APPENDIX

JERICHO TRANSPORTATION STUDY

MAY 2015

PREPARED FOR:
TOWN OF JERICHO, VT

SUBMITTED BY:
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IN COOPERATION WITH:
CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION (CCRPC)

APPENDIX A. SUMMARY OF COMMENTS FROM DEC 2013 PUBLIC LOCAL CONCERNS MEETING

Local Concerns Meeting
Jericho Transportation Plan and Bicycle Pedestrian Master Plan
December 2013

The following comments and concerns were made at the meeting:

- Incorporate zoning changes into future conditions
- Consider maintenance of existing facilities
- Address gravel / sand on shoulders
- Note informal paths, used by kids
- Nashville gravel road – heavy traffic
- Put together a survey to see who would be willing to give easements
- Concerned about safety on paths in woods
- Walking on Browns Trace is not safe
- Consider trips completed without cars
- Network of facilities away from cars preferred
- Funding from gas tax
- Things are over-engineered, costs are high, move faster – use town crews for work
- Consider truck traffic / network
- VT15 bypass
- Cross through paths to school from Griswold/SunnyVale
- Richmond park and ride
- Future bus/road network – CCTA
- Look into municipal impact fees
- Dickenson should be 2-way
- T-up Barber Farm / VT117

Summary of comments received from the Comment Forms:

- Consider path along old railroad bed (see alternative route at oxbows)
- Remove railroad embankment to restore floodplains
- Shared use is not safe if cars have to swerve out of lane
- Need alternate path rom Jericho Corners to Riverside – possibly old RR bed
- All paved roads should have separated path (6 ft wide w/ green belt)
- Under current situation we are prisoners in our homes without cars. Walking and biking is essential.
- VT15 should have sidewalks/bikeways on both sides.
- Other major rods (Browns Trace, Lee River, Gov Peck, Barber Farm) should have a path on at least one side with crosswalks.
- all road should be 35 mph.
- Place crosswalks carefully
- We are over-reliant on cars. Bike/ped travel is unsafe. Inappropriate for children to share road with cars. Important for kids to experience bike and ped as a means of travel.
- Complete streets must be included in upgrades of roads.
- If accommodations are made people will use them.
- Most bikes (60-70%) would bike if they thought it was safe. (from NE bike/walk summit)
- Specific areas to work on:
    - Nashville Road – people drive too fast, impacting bike safety.
    - Brows trace – striping helps but still too narrow for 2 trucks and a bike.
    - VT15 unsafe for bikes, particularly at Browns Trace (narrow shoulder, guardrail). People would use facilities if they were built.

APPENDIX B. FUTURE DEVELOPMENT TRIP DISTRIBUTION

Appendix B - Network Distribution of Expected Future Vehicle Trips

When looking at future developments, the goal for traffic planning at intersections is to determine how many vehicles will be moving through the intersections and the direction they will be going, termed turning movements. Existing traffic patterns, i.e. turning movement counts, are recorded on a network of intersections, and future trips are added to the existing network to create future traffic conditions.

Traditionally in traffic impact studies, the number of future trips are calculated based on a future land use and past observations of that type of land use. Additionally, it is determined how many of those future trips will originate at that land use (out trips) and how many will be destined for that land use (in trips). Out trips are assumed to exit the future site and then follow existing traffic patterns as they are distributed throughout the network. Similarly, in trips are assumed to follow existing traffic patterns as they flow along the network into the future site.

Unlike traditional traffic impact studies, the additional trips in this study result from an increase in residential housing dispersed throughout the various land use zones rather than at a single point. It would have been impractical to model each new house individually, so trips associated with each zone are combined based on zone size, land use patterns, and local knowledge, and they are then placed on the network at a few locations, termed distribution points.

To illustrate, there are 26 PM out trips associated with the Agricultural Zone (see following Map 1), but these trips do not all originate in the same place. In fact there are three separate sections of Agricultural Zone in Jericho (north, southwest, and southeast) and these trips will originate at various places within these sections. Since the southwest section is the largest, it is assumed that the majority (70%) of Agricultural Zone trips will origin within this section. It is further assumed that 40% of the total Agricultural Zone development will be along Skunk Hollow Road with half (20% of the total Agricultural Zone development) destined north and half destined south. To illustrate this distribution, a distribution point is shown at the north end of Skunk Hollow Road (south of intersection 6). The percent of zone trips represented (in this case 20% of Agricultural zone trips) is shown next to the distribution point.

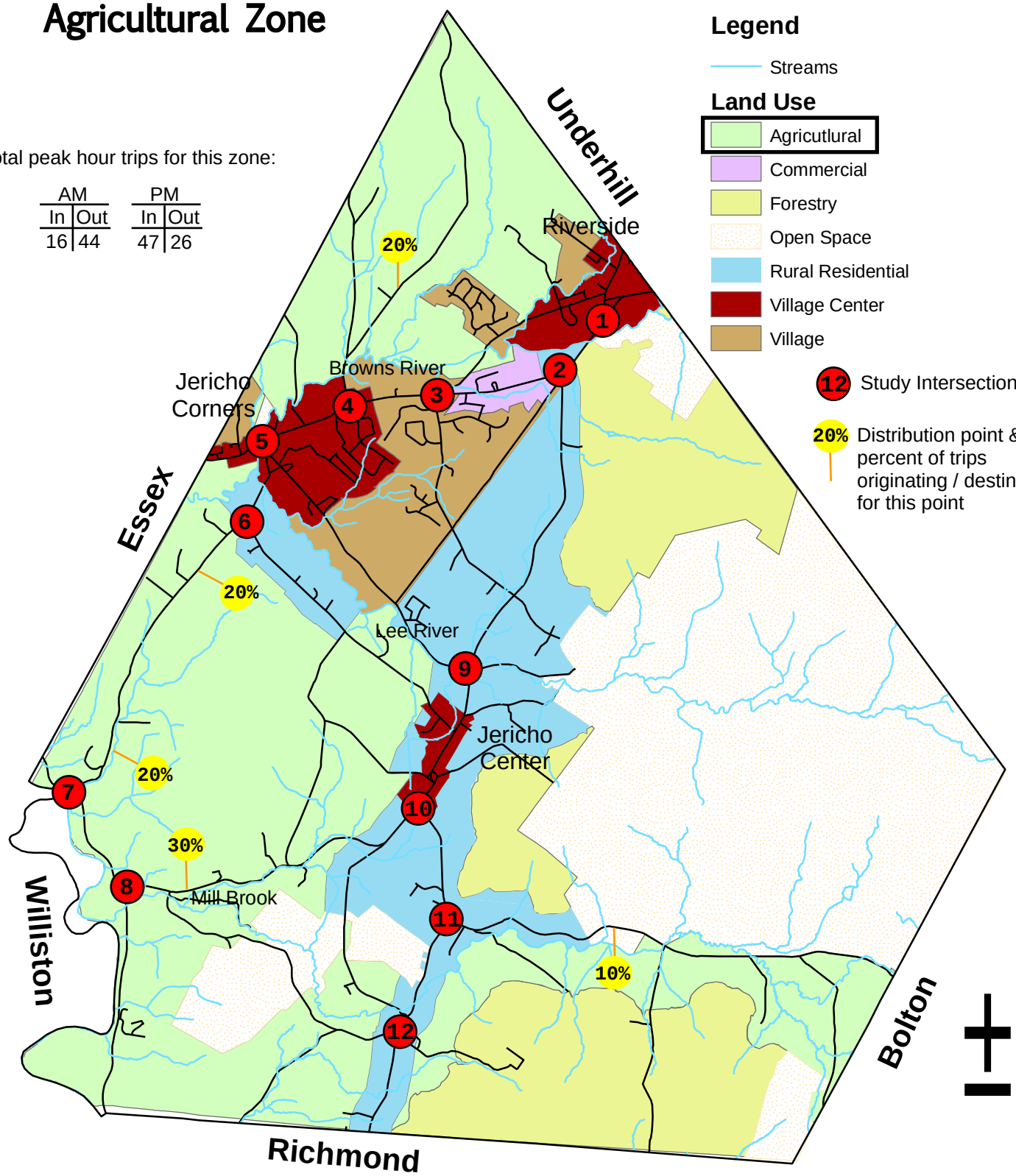
Since 20% of the total 26 Agricultural PM Out trips is 5.2 trips, it follows that, during the PM peak hour, about 5 vehicles associated with the Agricultural Zone development will leave this distribution point and enter intersection 6 from the southwest. The vehicles will continue north to intersection 5 and then turn left (westbound) towards Essex or right (eastbound) towards Riverside and Underhill based on existing traffic patterns. Vehicles turning left leave the network, while vehicles turning right pass through intersections 4 through 1 on their way to Underhill. Every time a vehicle passes through a numbered intersection, its turning movement is recorded and added to the future total traffic for that intersection.

This process of distributing trips along the network is repeated for each distribution point within each land use zone until all 156 AM trips and all 192 PM trips associated with future housing developments are accounted for and recorded. A similar process is used for the 156 AM and 190 PM future commercial trips and the 327 AM and 493 PM Riverside trips (maps not shown). Finally, the recorded turning movements are combined to determine the additional trips at each intersection resulting from future developments. These turning movements are then added to the existing AM and PM peak hour turning movement networks to produce the future traffic conditions. These are the networks used to calculate the congestion summary in Table 4-8.

Map 1:
Future Trip Distribution: Agricultural Zone

total peak hour trips for this zone:

AM		PM	
In	Out	In	Out
16	44	47	26



0 0.25 0.5 1 1.5 2 Miles

Base data for this map is derived from coverages generated by the town's Geographic Information System. State, regional and locally generated data sources are used.

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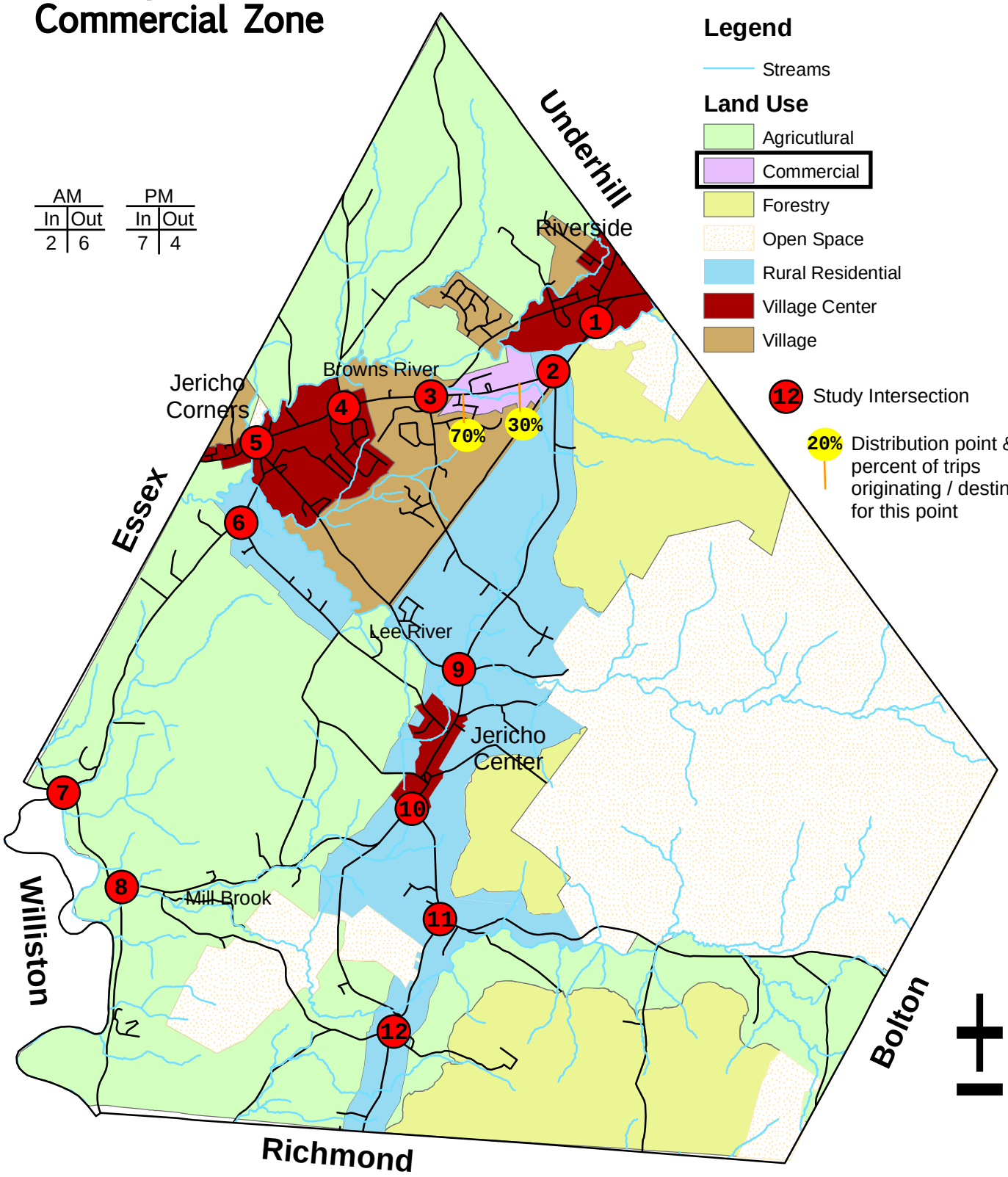
Town of Jericho, Vermont

Map 2:
Future Trip Distribution: Commercial Zone



Miles
0 0.250.5 1 1.5 2

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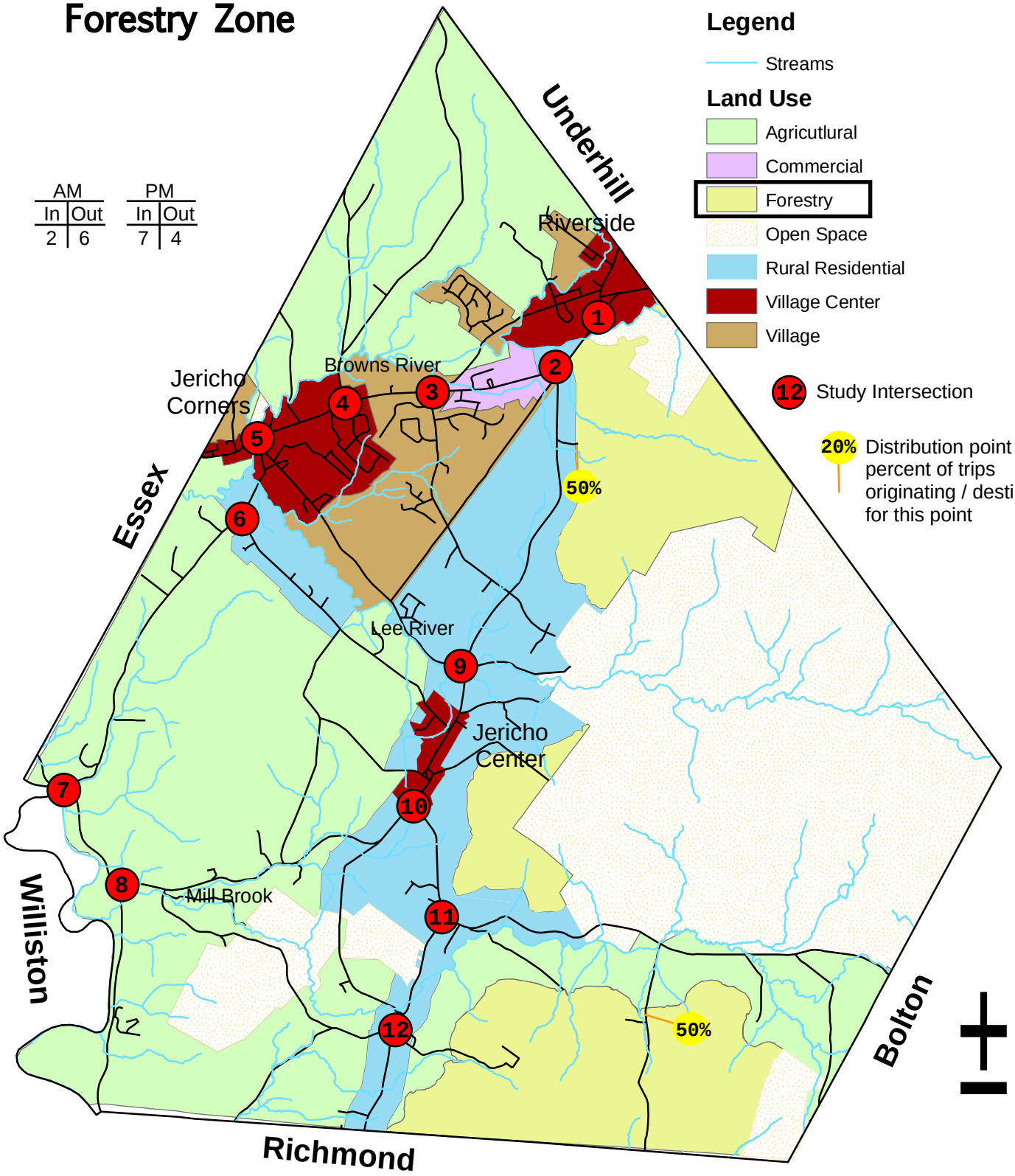
Town of Jericho, Vermont

Map 3:
Future Trip Distribution: Forestry Zone



Miles
0 0.250.5 1 1.5 2

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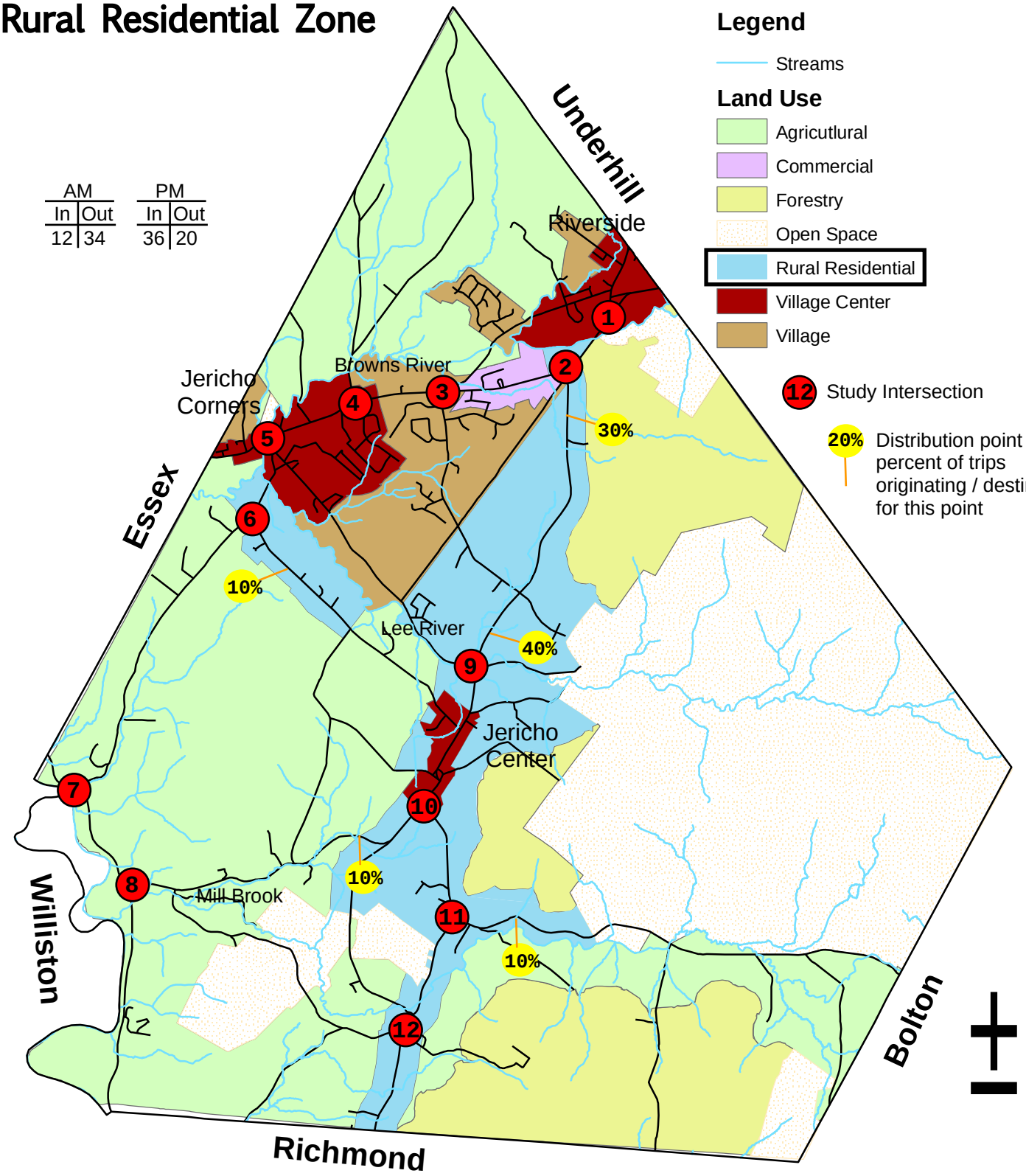
Map 4:
Future Trip Distribution: Rural Residential Zone



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0 0.25 0.5 1 1.5 2 Miles

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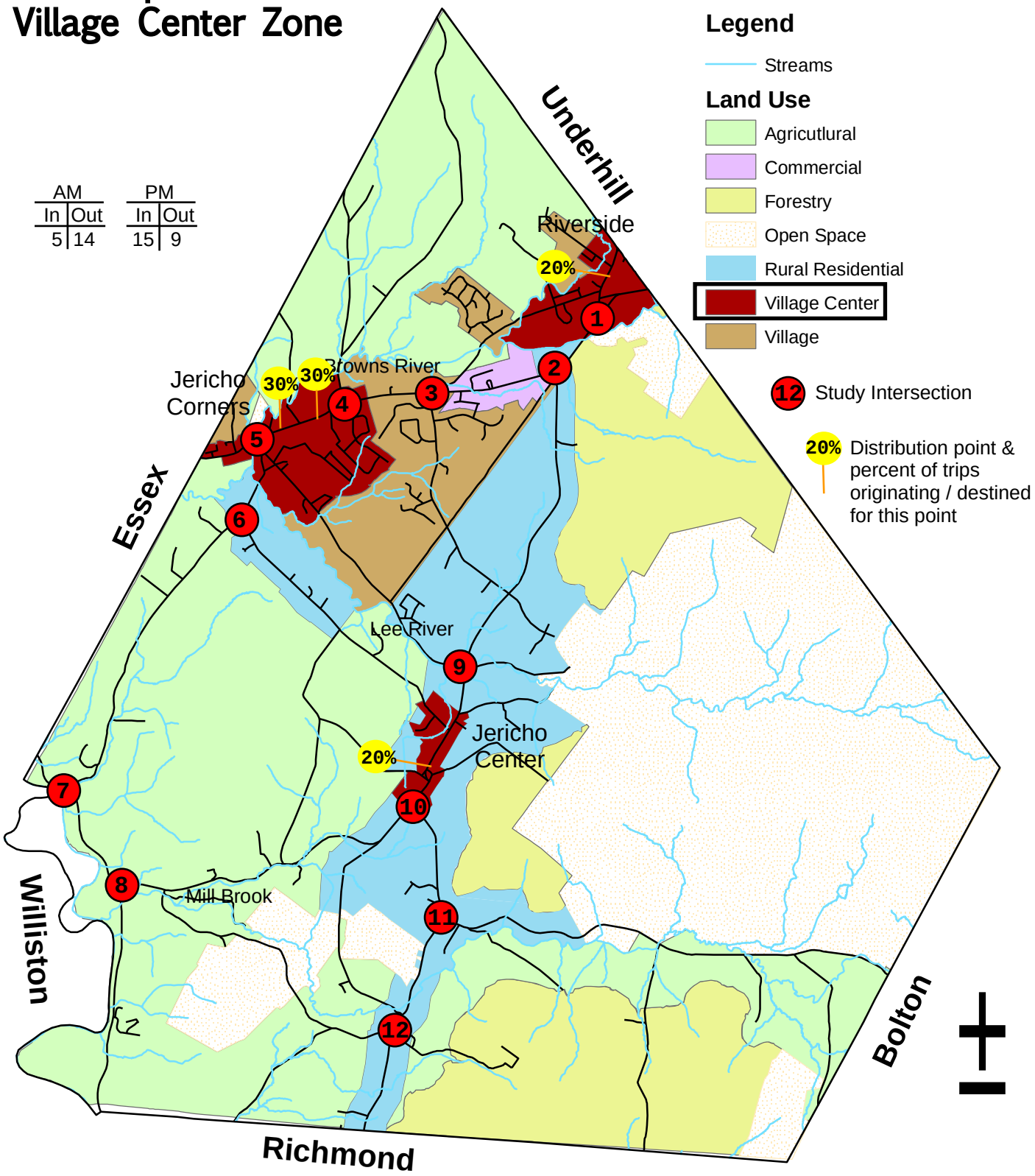
Map 5:
Future Trip Distribution: Village Center Zone



Base data for this map is derived from coverages generated by the town's Geographic Information System. State, regional and locally generated data sources are used.

0 0.25 0.5 1 1.5 2 Miles

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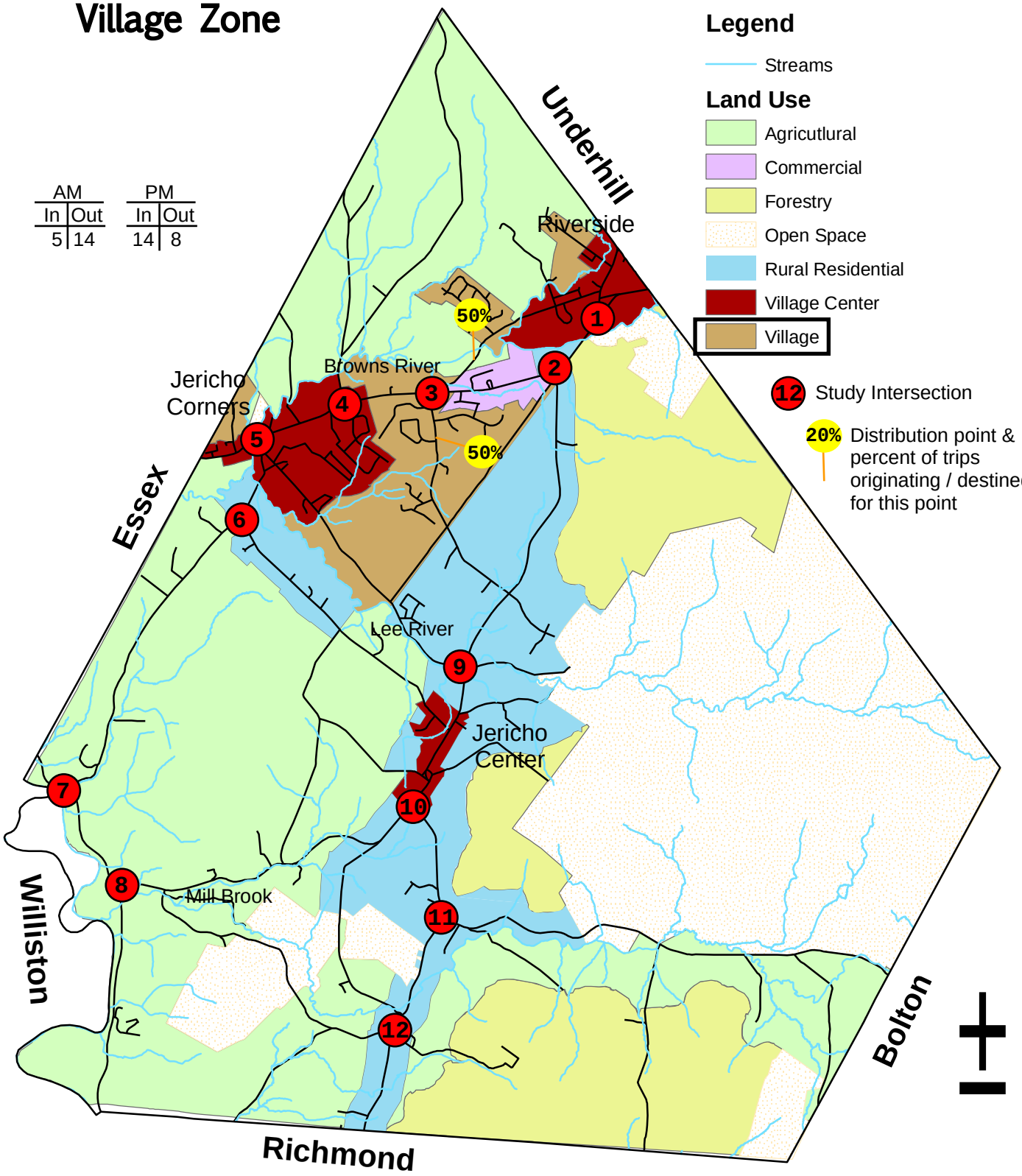
Map 6:
Future Trip Distribution: Village Zone



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0 0.25 0.5 1 1.5 2 Miles

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APPENDIX C. DETAILED INTERSECTION TRAFFIC ANALYSIS OUTPUT FUTURE CONDITIONS (WITH MITIGATION WHERE APPLICABLE)

Intersection	
Int Delay, s/veh	226.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	19	192	257	34	908	1	267	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	8	8	8	4	4	4	2	2	2
Mvmt Flow	19	192	257	34	908	1	267	0	3

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	909	0	0	449	0	0	1336	1336	321
Stage 1	-	-	-	-	-	-	359	359	-
Stage 2	-	-	-	-	-	-	977	977	-
Critical Hdwy	4.18	-	-	4.14	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.272	-	-	2.236	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	725	-	-	1101	-	-	~ 169	153	720
Stage 1	-	-	-	-	-	-	707	627	-
Stage 2	-	-	-	-	-	-	365	329	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	725	-	-	1101	-	-	~ 153	0	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 153	0	-
Stage 1	-	-	-	-	-	-	682	0	-
Stage 2	-	-	-	-	-	-	342	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.4	0.3	$ 1407
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	153	720	725	-	-	1101	-	-
HCM Lane V/C Ratio	1.745	0.004	0.026	-	-	0.031	-	-
HCM Control Delay (s)	$ 1422.7	10	10.1	0	-	8.4	0	-
HCM Lane LOS	F	B	B	A	-	A	A	-
HCM 95th %tile Q(veh)	63.3	0	0.1	-	-	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	1	1	1
Mvmt Flow	0	0	0

Major/Minor			
Conflicting Flow All			
Stage 1			
Stage 2			
Critical Hdwy			
Critical Hdwy Stg 1			
Critical Hdwy Stg 2			
Follow-up Hdwy			
Pot Cap-1 Maneuver			
Stage 1			
Stage 2			
Platoon blocked, %			
Mov Cap-1 Maneuver			
Mov Cap-2 Maneuver			
Stage 1			
Stage 2			

Approach			
HCM Control Delay, s			
HCM LOS			

Minor Lane/Major Mvmt			

Intersection	
Int Delay, s/veh	12.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	312	27	442	633	20	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	8	8	4	4	19	19
Mvmt Flow	312	27	442	633	20	152

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	339	0	1843	326
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	1517	-
Critical Hdwy	-	-	4.14	-	6.59	6.39
Critical Hdwy Stg 1	-	-	-	-	5.59	-
Critical Hdwy Stg 2	-	-	-	-	5.59	-
Follow-up Hdwy	-	-	2.236	-	3.671	3.471
Pot Cap-1 Maneuver	-	-	1209	-	75	678
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	183	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1209	-	33	678
Mov Cap-2 Maneuver	-	-	-	-	33	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	80	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	92
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	207	-	-	1209	-
HCM Lane V/C Ratio	0.831	-	-	0.366	-
HCM Control Delay (s)	92	-	-	9.7	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	9.5	-	-	1.7	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	353	31	21	799	103	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	353	31	21	799	103	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	384	0	1210	369
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	841	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1174	-	202	677
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	423	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1174	-	196	677
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	409	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	39.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	253	-	-	1174	-
HCM Lane V/C Ratio	0.597	-	-	0.018	-
HCM Control Delay (s)	39.7	-	-	8.1	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	4.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	14	428	1075	13	9	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	428	1075	13	9	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1088	0	-	0	1538	1082
Stage 1	-	-	-	-	1082	-
Stage 2	-	-	-	-	456	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	641	-	-	-	127	264
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	641	-	-	-	123	264
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	619	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	26.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	641	-	-	-	225
HCM Lane V/C Ratio	0.022	-	-	-	0.267
HCM Control Delay (s)	10.7	0	-	-	26.8
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	314	53	108	629	76	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yeild
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	314	53	108	629	76	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	367	0	1186	341
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	845	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1192	-	208	701
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	421	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1192	-	179	701
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	362	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	25.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	179	701	-	-	1192	-
HCM Lane V/C Ratio	0.425	0.104	-	-	0.091	-
HCM Control Delay (s)	39.7	10.7	-	-	8.3	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q(veh)	2.1	0.3	-	-	0.3	-

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	20	22	0	68	1	0	13	212
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	6	6	2	9	9	2	4	4
Mvmt Flow	0	20	22	0	68	1	0	13	212
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.7	7.8	8.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	48%	6%
Vol Thru, %	99%	0%	94%
Vol Right, %	1%	52%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	69	42	225
LT Vol	68	0	212
Through Vol	1	22	0
RT Vol	0	20	13
Lane Flow Rate	69	42	225
Geometry Grp	1	1	1
Degree of Util (X)	0.082	0.052	0.257
Departure Headway (Hd)	4.287	4.43	4.104
Convergence, Y/N	Yes	Yes	Yes
Cap	825	813	871
Service Time	2.367	2.43	2.152
HCM Lane V/C Ratio	0.084	0.052	0.258
HCM Control Delay	7.8	7.7	8.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.2	1

Two Way Analysis cannot be performed on an All Way Stop Intersection.

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	34	185	277	32	25	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	1	1	4	4	4	4
Mvmt Flow	34	185	277	32	25	264

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	607	293	0	0	309	0
Stage 1	293	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.14	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.236	-
Pot Cap-1 Maneuver	461	749	-	-	1240	-
Stage 1	759	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	450	749	-	-	1240	-
Mov Cap-2 Maneuver	450	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	679	1240	-
HCM Lane V/C Ratio	-	-	0.323	0.02	-
HCM Control Delay (s)	-	-	12.8	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.4	0.1	-

Intersection	
Int Delay, s/veh	6.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	140	145	243	35	41	300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	140	145	243	35	41	300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	643	261	0	0	278	0
Stage 1	261	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	438	778	-	-	1273	-
Stage 1	783	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	421	778	-	-	1273	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.6	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	549	1273	-
HCM Lane V/C Ratio	-	-	0.519	0.032	-
HCM Control Delay (s)	-	-	18.6	7.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	3.2	0.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	77	3	29	304	323	236
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yeild	-	None	-	None
Storage Length	0	75	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	3	29	304	323	236

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	803	441	559	0	-	0
Stage 1	441	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	353	616	1012	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	341	616	1012	-	-	-
Mov Cap-2 Maneuver	341	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	680	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.3	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1012	-	341	616	-	-
HCM Lane V/C Ratio	0.029	-	0.226	0.005	-	-
HCM Control Delay (s)	8.7	0	18.6	10.9	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	66	63	273	16	16	340
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	63	273	16	16	340

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	653	281	0	0	289	0
Stage 1	281	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	432	758	-	-	1273	-
Stage 1	767	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	426	758	-	-	1273	-
Mov Cap-2 Maneuver	426	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	542	1273	-
HCM Lane V/C Ratio	-	-	0.238	0.013	-
HCM Control Delay (s)	-	-	13.7	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	69	4	25	202	128	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	4	25	202	128	260

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	510	258	388	0	-	0
Stage 1	258	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	523	781	1170	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	510	781	1170	-	-	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1170	-	520	-	-
HCM Lane V/C Ratio	0.021	-	0.14	-	-
HCM Control Delay (s)	8.1	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	62	17	0	6	1	3	0	339	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	17	0	6	1	3	0	339	16

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	928	934	549	934	951	347	574	0	0
Stage 1	579	579	-	347	347	-	-	-	-
Stage 2	349	355	-	587	604	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	248	266	535	246	260	696	999	-	-
Stage 1	501	501	-	669	635	-	-	-	-
Stage 2	667	630	-	496	488	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	243	261	535	231	255	696	999	-	-
Mov Cap-2 Maneuver	243	261	-	231	255	-	-	-	-
Stage 1	501	492	-	669	635	-	-	-	-
Stage 2	663	630	-	470	479	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	26.4	17.8	0
HCM LOS	D	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	999	-	-	247	292	1204	-	-
HCM Lane V/C Ratio	-	-	-	0.32	0.034	0.012	-	-
HCM Control Delay (s)	0	-	-	26.4	17.8	8	0	-
HCM Lane LOS	A	-	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.1	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	15	523	51
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	2	2	2
Mvmt Flow	15	523	51

Major/Minor	Major2		
Conflicting Flow All	355	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1204	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1204	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.2
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	52	47	0	80	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	52	47	0	80	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	230	47	0	0	47	0
Stage 1	47	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	758	1022	-	-	1560	-
Stage 1	975	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	719	1022	-	-	1560	-
Mov Cap-2 Maneuver	719	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	5.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1022	1560	-
HCM Lane V/C Ratio	-	-	0.051	0.051	-
HCM Control Delay (s)	-	-	8.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	12.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	529	0	47	355	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	529	0	47	355	0	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	248	225	0	0	402	0
Stage 1	225	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	740	814	-	-	1157	-
Stage 1	812	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	740	814	-	-	1157	-
Mov Cap-2 Maneuver	740	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	740	1157	-
HCM Lane V/C Ratio	-	-	0.715	-	-
HCM Control Delay (s)	-	-	21.8	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	7	0	-

Intersection	
Int Delay, s/veh	50.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	71	726	397	4	375	0	144	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	8	8	8	4	4	4	2	2	2
Mvmt Flow	71	726	397	4	375	0	144	0	5

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	375	0	0	1123	0	0	1450	1450	925
Stage 1	-	-	-	-	-	-	1067	1067	-
Stage 2	-	-	-	-	-	-	383	383	-
Critical Hdwy	4.18	-	-	4.14	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.272	-	-	2.236	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1151	-	-	615	-	-	144	131	326
Stage 1	-	-	-	-	-	-	331	299	-
Stage 2	-	-	-	-	-	-	689	612	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1151	-	-	615	-	-	~ 116	0	326
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 116	0	-
Stage 1	-	-	-	-	-	-	269	0	-
Stage 2	-	-	-	-	-	-	683	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0.1	$ 575.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	116	326	1151	-	-	615	-	-
HCM Lane V/C Ratio	1.241	0.015	0.062	-	-	0.007	-	-
HCM Control Delay (s)	$ 594.7	16.2	8.3	0	-	10.9	0	-
HCM Lane LOS	F	C	A	A	-	B	A	-
HCM 95th %tile Q(veh)	23.3	0	0.2	-	-	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	1	1	1
Mvmt Flow	0	0	0

Major/Minor			
Conflicting Flow All			
Stage 1			
Stage 2			
Critical Hdwy			
Critical Hdwy Stg 1			
Critical Hdwy Stg 2			
Follow-up Hdwy			
Pot Cap-1 Maneuver			
Stage 1			
Stage 2			
Platoon blocked, %			
Mov Cap-1 Maneuver			
Mov Cap-2 Maneuver			
Stage 1			
Stage 2			

Approach			
HCM Control Delay, s			
HCM LOS			

Minor Lane/Major Mvmt			

Intersection	
Int Delay, s/veh	32.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	801	29	139	398	35	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	8	8	4	4	19	19
Mvmt Flow	801	29	139	398	35	231

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	830	0	1492	816
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	676	-
Critical Hdwy	-	-	4.14	-	6.59	6.39
Critical Hdwy Stg 1	-	-	-	-	5.59	-
Critical Hdwy Stg 2	-	-	-	-	5.59	-
Follow-up Hdwy	-	-	2.236	-	3.671	3.471
Pot Cap-1 Maneuver	-	-	793	-	124	352
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	475	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	793	-	96	352
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	368	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	196
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	261	-	-	793	-
HCM Lane V/C Ratio	1.019	-	-	0.175	-
HCM Control Delay (s)	196	-	-	10.5	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	21.3	-	-	0.6	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	853	78	43	530	22	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	853	78	43	530	22	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	931	0	1508	892
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	616	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	735	-	133	341
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	735	-	122	341
Mov Cap-2 Maneuver	-	-	-	-	122	-
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	494	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	31.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	176	-	-	735	-
HCM Lane V/C Ratio	0.239	-	-	0.059	-
HCM Control Delay (s)	31.8	-	-	10.2	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	39	1057	580	26	14	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	1057	580	26	14	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	606	0	-	0	1728	593
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	1135	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	972	-	-	-	97	506
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	307	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	972	-	-	-	88	506
Mov Cap-2 Maneuver	-	-	-	-	88	-
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	277	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	28.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	972	-	-	-	196
HCM Lane V/C Ratio	0.04	-	-	-	0.214
HCM Control Delay (s)	8.9	0	-	-	28.4
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection	
Int Delay, s/veh	12.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	828	125	88	445	90	235
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yeild
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	828	125	88	445	90	235

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	953	0	1512	891
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	621	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	721	-	132	341
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	536	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	721	-	111	341
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	449	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	67.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	111	341	-	-	721	-
HCM Lane V/C Ratio	0.811	0.689	-	-	0.122	-
HCM Control Delay (s)	143.4	38.1	-	-	10.7	0
HCM Lane LOS	F	E	-	-	B	A
HCM 95th %tile Q(veh)	7.5	6	-	-	0.4	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	7	26	0	233	20	0	33	77
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	6	6	2	9	9	2	4	4
Mvmt Flow	0	7	26	0	233	20	0	33	77
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.5	8.9	8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	21%	30%
Vol Thru, %	92%	0%	70%
Vol Right, %	8%	79%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	253	33	110
LT Vol	233	0	77
Through Vol	20	26	0
RT Vol	0	7	33
Lane Flow Rate	253	33	110
Geometry Grp	1	1	1
Degree of Util (X)	0.291	0.04	0.131
Departure Headway (Hd)	4.146	4.368	4.276
Convergence, Y/N	Yes	Yes	Yes
Cap	863	825	828
Service Time	2.196	2.368	2.354
HCM Lane V/C Ratio	0.293	0.04	0.133
HCM Control Delay	8.9	7.5	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.2	0.1	0.5

Two Way Analysis cannot be performed on an All Way Stop Intersection.

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	23	47	281	85	175	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	1	1	4	4	4	4
Mvmt Flow	23	47	281	85	175	294

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	968	324	0	0	366	0
Stage 1	324	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.14	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.236	-
Pot Cap-1 Maneuver	283	719	-	-	1182	-
Stage 1	735	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	233	719	-	-	1182	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	432	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	3.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	427	1182	-
HCM Lane V/C Ratio	-	-	0.164	0.148	-
HCM Control Delay (s)	-	-	15.1	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.5	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	42	52	352	103	102	288
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	42	52	352	103	102	288

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	896	404	0	0	455	0
Stage 1	404	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	311	647	-	-	1095	-
Stage 1	674	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	276	647	-	-	1095	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	2.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	404	1095	-
HCM Lane V/C Ratio	-	-	0.233	0.093	-
HCM Control Delay (s)	-	-	16.6	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.3	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	106	23	8	267	208	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yeild	-	None	-	None
Storage Length	0	75	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	106	23	8	267	208	74

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	528	245	282	0	-	0
Stage 1	245	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	511	794	1280	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	507	794	1280	-	-	-
Mov Cap-2 Maneuver	507	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1280	-	507	794	-	-
HCM Lane V/C Ratio	0.006	-	0.209	0.029	-	-
HCM Control Delay (s)	7.8	0	14	9.7	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	32	43	254	70	60	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	43	254	70	60	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	547	289	0	0	324	0
Stage 1	289	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	498	750	-	-	1236	-
Stage 1	760	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	472	750	-	-	1236	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	599	1236	-
HCM Lane V/C Ratio	-	-	0.125	0.049	-
HCM Control Delay (s)	-	-	11.9	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	209	35	14	123	111	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	209	35	14	123	111	72

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	298	147	183	0	-	0
Stage 1	147	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	693	900	1392	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	685	900	1392	-	-	-
Mov Cap-2 Maneuver	685	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1392	-	709	-	-
HCM Lane V/C Ratio	0.01	-	0.344	-	-
HCM Control Delay (s)	7.6	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1.6	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	23	5	0	9	13	17	0	335	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	5	0	9	13	17	0	335	10

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	544	534	187	532	541	340	199	0	0
Stage 1	189	189	-	340	340	-	-	-	-
Stage 2	355	345	-	192	201	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	450	452	855	458	448	702	1373	-	-
Stage 1	813	744	-	675	639	-	-	-	-
Stage 2	662	636	-	810	735	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	429	452	855	454	448	702	1373	-	-
Mov Cap-2 Maneuver	429	452	-	454	448	-	-	-	-
Stage 1	813	743	-	675	639	-	-	-	-
Stage 2	633	636	-	804	734	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	13.9	12.3	0
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1373	-	-	433	534	1214	-	-
HCM Lane V/C Ratio	-	-	-	0.065	0.073	0.001	-	-
HCM Control Delay (s)	0	-	-	13.9	12.3	8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	1	175	24
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	2	2	2
Mvmt Flow	1	175	24

Major/Minor	Major2		
Conflicting Flow All	345	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1214	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1214	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	37	23	0	28	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	23	0	28	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	117	23	0	0	23	0
Stage 1	23	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	879	1054	-	-	1592	-
Stage 1	1000	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	863	1054	-	-	1592	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	913	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1054	1592	-
HCM Lane V/C Ratio	-	-	0.035	0.018	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	184	0	23	345	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	0	23	345	0	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	234	196	0	0	368	0
Stage 1	196	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	754	845	-	-	1191	-
Stage 1	837	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	754	845	-	-	1191	-
Mov Cap-2 Maneuver	754	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	754	1191	-
HCM Lane V/C Ratio	-	-	0.244	-	-
HCM Control Delay (s)	-	-	11.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

HCM Signalized Intersection Capacity Analysis
1: River Rd/Jolley Dwy & VT15

5/22/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	192	257	34	908	1	267	0	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0				
Lane Util. Factor		1.00			1.00		1.00	1.00				
Frt		0.93			1.00		1.00	0.85				
Flt Protected		1.00			1.00		0.95	1.00				
Satd. Flow (prot)		1626			1823		1770	1583				
Flt Permitted		0.96			0.98		0.76	1.00				
Satd. Flow (perm)		1561			1783		1410	1583				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	192	257	34	908	1	267	0	3	0	0	0
RTOR Reduction (vph)	0	70	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	398	0	0	943	0	267	1	0	0	0	0
Heavy Vehicles (%)	8%	8%	8%	4%	4%	4%	2%	2%	2%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		36.5			36.5		14.4	14.4				
Effective Green, g (s)		36.5			36.5		14.4	14.4				
Actuated g/C Ratio		0.62			0.62		0.24	0.24				
Clearance Time (s)		4.0			4.0		4.0	4.0				
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)		967			1104		344	387				
v/s Ratio Prot								0.00				
v/s Ratio Perm		0.26			c0.53		c0.19					
v/c Ratio		0.41			0.85		0.78	0.00				
Uniform Delay, d1		5.7			9.0		20.7	16.8				
Progression Factor		1.00			1.00		1.00	1.00				
Incremental Delay, d2		0.3			7.1		11.3	0.0				
Delay (s)		6.0			16.1		32.0	16.8				
Level of Service		A			B		C	B				
Approach Delay (s)		6.0			16.1			31.8			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	58.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.0%	ICU Level of Service	E
Analysis Period (min)	60		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	312	27	442	633	20	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.99			1.00	0.88	
Flt Protected	1.00			0.98	0.99	
Satd. Flow (prot)	1740			1790	1398	
Flt Permitted	1.00			0.72	0.99	
Satd. Flow (perm)	1740			1311	1398	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	312	27	442	633	20	152
RTOR Reduction (vph)	1	0	0	0	140	0
Lane Group Flow (vph)	338	0	0	1075	32	0
Heavy Vehicles (%)	8%	8%	4%	4%	19%	19%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	99.1			99.1	8.8	
Effective Green, g (s)	99.1			99.1	8.8	
Actuated g/C Ratio	0.86			0.86	0.08	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1487			1120	106	
v/s Ratio Prot	0.19				c0.02	
v/s Ratio Perm				c0.82		
v/c Ratio	0.23			0.96	0.30	
Uniform Delay, d1	1.5			6.8	50.6	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.1			26.0	1.6	
Delay (s)	1.6			32.8	52.2	
Level of Service	A			C	D	
Approach Delay (s)	1.6			32.8	52.2	
Approach LOS	A			C	D	

Intersection Summary			
HCM 2000 Control Delay	28.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	115.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	60		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	314	53	108	629	76	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5	5.5	5.5	5.5
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1826		1770	1863	1770	1583
Flt Permitted	1.00		0.50	1.00	0.95	1.00
Satd. Flow (perm)	1826		936	1863	1770	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	314	53	108	629	76	73
RTOR Reduction (vph)	12	0	0	0	0	48
Lane Group Flow (vph)	355	0	108	629	76	25
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Actuated Green, G (s)	21.4		21.4	21.4	16.7	16.7
Effective Green, g (s)	21.4		21.4	21.4	16.7	16.7
Actuated g/C Ratio	0.44		0.44	0.44	0.34	0.34
Clearance Time (s)	5.5		5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	795		407	811	602	538
v/s Ratio Prot	0.19			c0.34	c0.04	
v/s Ratio Perm			0.12			0.02
v/c Ratio	0.45		0.27	0.78	0.13	0.05
Uniform Delay, d1	9.7		8.8	11.8	11.2	10.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4		0.4	4.8	0.4	0.2
Delay (s)	10.1		9.2	16.6	11.6	11.0
Level of Service	B		A	B	B	B
Approach Delay (s)	10.1			15.5	11.3	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	49.1	Sum of lost time (s)	11.0
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	60		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: River Rd/Jolley Dwy & VT15

5/22/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	71	726	397	4	375	0	144	0	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0				
Lane Util. Factor		1.00			1.00		1.00	1.00				
Frt		0.96			1.00		1.00	0.85				
Flt Protected		1.00			1.00		0.95	1.00				
Satd. Flow (prot)		1675			1826		1770	1583				
Flt Permitted		0.95			0.99		0.76	1.00				
Satd. Flow (perm)		1604			1811		1410	1583				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	71	726	397	4	375	0	144	0	5	0	0	0
RTOR Reduction (vph)	0	17	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	1177	0	0	379	0	144	1	0	0	0	0
Heavy Vehicles (%)	8%	8%	8%	4%	4%	4%	2%	2%	2%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		74.5			74.5		13.8	13.8				
Effective Green, g (s)		74.5			74.5		13.8	13.8				
Actuated g/C Ratio		0.77			0.77		0.14	0.14				
Clearance Time (s)		4.0			4.0		4.0	4.0				
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)		1240			1401		202	226				
v/s Ratio Prot								0.00				
v/s Ratio Perm		c0.73			0.21		c0.10					
v/c Ratio		0.95			0.27		0.71	0.00				
Uniform Delay, d1		9.3			3.1		39.4	35.4				
Progression Factor		1.00			1.00		1.00	1.00				
Incremental Delay, d2		20.1			0.1		12.0	0.0				
Delay (s)		29.4			3.2		51.3	35.4				
Level of Service		C			A		D	D				
Approach Delay (s)		29.4			3.2			50.8			0.0	
Approach LOS		C			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	96.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	104.3%	ICU Level of Service	G
Analysis Period (min)	60		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	801	29	139	398	35	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	1.00			1.00	0.88	
Flt Protected	1.00			0.99	0.99	
Satd. Flow (prot)	1751			1804	1400	
Flt Permitted	1.00			0.60	0.99	
Satd. Flow (perm)	1751			1102	1400	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	801	29	139	398	35	231
RTOR Reduction (vph)	2	0	0	0	172	0
Lane Group Flow (vph)	828	0	0	537	94	0
Heavy Vehicles (%)	8%	8%	4%	4%	19%	19%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	36.5			36.5	9.0	
Effective Green, g (s)	36.5			36.5	9.0	
Actuated g/C Ratio	0.68			0.68	0.17	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1194			751	235	
v/s Ratio Prot	0.47				c0.07	
v/s Ratio Perm				c0.49		
v/c Ratio	0.69			0.72	0.40	
Uniform Delay, d1	5.1			5.3	19.8	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.8			3.3	1.1	
Delay (s)	6.9			8.6	21.0	
Level of Service	A			A	C	
Approach Delay (s)	6.9			8.6	21.0	
Approach LOS	A			A	C	

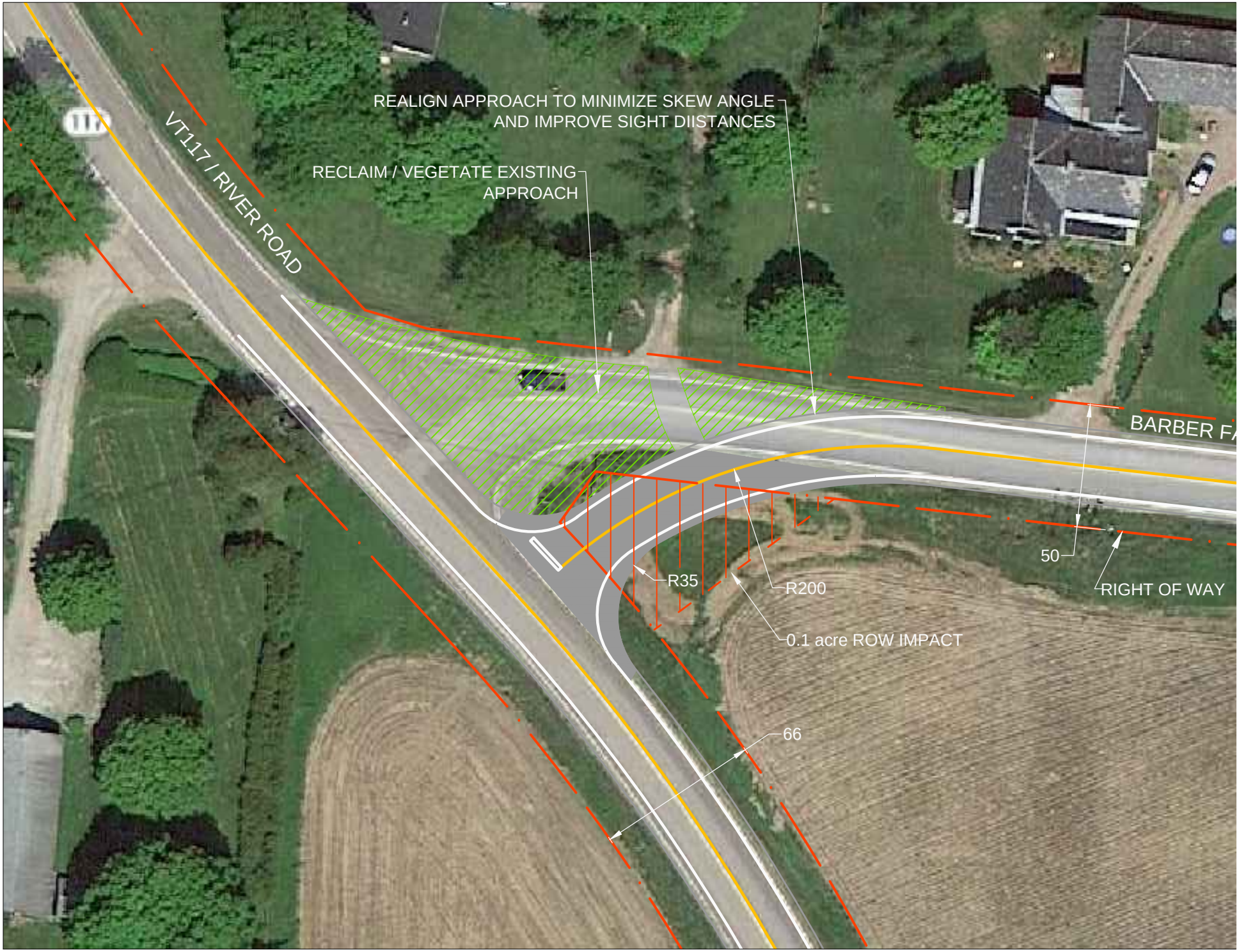
Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	53.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	98.8%	ICU Level of Service	F
Analysis Period (min)	60		

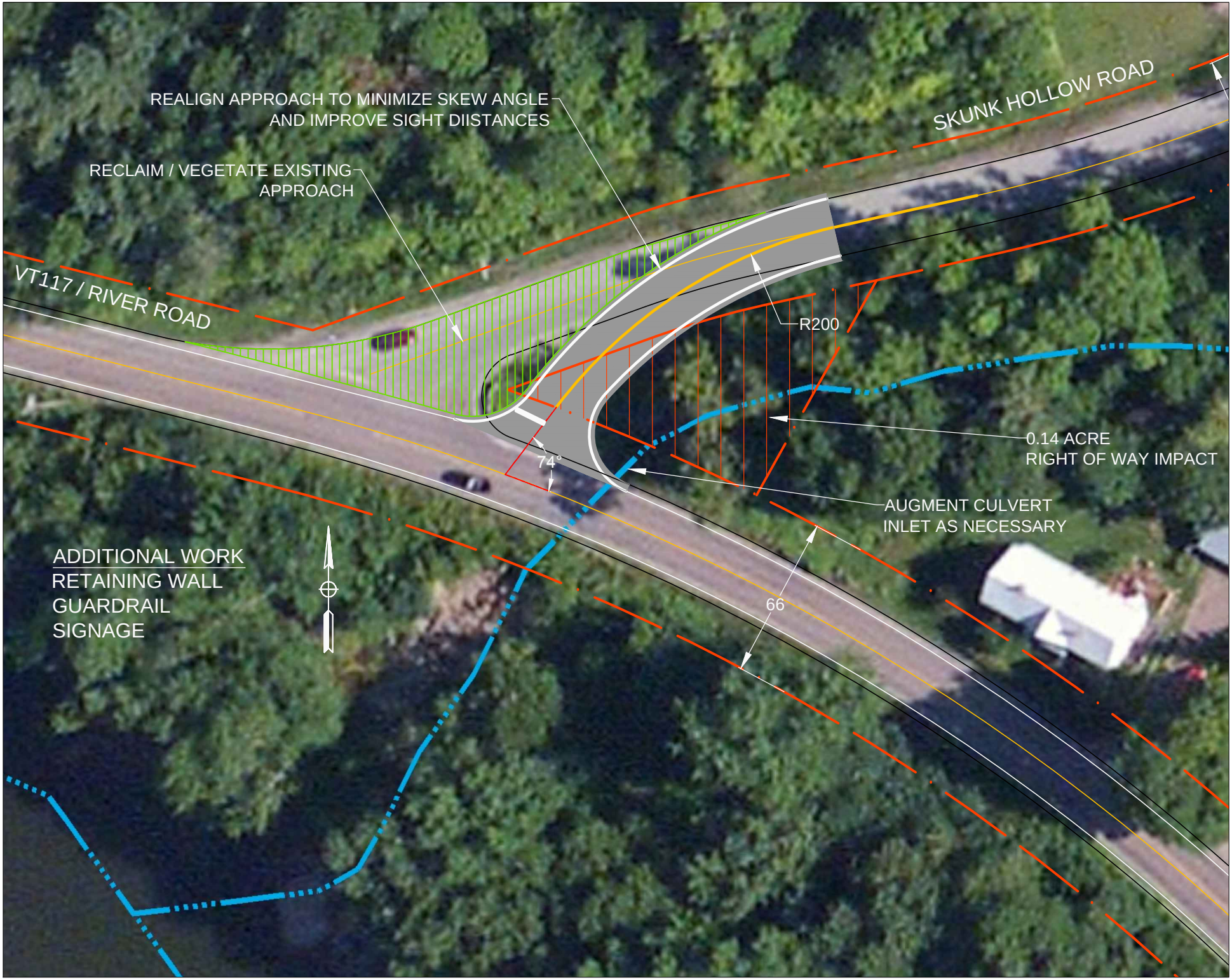
c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	828	125	88	445	90	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5	5.5	5.5	5.5
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1830		1770	1863	1770	1583
Flt Permitted	1.00		0.15	1.00	0.95	1.00
Satd. Flow (perm)	1830		280	1863	1770	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	828	125	88	445	90	235
RTOR Reduction (vph)	7	0	0	0	0	122
Lane Group Flow (vph)	946	0	88	445	90	113
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Actuated Green, G (s)	33.0		33.0	33.0	9.2	9.2
Effective Green, g (s)	33.0		33.0	33.0	9.2	9.2
Actuated g/C Ratio	0.62		0.62	0.62	0.17	0.17
Clearance Time (s)	5.5		5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1135		173	1155	306	273
v/s Ratio Prot	c0.52			0.24	0.05	
v/s Ratio Perm			0.31			c0.07
v/c Ratio	0.83		0.51	0.39	0.29	0.41
Uniform Delay, d1	7.9		5.6	5.0	19.2	19.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7		2.4	0.2	0.5	1.0
Delay (s)	13.6		8.0	5.3	19.7	20.6
Level of Service	B		A	A	B	C
Approach Delay (s)	13.6			5.7	20.4	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	53.2	Sum of lost time (s)	11.0
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	60		
c Critical Lane Group			

APPENDIX D. INTERSECTION REALIGNMENT SKETCHES


REALIGN APPROACH TO MINIMIZE SKEW ANGLE
AND IMPROVE SIGHT DIISTANCES
RECLAIM / VEGETATE EXISTING
APPROACH
VT117 / RIVER ROAD
117
BARBER F
50
RIGHT OF WAY
R35
R200
0.1 acre ROW IMPACT
66


REALIGN APPROACH TO MINIMIZE SKEW ANGLE
AND IMPROVE SIGHT DIISTANCES
RECLAIM / VEGETATE EXISTING
APPROACH
SKUNK HOLLOW ROAD
VT117 / RIVER ROAD
R200
74°
0.14 ACRE
RIGHT OF WAY IMPACT
AUGMENT CULVERT
INLET AS NECESSARY
66
ADDITIONAL WORK
RETAINING WALL
GUARDRAIL
SIGNAGE

APPENDIX E. INTERSECTION AUXILIARY LANE WARRANT SUMMARY

Jericho 2014 Transportation Plan
Preliminary Auxillary Lane Warrants:

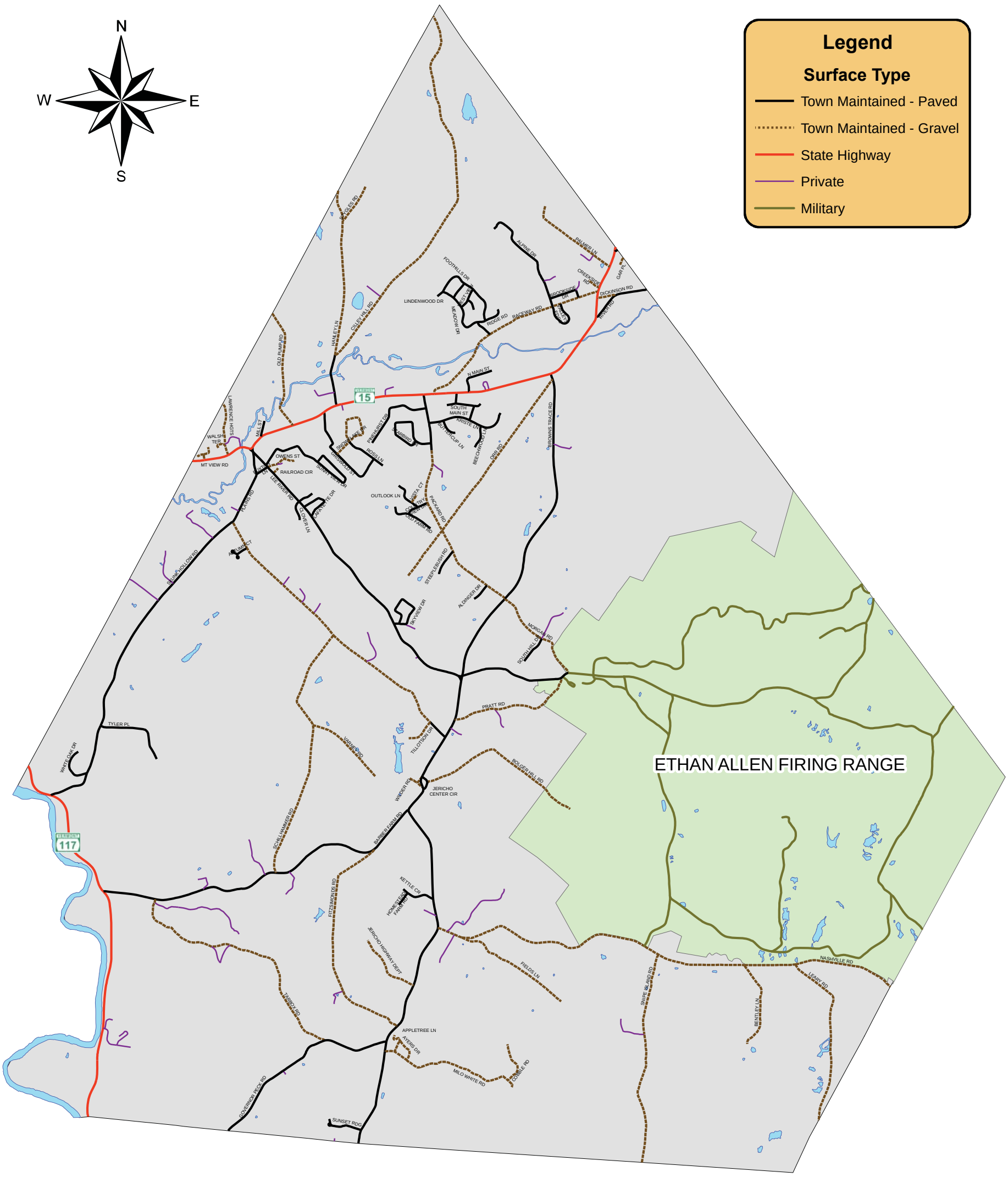
Intersection		Eastbound		Westbound	
	Planning year	Left Turn Lane	Right Turn Lane	Left Turn Lane	Right Turn Lane
VT15/Browns Trace Rd.					
	2015	n/a	No	**Yes**	n/a
	2035	n/a	No	**Yes**	n/a
VT15/Lee River Rd.					
	2015	n/a	**Yes**	**Yes**	n/a
	2035	n/a	**Yes**	**Yes**	n/a

		Southbound		Northbound	
		Left Turn Lane	Right Turn Lane	Left Turn Lane	Right Turn Lane
VT117/Skunk Hollow Rd.					
	2015	**Yes**	n/a	n/a	No
	2035	**Yes**	n/a	n/a	No
VT117/Barber Farm Rd.					
	2015	**Yes**	n/a	n/a	No
	2035	**Yes**	n/a	n/a	No

APPENDIX F. PAVER ANALYSIS FROM CCRPC

Jericho

Road Surface Type 2014



Disclaimer:
The accuracy of information presented is determined by its sources. Errors and omissions may exist. The Chittenden County Regional Planning Commission is not responsible for these. Questions of on-the-ground location can be resolved by sight inspection and/or surveys by registered surveyors. This map is not sufficient for delineation of features on-the-ground. This map identifies the presence of features, and may indicate relationships between features, but is not a replacement for surveyed information or engineering studies.

Prepared by:
Chittenden County Regional Planning Commision
http://www.ccrpcvt.org
Map created by Chris Dubin using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.
Dec. 2014

Data Sources:
Roads - VTrans 2013 Transrds GIS data

CHITTENDEN COUNTY RPC

The MicroPaver inspection process details the type and extent of different distresses for paved and gravel roads. The software uses this information to calculate deduct values for each type of defect. The program then calculates an overall Pavement Condition Index (PCI) for each section using the deduct values and the age of the road. These PCI values describe the condition of the road and are the main value taken into account when evaluating necessary strategies to maintain the roads. A PCI score of 100 denotes perfect condition and a score of 0 is the worst possible score.

All data was collected by CCRPC interns during the months of June and July of 2014.

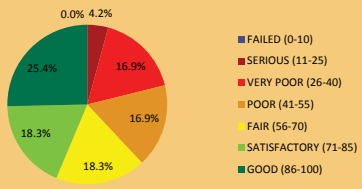
0 0.5 1 2 3 Miles

N:\Transportation\Trandata\Pavement\2014_Paver\Jericho

Jericho

Pavement Condition Index 2014
Paved Roads

PCI RESULTS (PAVED ROADS)



Weighted Average PCI: 68

Paved Road Mileage Total: 31.35

Legend

Pavement Condition Index

- Not Sampled
- Failed (0-10)
- Serious (11-25)
- Very Poor (26-40)
- Poor (41-55)
- Fair (56-70)
- Satisfactory (71-85)
- Good (86-100)

N
W
E
S

ETHAN ALLEN FIRING RANGE

Disclaimer:
The accuracy of information presented is determined by its sources. Errors and omissions may exist. The Chittenden County Regional Planning Commission is not responsible for these. Questions of on-the-ground location can be resolved by sight inspection and/or surveys by registered surveyors. This map is not sufficient for delineation of features on-the-ground. This map identifies the presence of features, and may indicate relationships between features, but is not a replacement for surveyed information or engineering studies.

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Dec. 2014

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Roads - VTrans 2013 Transrds GIS data

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All data was collected by CCRPC interns during the months of June and July of 2014.

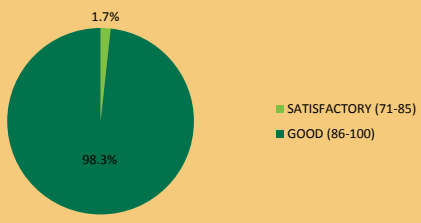
0 0.5 1 2 3 Miles

N:\Transportation\Trandata\Pavement\2014_Paver\Jericho\Jericho_2014_Final\

Jericho

Pavement Condition Index 2014
Gravel Roads

PCI RESULTS (GRAVEL ROADS)



Average Weighted PCI: 95.55
Gravel Road Mileage Total: 32.39

Legend

Pavement Condition Index

- Not Sampled
- Failed (0-10)
- Serious (11-25)
- Very Poor (26-40)
- Poor (41-55)
- Fair (56-70)
- Satisfactory (71-85)
- Good (86-100)

N
W E
S

ETHAN ALLEN FIRING RANGE

Disclaimer:
The accuracy of information presented is determined by its sources. Errors and omissions may exist. The Chittenden County Regional Planning Commission is not responsible for these. Questions of on-the-ground location can be resolved by sight inspection and/or surveys by registered surveyors. This map is not sufficient for delineation of features on-the-ground. This map identifies the presence of features, and may indicate relationships between features, but is not a replacement for surveyed information or engineering studies.

Prepared by:
Chittenden County Regional Planning Commision
http://www.ccrpcvt.org
Map created by Chris Dubin using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.
Dec. 2014

Data Sources:
Roads - VTrans 2013 Transrds GIS data

CHITTENDEN COUNTY RPC

The MicroPaver inspection process details the type and extent of different distresses for paved and gravel roads. The software uses this information to calculate deduct values for each type of defect. The program then calculates an overall Pavement Condition Index (PCI) for each section using the deduct values and the age of the road. These PCI values describe the condition of the road and are the main value taken into account when evaluating necessary strategies to maintain the roads. A PCI score of 100 denotes perfect condition and a score of 0 is the worst possible score.

All data was collected by CCRPC interns during the months of June and July of 2014.

0 0.5 1 2 3 Miles

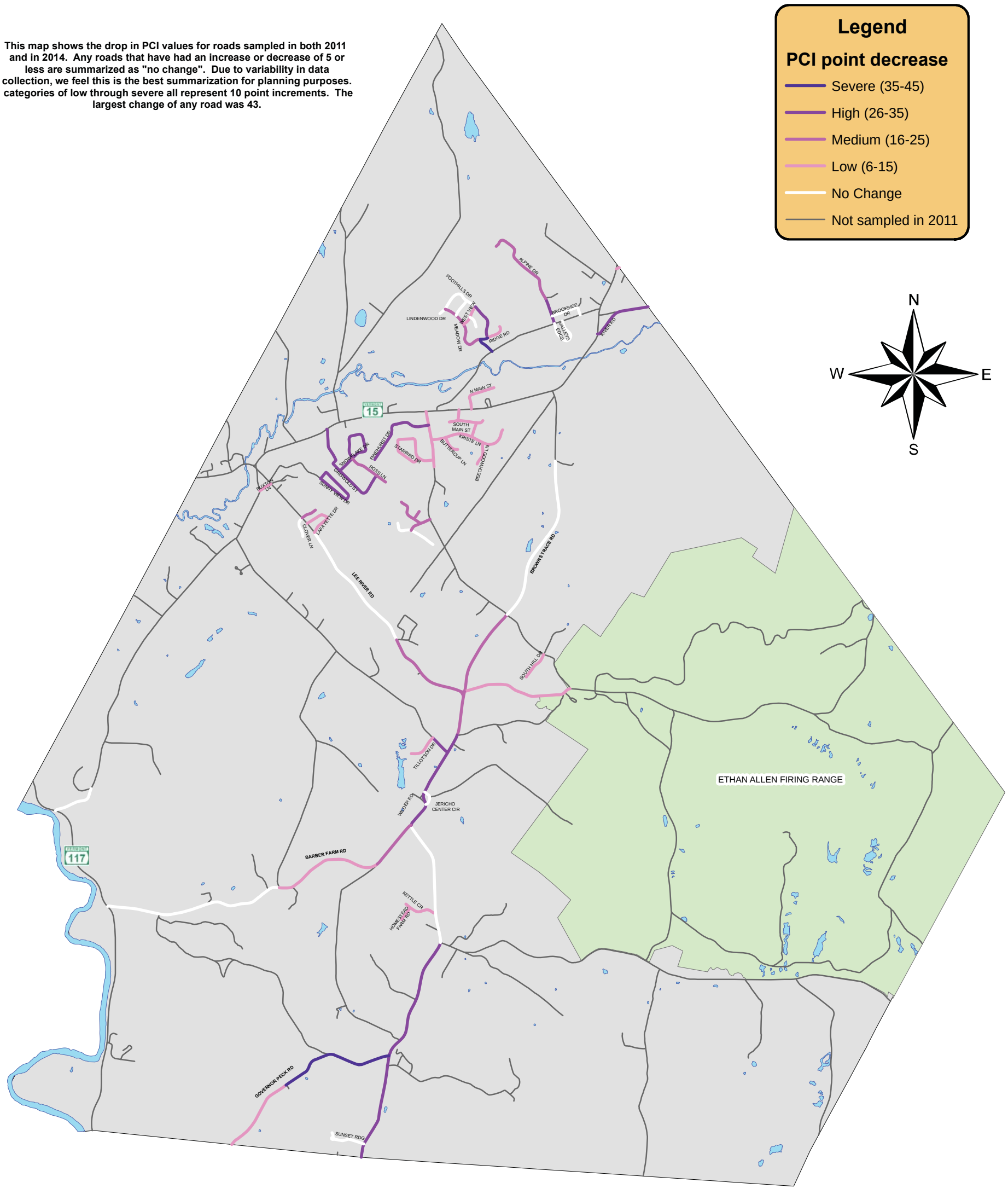
N:\Transportation\Trandata\Pavement\2014_Paver\Jericho

Jericho

Pavement Deterioration

(Using PCI Scores from 2011 and 2014)

This map shows the drop in PCI values for roads sampled in both 2011 and in 2014. Any roads that have had an increase or decrease of 5 or less are summarized as "no change". Due to variability in data collection, we feel this is the best summarization for planning purposes. categories of low through severe all represent 10 point increments. The largest change of any road was 43.



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0 0.5 1 2 3 Miles

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APPENDIX G. Pavement Management Systems Analysis

MEMO

TO: Bryan Davis, AICP
FROM: Ben Swanson; Mark Smith, PE.
DATE: May 11, 2015
SUBJECT: Jericho Pavement Management Systems Analysis

On behalf of Chittenden County Regional Planning Commission (CCRPC), RSG has conducted a Pavement Management Systems (PMS) analysis for paved roadways in Jericho, Vermont. This analysis is intended to serve as a tool for the Town of Jericho and to help the Town prioritize funding for roadway maintenance to maximize benefits to roadway users in a cost-effective manner.

The analysis is based on Pavement Condition Inventory (PCI) data collected by the CCRPC in 2014 and utilizes a project prioritization tool developed by RSG, to implement state of the practice tenets of PMS.

1.0 PAVEMENT MANAGEMENT SYSTEMS OVERVIEW

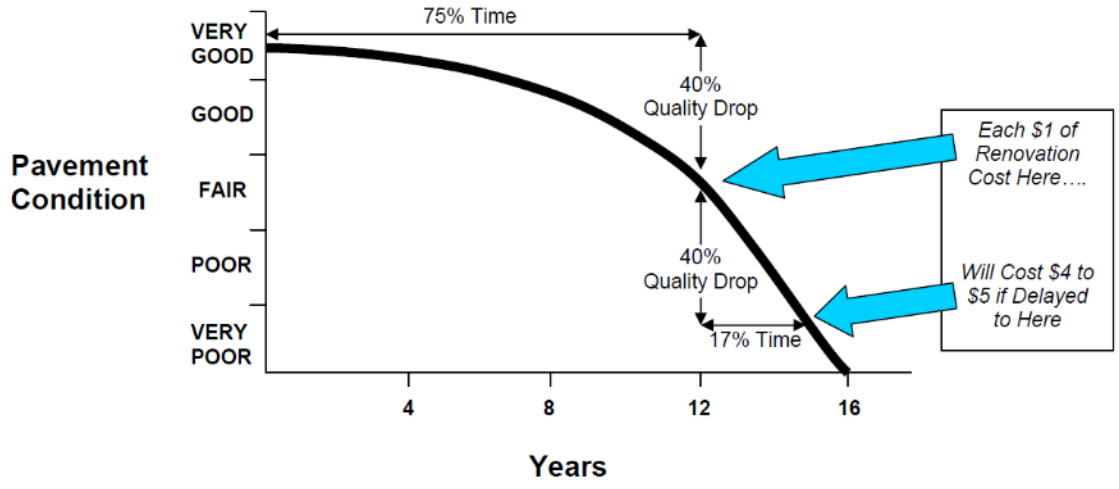
As noted in an earlier Pavement Management System report conducted for the Town of Jericho by the CCRPC (the *2004 Jericho Road Surface Management Systems Report*[1]), a PMS is a tool used to assist Town administrators in their prioritization of roadway improvements. Such tools are intended to be used in concert with local knowledge of roadway conditions, issues, and politics to help inform Town decisions on roadway maintenance project selection.

The fundamental concept behind current state of the practice in PMS analysis is that it is less expensive to maintain a good road in good condition over time than it is to repair a poor road once it has begun to fail. While project prioritization based on this fundamental concept may be counter-intuitive to most common perceptions (which suggest fixing the worst roads first), a PMS system that prioritizes maintenance of good roads first and reconstructs poor roads as funds allow, ultimately results in a roadway network that is in a better state of repair and costs less money to maintain over time.

Figure 1 illustrates the typical life cycle of an unmaintained roadway and shows that financial investments to maintain a road early in its life offset future costs that would be approximately 4 to 5 times greater if the road were left unmaintained, requiring reconstruction.

[1] Chittenden County Metropolitan Planning Organization, *Town of Jericho Roadway Surface Management Study,* August 2004.

FIGURE 1: LIFE CYCLE OF A ROADWAY – REPAIR COSTS OVER TIME[2]



2.0 2014 ANALYSIS AND RECOMMENDATIONS

Using a PMS software tool developed by RSG, and pavement condition index (PCI) data collected by the CCRPC in 2014, we have conducted a PMS analysis to help the Town of Jericho prioritize roadway improvements.

The PMS tool ranks roadway segments in terms of the potential for future cost savings based on the current condition, projected future condition, recommended improvements, improvement costs, and daily traffic volumes. For all major arterials and connector roadways in Jericho, daily traffic volumes were obtained from Vermont Agency of Transportation (VTrans) and CCRPC counts. However, no similar count data was available for local roadways serving small developments and not providing through connections.

For this PMS analysis, we have examined major network roadways in Jericho separately from local streets, and recommend maintenance of major roadways be prioritized above local streets. However, while a significant number of local streets serving small developments in Jericho are paved, we suggest only a small portion of the overall annual paving budget (say 10% or less), be dedicated to the lower volume local streets, based on the urgency of repairs needed and available funding. This budget should be spent in large part on preservation tasks such as crack sealing, where appropriate, or other repairs that address water management.

Focusing the PMS analysis on arterials and connector roadways, we have prioritized projects starting with those that would result in the largest future cost savings and then projects on roads that serve the highest number of vehicles per day. We understand the Town estimates approximately $250,000 per year for the pavement maintenance budget.

Figure 2 through Figure 6 present the recommended roadway projects by year for the next 5 years. Figure 7 presents this same information in table form.[3]

[2] This graphic is taken from the 2004 Jericho Road Surface Management Systems Report conducted by the CCMPO.
[3] Roadway segment numbers displayed correspond with segment numbers in the project list presented in the table.

FIGURE 2: RECOMMENDED ROADWAY PROJECTS MAP - 2016

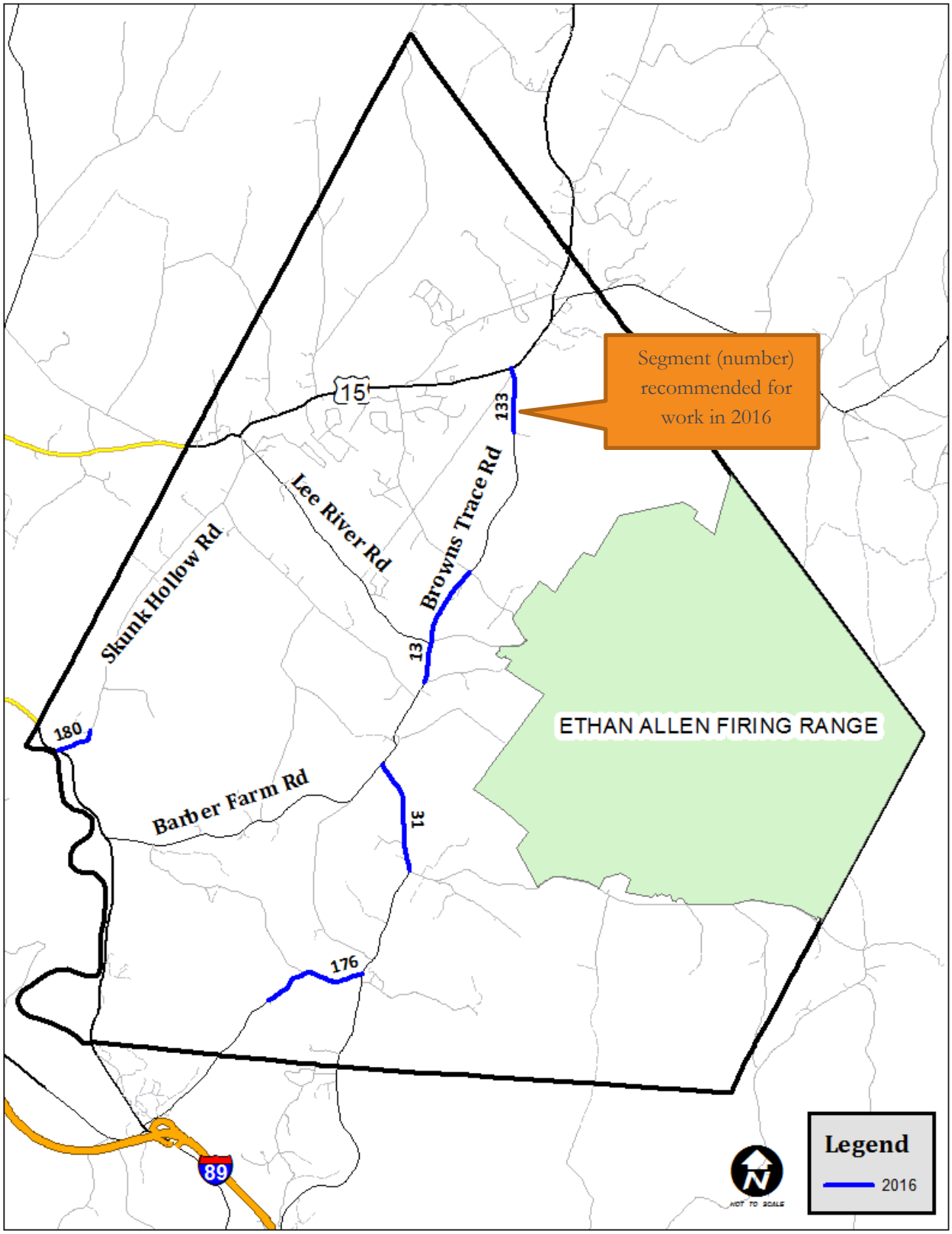


FIGURE 3: RECOMMENDED ROADWAY PROJECTS MAP – 2017

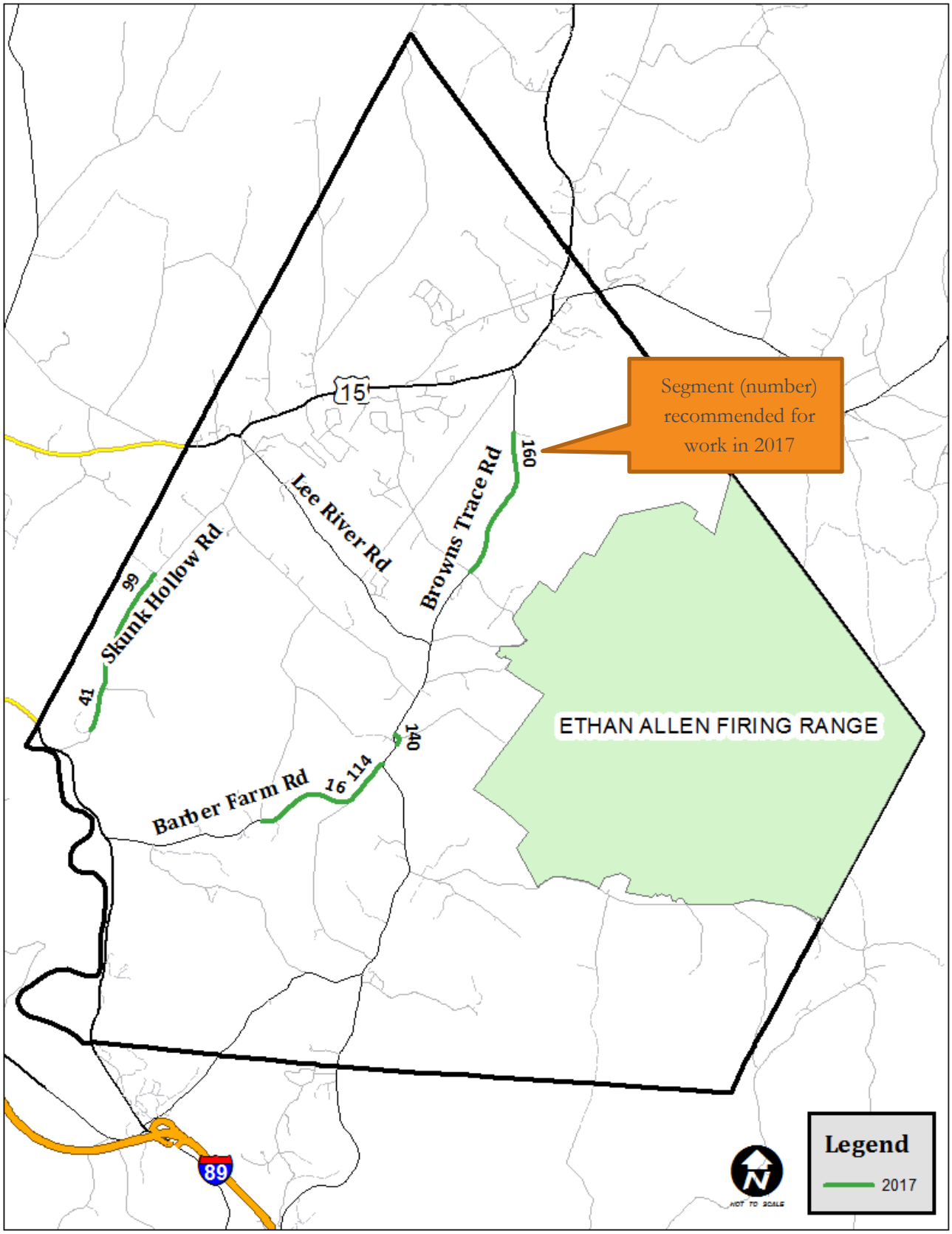


FIGURE 4: RECOMMENDED ROADWAY PROJECTS MAP – 2018

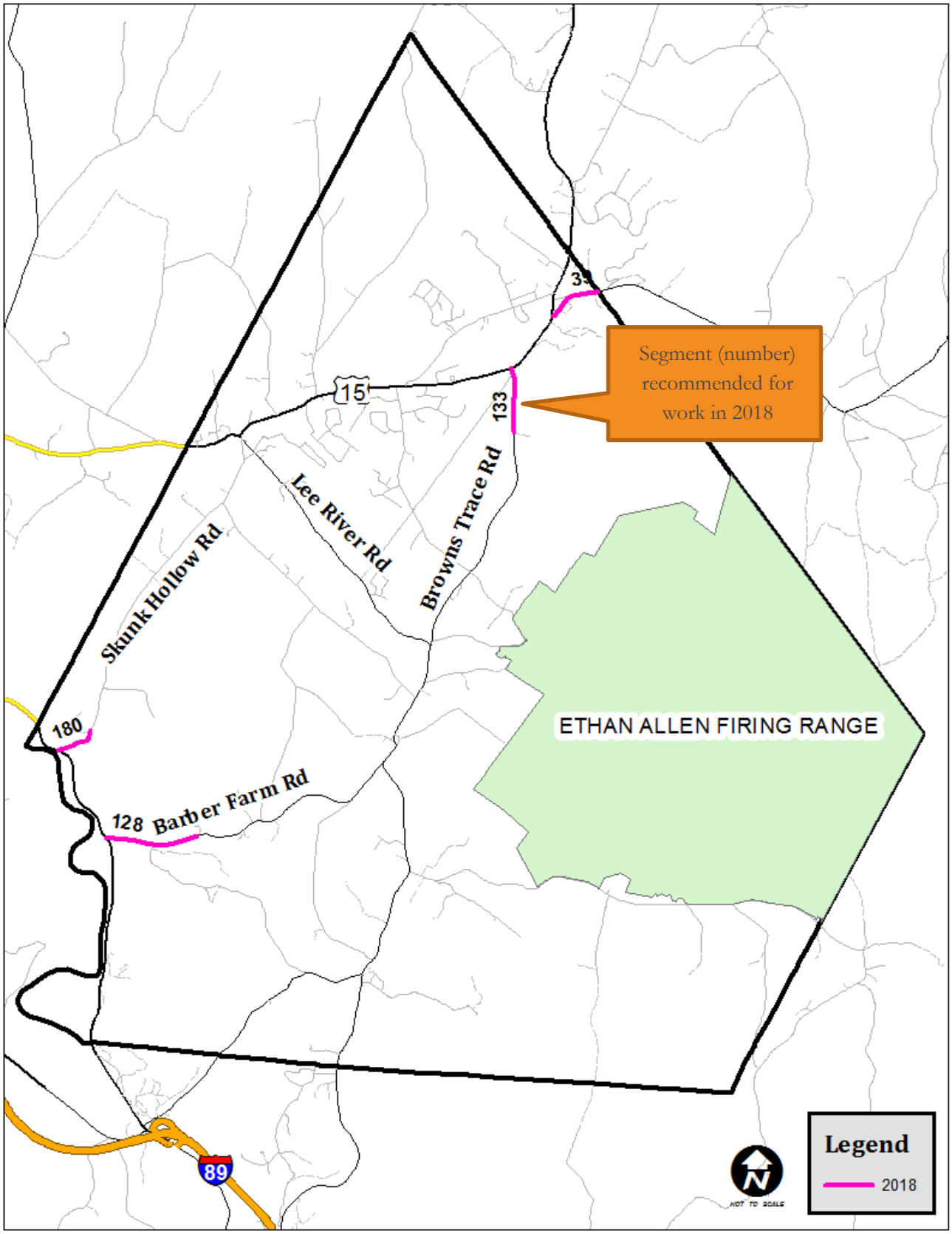


FIGURE 5: RECOMMENDED ROADWAY PROJECTS MAP – 2019

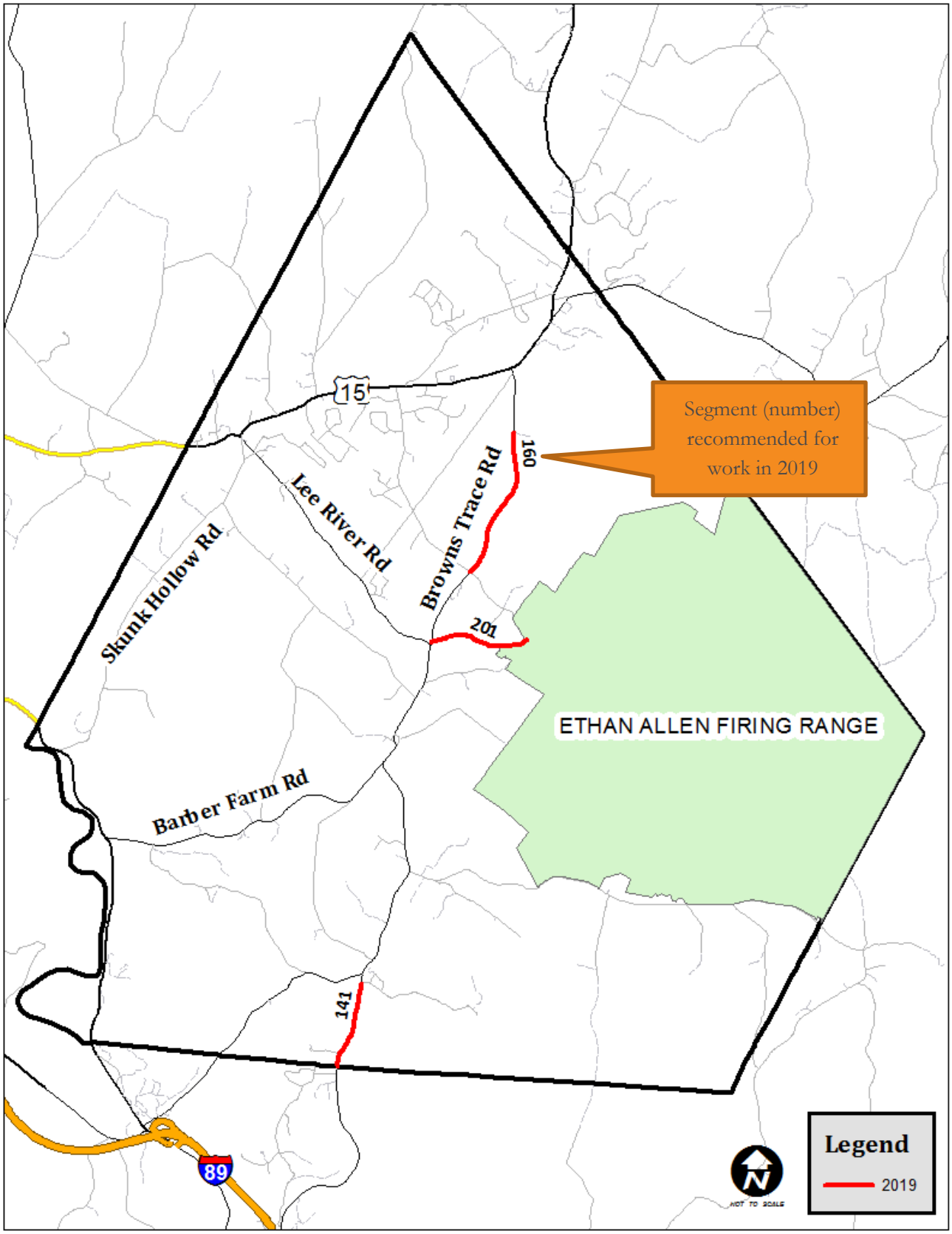


FIGURE 6: RECOMMENDED ROADWAY PROJECTS MAP – 2020

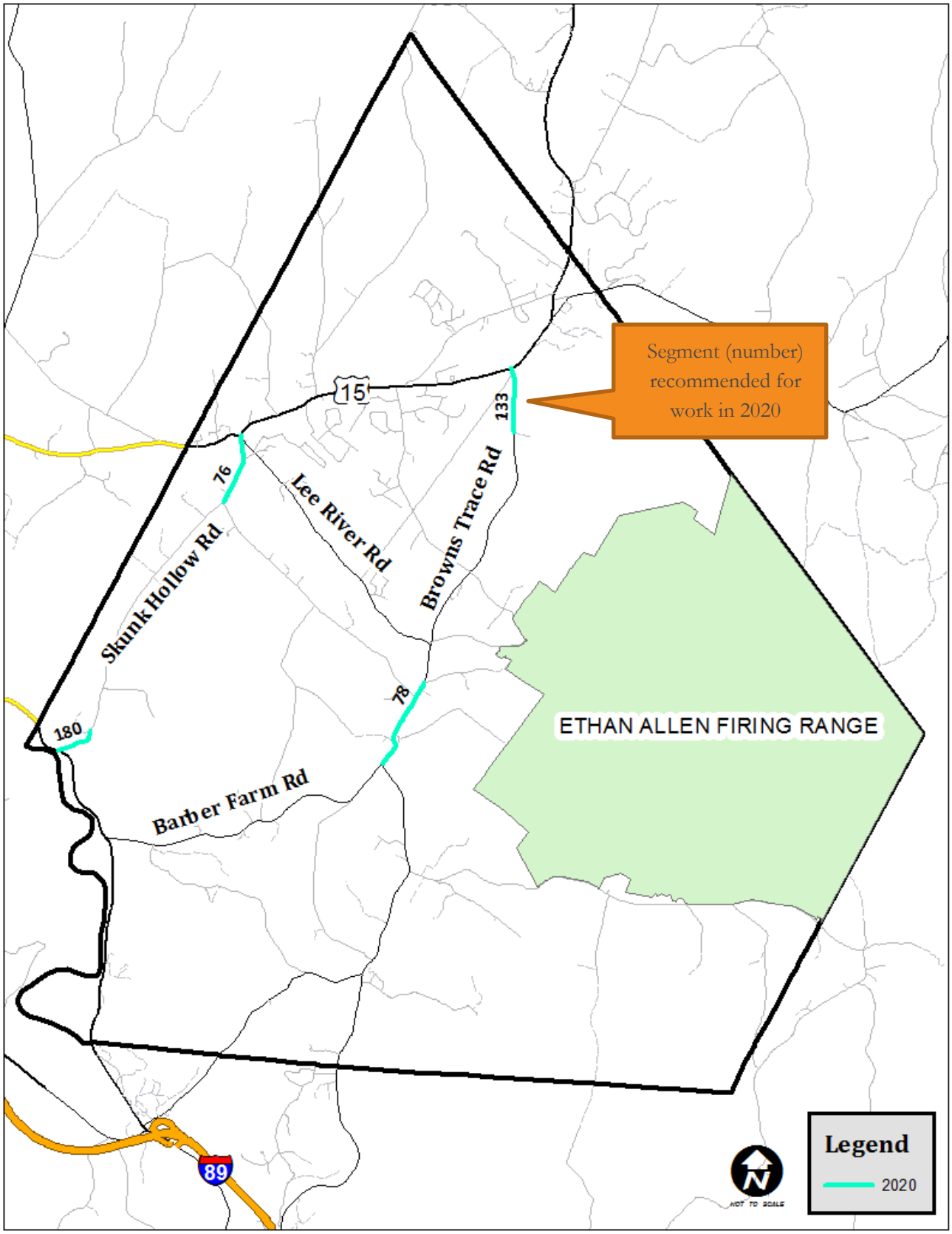


FIGURE 7: RECOMMENDED ROADWAY PROJECTS TABLE[4]

		2016		2017		2018		2019		2020	
	#	Project	Cost	Project	Cost	Project	Cost	Project	Cost	Project	Cost
BROWNS TRACE	13	Overlay	$92,775								
BROWNS TRACE	141							Reclaim	$251,698		
BROWNS TRACE	78									Reclaim	$280,635
RIVER RD	39					Reclaim	$154,928				
BROWNS TRACE	31	Overlay	$86,050								
BROWNS TRACE	160			Crack Fill	$18,168			Crack Fill	$19,275		
BROWNS TRACE	133	Crack Fill	$7,403			Crack Fill	$7,854			Crack Fill	$8,333
JERICHO CENTER CIR	140			Overlay	$11,582						
GOVERNOR PECK RD	176	Overlay	$81,410								
ETHAN ALLEN RD	201							Crack Fill	$12,690		
BARBER FARM RD	114			Reclaim	$127,925						
SKUNK HOLLOW RD	180	Crack Fill	$4,734			Crack Fill	$5,022			Crack Fill	$5,328
PLAINS RD	76									Crack Fill	$9,457
BARBER FARM RD	128					Overlay	$74,648				
BARBER FARM RD	16			Overlay	$78,296						
		$272,372		**$235,972**		**$242,453**		**$283,664**		**$303,752**	

3.0 PROJECTED PAVEMENT CONDITIONS

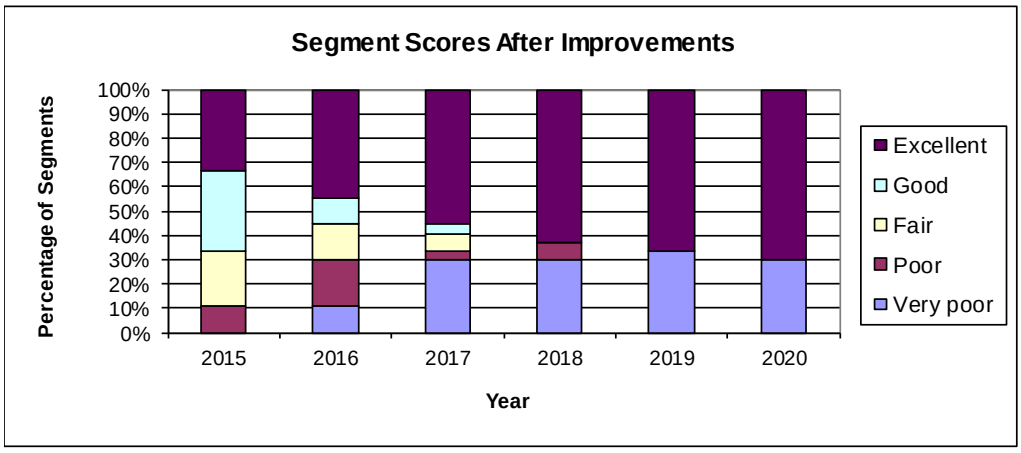
At the end of the 5 year time horizon considered in this analysis, we project the ADT and VMT weighted roadway conditions will improve by 7 and 8 points, respectively for network roadways. However, the overall average roadway condition (which includes all roads) is projected to drop by 3 points, assuming an approximate annual budget of $250,000 per year.[5] To further improve roadway conditions and maintain more roadway miles in good condition, additional budget would be required.

Further considering the large number of Town maintained roadways with very low daily traffic volumes that serve discrete housing developments (which do not have AADT count data and are not included in the prioritization), the overall roadway condition will be more challenging to maintain with limited funds.

FIGURE 8: PAVEMENT CONDITION WITH RECOMMENDED IMPROVEMENTS – NETWORK ROADWAYS

Segment Grade, with Projects: Paved Segments

	2015	2016	2017	2018	2019	2020
ADT Weighted average:	65	61	58	61	66	72
VMT Weighted average:	65	63	60	61	67	73
Overall average:	68	63	60	61	62	65



[4] Project costs are approximate estimates only.
[5] PCI values range from 0-100, with 85-100 excellent, 70-85 good, 55-70 fair, 40-55 poor and 0-40 very poor.

4.0 CONCLUSIONS

The recommended roadway improvements and analysis presented in this memo are intended to be used in concert with local knowledge of roadway conditions, issues, and politics to help inform Town decisions on roadway maintenance project selection.

In general, we recommend the Town consider prioritizing maintenance to keep their good roads in good condition by focusing efforts on higher volume network roadways before fully addressing low volume streets. By maintaining critical network roads in good condition, the Town will ultimately be able to spend less to achieve a higher overall network roadway quality. The projects identified in this analysis aim to satisfy these goals. However, additional annual funding would be necessary to achieve a significant improvement in overall roadway condition.

END OF MEMO

APPENDIX H. WHEN TO PAVE A GRAVEL ROAD

WHEN TO PAVE A GRAVEL ROAD

INTRODUCTION

Two thirds of the highway system in the United States and more than 90 percent of all the roads in the world are unsurfaced or lightly surfaced low volume roads. In Vermont more than 7,500 miles of local roads have gravel surfaces.

A. Most Local roads were not designed with the same considerations used in the design of state and interstate highways. Most have evolved from primitive trails. Paths of least resistance first created by wild animals were later used by settlers. As needs and traffic increased, these traveled ways became toads which were gradually improved with gravel or crushed rock. Little engineering went into these improvements. Using available materials and "keeping them out of the mud" were the extent of efforts to maintain a road.

As paving occurred, the tendency was to make minor modifications to the foundations of the evolved road and to seal or pave the surface. As a result, many low volume roads in Vermont now have continual maintenance problems because of inadequate sub base support in addition to alignment and drainage problems.

To add to the problem, town roads throughout Vermont are experiencing ever increasing weights and volumes of traffic. Population growth and tourism make traffic demands. Milk trucks, logging trucks and other commercial vehicles are carrying heavier loads than ever before. These higher volumes and greater weights are putting a steadily increasing strain on town and road maintenance and reconstruction budgets.

GRAVEL OR PAVED: A MATTER OF TRADE-OFFS

The decision to pave is a matter of tradeoffs. Paving helps to seal the surface from rainfall, and thus protects the base and subgrade material. It eliminates dust problems, has high user acceptance because of increased smoothness, and can accommodate many types of vehicles such as semitrailers that do not operate as effectively on unsurfaced roads.

In spite of the benefits of paved roads, well maintained gravel roads are an effective alternative. In fact, some municipalities are reverting to gravel roads. Gravel roads have the advantage of lower construction and often lower operator skill levels. Potholes can be patched more effectively. Gravel roads generate lower speeds. Another advantage of the unpaved road is its forgiveness of external forces. For example, it is common today for vehicles with gross weights of 80,000 pounds to operate on Vermont local roads. Such vehicles could damage a lightly paved road so as to require resealing. The damage to a gravel road would be much easier and less expensive to correct. **There is nothing wrong with a good gravel road. Properly maintained, a gravel road can serve general traffic adequately for many years.**

A WORD ABOUT THE TERM "PAVED"

What is meant by a "paved" road? For some, a light chip seal coat is considered paving. For others, paving is four or more inches of bituminous asphalt or "hot mix." The primary purpose of a pavement is to protect the subgrade. As loads get heavier the pavement thickness must be increased.

Generally speaking, bituminous concrete (hot mix asphalt) has no real load-bearing capacity of its own until it reaches a thickness of two inches. In fact, The Asphalt Institute has a firm policy of recommending a minimum pavement thickness of 4 inches full depth asphalt or 3 inches asphaltic concrete with a suitable granular base even for low volume roads. Their search shows that the load to produce a 1/8-inch deformation on the base is only 400 pounds on a 2-inch pavement versus 3,900 pounds on a 4-inch pavement.

A pavement less than two inches thick primarily protects the base materials by shedding water and it provides a smooth riding surface. Such a road is more properly called a surface-treated road. Roads with thin pavements must have excellent drainage designed into them and be diligently maintained throughout their service life.

In this paper we will consider even a light surface treatment as paving, however. The assumption is that, when a town first applies a chip seal treatment, for example, it has taken a first step toward eventually achieving a load-bearing pavement.

SHOULD WE PAVE THIS GRAVEL ROAD? A TEN PART ANSWER

When a town considers paving a road, it is usually with a view toward reducing road maintenance costs and providing a smooth riding surface. But is paving always the right answer? After all, paving is expensive. How does a town know it is making the most cost-effective decision?

We will consider ten answers to the question "should we pave this gravel road?" In fact there are ten parts to one answer. If one of the ten is not considered, the final decision may not be complete. The ten answers taken together provide a framework for careful decision making.

Answer #1- When the Town is Committed to Effective Management

A commitment to effective management is an attitude. It is a matter of making sure that tax-payers' money is well spent – as if it were one's own money. It does not mean paving streets with gold but it does mean using the best soils available. It does not mean using the best soils available. It does not mean taking short cuts resulting in a shoddy project but it does mean using correct construction techniques and quality control. A commitment to effective management means planning for 10 or even 20 years instead of putting a band-aid on today's problem. It means using good management techniques instead of the "seat of the pants" method. It means taking advantage of available training. It means taking the time to do things right the first time and constructing projects to last.

Consider a child's tree house compared to a typical three-bedroom house in a Vermont town. Because each protects people from the wind and rain each comes under the definition of a shelter. However, the tree house was built with available materials and little craftsmanship. The other was planned, has a foundation, sound walls and roof and, with care, can last hundreds of years. One is a shack and the other is a family dwelling. Only one was built with a commitment to excellence.

Many roads are like the tree house. They qualify under the definition but they are not built to last.

The horse and buggy days are over. We are in an age of travelers' demands, increasing traffic, declining revenues and taxpayer revolts. We are expected to do more with less. Building roads to last requires an attitude of excellence. Such an attitude helps to make better decisions, saves money in the long run, and results in a better overall road system.

Answer #2- After Developing a Road Management System

If the road being considered for paving does not fit into a town-wide toad improvement program, it is quite possible that funds will not be used to the full advantage. The goal of a road management system is to improve *all* town roads using good management practices. A particular road is only one of many in the town wide road system.

A road management system is a common sense, step by step approach to scheduling and budgeting for road maintenance work. It consists of surveying the mileage and condition of the town's roads, establishing short-term and long-term maintenance goals and prioritizing road projects according to budget constraints.

A road management system helps the town develop its road budget and allows the town to use its dollars wisely because its priorities and needs are clearly defined.

Through roadway management, towns can determine the most cost-effective, long-term treatments for their roads, control their road maintenance costs, and spend tax dollars more wisely. Towns that stick with the program will be rewarded with roads that are easier and less costly to maintain on a yearly basis. Pertinent information about the town's roads will be readily available for years to come instead of scattered among files or tucked away in an employee's head.

Steps in a Road Management System:
1) Inventory the Roads- The amount of time and the moles of road in town will determine how much detail to go into.

2) Assess the condition of the roads- Develop a simple and easy survey technique to use each year. Maintain a continuing record of the assessed condition of each road so that changes in condition can be noted easily and quickly.

3) Select a road management strategy- Select the most appropriate treatment to repair each road, bridge, or problem area.

4) Determine the town's overall present needs- Estimate the cost of each repair job using generalized average costs and tally up the total. Establish long range goals and objectives which in turn will help the town justify its budget requests.

5) Establish priorities- Keep good roads in good shape (preventative maintenance) and establish a separate budget or request a temporary increase to reconstruct really bad roads.

Answer #3- When Traffic Demands It
The life of a road is affected by the number of vehicles and the weight of the vehicles using it. Generally speaking, the more vehicles using a road, the faster it will deteriorate.

The average daily traffic volumes (ADT) used to justify paving generally range form a low of 50 vehicles per day to 400 or 500. When traffic volumes reach this range, serious consideration should be given to some kind of paving.

Traffic volumes alone are merely guides. Types of traffic should also be considered. Different types of traffic (and drivers) make different demands on roads. Will the road be used primarily by standard passenger cars or will it be a connecting road with considerable truck traffic? Refer to the fact sheet "How Vehicle Loads Affect Roads" for more information.

The functional importance of the highway should also be considered. Generally speaking, if the road is the major road through town, it probably should be paved before residential side streets are paved. On the other hand, a residential street may be economically sealed or paved while a road with heavy truck usage may best be surfaced with gravel and left unpaved until sufficient funds are available to place a thick load-bearing pavement on the road.

Answer #4- After Standards Have Been Adopted
Written standards in the areas of design, construction and maintenance define the level of excellence we hope to achieve. They are goals to aim for. Without written standards there is no common understanding about what a town is striving for in road design, construction and maintenance. In deciding to pave a gravel road, is the

town confident it would be achieving the desired standards?

Design and construction standards do not have to be complex. It takes only a few pages to outline such things as right-of-way width, traveled way width, depth of base, drainage considerations (such as specifying minimum 18" culvert pipe), types of surfacing and the like.

For further information refer to "A Model Highway Policy for Vermont Towns" available from the Vermont Local Roads Program.

Maintenance standards address the need for planned, periodic maintenance. A good maintenance strategy protects local roads which, for most towns, represent many millions of dollars of investments. It also is an excellent aid when it comes time to create a budget.

Considerations include: How often shall new gravel be applied to a gravel road? (Some roads require it more than others.) How many times per year are roads to be graded? How often and in what locations should calcium chloride or other road stabilizers be applied? What is our plan for checking road signs? (Because of legal liability, a missing sign can be very costly if not replace.) What is our plan for ditch cleaning? Striping?

Answer #5- After Considering Safety and Design
A paved toad tempts drivers to drive faster. As speed increases, the road must be straighter, wider, and as free as possible form obstructions for it to be safe. Paving low volume roads before correcting safety and design inadequacies encourages speeds which are unsafe, especially when the inadequacies "surprise" the driver. Because of the vast mileage of low volume roads it is difficult to reduce speeds by enforcement.

Roads must be designed to provide safe travel for the expected volume at the design speed. To do this a number of physical features must be considered:

- Sight distance
- Alignment and curves
- Lane width
- Design speed
- Surface friction
- Superelevation

It may be necessary to remove trees or other obstructions such as boulders form the road's edge. Some engineers insist that no road should be paved that is less than 22 feet wide. If a town accepts this standard, gravel roads must be widened before paving. Bridges may need widening. Considering these and other safety and design factors in the early stages of decision making can help to achieve the most economical road and one that will meet transportation needs. It makes no sense to pave a gravel road which is poorly designed and hazardous.

Answer #6- After the Base and Drainage are Improved

Build up the road base and improve drainage before paving. This cardinal rule cannot be stressed enough. If the foundation fails, the pavement fails. If water is not drained away from the road, the pavement fails. **Paving a road with a poor base or with inadequate drainage is a waste of money.** It is far more important to ask "does this road need strengthening and drainage work?" than it is to ask "should we pave this gravel road?"

Soil is the foundation of the road and , as such, it is the most important part of the road structure. A basic knowledge of soil characteristics in the area is very helpful and can help avoid failures and unneeded expense. Soils vary throughout Vermont. For highway construction in general, the most important properties of a soil are its size grading, its plasticity and its optimum moisture content.

There is a substantial difference in the type of gravel used for a gravel road riding surface versus that used as a base under a pavement. The gravel road surface needs to have more fines plus some plasticity to bind it together, make it drain quicker, and create a hard riding surface. Such material is an inferior base for pavement. If pavement is laid over such material, it traps water in the base. The high fines and the plasticity of the material make the base soft. The result is premature pavement failure. The fact sheet "Soils for Road Work" explains this in more detail. For discussions about road drainage, refer to the fact sheets "The Basics of a Good Road" and "Effects of Drainage Design on Road Performance."

For help in given situation the State Agency of Transportation through the District Transportation Administrators can test soils for a town to determine their adequacy as road materials.

Answer #7- After Determining the Costs of Road Preparation
The decision to pave a gravel road is ultimately an economic one. Policy makers want to know when it becomes economical to pave.

There are two categories of costs to consider: total road costs and maintenance costs. (Items #7, #8, #9, taken together, provide a formula for arriving at the total cost of paving a gravel road. Item #8, taken alone, provides a method for determining maintenance costs.)

A town needs to determine what the costs are to prepare a road paving. Road preparation costs are the costs of construction before paving actually takes place.

For example, it town standards call for a traveling surface of 22 feet and shoulders of two feet for a paved road, the costs of new material must be calculated. Removing trees, brush or boulders, adding new culverts or other drainage improvements, straightening a dangerous curve, improving slopes and elevations, constructing new guardrails, upgrading signs and making other preparations – all must be estimated.

Costs will vary greatly form project to project depending on topography, types of soils, availability of good gravel, traffic demands and other factors. One important factor is the standards to which a town commits itself. That is one reason why a town should carefully consider what is contained in its road policy (#4 above).

For larger projects it may be desirable to hire an engineering consulting firm (another cost) to design the road and make cost estimations. For smaller projects construction costs can be fairly closely calculated by adding the estimated costs of materials, equipment and labor required to complete the job.

Answer #8- After Comparing Pavement Costs, Pavement Life and Maintenance Costs
A second financial consideration is to compare maintenance costs of a paved road to maintenance costs of a gravel road. To make a realistic comparison we must estimate the years of pavement life (how long the pavement will be of service before it requires treatment or overlay) and the actual cost of paving.

It is at this point that we can begin to actually compare costs between the two types of roads.

Consider the following maintenance options:

A. For both paved and gravel roads a town must:
   - maintain shoulders
   - keep ditches clean
   - clean culverts regularly
   - maintain roadsides (brush, grass, etc.)
   - replace signs and signposts

B. For paved roads only a town must:
   - Patch
   - Reseal - chip, slurry, crack seal stripe
   - stripe

C. For gravel roads only a town must:
   - Re-gravel
   - Grade
   - stabilize soils or keep dust down

Since the maintenance options in "A" are common to both paved and gravel roads, they do not have to be considered when comparing maintenance costs. These costs for either type of road should be about the same. But the costs of the maintenance options in "B" and "C" are different and therefore should be compared.

Figure 1 shows costs for maintaining gravel roads over a six year period in a hypothetical situation. If records of costs are not readily available, a town may use a "best guess" allowing for annual inflation costs.

Five paving options are listed in Figure 2. Each includes estimated costs for paving and maintenance as well as an estimated pavement life. A town should obtain up-to-date cost estimates and expected pavement life figures for these and other paving options by talking to the Vermont Agency of Transportation, contractors, and neighboring towns.

Let's consider the cost of a double tack and seal operation and the projected cost of maintaining it before anything major has to be done to the pavement (end of pavement life). We see in figure 2 that the estimated cost to double tack and seal one mile of road is $20,533. Estimated maintenance costs over a six year period could be:

Patching - $1,800
Striping- $5,000
Sealing- $2,000
$4,300

Total Maintenance $ 4,300
Construction $20,533
Total Cost Over Six years $24,833

When we compare this cost to the cost of maintaining an average mile of gravel road over the same period of

six years ($18,065) we find a difference in dollar costs of $6,768. It is not cost beneficial to pave in this hypothetical situation, even without considering the costs of roads preparation (#7).

This is not a foolproof method but it does give us a handle on relative maintenance costs in relation to paving cots and pavement life. The more accurate the information the more accurate the comparisons will be. The same method can be used in helping to make the decision to turn paved roads back to gravel.

Answer #9- After Comparing User Costs
Not all road costs are reflected in a highway budget. There is a significant difference in the cost to the user between driving on a gravel surface and on a paved surface. User costs, therefore, are appropriate to consider in the pave/not pave decision. By including vehicle operating costs with construction and maintenance costs, a more comprehensive total cost can be derived.

Vehicles cost more to operate on gravel surfaces than on paved surfaces, often 2 or 3 times greater than for bituminous concrete roads. There is greater rolling resistance and less traction which increase fuel consumption. The roughness of the surface contributes to additional tire wear and influences maintenance and repair expenses. Dust causes extra engine wear, oil consumptions and maintenance costs. Figure 3 from AASHTO's "A Manual on User Benefit Analysis of Highway and Bus-Transit Improvements" shows the impacts of gravel surfaces on user costs. For example, an average running speed of 40 MPH on a gravel surface will increase the user costs of passenger cars by 40% (1.4 conversion factor). The general public is not aware that their costs would actually be lees if some of these roads were surface treated.

For the Figures discussed in this fact sheet please contact Vermont Local Roads and ask for a hard copy of this publication.

Vermont **L**ocal **R**oads **P**rogram

APPENDIX I. POTENTIAL FUNDING SOURCES

Cat.	Program	Agency	Contact	Type	Use	Funding Source	Local Match	Eligibility	Application Deadline	Remarks
HIGHWAY	Town Highway Grants	VTrans	Dave Blackmore District 5/8 DTA 802-655-1580 or 802-524-5926	Annual allocation based on miles of Class 1,2, and 3 roads	Highway & bridge improvement, maintenance, construction and bicycle routes	State	None	Class 1,2 and 3 Town Highways	None; distribution made quarterly	Must complete an annual town plan. May be used to maintain recreation paths.
	Town Highway Class 2 Roadway Program	VTrans	Dave Blackmore District 5/8 DTA 802-655-1580 or 802-524-5926	Grant distributed by the DTA	Resurfacing and reconstruction	State and Local	30%; or 20% if inventory is complete	All Class 2 Town Highways	March	Grant amounts limited to $150,000 per project
	Municipal Park and Ride Program	VTrans	Wayne Davis Municipal Assistance Bureau 802-828-5609	Competitive grant	Develop small municipally owned and maintained park and ride facilities	State	None required	Near state highways	July/August	~$250,000 available statewide
	Hazard Mitigation Grant Program	FEMA	Ray Doherty VT Emergency Mgmt 802-241-5258	Competitive grant	Any project that prevents future loss due to natural disaster	Federal	25%	Project must be within designated disaster area	Varies	Must have an approved and adopted mitigation plan to be eligible
	Transportation, Community, and System Preservation Program	FHWA	Chris Jolly Planning and Programming Engineer 802-828-4572	Discretionary grant	Planning, implementation and research projects	Federal	20% non-federal match	Congestion relief, safety	Subject to federal appropriations process	Application must be submitted by VTrans on behalf of municipality
	Better Backroads Program	VTrans	Alan May VTrans Environmental Section 802-828-6502	Competitive grant	Road inventory and capital budget planning, correction of road related erosion problems	Federal (EPA), State and Local	20%	No restrictions	Mid-October	Maximum grant is $4,000 for capital budget; $10,000 for erosion correction
BRIDGES	Town Highway Bridge Program	VTrans	Michael Hedges Structures Program Manager 802-828-2621	Managed by VTrans	Major rehabilitation or reconstruction	Federal, State and Local	10% for replacement; 5% for rehabilitation	Any structure with a span >6 feet on a Class 1,2, or 3 town highway	Usually initiated by VTrans	Must be on Federal Aid system and CCRPC TIP
	Town Highway Structures Program	VTrans	Dave Blackmore District 5/8 DTA 802-655-1580 or 802-524-5926	Grant distributed by DTA	Bridge maintenance, preservation or repair	State and Local	10%; or 20% if inventory is complete	Any structure with a span >6 feet on a Class 1,2, or 3 town highway	January	Maximum of $150,000 per project
	Adaptive Use Bridge Program	VTrans	Sue Scribner Municipal Assistance Bureau 802-828-3588	Contract between State and municipality	Rehabilitation of historic metal truss bridges for adaptive re-use (bike/ped)	Federal, State and Local	20%	No restrictions. Subject to site approval by adaptive reuse committee	None	If federal funds are used, must be on CCRPC TIP
BICYCLE & PEDESTRIAN	Transportation Alternatives Grant Program	VTrans	Scott Robertson MAB – Local Projects 802-828-5799	Competitive Grant	Bike & Pedestrian facilities, viewing areas, others	Federal and Local	20% minimum	Projects evaluated relative to Federal criteria	October	Must be on CCRPC TIP
	CCRPC Sidewalk Program	CCRPC	Peter Keating Senior Transportation Planner 802-846-4490 X14	Competitive Grant	Sidewalk design and construction; shared use paths adjacent to roads	Federal and Local	20%	Municipality must be applicant	May	$300,000 available for county annually
	Bicycle and Pedestrian Program	VTrans	Jon Kaplan, VT Bike/Ped Coordinator 802-828-0059	Competitive Grant	Bike and pedestrian facility scoping, design and construction	Federal, State and Local	10%	Municipalities, CCRPC, CCTA, schools eligible to apply	July	$4 Million statewide. Project needs to be in TIP
	Safe Routes to School	VTrans	Maren Hill State SRTS Outreach Manager Maren@SafeRoutesVT.org	Resource Center	Safe routes education and assistance	Federal, State	None	K-8 public and private schools eligible to participate	N/A	Non-infrastructure assistance only. Infrastructure funds only available through Transportation Alternatives program
	Recreation Trails Grant Program	Dept. of Forests, Parks and Recreation	Sherry Winnie Rec Trails Program Administrator 802-760-8450	Competitive Grant	Maintenance, restoration and construction of recreational trails	Federal, State and Local	20%	Almost any trails project on public or private land	September	If federal funds are used, must be on CCRPC TIP
GENERAL INFORMATION	CCRPC Transportation Improvement Program	CCRPC	Christine Forde Senior Transportation Planner 802-846-4490 X13	Annual county-wide program developed in cooperation with VTrans	All modes	Federal, State and Local	0 to 20%	All projects must be eligible for federal funding	Projects submitted in Jan. Adopted in July. Amended as required	Projects must also be in the VTrans Capital Program
	Unified Planning Work Program	CCRPC	Charlie Baker CCPRC Exec. Director 802-846-4490 X23	Discretionary	Any transportation planning project	Federal, State and Local	80% Fed., 10% State, 10% Local	Federally eligible planning activity	February	Budgeted for ~$2 million per year
	Downtown Transportation Fund Grant	VT Dept. of Housing and Community Development	Gary Holloway, Downtown Program Coordinator 802-828-3220	Competitive Grant	Transportation-related capital improvements	State	50% match in cash or in-kind	Must be a Designated Downtown; project must be in/serve downtown district	March	Approx $350,000 available annually. Max award is $100,000
	Municipal Assistance Bureau	VTrans	Sue Scribner MAB Program Manager 802-828-3588	Contract agreement with VTrans allowing municipality to manage projects	Preservation, rehabilitation or reconstruction projects	Federal, State and Local	10 to 20%	All projects must be eligible for federal funding	Ongoing	Must have completed scoping
	Local Technical Assistance Program	VTrans	Kevin Gadapee VTrans 802- 828-3537	Local Technical Assistance	Information, training and technical assistance	Federal, State, fees	None	Available to cities, towns and villages statewide	Ongoing	VT Local Roads provides workshops, trainings, and other resources.
	State Infrastructure Bank	VTrans & Vermont Economic Development Authority	Vermont Economic Development Authority 802-828-5627	Loan	Any transportation project that is eligible for federal funds	Federal, State and Local	20% down	Any transportation project that is eligible for federal funds	Ongoing	Must have revenue source to pay back loan

FUNDING SOURCES for TRANSPORTATION PROJECTS

In Chittenden County, Vermont

ACRONYMS

FEMA:	Federal Emergency Management Agency
CCRPC:	Chittenden County Regional Planning Commission
DTA:	VTrans District Transportation Administrator
EPA:	Environmental Protection Agency
MAB:	VTrans Municipal Assistance Bureau
SRTS:	Safe Routes to School Program
TIP:	Transportation Improvement Program
VTrans:	Vermont Agency of Transportation

CHITTENDEN COUNTY RPC

Chittenden County
Regional Planning Organization
110 West Canal St., Suite 202
Winooski, VT 05404

Phone: 802-846-4490
Fax: 802-846-4494
Web: www.ccrpcvt.org
Email: info@ccrpcvt.org

Updated February 2015

APPENDIX J. COMPLETE STREETS LEGISLATION AND REPORTING FORM

No. 34. An act relating to a transportation policy that considers all users.

(H.198)

It is hereby enacted by the General Assembly of the State of Vermont:

Sec. 1. PURPOSE

The purpose of this bill is to ensure that the needs of all users of Vermont's transportation system—including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities—are considered in all state and municipally managed transportation projects and project phases, including planning, development, construction, and maintenance, except in the case of projects or project components involving unpaved highways. These "complete streets" principles shall be integral to the transportation policy of Vermont.

Sec. 2. 19 V.S.A. § 10b is amended to read:

§ 10b. STATEMENT OF POLICY; GENERAL

(a) The agency shall be the responsible agency of the state for the development of transportation policy. It shall develop a mission statement to reflect:

(1) that state transportation policy ~~encompassing, coordinating, and integrating~~ shall be to encompass, coordinate, and integrate all modes of transportation~~,~~ and to consider "complete streets" principles, which are principles of safety and accommodation of all transportation system users, regardless of age, ability, or modal preference; and

(2) the need for transportation projects that will improve the state's economic infrastructure, as well as the use of resources in efficient, coordinated, integrated, cost-effective, and environmentally sound ways.

(b) The agency shall coordinate planning and education efforts with those of the Vermont climate change oversight committee and those of local and regional planning entities:

(1) to assure that the transportation system as a whole is integrated, that access to the transportation system as a whole is integrated, and that statewide, local, and regional conservation and efficiency opportunities and practices are integrated; and

(2) to support employer or local or regional government-led conservation, efficiency, rideshare, and bicycle programs and other innovative transportation advances, especially employer-based incentives.

~~(b)~~(c) In developing the state's annual transportation program, the agency shall, consistent with the planning goals listed in 24 V.S.A. § 4302 as amended by No. 200 of the Acts of the 1987 Adj. Sess. (1988) and with appropriate consideration to local, regional, and state agency plans:

(1) Develop or incorporate designs that provide integrated, safe, and efficient transportation ~~and promote~~.

(2)(A) Consider the safety and accommodation of all transportation system users—including motorists, bicyclists, public transportation users, and

pedestrians of all ages and abilities—in all state and municipally managed transportation projects and project phases, including planning, development, construction, and maintenance, except in the case of projects or project components involving unpaved highways. If, after the consideration required under this subdivision, a state-managed project does not incorporate complete streets principles, the project manager shall make a written determination, supported by documentation and available for public inspection at the agency, that one or more of the following circumstances exist:

(i) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.

(ii) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors including land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The agency shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.

(iii) Incorporating complete streets principles is outside the scope of a project because of its very nature.

(B) The written determination required under subdivision (A) of this subdivision (2) shall be final and shall not be subject to appeal or further review.

(3) Promote economic opportunities for Vermonters and the best use of the state's environmental and historic resources.

~~(2)~~(4) Manage available funding to:

(A) give priority to preserving the functionality of the existing transportation infrastructure, including bicycle and pedestrian trails regardless of whether they are located along a highway shoulder; and

(B) adhere to credible project delivery schedules.

~~(c)~~(d) The agency of transportation, in developing each of the program prioritization systems schedules for all modes of transportation, shall include the following throughout the process:

(1) The agency shall annually solicit input from each of the regional planning commissions and the Chittenden County metropolitan planning organization on regional priorities within each schedule, and those inputs shall be factored into the prioritizations for each program area and shall afford the opportunity of adding new projects to the schedules.

(2) Each year the agency shall provide in the front of the transportation program book a detailed explanation describing the factors in the prioritization system that creates each project list.

Sec. 3. 19 V.S.A. § 309d is added to read:

§ 309d. POLICY FOR MUNICIPALLY MANAGED TRANSPORTATION PROJECTS

(a) Except in the case of projects or project components involving unpaved highways, for all transportation projects and project phases managed by a municipality, including planning, development, construction, or maintenance, it is the policy of this state for municipalities to consider "complete streets" principles, which are principles of safety and accommodation of all transportation system users, regardless of age, ability, or modal preference. If, after the consideration required under this section, a project does not incorporate complete streets principles, the municipality managing the project shall make a written determination, supported by documentation and available for public inspection at the office of the municipal clerk and at the agency of transportation, that one or more of the following circumstances exist:

(1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.

(2) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors such as land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The

municipality shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.

(3) Incorporating complete streets principles is outside the scope of a project because of its very nature.

(b) The written determination required by subsection (a) of this section shall be final and shall not be subject to appeal or further review.

Sec. 4. REPORTING AND TRANSITION RULE

(a) By March 15, 2012, the agency of transportation shall report to the house and senate committees on transportation on its activities to comply with this act.

(b) The agency shall make available to the public upon request and in an easily understandable format a list of all state and municipally managed projects that have incorporated complete streets principles, accompanied by a description of each project and its location.

(c) The agency shall make available to the public upon request and in an easily understandable format a list of all state and municipally managed projects that have not incorporated complete streets principles pursuant to an exemption of Sec. 2, 19 V.S.A. § 10b(c)(2)(A), or Sec. 3, 19 V.S.A. § 309d(a), of this act. This list shall specify which exemption applied.

(d) The agency and municipalities shall be exempt from the requirement to assign exemptions pursuant to Sec. 2, 19 V.S.A. § 10b(c)(2)(A), or Sec. 3,

19 V.S.A. § 309d(a), of this act and from the reporting requirements of this section with respect to any project for which preliminary engineering is complete as of the effective date of this act.

Sec. 5. EFFECTIVE DATE

This act shall take effect on July 1, 2011.

Approved: May 18, 2011

MUNCIPAL COMPLETE STREETS COMPLIANCE FORM

TO: **Project File**

FROM:

DATE:

SUBJECT: **Complete Streets Compliance Form**

Act 34 became effective July 1, 2011 and requires that the needs of all transportation users, regardless of their age, ability, or preferred mode of transportation be considered in state and municipal transportation projects and project phases. This project compliance form serves to document that Complete Streets practices and principles were considered and implemented where applicable for the project listed below. This project compliance form should be completed and retained in the Town's files and a copy provided to VTrans via the Regional Planning Commission.

Road:

Project Description:

Compliance – If applicable, select all Complete Streets principles and practices that have been incorporated into the project.

- ☐ Sidewalks: installation, repair, ramps, railing, etc.
- ☐ Crosswalks: installation, repair, markings, etc.
- ☐ Lighting: street or pedestrian scale.
- ☐ Signals: pedestrian features.
- ☐ Streetscaping: benches, bulbouts, landscaping,
- ☐ Pavement Improvements: replacement, repair, etc.
- ☐ Shoulder Improvements: widen with new pavement.
- ☐ Bike/Shared Use: paths, lanes, etc.
- ☐ Public Transit: bus stops, bus pullouts, kiosks, etc.
- ☐ Other (please describe):

Exemption – If applicable, select one.

- ☐ The use of the transportation facility by pedestrians, bicyclists or other users is prohibited by law.
- ☐ The cost of incorporating complete streets principles is disproportionate to the need or probably use.
- ☐ Incorporating complete streets principles is outside the scope of the subject project due to its very nature.

If any of the boxes under "Exemption" are checked please provide a short justification below:

Non-Compliance – If none of the boxes under "Compliance" and "Exemption" are checked please draft and attach justification for not incorporating Complete Streets principles and practices into the project.

Completed:

_____	_____	_____
Name	Position	Date

APPENDIX K. 2014 TOWN OF JERICHO CULVERT INVENTORY

2014 Culvert Inventory
Town of Jericho

ROAD DESCRIPTION	LOCAL ID	LOCATION	CULVERT MATERIAL	HEADER MATERIAL	HEADER CONDITION	HEIGHT	WIDTH	LENGTH	DEPTH OF COVER	OVERALL CONDITION
ALDINGER DR	ALDI01	Road	Steel Corrugated	Unknown	Unknown	24	24	100	10	Urgent
ALDINGER DR	ALDI02	Road	Plastic Corrugated	Rip-rap	Poor	18	18	60	1	Good
ALPINE DR	ALPI01	Driveway	Steel Corrugated	None	Not Known	12	12	30	6	Good
ALPINE DR	ALPI08	Road	Steel Corrugated	Unknown	Unknown	12	12	38	1	Fair
ALPINE DR	ALPI13	Road	Steel Corrugated	Unknown	Unknown	24	24	50	1	Good
ALPINE DR	ALPI03	Driveway	Steel Corrugated	None	Not Known	12	12	30	6	Good
ALPINE DR	WILL01	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	6	Good
ALPINE DR	ALPI07	Road	Steel Corrugated	None	Not Known	24	24	41	1	Fair
ALPINE DR	ALPI14	Driveway	Plastic Corrugated	None	Unknown	18	18	40	1	Good
ALPINE DR	ALPI11	Driveway	Plastic Corrugated	Stone masonry	Fair	18	18	38	1	Good
ALPINE DR	ALPI04	Driveway	Plastic Corrugated	None	Unknown	12	12	20	1	Good
ALPINE DR	ALPI02	Driveway	Steel Corrugated	None	Not Known	12	12	30	6	Good
ALPINE DR	ALPI10	Driveway	Steel Corrugated	None	Unknown	12	12	30	6	Good
ALPINE DR	ALPI15	Road	Steel Corrugated	None	Not Known	12	12	34	1	Poor
ALPINE DR	ALPI06	Driveway	Steel Corrugated	None	Unknown	12	12	30	1	Good
ALPINE DR	ALPI09	Road	Steel Corrugated	Unknown	Unknown	36	36	42	1	Fair
ALPINE DR	ALPI05	Driveway	Plastic Corrugated	None	Unknown	18	18	20	1	Good
ARCADIA CIR	ARCA03	Driveway	Plastic Corrugated	Rip-rap	Fair	15	15	30	1	Good
ARCADIA CIR	ARCA02	Road	Pipe, Plastic	Unknown	Unknown	12	12	75	1	Good
ARCADIA CIR	ARCA01	Driveway	Steel Corrugated	Unknown	Unknown	18	18	30	1	Critical
AUTUMN CT	AUTU01	Road	Steel Corrugated	Stone masonry	Good	15	15	73	1	Fair
AYERS DR	AYER02	Road	Steel Corrugated	Unknown	Unknown	24	24	42	1	Good
AYERS DR	AYER03	Road	Steel Corrugated	Unknown	Unknown	24	24	44	1	Good
AYERS DR	AYER04	Road	Steel Corrugated	Unknown	Unknown	12	12	41	1	Good
AYERS DR	AYER01	Road	Steel Corrugated	Unknown	Unknown	24	24	41	1	Good
BARBER FARM RD	BARB26	Road	Steel Corrugated	None	Unknown	24	24	50	1	Good
BARBER FARM RD	BARB09	Driveway	Plastic Corrugated	None	Unknown	24	24	30	2	Good
BARBER FARM RD	BARB32	Driveway	Steel Corrugated	None	Unknown	18	18	30	1	Good
BARBER FARM RD	BARB08	Road	Steel Corrugated	Unknown	Unknown	24	24	50	3	Good
BARBER FARM RD	BARB21	Driveway	Plastic Corrugated	Stone masonry	Good	15	15	30	2	Good
BARBER FARM RD	BARB06	Driveway	Steel Corrugated	Stone masonry	Poor	15	15	25	1	Fair
BARBER FARM RD	BARB02	Road	Pipe, Plastic	Unknown	Unknown	24	24	51	1	Good
BARBER FARM RD	BARB28	Road	Steel Corrugated	Unknown	Unknown	24	24	50	1	Good
BARBER FARM RD	BARB19	Road	Steel Corrugated	Unknown	Unknown	12	12	43	1	Good
BARBER FARM RD	BARB37	Road	Plastic Corrugated	Concrete	Good	15	15	43	4	Good
BARBER FARM RD	BARB29	Road	Pipe, Plastic	Unknown	Unknown	24	24	60	3	Good
BARBER FARM RD	BARB11	Driveway	Steel Corrugated	None	Unknown	24	24	30	2	Good
BARBER FARM RD	BARB35	Road	Plastic Corrugated	Concrete	Unknown	15	15	51	1	Good
BARBER FARM RD	BARB24	Road	Plastic Corrugated	Concrete	Unknown	36	36	40	3	Good
BARBER FARM RD	BARB03	Road	Plastic Corrugated	None	Unknown	24	24	50	4	Good
BARBER FARM RD	BARB31	Road	Steel Corrugated	Unknown	Unknown	18	18	50	3	Good
BARBER FARM RD	BARB12	Road	Pipe, Plastic	Unknown	Unknown	24	24	60	1	Good
BARBER FARM RD	BARB13	Road	Steel Corrugated	None	Unknown	24	24	48	2	Good
BARBER FARM RD	BARB36	Road	Steel Corrugated	Unknown	Unknown	12	12	55	1	Good
BARBER FARM RD	BARB22	Road	Steel Corrugated	Concrete	Good	12	12	45	1	Good
BARBER FARM RD	BARB17	Driveway	Plastic Corrugated	None	Unknown	15	15	25	2	Good
BARBER FARM RD	BARB34	Road	Steel Corrugated	Unknown	Unknown	24	24	60	1	Poor
BARBER FARM RD	BARB27	Road	Concrete Sectional	Unknown	Unknown	60	120	44	4	Good
BARBER FARM RD	BARB10	Road	Steel Corrugated	Unknown	Unknown	24	24	60	1	Good
BARBER FARM RD	BARB30	Road	Plastic Corrugated	Unknown	Unknown	24	24	24	2	Good
BARBER FARM RD	BARB18	Road	Steel Corrugated	Unknown	Unknown	24	24	81	1	Good
BARBER FARM RD	BARB23	Driveway	Steel Corrugated	Stone masonry	Good	12	12	45	2	Fair
BARBER FARM RD	BARB04	Field Access	Plastic Corrugated	None	Unknown	15	15	36	1	Good
BARBER FARM RD	BARB15	Driveway	Plastic Corrugated	None	Unknown	24	24	50	2	Good
BARBER FARM RD	BARB25	Road	Steel Corrugated	Unknown	Unknown	48	48	57	1	Fair
BARBER FARM RD	BARB14	Driveway	Steel Corrugated	Unknown	Unknown	15	15	28	2	Good
BARBER FARM RD	BARB05	Driveway	Plastic Corrugated	None	Unknown	15	15	30	2	Good
BARBER FARM RD	BARB20	Road	Steel Corrugated	Unknown	Unknown	84	96	67	1	Good
BARBER FARM RD	BARB01	Road	Pipe, Plastic	Unknown	Unknown	24	24	56	1	Good
BARBER FARM RD	BARB07	Road	Steel Corrugated	Unknown	Unknown	84	96	60	1	Good
BARBER FARM RD	BARB16	Driveway	Steel Corrugated	None	Unknown	24	24	20	2	Good
BARBER FARM RD	BARB33	Road	Steel Corrugated	Unknown	Unknown	24	24	57	1	Poor
BEECHWOOD LN	BEEC15	Road	Steel Corrugated	Unknown	Unknown	24	24	60	1	Good
BEECHWOOD LN	BEEC02	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
BEECHWOOD LN	BEEC11	Driveway	Steel Corrugated	None	Unknown	15	15	30	3	Fair
BEECHWOOD LN	BEEC03	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Poor
BEECHWOOD LN	BEEC04	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Fair
BEECHWOOD LN	BEEC07	Driveway	Steel Corrugated	None	Unknown	15	15	30	2	Good

Contact CCRPC for the full dataset
802-846-4490

2014 Culvert Inventory
Town of Jericho

ROAD DESCRIPTION	LOCAL ID	LOCATION	CULVERT MATERIAL	HEADER MATERIAL	HEADER CONDITION	HEIGHT	WIDTH	LENGTH	DEPTH OF COVER	OVERALL CONDITION
BEECHWOOD LN	BEEC09	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	1	Fair
BEECHWOOD LN	BEEC08	Driveway	Steel Corrugated	Unknown	Unknown	15	15	40	2	Urgent
BEECHWOOD LN	BEEC06	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Good
BEECHWOOD LN	BEEC10	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
BEECHWOOD LN	BEEC14	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	2	Fair
BEECHWOOD LN	BEEC05	Driveway	Steel Corrugated	None	Unknown	15	15	10	1	Fair
BEECHWOOD LN	BEEC12	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Poor
BEECHWOOD LN	BEEC01	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Fair
BEECHWOOD LN	BEEC13	Driveway	Steel Corrugated	None	Unknown	15	15	60	5	Good
BENTLEY LN	BENT04	Driveway	Steel Corrugated	None	Unknown	12	12	20	2	Good
BENTLEY LN	BENT03	Field Access	Plastic Corrugated	None	Unknown	12	12	25	2	Good
BENTLEY LN	BENT01	Road	Steel Corrugated	None	Unknown	15	15	30	3	Good
BENTLEY LN	BENT02	Road	Steel Corrugated	Unknown	Unknown	12	12	30	1	Good
BLACK WALNUT LN	BLAC01	Road	Plastic Corrugated	None	Unknown	18	18	60	5	Excellent
BOLGER HILL RD	BOLG14	Road	Steel Corrugated	Stone masonry	Good	18	18	50	1	Good
BOLGER HILL RD	BOLG04	UNKNOWN	Steel Corrugated	Unknown	Unknown	12	12	12	1	Poor
BOLGER HILL RD	BOLG15	Road	Steel Corrugated	Stone masonry	Poor	15	15	28	4	Fair
BOLGER HILL RD	BOLG06	Driveway	Plastic Corrugated	Stone masonry	Good	24	24	28	1	Good
BOLGER HILL RD	BOLG20	Road	Steel Corrugated	Stone masonry	Good	15	15	36	1	Good
BOLGER HILL RD	BOLG01	Driveway	Steel Corrugated	Unknown	Unknown	18	18	38	1	Fair
BOLGER HILL RD	BOLG02	Road	Plastic Corrugated	Unknown	Unknown	15	15	35	3	Unknown
BOLGER HILL RD	BOLG11	Road	Steel Corrugated	Unknown	Unknown	12	12	40	1	Closed
BOLGER HILL RD	BOLG08	Driveway	Plastic Corrugated	Unknown	Unknown	15	15	80	1	Unknown
BOLGER HILL RD	BOLG16	Road	Steel Corrugated	Unknown	Unknown	18	18	38	1	Good
BOLGER HILL RD	BOLG12	Driveway	Steel Corrugated	Stone masonry	Good	18	18	30	1	Good
BOLGER HILL RD	BOLG17	Road	Pipe, Plastic	Stone masonry	Good	36	36	60	1	Good
BOLGER HILL RD	BOLG10	UNKNOWN	Plastic Corrugated	Unknown	Unknown	18	18	25	1	Good
BOLGER HILL RD	BOLG09	Road	Plastic Corrugated	Stone masonry	Good	32	32	64	1	Good
BOLGER HILL RD	BOLG03	Driveway	Plastic Corrugated	None	Unknown	15	15	38	1	Poor
BOLGER HILL RD	BOLG18	Road	Steel Corrugated	Concrete	Good	48	48	42	1	Good
BOLGER HILL RD	BOLG05	Driveway	Plastic Corrugated	Stone masonry	Good	12	12	36	1	Poor
BOLGER HILL RD	BOLG19	Road	Steel Corrugated	Unknown	Unknown	18	18	42	1	Good
BOLGER HILL RD	BOLG07	Driveway	Plastic Corrugated	Stone masonry	Good	34	34	30	1	Good
BOLGER HILL RD	BOLG13	Road	Steel Corrugated	Unknown	Unknown	18	18	50	1	Closed
BROOKSIDE DR	BROO01	Road	Concrete Sectional	None	Unknown	15	15	38	1	Good
BROWNS TRCE	BROW03	Driveway	Plastic Corrugated	None	Not Known	12	12	30	2	Good
BROWNS TRCE	BROW52	Road	Steel Corrugated	Unknown	Unknown	24	24	41	1	Fair
BROWNS TRCE	BROW49	Road	Steel Corrugated	Concrete	Fair	24	24	45	1	Good
BROWNS TRCE	BROW42	Driveway	Plastic Corrugated	Stone masonry	Fair	15	15	28	1	Good
BROWNS TRCE	BROW02	Driveway	Steel Corrugated	None	Not Known	12	12	20	1	Poor
BROWNS TRCE	BROW31	Road	Concrete Sectional	Unknown	Unknown	24	24	73	1	Good
BROWNS TRCE	BROW26	Road	Steel Corrugated	Unknown	Unknown	24	24	63	1	Good
BROWNS TRCE	BROW29	Driveway	Steel Corrugated	None	Not Known	18	18	30	1	Critical
BROWNS TRCE	BROW39	Road	Steel Corrugated	None	Not Known	48	48	60	1	Good
BROWNS TRCE	BROW20	Parallel To Roa	Steel Corrugated	None	Not Known	24	24	48	1	Urgent
BROWNS TRCE	BROW51	Road	Steel Corrugated	Stone masonry	Good	24	24	51	1	Good
BROWNS TRCE	BROW45	Driveway	Steel Corrugated	None	Not Known	12	12	18	1	Urgent
BROWNS TRCE	BROW41	Road	Steel Corrugated	None	Not Known	48	48	100	1	Fair
BROWNS TRCE	BROW12	Driveway	Steel Corrugated	Unknown	Unknown	15	15	24	1	Poor
BROWNS TRCE	BROW09	Driveway	Concrete Poured	Concrete	Good	15	15	62	2	Excellent
BROWNS TRCE	BROW07	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
BROWNS TRCE	PACK16	Driveway	Plastic Corrugated	Rip-rap	Fair	24	24	20	1	Good
BROWNS TRCE	BROW01	Driveway	Steel Corrugated	Unknown	Unknown	18	18	30	1	Good
BROWNS TRCE	BROW46	Road	Plastic Corrugated	None	Not Known	24	24	78	1	Good
BROWNS TRCE	BROW40	Parallel To Roa	Steel Corrugated	None	Not Known	12	12	10	1	Fair
BROWNS TRCE	BROW10	Road	Steel Corrugated	Stone masonry	Good	18	18	60	1	Good
BROWNS TRCE	BROW34	UNKNOWN	Plastic Corrugated	None	Not Known	18	18	40	1	Good
BROWNS TRCE	BROW37	Road	Concrete Sectional	Unknown	Unknown	24	24	80	1	Good
BROWNS TRCE	BROW19	Parallel To Roa	Steel Corrugated	None	Not Known	12	12	10	1	Poor
BROWNS TRCE	BROW05	Driveway	Plastic Corrugated	Stone masonry	Poor	15	15	30	1	Fair
BROWNS TRCE	BROW48	Road	Steel Corrugated	None	Not Known	24	24	40	1	Poor
BROWNS TRCE	BROW08	Road	Steel Corrugated	Unknown	Unknown	12	12	101	6	Fair
BROWNS TRCE	BROW43	Driveway	Steel Corrugated	None	Not Known	12	12	30	1	Poor
BROWNS TRCE	BROW04	Road	Steel Corrugated	Stone masonry	Good	18	18	65	1	Good
BROWNS TRCE	BROW25	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	1	Fair
BROWNS TRCE	BROW53	Road	Steel Corrugated	Unknown	Unknown	12	12	42	1	Poor
BROWNS TRCE	BROW56	Road	Steel Corrugated	Unknown	Unknown	24	24	80	1	Good
BROWNS TRCE	BROW23	Road	Steel Corrugated	Concrete	Fair	12	12	43	1	Urgent

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ROAD DESCRIPTION	LOCAL ID	LOCATION	CULVERT MATERIAL	HEADER MATERIAL	HEADER CONDITION	HEIGHT	WIDTH	LENGTH	DEPTH OF COVER	OVERALL CONDITION
BROWNS TRCE	BROW55	Road	Steel Corrugated	Unknown	Unknown	24	24	52	1	Poor
BROWNS TRCE	BROW32	Driveway	Plastic Corrugated	None	Not Known	15	15	30	1	Poor
BROWNS TRCE	BROW15	Driveway	Unknown	Unknown	Unknown	15	15	30	1	Closed
BROWNS TRCE	BROW57	Road	Steel Corrugated	Unknown	Unknown	12	12	43	1	Poor
BROWNS TRCE	BROW28	Road	Steel Corrugated	None	Not Known	72	72	71	1	Excellent
BROWNS TRCE	BROW27	Road	Steel Corrugated	None	Not Known	36	36	55	1	Good
BROWNS TRCE	BROW33	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Urgent
BROWNS TRCE	BROW50	Road	Plastic Corrugated	Stone masonry	Good	48	48	71	1	Good
BROWNS TRCE	BROW47	Road	Steel Corrugated	Unknown	Unknown	24	24	51	1	Good
BROWNS TRCE	BROW14	Driveway	Plastic Corrugated	None	Not Known	12	12	20	1	Good
BROWNS TRCE	BROW11	Road	Concrete Sectional	None	Not Known	36	36	69	1	Good
BROWNS TRCE	BROW21	Road	Plastic Corrugated	Unknown	Unknown	24	24	60	4	Good
BROWNS TRCE	BROW54	Road	Steel Corrugated	Unknown	Unknown	12	12	67	1	Poor
BROWNS TRCE	BROW13	Driveway	Mixed	Concrete	Good	15	15	100	4	Good
BROWNS TRCE	BROW24	Driveway	Steel Corrugated	Stone masonry	Poor	12	12	28	1	Poor
BROWNS TRCE	BROW30	Road	Concrete Sectional	Concrete	Good	24	24	54	1	Good
BROWNS TRCE	BROW17	Road	Concrete Sectional	Unknown	Unknown	24	24	51	1	Good
BROWNS TRCE	BROW06	Driveway	Plastic Corrugated	None	Not Known	18	18	38	4	Good
BROWNS TRCE	BROW22	Road	Steel Corrugated	Unknown	Unknown	12	12	50	1	Good
BROWNS TRCE	BROW36	Road	Steel Corrugated	None	Not Known	18	18	70	1	Poor
BROWNS TRCE	BROW35	Driveway	Plastic Smooth	Stone masonry	Fair	24	24	30	1	Good
BROWNS TRCE	BROW18	Road	Steel Corrugated	None	Not Known	12	12	48	1	Poor
BROWNS TRCE	BROW44	Road	Steel Corrugated	None	Not Known	24	24	57	1	Good
BROWNS TRCE	BROW16	Road	Steel Corrugated	None	Not Known	24	24	60	1	Good
BROWNS TRCE	BROW38	Driveway	Plastic Corrugated	Unknown	Unknown	36	36	30	1	Good
BUTTERCUP LN	BUTT06	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Fair
BUTTERCUP LN	BUTT01	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	2	Good
BUTTERCUP LN	BUTT12	Driveway	Steel Corrugated	Stone masonry	Good	15	15	20	1	Fair
BUTTERCUP LN	BUTT04	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Poor
BUTTERCUP LN	BUTT08	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	2	Good
BUTTERCUP LN	BUTT09	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Fair
BUTTERCUP LN	BUTT11	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Good
BUTTERCUP LN	BUTT07	Driveway	Steel Corrugated	Stone masonry	Fair	15	30	30	2	Fair
BUTTERCUP LN	BUTT05	Driveway	Steel Corrugated	Stone masonry	Fair	12	12	30	2	Good
BUTTERCUP LN	BUTT02	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Fair
BUTTERCUP LN	BUTT10	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Good
BUTTERCUP LN	BUTT03	Parallel To Roa	Steel Corrugated	Unknown	Unknown	15	15	10	1	Good
BUXTON LN	BUXT03	Road	Plastic Corrugated	Unknown	Unknown	18	18	60	1	Good
BUXTON LN	BUXT01	Driveway	Pipe, Plastic	Unknown	Unknown	24	24	60	1	Good
BUXTON LN	BUXT02	Road	Steel Corrugated	Unknown	Unknown	12	12	60	1	Good
CILLEY HILL RD	CILL10	Road	Steel Corrugated	None	Unknown	12	12	40	2	Fair
CILLEY HILL RD	CILL24	Road	Steel Corrugated	Unknown	Unknown	84	84	38	1	Good
CILLEY HILL RD	CILL18	Road	Steel Corrugated	Stone masonry	Poor	12	12	30	24	Good
CILLEY HILL RD	CILL36	Driveway	Steel Corrugated	None	Unknown	15	15	30	2	Good
CILLEY HILL RD	CILL03	UNKNOWN	Plastic Corrugated	Stone masonry	Poor	18	18	30	6	Fair
CILLEY HILL RD	CILL35	Driveway	Steel Corrugated	Stone masonry	Good	18	18	25	2	Good
CILLEY HILL RD	CILL40	Road	Steel Corrugated	Stone masonry	Good	24	24	34	1	Fair
CILLEY HILL RD	CILL39	Field Access	Steel Corrugated	Unknown	Unknown	24	24	43	1	Poor
CILLEY HILL RD	CILL01	Road	Pipe, Plastic	Unknown	Unknown	24	24	60	1	Good
CILLEY HILL RD	CILL06	Parallel To Roa	Plastic Corrugated	None	Not Known	18	18	30	6	Fair
CILLEY HILL RD	CILL29	Road	Plastic Corrugated	None	Not Known	15	15	30	6	Good
CILLEY HILL RD	CILL32	Road	Steel Corrugated	Unknown	Unknown	12	12	30	36	Critical
CILLEY HILL RD	CILL09	Driveway	Aluminum Corruga	None	Unknown	18	18	30	6	Good
CILLEY HILL RD	CILL07	Road	Plastic Corrugated	None	Not Known	18	18	37	12	Good
CILLEY HILL RD	CILL25	Driveway	Concrete Poured	Stone masonry	Good	11	11	28	1	Good
CILLEY HILL RD	CILL37	Driveway	Steel Corrugated	Stone masonry	Good	18	18	30	1	Fair
CILLEY HILL RD	CILL27	Road	Plastic Corrugated	Stone masonry	Good	12	12	31	6	Good
CILLEY HILL RD	CILL05	Driveway	Steel Corrugated	None	Not Known	15	15	28	1	Good
CILLEY HILL RD	CILL16	Road	Plastic Corrugated	Stone masonry	Fair	18	18	34	12	Good
CILLEY HILL RD	CILL38	Driveway	Plastic Corrugated	Unknown	Unknown	15	15	25	1	Good
CILLEY HILL RD	CILL26	Driveway	Steel Corrugated	None	Not Known	12	12	30	6	Good
CILLEY HILL RD	CILL19	Driveway	Plastic Corrugated	Stone masonry	Fair	18	18	30	1	Good
CILLEY HILL RD	CILL13	Driveway	Steel Corrugated	None	Not Known	15	15	30	1	Poor
CILLEY HILL RD	CILL02	Driveway	Steel Corrugated	None	Unknown	12	12	30	2	Closed
CILLEY HILL RD	CILL08	Driveway	Plastic Corrugated	Stone masonry	Good	15	15	26	1	Good
CILLEY HILL RD	CILL23	Driveway	Plastic Corrugated	None	Unknown	15	15	30	6	Good
CILLEY HILL RD	CILL33	Driveway	Plastic Corrugated	None	Unknown	20	20	30	1	Good
CILLEY HILL RD	CILL34	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	1	Poor

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CILLEY HILL RD	CILL14	Parallel To Roa	Plastic Corrugated	None	Not Known	18	18	25	12	Excellent
CILLEY HILL RD	CILL22	Road	Pipe, Plastic	Unknown	Unknown	32	32	52	6	Excellent
CILLEY HILL RD	CILL11	Driveway	Steel Corrugated	Stone masonry	Fair	12	12	60	2	Fair
CILLEY HILL RD	CILL15	Driveway	Steel Corrugated	None	Not Known	12	12	60	6	Poor
CILLEY HILL RD	CILL17	Driveway	Steel Corrugated	None	Unknown	12	12	30	1	Poor
CILLEY HILL RD	CILL21	Driveway	Plastic Corrugated	Stone masonry	Good	15	15	30	2	Fair
CILLEY HILL RD	CILL30	Field Access	Plastic Corrugated	None	Not Known	24	24	38	3	Good
CILLEY HILL RD	CILL04	Road	Plastic Corrugated	None	Not Known	18	18	64	6	Fair
CILLEY HILL RD	CILL31	Road	Plastic Corrugated	None	Not Known	18	18	40	1	Good
CILLEY HILL RD	CILL28	Driveway	Steel Corrugated	None	Unknown	12	12	25	6	Fair
CILLEY HILL RD	CILL20	Driveway	Plastic Corrugated	Stone masonry	Fair	15	15	30	6	Fair
CILLEY HILL RD	CILL12	Driveway	Plastic Corrugated	None	Not Known	18	18	30	6	Poor
CLOVER LN	CLOV01	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
CLOVER LN	CLOV02	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	1	Good
COOPER DR	COOP01	Road	Plastic Corrugated	Stone masonry	Good	24	24	30	1	Excellent
COUNTRY VIEW DR	COUN04	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	3	Good
COUNTRY VIEW DR	COUN02	Driveway	Steel Corrugated	Unknown	Unknown	15	15	28	1	Good
COUNTRY VIEW DR	COUN03	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
COUNTRY VIEW DR	COUN06	Driveway	Steel Corrugated	Unknown	Unknown	15	15	28	1	Good
COUNTRY VIEW DR	COUN01	Driveway	Steel Corrugated	Unknown	Unknown	12	12	30	2	Good
COUNTRY VIEW DR	COUN05	Road	Steel Corrugated	Unknown	Unknown	24	24	43	1	Poor
CREEKSIDE RD	CREE02	Driveway	Steel Corrugated	None	Unknown	12	12	30	1	Good
CREEKSIDE RD	CREE01	Road	Steel Corrugated	None	Unknown	15	15	60	1	Good
DICKINSON ST	DICK02	Road	Steel Corrugated	None	Unknown	12	12	39	4	Good
DICKINSON ST	DICK01	Road	Plastic Corrugated	Unknown	Unknown	18	18	75	3	Fair
DICKINSON ST	DICK03	Road	Plastic Corrugated	Unknown	Unknown	24	24	42	1	Good
ETHAN ALLEN RD	ETHA03	Driveway	Steel Corrugated	Unknown	Unknown	12	12	42	1	Closed
ETHAN ALLEN RD	ETHA01	Parallel To Roa	Steel Corrugated	Unknown	Unknown	15	15	30	1	Closed
ETHAN ALLEN RD	ETHA02	Driveway	Plastic Corrugated	Unknown	Unknown	15	15	20	1	Good
FIELDS LN	FIEL03	Parallel To Roa	Steel Corrugated	Unknown	Unknown	24	24	41	1	Closed
FIELDS LN	FIEL09	Driveway	Steel Corrugated	None	Unknown	24	24	26	1	Good
FIELDS LN	FIEL01	Driveway	Steel Corrugated	None	Unknown	18	18	25	1	Good
FIELDS LN	FIEL11	Parallel To Roa	Steel Corrugated	None	Unknown	18	18	26	1	Good
FIELDS LN	FIEL06	Driveway	Plastic Corrugated	None	Unknown	24	24	36	1	Fair
FIELDS LN	FIEL08	Driveway	Plastic Corrugated	None	Unknown	24	24	41	1	Poor
FIELDS LN	FIEL10	Driveway	Plastic Corrugated	None	Unknown	18	18	28	1	Good
FIELDS LN	FIEL05	Driveway	Plastic Corrugated	None	Unknown	32	32	30	1	Good
FIELDS LN	FIEL02	Road	Plastic Corrugated	None	Unknown	36	36	35	1	Good
FIELDS LN	FIEL07	Road	Plastic Corrugated	Concrete	Good	48	48	114	1	Good
FIELDS LN	FIEL04	Driveway	Plastic Corrugated	None	Unknown	18	18	30	1	Good
FIELDS LN	BENT05	Road	Steel Corrugated	Unknown	Unknown	24	24	25	1	Good
FITZSIMONDS RD	FITZ10	Driveway	Plastic Corrugated	None	Unknown	18	18	25	1	Good
FITZSIMONDS RD	FITZ04	Road	Plastic Corrugated	Stone masonry	Good	32	32	35	1	Excellent
FITZSIMONDS RD	FITZ16	Driveway	Plastic Corrugated	None	Unknown	12	12	28	1	Good
FITZSIMONDS RD	FITZ14	Road	Plastic Corrugated	Unknown	Unknown	15	15	30	1	Good
FITZSIMONDS RD	FITZ11	Road	Steel Corrugated	Unknown	Unknown	24	24	35	1	Fair
FITZSIMONDS RD	FITZ02	Driveway	Plastic Corrugated	None	Unknown	8	8	25	1	Good
FITZSIMONDS RD	FITZ09	Road	Steel Corrugated	Unknown	Unknown	24	24	41	1	Good
FITZSIMONDS RD	FITZ07	Road	Steel Corrugated	None	Unknown	18	18	61	1	Good
FITZSIMONDS RD	FITZ03	Parallel To Roa	Plastic Corrugated	Unknown	Unknown	24	24	35	1	Good
FITZSIMONDS RD	FITZ12	Road	Plastic Corrugated	Stone masonry	Unknown	24	24	40	1	Excellent
FITZSIMONDS RD	FITZ01	Driveway	Plastic Corrugated	Unknown	Unknown	15	15	35	1	Good
FITZSIMONDS RD	FITZ05	Driveway	Steel Corrugated	None	Unknown	18	18	25	1	Good
FITZSIMONDS RD	FITZ13	Road	Plastic Corrugated	None	Unknown	18	18	51	1	Good
FITZSIMONDS RD	FITZ15	Road	Pipe, Plastic	Unknown	Unknown	24	24	55	1	Good
FITZSIMONDS RD	FITZ06	Driveway	Plastic Corrugated	Unknown	Unknown	18	18	25	1	Good
FITZSIMONDS RD	FITZ17	Road	Steel Corrugated	Unknown	Unknown	12	12	30	1	Good
FITZSIMONDS RD	FITZ08	Road	Steel Corrugated	Unknown	Unknown	15	15	30	1	Fair
FOOTHILLS DR	FOOT11	Driveway	Plastic Corrugated	None	Unknown	18	18	30	1	Good
FOOTHILLS DR	FOOT10	Driveway	Unknown	Stone masonry	Poor	15	15	20	1	Closed
FOOTHILLS DR	FOOT12	Driveway	Steel Corrugated	None	Unknown	15	15	20	2	Critical
FOOTHILLS DR	FOOT15	Driveway	Steel Corrugated	None	Unknown	15	15	20	2	Good
FOOTHILLS DR	FOOT13	Road	Pipe, Plastic	Unknown	Unknown	24	24	64	1	Good
FOOTHILLS DR	FOOT04	Driveway	Steel Corrugated	Stone masonry	Good	15	15	20	4	Good
FOOTHILLS DR	FOOT06	Driveway	Plastic Corrugated	Stone masonry	Poor	15	15	30	1	Good
FOOTHILLS DR	FOOT01	Driveway	Steel Corrugated	Stone masonry	Poor	18	18	20	1	Fair
FOOTHILLS DR	FOOT09	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Fair
FOOTHILLS DR	FOOT02	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	20	3	Critical

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FOOTHILLS DR	FOOT03	Driveway	Plastic Corrugated	Stone masonry	Good	15	15	30	3	Good
FOOTHILLS DR	FOOT08	Driveway	Plastic Corrugated	Stone masonry	Good	15	15	30	5	Good
FOOTHILLS DR	FOOT05	Driveway	Steel Corrugated	None	Unknown	18	18	60	2	Good
FOOTHILLS DR	FOOT14	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	1	Fair
FOOTHILLS DR	FOOT07	Road	Mixed	None	Unknown	24	24	60	8	Good
GOVERNOR PECK RD	GOVE11	Parallel To Roa	Pipe, Plastic	Unknown	Unknown	24	24	49	1	Closed
GOVERNOR PECK RD	GOVE03	Road	Plastic Corrugated	Stone masonry	Good	52	52	49	1	Excellent
GOVERNOR PECK RD	GOVE07	Road	Plastic Corrugated	None	Unknown	18	18	54	1	Fair
GOVERNOR PECK RD	GOVE02	Parallel To Roa	Plastic Corrugated	Stone masonry	Good	15	15	41	1	Good
GOVERNOR PECK RD	GOVE06	Parallel To Roa	Pipe, Plastic	Unknown	Unknown	24	24	38	1	Closed
GOVERNOR PECK RD	GOVE14	Driveway	Plastic Corrugated	None	Unknown	32	32	25	1	Good
GOVERNOR PECK RD	GOVE13	Road	Pipe, Plastic	Unknown	Unknown	12	12	53	1	Fair
GOVERNOR PECK RD	GOVE10	Road	Steel Corrugated	Unknown	Unknown	12	12	49	1	Closed
GOVERNOR PECK RD	GOVE08	Road	Plastic Corrugated	None	Unknown	18	18	45	1	Fair
GOVERNOR PECK RD	GOVE15	Road	Steel Corrugated	Stone masonry	Good	60	72	44	1	Good
GOVERNOR PECK RD	GOVE05	Road	Pipe, Plastic	Unknown	Unknown	12	12	131	1	Closed
GOVERNOR PECK RD	GOVE12	Parallel To Roa	Plastic Corrugated	Unknown	Unknown	18	18	44	1	Good
GOVERNOR PECK RD	GOVE01	Road	Steel Corrugated	Unknown	Unknown	24	24	57	1	Good
GOVERNOR PECK RD	GOVE04	Road	Steel Corrugated	None	Unknown	24	24	48	1	Fair
GOVERNOR PECK RD	GOVE09	Driveway	Plastic Corrugated	None	Unknown	15	15	27	1	Fair
GRAVELLE DR	GRAV01	Road	Steel Corrugated	Unknown	Unknown	60	72	31	1	Fair
GRISWOLD ST	GRIS34	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Poor
GRISWOLD ST	GRIS13	Driveway	Plastic Corrugated	Stone masonry	Fair	12	12	30	1	Good
GRISWOLD ST	GRIS03	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Poor
GRISWOLD ST	GRIS24	Driveway	Steel Corrugated	Unknown	Unknown	18	18	20	1	Fair
GRISWOLD ST	GRIS18	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	20	1	Good
GRISWOLD ST	GRIS14	Road	Steel Corrugated	Unknown	Unknown	15	15	60	1	Good
GRISWOLD ST	GRIS21	Road	Steel Corrugated	Unknown	Unknown	24	24	66	10	Urgent
GRISWOLD ST	GRIS06	Driveway	Steel Corrugated	None	Unknown	12	12	20	2	Fair
GRISWOLD ST	GRIS09	Driveway	Unknown	Stone masonry	Poor	18	18	20	1	Poor
GRISWOLD ST	GRIS25	Driveway	Steel Corrugated	None	Unknown	15	15	25	1	Good
GRISWOLD ST	GRIS11	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Poor
GRISWOLD ST	GRIS22	Road	Steel Corrugated	Unknown	Unknown	18	18	40	1	Poor
GRISWOLD ST	GRIS38	Road	Steel Corrugated	None	Unknown	48	48	151	1	Fair
GRISWOLD ST	GRIS37	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Fair
GRISWOLD ST	GRIS19	Driveway	Plastic Corrugated	Unknown	Unknown	15	15	20	1	Fair
GRISWOLD ST	GRIS29	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Critical
GRISWOLD ST	GRIS16	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Fair
GRISWOLD ST	GRIS28	Driveway	Steel Corrugated	None	Unknown	12	12	35	3	Fair
GRISWOLD ST	GRIS31	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	2	Good
GRISWOLD ST	GRIS33	Driveway	Steel Corrugated	None	Unknown	15	15	20	2	Good
GRISWOLD ST	GRIS36	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	20	2	Good
GRISWOLD ST	GRIS15	Road	Steel Corrugated	Unknown	Unknown	12	12	80	1	Fair
GRISWOLD ST	GRIS10	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Good
GRISWOLD ST	GRIS05	Driveway	Plastic Corrugated	Stone masonry	Fair	15	15	20	1	Good
GRISWOLD ST	GRIS17	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Poor
GRISWOLD ST	GRIS01	Driveway	Steel Corrugated	Concrete	Unknown	24	24	20	1	Good
GRISWOLD ST	GRIS30	Driveway	Steel Corrugated	Unknown	Unknown	15	15	35	1	Poor
GRISWOLD ST	GRIS27	Driveway	Plastic Corrugated	None	Unknown	24	24	25	2	Good
GRISWOLD ST	GRIS26	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	20	1	Fair
GRISWOLD ST	GRIS32	Road	Steel Corrugated	Unknown	Unknown	18	18	30	1	Poor
GRISWOLD ST	GRIS04	Driveway	Steel Corrugated	Unknown	Unknown	12	12	20	1	Good
GRISWOLD ST	GRIS12	Driveway	Plastic Corrugated	None	Unknown	18	18	20	1	Good
GRISWOLD ST	GRIS02	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Good
GRISWOLD ST	GRIS23	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Fair
GRISWOLD ST	GRIS07	Driveway	Unknown	Concrete	Unknown	12	12	20	2	Closed
GRISWOLD ST	GRIS35	Driveway	Steel Corrugated	None	Unknown	12	12	20	2	Fair
GRISWOLD ST	GRIS08	Driveway	Steel Corrugated	None	Unknown	12	12	30	1	Good
GRISWOLD ST	GRIS20	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	20	1	Poor
HANLEY LN	HANL06	Driveway	Plastic Corrugated	Stone masonry	Good	18	18	30	1	Good
HANLEY LN	HANL09	Road	Steel Corrugated	Stone masonry	Good	12	12	32	1	Fair
HANLEY LN	HANL02	Driveway	Steel Corrugated	None	Unknown	18	18	26	1	Good
HANLEY LN	HANL10	Driveway	Plastic Corrugated	None	Unknown	15	15	30	1	Good
HANLEY LN	HANL01	Driveway	Plastic Corrugated	Stone masonry	Good	12	12	20	1	Fair
HANLEY LN	HANL04	Road	Steel Corrugated	Stone masonry	Good	72	72	24	1	Fair
HANLEY LN	HANL07	Driveway	Steel Corrugated	None	Unknown	18	18	26	1	Good
HANLEY LN	HANL03	Driveway	Steel Corrugated	Stone masonry	Good	120	120	30	1	Excellent
HANLEY LN	HANL05	Road	Steel Corrugated	Stone masonry	Fair	36	36	41	12	Poor

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ROAD DESCRIPTION	LOCAL ID	LOCATION	CULVERT MATERIAL	HEADER MATERIAL	HEADER CONDITION	HEIGHT	WIDTH	LENGTH	DEPTH OF COVER	OVERALL CONDITION
HANLEY LN	HANL08	Driveway	Steel Corrugated	Stone masonry	Good	12	12	30	1	Fair
HANLEY LN	HANL11	Road	Plastic Corrugated	None	Not Known	18	18	41	6	Good
JERICHO CENTER CIR	JERI01	Road	Plastic Corrugated	None	Not Known	18	18	70	1	Poor
KETTLE CREEK RD	KETT01	Driveway	Steel Corrugated	Stone masonry	Good	18	18	19	1	Good
KETTLE CREEK RD	KETT03	Driveway	Steel Corrugated	None	Unknown	12	12	28	1	Fair
KETTLE CREEK RD	KETT02	Driveway	Steel Corrugated	None	Unknown	18	18	20	1	Fair
KRISTE LN	KRIS11	Driveway	Steel Corrugated	None	Unknown	15	15	30	2	Fair
KRISTE LN	KRIS03	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	1	Urgent
KRISTE LN	KRIS14	Driveway	Steel Corrugated	Stone masonry	Poor	15	15	30	3	Urgent
KRISTE LN	KRIS07	Driveway	Steel Corrugated	Rip-rap	Good	15	15	30	1	Good
KRISTE LN	KRIS09	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	1	Excellent
KRISTE LN	KRIS20	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
KRISTE LN	KRIS28	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	1	Poor
KRISTE LN	KRIS27	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	2	Good
KRISTE LN	KRIS01	Driveway	Steel Corrugated	Stone masonry	Poor	12	12	30	1	Poor
KRISTE LN	KRIS06	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
KRISTE LN	KRIS22	Driveway	Stone	Unknown	Unknown	15	15	30	1	Poor
KRISTE LN	KRIS16	Road	Steel Corrugated	None	Unknown	18	18	30	3	Poor
KRISTE LN	KRIS32	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	1	Poor
KRISTE LN	KRIS17	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	2	Poor
KRISTE LN	KRIS29	Driveway	Steel Corrugated	Stone masonry	Good	12	12	30	1	Good
KRISTE LN	KRIS10	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	2	Good
KRISTE LN	KRIS26	Driveway	Steel Corrugated	None	Unknown	15	15	30	2	Poor
KRISTE LN	KRIS19	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	1	Fair
KRISTE LN	KRIS25	Driveway	Steel Corrugated	Unknown	Unknown	12	12	30	1	Good
KRISTE LN	KRIS13	Driveway	Steel Corrugated	Stone masonry	Good	12	12	30	1	Good
KRISTE LN	KRIS31	Road	Steel Corrugated	Stone masonry	Fair	24	24	65	5	Good
KRISTE LN	KRIS02	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	2	Good
KRISTE LN	KRIS24	Road	Steel Corrugated	Unknown	Unknown	24	24	60	1	Good
KRISTE LN	KRIS08	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	1	Fair
KRISTE LN	KRIS21	Road	Steel Corrugated	Unknown	Unknown	24	24	82	3	Good
KRISTE LN	KRIS04	Driveway	Steel Corrugated	None	Unknown	15	15	30	3	Good
KRISTE LN	KRIS33	Driveway	Steel Corrugated	Stone masonry	Poor	15	15	30	2	Critical
KRISTE LN	KRIS05	Driveway	Steel Corrugated	Unknown	Unknown	12	12	30	1	Good
KRISTE LN	KRIS30	Road	Steel Corrugated	Unknown	Unknown	24	24	50	1	Good
KRISTE LN	KRIS23	Driveway	Steel Corrugated	Stone masonry	Good	18	18	30	2	Good
KRISTE LN	KRIS18	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Good
KRISTE LN	KRIS15	Driveway	Steel Corrugated	Unknown	Unknown	12	12	30	1	Poor
KRISTE LN	KRIS12	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	1	Good
LAFAYETTE DR	LAFA01	Road	Steel Corrugated	Rip-rap	Poor	12	12	56	1	Critical
LAWRENCE HTS	LAWR06	Field Access	Steel Corrugated	Unknown	Unknown	12	12	60	1	Good
LAWRENCE HTS	LAWR03	Road	Steel Corrugated	None	Not Known	15	15	38	1	Good
LAWRENCE HTS	LAWR02	Driveway	Steel Corrugated	None	Not Known	18	18	30	1	Good
LAWRENCE HTS	LAWR04	Driveway	Steel Corrugated	None	Not Known	18	18	23	4	Poor
LAWRENCE HTS	LAWR07	Driveway	Steel Corrugated	Stone masonry	Good	12	12	30	1	Fair
LAWRENCE HTS	LAWR01	Road	Steel Corrugated	Stone masonry	Fair	24	24	38	1	Fair
LAWRENCE HTS	LAWR05	Driveway	Steel Corrugated	None	Not Known	15	15	30	4	Good
LEARY RD	LEAR10	Driveway	Steel Corrugated	None	Unknown	12	12	30	2	Good
LEARY RD	LEAR08	Road	Pipe, Plastic	Unknown	Unknown	36	36	42	1	Good
LEARY RD	LEAR11	Road	Pipe, Plastic	Unknown	Unknown	24	24	30	1	Good
LEARY RD	LEAR04	Road	Pipe, Plastic	Unknown	Unknown	24	24	53	1	Good
LEARY RD	LEAR07	Road	Steel Corrugated	Unknown	Unknown	12	12	30	1	Good
LEARY RD	LEAR03	Road	Pipe, Plastic	Unknown	Unknown	36	36	61	1	Good
LEARY RD	LEAR06	Road	Steel Corrugated	Unknown	Unknown	12	12	31	1	Good
LEARY RD	LEAR05	Road	Pipe, Plastic	Unknown	Unknown	12	12	30	1	Good
LEARY RD	LEAR01	Road	Steel Corrugated	Unknown	Unknown	24	24	43	1	Good
LEARY RD	LEAR02	Road	Steel Corrugated	Unknown	Unknown	12	12	30	1	Good
LEARY RD	LEAR09	Driveway	Plastic Corrugated	Unknown	Unknown	12	12	31	1	Good
LEARY RD	LEAR12	Driveway	Plastic Corrugated	None	Unknown	18	18	30	2	Good
LEE RIVER RD	LEER14	Road	Plastic Corrugated	Unknown	Unknown	18	18	38	5	Fair
LEE RIVER RD	LEER12	Road	Plastic Corrugated	Unknown	Unknown	15	15	50	1	Poor
LEE RIVER RD	LEER06	Road	Steel Corrugated	Unknown	Unknown	24	24	55	1	Good
LEE RIVER RD	LEER05	Road	Concrete Sectional	Unknown	Unknown	24	24	67	1	Good
LEE RIVER RD	LEER13	Road	Plastic Corrugated	Unknown	Unknown	24	24	60	5	Good
LEE RIVER RD	LEER03	Road	Steel Corrugated	Unknown	Unknown	12	12	48	1	Good
LEE RIVER RD	LEER20	Road	Steel Corrugated	Stone masonry	Good	18	18	44	1	Good
LEE RIVER RD	LEER19	Driveway	Plastic Corrugated	None	Unknown	18	18	30	1	Fair
LEE RIVER RD	LEER22	Road	Steel Corrugated	Unknown	Unknown	24	24	39	1	Closed

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ROAD DESCRIPTION	LOCAL ID	LOCATION	CULVERT MATERIAL	HEADER MATERIAL	HEADER CONDITION	HEIGHT	WIDTH	LENGTH	DEPTH OF COVER	OVERALL CONDITION
LEE RIVER RD	LEER10	Parallel To Roa	Steel Corrugated	Stone masonry	Poor	18	18	39	2	Good
LEE RIVER RD	LEER04	Road	Steel Corrugated	Unknown	Unknown	15	15	60	1	Poor
LEE RIVER RD	LEER23	Driveway	Steel Corrugated	Unknown	Unknown	12	12	43	3	Critical
LEE RIVER RD	LEER17	Road	Steel Corrugated	Unknown	Unknown	48	48	60	1	Good
LEE RIVER RD	LEER01	Road	Plastic Corrugated	None	Unknown	18	18	57	6	Excellent
LEE RIVER RD	LEER15	Driveway	Plastic Corrugated	Unknown	Unknown	24	24	60	1	Fair
LEE RIVER RD	LEER02	Road	Pipe, Plastic	Unknown	Unknown	24	24	51	10	Good
LEE RIVER RD	LEER18	Road	Plastic Corrugated	None	Unknown	18	18	41	4	Good
LEE RIVER RD	LEER24	Road	Steel Corrugated	Unknown	Unknown	15	15	41	1	Poor
LEE RIVER RD	LEER09	Road	Steel Corrugated	Rip-rap	Poor	24	24	45	12	Poor
LEE RIVER RD	LEER07	Road	Concrete Sectional	Unknown	Unknown	12	12	38	1	Closed
LEE RIVER RD	LEER16	Road	Steel Corrugated	Unknown	Unknown	12	12	48	10	Closed
LEE RIVER RD	LEER08	Road	Concrete Sectional	None	Unknown	18	18	51	6	Good
LEE RIVER RD	LEER11	Road	Steel Corrugated	Unknown	Unknown	12	12	52	1	Good
LEE RIVER RD	LEER21	Road	Steel Corrugated	Unknown	Unknown	12	12	42	1	Fair
LINDENWOOD DR	LIND02	Road	Steel Corrugated	Unknown	Unknown	15	15	60	1	Good
LINDENWOOD DR	LIND03	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	1	Fair
LINDENWOOD DR	LIND01	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	1	Fair
MEADOW DR	MEAD05	Driveway	Steel Corrugated	Rip-rap	Poor	24	24	41	1	Good
MEADOW DR	MEAD10	Driveway	Steel Corrugated	Stone masonry	Good	12	12	25	1	Excellent
MEADOW DR	MEAD06	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
MEADOW DR	MEAD11	Driveway	Aluminum Corruga	Unknown	Unknown	15	15	30	2	Urgent
MEADOW DR	MEAD09	Driveway	Steel Corrugated	Unknown	Unknown	18	18	30	1	Good
MEADOW DR	MEAD01	Driveway	Plastic Corrugated	Unknown	Unknown	18	18	20	1	Good
MEADOW DR	MEAD04	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
MEADOW DR	MEAD03	Driveway	Steel Corrugated	Unknown	Unknown	12	12	30	1	Fair
MEADOW DR	MEAD12	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	1	Fair
MEADOW DR	MEAD02	Driveway	Plastic Corrugated	Unknown	Unknown	18	18	40	1	Good
MEADOW DR	MEAD07	Driveway	Steel Corrugated	Stone masonry	Poor	15	15	20	2	Good
MEADOW DR	MEAD08	Driveway	Steel Corrugated	Unknown	Unknown	18	18	30	1	Good
MILO WHITE RD	MILO12	Road	Plastic Corrugated	None	Not Known	18	18	40	1	Good
MILO WHITE RD	MILO04	Driveway	Plastic Corrugated	None	Unknown	15	15	38	1	Good
MILO WHITE RD	MILO16	Driveway	Steel Corrugated	None	Unknown	15	15	25	1	Critical
MILO WHITE RD	MILO13	Driveway	Steel Corrugated	None	Unknown	15	15	27	1	Good
MILO WHITE RD	MILO14	Road	Steel Corrugated	Unknown	Unknown	24	24	31	1	Good
MILO WHITE RD	MILO05	Driveway	Steel Corrugated	None	Unknown	15	15	29	1	Fair
MILO WHITE RD	MILO19	Road	Steel Corrugated	Unknown	Unknown	12	12	51	1	Poor
MILO WHITE RD	MILO09	Driveway	Plastic Corrugated	None	Not Known	15	15	20	1	Good
MILO WHITE RD	MILO07	Road	Steel Corrugated	Unknown	Unknown	24	24	31	1	Good
MILO WHITE RD	MILO03	Road	Steel Corrugated	None	Unknown	24	24	31	1	Good
MILO WHITE RD	MILO10	Road	Plastic Corrugated	None	Unknown	18	18	49	1	Good
MILO WHITE RD	MILO18	Field Access	Steel Corrugated	Unknown	Unknown	24	24	35	1	Good
MILO WHITE RD	MILO08	Driveway	Steel Corrugated	Stone masonry	Good	15	15	27	1	Fair
MILO WHITE RD	MILO06	Driveway	Steel Corrugated	None	Unknown	15	15	25	1	Fair
MILO WHITE RD	MILO15	Driveway	Plastic Corrugated	None	Unknown	15	15	22	1	Good
MILO WHITE RD	MILO02	Driveway	Steel Corrugated	None	Unknown	15	15	22	1	Good
MILO WHITE RD	MILO17	Driveway	Unknown	None	Unknown	15	15	25	1	Poor
MILO WHITE RD	MILO01	Driveway	Plastic Corrugated	Stone masonry	Good	24	24	32	1	Good
MILO WHITE RD	MILO11	Road	Steel Corrugated	Stone masonry	Fair	24	24	25	1	Fair
MORGAN RD	MORG01	Road	Steel Corrugated	Unknown	Unknown	15	15	38	3	Fair
MOUNTAIN VIEW RD	MOUN02	Road	Steel Corrugated	Unknown	Unknown	24	24	40	1	Good
MOUNTAIN VIEW RD	MOUN01	Road	Plastic Corrugated	None	Not Known	18	18	41	1	Good
N MAIN ST	NMAI05	Driveway	Plastic Corrugated	Unknown	Unknown	18	18	40	1	Good
N MAIN ST	NMAI02	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Urgent
N MAIN ST	NMAI04	Driveway	Steel Corrugated	Unknown	Unknown	18	18	40	1	Urgent
N MAIN ST	NMAI01	Driveway	Plastic Corrugated	Unknown	Unknown	12	12	20	1	Closed
N MAIN ST	NMAI03	Driveway	Plastic Corrugated	Unknown	Unknown	18	18	40	1	Good
NASHVILLE RD	NASH25	Road	Steel Corrugated	Unknown	Unknown	12	12	36	1	Good
NASHVILLE RD	NASH22	Field Access	Plastic Corrugated	None	Unknown	12	12	25	1	Good
NASHVILLE RD	NASH18	Road	Plastic Corrugated	None	Unknown	15	15	40	3	Good
NASHVILLE RD	NASH16	Road	Steel Corrugated	Unknown	Unknown	12	12	42	1	Good
NASHVILLE RD	NASH27	Road	Steel Corrugated	Unknown	Unknown	12	12	41	1	Good
NASHVILLE RD	NASH19	Road	Pipe, Plastic	None	Unknown	24	24	45	4	Good
NASHVILLE RD	NASH26	Driveway	Plastic Corrugated	None	Unknown	15	15	30	1	Good
NASHVILLE RD	NASH04	Road	Steel Corrugated	Unknown	Unknown	12	12	43	1	Good
NASHVILLE RD	NASH06	Road	Pipe, Plastic	Unknown	Unknown	12	12	41	1	Good
NASHVILLE RD	NASH20	Driveway	Plastic Corrugated	Stone masonry	Good	12	12	25	1	Good
NASHVILLE RD	NASH10	Road	Steel Corrugated	Unknown	Unknown	24	24	52	1	Good

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NASHVILLE RD	NASH11	Driveway	Plastic Corrugated	None	Unknown	12	12	10	1	Good
NASHVILLE RD	NASH15	Driveway	Plastic Corrugated	None	Unknown	15	15	20	2	Good
NASHVILLE RD	NASH17	Road	Steel Corrugated	Unknown	Unknown	12	12	31	1	Good
NASHVILLE RD	NASH31	Road	Steel Corrugated	Unknown	Unknown	12	12	43	1	Poor
NASHVILLE RD	NASH02	Driveway	Plastic Corrugated	None	Unknown	18	18	35	1	Good
NASHVILLE RD	NASH28	Road	Steel Corrugated	Unknown	Unknown	12	12	31	1	Good
NASHVILLE RD	NASH23	Driveway	Plastic Corrugated	None	Unknown	12	12	20	1	Good
NASHVILLE RD	NASH14	Road	Steel Corrugated	Unknown	Unknown	18	18	45	3	Good
NASHVILLE RD	NASH30	Road	Steel Corrugated	Unknown	Unknown	12	12	32	1	Good
NASHVILLE RD	NASH24	Driveway	Plastic Corrugated	None	Unknown	15	15	30	1	Good
NASHVILLE RD	NASH09	Road	Steel Corrugated	None	Unknown	15	15	40	4	Good
NASHVILLE RD	NASH21	Road	Steel Corrugated	Unknown	Unknown	18	18	50	2	Good
NASHVILLE RD	NASH05	Road	Steel Corrugated	Unknown	Unknown	12	12	42	1	Good
NASHVILLE RD	NASH01	Driveway	Steel Corrugated	None	Unknown	12	12	33	2	Poor
NASHVILLE RD	NASH12	Field Access	Steel Corrugated	Unknown	Unknown	24	24	41	1	Good
NASHVILLE RD	NASH03	Driveway	Steel Corrugated	None	Unknown	15	15	20	1	Good
NASHVILLE RD	NASH13	Field Access	Plastic Smooth	None	Unknown	12	12	30	1	Good
NASHVILLE RD	NASH29	Field Access	Plastic Corrugated	None	Unknown	24	24	30	1	Good
NASHVILLE RD	NASH08	Road	Steel Corrugated	Unknown	Unknown	24	24	67	1	Good
NASHVILLE RD	NASH07	Road	Steel Corrugated	None	Unknown	15	15	30	3	Poor
OLD FARM RD	OLDF03	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	2	Fair
OLD FARM RD	OLDF02	Driveway	Plastic Corrugated	Stone masonry	Fair	15	15	30	1	Good
OLD FARM RD	OLDF05	Driveway	Steel Corrugated	Stone masonry	Poor	15	15	39	1	Fair
OLD FARM RD	OLDF01	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	3	Good
OLD FARM RD	OLDF07	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	1	Urgent
OLD FARM RD	OLDF04	Driveway	Steel Corrugated	Rip-rap	Fair	15	15	30	1	Good
OLD FARM RD	OLDF06	Driveway	Steel Corrugated	Rip-rap	Fair	15	15	30	2	Good
OLD PUMP RD	OLDP08	Driveway	Plastic Corrugated	Stone masonry	Good	18	18	30	1	Good
OLD PUMP RD	OLDP12	Road	Plastic Corrugated	Stone masonry	Good	15	15	16	1	Good
OLD PUMP RD	OLDP10	Driveway	Plastic Corrugated	Stone masonry	Fair	12	12	21	2	Closed
OLD PUMP RD	OLDP11	Driveway	Plastic Corrugated	Stone masonry	Poor	12	12	40	1	Closed
OLD PUMP RD	OLDP09	Driveway	Steel Corrugated	None	Unknown	12	12	40	4	Fair
OLD PUMP RD	OLDP16	Road	Steel Corrugated	Unknown	Unknown	12	12	25	1	Poor
OLD PUMP RD	OLDP14	Driveway	Steel Corrugated	None	Not Known	12	12	37	6	Good
OLD PUMP RD	OLDP15	Road	Steel Corrugated	Unknown	Unknown	12	12	30	1	Poor
OLD PUMP RD	OLDP13	Driveway	Plastic Corrugated	Stone masonry	Fair	24	24	47	1	Good
ORR RD	ORRR10	Parallel To Roa	Plastic Corrugated	Unknown	Unknown	15	15	20	1	Good
ORR RD	ORRR21	Driveway	Plastic Corrugated	Unknown	Unknown	18	18	45	1	Good
ORR RD	ORRR25	Road	Steel Corrugated	Unknown	Unknown	18	18	25	1	Good
ORR RD	ORRR20	Driveway	Plastic Smooth	Unknown	Unknown	12	12	30	1	Good
ORR RD	ORRR14	Driveway	Plastic Corrugated	Unknown	Unknown	15	15	20	1	Good
ORR RD	ORRR16	Road	Steel Corrugated	Unknown	Unknown	24	24	31	1	Fair
ORR RD	ORRR01	Road	Steel Corrugated	Unknown	Unknown	12	12	60	1	Poor
ORR RD	ORRR02	Driveway	Steel Corrugated	Unknown	Unknown	15	15	27	1	Fair
ORR RD	ORRR04	Driveway	Concrete Poured	Unknown	Unknown	12	12	34	1	Fair
ORR RD	ORRR12	Driveway	Plastic Corrugated	Unknown	Unknown	18	18	30	1	Good
ORR RD	ORRR03	Road	Steel Corrugated	Unknown	Unknown	24	24	44	1	Good
ORR RD	ORRR05	Driveway	Steel Corrugated	Unknown	Unknown	15	15	45	1	Fair
ORR RD	ORRR08	Road	Pipe, Plastic	Unknown	Unknown	12	12	40	1	Good
ORR RD	ORRR11	Road	Plastic Corrugated	Unknown	Unknown	24	24	40	1	Good
ORR RD	ORRR15	Driveway	Steel Corrugated	Unknown	Unknown	15	15	27	1	Closed
ORR RD	ORRR07	Driveway	Steel Corrugated	Unknown	Unknown	12	12	30	1	Good
ORR RD	ORRR17	Road	Steel Corrugated	Unknown	Unknown	18	18	65	1	Good
ORR RD	ORRR09	Driveway	Plastic Corrugated	Unknown	Unknown	12	12	30	1	Good
ORR RD	ORRR13	Road	Plastic Corrugated	Unknown	Unknown	24	24	40	1	Excellent
ORR RD	ORRR18	Driveway	Steel Corrugated	Unknown	Unknown	36	36	40	1	Good
ORR RD	ORRR19	Driveway	Plastic Corrugated	Unknown	Unknown	15	15	30	1	Fair
ORR RD	ORRR06	Driveway	Plastic Corrugated	Unknown	Unknown	15	15	30	1	Good
ORR RD	ORRR24	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
ORR RD	ORRR23	Road	Steel Corrugated	Unknown	Unknown	12	12	35	1	Poor
ORR RD	ORRR22	Driveway	Steel Corrugated	Unknown	Unknown	15	15	25	1	Good
OUTLOOK LN	OUTL07	Driveway	Steel Corrugated	Stone masonry	Good	18	18	30	4	Good
OUTLOOK LN	OUTL06	Driveway	Plastic Corrugated	Stone masonry	Fair	15	15	40	1	Good
OUTLOOK LN	OUTL08	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	2	Good
OUTLOOK LN	OUTL02	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Fair
OUTLOOK LN	OUTL09	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	20	1	Good
OUTLOOK LN	OUTL12	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Good
OUTLOOK LN	OUTL03	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	1	Good

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OUTLOOK LN	OUTL16	Driveway	Steel Corrugated	None	Unknown	15	15	30	4	Good
OUTLOOK LN	OUTL14	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Good
OUTLOOK LN	OUTL05	Driveway	Steel Corrugated	Stone masonry	Good	15	15	20	2	Good
OUTLOOK LN	OUTL04	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Good
OUTLOOK LN	OUTL10	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	1	Good
OUTLOOK LN	OUTL13	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	30	2	Fair
OUTLOOK LN	OUTL15	Road	Steel Corrugated	Stone masonry	Good	24	24	60	1	Good
OUTLOOK LN	OUTL01	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	28	1	Good
OUTLOOK LN	OUTL11	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Poor
OWENS ST	OWEN02	Road	Steel Corrugated	Unknown	Unknown	24	24	32	1	Fair
OWENS ST	OWEN03	Field Access	Unknown	None	Unknown	18	18	20	2	Closed
OWENS ST	OWEN01	Driveway	Plastic Corrugated	None	Unknown	18	18	20	2	Urgent
PACKARD RD	PACK04	Driveway	Steel Corrugated	Stone masonry	Fair	36	36	40	1	Good
PACKARD RD	PACK11	Driveway	Steel Corrugated	None	Unknown	18	18	30	1	Good
PACKARD RD	PACK15	Road	Steel Corrugated	Stone masonry	Fair	15	15	42	2	Fair
PACKARD RD	PACK08	Driveway	Aluminum Corruga	Stone masonry	Fair	15	15	30	1	Fair
PACKARD RD	PACK05	Driveway	Steel Corrugated	None	Unknown	18	18	30	1	Good
PACKARD RD	PACK28	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Fair
PACKARD RD	PACK19	Driveway	Plastic Corrugated	Unknown	Unknown	15	15	29	3	Good
PACKARD RD	PACK02	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Good
PACKARD RD	PACK32	Driveway	Plastic Corrugated	None	Unknown	15	15	28	1	Good
PACKARD RD	PACK27	Road	Steel Corrugated	Stone masonry	Fair	15	15	30	1	Poor
PACKARD RD	PACK20	Driveway	Steel Corrugated	Stone masonry	Good	15	15	45	2	Fair
PACKARD RD	PACK03	Road	Plastic Corrugated	Stone masonry	Good	36	36	65	5	Excellent
PACKARD RD	PACK31	Road	Steel Corrugated	Unknown	Unknown	12	12	39	1	Good
PACKARD RD	PACK01	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	22	1	Poor
PACKARD RD	PACK07	Driveway	Steel Corrugated	None	Unknown	18	18	30	1	Good
PACKARD RD	PACK14	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	19	1	Poor
PACKARD RD	PACK22	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	24	1	Good
PACKARD RD	PACK17	Driveway	Steel Corrugated	None	Unknown	24	24	30	1	Poor
PACKARD RD	PACK26	Driveway	Steel Corrugated	Rip-rap	Fair	15	15	30	1	Good
PACKARD RD	PACK12	Driveway	Steel Corrugated	Rip-rap	Fair	15	15	30	1	Fair
PACKARD RD	PACK10	Driveway	Steel Corrugated	None	Unknown	18	18	30	1	Good
PACKARD RD	PACK09	Driveway	Pipe, Plastic	Unknown	Unknown	24	24	40	2	Fair
PACKARD RD	PACK30	Driveway	Aluminum Corruga	Stone masonry	Fair	15	15	28	1	Poor
PACKARD RD	PACK21	Driveway	Aluminum Corruga	Stone masonry	Fair	18	18	28	1	Good
PACKARD RD	PACK23	Field Access	Steel Corrugated	Stone masonry	Good	18	18	30	2	Excellent
PACKARD RD	PACK36	Driveway	Plastic Corrugated	Stone masonry	Fair	24	24	65	1	Good
PACKARD RD	PACK34	Driveway	Plastic Corrugated	Stone masonry	Good	15	15	28	4	Good
PACKARD RD	PACK33	Road	Steel Corrugated	Unknown	Unknown	15	15	38	2	Good
PACKARD RD	PACK18	Driveway	Aluminum Corruga	Rip-rap	Good	18	18	30	1	Excellent
PACKARD RD	PACK24	Driveway	Steel Corrugated	Unknown	Unknown	15	15	29	2	Good
PACKARD RD	PACK06	Driveway	Steel Corrugated	Rip-rap	Fair	18	18	29	1	Good
PACKARD RD	PACK35	Driveway	Steel Corrugated	None	Unknown	15	15	16	1	Fair
PACKARD RD	PACK29	Road	Steel Corrugated	Stone masonry	Fair	36	36	75	15	Fair
PACKARD RD	PACK25	Driveway	Steel Corrugated	None	Unknown	15	15	25	1	Good
PACKARD RD	PACK13	Driveway	Aluminum Corruga	Stone masonry	Good	18	18	29	1	Good
PALMER LN	PALM01	Road	Plastic Corrugated	None	Not Known	15	15	30	6	Good
PALMER LN	PALM05	Parallel To Roa	Plastic Corrugated	None	Not Known	15	15	20	3	Fair
PALMER LN	PALM04	Driveway	Plastic Corrugated	None	Not Known	15	15	25	4	Poor
PALMER LN	PALM07	Road	Steel Corrugated	Unknown	Unknown	12	12	42	1	Closed
PALMER LN	PALM03	Driveway	Plastic Corrugated	None	Unknown	18	18	38	1	Good
PALMER LN	PALM06	Driveway	Plastic Corrugated	None	Unknown	18	18	25	1	Fair
PALMER LN	PALM02	Road	Steel Corrugated	Stone masonry	Good	24	24	24	1	Good
PINEHURST DR	PINE01	Road	Steel Corrugated	Unknown	Unknown	12	12	31	1	Fair
PLAINS RD	PLAI04	Road	Plastic Corrugated	Stone masonry	Good	60	60	40	1	Excellent
PLAINS RD	PLAI06	Driveway	Plastic Corrugated	None	Unknown	15	15	30	1	Good
PLAINS RD	PLAI11	Driveway	Steel Corrugated	Stone masonry	Fair	18	18	30	1	Fair
PLAINS RD	PLAI01	Road	Pipe, Plastic	Unknown	Unknown	12	12	35	1	Good
PLAINS RD	PLAI03	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Fair
PLAINS RD	PLAI09	Road	Steel Corrugated	Unknown	Unknown	24	24	1	10	Good
PLAINS RD	PLAI08	Road	Steel Corrugated	Unknown	Unknown	12	12	60	1	Good
PLAINS RD	PLAI07	Road	Steel Corrugated	Unknown	Unknown	12	12	41	1	Unknown
PLAINS RD	PLAI10	Road	Plastic Corrugated	None	Unknown	15	15	60	1	Urgent
PLAINS RD	PLAI02	Driveway	Steel Corrugated	Stone masonry	Good	24	24	50	1	Fair
PLAINS RD	PLAI13	Road	Plastic Corrugated	None	Unknown	24	24	42	1	Good
PLAINS RD	PLAI12	Road	Steel Corrugated	Stone masonry	Good	24	24	41	1	Good
PLAINS RD	PLAI05	Road	Plastic Corrugated	Unknown	Unknown	15	15	41	1	Good

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ROAD DESCRIPTION	LOCAL ID	LOCATION	CULVERT MATERIAL	HEADER MATERIAL	HEADER CONDITION	HEIGHT	WIDTH	LENGTH	DEPTH OF COVER	OVERALL CONDITION
PRATT RD	PRAT04	Road	Plastic Corrugated	Stone masonry	Good	36	36	40	1	Good
PRATT RD	PRAT02	Driveway	Steel Corrugated	Stone masonry	Good	15	15	40	1	Good
PRATT RD	PRAT03	Driveway	Pipe, Plastic	Unknown	Unknown	24	24	39	1	Closed
PRATT RD	PRAT01	Road	Steel Corrugated	Unknown	Unknown	36	36	30	1	Good
RACEWAY RD	RACE10	Road	Steel Corrugated	None	Unknown	48	48	75	15	Good
RACEWAY RD	RACE02	Driveway	Steel Corrugated	None	Unknown	15	15	35	3	Critical
RACEWAY RD	RACE03	Road	Pipe, Plastic	None	Unknown	24	24	47	1	Good
RACEWAY RD	RACE07	Driveway	Steel Corrugated	Unknown	Unknown	12	12	45	1	Poor
RACEWAY RD	RACE09	Driveway	Pipe, Plastic	Unknown	Unknown	24	24	43	1	Good
RACEWAY RD	RACE01	Driveway	Pipe, Metal	Rip-rap	Good	24	24	30	2	Critical
RACEWAY RD	RACE06	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
RACEWAY RD	RACE08	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Poor
RACEWAY RD	RACE04	Driveway	Steel Corrugated	None	Unknown	48	48	65	1	Good
RACEWAY RD	ALPI12	Driveway	Steel Corrugated	None	Unknown	15	15	20	4	Fair
RACEWAY RD	RACE05	Road	Steel Corrugated	Unknown	Unknown	24	24	54	1	Good
RIDGE RD	RIDG02	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	20	1	Good
RIDGE RD	RIDG01	Driveway	Plastic Corrugated	Stone masonry	Good	15	15	20	1	Good
RIDGE RD	RIDG03	Driveway	Steel Corrugated	None	Unknown	15	15	20	2	Poor
RIVER RD	RIVE02	Road	Steel Corrugated	Unknown	Unknown	24	24	70	10	Fair
RIVER RD	RIVE01	Road	Pipe, Plastic	Unknown	Unknown	24	24	52	1	Good
ROSS LN	ROSS06	Driveway	Steel Corrugated	None	Unknown	12	12	20	2	Poor
ROSS LN	ROSS03	Driveway	Steel Corrugated	Stone masonry	Good	12	12	20	2	Good
ROSS LN	ROSS07	Road	Steel Corrugated	Unknown	Unknown	24	24	78	25	Fair
ROSS LN	ROSS01	Road	Steel Corrugated	Unknown	Unknown	15	15	54	5	Urgent
ROSS LN	ROSS02	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	2	Poor
ROSS LN	ROSS05	Driveway	Steel Corrugated	None	Unknown	12	12	20	2	Poor
ROSS LN	ROSS04	Driveway	Steel Corrugated	None	Unknown	12	12	20	2	Fair
ROSS LN	ROSS08	Road	Steel Corrugated	Unknown	Unknown	48	48	100	1	Poor
ROSS LN	ROSS09	Driveway	Steel Corrugated	Concrete	Poor	12	12	20	2	Fair
S HILL DR	SHIL01	Road	Steel Corrugated	Concrete	Fair	15	15	90	20	Fair
S MAIN ST	SMAI01	Driveway	Steel Corrugated	Stone masonry	Poor	15	15	30	2	Poor
S MAIN ST	SMAI13	Driveway	Steel Corrugated	None	Unknown	15	15	30	2	Good
S MAIN ST	SMAI14	Driveway	Steel Corrugated	None	Unknown	15	15	30	2	Good
S MAIN ST	SMAI06	Road	Steel Corrugated	None	Unknown	15	15	45	10	Urgent
S MAIN ST	SMAI16	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Fair
S MAIN ST	SMAI02	Driveway	Steel Corrugated	None	Unknown	15	15	30	2	Good
S MAIN ST	SMAI12	Driveway	Steel Corrugated	None	Unknown	12	12	30	1	Fair
S MAIN ST	SMAI08	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Good
S MAIN ST	SMAI03	Driveway	Steel Corrugated	None	Unknown	15	15	30	2	Excellent
S MAIN ST	SMAI07	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Good
S MAIN ST	SMAI05	Road	Steel Corrugated	Stone masonry	Fair	18	18	65	4	Urgent
S MAIN ST	SMAI10	Driveway	Steel Corrugated	None	Unknown	24	24	30	1	Fair
S MAIN ST	SMAI04	Driveway	Plastic Corrugated	None	Unknown	15	15	38	2	Good
S MAIN ST	SMAI09	Driveway	Steel Corrugated	None	Unknown	12	12	30	4	Poor
S MAIN ST	SMAI11	Driveway	Steel Corrugated	None	Unknown	24	24	30	1	Good
S MAIN ST	SMAI15	Road	Steel Corrugated	Unknown	Unknown	24	24	61	1	Poor
SCHILLHAMMER RD	SCHI18	Road	Steel Corrugated	Unknown	Unknown	15	15	20	1	Fair
SCHILLHAMMER RD	SCHI08	Road	Steel Corrugated	None	Unknown	12	12	40	1	Fair
SCHILLHAMMER RD	SCHI07	Road	Steel Corrugated	Unknown	Unknown	18	18	50	1	Good
SCHILLHAMMER RD	SCHI15	Driveway	Steel Corrugated	Stone masonry	Good	24	24	30	1	Good
SCHILLHAMMER RD	SCHI03	Driveway	Steel Corrugated	None	Unknown	15	15	25	1	Fair
SCHILLHAMMER RD	SCHI10	Driveway	Plastic Corrugated	None	Unknown	18	18	35	1	Good
SCHILLHAMMER RD	SCHI02	Driveway	Plastic Corrugated	Stone masonry	Good	15	15	35	1	Good
SCHILLHAMMER RD	SCHI06	Driveway	Steel Corrugated	None	Unknown	18	18	30	1	Fair
SCHILLHAMMER RD	SCHI13	Road	Steel Corrugated	Unknown	Unknown	24	24	30	1	Fair
SCHILLHAMMER RD	SCHI14	Parallel To Roa	Plastic Corrugated	None	Unknown	18	18	30	1	Fair
SCHILLHAMMER RD	SCHI11	Road	Plastic Smooth	Unknown	Unknown	18	18	48	5	Good
SCHILLHAMMER RD	SCHI04	Driveway	Steel Corrugated	None	Unknown	15	15	30	1	Critical
SCHILLHAMMER RD	SCHI12	Driveway	Plastic Corrugated	None	Unknown	24	24	30	1	Good
SCHILLHAMMER RD	SCHI01	Road	Steel Corrugated	Unknown	Unknown	12	12	30	1	Fair
SCHILLHAMMER RD	SCHI17	Road	Plastic Corrugated	None	Unknown	24	24	60	1	Good
SCHILLHAMMER RD	SCHI05	Road	Plastic Corrugated	Unknown	Unknown	18	18	40	1	Good
SCHILLHAMMER RD	SCHI09	Driveway	Steel Corrugated	Unknown	Unknown	15	15	25	1	Fair
SCHILLHAMMER RD	SCHI16	Road	Plastic Corrugated	None	Unknown	24	24	40	1	Excellent
SKUNK HOLLOW RD	SKUN22	Road	Steel Corrugated	Stone masonry	Good	48	48	60	4	Good
SKUNK HOLLOW RD	SKUN13	Driveway	Pipe, Plastic	Stone masonry	Poor	15	15	36	2	Poor
SKUNK HOLLOW RD	SKUN21	Driveway	Plastic Smooth	None	Unknown	18	18	40	2	Good
SKUNK HOLLOW RD	SKUN31	Driveway	Plastic Smooth	Stone masonry	Good	15	15	30	3	Good

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SKUNK HOLLOW RD	SKUN42	Road	Plastic Smooth	Stone masonry	Good	18	1	40	1	Excellent
SKUNK HOLLOW RD	SKUN24	Road	Steel Corrugated	Unknown	Unknown	24	24	52	1	Good
SKUNK HOLLOW RD	SKUN04	Driveway	Plastic Smooth	None	Unknown	18	18	32	1	Excellent
SKUNK HOLLOW RD	SKUN20	Driveway	Plastic Smooth	None	Unknown	15	15	30	2	Poor
SKUNK HOLLOW RD	SKUN07	Road	Plastic Smooth	Stone masonry	Good	24	24	60	5	Excellent
SKUNK HOLLOW RD	SKUN37	Driveway	Steel Corrugated	None	Unknown	18	18	28	3	Fair
SKUNK HOLLOW RD	SKUN29	Driveway	Plastic Smooth	None	Unknown	18	18	40	2	Good
SKUNK HOLLOW RD	SKUN19	Driveway	Steel Corrugated	None	Unknown	15	15	30	2	Fair
SKUNK HOLLOW RD	SKUN12	Driveway	Plastic Smooth	None	Unknown	18	18	30	2	Excellent
SKUNK HOLLOW RD	SKUN03	Road	Plastic Smooth	None	Unknown	18	18	35	5	Good
SKUNK HOLLOW RD	SKUN43	Driveway	Plastic Corrugated	Unknown	Unknown	18	18	55	1	Good
SKUNK HOLLOW RD	SKUN02	Driveway	Plastic Smooth	None	Unknown	18	18	30	3	Fair
SKUNK HOLLOW RD	SKUN11	Road	Steel Corrugated	Unknown	Unknown	24	24	40	1	Good
SKUNK HOLLOW RD	SKUN32	Driveway	Steel Corrugated	Stone masonry	Fair	12	12	30	2	Excellent
SKUNK HOLLOW RD	SKUN08	Driveway	Plastic Smooth	None	Unknown	32	32	50	3	Excellent
SKUNK HOLLOW RD	SKUN41	Driveway	Plastic Smooth	None	Unknown	15	15	30	1	Poor
SKUNK HOLLOW RD	SKUN38	Road	Steel Corrugated	Unknown	Unknown	24	24	130	1	Good
SKUNK HOLLOW RD	SKUN23	Driveway	Plastic Smooth	None	Unknown	18	18	30	2	Good
SKUNK HOLLOW RD	SKUN25	Driveway	Plastic Smooth	None	Unknown	18	18	30	2	Good
SKUNK HOLLOW RD	SKUN26	Driveway	Plastic Smooth	Stone masonry	Fair	24	24	26	3	Excellent
SKUNK HOLLOW RD	SKUN14	Road	Pipe, Plastic	Unknown	Unknown	24	24	43	1	Good
SKUNK HOLLOW RD	SKUN35	Driveway	Plastic Smooth	Stone masonry	Good	18	18	45	3	Closed
SKUNK HOLLOW RD	SKUN05	Driveway	Plastic Smooth	None	Unknown	15	15	30	3	Good
SKUNK HOLLOW RD	SKUN33	Driveway	Steel Corrugated	None	Unknown	15	15	40	2	Fair
SKUNK HOLLOW RD	SKUN34	Driveway	Plastic Smooth	Stone masonry	Good	18	18	30	3	Excellent
SKUNK HOLLOW RD	SKUN15	Driveway	Plastic Smooth	None	Unknown	18	18	30	3	Excellent
SKUNK HOLLOW RD	SKUN18	Driveway	Steel Corrugated	None	Unknown	15	15	30	3	Fair
SKUNK HOLLOW RD	SKUN39	Driveway	Plastic Smooth	Stone masonry	Good	18	18	30	3	Good
SKUNK HOLLOW RD	SKUN10	Driveway	Plastic Smooth	Stone masonry	Unknown	18	18	30	3	Good
SKUNK HOLLOW RD	SKUN30	Field Access	Plastic Smooth	None	Unknown	15	15	20	2	Good
SKUNK HOLLOW RD	SKUN28	Driveway	Plastic Smooth	None	Unknown	15	15	50	3	Good
SKUNK HOLLOW RD	SKUN09	Driveway	Steel Corrugated	None	Unknown	15	15	30	3	Poor
SKUNK HOLLOW RD	SKUN06	Driveway	Plastic Smooth	None	Unknown	24	24	36	4	Excellent
SKUNK HOLLOW RD	SKUN27	Road	Plastic Smooth	Stone masonry	Good	24	24	60	4	Excellent
SKUNK HOLLOW RD	SKUN17	Road	Steel Corrugated	None	Unknown	15	14	60	4	Critical
SKUNK HOLLOW RD	SKUN40	Field Access	Steel Corrugated	None	Unknown	15	15	45	3	Good
SKUNK HOLLOW RD	SKUN01	Driveway	Steel Corrugated	None	Unknown	18	18	30	3	Fair
SKUNK HOLLOW RD	SKUN36	Road	Pipe, Plastic	Unknown	Unknown	24	24	54	1	Good
SKUNK HOLLOW RD	SKUN16	Driveway	Plastic Smooth	None	Unknown	15	15	50	3	Good
SKYVIEW DR	SKYV16	Driveway	Steel Corrugated	Stone masonry	Good	24	24	39	2	Good
SKYVIEW DR	SKYV02	Road	Steel Corrugated	Stone masonry	Poor	18	18	42	1	Good
SKYVIEW DR	SKYV07	Driveway	Plastic Corrugated	Unknown	Unknown	10	10	13	1	Good
SKYVIEW DR	SKYV01	Driveway	Plastic Corrugated	None	Unknown	18	18	30	1	Good
SKYVIEW DR	SKYV09	Road	Steel Corrugated	Stone masonry	Good	15	15	33	2	Good
SKYVIEW DR	SKYV13	Road	Steel Corrugated	Unknown	Unknown	12	12	43	1	Closed
SKYVIEW DR	SKYV04	Driveway	Plastic Corrugated	Unknown	Unknown	18	18	30	1	Good
SKYVIEW DR	SKYV15	Driveway	Steel Corrugated	Unknown	Unknown	15	15	65	3	Good
SKYVIEW DR	SKYV11	Driveway	Steel Corrugated	Unknown	Good	18	18	37	1	Good
SKYVIEW DR	SKYV06	Driveway	Steel Corrugated	Stone masonry	Good	18	18	39	1	Good
SKYVIEW DR	SKYV12	Driveway	Steel Corrugated	Unknown	Unknown	15	15	25	1	Fair
SKYVIEW DR	SKYV03	Road	Plastic Corrugated	Unknown	Unknown	18	18	50	1	Poor
SKYVIEW DR	SKYV08	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	40	3	Fair
SKYVIEW DR	SKYV10	Driveway	Plastic Corrugated	None	Unknown	18	18	30	2	Good
SKYVIEW DR	SKYV14	Driveway	Steel Corrugated	None	Unknown	15	15	20	1	Fair
SKYVIEW DR	SKYV05	Driveway	Steel Corrugated	Stone masonry	Good	15	15	40	2	Good
SNIPE ISLAND RD	SNIP09	Road	Steel Corrugated	Unknown	Unknown	36	60	43	1	Good
SNIPE ISLAND RD	SNIP06	Driveway	Steel Corrugated	Unknown	Unknown	12	12	31	1	Fair
SNIPE ISLAND RD	SNIP03	Driveway	Steel Corrugated	None	Unknown	15	15	25	2	Good
SNIPE ISLAND RD	SNIP07	Driveway	Steel Corrugated	None	Unknown	18	18	30	2	Good
SNIPE ISLAND RD	SNIP10	Road	Steel Corrugated	Unknown	Unknown	36	36	39	1	Poor
SNIPE ISLAND RD	SNIP05	Road	Steel Corrugated	None	Unknown	15	15	45	3	Fair
SNIPE ISLAND RD	SNIP02	Driveway	Steel Corrugated	None	Unknown	15	15	25	2	Good
SNIPE ISLAND RD	SNIP04	Driveway	Steel Corrugated	Unknown	Unknown	36	36	42	1	Good
SNIPE ISLAND RD	SNIP01	Road	Steel Corrugated	None	Unknown	18	18	50	3	Good
SNIPE ISLAND RD	SNIP08	Road	Steel Corrugated	Unknown	Unknown	24	24	35	1	Good
SNOWFLAKE DR	SNOW06	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Urgent
SNOWFLAKE DR	SNOW07	Driveway	Steel Corrugated	Concrete	Poor	12	12	20	1	Critical
SNOWFLAKE DR	SNOW08	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Poor

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SNOWFLAKE DR	SNOW18	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Fair
SNOWFLAKE DR	SNOW01	Driveway	Steel Corrugated	None	Unknown	15	15	25	1	Urgent
SNOWFLAKE DR	SNOW05	Driveway	Steel Corrugated	Unknown	Unknown	12	12	20	1	Fair
SNOWFLAKE DR	SNOW12	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Good
SNOWFLAKE DR	SNOW15	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Fair
SNOWFLAKE DR	SNOW03	Road	Steel Corrugated	Stone masonry	Fair	24	24	80	3	Poor
SNOWFLAKE DR	SNOW11	Road	Steel Corrugated	Unknown	Unknown	18	18	78	1	Fair
SNOWFLAKE DR	SNOW17	Driveway	Steel Corrugated	Stone masonry	Poor	12	12	20	2	Fair
SNOWFLAKE DR	SNOW14	Driveway	Steel Corrugated	Stone masonry	Poor	12	12	40	2	Urgent
SNOWFLAKE DR	SNOW13	Driveway	Steel Corrugated	None	Unknown	12	12	30	1	Good
SNOWFLAKE DR	SNOW09	Driveway	Steel Corrugated	None	Unknown	12	12	20	2	Fair
SNOWFLAKE DR	SNOW02	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Critical
SNOWFLAKE DR	SNOW16	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Fair
SNOWFLAKE DR	SNOW04	Driveway	Steel Corrugated	Stone masonry	Good	12	12	20	2	Good
SNOWFLAKE DR	SNOW10	Driveway	Steel Corrugated	None	Unknown	15	15	20	2	Fair
SNOWFLAKE DR	SNOW19	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Critical
STARBIRD RD	STAR05	Driveway	Steel Corrugated	None	Unknown	15	15	40	4	Excellent
STARBIRD RD	STAR15	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Good
STARBIRD RD	STAR23	Driveway	Steel Corrugated	None	Unknown	15	15	20	2	Critical
STARBIRD RD	STAR09	Driveway	Steel Corrugated	Stone masonry	Unknown	15	15	20	1	Fair
STARBIRD RD	STAR17	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Poor
STARBIRD RD	STAR10	Driveway	Steel Corrugated	None	Unknown	15	15	20	1	Closed
STARBIRD RD	STAR18	Driveway	Steel Corrugated	None	Unknown	15	15	40	3	Fair
STARBIRD RD	STAR14	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	2	Fair
STARBIRD RD	STAR11	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Poor
STARBIRD RD	STAR04	Driveway	Steel Corrugated	Unknown	Unknown	12	12	20	1	Critical
STARBIRD RD	STAR19	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Fair
STARBIRD RD	STAR07	Driveway	Steel Corrugated	None	Unknown	15	15	20	1	Fair
STARBIRD RD	STAR08	Driveway	Steel Corrugated	None	Unknown	12	12	20	2	Poor
STARBIRD RD	STAR01	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	2	Good
STARBIRD RD	STAR22	Driveway	Plastic Corrugated	Concrete	Good	18	18	40	2	Good
STARBIRD RD	STAR16	Driveway	Steel Corrugated	Unknown	Unknown	12	12	20	2	Closed
STARBIRD RD	STAR25	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Fair
STARBIRD RD	STAR12	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	20	1	Good
STARBIRD RD	STAR02	Driveway	Steel Corrugated	None	Unknown	15	15	20	1	Good
STARBIRD RD	STAR21	Driveway	Steel Corrugated	Concrete	Unknown	15	15	20	1	Urgent
STARBIRD RD	STAR20	Driveway	Steel Corrugated	Unknown	Unknown	12	12	20	1	Critical
STARBIRD RD	STAR03	Driveway	Steel Corrugated	Unknown	Unknown	15	15	20	1	Fair
STARBIRD RD	STAR24	Driveway	Steel Corrugated	None	Unknown	15	15	20	3	Good
STARBIRD RD	STAR06	Driveway	Steel Corrugated	None	Unknown	15	15	20	1	Good
STARBIRD RD	STAR13	Driveway	Steel Corrugated	None	Unknown	12	12	20	2	Good
STYGLES RD	STYG01	Road	Plastic Corrugated	Stone masonry	Good	24	24	29	12	Excellent
SUNNY VIEW DR	SUNN19	Driveway	Steel Corrugated	Unknown	Unknown	12	12	20	1	Poor
SUNNY VIEW DR	SUNN10	Driveway	Steel Corrugated	Unknown	Unknown	12	12	20	1	Closed
SUNNY VIEW DR	SUNN16	Driveway	Plastic Corrugated	Unknown	Unknown	15	15	20	1	Good
SUNNY VIEW DR	SUNN05	Road	Steel Corrugated	Unknown	Unknown	12	12	55	1	Good
SUNNY VIEW DR	SUNN22	Driveway	Steel Corrugated	Unknown	Unknown	12	12	15	1	Critical
SUNNY VIEW DR	SUNN04	Driveway	Steel Corrugated	Rip-rap	Fair	15	15	30	1	Excellent
SUNNY VIEW DR	SUNN02	Driveway	Steel Corrugated	Unknown	Unknown	12	12	20	1	Good
SUNNY VIEW DR	SUNN20	Driveway	Steel Corrugated	Unknown	Unknown	6	6	20	1	Fair
SUNNY VIEW DR	SUNN18	Driveway	Steel Corrugated	Unknown	Unknown	12	12	20	1	Fair
SUNNY VIEW DR	SUNN12	Driveway	Steel Corrugated	Unknown	Unknown	12	12	20	1	Poor
SUNNY VIEW DR	SUNN15	Driveway	Plastic Corrugated	Stone masonry	Fair	15	15	30	1	Fair
SUNNY VIEW DR	SUNN03	Driveway	Mixed	Unknown	Unknown	12	12	40	1	Poor
SUNNY VIEW DR	SUNN07	Road	Steel Corrugated	Unknown	Unknown	36	36	51	1	Poor
SUNNY VIEW DR	SUNN17	Driveway	Plastic Corrugated	Unknown	Unknown	12	12	20	1	Poor
SUNNY VIEW DR	SUNN08	Driveway	Steel Corrugated	Unknown	Unknown	12	12	15	1	Poor
SUNNY VIEW DR	SUNN11	Road	Steel Corrugated	Unknown	Unknown	24	24	50	1	Fair
SUNNY VIEW DR	SUNN06	Driveway	Steel Corrugated	Unknown	Unknown	15	15	15	1	Critical
SUNNY VIEW DR	SUNN13	Driveway	Plastic Corrugated	Unknown	Unknown	12	12	25	1	Good
SUNNY VIEW DR	SUNN14	Driveway	Steel Corrugated	Unknown	Unknown	12	12	15	1	Good
SUNNY VIEW DR	SUNN21	Driveway	Steel Corrugated	Unknown	Unknown	12	12	20	1	Critical
SUNNY VIEW DR	SUNN01	Road	Steel Corrugated	Unknown	Unknown	24	24	54	1	Poor
SUNNY VIEW DR	SUNN09	Driveway	Steel Corrugated	Unknown	Unknown	12	12	20	1	Fair
SUNSET RDG	SUNS01	Road	Steel Corrugated	None	Unknown	24	24	49	1	Good
TARBOX RD	TARB03	Road	Plastic Corrugated	Stone masonry	Good	18	18	35	1	Good
TARBOX RD	TARB10	Road	Plastic Corrugated	None	Unknown	24	24	40	1	Fair
TARBOX RD	TARB07	Road	Plastic Corrugated	Stone masonry	Fair	18	18	28	1	Fair

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2014 Culvert Inventory
Town of Jericho

ROAD DESCRIPTION	LOCAL ID	LOCATION	CULVERT MATERIAL	HEADER MATERIAL	HEADER CONDITION	HEIGHT	WIDTH	LENGTH	DEPTH OF COVER	OVERALL CONDITION
TARBOX RD	TARB08	Road	Plastic Corrugated	None	Unknown	24	24	40	1	Good
TARBOX RD	TARB02	Road	Plastic Corrugated	Stone masonry	Good	32	32	35	1	Good
TARBOX RD	TARB09	Road	Plastic Corrugated	Stone masonry	Good	24	24	28	1	Good
TARBOX RD	TARB05	Driveway	Steel Corrugated	Stone masonry	Good	18	18	32	1	Poor
TARBOX RD	TARB06	Driveway	Plastic Corrugated	Plastic	Good	12	12	28	1	Good
TARBOX RD	TARB01	Driveway	Plastic Corrugated	None	Unknown	18	18	30	1	Good
TARBOX RD	TARB11	Road	Plastic Corrugated	Stone masonry	Good	24	24	28	1	Good
TARBOX RD	TARB04	Road	Plastic Corrugated	Stone masonry	Good	18	18	27	1	Good
TILLOTSON DR	TILL03	Driveway	Steel Corrugated	None	Unknown	15	15	20	1	Fair
TILLOTSON DR	TILL04	Driveway	Pipe, Plastic	Stone masonry	Good	12	12	20	1	Good
TILLOTSON DR	TILL06	Driveway	Steel Corrugated	None	Unknown	15	15	20	1	Fair
TILLOTSON DR	TILL02	Driveway	Steel Corrugated	None	Unknown	15	15	20	1	Good
TILLOTSON DR	TILL05	Driveway	Steel Corrugated	Stone masonry	Poor	15	15	20	1	Fair
TILLOTSON DR	TILL08	Driveway	Steel Corrugated	Stone masonry	Good	15	15	20	1	Good
TILLOTSON DR	TILL01	Driveway	Steel Corrugated	Stone masonry	Fair	15	15	20	1	Good
TILLOTSON DR	TILL07	Driveway	Steel Corrugated	Stone masonry	Good	15	15	20	1	Good
TWIN MEADOW LN	TWIN06	Driveway	Plastic Corrugated	Stone masonry	Good	15	15	30	1	Good
TWIN MEADOW LN	TWIN05	Driveway	Plastic Corrugated	Unknown	Unknown	12	12	30	1	Good
TWIN MEADOW LN	TWIN08	Road	Plastic Corrugated	Stone masonry	Good	15	15	40	1	Good
TWIN MEADOW LN	TWIN04	Driveway	Plastic Corrugated	Unknown	Unknown	15	15	30	1	Good
TWIN MEADOW LN	TWIN02	Driveway	Plastic Corrugated	Stone masonry	Fair	15	15	30	1	Good
TWIN MEADOW LN	TWIN01	Driveway	Plastic Corrugated	Stone masonry	Fair	12	12	27	1	Good
TWIN MEADOW LN	TWIN07	Driveway	Plastic Corrugated	Stone masonry	Poor	15	15	25	1	Good
TWIN MEADOW LN	TWIN03	Driveway	Plastic Corrugated	Rip-rap	Fair	12	12	27	1	Good
TYLER PL	TYLE03	Road	Steel Corrugated	Unknown	Unknown	72	72	26	1	Poor
TYLER PL	TYLE02	Driveway	Plastic Corrugated	None	Unknown	18	18	30	1	Good
TYLER PL	TYLE01	Road	Plastic Corrugated	Unknown	Unknown	24	24	32	1	Good
VALLEYS EDGE	VALL02	Driveway	Pipe, Plastic	None	Not Known	18	18	30	4	Fair
VALLEYS EDGE	VALL01	Road	Pipe, Plastic	None	Not Known	18	18	38	1	Good
VALLEYS EDGE	VALL05	Driveway	Plastic Corrugated	None	Unknown	12	12	20	1	Poor
VALLEYS EDGE	VALL03	Driveway	Steel Corrugated	None	Unknown	12	12	20	1	Fair
VALLEYS EDGE	VALL04	Driveway	Pipe, Plastic	None	Unknown	10	10	20	1	Good
VARNEY RD	VARN06	Road	Pipe, Plastic	Unknown	Unknown	24	24	44	1	Poor
VARNEY RD	VARN03	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Excellent
VARNEY RD	VARN05	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
VARNEY RD	VARN02	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
VARNEY RD	VARN01	Road	Pipe, Plastic	Unknown	Unknown	24	24	63	1	Good
VARNEY RD	VARN04	Driveway	Steel Corrugated	Unknown	Unknown	18	18	25	1	Good
VISTA CT	VIST01	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
VISTA CT	VIST03	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	1	Good
VISTA CT	VIST02	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	3	Good
VISTA CT	VIST04	Road	Steel Corrugated	Unknown	Unknown	24	24	58	3	Good
VISTA CT	VIST05	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
WALSH TER	WALS04	Road	Plastic Corrugated	None	Not Known	24	24	44	1	Good
WALSH TER	WALS05	Road	Steel Corrugated	None	Not Known	24	24	43	1	Fair
WALSH TER	WALS01	Road	Pipe, Plastic	Unknown	Unknown	24	24	41	1	Good
WALSH TER	WALS03	Road	Steel Corrugated	Unknown	Unknown	12	12	35	1	Poor
WALSH TER	WALS02	Driveway	Steel Corrugated	None	Not Known	18	18	60	1	Good
WESTVIEW DR	WEST01	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	1	Good
WESTVIEW DR	WEST02	Driveway	Steel Corrugated	Stone masonry	Good	15	15	30	1	Good
WESTVIEW DR	WEST03	Driveway	Unknown	Unknown	Unknown	18	18	30	1	Fair
WHITE OAK DR	WHIT02	Driveway	Steel Corrugated	None	Unknown	15	15	20	1	Fair
WHITE OAK DR	WHIT03	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
WHITE OAK DR	WHIT01	Road	Steel Corrugated	Unknown	Unknown	24	24	60	1	Good
WHITE OAK DR	WHIT04	Driveway	Steel Corrugated	Unknown	Unknown	15	15	30	1	Good
WILLOW LN	WILL02	Road	Pipe, Plastic	Unknown	Unknown	15	15	40	36	Good

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