN 2009
MARVIN AVENUE	20	1	NEW	WABASH	3,600	0	\$ 48,150.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 57,780.00	ROAD RECONSTRUCTED IN 2009
MARVIN AVENUE	20	2	WABASH	SHORE	2,433	0	\$ 32,541.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 39,049.00	ROAD RECONSTRUCTED IN 2009
PARKWOOD PLACE	21	1	CENTRAL	CUL-DE-SAC	2,187	0	\$ 29,251.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 500.00	\$ 2,800.00	\$ 39,061.00	
WARREN AVENUE	22	1	CENTRAL	NORTHFIELD	2,582	0	\$ 34,534.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 41,441.00	
CAROL ROAD	23	1	STREET END - S	STREET END - E	2,933	440	\$ 52,686.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 65,143.00	
GAIL AVENUE	24	1	CAROL	NORTHFIELD	367	37	\$ 6,040.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 800.00	\$ 8,208.00	
GRAMMERCY AVENUE	25	1	STREET END - S	CENTRAL	6,567	328	\$ 97,865.00	92	0	138	\$ 6,210.00	\$ -	0	0	\$ -	\$ 500.00	\$ 3,200.00	\$ 129,330.00	
LINCOLN AVENUE	26	1	POPLAR	HAINES	4,900	0	\$ 65,538.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 78,646.00	ROAD RECONSTRUCTED IN 2006
LINCOLN AVENUE	26	2	HAINES	CENTRAL	4,400	0	\$ 58,850.00	0	0	0	\$ -	\$ -	45	0	\$ 2,475.00	\$ -	\$ -	\$ 73,590.00	ROAD RECONSTRUCTED IN 2006
CRESTWOOD AVENUE	27	1	CROSSING	CROSSING	4,200	0	\$ 56,175.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,200.00	\$ 68,850.00	
CROSSING DRIVE	28	1	GRAMMERCY	CENTRAL	2,767	0	\$ 37,009.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 1,000.00	\$ 3,200.00	\$ 49,451.00	
WOOD STREET	29	1	WABASH	LINCOLN	871	0	\$ 11,650.00	0	0	22	\$ 550.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 14,640.00	ROAD RECONSTRUCTED IN 2002
DEE DRIVE	30	1	WABASH	LINCOLN	1,000	50	\$ 14,904.00	225	0	0	\$ 6,750.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 25,985.00	
DEE DRIVE	30	2	LINCOLN	SHORE	1,533	230	\$ 27,538.00	460	0	0	\$ 13,800.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 49,606.00	
STATE STREET	31	1	WABASH	LINCOLN	1,000	75	\$ 15,669.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 18,803.00	
STEVEN DRIVE	32	1	WABASH	CENTRAL	5,267	263	\$ 78,490.00	205	0	0	\$ 6,150.00	\$ -	0	0	\$ -	\$ 5,600.00	\$ 1,600.00	\$ 110,208.00	
HAINES AVENUE	33	1	NEW	WABASH	4,733	710	\$ 85,018.00	398	0	0	\$ 11,940.00	\$ -	177	0	\$ 9,735.00	\$ -	\$ -	\$ 128,032.00	BAD DIP @ 311 HAINES / W. WABASH INT. VERY BAD
HAINES AVENUE	33	2	WABASH	SHORE	2,667	133	\$ 39,739.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 47,687.00	
BARR AVENUE	34	1	MAPLE	WABASH	4,600	460	\$ 75,593.00	994	0	0	\$ 29,820.00	\$ -	88	0	\$ 4,840.00	\$ -	\$ -	\$ 132,304.00	PARTIAL HALF WIDTH - 2007 - SJ GAS
BARR AVENUE	34	2	WABASH	SHORE	2,667	133	\$ 39,739.00	104	0	0	\$ 3,120.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 51,431.00	
DAVIS AVENUE	35	1	MAPLE	WABASH	3,867	193	\$ 57,624.00	998	0	0	\$ 29,940.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 105,077.00	
DAVIS AVENUE	35	2	WABASH	SHORE	2,667	133	\$ 39,739.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 47,687.00	
WILSON AVENUE	36	1	MAPLE	WABASH	3,133	157	\$ 46,705.00	0	0	226	\$ 5,650.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 62,826.00	
WILSON AVENUE	36	2	WABASH	SHORE	2,667	200	\$ 41,788.00	0	0	0	\$ -	\$ -	89	0	\$ 4,895.00	\$ -	\$ -	\$ 56,020.00	
EDNA AVENUE	37	1	STREET END - W	MAPLE	433	22	\$ 6,464.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 7,757.00	
STERLING AVENUE	38	1	WABASH	SHORE	2,667	200	\$ 41,788.00	208	0	0	\$ 6,240.00	\$ -	92	0	\$ 5,060.00	\$ -	\$ 2,000.00	\$ 66,106.00	
CEDAR PLACE	39	1	POPLAR	STREET END - N	1,444	72	\$ 21,516.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 25,819.00	
CEDARBROOK LANE	40	1	OAK	CENTRAL	4,680	0	\$ 62,595.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 75,114.00	RECONSTRUCTED IN 2009
DANIELLE DRIVE	41	1	CEDARBROOK	CEDARBROOK	1,733	0	\$ 23,179.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 27,815.00	RECONSTRUCTED IN 2009
SANDY COURT	42	1	CUL-DE-SAC	CEDARBROOK	607	0	\$ 8,119.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 9,743.00	TO BE RECONSTRUCTED IN 2009
LEENIE LANE	43	1	DANIELLE	OAK	1,156	0	\$ 15,462.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 18,554.00	TO BE RECONSTRUCTED IN 2009
BARR AVENUE	34	3	BARR COURT	OAK	2,900	145	\$ 43,222.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 53,786.00	
BARR COURT	44	1	BARR	CUL-DE-SAC	0	0	\$ -	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ -	ROAD BUILT 2006





R1	R2	R3	R4	R5	CU1	CU2	CU3	CU4	CU5	CU6	G1	G2	G3	G4	G5	G6	SW1	SW2	SW3	SW4	SW5	SW6	SW7	SW8	SW9
ROADWAY SECTION					CONCRETE CURB						CONCRETE GUTTER						SIDEWALK						ADA COMPLIANCE		
NAME	ROAD NO.	SECTION	FROM	TO	NORTH / WEST SIDE			SOUTH / EAST SIDE			NORTH / WEST SIDE			SOUTH / EAST SIDE			NORTH / WEST SIDE			SOUTH / EAST SIDE			PRIMARY SCHOOL WALKING ROUTE	# OF NEW RAMPS REQUIRED	# OF D.W.S. REQUIRED
					% CURBED	OVERALL CONDITION	% TO BE REPLACED	% CURBED	OVERALL CONDITION	% TO BE REPLACED	% GUTTER	GUTTER WIDTH (INCHES)	% TO BE REPLACED	% GUTTER	GUTTER WIDTH	% TO BE REPLACED	% SIDEWALK / BIKE PATH	OVERALL CONDITION	% TO BE REPLACED	% SIDEWALK / BIKE PATH	OVERALL CONDITION	% TO BE REPLACED			
RIVER DRIVE	45	1	POPLAR	DAVIS	24%	GOOD	0%	100%	FAIR	13%	0%	0	0%	0%	0	0%	0%	N/A	0%	100%	FAIR	13%	0	4	4
BRIGHTON DRIVE	46	1	POPLAR	DAVIS	100%	FAIR	0%	100%	FAIR	27%	0%	0	0%	0%	0	0%	100%	FAIR	13%	100%	FAIR	13%	0	4	4
DAVIS AVENUE	35	3	RIVER	OAK	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	77%	FAIR	0%	100%	FAIR	0%	0	4	4
WILSON AVENUE	36	3	RIVER	BRIGHTON	100%	FAIR	14%	100%	FAIR	13%	0%	0	0%	0%	0	0%	100%	FAIR	13%	100%	FAIR	13%	0	0	0
STERLING AVENUE	38	3	RIVER	BRIGHTON	100%	FAIR	14%	100%	FAIR	13%	0%	0	0%	0%	0	0%	100%	FAIR	13%	100%	FAIR	13%	0	0	0
BARTLETT AVENUE	47	1	MONROE	VAN SANT	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	46%	GOOD	0%	100%	GOOD	0%	0	0	0
BARTLETT AVENUE	47	2	VAN SANT	POPLAR	100%	FAIR	0%	88%	FAIR	15%	0%	0	0%	0%	0	0%	100%	GOOD	0%	100%	GOOD	0%	0	0	0
BARTLETT DRIVE	48	1	BARTLETT	VAN SANT	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	21%	EXCELLENT	0%	0%	N/A	0%	0	0	0
RICHARD DRIVE	49	1	MONROE	VAN SANT	100%	GOOD	0%	100%	GOOD	0%	0%	0	0%	0%	0	0%	100%	GOOD	0%	100%	GOOD	0%	0	0	4
MARIE AVENUE	50	1	BARTLETT	NEW	71%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	100%	FAIR	0%	0	0	0
PIERCE AVENUE	51	1	BARTLETT	NEW	100%	FAIR	0%	100%	FAIR	28%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	0%	0	0	0
VAN SANT AVENUE	52	1	BARTLETT	NEW	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	0%	1	0	2
VAN SANT AVENUE	52	2	NEW	OAK	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	73%	FAIR	0%	1	0	0
VAN SANT AVENUE	52	3	OAK	WABASH	84%	FAIR	0%	19%	FAIR	0%	0%	0	0%	0%	0	0%	71%	FAIR	0%	0%	N/A	0%	0	0	0
VAN SANT AVENUE	52	4	WABASH	MAPLE	63%	GOOD	0%	21%	GOOD	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
ELM AVENUE	53	1	MAPLE	SHORE	42%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	30%	FAIR	0%	100%	FAIR	0%	0	0	0
LAUREL AVENUE	54	1	WABASH	SHORE	100%	FAIR	0%	83%	FAIR	0%	0%	0	0%	0%	0	0%	100%	BAD	80%	83%	BAD	50%	0	0	0
OAK GROVE AVENUE	55	1	VAN SANT	POPLAR	100%	GOOD	0%	100%	GOOD	0%	0%	0	0%	0%	0	0%	100%	GOOD	0%	0%	N/A	0%	0	0	1
MURPHY'S WAY	56	1	BRYANT	RISLEY	100%	GOOD	0%	100%	GOOD	0%	0%	0	0%	0%	0	0%	52%	GOOD	0%	0%	N/A	0%	0	0	0
RISLEY LANE	57	1	MURPHY'S	POPLAR	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
BRYANT AVENUE	58	1	VAN SANT	POPLAR	100%	FAIR	38%	33%	FAIR	13%	0%	0	0%	0%	0	0%	80%	FAIR	0%	9%	FAIR	0%	0	0	0
PINE STREET	59	1	EDGEWOOD	VAN SANT	21%	GOOD	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
JEFFERSON AVENUE	60	1	NEW	OAK	10%	FAIR	0%	86%	FAIR	0%	0%	0	0%	0%	0	0%	10%	FAIR	0%	86%	FAIR	0%	0	0	0
JEFFERSON AVENUE	60	2	OAK	WABASH	37%	FAIR	0%	10%	FAIR	0%	0%	0	0%	0%	0	0%	24%	FAIR	0%	0%	N/A	0%	0	0	0
EDGEWOOD AVENUE	61	1	NEW	OAK	86%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	86%	FAIR	0%	100%	FAIR	0%	0	0	0
EDGEWOOD AVENUE	61	2	OAK	WABASH	27%	FAIR	22%	37%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
EDGEWOOD AVENUE	61	3	WABASH	SHORE	91%	FAIR	12%	91%	FAIR	0%	0%	0	0%	0%	0	0%	91%	FAIR	12%	89%	FAIR	0%	0	0	0
EDGEWOOD AVENUE	61	4	SHORE	WOODLYNNE	80%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	46%	FAIR	0%	26%	FAIR	0%	0	0	0
EDGEWOOD AVENUE	61	5	WOODLYNNE	STREET END - E	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
MONROE AVENUE	62	1	BARTLETT	NEW	100%	NEW	0%	100%	BARELY EXISTENT	100%	0%	0	0%	0%	0	0%	100%	NEW	0%	0%	N/A	0%	1	0	0
MONROE AVENUE	62	2	NEW	OAK	100%	FAIR	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	0%	N/A	0%	1	0	0
MONROE AVENUE	62	3	OAK	WABASH	100%	FAIR	0%	77%	FAIR	7%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
TABOR AVENUE	63	1	OAK	WABASH	52%	MOSTLY STONE CURB	0%	73%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
ESSEX AVENUE	64	1	OAK	WABASH	31%	FAIR	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	25%	FAIR	0%	0%	N/A	0%	0	0	0
DAIRY LANE	65	1	WOODLYNNE	CUL-DE-SAC	88%	FAIR	0%	93%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
COUNTRY CLUB DRIVE	66	1	SHORE	WOODLYNNE	36%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
COUNTRY CLUB DRIVE	66	2	WOODLYNNE	DELMAR	90%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
COUNTRY CLUB DRIVE - EXT.	67	3	DELMAR	POPLAR	100%	PAVED SECTION IS CURBED	0%	100%	PAVED SECTION IS CURBED	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
POPLAR AVENUE	9	8	COUNTRY CLUB	BOAT RAMP	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
DELMAR AVENUE	68	1	SHORE	WOODLYNNE	0%	N/A	0%	20%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
DELMAR AVENUE	68	2	WOODLYNNE	COUNTRY CLUB	100%	FAIR	0%	84%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
MONROE AVENUE	62	3	SHORE	WOODLYNNE	100%	FAIR	22%	100%	FAIR	22%	0%	0	0%	0%	0	0%	67%	FAIR	0%	48%	FAIR	0%	0	0	0
LANDING LANE	69	1	FRANKLIN	STREET END - E	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
GLENSIDE AVENUE	70	1	SHORE	WOODLYNNE	100%	BAD	75%	100%	BAD	75%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
GLENSIDE AVENUE	70	2	WOODLYNNE	FRANKLIN	45%	NEW	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
ESSEX AVENUE	64	2	SHORE	WOODLYNNE	100%	FAIR	10%	100%	FAIR	10%	0%	0	0%	0%	0	0%	11%	FAIR	0%	56%	FAIR	22%	0	0	0
ESSEX AVENUE	64	3	WOODLYNNE	FRANKLIN	6%	FAIR	0%	45%	FAIR	0%	0%	0	0%	0%	0	0%	6%	FAIR	0%	21%	FAIR	0%	0	0	0

R1	R2	R3	R4	R5	CO1	CO2	CO3	CO4	CO5	CO6	CO7	CO8	CO9	CO10	CO11	CO12	CO13	CO14	N1
ROADWAY SECTION					ROADWAY REPAIRS			CURB CONSTRUCTION					SIDEWALK CONSTRUCTION					GENERAL NOTES / RECOMMENDATION	
NAME	ROAD NO.	SECTION	FROM	TO	TOTAL AREA - MINUS GUTTER (S.Y.)	AREA OF BASE REPAIR (S.Y.)	COST	REPLACEMENT (L.F.)	NEW CURB AS PART OF SIDEWALK CONSTRUCTION (L.F.)	CURB COMPLETION	COST	GUTTER REPLACEMENT COST	REPLACEMENT (S.Y.)	NEW S.W. AS PART OF SCHOOL ROUTE (S.Y.)	COST	ADA COMPLIANCE COSTS	STORMWATER COMPLIANCE COST		TOTAL ROADWAY PROJECT COST (W/ 20% CONTINGENCY)
RIVER DRIVE	45	1	POPLAR	DAVIS	2,500	250	\$ 41,083.00	98	0	0	\$ 2,940.00	\$ -	43	0	\$ 2,365.00	\$ 5,600.00	\$ 2,800.00	\$ 65,746.00	
BRIGHTON DRIVE	46	1	POPLAR	DAVIS	2,433	243	\$ 39,973.00	197	0	0	\$ 5,910.00	\$ -	84	0	\$ 4,620.00	\$ 5,600.00	\$ -	\$ 67,324.00	
DAVIS AVENUE	35	3	RIVER	OAK	2,900	145	\$ 43,222.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 5,600.00	\$ -	\$ 58,586.00	
WILSON AVENUE	36	3	RIVER	BRIGHTON	2,433	243	\$ 39,973.00	197	0	0	\$ 5,910.00	\$ -	84	0	\$ 4,620.00	\$ -	\$ -	\$ 60,604.00	
STERLING AVENUE	38	3	RIVER	BRIGHTON	2,433	122	\$ 36,273.00	197	0	0	\$ 5,910.00	\$ -	84	0	\$ 4,620.00	\$ -	\$ -	\$ 56,164.00	
BARTLETT AVENUE	47	1	MONROE	VAN SANT	3,467	347	\$ 56,984.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 2,400.00	\$ 71,261.00	
BARTLETT AVENUE	47	2	VAN SANT	POPLAR	2,267	227	\$ 37,264.00	90	0	82	\$ 4,750.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 50,417.00	
BARTLETT DRIVE	48	1	BARTLETT	VAN SANT	1,733	87	\$ 25,840.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 31,008.00	
RICHARD DRIVE	49	1	MONROE	VAN SANT	3,400	0	\$ 45,475.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 1,000.00	\$ -	\$ 55,770.00	ROAD RESURFACED IN 2003
MARIE AVENUE	50	1	BARTLETT	NEW	2,400	120	\$ 35,770.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 42,924.00	
PIERCE AVENUE	51	1	BARTLETT	NEW	2,400	180	\$ 37,605.00	202	0	0	\$ 6,060.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 52,398.00	
VAN SANT AVENUE	52	1	BARTLETT	NEW	2,433	182	\$ 38,108.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 500.00	\$ 1,600.00	\$ 48,250.00	
VAN SANT AVENUE	52	2	NEW	OAK	1,867	93	\$ 27,815.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 7,400.00	\$ 42,258.00	
VAN SANT AVENUE	52	3	OAK	WABASH	4,889	0	\$ 65,390.00	0	0	176	\$ 4,400.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 83,748.00	ROAD RECONSTRUCTED IN 2009
VAN SANT AVENUE	52	4	WABASH	MAPLE	1,100	0	\$ 14,713.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 17,656.00	ROAD RECONSTRUCTED IN 2009
ELM AVENUE	53	1	MAPLE	SHORE	2,133	107	\$ 31,801.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 38,161.00	
LAUREL AVENUE	54	1	WABASH	SHORE	2,667	133	\$ 39,739.00	0	0	136	\$ 3,400.00	\$ -	432	0	\$ 23,760.00	\$ -	\$ 1,600.00	\$ 82,199.00	SIDEWALK IN POOR CONDITION DUE TO TREES
OAK GROVE AVENUE	55	1	VAN SANT	POPLAR	2,500	0	\$ 33,438.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 250.00	\$ -	\$ 40,426.00	ROAD RECONSTRUCTED IN 2002 / NJ WATER HALF WIDTH 2008
MURPHY'S WAY	56	1	BRYANT	RISLEY	1,400	0	\$ 18,725.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 800.00	\$ 23,430.00	80% OF ROAD CONSTRUCTED IN 2003
RISLEY LANE	57	1	MURPHY'S	POPLAR	800	40	\$ 11,923.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 14,308.00	
BRYANT AVENUE	58	1	VAN SANT	POPLAR	2,667	267	\$ 43,837.00	338	0	0	\$ 10,140.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 64,772.00	
PINE STREET	59	1	EDGEWOOD	VAN SANT	1,140	57	\$ 16,991.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 20,389.00	
JEFFERSON AVENUE	60	1	NEW	OAK	2,300	173	\$ 36,053.00	0	0	97	\$ 2,425.00	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 48,094.00	
JEFFERSON AVENUE	60	2	OAK	WABASH	3,880	0	\$ 51,895.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 62,274.00	ROAD RECONSTRUCTED IN 2009
EDGEWOOD AVENUE	61	1	NEW	OAK	2,667	133	\$ 39,739.00	0	0	112	\$ 2,800.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 51,047.00	
EDGEWOOD AVENUE	61	2	OAK	WABASH	3,360	0	\$ 44,940.00	50	0	0	\$ 1,500.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 55,728.00	ROAD RECONSTRUCTED IN 2009
EDGEWOOD AVENUE	61	3	WABASH	SHORE	2,933	293	\$ 48,190.00	96	0	158	\$ 6,830.00	\$ -	43	0	\$ 2,365.00	\$ -	\$ 10,800.00	\$ 81,822.00	
EDGEWOOD AVENUE	61	4	SHORE	WOODLYNNE	1,533	153	\$ 25,183.00	0	0	92	\$ 2,300.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 32,980.00	
EDGEWOOD AVENUE	61	5	WOODLYNNE	STREET END - E	444	22	\$ 6,611.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 5,000.00	\$ 13,933.00	
MONROE AVENUE	62	1	BARTLETT	NEW	1,667	0	\$ 22,296.00	500	0	0	\$ 15,000.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 44,755.00	ROAD RECONSTRUCTED IN 2009
MONROE AVENUE	62	2	NEW	OAK	3,782	189	\$ 56,365.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 5,800.00	\$ 74,598.00	PAVEMENT IN BAD CONDITION AT NEW ROAD INTERSECTION
MONROE AVENUE	62	3	OAK	WABASH	2,300	0	\$ 30,763.00	37	0	159	\$ 5,085.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 43,018.00	
TABOR AVENUE	63	1	OAK	WABASH	2,489	124	\$ 37,083.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 44,500.00	
ESSEX AVENUE	64	1	OAK	WABASH	1,244	93	\$ 19,483.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 23,380.00	
DAIRY LANE	65	1	WOODLYNNE	CUL-DE-SAC	1,400	280	\$ 27,288.00	0	0	80	\$ 2,000.00	\$ -	0	0	\$ -	\$ -	\$ 5,000.00	\$ 41,146.00	
COUNTRY CLUB DRIVE	66	1	SHORE	WOODLYNNE	1,400	105	\$ 21,936.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 400.00	\$ 26,803.00	
COUNTRY CLUB DRIVE	66	2	WOODLYNNE	DELMAR	4,000	800	\$ 77,967.00	0	0	120	\$ 3,000.00	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 99,080.00	
COUNTRY CLUB DRIVE - EXT.	67	3	DELMAR	POPLAR	2,244	449	\$ 43,745.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 5,000.00	\$ 58,494.00	
POPLAR AVENUE	9	8	COUNTRY CLUB	BOAT RAMP			\$ -		0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ -	DIRT ROAD WITH COUNTY BRIDGE
DELMAR AVENUE	68	1	SHORE	WOODLYNNE	1,227	92	\$ 19,225.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 23,070.00	
DELMAR AVENUE	68	2	WOODLYNNE	COUNTRY CLUB	4,200	1,260	\$ 94,710.00	0	0	202	\$ 5,050.00	\$ -	0	0	\$ -	\$ -	\$ 11,600.00	\$ 133,632.00	
MONROE AVENUE	62	3	SHORE	WOODLYNNE	1,840	184	\$ 30,237.00	202	0	0	\$ 6,060.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 43,556.00	
LANDING LANE	69	1	FRANKLIN	STREET END - E	971	146	\$ 17,452.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 5,000.00	\$ 26,942.00	
GLENSIDE AVENUE	70	1	SHORE	WOODLYNNE	1,840	184	\$ 30,237.00	690	0	0	\$ 20,700.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 61,124.00	
GLENSIDE AVENUE	70	2	WOODLYNNE	FRANKLIN	2,273	227	\$ 37,344.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 46,733.00	
ESSEX AVENUE	64	2	SHORE	WOODLYNNE	1,800	135	\$ 28,204.00	90	0	0	\$ 2,700.00	\$ -	25	0	\$ 1,375.00	\$ -	\$ -	\$ 38,735.00	
ESSEX AVENUE	64	3	WOODLYNNE	FRANKLIN	2,204	110	\$ 32,843.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 2,400.00	\$ 42,292.00	



R1	R2	R3	R4	R5	CU1	CU2	CU3	CU4	CU5	CU6	G1	G2	G3	G4	G5	G6	SW1	SW2	SW3	SW4	SW5	SW6	SW7	SW8	SW9	
ROADWAY SECTION					CONCRETE CURB						CONCRETE GUTTER						SIDEWALK						ADA COMPLIANCE			
NAME	ROAD NO.	SECTION	FROM	TO	NORTH / WEST SIDE			SOUTH / EAST SIDE			NORTH / WEST SIDE			SOUTH / EAST SIDE			NORTH / WEST SIDE			SOUTH / EAST SIDE			PRIMARY SCHOOL WALKING ROUTE	# OF NEW RAMPS REQUIRED	# OF D.W.S. REQUIRED	
					% CURBED	OVERALL CONDITION	% TO BE REPLACED	% CURBED	OVERALL CONDITION	% TO BE REPLACED	% GUTTER	GUTTER WIDTH (INCHES)	% TO BE REPLACED	% GUTTER	GUTTER WIDTH	% TO BE REPLACED	% SIDEWALK / BIKE PATH	OVERALL CONDITION	% TO BE REPLACED	% SIDEWALK / BIKE PATH	OVERALL CONDITION	% TO BE REPLACED				
ESSEX AVENUE	64	4	FRANKLIN	STREET END - E	42%	FAIR	0%	8%	FAIR	0%	0%	0	0%	0%	0	0%	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
FRANKFORD AVENUE	71	1	FRANKLIN	STREET END - E	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
DEVONSHIRE AVENUE	72	1	OAK	WABASH	90%	BAD	100%	90%	BAD	100%	0%	0	0%	0%	0	0%	0%	0%	N/A	0%	0%	N/A	0%	1	0	0
DEVONSHIRE AVENUE	72	2	WABASH	SHORE	100%	FAIR	12%	100%	FAIR	24%	0%	0	0%	0%	0	0%	0%	100%	FAIR	10%	100%	FAIR	10%	1	0	0
DEVONSHIRE AVENUE	72	3	SHORE	STREET END - E	100%	FAIR	10%	100%	FAIR	10%	0%	0	0%	0%	0	0%	0%	51%	FAIR	0%	74%	FAIR	0%	1	0	0
CAMBRIDGE AVENUE	73	1	SHORE	STREET END - E	100%	FAIR	10%	94%	FAIR	10%	0%	0	0%	0%	0	0%	0%	79%	FAIR	10%	71%	FAIR	10%	0	0	0
BERKSHIRE AVENUE	73	1	SHORE	WOODLYNNE	100%	FAIR	0%	100%	FAIR	22%	0%	0	0%	0%	0	0%	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
BERKSHIRE AVENUE	73	2	WOODLYNNE	STREET END - E	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	34%	FAIR	0%	26%	FAIR	0%	0	0	0
ARLINGTON AVENUE	74	1	WOODLYNNE	STREET END - E	79%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
BALFOUR AVENUE	75	1	WOODLYNNE	FRANKLIN	84%	BAD	50%	100%	BAD	50%	0%	0	0%	0%	0	0%	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
BALFOUR AVENUE	75	2	FRANKLIN	STREET END - E	100%	FAIR	0%	71%	FAIR	0%	0%	0	0%	0%	0	0%	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
CHELTENHAM AVENUE	76	1	SHORE	WOODLYNNE	44%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	0%	N/A	0%	80%	FAIR	0%	0	0	0
CHELTENHAM AVENUE	76	2	WOODLYNNE	STREET END - E	100%	BAD	50%	100%	BAD	50%	0%	0	0%	0%	0	0%	0%	0%	N/A	0%	26%	FAIR	0%	0	0	0
WOODSTOCK AVENUE	77	1	WABASH	CUL-DE-SAC	100%	GOOD	0%	100%	GOOD	0%	100%	23	0%	100%	23	0%	100%	GOOD	0%	100%	FAIR	0%	0	0	0	
IRELAND AVENUE	78	1	WABASH	SHORE	0%	N/A	0%	56%	FAIR	0%	0%	0	0%	0%	0	0%	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
SOMERS AVENUE	79	1	OAK	SHORE	75%	FAIR	0%	100%	FAIR	12%	0%	0	0%	0%	0	0%	0%	17%	FAIR	0%	0%	N/A	0%	0	0	0
SCHOOL HOUSE DRIVE	80	1	NEW	WABASH	100%	FAIR	5%	100%	FAIR	5%	100%	24	5%	100%	24	5%	0%	N/A	0%	16%	FAIR	0%	0	3	3	
DARTMOUTH LANE	81	1	SCHOOL HOUSE	CUL-DE-SAC	100%	FAIR	5%	100%	FAIR	5%	100%	24	5%	100%	24	5%	0%	N/A	0%	0%	N/A	0%	0	0	0	0
PRINCETON LANE	82	1	SCHOOL HOUSE	CUL-DE-SAC	100%	FAIR	5%	100%	FAIR	5%	100%	24	5%	100%	24	5%	0%	N/A	0%	0%	N/A	0%	0	0	0	0
HARVARD LANE	83	1	SCHOOL HOUSE	CUL-DE-SAC	100%	FAIR	5%	100%	FAIR	5%	100%	24	5%	100%	24	5%	0%	N/A	0%	0%	N/A	0%	0	0	0	0
YALE LANE	84	1	SCHOOL HOUSE	CUL-DE-SAC	100%	FAIR	5%	100%	FAIR	5%	100%	24	5%	100%	24	5%	0%	N/A	0%	0%	N/A	0%	0	0	0	0
MORRIS AVENUE	85	1	SCHOOL HOUSE	GRANT	100%	FAIR	5%	100%	FAIR	5%	100%	24	5%	100%	24	5%	0%	N/A	0%	0%	N/A	0%	0	0	0	0
BELHAVEN AVENUE	86	1	SCHOOL HOUSE	GRANT	100%	FAIR	5%	100%	FAIR	5%	100%	24	5%	100%	24	5%	100%	FAIR	0%	100%	FAIR	0%	0	0	0	0
GRANT AVENUE	87	1	BELHAVEN	SCHOOL HOUSE	100%	FAIR	5%	100%	FAIR	5%	100%	24	5%	100%	24	5%	35%	FAIR	0%	0%	N/A	0%	0	0	0	0
MORRIS AVENUE	85	2	STREET END - W	WABASH	100%	FAIR	0%	100%	FAIR	0%	100%	24	0%	100%	24	0%	0%	N/A	0%	0%	N/A	0%	0	0	0	0
MORRIS AVENUE	85	3	WABASH	SHORE	0%	N/A	0%	15%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0	0
BELHAVEN AVENUE	86	2	STREET END - W	WABASH	100%	FAIR	0%	100%	FAIR	0%	100%	24	0%	100%	24	0%	0%	N/A	0%	0%	N/A	0%	0	0	0	0
BELHAVEN AVENUE	86	3	WABASH	SHORE	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	0%	1	0	3	3
FALLING WATER DRIVE	88	1	CUL-DE-SAC	NEW	100%	EXCELLENT	0%	100%	EXCELLENT	0%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	100%	EXCELLENT	0%	0	0	2	2
ARROWHEAD DRIVE	89	1	CUL-DE-SAC	NEW	100%	EXCELLENT	0%	100%	EXCELLENT	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	100%	EXCELLENT	0%	0	0	0	0
SPATTERDOCK LANE	90	1	STREET END - S	FALLING WATER	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0	0
GRANT AVENUE	87	2	HAMILTON	PATCONG	100%	FAIR	0%	53%	FAIR	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	53%	FAIR	0%	0	0	0	0
ADAMS AVENUE	91	1	HAMILTON	PATCONG	0%	N/A	0%	100%	FAIR	30%	0%	0	0%	0%	0	0%	0%	N/A	0%	100%	FAIR	0%	0	0	0	0
HAMILTON AVENUE	92	1	BOAT RAMP	STREET END - W	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0	0
HAMILTON AVENUE	92	2	STREET END - W	NEW	38%	FAIR	0%	29%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0	0
HAMILTON AVENUE	92	3	NEW	WEST	38%	FAIR	0%	95%	FAIR	0%	0%	0	0%	0%	0	0%	38%	FAIR	0%	95%	FAIR	0%	0	3	3	3
JOSEPH AVENUE	93	1	NEW	WEST	100%	EXCELLENT	0%	100%	EXCELLENT	0%	0%	0	0%	0%	0	0%	93%	FAIR	0%	100%	FAIR	0%	0	0	2	2
KINGSBROOK COURT	94	1	WEST	CUL-DE-SAC	100%	GOOD	0%	100%	GOOD	0%	0%	0	0%	0%	0	0%	100%	GOOD	0%	100%	GOOD	0%	0	0	0	0
KIE-TRO DRIVE	95	1	FOREST	WEST	100%	FAIR	10%	100%	FAIR	10%	100%	24	10%	100%	24	10%	100%	FAIR	0%	100%	FAIR	0%	0	1	1	1
FOREST DRIVE	96	1	NEW	WEST	100%	FAIR	0%	100%	FAIR	0%	100%	24	0%	100%	24	0%	94%	FAIR	0%	94%	FAIR	0%	0	2	2	2
FOREST DRIVE	96	2	WEST	STREET END - E	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0	0
HAMILTON AVENUE	92	4	ALEXANDER	SHORE	100%	FAIR	0%	43%	FAIR	0%	93%	17	0%	43%	17	0%	100%	FAIR	0%	34%	FAIR	0%	0	0	0	0
ALEXANDER DRIVE	97	1	HAMILTON	SHORE	100%	FAIR	13%	100%	FAIR	0%	100%	17	0%	100%	17	0%	100%	FAIR	0%	100%	FAIR	0%	0	2	2	2
GEORGETOWN COURT	98	1	CUL-DE-SAC	SHORE	100%	FAIR	0%	100%	FAIR	0%	100%	23	0%	100%	23	0%	100%	FAIR	0%	100%	FAIR	0%	0	0	0	0
WENDY DRIVE	99	1	WABASH	SHORE	100%	EXCELLENT	0%	100%	EXCELLENT	0%	100%	24	0%	100%	2	0%	55%	FAIR	0%	84%	FAIR	0%	0	0	0	0
ASBURY AVENUE	100	1	CUL-DE-SAC	SHORE	60%	FAIR	0%	62%	FAIR	0%	34%	22	0%	39%	16	0%	13%	EXCELLENT	0%	12%	FAIR	0%	0	0	0	0
HOLLY LANE	101	1	WOODLYNNE	CUL-DE-SAC	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0	0

R1	R2	R3	R4	R5	CO1	CO2	CO3	CO4	CO5	CO6	CO7	CO8	CO9	CO10	CO11	CO12	CO13	CO14	N1
ROADWAY SECTION					ROADWAY REPAIRS			CURB CONSTRUCTION				GUTTER REPLACEMENT COST	SIDEWALK CONSTRUCTION				TOTAL ROADWAY PROJECT COST (W/ 20% CONTINGENCY)	GENERAL NOTES / RECOMMENDATION	
NAME	ROAD NO.	SECTION	FROM	TO	TOTAL AREA - MINUS GUTTER (S.Y.)	AREA OF BASE REPAIR (S.Y.)	COST	REPLACEMENT (L.F.)	NEW CURB AS PART OF SIDEWALK CONSTRUCTION (L.F.)	CURB COMPLETION	COST		REPLACEMENT (S.Y.)	NEW S.W. AS PART OF SCHOOL ROUTE (S.Y.)	COST	ADA COMPLIANCE COSTS			STORMWATER COMPLIANCE COST
ESSEX AVENUE	64	4	FRANKLIN	STREET END - E	1,520	76	\$ 22,654.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 27,185.00	
FRANKFORD AVENUE	71	1	FRANKLIN	STREET END - E	1,089	54	\$ 16,217.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 19,460.00	
DEVONSHIRE AVENUE	72	1	OAK	WABASH	1,440	0	\$ 19,260.00	648	36	36	\$ 21,240.00	\$ -	0	160	\$ 8,000.00	\$ -	\$ -	\$ 58,200.00	
DEVONSHIRE AVENUE	72	2	WABASH	SHORE	3,360	168	\$ 50,078.00	302	0	0	\$ 9,060.00	\$ -	75	0	\$ 4,125.00	\$ -	\$ 1,600.00	\$ 77,836.00	
DEVONSHIRE AVENUE	72	3	SHORE	STREET END - E	6,160	308	\$ 91,810.00	308	0	0	\$ 9,240.00	\$ -	0	178	\$ 8,900.00	\$ -	\$ 11,600.00	\$ 145,860.00	
CAMBRIDGE AVENUE	73	1	SHORE	STREET END - E	6,800	510	\$ 106,548.00	330	0	102	\$ 12,450.00	\$ -	113	0	\$ 6,215.00	\$ -	\$ 6,600.00	\$ 158,176.00	
BERKSHIRE AVENUE	73	1	SHORE	WOODLYNNE	1,600	160	\$ 26,293.00	99	0	0	\$ 2,970.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 35,116.00	
BERKSHIRE AVENUE	73	2	WOODLYNNE	STREET END - E	5,000	250	\$ 74,521.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 10,800.00	\$ 102,385.00	
ARLINGTON AVENUE	74	1	WOODLYNNE	STREET END - E	4,800	240	\$ 71,540.00	0	0	252	\$ 6,300.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 93,408.00	
BALFOUR AVENUE	75	1	WOODLYNNE	FRANKLIN	2,480	124	\$ 36,962.00	570	0	99	\$ 19,575.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 67,844.00	
BALFOUR AVENUE	75	2	FRANKLIN	STREET END - E	1,503	75	\$ 22,396.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 28,795.00	
CHELTENHAM AVENUE	76	1	SHORE	WOODLYNNE	1,500	225	\$ 26,944.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 32,333.00	
CHELTENHAM AVENUE	76	2	WOODLYNNE	STREET END - E	2,642	264	\$ 43,411.00	820	0	0	\$ 24,600.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 81,613.00	
WOODSTOCK AVENUE	77	1	WABASH	CUL-DE-SAC	1,546	155	\$ 25,418.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 32,422.00	
IRELAND AVENUE	78	1	WABASH	SHORE	2,458	246	\$ 40,399.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 48,479.00	
SOMERS AVENUE	79	1	OAK	SHORE	2,767	277	\$ 45,480.00	100	0	208	\$ 8,200.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 64,416.00	
SCHOOL HOUSE DRIVE	80	1	NEW	WABASH	4,940	741	\$ 88,735.00	171	0	0	\$ 5,130.00	\$ 5,130.00	0	0	\$ -	\$ 4,200.00	\$ 1,600.00	\$ 125,754.00	
DARTMOUTH LANE	81	1	SCHOOL HOUSE	CUL-DE-SAC	520	78	\$ 9,341.00	18	0	0	\$ 540.00	\$ 540.00	0	0	\$ -	\$ -	\$ 5,000.00	\$ 18,505.00	
PRINCETON LANE	82	1	SCHOOL HOUSE	CUL-DE-SAC	578	87	\$ 10,392.00	20	0	0	\$ 600.00	\$ 600.00	0	0	\$ -	\$ -	\$ 5,000.00	\$ 19,910.00	
HARVARD LANE	83	1	SCHOOL HOUSE	CUL-DE-SAC	578	87	\$ 10,392.00	20	0	0	\$ 600.00	\$ 600.00	0	0	\$ -	\$ -	\$ 5,000.00	\$ 19,910.00	
YALE LANE	84	1	SCHOOL HOUSE	CUL-DE-SAC	520	78	\$ 9,341.00	18	0	0	\$ 540.00	\$ 540.00	0	0	\$ -	\$ -	\$ 5,000.00	\$ 18,505.00	
MORRIS AVENUE	85	1	SCHOOL HOUSE	GRANT	2,051	308	\$ 36,852.00	71	0	0	\$ 2,130.00	\$ 2,130.00	0	0	\$ -	\$ -	\$ -	\$ 49,334.00	
BELHAVEN AVENUE	86	1	SCHOOL HOUSE	GRANT	3,004	451	\$ 53,972.00	104	0	0	\$ 3,120.00	\$ 3,120.00	0	0	\$ -	\$ -	\$ -	\$ 72,254.00	
GRANT AVENUE	87	1	BELHAVEN	SCHOOL HOUSE	1,156	173	\$ 20,752.00	40	0	0	\$ 1,200.00	\$ 1,200.00	0	0	\$ -	\$ -	\$ -	\$ 27,782.00	
MORRIS AVENUE	85	2	STREET END - W	WABASH	693	104	\$ 12,450.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 14,940.00	
MORRIS AVENUE	85	3	WABASH	SHORE	2,458	123	\$ 36,638.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 43,966.00	
BELHAVEN AVENUE	86	2	STREET END - W	WABASH	664	66	\$ 10,900.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 13,080.00	
BELHAVEN AVENUE	86	3	WABASH	SHORE	1,931	97	\$ 28,794.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 750.00	\$ 5,400.00	\$ 41,933.00	
FALLING WATER DRIVE	88	1	CUL-DE-SAC	NEW	2,418	0	\$ 32,341.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 500.00	\$ 2,000.00	\$ 41,809.00	
ARROWHEAD DRIVE	89	1	CUL-DE-SAC	NEW	747	0	\$ 9,991.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 800.00	\$ 12,949.00	
SPATTERDOCK LANE	90	1	STREET END - S	FALLING WATER	533	0	\$ 7,129.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 8,555.00	
GRANT AVENUE	87	2	HAMILTON	PATCONG	1,133	85	\$ 17,753.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 21,304.00	
ADAMS AVENUE	91	1	HAMILTON	PATCONG	1,133	85	\$ 17,753.00	102	0	0	\$ 3,060.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 24,976.00	
HAMILTON AVENUE	92	1	BOAT RAMP	STREET END - W			\$ -		0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ -	DIRT ROAD
HAMILTON AVENUE	92	2	STREET END - W	NEW	1,733	347	\$ 33,791.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 40,549.00	
HAMILTON AVENUE	92	3	NEW	WEST	4,333	433	\$ 71,196.00	0	0	65	\$ 1,625.00	\$ -	0	0	\$ -	\$ 4,200.00	\$ -	\$ 92,425.00	PARTIAL HALF WIDTH - 2007 - SJ GAS
JOSEPH AVENUE	93	1	NEW	WEST	3,700	0	\$ 49,488.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 500.00	\$ -	\$ 59,986.00	ROAD RESURFACED IN 2005
KINGSBROOK COURT	94	1	WEST	CUL-DE-SAC	667	0	\$ 8,921.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 12,625.00	
KIE-TRO DRIVE	95	1	FOREST	WEST	2,744	0	\$ 36,701.00	190	0	0	\$ 5,700.00	\$ 5,700.00	0	0	\$ -	\$ 1,400.00	\$ -	\$ 59,401.00	
FOREST DRIVE	96	1	NEW	WEST	2,080	0	\$ 27,820.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 2,800.00	\$ 2,400.00	\$ 39,624.00	
FOREST DRIVE	96	2	WEST	STREET END - E	2,433	243	\$ 39,973.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 47,968.00	
HAMILTON AVENUE	92	4	ALEXANDER	SHORE	2,495	0	\$ 33,371.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 40,045.00	ROAD RECONSTRUCTED IN 2009
ALEXANDER DRIVE	97	1	HAMILTON	SHORE	2,324	116	\$ 34,631.00	100	0	0	\$ 3,000.00	\$ -	0	0	\$ -	\$ 2,800.00	\$ 3,200.00	\$ 52,357.00	
GEORGETOWN COURT	98	1	CUL-DE-SAC	SHORE	2,071	104	\$ 30,880.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 38,976.00	
WENDY DRIVE	99	1	WABASH	SHORE	2,567	0	\$ 34,334.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 43,121.00	ROAD RECONSTRUCTED IN 2003
ASBURY AVENUE	100	1	CUL-DE-SAC	SHORE	2,469	247	\$ 40,577.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 50,612.00	
HOLLY LANE	101	1	WOODLYNNE	CUL-DE-SAC	1,933	97	\$ 28,820.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 36,504.00	



R1	R2	R3	R4	R5	CU1	CU2	CU3	CU4	CU5	CU6	G1	G2	G3	G4	G5	G6	SW1	SW2	SW3	SW4	SW5	SW6	SW7	SW8	SW9
ROADWAY SECTION					CONCRETE CURB						CONCRETE GUTTER						SIDEWALK						ADA COMPLIANCE		
NAME	ROAD NO.	SECTION	FROM	TO	NORTH / WEST SIDE			SOUTH / EAST SIDE			NORTH / WEST SIDE			SOUTH / EAST SIDE			NORTH / WEST SIDE			SOUTH / EAST SIDE			PRIMARY SCHOOL WALKING ROUTE	# OF NEW RAMPS REQUIRED	# OF D.W.S. REQUIRED
					% CURBED	OVERALL CONDITION	% TO BE REPLACED	% CURBED	OVERALL CONDITION	% TO BE REPLACED	% GUTTER	GUTTER WIDTH (INCHES)	% TO BE REPLACED	% GUTTER	GUTTER WIDTH	% TO BE REPLACED	% SIDEWALK / BIKE PATH	OVERALL CONDITION	% TO BE REPLACED	% SIDEWALK / BIKE PATH	OVERALL CONDITION	% TO BE REPLACED			
HEMLOCK DRIVE	102	1	SHORE	WOODLYNNE	60%	FAIR	0%	47%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
HEMLOCK DRIVE	102	2	WOODLYNNE	SOMERSET	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
MEADOWVIEW AVENUE	103	1	STREET END - W	STREET END - E	93%	FAIR	4%	29%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
DEVON AVENUE	104	1	STREET END - S	MEADOWVIEW	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	33%	FAIR	0%	15%	FAIR	0%	0	0	0
DIANNE COURT	105	1	EAST	MEADOWVIEW	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
HELENA DRIVE	106	1	FRANKLIN	STREET END - E	100%	FAIR	10%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
SOMERSET BOULEVARD	107	1	MEADOWVIEW	STREET END - N	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
EAST DRIVE	108	1	SHORE	STREET END - E	100%	FAIR	0%	100%	FAIR	6%	0%	0	0%	0%	0	0%	47%	FAIR	0%	47%	FAIR	0%	1	6	6
WOODLYNNE BOULEVARD	6	3	MYRTLE	DAWN	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
DAWN DRIVE	109	1	STREET END - W	FRANKLIN	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
IONA AVENUE	110	1	SHORE	STREET END - E	88%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	21%	FAIR	0%	0	0	0
MYRTLE AVENUE	111	1	SHORE	CUL-DE-SAC	79%	FAIR	0%	87%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
SUNSET AVENUE	112	1	SHORE	ARBOR	34%	FAIR	0%	68%	FAIR	0%	14%	18	0%	68%	18	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
ARBOR DRIVE	113	1	MYRTLE	ARBOR CT	100%	FAIR	0%	100%	FAIR	0%	100%	18	0%	100%	18	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
HOLLY CROFT LANE	114	1	ARBOR	CUL-DE-SAC	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
ARBOR COURT EAST	115	1	ARBOR	CUL-DE-SAC	100%	FAIR	0%	100%	FAIR	0%	100%	18	0%	100%	18	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
ARBOR COURT WEST	116	1	CUL-DE-SAC	ARBOR	100%	FAIR	0%	100%	FAIR	0%	100%	18	0%	100%	18	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
CANDLEWOOD DRIVE	117	1	BERKLEY	CUL-DE-SAC	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
HIGHLAND COURT	118	1	SHORE	CUL-DE-SAC	69%	FAIR	34%	100%	FAIR	23%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
BERKLEY STREET	119	1	SHORE	SEA GARDEN	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	73%	FAIR	0%	76%	FAIR	0%	0	2	2
SEAGARDEN DRIVE	120	1	SHORE	CUL-DE-SAC	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	0%	0	2	2
ROYAL AVENUE	121	1	WABASH	SHORE	33%	FAIR	0%	55%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
ROYAL AVENUE	121	2	SHORE	CUL-DE-SAC	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	92%	FAIR	0%	61%	FAIR	0%	0	0	0
OCEAN HEIGHTS AVENUE	122	1	SHORE	STREET END - E	24%	FAIR	0%	10%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
SARA ANN COURT	123	1	NEW	CUL-DE-SAC	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	79%	FAIR	0%	100%	FAIR	0%	0	0	0
MELODY LANE	124	1	NEW	STREET END - E	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
GREENWICH AVENUE	125	1	WABASH	SHORE	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	10%	1	0	0
BURWICK LANE	126	1	STREET END - S	GREENWICH	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	62%	FAIR	0%	100%	FAIR	0%	0	0	0
KENT LANE	127	1	STREET END - S	GREENWICH	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	30%	0	0	0
GARFIELD AVENUE	128	1	WABASH	SHORE	100%	EXCELLENT	0%	32%	FAIR	0%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	0%	N/A	0%	1	0	0
HEATHER COURT	129	1	CUL-DE-SAC	SHORE	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	100%	EXCELLENT	0%	0%	N/A	0%	0	0	0
KIRKLIN AVENUE	130	1	BRIGHTON	NEW	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	FAIR	0%	0%	N/A	0%	1	0	0
KIRKLIN AVENUE	130	2	NEW	WABASH	100%	FAIR	25%	100%	FAIR	50%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	8%	1	4	4
KIRKLIN AVENUE	130	3	WABASH	SHORE	100%	FAIR	0%	100%	FAIR	23%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	0%	1	0	0
FRANCES AVENUE	131	1	BRIGHTON	NEW	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
FRANCES AVENUE	131	2	NEW	WABASH	100%	FAIR	15%	100%	FAIR	22%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	0%	0	4	4
FRANCES AVENUE	131	3	WABASH	SHORE	100%	FAIR	0%	100%	FAIR	100%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	0%	0	0	0
BRIGHTON DRIVE	46	2	FRANCES	KIRKLIN	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
GRAMMERCY AVENUE	25	2	OCEAN HEIGHTS	STREET END - N	100%	FAIR	0%	100%	FAIR	8%	0%	0	0%	0%	0	0%	100%	FAIR	0%	84%	FAIR	0%	0	3	3
ROYAL AVENUE	121	3	GRAMMERCY	WABASH	100%	FAIR	0%	100%	FAIR	0%	65%	23	0%	65%	23	0%	100%	FAIR	0%	100%	FAIR	0%	0	0	0
BEECH AVENUE	132	1	GRAMMERCY	ROYAL	100%	FAIR	0%	82%	FAIR	0%	35%	23	0%	35%	23	0%	100%	FAIR	0%	82%	FAIR	0%	0	2	2
CEDAR HILL LANE	133	1	STREET END - W	WEST	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
HENNINGS WAY	134	1	STREET END - W	WEST	0%	N/A	0%	0%	N/A	0%	0%	0	0%	0%	0	0%	0%	N/A	0%	0%	N/A	0%	0	0	0
GARFIELD AVENUE	128	2	WEST	NEW	62%	FAIR	0%	10%	FAIR	0%	0%	0	0%	0%	0	0%	62%	FAIR	0%	10%	FAIR	0%	0	0	0
DUSTY LANE	135	1	WEST	CUL-DE-SAC	100%	FAIR	0%	100%	FAIR	0%	0%	0	0%	0%	0	0%	100%	FAIR	0%	100%	FAIR	0%	0	0	0
KIRKLIN AVENUE	130	4	WEST	CUL-DE-SAC	100%	FAIR	0%	100%	FAIR	0%	100%	22	0%	100%	22	0%	0%	N/A	0%	0%	N/A	0%	0	0	0



R1	R2	R3	R4	R5	CO1	CO2	CO3	CO4	CO5	CO6	CO7	CO8	CO9	CO10	CO11	CO12	CO13	CO14	N1
ROADWAY SECTION					ROADWAY REPAIRS			CURB CONSTRUCTION					GUTTER REPLACEMENT COST	SIDEWALK CONSTRUCTION				TOTAL ROADWAY PROJECT COST (W/ 20% CONTINGENCY)	GENERAL NOTES / RECOMMENDATION
NAME	ROAD NO.	SECTION	FROM	TO	TOTAL AREA - MINUS GUTTER (S.Y.)	AREA OF BASE REPAIR (S.Y.)	COST	REPLACEMENT (L.F.)	NEW CURB AS PART OF SIDEWALK CONSTRUCTION (L.F.)	CURB COMPLETION	COST	REPLACEMENT (S.Y.)		NEW S.W. AS PART OF SCHOOL ROUTE (S.Y.)	COST	ADA COMPLIANCE COSTS	STORMWATER COMPLIANCE COST		
HEMLOCK DRIVE	102	1	SHORE	WOODLYNNE	1,500	450	\$ 33,825.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 40,590.00	
HEMLOCK DRIVE	102	2	WOODLYNNE	SOMERSET	3,823	0	\$ 51,133.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 61,360.00	TO BE RECONSTRUCTED IN 2010
MEADOWVIEW AVENUE	103	1	STREET END - W	STREET END - E	4,633	695	\$ 83,222.00	52	0	97	\$ 3,985.00	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 106,568.00	
DEVON AVENUE	104	1	STREET END - S	MEADOWVIEW	1,633	122	\$ 25,573.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 30,688.00	
DIANNE COURT	105	1	EAST	MEADOWVIEW	1,100	55	\$ 16,395.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 19,674.00	
HELENA DRIVE	106	1	FRANKLIN	STREET END - E	1,833	183	\$ 30,113.00	55	0	0	\$ 1,650.00	\$ -	0	0	\$ -	\$ -	\$ 5,000.00	\$ 44,116.00	
SOMERSET BOULEVARD	107	1	MEADOWVIEW	STREET END - N	1,333	267	\$ 25,995.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 31,194.00	INTERSECTION AT MEADOWVIEW IN VERY BAD CONDITION
EAST DRIVE	108	1	SHORE	STREET END - E	5,667	425	\$ 88,794.00	102	0	0	\$ 3,060.00	\$ -	0	400	\$ 20,000.00	\$ 8,400.00	\$ 1,600.00	\$ 146,225.00	
WOODLYNNE BOULEVARD	6	3	MYRTLE	DAWN	1,320	66	\$ 19,674.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 23,609.00	
DAWN DRIVE	109	1	STREET END - W	FRANKLIN	3,167	158	\$ 47,191.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 56,629.00	
IONA AVENUE	110	1	SHORE	STREET END - E	3,669	183	\$ 54,670.00	0	0	152	\$ 3,800.00	\$ -	0	0	\$ -	\$ -	\$ 800.00	\$ 71,124.00	
MYRTLE AVENUE	111	1	SHORE	CUL-DE-SAC	3,322	166	\$ 49,509.00	0	0	391	\$ 9,775.00	\$ -	0	0	\$ -	\$ -	\$ 800.00	\$ 72,101.00	
SUNSET AVENUE	112	1	SHORE	ARBOR	2,112	211	\$ 34,701.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 41,641.00	
ARBOR DRIVE	113	1	MYRTLE	ARBOR CT	1,410	71	\$ 21,030.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 800.00	\$ 26,196.00	
HOLLY CROFT LANE	114	1	ARBOR	CUL-DE-SAC	1,133	57	\$ 16,897.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 2,400.00	\$ 23,156.00	
ARBOR COURT EAST	115	1	ARBOR	CUL-DE-SAC	1,020	102	\$ 16,762.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 2,400.00	\$ 22,994.00	
ARBOR COURT WEST	116	1	CUL-DE-SAC	ARBOR	1,230	123	\$ 20,213.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 24,256.00	
CANDLEWOOD DRIVE	117	1	BERKLEY	CUL-DE-SAC	677	51	\$ 10,615.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 800.00	\$ 13,698.00	
HIGHLAND COURT	118	1	SHORE	CUL-DE-SAC	1,433	143	\$ 23,540.00	200	0	0	\$ 6,000.00	\$ -	0	0	\$ -	\$ -	\$ -	\$ 35,448.00	
BERKLEY STREET	119	1	SHORE	SEA GARDEN	2,767	138	\$ 41,229.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 2,800.00	\$ 1,600.00	\$ 54,755.00	INTERSECTION AT SHORE IN VERY BAD CONDITION
SEAGARDEN DRIVE	120	1	SHORE	CUL-DE-SAC	3,500	175	\$ 52,165.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ 2,800.00	\$ 6,400.00	\$ 73,638.00	
ROYAL AVENUE	121	1	WABASH	SHORE	2,600	130	\$ 38,751.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 48,421.00	
ROYAL AVENUE	121	2	SHORE	CUL-DE-SAC	2,033	152	\$ 31,840.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 38,208.00	
OCEAN HEIGHTS AVENUE	122	1	SHORE	STREET END - E	1,493	299	\$ 29,113.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 34,936.00	
SARA ANN COURT	123	1	NEW	CUL-DE-SAC	2,100	420	\$ 40,933.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 51,040.00	
MELODY LANE	124	1	NEW	STREET END - E	1,173	176	\$ 21,072.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 25,286.00	
GREENWICH AVENUE	125	1	WABASH	SHORE	3,867	193	\$ 57,624.00	0	0	0	\$ -	\$ -	39	0	\$ 2,145.00	\$ -	\$ -	\$ 71,723.00	
BURWICK LANE	126	1	STREET END - S	GREENWICH	700	35	\$ 10,433.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 12,520.00	
KENT LANE	127	1	STREET END - S	GREENWICH	567	28	\$ 8,440.00	0	0	0	\$ -	\$ -	23	0	\$ 1,265.00	\$ -	\$ -	\$ 11,646.00	
GARFIELD AVENUE	128	1	WABASH	SHORE	1,933	145	\$ 30,288.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 36,346.00	SIDEWALK & CURB NORTH SIDE CONSTRUCTED - 2004
HEATHER COURT	129	1	CUL-DE-SAC	SHORE	1,067	0	\$ 14,271.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 17,125.00	ROAD BUILT IN 2004
KIRKLIN AVENUE	130	1	BRIGHTON	NEW	1,167	117	\$ 19,187.00	0	0	0	\$ -	\$ -	0	156	\$ 7,800.00	\$ -	\$ -	\$ 32,384.00	
KIRKLIN AVENUE	130	2	NEW	WABASH	4,467	335	\$ 69,992.00	1,005	0	0	\$ 30,150.00	\$ -	48	0	\$ 2,640.00	\$ 5,600.00	\$ 20,000.00	\$ 154,058.00	INLETS ARE SIMILAR TO TYPE "B" BUT SMALLER
KIRKLIN AVENUE	130	3	WABASH	SHORE	2,900	290	\$ 47,657.00	200	0	0	\$ 6,000.00	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 66,308.00	
FRANCES AVENUE	131	1	BRIGHTON	NEW	1,167	175	\$ 20,961.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 25,153.00	
FRANCES AVENUE	131	2	NEW	WABASH	4,633	463	\$ 76,126.00	514	0	0	\$ 15,420.00	\$ -	0	0	\$ -	\$ 5,600.00	\$ 20,000.00	\$ 140,575.00	INLETS ARE SIMILAR TO TYPE "B" BUT SMALLER
FRANCES AVENUE	131	3	WABASH	SHORE	3,867	290	\$ 60,590.00	870	0	0	\$ 26,100.00	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 105,948.00	
BRIGHTON DRIVE	46	2	FRANCES	KIRKLIN	1,433	215	\$ 25,742.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 400.00	\$ 31,370.00	
GRAMMERCY AVENUE	25	2	OCEAN HEIGHTS	STREET END - N	4,033	202	\$ 60,119.00	97	0	0	\$ 2,910.00	\$ -	0	0	\$ -	\$ 4,200.00	\$ 10,000.00	\$ 92,675.00	INLETS ARE SIMILAR TO TYPE "B" BUT SMALLER
ROYAL AVENUE	121	3	GRAMMERCY	WABASH	2,567	128	\$ 38,248.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 4,800.00	\$ 51,658.00	
BEECH AVENUE	132	1	GRAMMERCY	ROYAL	1,911	96	\$ 28,496.00	0	0	108	\$ 2,700.00	\$ -	0	0	\$ -	\$ 2,800.00	\$ -	\$ 40,795.00	
CEDAR HILL LANE	133	1	STREET END - W	WEST	500	100	\$ 9,746.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 11,695.00	
HENNINGS WAY	134	1	STREET END - W	WEST	583	0	\$ 7,798.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ -	\$ 9,358.00	
GARFIELD AVENUE	128	2	WEST	NEW	2,147	429	\$ 41,836.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 2,000.00	\$ 52,603.00	
DUSTY LANE	135	1	WEST	CUL-DE-SAC	1,244	62	\$ 18,535.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 800.00	\$ 23,202.00	
KIRKLIN AVENUE	130	4	WEST	CUL-DE-SAC	1,229	61	\$ 18,303.00	0	0	0	\$ -	\$ -	0	0	\$ -	\$ -	\$ 1,600.00	\$ 23,884.00	



**APPENDIX "B"**  
**CONSTRUCTION COST UNIT PRICES**

CONSTRUCTION ITEMS		UNIT COST	UNIT
1	MILLING	\$ 4.00	S.Y.
2	ROAD EXCAVATION	\$ 25.00	C.Y.
3	CURB REMOVAL	\$ 5.00	L.F.
4	GUTTER REMOVAL	\$ 5.00	L.F.
5	SIDEWALK REMOVAL	\$ 5.00	S.Y.
6	2" HMA SURFACE COURSE	\$ 75.00	TON
7	4" HMA BASE COUSE	\$ 65.00	TON
8	DGA BASE COURSE	\$ 10.00	S.Y.
9	CONCRETE CURB	\$ 25.00	L.F.
10	CONCRETE GUTTER	\$ 25.00	L.F.
11	CONCRETE SIDEWALK	\$ 50.00	S.Y.
12	HANDICAP RAMP	\$ 1,150.00	EACH
13	DETECTABLE WARNING SURFACE	\$ 250.00	EACH
14	BICYCLE SAFE GRATE	\$ 400.00	EACH
15	J-ECO CURB PIECE	\$ 400.00	EACH
16	REMOVE INLET	\$ 1,000.00	EACH
17	NEW INLET	\$ 4,000.00	EACH

**APPENDIX "C"**

**ROADWAY IMPROVEMENT PRIORITIZED LIST**









RANK	ROADWAY SECTION				ROADWAY DATA									PAVEMENT RATING										CO3	CO7	CO8	CO11		CO12	CO13	CO14		
	NAME	ROAD NO.	SECTIO N	FROM	TO	THRU STREET		R.O.W. (FEET)	ROAD WIDTH (FEET)	SECTION LENGTH (FEET)	PROPERTIES DIRECTLY ACCESSED	PROPERTIES INDIRECT ONLY ACCESS	OVERALL ACCESS FACTOR	EXTENT OF BASE FAILURE		NUMBER OF STREET OPENINGS		SEVERITY OF CRACKING		OVERALL RIDEABILITY		EXTENT OF SURFACE PONDING		PAVEMENT CONDITION RATING	OVERALL ROADWAY RATING	ROADWAY REPAIRS	CURB CONSTRUCTION	GUTTER REPLACEMENT COST	SIDEWALK CONSTRUCTION		STORMWATER COMPLIANCE COST	TOTAL ROADWAY PROJECT COST (W/ 20% CONTINGENCY)	
						BY ORDINANCE	LEVEL																										
213	KINGSBROOK COURT	94	1	WEST	CUL-DE-SAC	NO	0	50	30	200	3	0	1.000	NONE	5.0	2	2.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	4.625	4.625	\$ 8,921.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600.00	\$ 12,625.00
214	MONROE AVENUE	62	1	BARTLETT	NEW	NO	2	50	30	500	1	0	0.930	NONE	5.0	1	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	4.650	\$ 22,296.00	\$ 15,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,755.00
215	MARVIN AVENUE	20	2	WABASH	SHORE	NO	1	50	30	730	12	0	0.931	NONE	5.0	1	5.0	NONE	5.0	GOOD	5.0	NONE	5.0	5.000	4.656	\$ 32,541.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,049.00
216	OAK GROVE AVENUE	55	1	VAN SANT	POPLAR	NO	1	50	30	750	15	0	0.931	NONE	5.0	1	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	4.656	\$ 33,438.00	\$ -	\$ -	\$ -	\$ 250.00	\$ -	\$ 40,426.00	
217	JEFFERSON AVENUE	60	2	OAK	WABASH	NO	1	60	36 - 39	970	14	0	0.931	NONE	5.0	1	5.0	NONE	5.0	GOOD	5.0	NONE	5.0	5.000	4.656	\$ 51,895.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,274.00
218	EDGEWOOD AVENUE	61	2	OAK	WABASH	NO	1	60	36 - 39	840	12	0	0.931	NONE	5.0	1	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	4.656	\$ 44,940.00	\$ 1,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,728.00
219	HEMLOCK DRIVE	102	2	WOODLYNNE	SOMERSET	NO	1	50	30 - 31	1,110	15	0	0.931	NONE	5.0	0	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	4.656	\$ 51,133.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,360.00
220	VAN SANT AVENUE	52	4	WABASH	MAPLE	NO	1	50	30	330	5	0	0.970	NONE	5.0	1	3.5	NONE	5.0	GOOD	5.0	NONE	5.0	4.813	4.669	\$ 14,713.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,656.00
221	HEATHER COURT	129	1	CUL-DE-SAC	SHORE	NO	0	50	30	320	5	0	1.000	NONE	5.0	0	5.0	NONE	5.0	EXCELLENT	5.0	FAIR	3.0	4.688	4.688	\$ 14,271.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,125.00
222	CRESTWOOD AVENUE	27	1	CROSSING	CROSSING	NO	0	50	30	1,260	18	0	0.940	NONE	5.0	0	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	4.700	\$ 56,175.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200.00	\$ 68,850.00
223	FALLING WATER DRIVE	88	1	CUL-DE-SAC	NEW	NO	0	50	32	680	18	0	0.940	NONE	5.0	0	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	4.700	\$ 32,341.00	\$ -	\$ -	\$ -	\$ -	\$ 500.00	\$ 2,000.00	\$ 41,809.00
224	HAMILTON AVENUE	92	4	ALEXANDER	SHORE	NO	0	50	30	800	13	0	0.960	NONE	5.0	1	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	4.800	\$ 33,371.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,045.00
225	WENDY DRIVE	99	1	WABASH	SHORE	NO	0	50	30	830	14	0	0.960	NONE	5.0	1	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	4.800	\$ 34,334.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600.00	\$ 43,121.00
226	DANIELLE DRIVE	41	1	CEDARBROOK	CEDARBROOK	NO	1	50	30	600	5	0	0.970	NONE	5.0	0	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	4.850	\$ 23,179.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,815.00
227	MURPHY'S WAY	56	1	BRYANT	RISLEY	NO	0	34 - 50	28 - 30	420	4	0	1.000	NONE	5.0	1	4.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	4.875	4.875	\$ 18,725.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800.00	\$ 23,430.00
228	SANDY COURT	42	1	CUL-DE-SAC	CEDARBROOK	NO	0	50	30	210	3	0	1.000	NONE	5.0	0	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	5.000	\$ 8,119.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,743.00
229	BARR COURT	44	1	BARR	CUL-DE-SAC	NO	0	N/A	N/A	100	3	0	1.000	NONE	5.0	0	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	5.000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
230	ARROWHEAD DRIVE	89	1	CUL-DE-SAC	NEW	NO	0	VARIES	32	210	3	0	1.000	NONE	5.0	0	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	5.000	\$ 9,991.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800.00	\$ 12,949.00
231	SPATTERDOCK LANE	90	1	STREET END - S	FALLING WATER	NO	0	30	20	240	1	0	1.000	NONE	5.0	0	5.0	NONE	5.0	EXCELLENT	5.0	NONE	5.0	5.000	5.000	\$ 7,129.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,555.00
232	SEAVIEW AVENUE	11	6	STREET END - E	BOAT RAMP	NO	1	63 - 81	20 +/-	1,750	0	0	0.970	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
233	POPLAR AVENUE	9	8	COUNTRY CLUB	BOAT RAMP	NO	0	33 - 66	20 +/-	2,060	0	0	1.000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
234	HAMILTON AVENUE	92	1	BOAT RAMP	STREET END - W	NO	1	N/A	28	640	1	0	0.970	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -