CITY OF BROOKSVILLE
201 Howell Avenue
Brooksville, FL 34601

WORKSHOP AGENDA

April 23, 2013 **6:30 P.M.**

A. CALL TO ORDER

B. ASPHALT MANAGEMENT PAVEMENT PROGRAM
Discussion of the City's pavement management plan and development of priorities.

Presentation:	Civil-Tech & Staff
Action:	Review & Direction to staff
Attachment:	Brick Street, Sidewalk and Asphalt Report

C. ADJOURNMENT

Meeting agendas and supporting documentation are available from the City Clerk's Office, and online at www.cityofbrooksville.us. Persons with disabilities needing assistance to participate in any proceedings should contact the City Clerk's office 48 hours in advance of the meeting at 352-540-3853.

Brooksville, Florida

Road Management System Network

N
W E
S

Improved Roads
June 2012

City Boundary
City Maintained Paved Roads
City Maintained Brick Streets
Good Neighbor Trail
Hernando County Roads
FDOT Roads
City Sidewalks

Cemetery St
Broad St (US41)
Ponce De Leon Blvd
North Ave
Howell Ave
2nd Ave
Oak St
Main St
Dr M L King Jr Blvd
Jefferson St
Candlelight Blvd
Broad St (US41)
Cortez Blvd / SR50
Mondon Hill Rd
Good Neighbor Trail
Jefferson St

Broad St (US41)
Southern Hills Blvd

Southern Hills

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CIVIL-TECH CONSULTING ENGINEERS, INC.
ENGINEERS & LAND PLANNERS

Brick Streets

- Estimated cost for brick street replacement is $1,000,000 per mile. City has approximately 2.1 miles of brick streets, for a total cost of $2,100,000.

- Spot repairs do not restore crowns, so ride will still be rough. Entire sections need to be replaced to restore crowns.

- Spot repairs should be made in sections for full width of street.

- Cost of brick replacement is approximately 4-5 times more when compared to asphalt streets.

- Brick streets properly constructed will last 2-3 times longer than asphalt streets.

- Less routine maintenance required, for example: do not have to overlay brick streets.

- Brick streets add value to neighborhood.

- Speed bumps are not required in most residential areas with asphalt streets. Brick streets have a traffic-calming effect.

- The City's Department of Public Works receives few, if any, complaints on brick streets.

- A brick street will stay cooler in the hot summer months.

- The public looks at areas with brick streets as historical areas, even in areas that are considered to be run-down or decayed.

- A unique way to pay for brick streets is to create an assessment program for brick street replacement with city cost sharing, for example: city pays cost equal to asphalt replacement and homeowners pay remaining cost.

- Total estimated time is approximately 10 months from start to finish for construction completion. About the same time as an asphalt street.

Executive Summary

The Brick Streets Condition Survey has been created for the purpose of preserving the best of the City of Brooksville's brick streets. Brick streets are an asset to the community and provide a very real sense of "time and place" in a residential neighborhood. Though costly to install, these streets last for generations and add significant beauty and history to the area. The city of Brooksville would like to establish a maintenance program for the preservation of the existing brick streets. The condition survey will provide a current condition index so that a proactive maintenance program can be developed. The survey is the first step in the creation of a maintenance program and will allow staff the ability to prioritize streets for maintenance to extend their life and improve ride quality.

Authorization

Civil-Tech Consulting Engineers, Inc. was authorized on December 12, 2011 by the City of Brooksville Council to proceed with project Road/Pavement Management Program. A notice to proceed was issued on January 27, 2012.

Purpose of Report

The purpose of this report is to evaluate the existing Brick Streets and provide a condition survey of each street. The condition survey will provide a numerical value so that the streets can be prioritize based on condition for maintenance and future improvements.

Project Scope

The scope of the project includes developing an inventory and condition index for brick streets in the City of Brooksville, Florida. The inventory is a list of the brick streets with their length and widths. A GIS Map has been developed showing the location of each street. The brick streets are divided into segments and a condition index developed for each segment. Civil -Tech used a Pavement Surface Evaluation and Rating system (PASER) developed through the University of Wisconsin – Madison. Civil Tech modified the assessment evaluation sheet to better fit local conditions in Brooksville. The assessment sheets will produce a numerical condition index for each street segment. The condition index number will be one tool used to prioritize brick streets for future maintenance or replacement.

Project Location

The project is located within the city limits of the City of Brooksville, Florida. (Please refer to following pages for General Location Map and Brick Street Map).

Project Description

Bricks were widely used at one time for street surfacing and some of these older brick surface streets still remain. Brick pavers are also being used for selected urban development areas in both streets and sidewalks. Civil -Tech staff inventoried each street and conducted a field investigation to establish a condition index of each segment.

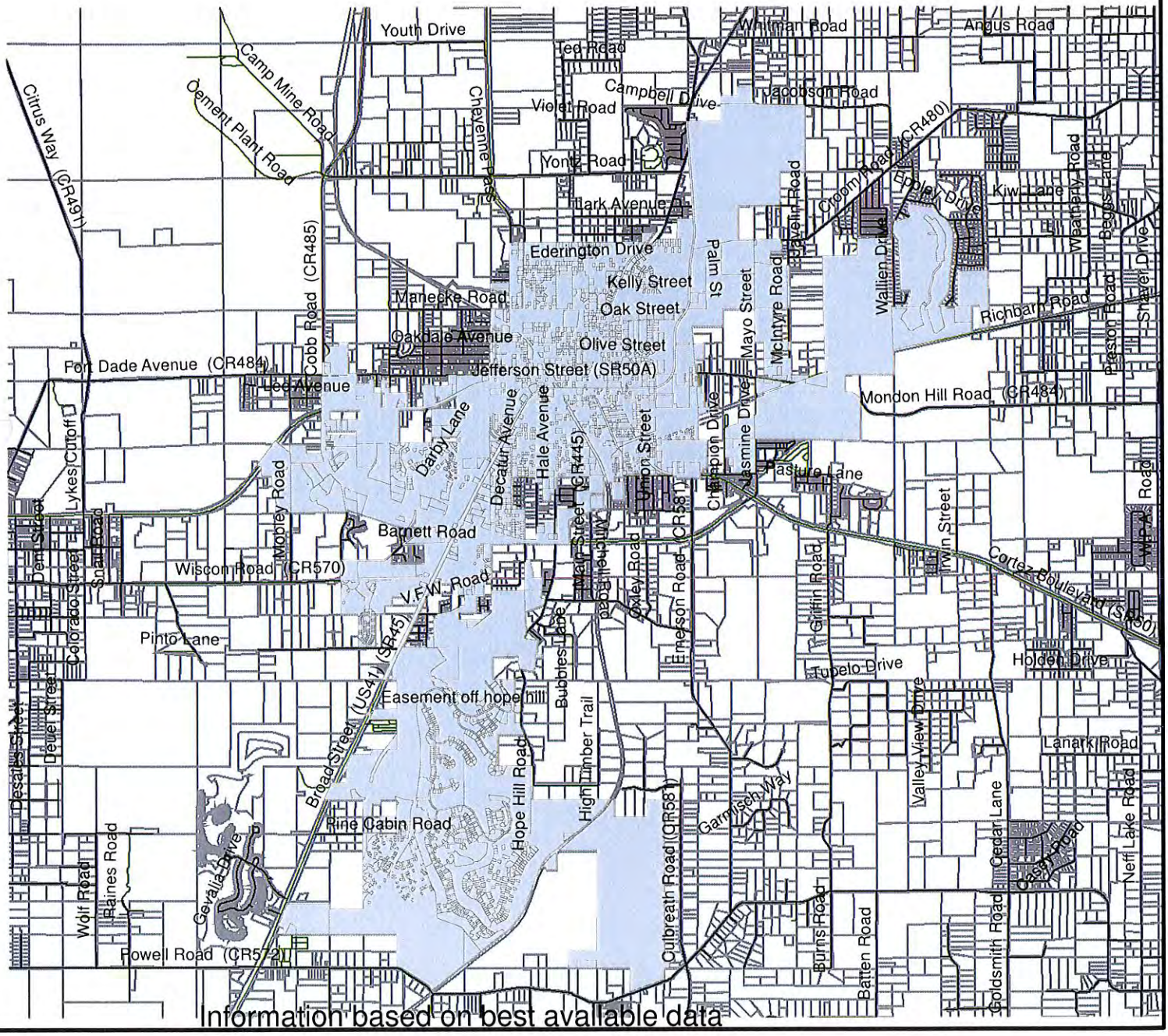
The City of Brooksville has approximately 2.1 miles of urban brick streets and 0.45 miles of brick streets covered with asphalt. Brick streets are generally constructed on a sand stabilized base. The bricks were laid and a sand material was spread over the bricks to fill joints between the bricks. The brick streets deteriorate depending on traffic and the road quality. The urban brick streets in Brooksville include different types of concrete curb which serve as edge support for the brick street.

N

1 inch equals 5,935.244693 feet

Legend

City_Boundaries

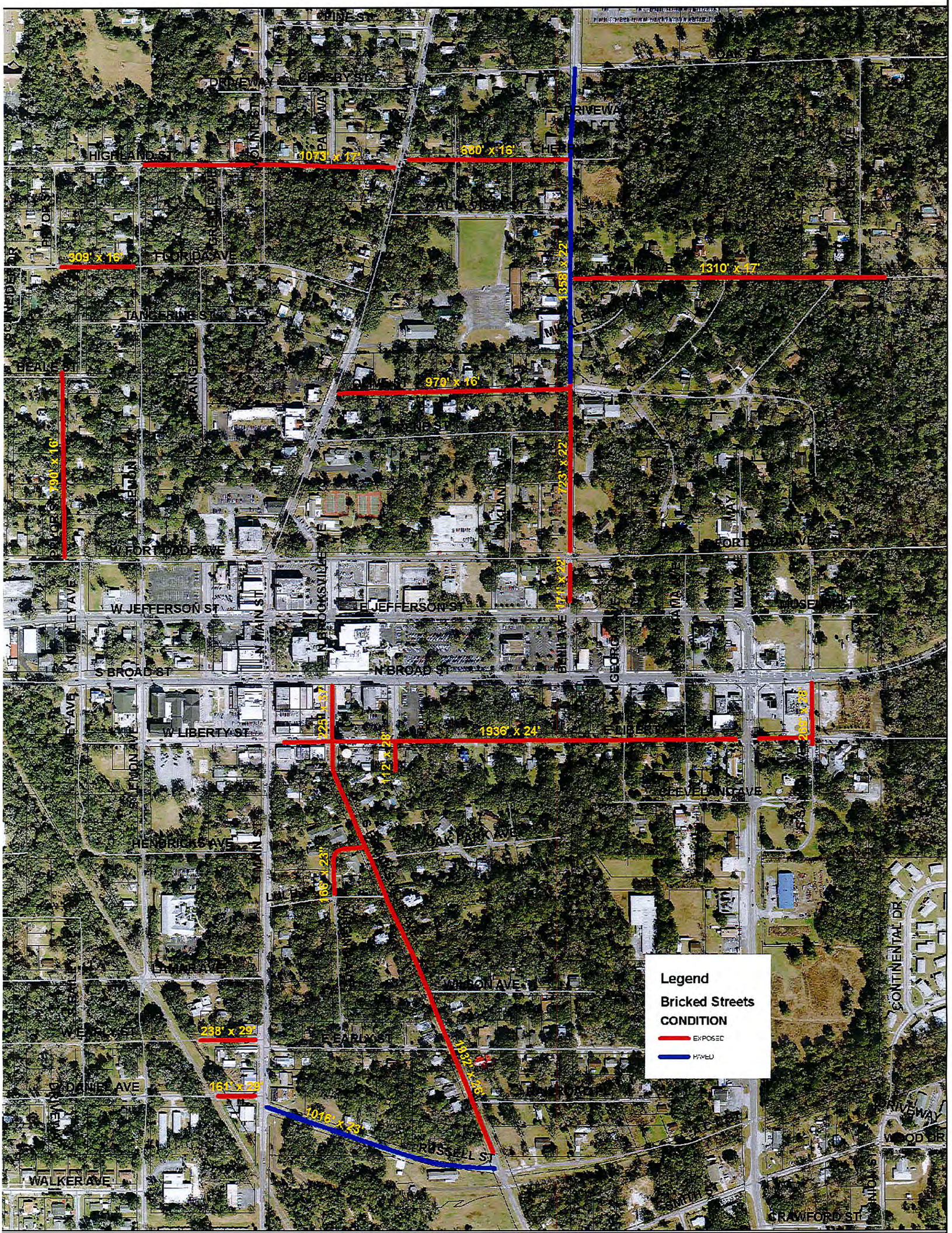


Information based on best available data

PREPARED FROM GIS MAPPING
Civil-Tech Consulting Engineers, Inc.
December 20, 2011

AREA MAP

CITY BOUNDARY MAP
CITY OF BROOKSVILLE



CIVIL-TECH CONSULTING ENGINEERS, INC.
CIVIL ENGINEERS & PLANNERS

CITY OF BROOKSVILLE
HERNANDO COUNTY FLORIDA

BRICK STREETS

DESCRIPTION | REV. BY | DATE
REVISION HISTORY

PROGRAMMED BY: TPC
SCALE: AS NOTED
DATE: 3/12/12
DES:
DWN:
CHKD:
JOB NUMBER: 11055
LARRY G. BOONE, P.E.
EXAMINED AND APPROVED
DATE:

SHEET 1 OF 1

User Name: frankd Plot Date: Mar 15, 2012 - 12:01pm Drawing Name: I:\11055 - Pavement Managment - City of Bville\ACAD-11X17.dwg

Pavement Surface Evaluation and Rating

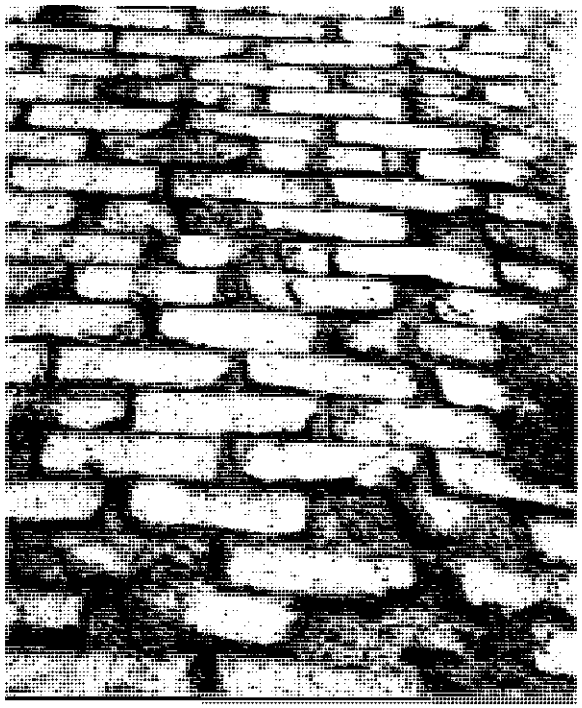
Defects

This section describes typical defects found on brick streets. Civil - tech has developed a defect condition index evaluation sheet which recognizes these symptoms. The defect condition index evaluation sheet develops a numerical index in order of severity for the rating system. The condition index for each street segment will be use to provide a ranking for brick streets. The rankings will assist city staff in the development of a proactive maintenance program. Defects include: joint erosion, gaps, breaks or discoloration, settlement, utility patches, and ride quality. The photographic examples provided will help familiarize with the general patterns of each rating. The photos are typical for area of defect described.

Joint Erosion

Joints may become eroded, allowing water to collect between the brick.

Open joints may fill with dirt and be covered with vegetation in lower traffic areas.



BREAKS OR DISCOLORATION

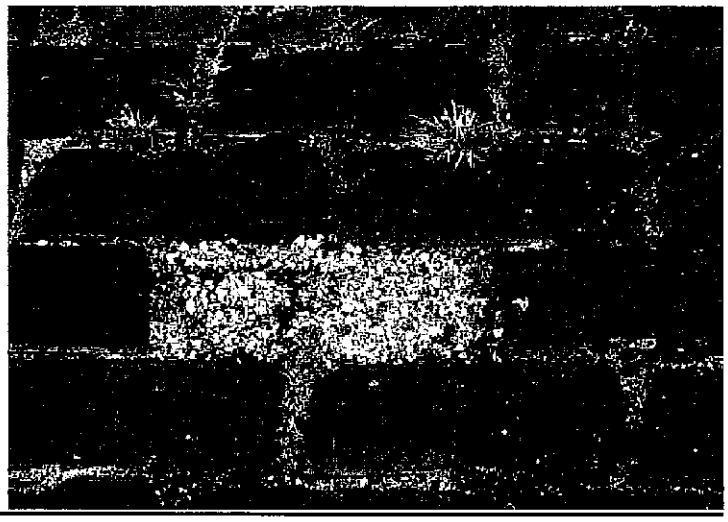
A brick may be broken. Often the breaks are either on a corner or edges and the pieces usually become dislodged and are removed from the pavement surface.

New brick may become discolored due to a white coating called efflorescence these Mineral deposits are from within the brick material and are cosmetic and can be cleaned off.

GAPS

The brick may be missing.

Occasionally, the gaps are patched with either asphalt or concrete.



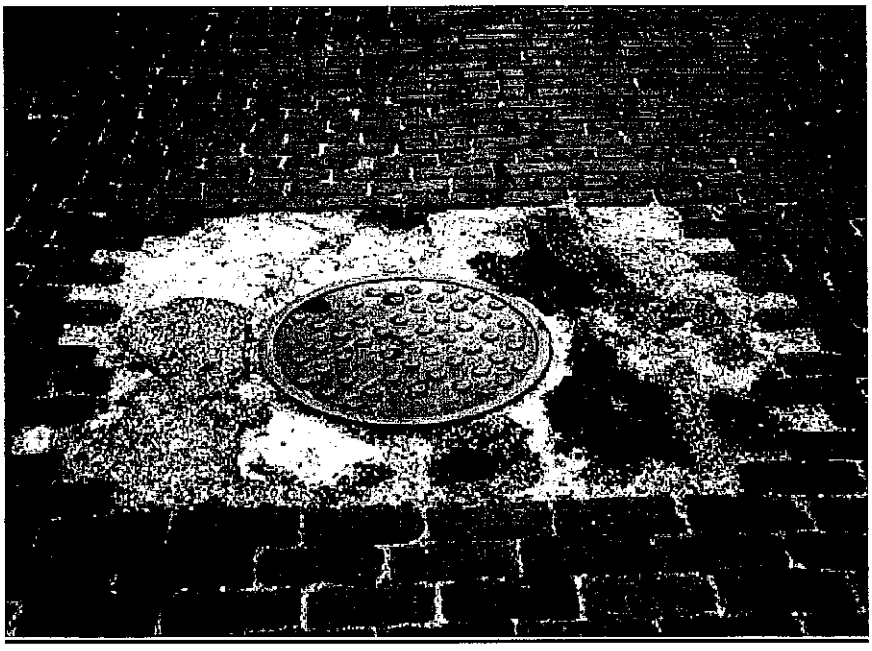
SETTLEMENT

Brick streets may have sunken or settled areas. These may be isolated areas or they may have adjacent settlements creating a rippled effect. Severe settlement in brick streets creates a rough surface and effects ride quality.

Small area with brick settlement

Bricks adjacent to drains and curb settlement create poor drainage and change the flow line allowing water ponding and the collection of debris.

Settled brick or blocks may occur adjacent to manholes, valve boxes and inlets



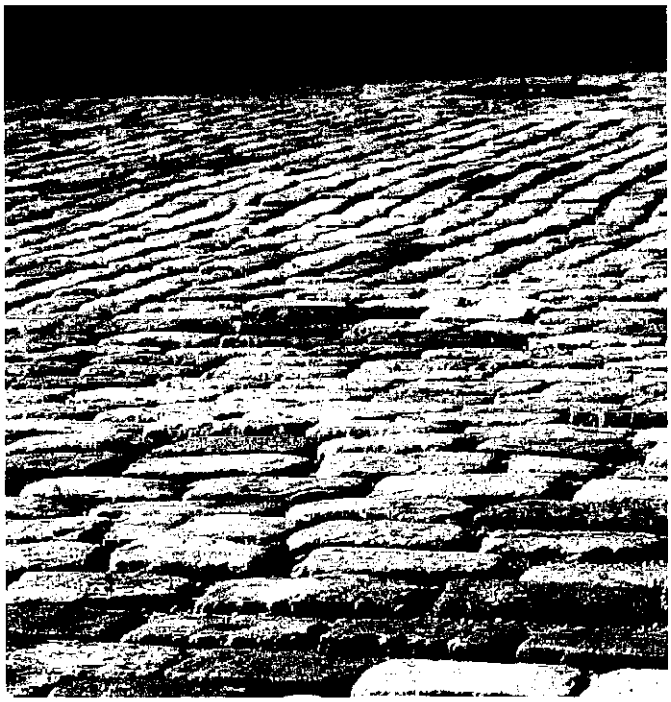
UTILITY PATCHES

Utility repairs may be patched with asphalt or concrete or restored by relaying brick. Utility patches may create settlement adjacent to patches creating depressions affecting ride quality.

RIDE QUALITY

The ride quality of brick streets varies significantly. Pavements with very narrow and tight joints and a level surface may have a very smooth ride and minor traffic noise. Streets with some settlement and open joints can produce a very rough ride and significant traffic noise. Streets with major settlement, missing bricks, gaps and poor utility patches can create a very rough ride and traffic safety concerns. Although, drivers will reduce speed and slow down due to the rough ride.

Smooth riding brick street



Rough riding brick street

STREET RANKINGS

Brick streets are ranked based on their condition index value established through a field investigation by the Consultant. The streets were assigned a priority value depending on the location and current use by the public. The streets priority list is as follows:

Priority 1 was assigned to streets which serve as a connecter or higher volume road connecting to other collector streets.

Priority 1 streets:

Bell Avenue (N. Ft Dade to Olive)
Bell Avenue (Jefferson St to N. Ft Dade)
East Liberty Street (West of Jefferson Street)
Daniel Avenue

Priority 2 was assigned to streets which provided a connection to other lower volume streets.

Priority 2 streets:

South Brooksville Ave
Cherry Street
South Saxon Avenue
Highland Street
Olive Street
Mt. Fair Avenue
Pryor Street
Virginia Street
East Liberty Street (east of Jefferson)
Florida Avenue

Priority 3 was assigned to streets which are not through streets, have very low traffic volume serving local residents and result in a dead end.

Priority 3 streets:

Magnolia
West Early Street

Brick streets asphalt covered

Russell Street
Bell Avenue (Olive St. to Oak St.)

Summary

The City of Brooksville has a complete inventory of all known existing brick streets within the city. The priority list will provide information of which street may receive additional maintenance based on current condition. Assessing street conditions is essential to good planning and efficient use of local street funds. The brick streets evaluated and prioritized for the city now have a numerical condition index. The following description provides additional information for the current condition of the street.

Streets at 80+ above (very good condition) new condition little or no maintenance required, Smooth ride.

Streets at 71 - 80 (good condition) have minor defects little maintenance required, fair ride

Streets at 61 – 70 (fair condition), minor defects and spot repairs needed, rough ride

Streets at 51 - 60 (poor condition), medium defects, and spot repairs needed, very rough ride

Streets at 50 and below, (very poor condition), major defects should be considered for replacement

The development of a 5 year or 10 year brick street maintenance program will depend on the amount of funds available. The brick streets will compete for maintenance and construction funding with asphalt streets.

CITY OF BROOKSVILLE BRICK STREETS

RANKING ALL BRICK STREETS

STREET NAME	CONDITION INDEX
Cherry Street	74.6
South Saxon Avenue	72
Highland Street	70.8
Olive Street	70.8
Mt. Fair Avenue	67
Pryor Street	66
South Brooksville Ave	64
Virginia Avenue	61
Bell Avenue (N. Ft. Dade to Olive St.)	60
Bell Avenue (Jefferson St to N. Ft. Dade)	58
East Liberty Street (west of Jefferson Street)	56.8
East Liberty Street (east of Jefferson Street)	55
Magnolia	55
Daniel Avenue	50
Florida Avenue	44
West Early Street	25

	80+	very good
	70+	good
	61-69	fair
	51-60	poor
	50 below	very poor

CITY OF BROOKSVILLE BRICK STREETS
RANKED BY PRIORITY

	STREET NAME	CONDITION INDEX
Priority 1		
	Bell Avenue (N. Ft. Dade to Olive St.)	60
	Bell Avenue (Jefferson St to N. Ft. Dade)	58
	East Liberty Street (west of Jefferson Street)	55
	Daniel Avenue	50
Priority 2		
	Cherry Street	74.6
	South Saxon Avenue	72
	Highland Street	70.8
	Olive Street	70.8
	Mt. Fair Avenue	67
	Pryor Street	66
	South Brooksville Ave	64
	Virginia Avenue	61
	East Liberty Street (east of Jefferson Street)	56.8
	Florida Avenue	44
Priority 3		
	Magnolia	55
	West Early Street	25
Brick Streets Covered with asphalt		
	Russell Street	NA
	Bell Avenue	NA

CITY OF BROOKSVILLE BRICK STREETS
INVENTORY

2.1 MILES OF BRICK STREETS AND 0.45 MILES ASPHALT COVERED BRICK STREETS

	STREET NAME	To and From	Length in feet	Width in feet
Priority 1				
	Daniel Avenue	S. Main St. to Railroad Crossing	161	29
	Bell Avenue (Jefferson St to N. Ft. Dade)	E. Jefferson to N. Fort Dade.	171	22
	Bell Avenue (N. Ft. Dade to Olive St.)	N. Fort Dade to Olive St.	723	22
	East Liberty Street (west of Jefferson Street)	S. Main St. to Jefferson St.	1936	24
Priority 2				
	South Brooksville Ave	Russell St to N. Broad St.	1932	26
	East Liberty Street (east of Jefferson Street)	Jefferson St. to S. Saxon Ave.	230	31
	Virginia Avenue	S. Brooksville Ave to Lu Lu St.	166	23
	South Saxon Avenue	E. Liberty to N Broad St.	269	28
	Olive Street	Howell Ave to Bell Ave.	970	16
	Mt. Fair Avenue	Bell Ave to Rogers Ave.	1310	17
	Cherry Street	Howell Ave to Bell Ave.	680	16
	Highland Street	Howell Ave to N. Lemon Ave.	1073	17
	Florida Avenue	N. Lemon Ave to Pryor St.	309	16
	Pryor Street	West Fort Dade to Beale St.	790	16
Priority 3				
	West Early Street	S.Main St. to RR. (Dead End)	238	29
	Magnolia	E. Liberty to Dead End.	112	28
		Total Length Brick Streets	**11070**	
Brick Streets Covered with asphalt				
	Russell Street	S.Main St. to S. Brooksville Ave.	1016	23
	Bell Avenue	Olive St. to Oak St.	1358	22
		Total Length Asphalt Covered Brick Streets	**2374**	

Appendix

Brooksville Brick Streets Images

These pictures provide a sample of the existing conditions of some of the Brick streets in Brooksville. This is not intended to show all defects in all of the streets.

West Early Street

This was the worst brick street in the city with settlement and loose brick.

South Saxon Ave

The settlement along curb line has created sediment deposits.

South Saxon Ave & E. Liberty Intersection

The settlement around the manhole has created a bump, gaps and some broken bricks.

South Brooksville Ave

Settlement has cracked the curb, created gaps with broken bricks, and grass growing between the brick.

South Brooksville Ave

Tree roots have raised the brick and curb changing the crown and creating a bump.

Olive Street

Settlement has occurred along the curb line.

Highland Street

A Concrete patch was used around the existing water valve.

South Brooksville Ave

The settlement in the roadway has changed the crown and created a rough ride.

South Saxon Ave

This road has a decent ride with minor settlement. The blue painted lines are markings of existing utilities.

Mt. Fair Ave

The Settlement has created gaps, joint erosion and missing brick.

Cherry Street

Settlement along curb line creating an area for sediment deposit..

Daniel Street

Settlement has changed the crown of the road creating sediment deposit and a rough ride.

Daniel Street

Major settlement has occurred along the curb creating sediment deposits and drainage issues.

South Brooksville Ave

The Settlement has created a depression with a rough ride.

E. Liberty Street

Settlement around the manhole has created a bump and missing bricks.

E. Liberty Street

Settlement in the center of the road where a brick patch repair may had been made.

E. Liberty Street

Bricks have eroded edges creating gaps and broken bricks.

Florida Ave

Settlement has created a depression in the road creating a dip with missing brick.

South Saxon Ave

An asphalt utility patches after repairs and grass growing between the brick.

South Brooksville Ave

The brick street adds character to this Historic residential area.

Sidewalks

- Least cost to begin a repair program as compared to streets.
- Repairs could begin with low equipment purchase. ($5,000 to $7,000 for a sidewalk grinder to remove trip hazards).
- Grinding and patching repairs could be accomplished with current in-house labor, and the inmate crew could be used to lessen the labor cost.
- Maintain and repair, on an annual basis, as budget allows.
- Could begin program in 30-45 days.
- Starting program reduces chances for trip hazard claims.
- Grant funds could become available in the future to assist with sidewalk replacement in eligible areas.
- Continue to support the Metropolitan Planning Organization in the design and construction of the Howell Avenue sidewalk replacement project. The anticipated cost is $490,800. Construction is scheduled for Fiscal Year 2015.

City of Brooksville

Sidewalk Condition Survey Report

For
City of Brooksville

December 2012

Prepared By:
Civil-Tech Consulting Engineers, Inc.
12 South Main Street
Brooksville, Florida 34601

City of Brooksville, FL

Sidewalk Condition Survey Report

TABLE OF CONTENTS

Executive Summary

The City of Brooksville currently maintains a street network of approximately 39 miles of Asphalt and Brick Streets and 12.7 miles of sidewalks. Over time sidewalks are damaged from weathering, tree roots, and regular use. A sidewalk maintenance program to regularly repair or reconstruct damaged sidewalks is important for ensuring pedestrian safety on city sidewalks. The City of Brooksville's current inventory and condition survey is a vital tool to establish a proactive maintenance and concrete sidewalk replacement program. The City Department of Public Works (DPW) shall administer the Sidewalk Maintenance Program. Civil-Tech Consulting Engineers, Inc. has developed an inventory and identified the current damaged areas. The City of Brooksville DPW will utilize the Sidewalk Maintenance Program Plan to provide immediate short-term repair and planning to provide timely delivery of long-term repair solutions. The goal of the Concrete Sidewalk Maintenance Program is to prevent and repair sidewalk trip hazards in a timely manner in the interest of public safety and welfare.

Authorization

Civil-Tech Consulting Engineers, Inc. was authorized on December 12, 2011 by the City of Brooksville Council to proceed with project Road/Pavement Management Program. A notice to proceed was issued on January 27, 2012.

Purpose of Report

The purpose of this report is to inventory and evaluate the existing City Sidewalks and identify the damaged areas along each street. The sidewalk survey will identify the locations of areas for minor repair and replacement. The information provided by the survey will be used to develop a Sidewalk Maintenance Plan.

Project Scope

The scope of the project includes developing an inventory and condition index for sidewalks along streets in the City of Brooksville, Florida. The inventory is a list of the streets with sidewalks with their length, widths, and access ramps. A GIS Map has been developed showing the location of each sidewalk and areas of defects along each street. Distresses are measured in the field and recorded within the GIS data base. Ramps, drop offs and obstructions were located and data inventoried. Once distresses were measured and quantified, a cost for repairs or replacement was developed.

Project Location

The project is located within the city limits of the City of Brooksville, Florida.

METHODOLOGY

The City of Brooksville has approximately 12.76 miles of sidewalks along city streets. The City has contracted with Civil-Tech Consulting Engineers, Inc. to develop a sidewalk maintenance program. The program consists of providing an inventory of all city maintained sidewalks along city streets, a condition survey, measurement of defects, cost estimates for repair and record keeping. A field condition survey sheet was developed to record distresses and each sidewalk was examined by an inspector.

Two inspectors would walk the length of the sidewalk and measure and record the distresses on the Sidewalk Field Condition Work Sheet. Once all field data was collected, this information was entered into the computer for cost analysis and mapping.

Sidewalk Field Condition Survey Work Sheet

Street Name:								
From:								
To:								
Sidewalk/Material		Conc	Brick	**L R N S E W**		**WIDTH**		
	other							
Sidewalk/Material		Conc	Brick	**L R N S E W**		**WIDTH**		
	other							
Date:								
Field Evaluation Performed By:								

Type		**Severity Level in square feet**						**Distance**
		Low	**Medium**	**High**	**Patched**	**Yes**	**N/W**	
Casting								
Durability Cracking								
Faulting								
Gap								
Joint Spalling								
Linear cracking								
Obstructions								
Protruding Objects/Drop off								
Settlements								
Surface defects								
Ramps	**start**	**Y N**		**end**	**Y N**			
Land use	Residential		Commercial		Essential facilities			**0**
Comments:								

City of Brooksville
Sidewalk Distress Identification Manual
June 25, 2012

Castings

Description

Castings are cast iron manholes, valve covers, or other similar devices that are located within a sidewalk slab. Castings can be a tripping hazard, and can interfere with the operation of wheelchairs or pedestrians. Castings are often attached to structures with deep foundations that resist earth movements caused by changes in moisture differently than ordinary sidewalks. This difference can cause faulting at the edges of the slab containing a casting, and is the basis for the recommendation that slabs containing castings be isolated from adjoining slabs. Castings should be located outside the minimum 4 foot access route in a sidewalk.

Severity Levels

Low: casting is less than ½",
High: casting is greater then ½".

How to Count

Measure each slab that has one or more castings. If a wide slab has a casting, but still retains a minimum of 4 feet of clear access do not count the distress. Downtown areas have sidewalks that may be 10 or more feet wide. These areas will typically have a 4 foot access route that is free from castings. **Count castings in addition to other distresses for each slab that contains castings.** Record the length and width of affected slabs in square feet.

Casting

Durability ("D") Cracking

Description

"D" Cracking is caused by expansion or base settlement. The sun is the most powerful force which cracks slabs. In the daytime, the sun warms throughout the day causing the slab to expand. At night, the night comes and the slab contracts. This movement happens twice daily. It is the sun/night cycle. which, over time, gradually breaks down the concrete. This distress usually appears as a pattern of cracks running parallel and close to a joint or linear crack. Since the concrete becomes saturated near joints and cracks, a dark-colored deposit can usually be found around fine "D" cracks. This type of distress may eventually lead to disintegration of the entire slab.

Severity Levels

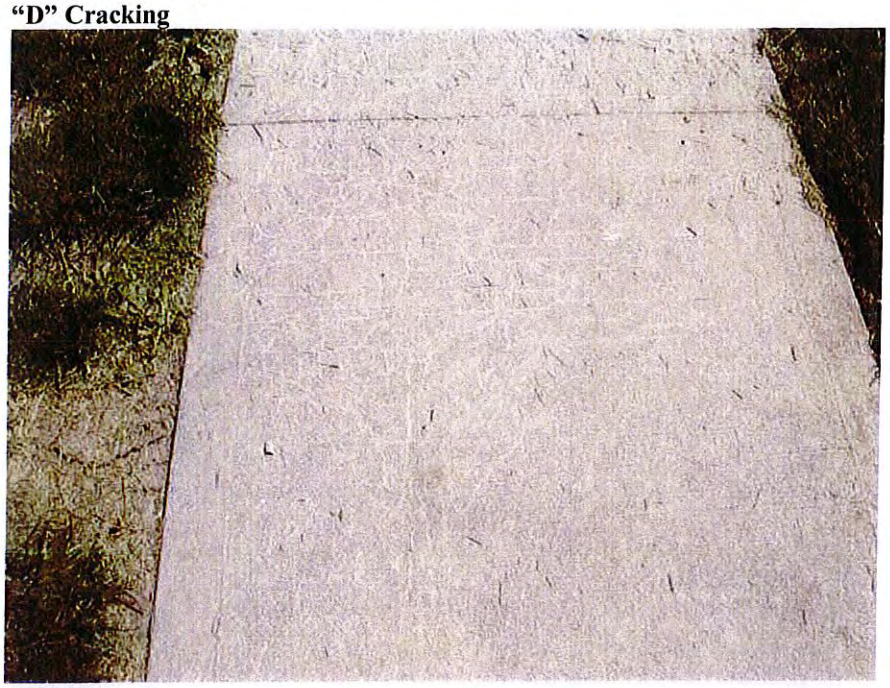
Medium: (1) "D" cracks cover less than 25 percent of the area and most of the pieces are loose and or missing, or (2) "D" cracks cover more than 25 percent of the area. Most of the cracks are tight, but a few pieces may be loose or missing.

High: "D" cracks cover more than 25 percent of the area and most of the pieces have come out or could be removed easily.

How to Count

When the distress is located and rated at one severity, it is counted as one slab. If more than one severity level exists, the slab is counted as having the higher severity distress. For example, if low and medium "D" cracking is on the same slab, the slab is counted as medium-severity "D" cracking only. **"D" cracking should be counted in addition to other distresses for a slab with the exception of surface defects.** Record the length and width of affected slabs in square feet.

Medium Severity
"D" Cracking



High Severity
"D" Cracking

Faulting (Trip Hazards)

Description

Faulting is the difference in elevation across a joint. Some common causes of faulting are:

1. Settlement because of soft foundation.
2. Tree roots that raise a slab above the adjacent slab.
3. Overlays on drives.

Severity Levels

Severity levels are defined by the difference in elevation across the joint as indicated.

Low: > ½" and < 1"
Medium: > 1" and < 2"
High: > 2"
Patched
Any difference if patched and the patch is in good condition.

How to Count

Faulting across a joint is counted as one slab. Only affected slabs are counted. If the patch has failed or is not in good condition record the distress as either a Medium or High severity distress (if the difference is less than 1" record a Medium severity distress). Faults across a crack are not counted as a faulting distress, but are considered when defining crack severity. Record the length and width of affected slabs in square feet. **Faulting should be counted in addition to other slab defects, except gaps.**

Faulting ½-1”

Faulting 1-2”

Faulting >2”

Gap

Description

Gaps are horizontal openings between adjacent slabs caused by settlements, or by differential movements of sidewalk elements. ADAAG guidelines limit these gaps to ½ inch.

Severity Levels

Low: Gap is visible and greater than ½" less than or equal 1 inch.
High: Gap is greater than 1 inch.
Patched: Any gap if patched and the patch is in good condition.

How to Measure

If two adjacent slabs have a visible gap, record one slab of gap at the appropriate severity level. Do not record cracks as gaps, instead record the measured longitudinal crack. Adjacent slabs will normally have some space between them; this distress should only record those spaces that are wider than the normal space. If the gap is between two slabs that have faulted, record the fault instead of the gap distress. **Gaps should be counted in addition to other distresses for the affected slabs.** Record the length and width of affected slabs in square feet.

Low Severity Gap

High Severity Gap

Joint Spalling

Description

Joint spalling is the breakdown of the slab edges within 6 inches of the joint. A spall usually does not extend vertically through the slab, but intersects the joint at an angle. Spalling results from:

1. Weak concrete at the joint caused by overworking.
2. Water accumulation in the joint.
3. Excessive stresses at the joint caused by improper slab isolation.

Severity Levels

A frayed joint where the concrete has been worn away along the entire joint is rated as low severity.

Low: One of the following conditions exist: 1) the width of the spall (measured from the joint into the slab) is less than 2 inches, 2) less than 50% of the joint is affected, or 3) the spalled pieces are tight and cannot be removed easily.

High: The width of the spall (from the joint into the slab) is greater than 2 inches over 50% or more of the joint and the spalled pieces are loose or missing.

How to Count

If spall is along the edge of one slab, it is counted as one slab with joint spalling. If spalling is on more than one edge of the same slab, the edge having the highest severity is counted and recorded as one slab. Joint spalling can also occur along the edges of two adjacent slabs. If this is the case, each slab is counted as having joint spalling. If the spall is the result of "D" cracking, record both distresses. **Joint spalling should be counted in addition to other distresses for the affected slabs.** Record the length and width of affected slabs in square feet.

Low Severity Joint Spalling

Linear Cracking
(Longitudinal, Transverse, and Diagonal Cracks)

Description

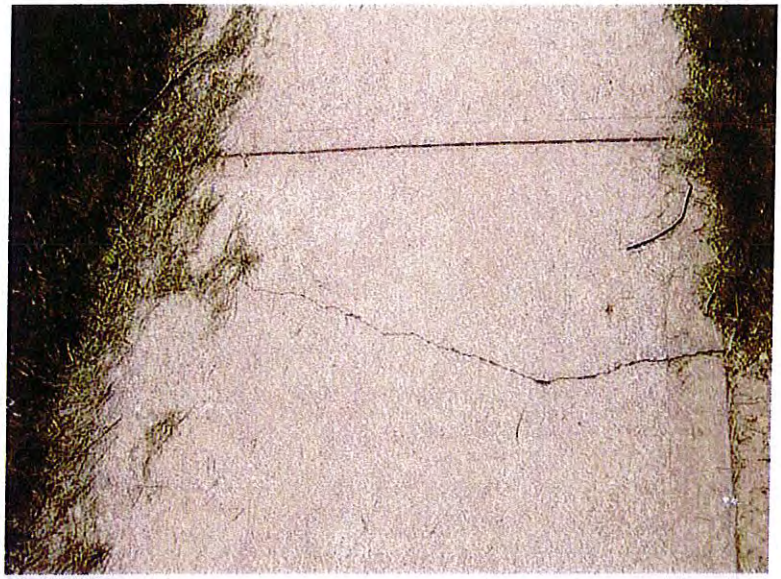
These cracks divide the slab into pieces and are usually caused by loading. Hairline cracks only a few feet long and not extending across the entire slab are counted as shrinkage cracks if they meet the criteria discussed in distress, Surface Defects.

Severity Levels

N: Cracks with widths < 1" and with no faulting at the crack.
W: Cracks with widths > 1" and with no faulting at the crack
Low: Any width cracks faulted ½" to 1"
Medium: Any width crack faulted 1" to 2"
High: Any width crack faulted > 2"
Patched: Faulted cracks that have been patched and the patch material is in good condition.

How to Count

After severity has been identified, the distress is recorded as one slab. Record the length and width of affected slabs in square feet. **Count linear cracking in addition to other distresses for the affected slabs.** Do not count the faulted sections of a crack as a "Fault." Instead, record the appropriate severity for the linear cracking distress.



Non-faulted Linear Crack

Medium Severity Linear Crack

Obstructions

Description

Obstructions are any structure or device that prevents the pedestrian from using at least a four foot section of a walk. Examples of obstructions include:

1. Poles located within a sidewalk
2. Fire Hydrants
3. Utility boxes.
4. Storm drainage structures that are not flush with the adjacent walk.
5. Street furniture including trash receptacle.

Severity Levels

There are no severity levels

How to Count

Each slab that has an obstruction should be counted. Slabs with more than one obstruction should still be counted as one slab. Slabs that have a minimum 4 ft horizontal clearance do not have obstructions. **Count obstructions in addition to other distresses for the affected slabs**. Record the length and width of affected slabs in square feet.

Obstructions

Protruding Objects/Drop off

Description

Protruding objects are those objects with leading edges more than 27 inches and not more than 80 inches above the surface of the walk that protrude more than 4 inches into the walk. These objects escape detection by blind pedestrians, and represent a hazard for them. Drop offs are areas adjacent to the sidewalk which represent a hazard to all pedestrians.

Severity Levels

There are no severity levels from protruding objects or drop offs.

How to Count

Count each protruding object or drop off as one slab. **Count Protruding Objects and drop offs in addition to other distresses for the affected slabs.** Record the length and width of affected slabs in square feet.

Protruding Objects

Settlements

Description

Settlements are two or more slabs of a sidewalk that have settled. These often are caused by the improper backfilling and compaction of a utility trench or pit. They should only be recorded at the point where they are clearly visible, and where they cause drainage, slope and ramp angle (counter slope) problems.

Severity

There are no severity levels for settlements.

How to Count

Count the number of slabs that have settled. One of the following conditions should be met before the distress is recorded:

1. The settlement creates a "bowl" that will not drain.
2. The counter slope (algebraic difference in grade) at the low point of the depression exceeds 11%. Thus if the entering slope were -6% and the leaving slope was +6% the counter slope would be 12% and the distress should be recorded. With 4 ft. x 4 ft. slabs, a settlement of 3 inches would produce a counter slope of 12%.

Record the length and width of affected slabs in square feet.

Record settlements in addition to other distresses for the affected slabs.

Settlement

Slope

Description

Slope is not necessarily a distress, but excessive slopes may cause a section of walk to violate Americans with Disability Act requirements as set forth in ADAAG.

Severity Levels

There are no severity levels. Actual numeric slope readings should be recorded. For each entry, a cross-slope (across the direction of travel) and longitudinal slope reading should be recorded in percent.

How to Count

At least one slope reading should be taken for each walk section in the sidewalk inventory. If the slope or cross slopes vary within a section a reading should be taken that is representative of each segment. Slope should be recorded as a percentage gradient. A one foot rise in 100 feet of run would be recorded as a 1.0% slope. Slope should be recorded to the nearest 0.1%.

Surface Defects

Description

Map cracking or crazing refers to a network of shallow, fine, or hairline cracks that extend only through the upper surface of the concrete. Shrinkage cracks are single examples of the same type of crack. The cracks tend to intersect at angles of 120 degrees. Map cracking or crazing is usually caused by concrete over-finishing, and may lead to surface scaling, which is the breakdown of the slab surface to a depth of approximately ¼ to ½ inches. Scaling may also be caused by improper construction and poor aggregate. Popouts are voids at the surface caused by poor aggregate particles that disintegrate during freezing and thawing. The type of scaling
defined here is not caused by "D" cracking. If scaling is caused by "D" cracking, it should be counted under that distress only.

Severity Levels

Low: Crazing, map cracking, popouts, or shrinkage cracks exists over most of the slab area; the surface is in good condition, with only minor scaling present.
High: Slab is scaled over 25% of its area or scaling is more than ½" deep.

How to Count

A scaled slab is counted as one slab. Low-severity crazing should only be counted if the potential for scaling appears to be immanent, or a few small pieces come out. Record the length and width of affected slabs in square feet.

Low Severity
Surface Defects (scaling is present in this photo)

High Severity
Surface Defects

Brooksville Sidewalk Cost Estimate

Total Length Miles : 12.7637
Square Yards : 37,155.28 : Square Feet : 334,397.7

Sidewalk Network Value $ 1.4 million
Estimated Replacement Cost $ 1.9 million

107 of 171 records have Over All Rating => 60 : (scale of -99 to 100)
mean=55.7 217,170 sq-ft
65% in good condition with minimal quantity of defects

170 Ramps in good condition
15 Ramps Need Repair
114 Locations Need A Ramp

Sidewalk Patching and Crack Sealing $3.00/sq-ft, and
Sidewalk Grinding $5.00/sq-ft, in house cost
Double the Costs if Contracted

Contracted Replacement cost 30.00/sq-yd ($3.34/sq-ft)

Estimated Repair Work Needed

Repair Patch	9,771 sq-ft	@ $ 3.00/sq-ft =	$ 29,313	
Repair Grind	4,632 sq-ft	@ $ 5.00/sq-ft =	$ 23,160	
Replace	22,023 sq-ft	@ $ 3.34/sq-ft =	$ 73,557	
	Grind, Patch, Replace Total		$ 126,030	
Obstructions & Protruding Objects			$ 13,500	
Drop Offs				$ 139,500
15 damaged ramps; repair			$ 7,500	
114 No Ramps;	Install		$ 171,000	
			Total Ramps	$ 178,500
		All Total		**$ 457,530**

Mobility/Access/Safety Grants from State & Federal sources should be sought for needed additional ramps and drop-off solutions
(est. $ 331,500), and continuity of connectivity of sidewalk network.

03/03/2013 Kos

RDNAME,C,35	FROM,C,25	TO,C,25	LENGTHFT,N,12,0	WIDTHFT,N,6,1	LENGTHMI,N,12,4	SECSQYARDS,N,12,2
Bailey Ave	Cook Ave	Walker Ave	62	4	0.0118	27.56
Bailey Ave	Cook Ave	Walker Ave	459	4	0.0869	204
Barnett Rd	W of Broad St	Broad St	965	5	0.1828	536.11
Barnett Rd	E of Broad St	Woodland Dr	317	5	0.06	176.11
Barnett Rd	Woodland Dr	Windy Way	387	5	0.0734	215
Barnett Rd	Windy Way	Rd xing	401	5	0.076	222.78
Barnett Rd	Rd xing	end E of Cortez Blvd	856	6	0.1622	570.67
Bell Ave	Broad St	Jefferson St	214	5	0.0405	118.89
Bell Ave	Ft Dade Ave	Olive St	701	5	0.1328	389.44
Bell Ave	Olive St	Mt Fair Ave	433	5	0.0819	240.56
Bell Ave	Mt Fair Ave	S of Oak St	642	5	0.1216	356.67
Bell Ave	Alta Vista St	Cherry St	216	4	0.0409	96
Bell Ave	Cherry St	Oak St	364	5	0.0689	202.22
Bell Ave	S of Oak St	Oak St	184	5	0.0348	102.22
Bell Ave	Oak St	S of North Ave	142	5	0.0269	78.89
Bell Ave	Oak St	North Ave	436	8	0.0826	387.56
Brooksville Ave	Russell Ave	Early St	497	4	0.0941	220.89
Brooksville Ave	A C L St	Railroad St	208	5	0.0394	115.56
Brooksville Ave	Railroad St	Early St	228	5	0.0432	126.67
Brooksville Ave	Early St	Wilson Ave	238	6	0.0452	158.67
Brooksville Ave	Early St	Lulu St	697	4	0.1321	309.78
Brooksville Ave	Wilson Ave	Oak Park Ave	601	5	0.1138	333.89
Brooksville Ave	Lulu St	Virginia Ave	213	5	0.0403	118.33
Brooksville Ave	Oak Park Ave	Liberty St	512	6	0.0971	341.33
Brooksville Ave	Virginia Ave	Liberty St	454	5	0.086	252.22
Brooksville Ave	Liberty St	Broad St	223	8	0.0423	198.22
Brooksville Ave	Liberty St	Broad St	225	9	0.0426	225
Brooksville Ave	Jefferson St	Ft Dade Ave	208	9	0.0394	208
Brooksville Ave	Jefferson St	Ft Dade Ave	217	9	0.0411	217
Buck Hope Rd	county portion	E entrance to Publix	529	6	0.1001	352.67
Buck Hope Rd	Rear accesss rd	parking lot exit	117	4	0.0222	52
Buck Hope Rd	parking lot exit	Cortez Blvd	223	4	0.0422	99.11
Cherry St	Howell Ave	Bell Ave	675	4	0.1278	300
Continental Dr	Union St	Union St	1012	4	0.1916	449.78
Cook Ave	Hale Ave	W of Shayne St	81	4	0.0153	36
Cook Ave	E of Shayne St	Bailey Ave	124	4	0.0236	55.11
Crosby St	Moline St	Howell Ave	628	4	0.1189	279.11
Crosby St	Moline St	Park Way	247	4	0.0467	109.78
Crosby St	Park Way	Howell Ave	333	4	0.0631	148
Darby Lane	Candlelight Blvd	Rd xing	1127	5	0.2134	626.11
Darby Lane	Rd xing	N end	1384	5	0.2622	768.89
Darby Lane	EW porion		25	5	0.0047	13.89
Darby Lane	Turn @ handball Cts	Jefferson St	882	5	0.167	490
Darby Lane	corner	toward Jerome Brown Pl	74	5	0.0139	41.11
Fort Dade Ave	Orange Ave	Main St	224	5	0.0425	124.44
Fort Dade Ave	E of Orange Ave	Howell Ave	164	5	0.0311	91.11
Fort Dade Ave	Main St	Brooksville Ave	219	6	0.0415	146
Fort Dade Ave	Howell Ave	W of Brooksville Ave	136	5	0.0257	75.56
Fort Dade Ave	Brooksville Ave	Magnolia Ave	239	6	0.0452	159.33
Fort Dade Ave	Magnolia Ave	Post Office	155	5	0.0294	86.11

Fort Dade Ave	Magnolia Ave	E of Oakland Ave	421	5	0.0797	233.89
Hale Ave	Cook Ave	S of Walker Ave	352	4	0.0666	156.44
Hendricks Ave	Lemon Ave	Main St	484	4	0.0916	215.11
Highland St	Stafford Ave	Zoller St	870	5	0.1647	483.33
Highland St	Zoller St	Pryor St	402	5	0.0762	223.33
Highland St	Pryor St	Lemon Ave	343	5	0.0649	190.56
Highland St	Lemon Ave	Grelle Ave	341	5	0.0645	189.44
Highland St	E of Lemon Ave	W of Moline St	45	5	0.0086	25
Highland St	Grelle Ave	Moline St	172	5	0.0327	95.56
Highland St	Moline St	Park Way	269	4	0.051	119.56
Highland St	Park Way	Howell Ave	263	5	0.0498	146.11
Howell Ave	Ft Dade Ave		42	12	0.0079	56
Howell Ave	Ft Dade Ave	Irene St	502	6	0.095	334.67
Howell Ave	Ft Dade Ave		135	5	0.0258	75
Howell Ave			81	9	0.0153	81
Howell Ave			263	6	0.0498	175.33
Howell Ave			171	5	0.0324	95
Howell Ave	Irene St	Olive St	197	6	0.0372	131.33
Howell Ave			390	5.5	0.0739	238.33
Howell Ave	Olive St	Baptist Church	198	4	0.0374	88
Howell Ave	Baptist Church	Alta Vista St	574	5.5	0.1086	350.78
Howell Ave		Florida Ave	119	5	0.0228	66.11
Howell Ave	Florida Ave	S of Highland St	436	5	0.0826	242.22
Howell Ave	Alta Vista St	Cherry St	202	5	0.0382	112.22
Howell Ave	Florida Ave	Highland St	99	4	0.0188	44
Howell Ave	Highland St	Crosby St	317	4	0.06	140.89
Howell Ave	Cherry St	Oak St	355	4	0.0673	157.78
Howell Ave	Crosby St	Pine St	239	4	0.0452	106.22
Howell Ave	Oak St	North Ave	462	5	0.0875	256.67
Howell Ave	Pine St	North Ave	243	4	0.046	108
Howell Ave	North Ave	Kelly St	865	5	0.1637	480.56
Howell Ave	Kelly St	Oakwood Dr	530	5	0.1004	294.44
Howell Ave	Oakwood Dr	Croom Rd	1528	5	0.2894	848.89
Independence Cir	Union St	cul-de-sac	418	4	0.0791	185.78
Irene St	Howell Ave	Oakland Ave	600	4	0.1137	266.67
Irene St	Oakland Ave	E end	102	3.9	0.0193	44.2
June Ave	Cortez Blvd	N of Cortez Blvd	165	4	0.0312	73.33
Kings Cir	Wood Dr	Wood Dr	473	4	0.0896	210.22
Lamar Ave	Lemon Ave	Main St	451	4	0.0853	200.44
Laurelridge Ct	SW corner	NE end	420	4	0.0795	186.67
Laurelridge Ct	SW corner	E end	419	4	0.0794	186.22
Laurelridge Ct	S of Oakhill Ct	Oakhill Ct	129	4	0.0245	57.33
Laurelridge Ct	Oakhill Ct	Underwood Ave	430	4	0.0813	191.11
Laurelridge Ct	Oakhill Ct	Underwood Ave	252	4	0.0478	112
Lemon Ave	Cook Ave	Walker Ave	462	4	0.0875	205.33
Lemon Ave	Walker Ave	N of Walker Ave	140	4	0.0265	62.22
Lemon Ave	Lamar Ave	Hendricks Ave	467	4	0.0923	216.44
Lemon Ave	Liberty St	Broad St	230	6	0.0435	153.33
Lemon Ave	N of Liberty St	Broad St	135	7	0.0256	105
Liberty St	Lemon Ave	E ofLemon Ave	107	6.7	0.0203	79.66
Liberty St	E of Lemon Ave	Main St	280	6.7	0.0531	208.44

Liberty St	E of Lemon Ave	Main St	230	6.7	0.0436	171.22
Liberty St	Main St	Brooksville Ave	224	6.7	0.0425	166.76
Liberty St	Main St	Brooksville Ave	228	6.8	0.0432	172.27
Liberty St	Brooksville Ave	Magnolia Ave	241	5	0.0457	133.89
Liberty St	Brooksville Ave	Magnolia Ave	229	5.4	0.0435	137.4
Mae View Cir	Wood Dr	Wood Dr	352	4	0.0667	156.44
Magnolia Ave	Jefferson St	Ft Dade Ave	199	4	0.0377	88.44
Magnolia Ave	Jefferson St	Ft Dade Ave	206	4	0.0391	91.56
Main St	R/R track	Daniel Ave	238	5	0.0451	132.22
Main St	Russell St	Early St	236	5	0.0447	131.11
Main St	Daniel Ave	Early St	213	5	0.0403	118.33
Main St	Early St	Lulu St	584	5	0.1107	324.44
Main St	Early St	Lamar Ave	228	5	0.0432	126.67
Main St	Lamar Ave	Hendricks Ave	510	5	0.0965	283.33
Main St	Lulu St	Liberty St	695	5	0.1317	386.11
Main St	Hendricks Ave	Liberty St	433	5	0.082	240.56
Main St	Liberty St	Broad	220	7.5	0.0417	183.33
Main St	Liberty St	Broad St	222	6.5	0.042	160.33
Main St	Broad St	Jefferson St	229	8	0.0435	203.56
Main St	Broad St	Jefferson St	230	10	0.0435	255.56
Main St	Jefferson St	Ft Dade Ave	214	6	0.0405	142.67
Main St	Jefferson St	Ft Dade Ave	215	6	0.0406	143.33
Mildred Ave	Broad St	Old Hospital Dr	238	6	0.0451	158.67
Mildred Ave	Old Hospital Dr	Jefferson St	26	6	0.005	17.33
Mildred Ave	Jefferson St	N of Jefferson St	76	5	0.0143	42.22
Moline St	Highland St	North Ave	845	4	0.1601	375.56
Moline St	Highland St	Crosby St	311	4	0.0589	138.22
Moline St	Crosby St	Pine St	251	4	0.0476	111.56
Moline St	Pine St	North Ave	229	4	0.0433	101.78
North Ave	Howell Ave	Bell Ave	494	5	0.0936	274.44
Oak Park Ave	Brooksville Ave	E end	806	4	0.1527	358.22
Oak Park Ave	Brooksville Ave	E end	758	4	0.1436	336.89
Oak St	Howell Ave	Bell Ave	629	5	0.1192	349.44
Oakhill Court	Laurelridge Ct	E end	389	4	0.0737	172.89
Oakhill Court	Laurelridge Ct	N side of E end cul-de-sa	740	4	0.1401	328.89
Oakwood Dr	Howell Ave	Cedar Dr	674	4.8	0.1277	359.47
Oakwood Dr	Cedar Dr	Dogwood Dr	258	4.8	0.0489	137.6
Oakwood Dr	Dogwood Dr	Cedar Dr	252	4.8	0.0477	134.4
Oakwood Dr	Cedar Dr	Varsity Dr	115	8	0.0217	102.22
Olive St	Howell Ave	Bell Ave	959	4	0.1815	426.22
Orange Ave	Broad St	Jefferson St	233	5	0.0441	129.44
Orange Ave	Jefferson St	Ft Dade Ave	219	5	0.0414	121.67
Orange Ave	S of Ft Dade Ave	Ft Dade Ave	83	5	0.0157	46.11
Orange Ave	Broad St	Jefferson St	226	5	0.0427	125.56
Park Way	Highland Ave	Crosby St	317	4	0.06	140.89
Pine St	Moline St	Howell Ave	682	4	0.1292	303.11
Pine St	Moline St	Howell Ave	683	4	0.1293	303.56
Shayne St	Cook Ave	Walker Ave	463	4	0.0878	205.78
Shayne St	N of Cook Ave	S of Walker Ave	60	4	0.0113	26.67
Southern Hills Blvd	Broad St	E End	365	5	0.069	202.78
Southern Hills Blvd	Broad St	Cotillion Blvd	3137	8	0.5942	2788.44

Tremont Ave	SSE dead end	Oak Park Ave	122	4	0.0231	54.22
Tremont Ave	Oak Park Ave	apx 107' N at grass	154	4	0.0291	68.44
Tremont Ave	Oak Park Ave	apx 107' N at grass	154	4	0.0291	68.44
Underwood Ave	Hammock Rd	W of Whiteway Dr	916	4	0.1734	407.11
Underwood Ave	W of Laurelridge Ct	Laurelridge Ct	185	4	0.035	82.22
Underwood Ave	Laurelridge Ct	W of Whiteway Dr	307	4	0.0581	136.44
Underwood Ave	Laurelridge Ct	W of Whiteway Dr	161	4	0.0304	71.56
Underwood Ave	Laurelridge Ct	W of Whiteway Dr	58	4	0.0109	25.78
Union St	MLKj Blvd E	Jefferson St	201	5	0.038	111.67
Union St	Continental Dr	Independence Cir	352	4	0.0667	156.44
Union St	Independence Cir	Continental Dr	482	4	0.0914	214.22
Union St	Continental Dr	N end of sidewalk	71	4	0.0134	31.56
Veterans Ave	Broad St	Jefferson St	2276	5	0.431	1264.44
Walker Ave	Hale Ave	Lemon Ave	799	4	0.1513	355.11
Walker Ave	Shayne St	E of Shayne St	114	4	0.0217	50.67
Whitfield Ave	Cortez Blvd	Tractor Supply Drvwy	237	6	0.0448	158
Wood Dr	Union St	Mae View Cir	1092	4	0.2068	485.33
Wood Dr	Union St	Kings Cir	1088	4	0.2061	483.56
Wood Dr	Mae View Cir	Kings Cir	225	4	0.0427	100

City of Brooksville, Florida

Sidewalks

Asphalt Street

- Repairing/replacing asphalt streets, and brick streets and sidewalks as outlined in the following matrix would require 28 years to complete both. By that time, the street repaired in year one would be 28 years old and sorely in need of repair again.

- Spending $300,000 per year for asphalt improvements alone will take approximately 28 years to complete the entire priority list. This cost would not include brick streets, sidewalks, drainage, curbs, and/or utilities.

- Target current maintenance expenditures to higher pavement condition roads to preserve and slow down deterioration. For example: crack seal by existing staff in the annual budget.

- The estimated cost of reconstruction of existing streets, which includes removal of existing street and building a new street is $28 per square yard (SY).

- The estimated construction cost for reclamation of existing street is $19 per SY.

- The process to complete the road improvements with estimated time frame:
    - Engineering- 5% to 15% of construction cost depending on improvements - 4weeks
    - Field inspection of roads on priority list to identify any additional improvements needed- 2 weeks. Additional improvements could be, but are not limited to: drainage improvements, curb replacement, and utility improvements - for a total of 6 weeks.
    - Plans and specifications - 10 weeks, for a total of 16 weeks.
    - Bid project - 5 weeks, for a total of 21 weeks.
    - Pre-construction and award project - 5 weeks, for a total of 26 weeks.
    - Construction- 15 weeks, for a total of 41 weeks.
        - ❖ All time estimations are approximate

- Total estimated time for asphalt street replacement is approximately 10 months from the planning stage to construction completion.

City of Brooksville

Asphalt Streets Condition Survey Report

For
City of Brooksville

April 2013

Prepared By:
Civil-Tech Consulting Engineers, Inc.
12 South Main Street
Brooksville, Florida 34601

City of Brooksville, FL

Asphalt Streets Condition Survey Report

TABLE OF CONTENTS

Executive Summary

The City of Brooksville currently maintains a street network of approximately 39 miles of Asphalt and Brick Streets. The current street maintenance plan consists of maintenance and repairs provided on an as needed basis. Citizen complaints and employee input are utilitized to develop a plan of action to make repairs or improvements to existing streets. Pothole patching and asphalt overlays are tools used to make necessary repairs. Civil Tech Consulting Engineers Inc. was contracted to assist the city in developing a proactive Pavement Management Program. The purpose for the program is to develop a cost effective maintenance program for Asphalt streets for the City of Brooksville. The program will develop an accurate inventory of streets and provide as assessment of the current street condition. A field survey of the current streets will produce a Pavement Condition Index (PCI) number to evaluate and rate the street. The survey is the first step in the creation of a maintenance program and will allow staff the ability to prioritize streets for maintenance to extend their life and improve ride quality.

Authorization

Civil-Tech Consulting Engineers, Inc. was authorized on December 12, 2011 by the City of Brooksville Council to proceed with project Road/Pavement Management Program. A notice to proceed was issued on January 27, 2012.

Purpose of Report

The purpose of this report is to evaluate the existing Asphalt Streets and provide a condition survey of each street. The condition survey will provide a numerical value so that the streets can be prioritize based on condition for maintenance and future improvements.

Project Scope

The scope of the project includes developing an inventory and condition index for Asphalt streets in the City of Brooksville, Florida. The inventory is a list of the Asphalt streets with their length and widths. A GIS Map has been developed showing the location of each street. The Asphalt streets are divided into segments and a condition index developed for each segment. The assessment sheets will produce a numerical condition index for each street segment. Civil - Tech used MicroPAVER™ -- The Pavement Maintenance Management System originally developed in the late 1970s to help the Department of Defense (DOD) manage M&R for its vast inventory of pavements. It uses inspection data and a pavement condition index (PCI™) rating from zero (failed) to 100 (excellent) for consistently describing a pavement's condition and for predicting its M&R needs many years into the future.

Project Location

The project is located within the city limits of the City of Brooksville, Florida.

Project Description

The City of Brooksville has approximately 37.0 miles of asphalt streets. The city has contracted with Civil Tech Consulting Engineers Inc. to develop a proactive pavement maintenance and management program. The program consists of providing and inventory of all city maintained streets, a condition survey, project ranking, programming and record keeping. The software program utilized is PAVER™ newest version Paver 6.5.

Paver 6.5

PAVER™ provides pavement management capabilities to: (1) develop and organize the pavement inventory; (2) assess the current condition of pavements; (3) develop models to predict future conditions; (4) report on past and future pavement performance; (5) develop scenarios for M&R based on budget or condition requirements; and (6) plan projects.

Pavement Inventory

PAVER™ Inventory management is based on a hierarchical structure composed of networks, branches, and sections, with the section being the smallest managed unit. This structure allows users to easily organize their inventory while providing numerous fields and levels for storing pavement data. The roadway network was obtained from the most recent GIS information from the Hernando County Property Appraisers office. The City of Brooksville provided a list of City maintained Streets. Further investigation was required due to the two lists not matching. A Final list of City maintained streets was developed and included in the final Street inventory. The streets and roads maintained by the State, County and private owners was removed from the list.

Condition of Existing Pavement

To assess pavement condition, PAVER™ uses the Pavement Condition Index (PCI) as its primary standard. The PCI measures pavement condition on a scale from 0 to 100. ASTM has adopted the PCI as standard practice for roads (D-6433-10). PAVER™ provides users the ability to customize the PCI condition rating categories. PAVER™ allows the user an interface for recording the results of an inspection and an online distress user guide.
In addition to the PCI, PAVER™ allows managers to use and create other condition indices, including those based on PCI distresses. Field surveys are conducted to evaluate and measure pavement distress data collected.

Prediction Models

The Prediction Modeling function in PAVER™ helps identify and group pavements of similar construction that are subjected to similar traffic, weather, and other factors affecting pavement performance. The pavement condition historical data are used to build a model that can accurately predict the future performance of a group of pavements with similar attributes,

Work Planning

The PAVER™ Work Planer is a tool for planning, scheduling, budgeting, and analyzing alternative pavement maintenance and repair (M&R) activities.

The PAVER™ work plan provides two ways to analyze budgets scenarios. The first way determines the consequence of a selected budget on pavement condition and the resulting backlog of Major M&R (unfunded). In addition to a single budget scenario, PAVER™ 6.5 provides a budget split feature. The budget split feature allows the user to split a budget based on different M&R work types. This can aid a user that has a set budget for Global work and a different set budget for Major work. The second way determines the budget requirements to meet specific management objectives, i.e. backlog elimination or PCI goal. This enables managers to develop a variety of funding scenarios to support their decisions.

Project Planning

The Project Planning tool in PAVER™ 6 allows the user to develop projects based on user-specified required work and PAVER™ recommended work. The Project Planning tool greatly aids the user in planning projects and, upon completion of the projects, automatically updates the work history data.

ASPHALT SURFACED ROADS & PARKING LOTS

PAVER™ DISTRESS IDENTIFICATION MANUAL

DEVELOPED BY:

US ARMY CORPS
OF ENGINEERS
ERDC-CERL

SPONSORED BY:

FOREWORD

This document is a revision and technical update of the original *PAVER™ Asphalt Distress Manual* by M.Y. Shahin and S.D. Kohn (USACERL, June 1989). This update was prepared for HQ IMCOM, Public Works Division. The Technical Monitor was Ali A. Achmar.

The work was conducted by the U.S. Army Corps Of Engineers, ERDC-CERL. The Principal Investigator was M.Y. Shahin.

June 2009

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IDENTIFYING AND MEASURING ASPHALT PAVEMENT DISTRESSES

New PAVER™ users often ask about identification and counting methods for various distresses. Detailed answers to these questions are included for each distress under the heading "How To Measure." For the reader's convenience, the most frequently raised issues are addressed below:

1. ***ALLIGATOR CRACKING:*** If alligator cracking and rutting occur in the same area, each is recorded separately at its respective severity level.
2. ***BLEEDING WITH POLISHED AGGREGATE:*** If bleeding is counted, polished aggregate is not counted in the same area.
3. ***SPALLING:*** In PAVER™, spalling is defined as the further breaking of asphalt or loss of materials around cracks or joints.
4. ***CRACK SEVERITY:*** If a crack varies in severity along its entire length, each portion showing an identifiable level should be recorded individually. If the different severity levels cannot easily be divided into distinct portions, the crack should be rated at the highest severity level present.
5. ***DISTRESSES WITHIN PATCHES:*** Distresses (including cracking and potholes) found in a patched area are not recorded separately. The effect of the distress on the patch, however, is taken into consideration when determining the severity level of the patch.
6. ***POLISHED AGGREGATE:*** A significant amount of polished aggregate should be present before it is counted.

The reader should note that the items above are general issues and do not stand alone as inspection criteria. To measure each distress type properly the inspector must be familiar with the individual distress criteria, which are described and illustrated on the pages that follow.

RIDE QUALITY ASSESSMENT

Ride quality must be assessed in order to establish a severity level for the following distress types:

- Bumps
- Shoving
- Corrugation
- Swells
- Railroad Crossings

To assess ride quality for these distresses, the inspector should use the following severity level definitions:

L Low: Vehicle vibrations (e.g., from corrugation) are noticeable, but no reduction in speed is necessary for comfort or safety; and/ or individual bumps or settlements cause the vehicle to bounce slightly, but create little discomfort.

M Medium: Vehicle vibrations are significant and some reduction in speed is necessary for safety and comfort; and/ or individual bumps or settlements cause the vehicle to bounce significantly, creating some discomfort.

H High: Vehicle vibrations are so excessive that speed must be reduced considerably for safety and comfort; and/ or individual bumps or settlements cause the vehicle to bounce excessively, creating substantial discomfort, safety hazard, or high potential vehicle damage.

The inspector should drive at the posted speed in a sedan that is representative of cars typically seen in local traffic. Pavement sections near stop signs should be rated at a deceleration speed appropriate for the intersection.

ALLIGATOR OR FATIGUE CRACKING (1)

Description

Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface under repeated traffic loading. Cracking begins at the bottom of the asphalt surface (or stabilized base) where tensile stress and strain are highest under a wheel load. The cracks propagate to the surface initially as a series of parallel longitudinal cracks. After repeated traffic loading, the cracks connect, forming many sided, sharp-angled pieces that develop a pattern resembling chicken wire or the skin of an alligator. The pieces are generally less than 1½ ft (0.5 m) on the longest side. Alligator cracking occurs only in areas subjected to repeated traffic loading, such as wheel paths. (Pattern-type cracking that occurs over an entire area not subjected to loading is called "block cracking," which is not a load-associated distress.)

Severity Levels

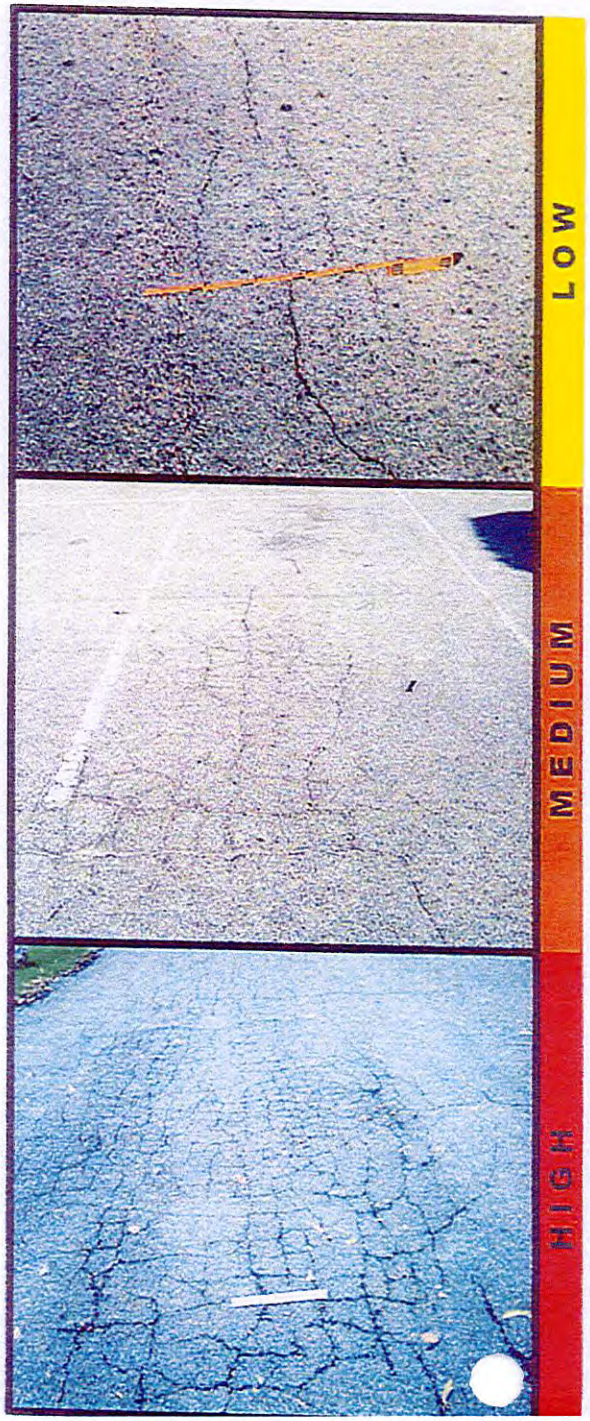
L Fine, longitudinal hairline cracks running parallel to each other with no, or only a few interconnecting cracks. The cracks are not spalled.

M Further development of light alligator cracks into a pattern or network of cracks that may be lightly spalled.

H Network or pattern cracking has progressed so that the pieces are well defined and spalled at the edges. Some of the pieces may rock under traffic.

How To Measure

Alligator cracking is measured in square feet (square meters) of surface area. The major difficulty in measuring this type of distress is that two or three levels of severity often exist within one distressed area. If these portions can be easily distinguished from each other, they should be measured and recorded separately. However, if the different levels of severity cannot be divided easily, the entire area should be rated at the highest severity present. If alligator cracking and rutting occur in the same area, each is recorded separately at its respective severity level.



BLEEDING (2)

Description

Bleeding is a film of bituminous material on the pavement surface that creates a shiny, glass-like, reflecting surface that usually becomes quite sticky. Bleeding is caused by excessive amounts of asphaltic cement or tars in the mix, excess application of a bituminous sealant, and/ or low air void content. It occurs when asphalt fills the voids of the mix during hot weather and then expands onto the pavement surface. Since the bleeding process in not reversible during cold weather, asphalt or tar will accumulate on the surface.

Severity Levels

L — Bleeding has only occurred to a very slight degree and is noticeable only during a few days of the year. Asphalt does not stick to shoes or vehicles.

M — Bleeding has occurred to the extent that asphalt sticks to shoes and vehicles during only a few weeks of the year.

H — Bleeding has occurred extensively and considerable asphalt sticks to shoes and vehicles during at least several weeks of the year.

How To Measure

Bleeding is measured in square feet (square meters) of surface area. If bleeding is counted, polished aggregate should not be counted.

2 BLEEDING

BLOCK CRACKING (3)

Description

Block cracks are interconnected cracks that divide the pavement into approximately rectangular pieces. The blocks may range in size from approximately 1 by 1 foot (0.3 by 0.3 m) to 10 by 10 feet (3 by 3 m). Block cracking is caused mainly by shrinkage of the asphalt concrete and daily temperature cycling (which results in daily stress/ strain cycling). It is not load-associated. Block cracking usually indicates that the asphalt has hardened significantly. Block cracking normally occurs over a large portion of the pavement area, but sometimes will occur only in non-traffic areas. This type of distress differs from alligator cracking in that alligator cracks form smaller, many-sided pieces with sharp angles. Also, unlike block, alligator cracks are caused by repeated traffic loadings, and are therefore found only in traffic areas (i.e., wheel paths).

Severity Levels

L Blocks are defined by low severity* cracks.

M Blocks are defined by medium severity* cracks.

H Blocks are defined by high severity* cracks.

How To Measure

Block cracking is measured in square feet (square meters) of surface area. It usually occurs at one severity level in a given pavement section. However, if areas of different severity levels can be easily distinguished from one another, they should be measured and recorded separately.

* See definitions of longitudinal transverse cracking.

3 BLOCK CRACK.

BUMPS AND SAGS (4)

Description

Bumps are small, localized, upward displacements of the pavement surface. They are different from shoves in that shoves are caused by unstable pavement. Bumps, on the other hand, can be caused by several factors, including:

1. Buckling or bulging of underlying PCC slabs in AC overlay over PCC pavement.
2. Frost heave (ice, lens growth).
3. Infiltration and buildup of material in a crack in combination with traffic loading (sometimes called "tenting").

Sags are small, abrupt, downward displacements of the pavement surface. If bumps appear in a pattern perpendicular to traffic flow and are spaced at less than 10 feet (3 m), the distress is called corrugation. Distortion and displacement that occur over large areas of the pavement surface, causing large and/or long dips in the pavement should be recorded as "swelling."

Severity Levels

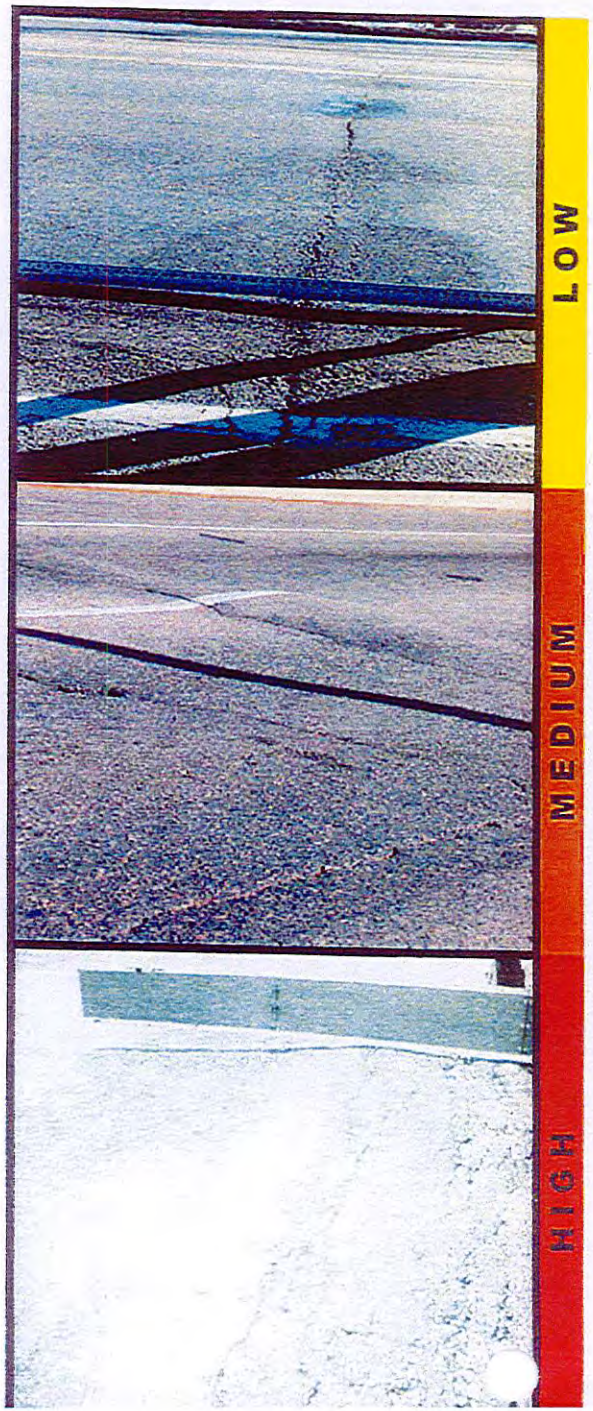
L Bump or sag causes low severity ride quality.

M Bump or sag causes medium severity ride quality.

H Bump or sag causes high severity ride quality.

How To Measure

Bumps or sags are measured in linear feet (linear meters). If the bump occurs in combination with a crack, the crack is also recorded.



CORRUGATION (5)

Description

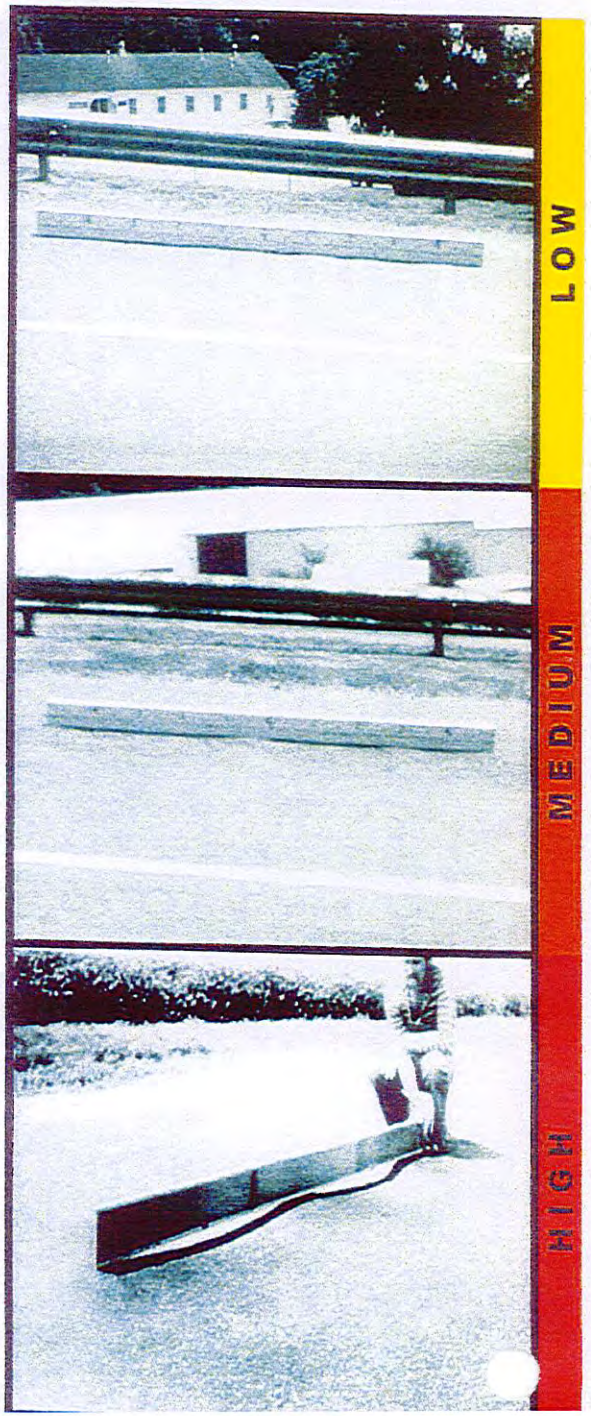
Corrugation (also known as "washboarding") is a series of closely spaced ridges and valleys (ripples) occurring at fairly regular intervals, usually less than 10 feet (3 m) along the pavement. The ridges are perpendicular to the traffic direction. This type of distress is usually caused by traffic action combined with an unstable pavement surface or base.

Severity Levels

- **L** Corrugation produces low severity ride quality.
- **M** Corrugation produces medium severity ride quality.
- **H** Corrugation produces high severity ride quality.

How To Measure

Corrugation is measured in square feet (square meters) of surface area.



CORRUGATION

DEPRESSION (6)

Description

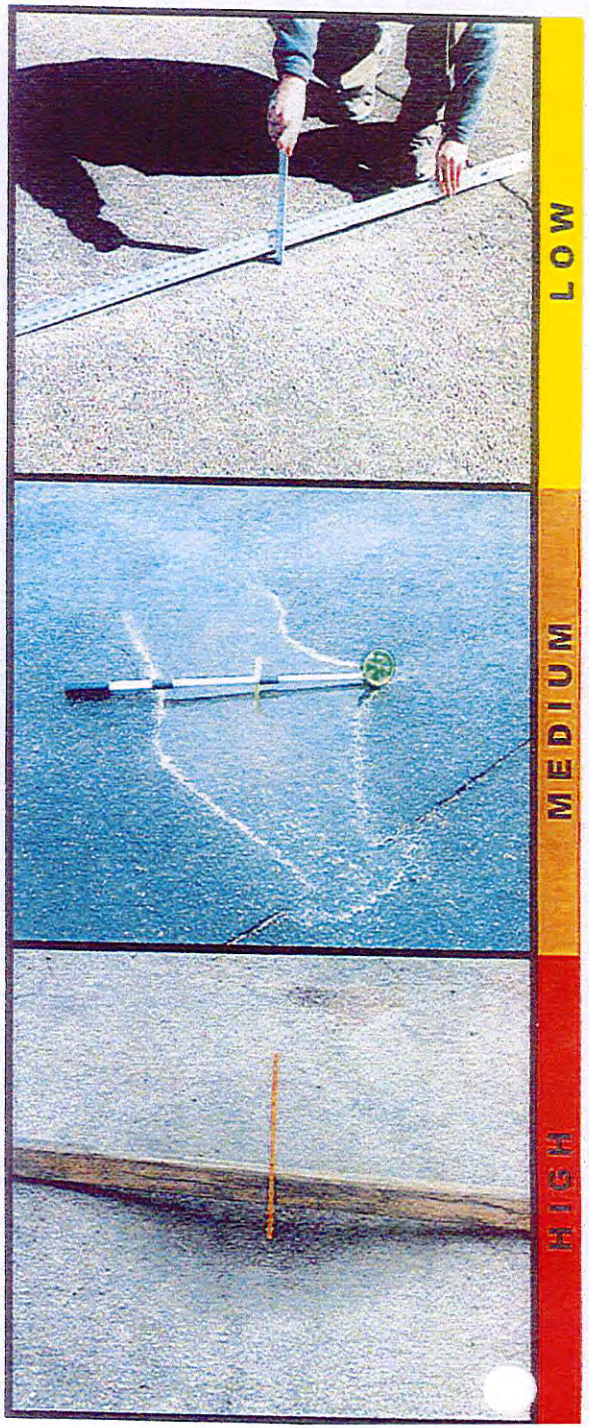
Depressions are localized pavement surface areas with elevations slightly lower than those of the surrounding pavement. In many instances, light depressions are not noticeable until after a rain, when ponding water creates a "birdbath" area; on dry pavement, depressions can be spotted by looking for stains caused by ponding water. Depressions are created by settlement of the foundation soil or are a result of improper construction. Depressions cause some roughness, and when deep enough or filled with water, can cause hydroplaning.

Severity Levels: Maximum Depth of Depression

- L — ½ to 1 in. (13 to 25 mm)
- M — 1 to 2 in. (25 to 50 mm)
- H — More than 2 in. (50 mm)

How To Measure

Depressions are measured in square feet (square meters) of surface area.



EDGE CRACKING (7)

Description

Edge cracks are parallel to and usually within 1 to 1½ feet (0.3 to 0.5 m) of the outer edge of the pavement. This distress is accelerated by traffic loading and can be caused by frost-weakened base or subgrade near the edge of the pavement. The area between the crack and pavement edge is classified as raveled if it is broken up (sometimes to the extent that pieces are removed).

Severity Levels

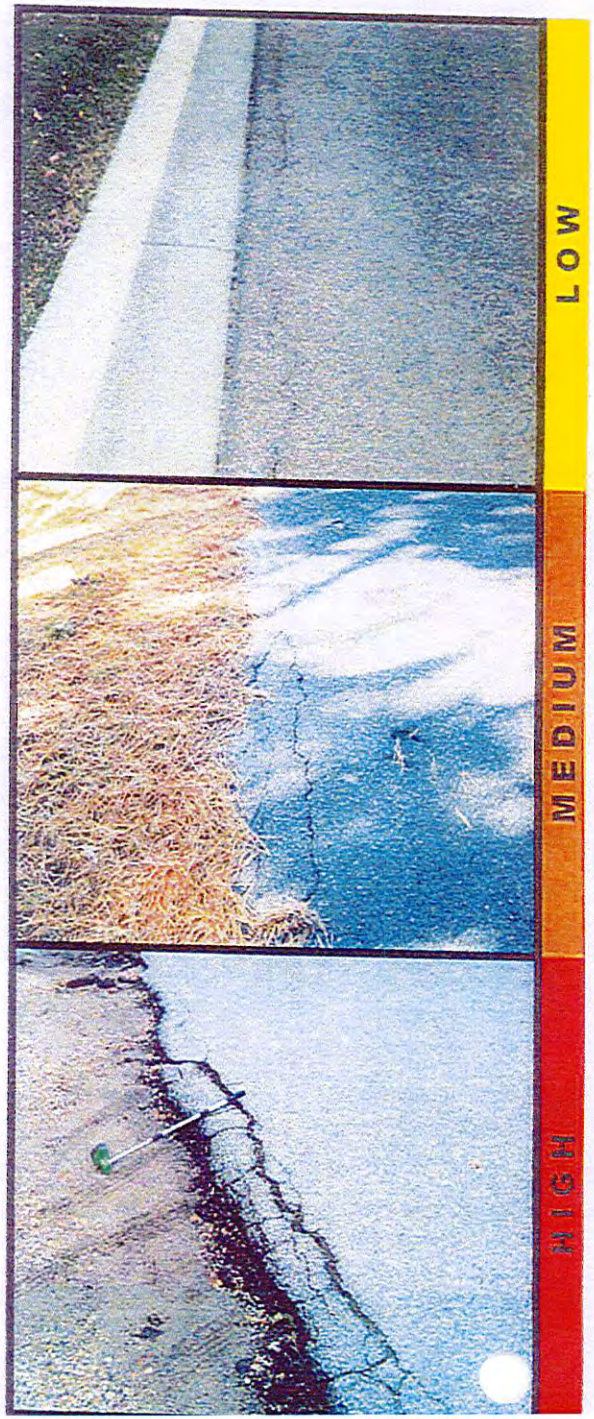
L Low or medium cracking with no breakup or raveling.

M Medium cracks with some breakup and raveling.

H Considerable breakup or raveling along the edge.

How To Measure

Edge cracking is measure in linear feet (linear meters).



7 EDGE CRACK.

JOINT REFLECTION CRACKING (8) (FROM LONGITUDINAL AND TRANSVERSE PCC SLABS)

Description

This distress occurs only on asphalt-surfaced pavements that have been laid over a PCC slab. It does not include reflection cracks from any other type of base (i.e., cement- or lime-stabilized); these cracks are caused mainly by thermal- or moisture-induced movement of the PCC slab beneath the AC surface. This distress is not load-related; however, traffic loading may cause a breakdown of the AC surface near the crack. If the pavement is fragmented along a crack, the crack is said to be spalled. A knowledge of slab dimension beneath the AC surface will help to identify these distresses.

Severity Levels

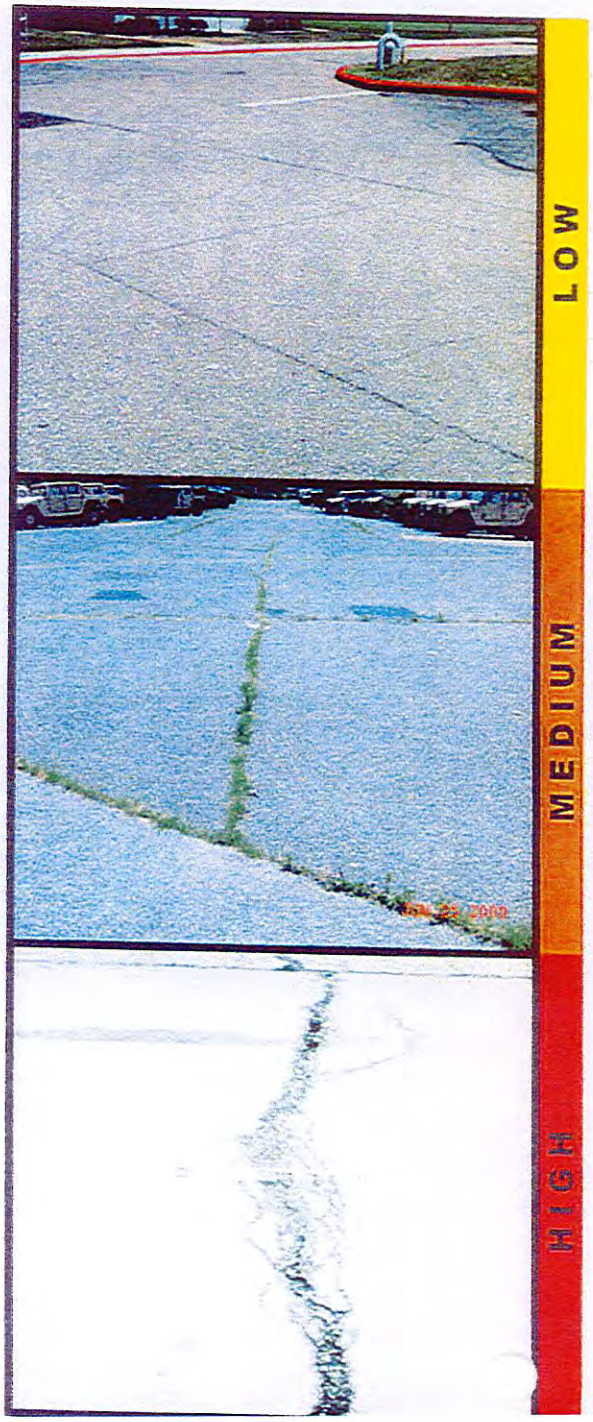
L — One of the following conditions exists: (1) Non-filled crack width is less than ⅜ in. (10 mm), or (2) filled crack of any width (filler in satisfactory condition).

M — One of the following conditions exists: (1) Non-filled crack width is greater than or equal to ⅜ in. (10 mm) and less than 3 in. (75 mm); (2) non-filled crack less than or equal to 3 in. (75 mm) surrounded by light secondary cracking, or (3) filled crack of any width surrounded by light secondary cracking.

H — One of the following conditions exists: (1) Any crack filled or non-filled surrounded by medium or high severity secondary cracking; (2) non-filled cracks greater than 3 in. (75 mm), or (3) A crack of any width where approximately 4 in. (100 mm) of pavement around the crack are severely raveled or broken.

How To Measure

Joint reflection cracking is measured in linear feet (linear meters). The length and severity level of each crack should be identified and recorded separately. For example, a crack that is 50 feet (15 m) long may have 10 feet (3 m) of high severity cracks; which are all recorded separately. If a bump occurs at the reflection crack, it is also recorded.



LANE/ SHOULDER DROP-OFF (9)

Description

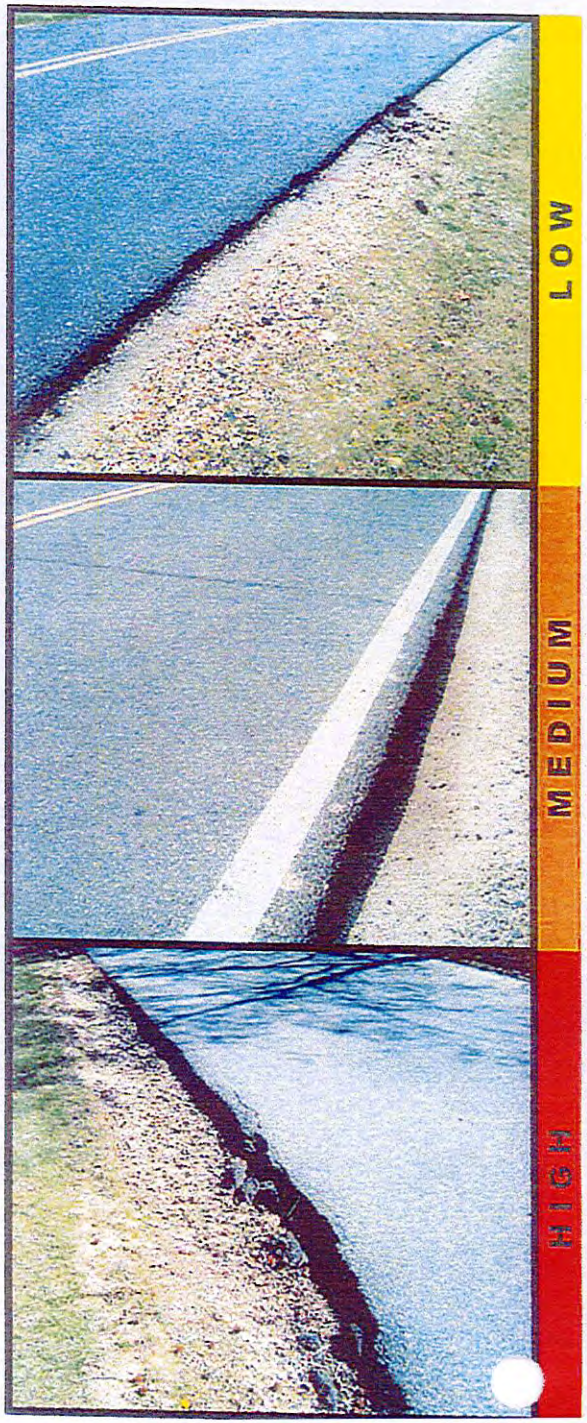
Lane/ shoulder drop-off is a difference in elevation between the pavement edge and the shoulder. This distress is caused by shoulder erosion, shoulder settlement, or by building up the roadway without adjusting the shoulder level.

Severity Levels

- **L** The difference in elevation between the pavement edge and shoulder is > 1 in. (25 mm) and ≤ 2 in. (50 mm).
- **M** The difference in elevation is > 2 in. (50 mm) and ≤ 4 in. (100 mm).
- **H** The difference in elevation is > 4 in. (100 mm).

How To Measure

Lane/ shoulder drop-off is measured in linear feet (linear meters).



9 LANE DROP-OFF

LONGITUDINAL AND TRANSVERSE CRACKING (10) (NON-PCC SLAB JOINT REFLECTIVE)

Description

Longitudinal cracks are parallel to the pavement's centerline or laydown direction. They may be caused by:

1. A poorly constructed paving lane joint.
2. Shrinkage of the AC surface due to low temperatures or hardening of the asphalt and/or daily temperature cycling.
3. A reflective crack caused by cracking beneath the surface course, including cracks in PCC slabs (but not PCC joints).

Transverse cracks extend across the pavement at approximately right angles to the pavement centerline or direction of laydown. These types of cracks are not usually load-associated.

Severity Levels

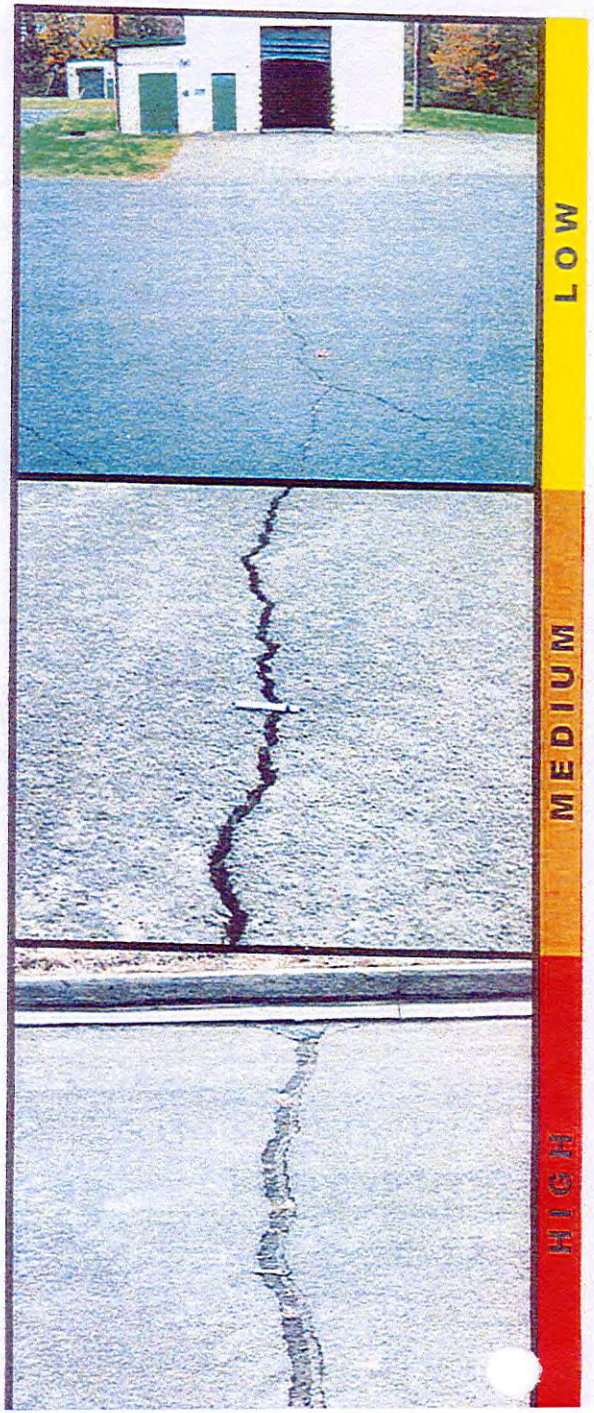
L One of the following conditions exists: (1) non-filled crack width is less than 3/8 in. (10 mm), or (2) Filled crack of any width (filler in satisfactory condition).

M One of the following conditions exists: (1) non-filled crack width is greater than or equal to 3/8 in. (10 mm) and less than 3 in. (75 mm); (2) non-filled crack is less than or equal to 3 in. (75 mm) surrounded by light and random cracking, or (3) filled crack is of any width surrounded by light random cracking.

H One of the following conditions exists: (1) any crack filled or non-filled surrounded by medium or high severity random cracking, (2) non-filled crack greater than 3 in. (75 mm), or (3) a crack of any width where approximately 4 in. (100 mm) of pavement around the crack is severely broken.

How To Measure

Longitudinal and transverse cracks are measured in linear feet (linear meters). The length and severity of each crack should be recorded. If the crack does not have the same severity level along its entire length, each portion of the crack having a different severity level should be recorded separately.



ONG. CRACK.

PATCHING AND UTILITY CUT PATCHING (11)

Description

A patch is an area of pavement that has been replaced with new material to repair the existing pavement. A patch is considered a defect no matter how well it is performing (a patched area or adjacent area usually does not perform as well as an original pavement section). Generally, some roughness is associated with this distress.

Severity Levels

L Patch is in good condition and satisfactory. Ride quality is rated as low severity or better.

M Patch is moderately deteriorated and/ or ride quality is rated as medium severity.

H Patch is badly deteriorated and/ or ride quality is rated as high severity. Needs replacement soon.

How To Measure

Patching is rated in square feet (square meters) of surface area. However, if a single patch has areas of differing severity, these areas should be measured and recorded separately. For example, a 27 ft² (2½ m²) patch may have 11 ft² (1 m²) of medium severity and 16 ft² (1½ m²) of low severity. These areas would be recorded separately. Any distress found in a patched area will not be recorded; however, its effect on the patch will be considered when determining the patch's severity level. No other distresses (e.g., shoving and cracking) are recorded within a patch; even if the patch material is shoving or cracking, the area is rated only as a patch. If a large amount of pavement has been replaced, it should not be recorded as a patch, but considered as new pavement (e.g., replacement of a complete intersection).

POLISHED AGGREGATE (12)

Description

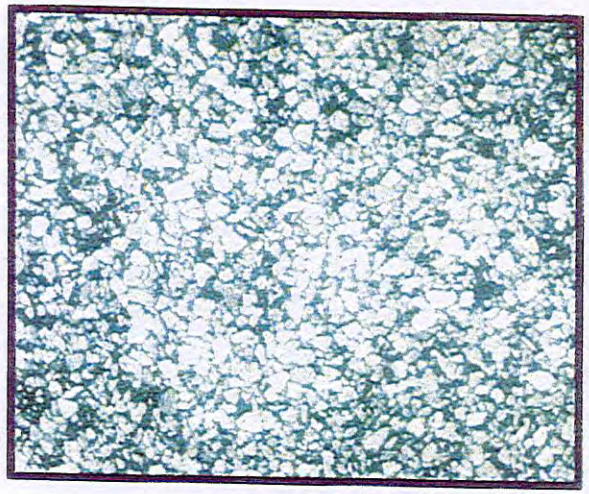
This distress is caused by repeated traffic applications. Polished aggregate is present when close examination of a pavement reveals that the portion of aggregate extending above the asphalt is either very small, or there are no rough or angular aggregate particles to provide good skid resistance. When the aggregate in the surface becomes smooth to the touch, adhesion with vehicle tires is considerably reduced. When the portion of aggregate extending above the surface is small, the pavement texture does not significantly contribute to reducing vehicle speed. Polished aggregate should be counted when close examination reveals that the aggregate extending above the asphalt is negligible, and the surface aggregate is smooth to the touch. This type of distress is indicated when the number on a skid resistance test is low or has dropped significantly from a previous rating.

Severity Levels

No degrees of severity are defined. However, the degree of polishing should be clearly evident in the sample unit in that the aggregate surface should be smooth to the touch.

How To Measure

Polished aggregate is measured in square feet (square meters) of surface area. If bleeding is counted, polished aggregate should not be counted.



12 POLISHED AGG.

POTHOLES (13)

Description

Potholes are small, usually less than 30 in. (760 mm) in diameter, bowl-shaped depressions in the pavement surface. They generally have sharp edges and vertical sides near the top of the hole. When holes are created by high severity alligator cracking, they should be identified as potholes, not as weathering.

Severity Levels

The levels of severity for potholes less than 30 in. (760 mm) in diameter are based on both the diameter and the depth of the pothole, according to Table 1.

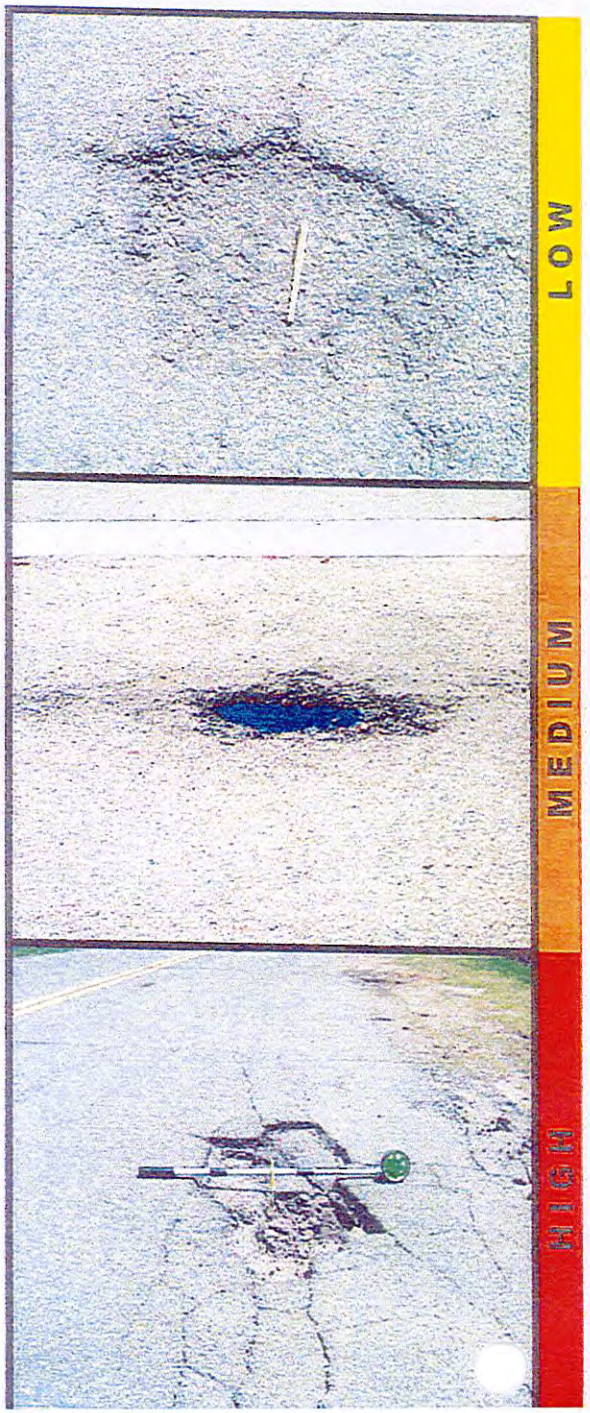
Table 1 Levels Of Severity For Potholes

	Average Diameter (in.) (mm)		
Maximum Depth Of Pothole (in.) (mm)	4 to 8 in. (100 to 200 mm)	8 to 18 in. (200 to 460 mm)	18 to 30 in. (460 to 760 mm)
½ to 1 in. (13 to 25 mm)	L	L	M
1 to 2 in. (25 to 50 mm)	L	M	H
2 in. (50 mm)	M	M	H

If the pothole is more than 30 in. (760 mm) in diameter, the area should be determined in square feet and divided by 5 ft² (0.5 m²) to find the equivalent number of holes. If the depth is 1 in. (25 mm) or less, the holes are considered medium severity. If the depth is more than 1 in. (25 mm), they are considered high severity.

How To Measure

Potholes are measured by counting the number that are low, medium, and high severity, and recording them separately.



RAILROAD CROSSING (14)

Description

Railroad crossing defects are depressions or bumps around and/ or between tracks.

Severity Levels

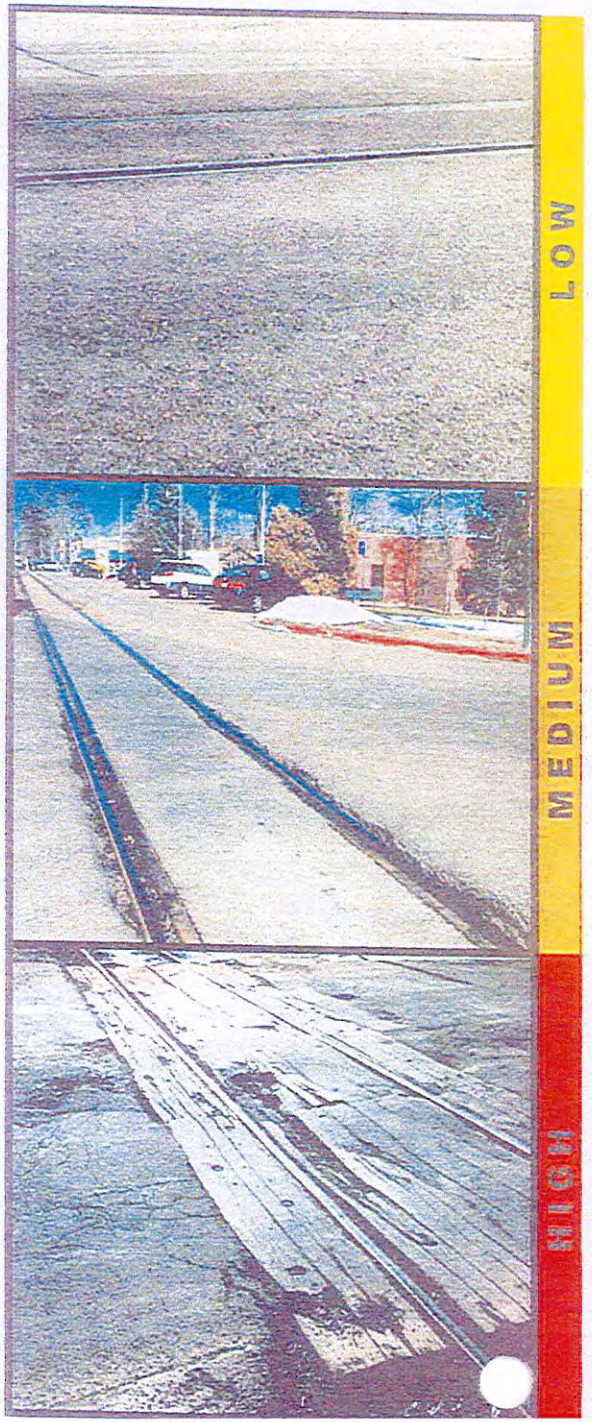
L — Railroad crossing causes low severity ride quality.

M — Railroad crossing causes medium severity ride quality.

H — Railroad crossing causes high severity ride quality.

How To Measure

The area of the crossing is measured in square feet (square meters) of surface area. If the crossing does not affect ride quality, it should not be counted. Any large bump created by the tracks should be counted as part of the crossing.



RUTTING (15)

Description

A rut is a surface depression in the wheel paths. Pavement uplift may occur along the sides of the rut, but in many instances, ruts are noticeable only after a rainfall when the paths are filled with water. Rutting stems from a permanent deformation in any of the pavement layers or subgrades, usually caused by consolidated or lateral movement of the materials due to traffic load.

Severity Levels: Mean Rut Depth

L ¼ to ½ inch (6 to 13 mm)

M > ½ to 1 inch (13 to 25 mm)

H > 1 inch (25 mm)

How To Measure

Rutting is measured in square feet (square meters) of surface area and its severity is determined by the mean depth of the rut (see above). The mean rut depth is calculated by laying a straight edge across the rut, measuring its depth, then using measurements taken along the length of the rut to compute its mean depth in inches (mm).

SHOVING (16)

Description

Shoving is a permanent displacement of a localized area of the pavement surface caused by traffic loading. When traffic pushes against the pavement, it produces a short, abrupt wave in the pavement surface. This distress normally occurs only in unstable liquid asphalt mix (cutback or emulsion) pavements.

Shoves also occur where asphalt pavements abut PCC pavements; the PCC pavements increase in length and push the asphalt pavement, causing the shoving.

Severity Levels

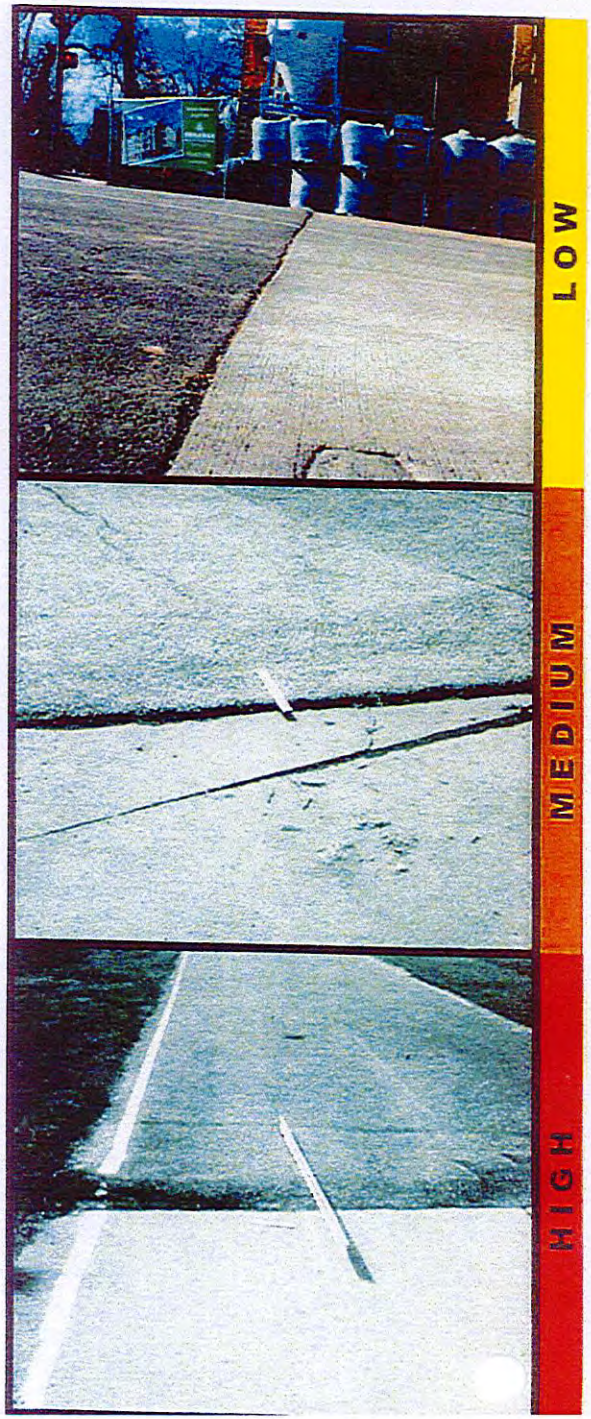
L Shove causes low severity ride quality.

M Shove causes medium severity ride quality.

H Shove causes high severity ride quality.

How To Measure

Shoves are measured in square feet (square meters) of surface area. Shoves occurring in patches are considered in rating the patch, not as a separate distress.



SLIPPAGE CRACKING (17)

Description

Slippage cracks are crescent or half-moon shaped cracks, having two ends pointed in the direction of travel. They are produced when braking or turning wheels cause the pavement surface to slide or deform. This distress usually occurs in overlaps when there is a poor bond between the surface and the next layer of the pavement structure.

Severity Level

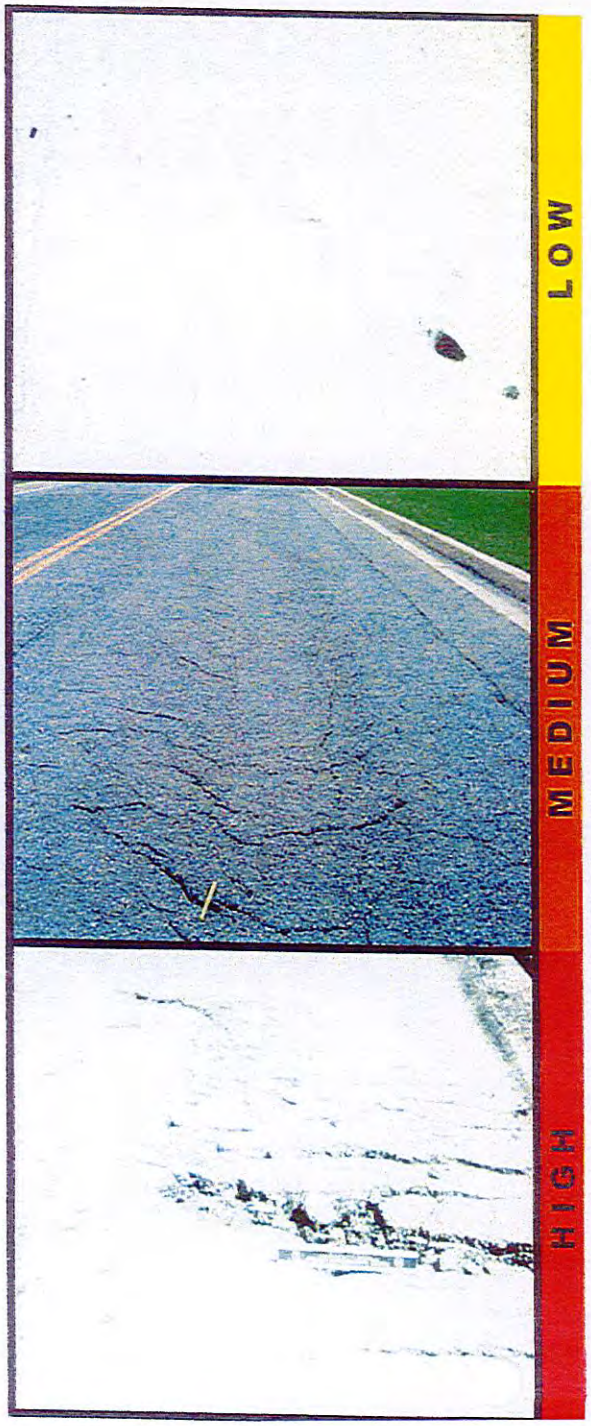
L Average crack width is < ⅜ in. (10 mm).

M One of the following conditions exists: (1) average crack width is ≥ ⅜ and < 1½ in. (≥ 10 and < 38 mm); (2) the area around the crack is moderately spalled and/ or surrounded with secondary cracks.

H One of the following conditions exists: (1) the average crack width is ≥ 1½ in. (38 mm), or (2) the area around the crack is broken into easily removed pieces.

How To Measure

The area associated with a given slippage crack is measured in square feet (square meters) and rated according to the highest level of severity in the area.



SWELL (18)

Description

Swell is characterized by an upward bulge in the pavement's surface—a long, gradual wave more than 10 ft (3 m) long. Swelling can be accompanied by surface cracking. This distress is usually caused by frost action in the subgrade or by swelling soil.

Severity Level

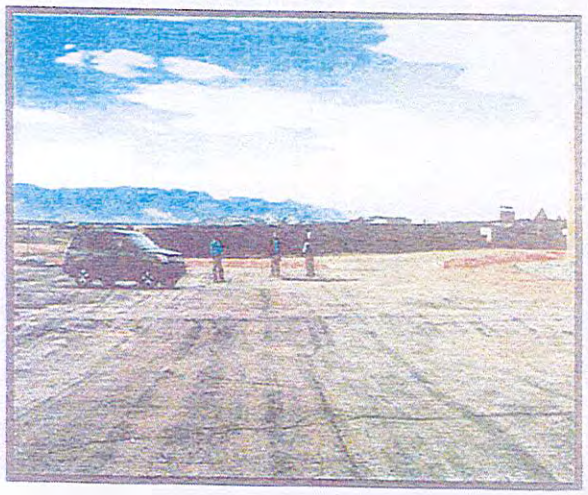
L — Swell causes low severity ride quality. Low severity swells are not always easy to see, but can be detected by driving at the speed limit over the pavement section. An upward motion will occur at the swell if it is present.

M — Swell causes medium severity ride quality.

H — Swell causes high severity ride quality.

How To Measure

The surface area of the swell is measured in square feet (square meters).



RAVELING (19)

Description

Raveling is the dislodging of coarse aggregate particles. Raveling may be caused by insufficient asphalt binder, poor mixture quality, insufficient compaction, segregation, or stripping.

Dense Mix Severity Levels

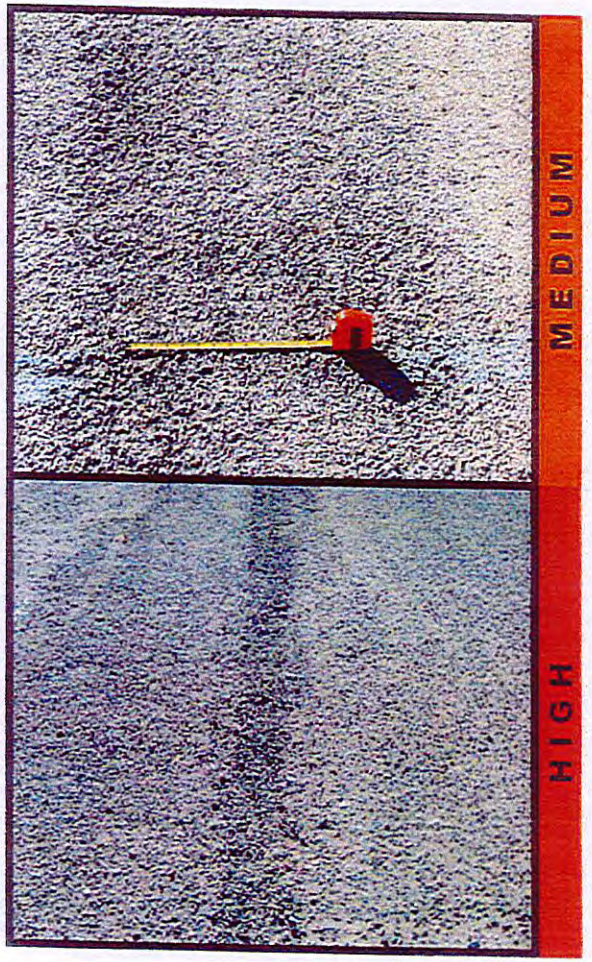
As used herein, coarse aggregate refers to predominant coarse aggregate size of the asphalt mix, and aggregate clusters refers to when more than one adjoining coarse aggregate piece is missing. If in doubt about a severity level, three representative areas of one square yard each (square meters) should be examined and the number of missing aggregate particles/ clusters is counted.

M Considerable loss of coarse aggregate, greater than 20 per square yard (square meter), and/ or clusters of missing coarse aggregate are present.

H Surface is very rough and pitted, may be completely removed in places.

How To Measure

Raveling is measured in square feet (square meters) of surface area. Mechanical damage caused by such things as hook drags, tire rims, or snowplows is counted as raveling. If raveling is present, weathering (surface wear) is not recorded.



WEATHERING (SURFACE WEAR) - DENSE MIX ASPHALT (20)

Description

The wearing away of the asphalt binder and fine aggregate matrix.

Severity Levels

As used herein, coarse aggregate refers to predominant coarse aggregate size of the asphalt mix. Loss or dislodging of coarse aggregate is covered under raveling

Surface wear is normally caused by oxidation, inadequate compaction, insufficient asphalt content, excessive natural sand, surface water erosion, and traffic. Weathering occurs faster in areas with high solar radiation.

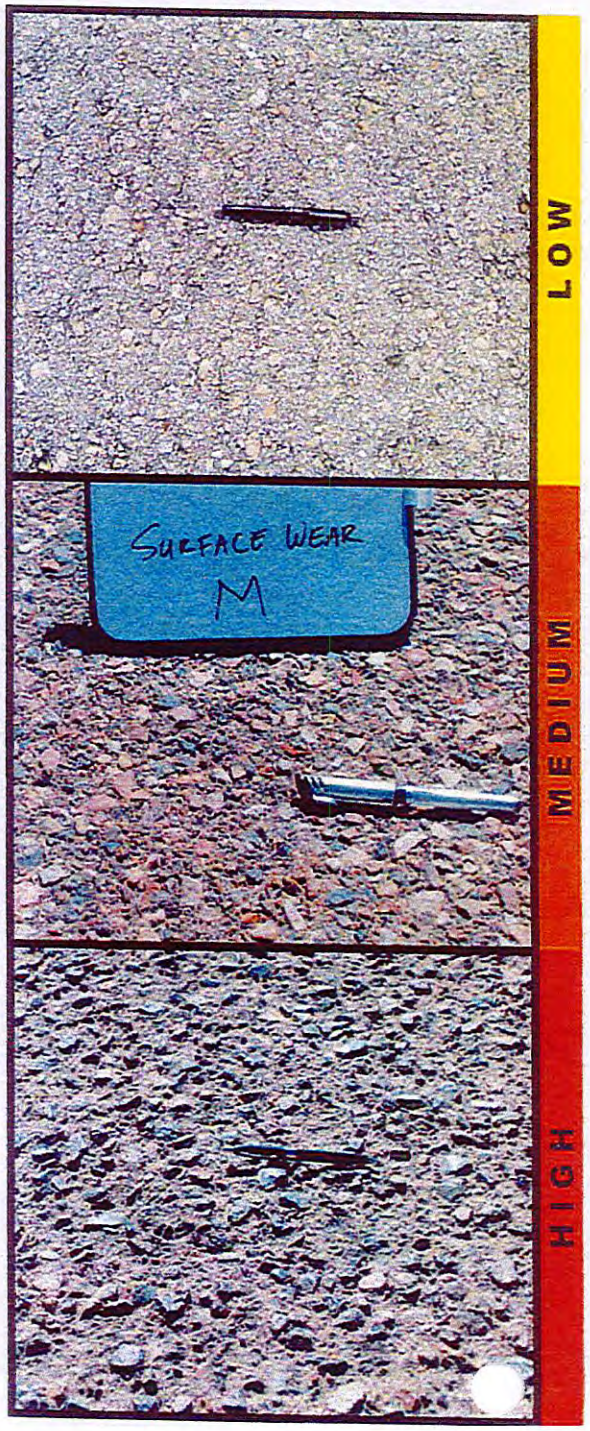
L Asphalt surface beginning to show signs of aging which may be accelerated by climatic conditions. Loss is the fine aggregate matrix is noticeable and may be accompanied by fading of the asphalt color. Edges of the coarse aggregates are beginning to be exposed (less than 0.05 in. or 1 mm). Pavement may be relatively new (as new as 6 months old).

M Loss of fine aggregate matrix is noticeable and edges of coarse aggregate have been exposed up to ¼ width (of the longest side) of the coarse aggregate due to the loss of fine aggregate matrix.

H Edges of coarse aggregate have been exposed greater than ¼ width (of the longest side) of the coarse aggregate. There is considerable loss of fine aggregate matrix leading to potential or some loss of coarse aggregate.

How To Measure

Surface Wear is measured in square feet (square meters). Surface Wear is not recorded where medium and/ or high severity raveling is recorded.



Civil-Tech Consulting Engineers, Inc.

PAVER 6.5.2 Field Inspection Report

Maintaining Agency : **City Of Brooksville, Florida**

Network : _____ **Branch :** _____ **Section :** _____ **PID :** _____

Section Name: _____ **Section Surface Type :** _____

From : _____ **To :** _____

Section True Area : _____SqFt **Section Length :** _____ Ft **Section Width :** _____ Ft

Sample Unit : _____ **Sample Unit Size :** _____ SqFt

Inspectors : _____ Inspection Date : _____

Ride Quality Assessment : No._____/ L / M / H severity

Distress Type :	Qty	Severity									
01 Alligator Cr	SqFt	L/M/H	**02 Bleeding**	SqFt	L/M/H	**03 Block Cr**	SqFt	L/M/H	**04 Bumps/Sags**	Ft	L/M/H
05 Corrugation	SqFt	L/M/H	**06 Depression**	SqFt	L/M/H	**07 Edge Cr**	Ft	L/M/H	**08 Jt Ref. Cr**	Ft	L/M/H
09 Lane Sh Drop	Ft	L/M/H	**10 LongTrvsCr**	Ft	L/M/H	**11 Patch/Ut Cut**	SqFt	L/M/H	**12 Polished Ag**	SqFt	N/A
13 Pothole	Count	L/M/H	**14 RR Crossing**	SqFt	L/M/H	**15 Rutting**	SqFt	L/M/H	**16 Shoving**	SqFt	L/M/H
17 Slippage Cr	SqFt	L/M/H	**18 Swell**	SqFt	L/M/H	**19 Raveling**	SqFt	M/H	**20 Weathering**	SqFt	L/M/H

Distress Type											
Low											
Medium											
High											

Cracks Sealed : Y / N Sealant Condition : G / F / P Inverted Crown _____ Curb/Gutter _____

Brick Exposed: _____ AC over Brick;_____ Sidewalks: ____ L __R___

Detailed Inspection Comments :

Image ID : Page of

Asphalt Paved Roads
Codes for Proposed Work List

PCI Pavement Condition Index

A standard condition index for paved roads as calculated by the Paver program with input from field distress sampling.

Priority

Use Priority Code (ranked for Volume & type of traffic)
Range from 1 to 9
1 being higher priority - - - - - - - - - - 9 near abandoned

Street Type

Code Description

LA: Local Arterial
Mostly Through Traffic

LC: Local Collector
Collects and exits for multiple roads
(ie: primary subdivision exit)

LT: Local Through
Most traffic originating and terminating on street and having interconnecting streets

LTD: Local Though/Dead
Section ends, yet with connections to prior to end

LDE: Local Dead End
Ends without outlet

Category

Primary Use of Property along roadway

C: Commercial (includes government & recreational)
M: Mixed Commercial and Residential
R: Residential

RideQ

Subjective ranking of quality of ride (roughness, etc)
Range from 1 to 99
The higher the number, the better the ride
(the number will reflect overall average of road section)

Priority List Development

The previous Brooksville City Council workshop on March 12, 2013 gave direction for the consultant to develop a priority list of roads to be repaired. The council wanted a priority list developed by the program so that roads would be selected based on criteria of PCI Index, Priority (Ranked for Volume), Street Type, Category and Ride Quality. This selection process would eliminate any bias in the development of the final priority list. These codes are defined on the sheet titled Asphalt Paved Roads with descriptions of each code. These codes were applied to all Asphalt roads maintained by the City of Brooksville in the development of the Final Priority list.

Brooksville Asphalt Paved Roads

Order	ROADNAME	From	To	Length Ft	Width	Length Mi	Sq Yards	PCI	Priorty	StreetType	Category	RideQ	Est. Cost	Note
250	(Ann St)	Decatur Ave	end of pavement	211	20	0.04	468.9	36	9	LDE	C	68	$8,524.60	
237	(John's Ave)	MLKj Blvd W	end of pavement	201	22.5	0.0381	502.5	6	9	LDE	R	1	$9,135.45	
246	A C L St	Brooksville Ave	NE dead end	753	16	0.1426	1338.7	90	7	LDE	R	85	$24,337.57	
251	Aeriform Dr	Jefferson St	HCDPW compound	512	21	0.097	1194.7	95	8	LTD	C	90	$21,719.65	
4	Alabama Ave N	Broad St	Ft Dade Ave	467	19	0.0884	985.9	0	2	LT	C	40	$17,923.66	
7	Alabama Ave S	Liberty St	Broad St	241	22	0.0457	589.1	0	3	LT	C	40	$10,709.84	
32	Alabama Ave S	Cleveland St	Liberty St	256	18	0.0485	512	6	4	LT	C	40	$9,308.16	
219	Alley 474E247	W end alley	Oakland Ave	174	10	0.0329	193.3	32	8	LT	R	65	$3,514.19	
225	Alley 474E247	Oakland Ave	Bell Ave	234	10	0.0444	260	38	8	LT	R	65	$4,726.80	
133	Alley 50AE218	Jefferson St	Ft Dade Ave	222	14	0.042	345.3	10	8	LT	C	5	$6,277.55	
176	Alpine Cir	NE corner	Ederington Dr (W)	1161	18	0.2199	2322	22	7	LT	R	60	$42,213.96	
197	Alpine Cir	Brockway Ln	NE corner	889	18.5	0.1683	1827.4	27	7	LT	R	70	$33,222.13	
215	Alta Vista St	Howell Ave	Bell Ave	754	17.5	0.1427	1466.1	55	6	LT	R	60	$26,653.70	
183	Amber Ct	S end cul-de-sac	Candlelight Blvd	597	22	0.1131	1459.3	18	7	LDE	R	80	$26,530.07	
65	Armstrong St	Brooksville Ave	Ellington Ave	366	18.5	0.0694	752.3	8	5	LT	R	50	$13,676.81	
126	Armstrong St	Ellington Ave	E dead end	251	16	0.0475	446.2	6	7	LDE	R	50	$8,111.92	
138	Arnold Ave	N of Cortez Blvd	Sabra Dr	727	17	0.1377	1373.2	19	5	LT	R	78	$24,964.78	
209	Arnold Ave	Cortez Blvd	N of Cortez Blvd	184	24	0.0349	490.7	53	5	LT	C	75	$8,920.93	
93	Asmara St	Jefferson St	Union St	350	16	0.0663	622.2	19	5	LT	M	40	$11,311.60	
160	Asmara St	Brooksville Ave	Jefferson St	924	19.5	0.175	2002	28	5	LT	R	70	$36,396.36	
97	Bacon St	Asmara St	Crawford St	363	16	0.0687	645.3	4	7	LT	R	40	$11,731.55	
52	Bailey Ave N	Jefferson St	Ft Dade Ave	226	17.5	0.0428	439.4	10	4	LT	C	50	$7,988.29	
53	Bailey Ave N	Broad St	Jefferson St	240	17	0.0455	453.3	10	4	LT	C	50	$8,240.99	
44	Bailey Ave S	Liberty St	Broad St	257	17	0.0487	485.4	0	5	LT	R	60	$8,824.57	
128	Bailey Ave S	Lamar Ave	Garland Ave	266	8	0.0503	236.4	24	5	LT	R	40	$4,297.75	
185	Bailey Ave S	Daniel Ave	Lamar Ave	496	19	0.0939	1047.1	35	5	LT	R	75	$19,036.28	
210	Bailey Ave S	Walker Ave	Cook Ave	487	20	0.0922	1082.2	50	5	LT	R	80	$19,674.40	
78	Barnett Rd	W of Broad St	Broad St	320	34	0.0606	1208.9	18	1	LC	C	75	$21,977.80	
131	Barnett Rd	Broad St	East end	2334	22	0.4421	5705.3	22	5	LC	M	70	$103,722.35	
149	Bayport St	Ft Dade Ave	N dead end	413	18	0.0782	826	0	8	LDE	R	50	$15,016.68	
101	Beale St	Zoller St	Pryor St	436	15	0.0826	726.7	0	8	LT	R	2	$13,211.41	
142	Beale St	Pryor St	Lemon Ave	337	18	0.0638	674	10	8	LT	R	2	$12,253.32	
2	Bell Ave	Broad St	N of Jefferson St	268	22.5	0.0508	670	0	1	LC	C	50	$12,180.60	
11	Bell Ave	Cherry St	Oak St	374	22	0.0708	914.2	0	2	LC	R	50	$16,620.16	
137	Bell Ave	Olive St	Cherry St	980	22	0.1855	2395.6	32	2	LC	M	55	$43,552.01	
153	Bell Ave	Oak St	North Ave	479	22	0.0907	1170.9	33	2	LC	R	65	$21,286.96	
19	Benton Ave	Veterans Ave	PonceDeLeonBlvd	640	19	0.1213	1351.1	0	2	LT	C	75	$24,563.00	
91	Benton Ave	PonceDeLeonBlvd	Broad St	258	29	0.0488	831.3	18	2	LT	C	80	$15,113.03	
54	Brockway Ln	Ederington Dr	Howell Ave	1966	19	0.3724	4150.4	6	3	LT	M	75	$75,454.27	
55	Brooksville Ave N	Jefferson St	Ft Dade Ave	224	39	0.0424	970.7	10	2	LT	C	75	$17,647.33	
1	Brooksville Ave S	MLKj Blvd E	Russell Ave	1496	19	0.2833	3158.2	0	2	LT	M	20	$57,416.08	
173	Buck Hope Rd	county portion	transition to divided	460	22	0.0872	1124.4	40	3	LT	C	70	$20,441.59	
195	Buck Hope Rd	transition to divided	Cortez Blvd	412	22	0.078	1007.1	50	2	LT	C	70	$18,309.08	
72	Buena Vista Ave	Sabra Dr	Dr MLKing Jr Blvd	1473	18.5	0.2791	3027.8	10	3	LT	R	68	$55,045.40	
111	Buena Vista Ave	Dr MLKing Jr Blvd	Broad St	1407	19	0.2666	2970.3	17	4	LT	R	70	$54,000.05	
82	Candlebrook Ln	Darby Ln	Village Dr	354	20	0.0671	786.7	11	4	LT	R	65	$14,302.21	
12	Candlelight Blvd	Cortez Blvd	E of Darby Ln	3026	24	0.5732	8069.3	1	2	LC	M	65	$146,699.87	
25	Candlelight Blvd	E of Darby Ln	Broad St	1758	44	0.333	8594.7	5	2	LC	M	60	$156,251.65	
212	Cedar Dr	Oakwood Dr	Oakwood Dr	1510	22	0.286	3691.1	57	5	LT	R	52	$67,104.20	
6	Chatman Blvd	W dead end	Broad St	846	20	0.1602	1880	0	2	LDE	C	40	$34,178.40	
15	Cleveland Ave	Georgia Ave	Jefferson St	517	19	0.0978	1091.4	0	4	LT	C	50	$19,841.65	

122	Cleveland Ave	Jefferson St	Saxon Ave	237	22	0.045	579.3	8	7	LT	C	60	$10,531.67	
205	Clinton Blvd	Cortez	Providence Blvd	227	24	0.0431	605.3	56	2	LT	C	75	$11,004.35	
196	Coachlight Ln	Candlelight Blvd	Village Dr	452	20	0.0856	1004.4	44	4	LT	R	65	$18,259.99	
60	Colonial Dr	Hammock Rd	Shadow Dr	1269	19	0.2404	2679	7	5	LT	R	50	$48,704.22	
247	Continental Dr	Union St	Union St	1067	20.5	0.202	2430.4	21	9	LT	R	70	$44,184.67	
227	Coogler Ave	Olive St	Mt Fair Ave	620	18	0.1174	1240	45	8	LT	R	65	$22,543.20	
50	Cook Ave	Hale Ave	Main St	1338	20	0.2534	2973.3	2	3	LC	R	85	$54,054.59	
77	Crawford St	Jefferson St	Union St	493	20	0.0934	1095.6	10	6	LT	M	50	$19,918.01	
9	Croom Rd	W of Murphy Dr	Broad St	448	30.5	0.0849	1518.2	0	2	LC	M	55	$27,600.88	
27	Croom Rd	Howell Ave	W of Murphy Dr	1250	19	0.2368	2638.9	0	2	LC	R	72	$47,975.20	
216	Croom Rd	Hickory St	Howell Ave	136	16.5	0.0258	249.3	52	6	LT	R	76	$4,532.27	
95	Croom Rd (CR480)	Broad St	W of McIntyre Road	3525	20	0.6677	7833.3	17	2	LC	R	80	$142,409.39	
158	Crosby St	Moline St	Howell Ave	633	20	0.12	1406.7	27	6	LT	R	60	$25,573.81	
35	Daniel Ave	Mlldred Ave	Hale Ave	718	20	0.136	1595.6	2	2	LT	R	70	$29,008.01	
76	Daniel Ave	Hale Ave	E of Lemon Ave	1159	20	0.2195	2575.6	13	3	LT	M	65	$46,824.41	
80	Daniel Ave	Broad St	Mlldred Ave	1171	18.5	0.2218	2407.1	16	2	LT	C	70	$43,761.08	
10	Darby Ln	Norbourne Estates	Jefferson St	1779	19	0.337	3755.7	0	2	LT	M	50	$68,278.63	
13	Darby Ln	Darby Ln	N end Parking Lot	586	19	0.1111	1237.1	0	2	LDE	C	60	$22,490.48	
202	Darby Ln	Candlelight Blvd	Norbourne Estates	1651	22	0.3126	4035.8	52	2	LT	R	65	$73,370.84	
5	Decatur Ave	MLK Blvd	Lamar Ave	2245	20	0.4252	4988.9	2	3	LT	M	20	$90,698.20	
74	Desoto Ave	Veterans Ave	PonceDeLeonBlvd	808	24	0.153	2154.7	10	4	LT	C	75	$39,172.45	
198	Dire Dawa Ave	Asmara St	Smith St	431	19	0.0815	909.9	27	7	LT	R	70	$16,541.98	
125	Dogwood Dr	S of Oakwood Dr	Oakwood Dr	243	22	0.0461	594	17	4	LDE	R	75	$10,798.92	
130	Dogwood Dr	Oakwood Dr	Longwood Dr	689	22	0.1304	1684.2	19	5	LT	R	70	$30,618.76	
79	Don Jr Ave	Cortez Blvd	N of Cortez Blvd	162	22	0.0307	396	12	4	LT	C	70	$7,199.28	
127	Don Jr Ave	N of Cortez Blvd	Sabra Dr	643	17.5	0.1218	1250.3	19	4	LT	R	75	$22,730.45	
236	Dryden Pl	barricade at Union St	Mondon Hill	1052	20.5	0.1993	2396.2	1	9	LDE	R	2	$43,562.92	
109	Duke St	S Brooksville Ave	E dead end	651	19.5	0.1233	1410.5	5	7	LDE	R	40	$25,642.89	
17	Early St E	Main St	Jefferson St	2043	20	0.387	4540	0	3	LT	M	55	$82,537.20	
56	East Ave	Jefferson St	Ft Dade Ave	257	21	0.0486	599.7	14	2	LT	C	55	$10,902.55	
124	Ederington Dr	Shadow Dr	Howell Ave	2931	18	0.5551	5862	24	3	LT	M	65	$106,571.16	
145	Ellington Ave	MLKj Blvd E	Duke St	527	19.5	0.0999	1141.8	24	5	LT	R	65	$20,757.92	
140	Erin Way	Candlelight Blvd	Candlelight Blvd	3422	22	0.6482	8364.9	17	6	LT	R	80	$152,073.88	
193	F St	Decatur Ave	Mildred Ave	723	20	0.1369	1606.7	26	7	LT	R	70	$29,209.81	
108	Fernwood Dr	Buena Vista Ave	Buena Vista Ave	1617	18	0.3063	3234	0	7	LT	R	72	$58,794.12	
229	Fincannon Ave	S of Alta Vista St	Alta Vista St	228	19	0.0432	481.3	56	7	LDE	C	85	$8,750.03	
238	Fincannon Ave	Alta Vista St	Cherry St	223	19	0.0423	470.8	56	8	LT	R	75	$8,559.14	
201	Florida Ave	Zoller St	E of Pryor St	436	17	0.0826	823.6	43	6	LT	R	70	$14,973.05	
213	Florida Ave	W of Lemon Ave	Howell Ave	1013	20	0.1919	2251.1	51	6	LT	R	75	$40,925.00	
115	Forest Ave	W dead end	Zoller	666	12	0.1261	888	1	8	LDE	R	2	$16,143.84	
188	Fridy Pl	Veterans Ave	Benton Ave	822	19.5	0.1557	1781	25	7	LT	C	75	$32,378.58	
83	G St	Buena Vista Ave	Decatur Ave	207	16	0.0392	368	0	7	LT	R	40	$6,690.24	
102	G St	Roberta Ave	Buena Vista Ave	328	18	0.0622	656	0	7	LT	R	65	$11,926.08	
190	Garden St	Decatur Ave	Mildred Ave	724	22	0.1372	1769.8	24	7	LT	R	70	$32,174.96	
81	Garland Ave	Hale Ave	Bailey Ave	576	11	0.1091	704	0	7	LT	R	40	$12,798.72	
26	Georgia Ave N	Broad St	Jefferson St	232	22	0.044	567.1	0	4	LT	C	60	$10,309.88	
34	Georgia Ave S	Liberty St	Broad St	241	22	0.0456	589.1	7	3	LT	C	49	$10,709.84	
100	Georgia Ave S	Cleveland St	Liberty St	253	17	0.0478	477.9	18	4	LT	M	60	$8,688.22	
159	Grelle Ave	Florida Ave	Highland St	420	18	0.0796	840	19	7	LT	R	40	$15,271.20	
14	Hale Ave	MLKj Blvd	Lamar Ave	2154	18	0.4079	4308	0	3	LC	R	50	$78,319.44	
29	Hale Ave	Lamar Ave	Broad St	1279	19	0.2423	2700.1	0	4	LT	M	55	$49,087.82	
163	Hamlin Way	Shawdow Dr	E dead end	536	12.5	0.1014	744.4	8	8	LDE	R	45	$13,533.19	

39	Hammock Rd	North Ave	county section	2645	18	0.501	5290	7	3	LT	R	40	$96,172.20	
113	Harar Ave	Asmara St	Smith St	333	19	0.063	703	0	7	LT	R	75	$12,780.54	
47	Harvard St	Veterans Ave	Ponce De Leon Blvd	806	20	0.1527	1791.1	3	4	LT	C	75	$32,562.20	
150	Harvard St	Ponce De Leon Blvd	Old Hospital Dr	697	20	0.132	1548.9	23	6	LT	M	72	$28,159.00	
154	Hazel Ave	MLKj Blvd	N dead end	588	16	0.1113	1045.3	0	8	LDE	R	60	$19,003.55	
20	Hendricks Ave	Lemon Ave	Main St	506	18.5	0.0959	1040.1	0	6	LT	C	35	$18,909.02	
139	Hendricks Ave	Hale Ave	E of Hale Ave	382	19	0.0723	806.4	5	8	LT	C	35	$14,660.35	
221	Hendricks Ave	end W of Lemon	Lemon Ave	230	19	0.0435	485.6	39	8	LDE	M	40	$8,828.21	
231	Hendricks Ave	E of Hale Ave	E end @ r/r	73	10	0.0138	81.1	0	9	LDE	C	10	$1,474.40	
129	Hernando St	Ft Dade Ave	N dead end	480	18	0.0909	960	0	8	LDE	R	25	$17,452.80	
64	Hickory St	Howell Ave	Johnson St	445	18	0.0843	890	5	4	LT	R	75	$16,180.20	
37	Highland St	Stafford Ave	E of Lemon Ave N	1680	17	0.3182	3173.3	8	4	LC	R	30	$57,690.59	
178	Hillside Ct	Shadow Dr	E dead end	743	20	0.1407	1651.1	9	8	LDE	R	60	$30,017.00	
207	Holley St	Decatur Ave	Mildred Ave, S	729	22	0.138	1782	34	7	LT	R	75	$32,396.76	
243	Horse Lake Rd	City limit	Cortez Blvd	1059	21	0.2005	2471	99	2	LC	C	95	$44,922.78	
244	Independence Cir	Union St	NW cul-de-sac	333	16.5	0.0631	610.5	6	9	LDE	R	65	$11,098.89	
220	Irene St	Howell Ave	Bell Ave	1069	18	0.2025	2138	47	7	LT	R	55	$38,868.84	
192	Iris St	Decator Ave	Mildred Ave	735	22	0.1392	1796.7	25	7	LT	R	75	$32,664.01	
167	Jeff A Lee St	Highland Ave	N dead end	339	18	0.0642	678	8	8	LDE	R	50	$12,326.04	
121	Jerome Brown Pl	Bldg	Darby Ln	564	22	0.1069	1378.7	18	6	LDE	C	60	$25,064.77	
181	Jewel St	North Ave	Whiteway Dr	728	17.5	0.1378	1415.6	9	8	LT	R	70	$25,735.61	
24	John Gary Grubbs Blvd	Broad St	NW end	492	17.5	0.0932	956.7	0	5	LDE	C	40	$17,392.81	
75	June Ave	Cortez Blvd	N of Cortez Blvd	209	24	0.0395	557.3	7	6	LT	C	70	$10,131.71	
112	June Ave	1511 June	Sabra Dr	259	17.5	0.049	503.6	3	7	LT	R	60	$9,155.45	
234	June Ave	N of Cortez Blvd	1511 June	227	17.5	0.0431	441.4	61	7	LT	R	75	$8,024.65	
184	June Mar Ln	S dead end	Olive St	569	16	0.1078	1011.6	10	8	LDE	R	60	$18,390.89	
89	Keeling St	Brockway Ln	Ederington Dr	313	16	0.0592	556.4	10	6	LT	R	60	$10,115.35	
116	Keeling St	Sunset Dr	Brockway Ln	1011	18.5	0.1916	2078.2	2	7	LT	R	68	$37,781.68	
187	Keeling St	S of Sunset Dr	Sunset Dr	280	12.5	0.053	388.9	22	8	LDE	R	2	$7,070.20	
28	Kelly St	Howell Ave	school section	199	26	0.0376	574.9	0	3	LT	M	65	$10,451.68	
164	Kelly St W	W end of pavement	Keeling St	149	16	0.0283	264.9	5	8	LDE	R	60	$4,815.88	
203	Kelly St W	Keeling St	Howell Ave	227	18	0.0431	454	31	7	LT	R	75	$8,253.72	
168	Kings Cir	Wood Dr	N dead end	212	19.5	0.0402	459.3	8	8	LDE	R	50	$8,350.07	
206	Kinnear Dr	Palm Ln	Stafford Ave	520	17	0.0984	982.2	22	8	LT	R	70	$17,856.40	
67	Lamar Ave	Lemon Ave	Main St	500	19	0.0948	1055.6	16	2	LT	M	50	$19,190.81	
162	Lamar Ave	Mildred Ave	Lemon Ave	1588	19.5	0.3008	3440.7	37	2	LT	R	60	$62,551.93	
218	Lamar Ave	Broad St	Mildred Ave	856	20	0.162	1902.2	64	2	LT	C	75	$34,582.00	
165	Laurelridge Ct	Underwood Ave	E dead end	1281	20	0.2426	2846.7	6	8	LDE	R	55	$51,753.01	
180	Law St	Olive St	Rogers Ave	652	18	0.1235	1304	11	8	LT	R	60	$23,706.72	
103	Lemon Ave	Broad St	Highland St	2151	17	0.4074	4063	20	3	LT	R	55	$73,865.34	
22	Lemon Ave S	Liberty St	Broad St	248	20	0.047	551.1	5	2	LT	C	52	$10,019.00	
33	Lemon Ave S	Hendricks Ave	Liberty St	492	20	0.0932	1093.3	3	4	LT	M	50	$19,876.19	
38	Lemon Ave S	N of Walker Ave	Daniel Ave	242	19	0.0459	510.9	0	5	LT	R	55	$9,288.16	
59	Lemon Ave S	Daniel Ave	Lamar Ave	495	16	0.0937	880	7	5	LT	M	55	$15,998.40	
61	Lemon Ave S	Lamar Ave	Hendricks Ave	525	20	0.0994	1166.7	10	4	LT	M	55	$21,210.61	
71	Lemon Ave S	Cook Ave	N of Walker Ave	656	19.5	0.1242	1421.3	5	5	LT	R	70	$25,839.23	
152	Liberty St E	Saxon Ave	Union St	974	20	0.1845	2164.4	5	8	LC	C	60	$39,348.79	
58	Liberty St W	Bailey Ave	Lemon Ave	244	17	0.0462	460.9	4	5	LT	M	70	$8,379.16	
191	Liberty St W	Lemon Ave	Main St	499	31.5	0.0946	1746.5	45	2	LT	C	85	$31,751.37	
204	Longwood Dr	Oakwood Dr	NE of Dogwood Dr	953	21.8	0.1804	2308.4	21	8	LTD	R	65	$41,966.71	
85	Lulu St	Main St	Brooksville Ave	494	17.5	0.0935	960.6	10	5	LT	M	70	$17,463.71	
169	Mae View Cir	Wood Dr	N dead end	151	19.5	0.0286	327.2	8	8	LDE	R	50	$5,948.50	

31	Magnolia Ave N	Jefferson St	Ft Dade Ave	222	29	0.042	715.3	0	4	LT	M	60	$13,004.15	
62	Magnolia Ave S	Liberty St	Broad St	233	27	0.0442	699	1	6	LT	M	80	$12,707.82	
40	Manecke Rd	East Ave	Ponce De Leon Blvd	786	17	0.1489	1484.7	6	4	LT	M	45	$26,991.85	
166	Marianne St	E end of pavement	Jefferson St	484	20	0.0916	1075.6	10	8	LDE	C	55	$19,554.41	
63	May Ave	Jefferson St	Ft Dade Ave	269	19	0.0509	567.9	5	6	LT	M	60	$10,324.42	
208	May Ave	Ft Dade Ave	N end	417	17	0.079	787.7	23	8	LDE	R	65	$14,320.39	
110	Mildred Ave N	Jefferson St	Ft Dade Ave	255	21	0.0482	595	19	4	LT	C	75	$10,817.10	
200	Mildred Ave N	Broad St	Jefferson St	301	31	0.057	1036.8	57	1	LA	C	80	$18,849.02	
16	Mildred Ave S	Lamar Ave	Broad St	1207	24	0.2286	3218.7	4	2	LT	M	45	$58,515.97	
21	Mildred Ave S	MLKj Blvd	Lamar Ave	2119	24	0.4013	5650.7	10	2	LT	R	10	$102,729.73	
99	Moline St	Florida Ave	Highland St	416	18	0.0789	832	0	8	LT	R	1	$15,125.76	
172	Moline St	Highland St	North Ave	846	19.5	0.1602	1833	31	6	LT	R	65	$33,323.94	
179	Moonlight Ln	Candlelight Blvd	NE of Starlight Way	1682	22	0.3186	4111.6	20	7	LTD	R	65	$74,748.89	
87	Mt Fair Ave	Rogers Ave	Broad St	804	18	0.1523	1608	14	4	LC	R	65	$29,233.44	
156	Mt Fair Ave	Broad St	E end	398	20	0.0754	884.4	29	4	LDE	C	75	$16,078.39	
155	Museum Ct	Saxon Ave	E of Saxon Ave	207	19.5	0.0392	448.5	10	8	LDE	M	20	$8,153.73	
161	Museum Ct	Jefferson St	Saxon Ave	314	19.5	0.0594	680.3	30	6	LT	M	60	$12,367.85	
245	Natelle Ave	S end	Broad St	471	19	0.0892	994.3	73	8	LDE	M	90	$18,076.37	
84	North Ave E	Howell Ave	Bell Ave	563	26.5	0.1066	1657.7	17	2	LC	M	70	$30,136.99	
194	North Ave W	Ponce De Leon Blvd	Zoller St	1802	23.5	0.3413	4705.2	48	1	LA	R	85	$85,540.54	
241	North Ave W	Zoller St	Howell Ave	2056	23.5	0.3894	5368.4	98	1	LA	R	96	$97,597.51	
171	Oak Park Ave	Brooksville Ave	E end of pavement	930	24	0.1761	2480	5	8	LDE	R	65	$45,086.40	
36	Oak St	Bell Ave	Broad St	2688	18	0.5092	5376	0	5	LT	R	50	$97,735.68	
48	Oak St	Howell Ave	Bell Ave	638	18	0.1209	1276	0	4	LT	R	75	$23,197.68	
94	Oakdale Ave	East Ave	Ponce De Leon Blvd	810	19	0.1534	1710	23	4	LT	M	30	$31,087.80	
233	Oakhill Ct	Laurel Ridge Ct	E dead end	679	19.5	0.1285	1471.2	48	8	LTD	R	75	$26,746.42	
86	Oakland Ave	Ft Dade Ave	Irene	525	18.5	0.0994	1079.2	1	7	LT	R	40	$19,619.86	
46	Oakwood Dr	Howell Ave	Varsity Dr	1481	24	0.2805	3949.3	8	3	LC	M	55	$71,798.27	
132	Old Hospital Dr	Broad St	Mildred Ave	713	17	0.135	1346.8	3	8	LT	C	40	$24,484.82	
73	Old Jasmine Dr	New Jasmine Drive	Mondon Hill Rd	860	20	0.1629	1911.1	8	6	LC	R	55	$34,743.80	
107	Olive St	Bell Ave	E of Law St	1075	17	0.2036	2030.6	5	7	LT	M	55	$36,916.31	
157	Olive St	turn S	end	200	11	0.0378	244.4	3	8	LDE	R	50	$4,443.19	
120	Orange Ave N	Broad St	Ft Dade Ave	461	26.5	0.0873	1357.4	18	4	LT	M	80	$24,677.53	
147	Orange Ave N	S of Tangerine St	Tangerine St	478	20	0.0906	1062.2	3	8	LDE	C	50	$19,310.80	
105	Palm Ln	Ft Dade Ave	Oakdale Ave	1279	19	0.2422	2700.1	7	7	LT	R	35	$49,087.82	
224	Park Way	Highland Ave	Crosby St	322	19.5	0.0609	697.7	37	8	LT	R	65	$12,684.19	
123	Peach St	MLKj Blvd W	Cook Ave	734	18	0.139	1468	2	7	LT	R	65	$26,688.24	
223	Peak Dr	Alpine Cir	Alpine Cir	509	18	0.0965	1018	35	8	LT	R	72	$18,507.24	
189	Pine St	Moline St	Howell Ave	690	20	0.1308	1533.3	14	8	LT	R	55	$27,875.39	
30	Providence Blvd	S of Clinton Blvd	Clinton Blvd	401	24	0.076	1069.3	0	3	LDE	C	70	$19,439.87	
240	Providence Blvd	Clinton Blvd	Blaise Dr	521	24	0.0988	1389.3	93	4	LT	C	80	$25,257.47	
104	Pryor St	Florida Ave	Highland St	426	16	0.0807	757.3	15	6	LT	R	55	$13,767.71	
249	Railroad St	Brooksville Ave	E dead end	784	18	0.1485	1568	90	8	LDE	R	85	$28,506.24	
106	Roberta Ave	MLKj Blvd	Buena Vista Ave	916	19	0.1735	1933.8	18	4	LT	M	70	$35,156.48	
146	Rogers Ave	Mt Fair Ave	Oak St	935	19	0.1771	1973.9	0	8	LT	R	55	$35,885.50	
42	Russell St	End of Curb	Brooksville Ave	335	22	0.0634	818.9	4	3	LT	M	68	$14,887.60	
43	Russell St	Main St	End of Curb	684	22	0.1295	1672	4	3	LT	M	68	$30,396.96	
41	Sabra Dr	Buena Vista Ave	June Ave	654	17	0.1238	1235.3	0	4	LT	R	68	$22,457.75	
90	Sabra Dr	Cortez Blvd	N of Cortez Blvd	155	24	0.0294	413.3	13	5	LT	M	65	$7,513.79	
92	Sabra Dr	N of Cortez Blvd	1511 Sabra	565	17	0.107	1067.2	13	5	LT	R	60	$19,401.70	
228	Sabra Dr	1511 Sabra	Buena Vista Ave	591	17	0.1119	1116.3	73	5	LT	R	60	$20,294.33	
235	Saxon Ave N	Broad St	Ft Dade Ave	496	25	0.094	1377.8	66	7	LT	C	70	$25,048.40	

232	Saxon Ave S	Cleveland Ave	Liberty St	308	19	0.0583	650.2	69	7	LT	C	50	$11,820.64	
239	Saxon Ave S	Jefferson St	Cleveland Ave	371	19	0.0702	783.2	69	8	LT	C	50	$14,238.58	
136	Schneider Dr	Tangerine St	Florida Ave	229	18	0.0434	458	0	8	LT	R	40	$8,326.44	
66	Schoolhouse St	MLKj Blvd	Cook Ave	731	18	0.1385	1462	6	6	LT	M	60	$26,579.16	
175	Shadow Dr	Whiteway Dr	N of Hillside Ct	1171	19	0.2219	2472.1	8	8	LT	R	65	$44,942.78	
96	Sharon St	Oakdale	East Ave	837	17	0.1586	1581	0	7	LT	R	60	$28,742.58	
143	Sharon St	S dead end	Oakdale Ave	327	14	0.0619	508.7	4	8	LDE	R	25	$9,248.17	
186	Shayne St	Cook Ave	Walker Ave	489	20	0.0926	1086.7	26	7	LT	R	50	$19,756.21	
199	Shayne St	MLKj Blvd	Cook Ave	743	18	0.1408	1486	32	7	LT	R	50	$27,015.48	
51	Sheriff Mylander Wy	Mobley Rd	Cortez Blvd	1386	22	0.2625	3388	6	3	LT	C	75	$61,593.84	
45	Smith St	Jefferson St	Union St	542	19	0.1027	1144.2	5	4	LC	M	60	$20,801.56	
49	Smith St	Brooksville Ave	Jefferson St	874	18	0.1655	1748	4	4	LT	M	65	$31,778.64	
57	Southern Hills Blvd	Broad St	W of Guard Shack	3175	24	0.6014	8466.7	4	6	LC	M	65	$153,924.61	
119	Southern Hills Blvd	W of Guard Shack	Broad St	3175	24	0.0601	8466.7	16	6	LC	M	75	$153,924.61	
226	Spring Ave	Alta Vista St	Cherry St	225	19	0.0425	475	40	8	LT	R	70	$8,635.50	
68	Srv Rd 4501	CVS driveway	AGS Insurance	1481	23	0.2806	3784.8	16	2	LT	C	60	$68,807.66	
8	Stafford Ave	100' N of R/R	North Ave	1420	20	0.2689	3155.6	0	3	LC	M	40	$57,368.81	
18	Stafford Ave	Ft Dade Ave	100' S of R/R	938	17	0.1777	1771.8	0	3	LC	R	55	$32,211.32	
144	Stafford Ave	100' S of R/R	100' N of R/R	207	17	0.0391	391	32	3	LC	R	50	$7,108.38	
118	Stockton St	North Ave	Sunset Dr	625	21	0.1184	1458.3	5	7	LT	R	55	$26,511.89	
135	Stubbs St	MLKj Blvd	Cook Ave	721	19.5	0.1366	1562.2	10	7	LT	R	50	$28,400.80	
114	Sunset Dr	North Ave	Howell Ave	2299	18	0.4354	4598	0	7	LT	R	75	$83,591.64	
141	Tangerine St	Lemon Ave	Orange Ave	250	20	0.0473	555.6	10	7	LT	R	60	$10,100.81	
148	Tangerine St	Orange Ave	E of Orange Ave	288	15	0.0545	480	0	8	LDE	R	50	$8,726.40	
177	Tangerine St	Zoller St	Schneider Dr	265	18	0.0502	530	26	7	LT	R	40	$9,635.40	
170	Tremont Ave	Oak Park Ave	N at grass	86	24	0.0163	229.3	4	8	LDE	R	70	$4,168.67	
70	Underwood Ave	Hammock Rd	Whiteway Dr	1147	21	0.2173	2676.3	6	4	LT	R	75	$48,655.13	
98	Union St	Jefferson St	N of Tanglewood Dr	1325	21	0.2509	3091.7	25	3	LC	M	40	$56,207.11	
117	Union St	MLKj Blvd E	Jefferson St	227	22	0.043	554.9	24	2	LT	C	75	$10,088.08	
248	Union St	S of Continental Dr(2)	Liberty St	1714	21	0.3246	3999.3	22	9	LTD	R	70	$72,707.27	
3	Veterans Ave	Broad St	Jefferson St	2412	22.5	0.4568	6030	1	2	LT	C	30	$109,625.40	
211	Village Dr	S of Coachlight Ln	N of Candlebrook Ln	1198	19.5	0.2269	2595.7	37	7	LTD	R	75	$47,189.83	
151	Virginia Ave	Early St	Lulu St	482	17.5	0.0913	937.2	8	8	LT	R	20	$17,038.30	
214	Virginia Ave	Early St	Lulu St	174	17.5	0.0329	338.3	42	7	LT	R	65	$6,150.29	
242	Walker Ave	Hale Ave	Lemon Ave	834	20	0.1579	1853.3	78	7	LT	R	75	$33,692.99	
230	Ward Ave	Ponce De Leon Blvd	Palm Lane	354	19	0.067	747.3	74	6	LT	M	70	$13,585.91	
69	Whiteway Dr	North Ave	Hammock Rock	2710	17.5	0.5132	5269.4	7	4	LT	R	70	$95,797.69	
222	Whitfield Ave	Cortez Blvd	end of pavement	489	22	0.0927	1195.3	45	7	LDE	C	85	$21,730.55	
217	Wilson Ave	Brooksville Ave	E dead end	633	16	0.1198	1125.3	30	8	LDE	R	60	$20,457.95	
182	Windy Way	Woodland Dr	Barnett Rd	1486	20	0.2814	3302.2	22	7	LT	R	65	$60,034.00	
174	Wood Dr	Union St	Kings Cir	1392	20	0.2637	3093.3	19	7	LT	R	70	$56,236.19	
134	Woodland Dr	SE of Windy Way	Barnett Rd	1681	19	0.3183	3548.8	7	7	LTD	R	60	$64,517.18	
23	Zoller St	Highland St	North Ave	847	20	0.1603	1882.2	0	4	LT	M	50	$34,218.40	
88	Zoller St	Ft Dade Ave	Highland St	1695	20	0.3211	3766.7	19	3	LC	R	50	$68,478.61	

Brooksville Asphalt Paved Roads
April 2013 Priority List

Order	ROADNAME	From	To	Length Ft	Width	Length Mi	Sq Yards	PCI	Priorty	StreetType	Category	RideQ	Est. Cost	Summation		Potential Sidewalk or Brick Street Budget	Notes
1	Brooksville Ave S	MLKj Blvd E	Russell Ave	1496	19	0.2833	3158.2	0	2	LT	M	20	$57,416.08	$57,416.08			
2	Bell Ave	Broad St	N of Jefferson St	268	22.5	0.0508	670	0	1	LC	C	50	$12,180.60	$69,596.68			
3	Veterans Ave	Broad St	Jefferson St	2412	22.5	0.4568	6030	1	2	LT	C	30	$109,625.40	$179,222.08	2013		
4	Alabama Ave N	Broad St	Ft Dade Ave	467	19	0.0884	985.9	0	2	LT	C	40	$17,923.66	$197,145.74			
5	Decatur Ave	MLK Blvd	Lamar Ave	2245	20	0.4252	4988.9	2	3	LT	M	20	$90,698.20	**$287,843.94**		$12,156.06	
6	Chatman Blvd	W dead end	Broad St	846	20	0.1602	1880	0	2	LDE	C	40	$34,178.40	$34,178.40			
7	Alabama Ave S	Liberty St	Broad St	241	22	0.0457	589.1	0	3	LT	C	40	$10,709.84	$44,888.24			
8	Stafford Ave	100' N of R/R	North Ave	1420	20	0.2689	3155.6	0	3	LC	M	40	$57,368.81	$102,257.05			
9	Croom Rd	W of Murphy Dr	Broad St	448	30.5	0.0849	1518.2	0	2	LC	M	55	$27,600.88	$129,857.93	2014		
10	Darby Ln	Norbourne Estates	Jefferson St	1779	19	0.337	3755.7	0	2	LT	M	50	$68,278.63	$198,136.56			
11	Bell Ave	Cherry St	Oak St	374	22	0.0708	914.2	0	2	LC	R	50	$16,620.16	**$214,756.72**		$85,243.28	
12	Candlelight Blvd	Cortez Blvd	E of Darby Ln	3026	24	0.5732	8069.3	1	2	LC	M	65	$146,699.87	$146,699.87			
13	Darby Ln	Darby Ln	N end Parking Lot	586	19	0.1111	1237.1	0	2	LDE	C	60	$22,490.48	$169,190.35			
14	Hale Ave	MLKj Blvd	Lamar Ave	2154	18	0.4079	4308	0	3	LC	R	50	$78,319.44	$247,509.79	2015		
15	Cleveland Ave	Georgia Ave	Jefferson St	517	19	0.0978	1091.4	0	4	LT	C	50	$19,841.65	**$267,351.44**		$32,648.56	
16	Mildred Ave S	Lamar Ave	Broad St	1207	24	0.2286	3218.7	4	2	LT	M	45	$58,515.97	$58,515.97			
17	Early St E	Main St	Jefferson St	2043	20	0.387	4540	0	3	LT	M	55	$82,537.20	$141,053.17			
18	Stafford Ave	Ft Dade Ave	100' S of R/R	938	17	0.1777	1771.8	0	3	LC	R	55	$32,211.32	$173,264.49	2016		
19	Benton Ave	Veterans Ave	PonceDeLeonBlvd	640	19	0.1213	1351.1	0	2	LT	C	75	$24,563.00	$197,827.49			
20	Hendricks Ave	Lemon Ave	Main St	506	18.5	0.0959	1040.1	0	6	LT	C	35	$18,909.02	**$216,736.51**		$83,263.49	
21	Mildred Ave S	MLKj Blvd	Lamar Ave	2119	24	0.4013	5650.7	10	2	LT	R	10	$102,729.73	$102,729.73			
22	Lemon Ave S	Liberty St	Broad St	248	20	0.047	551.1	5	2	LT	C	52	$10,019.00	$112,748.73			
23	Zoller St	Highland St	North Ave	847	20	0.1603	1882.2	0	4	LT	M	50	$34,218.40	$146,967.13			
24	John Gary Grubbs Blvd	Broad St	NW end	492	17.5	0.0932	956.7	0	5	LDE	C	40	$17,392.81	$164,359.94			
25	Candlelight Blvd	E of Darby Ln	Broad St	1758	44	0.333	8594.7	5	2	LC	M	60	$156,251.65	$156,251.65	2017		
26	Georgia Ave N	Broad St	Jefferson St	232	22	0.044	567.1	0	4	LT	C	60	$10,309.88	$166,561.53			
27	Croom Rd	Howell Ave	W of Murphy Dr	1250	19	0.2368	2638.9	0	2	LC	R	72	$47,975.20	$214,536.73			
28	Kelly St	Howell Ave	school section	199	26	0.0376	574.9	0	3	LT	M	65	$10,451.68	$224,988.41			
29	Hale Ave	Lamar Ave	Broad St	1279	19	0.2423	2700.1	0	4	LT	M	55	$49,087.82	$274,076.23			
30	Providence Blvd	S of Clinton Blvd	Clinton Blvd	401	24	0.076	1069.3	0	3	LDE	C	70	$19,439.87	**$293,516.10**		$6,483.90	
31	Magnolia Ave N	Jefferson St	Ft Dade Ave	222	29	0.042	715.3	0	4	LT	M	60	$13,004.15	$13,004.15			
32	Alabama Ave S	Cleveland St	Liberty St	256	18	0.0485	512	6	4	LT	C	40	$9,308.16	$22,312.31			
33	Lemon Ave S	Hendricks Ave	Liberty St	492	20	0.0932	1093.3	3	4	LT	M	50	$19,876.19	$42,188.50			
34	Georgia Ave S	Liberty St	Broad St	241	22	0.0456	589.1	7	3	LT	C	49	$10,709.84	$52,898.34			
35	Daniel Ave	Milldred Ave	Hale Ave	718	20	0.136	1595.6	2	2	LT	R	70	$29,008.01	$81,906.35	2018		
36	Oak St	Bell Ave	Broad St	2688	18	0.5092	5376	0	5	LT	R	50	$97,735.68	$179,642.03			
37	Highland St	Stafford Ave	E of Lemon Ave N	1680	17	0.3182	3173.3	8	4	LC	R	30	$57,690.59	$237,332.62			
38	Lemon Ave S	N of Walker Ave	Daniel Ave	242	19	0.0459	510.9	0	5	LT	R	55	$9,288.16	**$246,620.78**		$53,379.22	
39	Hammock Rd	North Ave	county section	2645	18	0.501	5290	7	3	LT	R	40	$96,172.20	$96,172.20			
40	Manecke Rd	East Ave	Ponce De Leon Blvd	786	17	0.1489	1484.7	6	4	LT	M	45	$26,991.85	$123,164.05			
41	Sabra Dr	Buena Vista Ave	June Ave	654	17	0.1238	1235.3	0	4	LT	R	68	$22,457.75	$145,621.80			
42	Russell St	End of Curb	Brooksville Ave	335	22	0.0634	818.9	4	3	LT	M	68	$14,887.60	$160,509.40			
43	Russell St	Main St	End of Curb	684	22	0.1295	1672	4	3	LT	M	68	$30,396.96	$190,906.36	2019		
44	Bailey Ave S	Liberty St	Broad St	257	17	0.0487	485.4	0	5	LT	R	60	$8,824.57	$199,730.93			
45	Smith St	Jefferson St	Union St	542	19	0.1027	1144.2	5	4	LC	M	60	$20,801.56	$220,532.49			
46	Oakwood Dr	Howell Ave	Varsity Dr	1481	24	0.2805	3949.3	8	3	LC	M	55	$71,798.27	**$292,330.76**		$7,669.24	
47	Harvard St	Veterans Ave	Ponce De Leon Blvd	806	20	0.1527	1791.1	3	4	LT	C	75	$32,562.20	$32,562.20			
48	Oak St	Howell Ave	Bell Ave	638	18	0.1209	1276	0	4	LT	R	75	$23,197.68	$55,759.88			
49	Smith St	Brooksville Ave	Jefferson St	874	18	0.1655	1748	4	4	LT	M	65	$31,778.64	$87,538.52			
50	Cook Ave	Hale Ave	Main St	1338	20	0.2534	2973.3	2	3	LC	R	85	$54,054.59	$141,593.11			
51	Sheriff Mylander Wy	Mobley Rd	Cortez Blvd	1386	22	0.2625	3388	6	3	LT	C	75	$61,593.84	$203,186.95	2020		
52	Bailey Ave N	Jefferson St	Ft Dade Ave	226	17.5	0.0428	439.4	10	4	LT	C	50	$7,988.29	$211,175.24			
53	Bailey Ave N	Broad St	Jefferson St	240	17	0.0455	453.3	10	4	LT	C	50	$8,240.99	$219,416.23			
54	Brockway Ln	Ederington Dr	Howell Ave	1966	19	0.3724	4150.4	6	3	LT	M	75	$75,454.27	**$294,870.50**		$5,129.50	

Brooksville Asphalt Paved Roads
April 2013 Priority List

Order	ROADNAME	From	To	Length Ft	Width	Length Mi	Sq Yards	PCI	Priorty	StreetType	Category	RideQ	Est. Cost	Summation		Potential Sidewalk	Notes
56	East Ave	Jefferson St	Ft Dade Ave	257	21	0.0486	599.7	14	2	LT	C	55	$10,902.55	$10,902.55			
57	Southern Hills Blvd	Broad St	W of Guard Shack	3175	24	0.6014	8466.7	4	6	LC	M	65	$153,924.61	$164,827.16			
58	Liberty St W	Bailey Ave	Lemon Ave	244	17	0.0462	460.9	4	5	LT	M	70	$8,379.16	$173,206.32			
59	Lemon Ave S	Daniel Ave	Lamar Ave	495	16	0.0937	880	7	5	LT	M	55	$15,998.40	$189,204.72	**2021**		
60	Colonial Dr	Hammock Rd	Shadow Dr	1269	19	0.2404	2679	7	5	LT	R	50	$48,704.22	$237,908.94			
61	Lemon Ave S	Lamar Ave	Hendricks Ave	525	20	0.0994	1166.7	10	4	LT	M	55	$21,210.61	$259,119.55			
62	Magnolia Ave S	Liberty St	Broad St	233	27	0.0442	699	1	6	LT	M	80	$12,707.82	$271,827.37			
63	May Ave	Jefferson St	Ft Dade Ave	269	19	0.0509	567.9	5	6	LT	M	60	$10,324.42	**$282,151.79**		$17,848.21	
64	Hickory St	Howell Ave	Johnson St	445	18	0.0843	890	5	4	LT	R	75	$16,180.20	$16,180.20			
65	Armstrong St	Brooksville Ave	Ellington Ave	366	18.5	0.0694	752.3	8	5	LT	R	50	$13,676.81	$29,857.01			
66	Schoolhouse St	MLKj Blvd	Cook Ave	731	18	0.1385	1462	6	6	LT	M	60	$26,579.16	$56,436.17			
67	Lamar Ave	Lemon Ave	Main St	500	19	0.0948	1055.6	16	2	LT	M	50	$19,190.81	$75,626.98	**2022**		
68	Srv Rd 4501	CVS driveway	AGS Insurance	1481	23	0.2806	3784.8	16	2	LT	C	60	$68,807.66	$144,434.64			
69	Whiteway Dr	North Ave	Hammock Rock	2710	17.5	0.5132	5269.4	7	4	LT	R	70	$95,797.69	$240,232.33			
70	Underwood Ave	Hammock Rd	Whiteway Dr	1147	21	0.2173	2676.3	6	4	LT	R	75	$48,655.13	**$288,887.46**		$11,112.54	
71	Lemon Ave S	Cook Ave	N of Walker Ave	656	19.5	0.1242	1421.3	5	5	LT	R	70	$25,839.23	$25,839.23			
72	Buena Vista Ave	Sabra Dr	Dr MLKing Jr Blvd	1473	18.5	0.2791	3027.8	10	3	LT	R	68	$55,045.40	$80,884.63			
73	Old Jasmine Dr	New Jasmine Drive	Mondon Hill Rd	860	20	0.1629	1911.1	8	6	LC	R	55	$34,743.80	$115,628.43			
74	Desoto Ave	Veterans Ave	PonceDeLeonBlvd	808	24	0.153	2154.7	10	4	LT	C	75	$39,172.45	$154,800.88			
75	June Ave	Cortez Blvd	N of Cortez Blvd	209	24	0.0395	557.3	7	6	LT	C	70	$10,131.71	$164,932.59	**2023**		
76	Daniel Ave	Hale Ave	E of Lemon Ave	1159	20	0.2195	2575.6	13	3	LT	M	65	$46,824.41	$211,757.00			
77	Crawford St	Jefferson St	Union St	493	20	0.0934	1095.6	10	6	LT	M	50	$19,918.01	$231,675.01			
78	Barnett Rd	W of Broad St	Broad St	320	34	0.0606	1208.9	18	1	LC	C	75	$21,977.80	$253,652.81			
79	Don Jr Ave	Cortez Blvd	N of Cortez Blvd	162	22	0.0307	396	12	4	LT	C	70	$7,199.28	**$260,852.09**		$39,147.91	
80	Daniel Ave	Broad St	Mlldred Ave	1171	18.5	0.2218	2407.1	16	2	LT	C	70	$43,761.08	$43,761.08			
81	Garland Ave	Hale Ave	Bailey Ave	576	11	0.1091	704	0	7	LT	R	40	$12,798.72	$56,559.80			
82	Candlebrook Ln	Darby Ln	Village Dr	354	20	0.0671	786.7	11	4	LT	R	65	$14,302.21	$70,862.01			
83	G St	Buena Vista Ave	Decatur Ave	207	16	0.0392	368	0	7	LT	R	40	$6,690.24	$77,552.25			
84	North Ave E	Howell Ave	Bell Ave	563	26.5	0.1066	1657.7	17	2	LC	M	70	$30,136.99	$107,689.24			
85	Lulu St	Main St	Brooksville Ave	494	17.5	0.0935	960.6	10	5	LT	M	70	$17,463.71	$125,152.95			
86	Oakland Ave	Ft Dade Ave	Irene	525	18.5	0.0994	1079.2	1	7	LT	R	40	$19,619.86	$144,772.81	**2024**		
87	Mt Fair Ave	Rogers Ave	Broad St	804	18	0.1523	1608	14	4	LC	R	65	$29,233.44	$174,006.25			
88	Zoller St	Ft Dade Ave	Highland St	1695	20	0.3211	3766.7	19	3	LC	R	50	$68,478.61	$242,484.86			
89	Keeling St	Brockway Ln	Ederington Dr	313	16	0.0592	556.4	10	6	LT	R	60	$10,115.35	$252,600.21			
90	Sabra Dr	Cortez Blvd	N of Cortez Blvd	155	24	0.0294	413.3	13	5	LT	M	65	$7,513.79	$260,114.00			
91	Benton Ave	PonceDeLeonBlvd	Broad St	258	29	0.0488	831.3	18	2	LT	C	80	$15,113.03	$275,227.03			
92	Sabra Dr	N of Cortez Blvd	1511 Sabra	565	17	0.107	1067.2	13	5	LT	R	60	$19,401.70	**$294,628.73**		$5,371.27	
93	Asmara St	Jefferson St	Union St	350	16	0.0663	622.2	19	5	LT	M	40	$11,311.60	$11,311.60			
94	Oakdale Ave	East Ave	Ponce De Leon Blvd	810	19	0.1534	1710	23	4	LT	M	30	$31,087.80	$42,399.40			
95	Croom Rd (CR480)	Broad St	W of McIntyre Road	3525	20	0.6677	7833.3	17	2	LC	R	80	$142,409.39	$184,808.79			
96	Sharon St	Oakdale	East Ave	837	17	0.1586	1581	0	7	LT	R	60	$28,742.58	$213,551.37	**2025**		
97	Bacon St	Asmara St	Crawford St	363	16	0.0687	645.3	4	7	LT	R	40	$11,731.55	$225,282.92			
98	Union St	Jefferson St	N of Tanglewood Dr	1325	21	0.2509	3091.7	25	3	LC	M	40	$56,207.11	$281,490.03			
99	Moline St	Florida Ave	Highland St	416	18	0.0789	832	0	8	LT	R	1	$15,125.76	**$296,615.79**		$3,384.21	
100	Georgia Ave S	Cleveland St	Liberty St	253	17	0.0478	477.9	18	4	LT	M	60	$8,688.22	$8,688.22			
101	Beale St	Zoller St	Pryor St	436	15	0.0826	726.7	0	8	LT	R	2	$13,211.41	$21,899.63			
102	G St	Roberta Ave	Buena Vista Ave	328	18	0.0622	656	0	7	LT	R	65	$11,926.08	$33,825.71			
103	Lemon Ave	Broad St	Highland St	2151	17	0.4074	4063	20	3	LT	R	55	$73,865.34	$107,691.05			
104	Pryor St	Florida Ave	Highland St	426	16	0.0807	757.3	15	6	LT	R	55	$13,767.71	$121,458.76	**2026**		
105	Palm Ln	Ft Dade Ave	Oakdale Ave	1279	19	0.2422	2700.1	7	7	LT	R	35	$49,087.82	$170,546.58			
106	Roberta Ave	MLKj Blvd	Buena Vista Ave	916	19	0.1735	1933.8	18	4	LT	M	70	$35,156.48	$205,703.06			
107	Olive St	Bell Ave	E of Law St	1075	17	0.2036	2030.6	5	7	LT	M	55	$36,916.31	**$242,619.37**		$57,380.63	

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109	Duke St	S Brooksville Ave	E dead end	651	19.5	0.1233	1410.5	5	7	LDE	R	40	$25,642.89	$25,642.89			
110	Mildred Ave N	Jefferson St	Ft Dade Ave	255	21	0.0482	595	19	4	LT	C	75	$10,817.10	$36,459.99			
111	Buena Vista Ave	Dr MLKing Jr Blvd	Broad St	1407	19	0.2666	2970.3	17	4	LT	R	70	$54,000.05	$90,460.04			
112	June Ave	1511 June	Sabra Dr	259	17.5	0.049	503.6	3	7	LT	R	60	$9,155.45	$99,615.49	2027		
113	Harar Ave	Asmara St	Smith St	333	19	0.063	703	0	7	LT	R	75	$12,780.54	$112,396.03			
114	Sunset Dr	North Ave	Howell Ave	2299	18	0.4354	4598	0	7	LT	R	75	$83,591.64	$195,987.67			
115	Forest Ave	W dead end	Zoller	666	12	0.1261	888	1	8	LDE	R	2	$16,143.84	**$212,131.51**		$87,868.49	
116	Keeling St	Sunset Dr	Brockway Ln	1011	18.5	0.1916	2078.2	2	7	LT	R	68	$37,781.68	$37,781.68			
117	Union St	MLKj Blvd E	Jefferson St	227	22	0.043	554.9	24	2	LT	C	75	$10,088.08	$47,869.76			
118	Stockton St	North Ave	Sunset Dr	625	21	0.1184	1458.3	5	7	LT	R	55	$26,511.89	$74,381.65			
119	Southern Hills Blvd	W of Guard Shack	Broad St	3175	24	0.0601	8466.7	16	6	LC	M	75	$153,924.61	$228,306.26	2028		
120	Orange Ave N	Broad St	Ft Dade Ave	461	26.5	0.0873	1357.4	18	4	LT	M	80	$24,677.53	$252,983.79			
121	Jerome Brown Pl	Bldg	Darby Ln	564	22	0.1069	1378.7	18	6	LDE	C	60	$25,064.77	$278,048.56			
122	Cleveland Ave	Jefferson St	Saxon Ave	237	22	0.045	579.3	8	7	LT	C	60	$10,531.67	**$288,580.23**		$11,419.77	
123	Peach St	MLKj Blvd W	Cook Ave	734	18	0.139	1468	2	7	LT	R	65	$26,688.24	$26,688.24			
124	Ederington Dr	Shadow Dr	Howell Ave	2931	18	0.5551	5862	24	3	LT	M	65	$106,571.16	$133,259.40			
125	Dogwood Dr	S of Oakwood Dr	Oakwood Dr	243	22	0.0461	594	17	4	LDE	R	75	$10,798.92	$144,058.32			
126	Armstrong St	Ellington Ave	E dead end	251	16	0.0475	446.2	6	7	LDE	R	50	$8,111.92	$152,170.24			
127	Don Jr Ave	N of Cortez Blvd	Sabra Dr	643	17.5	0.1218	1250.3	19	4	LT	R	75	$22,730.45	$174,900.69			
128	Bailey Ave S	Lamar Ave	Garland Ave	266	8	0.0503	236.4	24	5	LT	R	40	$4,297.75	$179,198.44			
129	Hernando St	Ft Dade Ave	N dead end	480	18	0.0909	960	0	8	LDE	R	25	$17,452.80	$196,651.24			
130	Dogwood Dr	Oakwood Dr	Longwood Dr	689	22	0.1304	1684.2	19	5	LT	R	70	$30,618.76	$227,270.00	2029		
131	Barnett Rd	Broad St	East end	2334	22	0.4421	5705.3	22	5	LC	M	70	$103,722.35	$103,722.35			
132	Old Hospital Dr	Broad St	Mildred Ave	713	17	0.135	1346.8	3	8	LT	C	40	$24,484.82	$128,207.17			
133	Alley 50AE218	Jefferson St	Ft Dade Ave	222	14	0.042	345.3	10	8	LT	C	5	$6,277.55	$134,484.72			
134	Woodland Dr	SE of Windy Way	Barnett Rd	1681	19	0.3183	3548.8	7	7	LTD	R	60	$64,517.18	$199,001.90			
135	Stubbs St	MLKj Blvd	Cook Ave	721	19.5	0.1366	1562.2	10	7	LT	R	50	$28,400.80	$227,402.70			
136	Schneider Dr	Tangerine St	Florida Ave	229	18	0.0434	458	0	8	LT	R	40	$8,326.44	$235,729.14			
137	Bell Ave	Olive St	Cherry St	980	22	0.1855	2395.6	32	2	LC	M	55	$43,552.01	**$279,281.15**		$20,718.85	
138	Arnold Ave	N of Cortez Blvd	Sabra Dr	727	17	0.1377	1373.2	19	5	LT	R	78	$24,964.78	$24,964.78			
139	Hendricks Ave	Hale Ave	E of Hale Ave	382	19	0.0723	806.4	5	8	LT	C	35	$14,660.35	$39,625.13			
140	Erin Way	Candlelight Blvd	Candlelight Blvd	3422	22	0.6482	8364.9	17	6	LT	R	80	$152,073.88	$191,699.01			
141	Tangerine St	Lemon Ave	Orange Ave	260	20	0.0473	555.6	10	7	LT	R	60	$10,100.81	$201,799.82			
142	Beale St	Pryor St	Lemon Ave	337	18	0.0638	674	10	8	LT	R	2	$12,253.32	$214,053.14	2030		
143	Sharon St	S dead end	Oakdale Ave	327	14	0.0619	508.7	4	8	LDE	R	25	$9,248.17	$223,301.31			
144	Stafford Ave	100' S of R/R	100' N of R/R	207	17	0.0391	391	32	3	LC	R	50	$7,108.38	$230,409.69			
145	Ellington Ave	MLKj Blvd E	Duke St	527	19.5	0.0999	1141.8	24	5	LT	R	65	$20,757.92	$251,167.61			
146	Rogers Ave	Mt Fair Ave	Oak St	935	19	0.1771	1973.9	0	8	LT	R	55	$35,885.50	**$287,053.11**		$12,946.89	
147	Orange Ave N	S of Tangerine St	Tangerine St	478	20	0.0906	1062.2	3	8	LDE	C	50	$19,310.80	$19,310.80			
148	Tangerine St	Orange Ave	E of Orange Ave	288	15	0.0545	480	0	8	LDE	R	50	$8,726.40	$28,037.20			
149	Bayport St	Ft Dade Ave	N dead end	413	18	0.0782	826	0	8	LDE	R	50	$15,016.68	$43,053.88			
150	Harvard St	Ponce De Leon Blvd	Old Hospital Dr	697	20	0.132	1548.9	23	6	LT	M	72	$28,159.00	$71,212.88			
151	Virginia Ave	Early St	Lulu St	482	17.5	0.0913	937.2	8	8	LT	R	20	$17,038.30	$88,251.18			
152	Liberty St E	Saxon Ave	Union St	974	20	0.1845	2164.4	5	8	LC	C	60	$39,348.79	$127,599.97			
153	Bell Ave	Oak St	North Ave	479	22	0.0907	1170.9	33	2	LC	R	65	$21,286.96	$148,886.93	2031		
154	Hazel Ave	MLKj Blvd	N dead end	588	16	0.1113	1045.3	0	8	LDE	R	60	$19,003.55	$167,890.48			
155	Museum Ct	Saxon Ave	E of Saxon Ave	207	19.5	0.0392	448.5	10	8	LDE	M	20	$8,153.73	$176,044.21			
156	Mt Fair Ave	Broad St	E end	398	20	0.0754	884.4	29	4	LDE	C	75	$16,078.39	$192,122.60			
157	Olive St	turn S	end	200	11	0.0378	244.4	3	8	LDE	R	50	$4,443.19	$196,565.79			
158	Crosby St	Moline St	Howell Ave	633	20	0.12	1406.7	27	6	LT	R	60	$25,573.81	$222,139.60			
159	Grelle Ave	Florida Ave	Highland St	420	18	0.0796	840	19	7	LT	R	40	$15,271.20	$237,410.80			
160	Asmara St	Brooksville Ave	Jefferson St	924	19.5	0.175	2002	28	5	LT	R	70	$36,396.36	$273,807.16			
161	Museum Ct	Jefferson St	Saxon Ave	314	19.5	0.0594	680.3	30	6	LT	M	60	$12,367.85	**$286,175.01**		$13,824.99	

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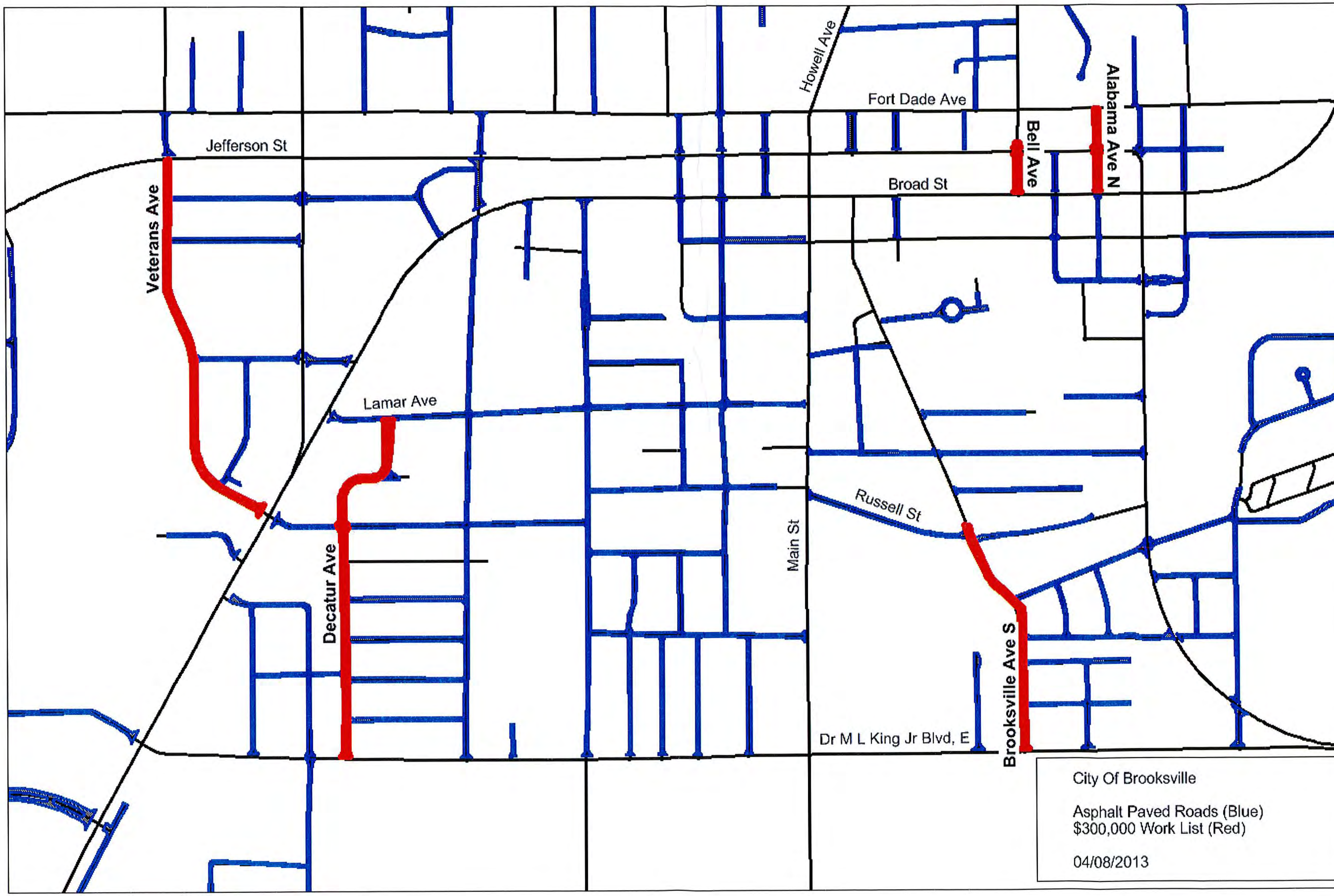
163	Hamlin Way	Shawdow Dr	E dead end	536	12.5	0.1014	744.4	8	8	LDE	R	45	$13,533.19	$13,533.19			
164	Kelly St W	W end of pavement	Keeling St	149	16	0.0283	264.9	5	8	LDE	R	60	$4,815.88	$18,349.07			
165	Laurelridge Ct	Underwood Ave	E dead end	1281	20	0.2426	2846.7	6	8	LDE	R	55	$51,753.01	$70,102.08			
166	Marianne St	E end of pavement	Jefferson St	484	20	0.0916	1075.6	10	8	LDE	C	55	$19,554.41	$89,656.49			
167	Jeff A Lee St	Highland Ave	N dead end	339	18	0.0642	678	8	8	LDE	R	50	$12,326.04	$101,982.53	2032		
168	Kings Cir	Wood Dr	N dead end	212	19.5	0.0402	459.3	8	8	LDE	R	50	$8,350.07	$110,332.60			
169	Mae View Cir	Wood Dr	N dead end	151	19.5	0.0286	327.2	8	8	LDE	R	50	$5,948.50	$116,281.10			
170	Tremont Ave	Oak Park Ave	N at grass	86	24	0.0163	229.3	4	8	LDE	R	70	$4,168.67	$120,449.77			
171	Oak Park Ave	Brooksville Ave	E end of pavement	930	24	0.1761	2480	5	8	LDE	R	65	$45,086.40	$165,536.17			
172	Moline St	Highland St	North Ave	846	19.5	0.1602	1833	31	6	LT	R	65	$33,323.94	$198,860.11			
173	Buck Hope Rd	county portion	transition to divided	460	22	0.0872	1124.4	40	3	LT	C	70	$20,441.59	**$219,301.70**		$80,698.30	
174	Wood Dr	Union St	Kings Cir	1392	20	0.2637	3093.3	19	7	LT	R	70	$56,236.19	$56,236.19			
175	Shadow Dr	Whiteway Dr	N of Hillside Ct	1171	19	0.2219	2472.1	8	8	LT	R	65	$44,942.78	$101,178.97			
176	Alpine Cir	NE corner	Ederington Dr (W)	1161	18	0.2199	2322	22	7	LT	R	60	$42,213.96	$143,392.93			
177	Tangerine St	Zoller St	Schneider Dr	265	18	0.0502	530	26	7	LT	R	40	$9,635.40	$153,028.33	2033		
178	Hillside Ct	Shadow Dr	E dead end	743	20	0.1407	1651.1	9	8	LDE	R	60	$30,017.00	$183,045.33			
179	Moonlight Ln	Candlelight Blvd	NE of Starlight Way	1682	22	0.3186	4111.6	20	7	LTD	R	65	$74,748.89	$257,794.22			
180	Law St	Olive St	Rogers Ave	652	18	0.1235	1304	11	8	LT	R	60	$23,706.72	**$281,500.94**		$18,499.06	
181	Jewel St	North Ave	Whiteway Dr	728	17.5	0.1378	1415.6	9	8	LT	R	70	$25,735.61	$25,735.61			
182	Windy Way	Woodland Dr	Barnett Rd	1486	20	0.2814	3302.2	22	7	LT	R	65	$60,034.00	$85,769.61			
183	Amber Ct	S end cul-de-sac	Candlelight Blvd	597	22	0.1131	1459.3	18	7	LDE	R	80	$26,530.07	$112,299.68			
184	June Mar Ln	S dead end	Olive St	569	16	0.1078	1011.6	10	8	LDE	R	60	$18,390.89	$130,690.57			
185	Bailey Ave S	Daniel Ave	Lamar Ave	496	19	0.0939	1047.1	35	5	LT	R	75	$19,036.28	$149,726.85	2034		
186	Shayne St	Cook Ave	Walker Ave	489	20	0.0926	1086.7	26	7	LT	R	50	$19,756.21	$169,483.06			
187	Keeling St	S of Sunset Dr	Sunset Dr	280	12.5	0.053	388.9	22	8	LDE	R	2	$7,070.20	$176,553.26			
188	Fridy Pl	Veterans Ave	Benton Ave	822	19.5	0.1557	1781	25	7	LT	C	75	$32,378.58	$208,931.84			
189	Pine St	Moline St	Howell Ave	690	20	0.1308	1533.3	14	8	LT	R	55	$27,875.39	$236,807.23			
190	Garden St	Decatur Ave	Mildred Ave	724	22	0.1372	1769.8	24	7	LT	R	70	$32,174.96	**$268,982.19**		$31,017.81	
191	Liberty St W	Lemon Ave	Main St	499	31.5	0.0946	1746.5	45	2	LT	C	85	$31,751.37	$31,751.37			
192	Iris St	Decator Ave	Mildred Ave	735	22	0.1392	1796.7	25	7	LT	R	75	$32,664.01	$64,415.38			
193	F St	Decatur Ave	Mildred Ave	723	20	0.1369	1606.7	26	7	LT	R	70	$29,209.81	$93,625.19			
194	North Ave W	Ponce De Leon Blvd	Zoller St	1802	23.5	0.3413	4705.2	48	1	LA	R	85	$85,540.54	$179,165.73			
195	Buck Hope Rd	transition to divided	Cortez Blvd	412	22	0.078	1007.1	50	2	LT	C	70	$18,309.08	$197,474.81	2035		
196	Coachlight Ln	Candlelight Blvd	Village Dr	452	20	0.0856	1004.4	44	4	LT	R	65	$18,259.99	$215,734.80			
197	Alpine Cir	Brockway Ln	NE corner	889	18.5	0.1683	1827.4	27	7	LT	R	70	$33,222.13	$248,956.93			
198	Dire Dawa Ave	Asmara St	Smith St	431	19	0.0815	909.9	27	7	LT	R	70	$16,541.98	$265,498.91			
199	Shayne St	MLKj Blvd	Cook Ave	743	18	0.1408	1486	32	7	LT	R	50	$27,015.48	**$292,514.39**		$7,485.61	
200	Mildred Ave N	Broad St	Jefferson St	301	31	0.057	1036.8	57	1	LA	C	80	$18,849.02	$18,849.02			
201	Florida Ave	Zoller St	E of Pryor St	436	17	0.0826	823.6	43	6	LT	R	70	$14,973.05	$33,822.07			
202	Darby Ln	Candlelight Blvd	Norbourne Estates	1651	22	0.3126	4035.8	52	2	LT	R	65	$73,370.84	$107,192.91			
203	Kelly St W	Keeling St	Howell Ave	227	18	0.0431	454	31	7	LT	R	75	$8,253.72	$115,446.63			
204	Longwood Dr	Oakwood Dr	NE of Dogwood Dr	953	21.8	0.1804	2308.4	21	8	LTD	R	65	$41,966.71	$157,413.34			
205	Clinton Blvd	Cortez	Providence Blvd	227	24	0.0431	605.3	56	2	LT	C	75	$11,004.35	$168,417.69	2036		
206	Kinnear Dr	Palm Ln	Stafford Ave	520	17	0.0984	982.2	22	8	LT	R	70	$17,856.40	$186,274.09			
207	Holley St	Decatur Ave	Mildred Ave, S	729	22	0.138	1782	34	7	LT	R	75	$32,396.76	$218,670.85			
208	May Ave	Ft Dade Ave	N end	417	17	0.079	787.7	23	8	LDE	R	65	$14,320.39	$232,991.24			
209	Arnold Ave	Cortez Blvd	N of Cortez Blvd	184	24	0.0349	490.7	53	5	LT	C	75	$8,920.93	$241,912.17			
210	Bailey Ave S	Walker Ave	Cook Ave	487	20	0.0922	1082.2	50	5	LT	R	80	$19,674.40	**$261,586.57**		$38,413.43	

Brooksville Asphalt Paved Roads
April 2013 Priority List

Order	ROADNAME	From	To	Length Ft	Width	Length Mi	Sq Yards	PCI	Priorty	StreetType	Category	RideQ	Est. Cost	Summation		Potential Sidewalk	Notes
212	Cedar Dr	Oakwood Dr	Oakwood Dr	1510	22	0.286	3691.1	57	5	LT	R	52	$67,104.20	$67,104.20			
213	Florida Ave	W of Lemon Ave	Howell Ave	1013	20	0.1919	2251.1	51	6	LT	R	75	$40,925.00	$108,029.20			
214	Virginia Ave	Early St	Lulu St	174	17.5	0.0329	338.3	42	7	LT	R	65	$6,150.29	$114,179.49			
215	Alta Vista St	Howell Ave	Bell Ave	754	17.5	0.1427	1466.1	55	6	LT	R	60	$26,653.70	$140,833.19			
216	Croom Rd	Hickory St	Howell Ave	136	16.5	0.0258	249.3	52	6	LT	R	76	$4,532.27	$145,365.46	**2037**		
217	Wilson Ave	Brooksville Ave	E dead end	633	16	0.1198	1125.3	30	8	LDE	R	60	$20,457.95	$165,823.41			
218	Lamar Ave	Broad St	Mildred Ave	856	20	0.162	1902.2	64	2	LT	C	75	$34,582.00	$200,405.41			
219	Alley 474E247	W end alley	Oakland Ave	174	10	0.0329	193.3	32	8	LT	R	65	$3,514.19	$203,919.60			
220	Irene St	Howell Ave	Bell Ave	1069	18	0.2025	2138	47	7	LT	R	55	$38,868.84	$242,788.44			
221	Hendricks Ave	end W of Lemon	Lemon Ave	230	19	0.0435	485.6	39	8	LDE	M	40	$8,828.21	**$251,616.65**		**$48,383.35**	
222	Whitfield Ave	Cortez Blvd	end of pavement	489	22	0.0927	1195.3	45	7	LDE	C	85	$21,730.55	$21,730.55			
223	Peak Dr	Alpine Cir	Alpine Cir	509	18	0.0965	1018	35	8	LT	R	72	$18,507.24	$40,237.79			
224	Park Way	Highland Ave	Crosby St	322	19.5	0.0609	697.7	37	8	LT	R	65	$12,684.19	$52,921.98			
225	Alley 474E247	Oakland Ave	Bell Ave	234	10	0.0444	260	38	8	LT	R	65	$4,726.80	$57,648.78			
226	Spring Ave	Alta Vista St	Cherry St	225	19	0.0425	475	40	8	LT	R	70	$8,635.50	$66,284.28			
227	Coogler Ave	Olive St	Mt Fair Ave	620	18	0.1174	1240	45	8	LT	R	65	$22,543.20	$88,827.48			
228	Sabra Dr	1511 Sabra	Buena Vista Ave	591	17	0.1119	1116.3	73	5	LT	R	60	$20,294.33	$109,121.81			
229	Fincannon Ave	S of Alta Vista St	Alta Vista St	228	19	0.0432	481.3	56	7	LDE	C	85	$8,750.03	$117,871.84			
230	Ward Ave	Ponce De Leon Blvd	Palm Lane	354	19	0.067	747.3	74	6	LT	M	70	$13,585.91	$131,457.75			
231	Hendricks Ave	E of Hale Ave	E end @ r/r	73	10	0.0138	81.1	0	9	LDE	C	10	$1,474.40	$132,932.15	**2038**		
232	Saxon Ave S	Cleveland Ave	Liberty St	308	19	0.0583	650.2	69	7	LT	C	50	$11,820.64	$144,752.79			
233	Oakhill Ct	Laurel Ridge Ct	E dead end	679	19.5	0.1285	1471.2	48	8	LTD	R	75	$26,746.42	$171,499.21			
234	June Ave	N of Cortez Blvd	1511 June	227	17.5	0.0431	441.4	61	7	LT	R	75	$8,024.65	$179,523.86			
235	Saxon Ave N	Broad St	Ft Dade Ave	496	25	0.094	1377.8	66	7	LT	C	70	$25,048.40	$204,572.26			
236	Dryden Pl	barricade at Union St	Mondon Hill	1052	20.5	0.1993	2396.2	1	9	LDE	R	2	$43,562.92	$248,135.18			
237	(John's Ave)	MLKj Blvd W	end of pavement	201	22.5	0.0381	502.5	6	9	LDE	R	1	$9,135.45	$257,270.63			
238	Fincannon Ave	Alta Vista St	Cherry St	223	19	0.0423	470.8	56	8	LT	R	75	$8,559.14	$265,829.77			
239	Saxon Ave S	Jefferson St	Cleveland Ave	371	19	0.0702	783.2	69	8	LT	C	50	$14,238.58	**$280,068.35**		**$19,931.65**	
240	Providence Blvd	Clinton Blvd	Blaise Dr	521	24	0.0988	1389.3	93	4	LT	C	80	$25,257.47	$25,257.47			
241	North Ave W	Zoller St	Howell Ave	2056	23.5	0.3894	5368.4	98	1	LA	R	96	$97,597.51	$122,854.98			
242	Walker Ave	Hale Ave	Lemon Ave	834	20	0.1579	1853.3	78	7	LT	R	75	$33,692.99	$156,547.97			
243	Horse Lake Rd	City limit	Cortez Blvd	1059	21	0.2005	2471	99	2	LC	C	95	$44,922.78	$201,470.75	**2039**		
244	Independence Cir	Union St	NW cul-de-sac	333	16.5	0.0631	610.5	6	9	LDE	R	65	$11,098.89	$212,569.64			
245	Natelle Ave	S end	Broad St	471	19	0.0892	994.3	73	8	LDE	M	90	$18,076.37	$230,646.01			
246	A C L St	Brooksville Ave	NE dead end	753	16	0.1426	1338.7	90	7	LDE	R	85	$24,337.57	$254,983.58			
247	Continental Dr	Union St	Union St	1067	20.5	0.202	2430.4	21	9	LT	R	70	$44,184.67	**$299,168.25**		**$831.75**	
248	Union St	S of Continental Dr(2)	Liberty St	1714	21	0.3246	3999.3	22	9	LTD	R	70	$72,707.27	$72,707.27			
249	Railroad St	Brooksville Ave	E dead end	784	18	0.1485	1568	90	8	LDE	R	85	$28,506.24	$101,213.51			
250	(Ann St)	Decatur Ave	end of pavement	211	20	0.04	468.9	36	9	LDE	C	68	$8,524.60	$109,738.11	**2040**		
251	Aeriform Dr	Jefferson St	HCDPW compound	512	21	0.097	1194.7	95	8	LTD	C	90	$21,719.65	**$131,457.76**		**$168,542.24**	
														$7,419,199.79		**$980,800.21**	


Howell Ave
Fort Dade Ave
Alabama Ave N
Bell Ave
Jefferson St
Broad St
Veterans Ave
Lamar Ave
Russell St
Main St
Decatur Ave
Brooksville Ave S
Dr M L King Jr Blvd, E
City Of Brooksville
Asphalt Paved Roads (Blue)
$300,000 Work List (Red)
04/08/2013

PROGRAM RECOMMENDATION

Recommended Budget allocation for the first 5 years of Maintenance Program

Brick Streets 0%

Sidewalks 25%

Asphalt Roads 75%

Engineering would be done each year to determine corrections required and prepare list based on budget. Existing priority list to be used.

City would need either a staff engineer or contract out engineering services.