MOUNT JOY BOROUGH

Pavement Maintenance Plan 2018

Mount Joy Borough owns and maintains approximately 22.65 miles of roadway. Each year, numerous factors can affect the condition of a road. These factors include but are not limited to weather conditions, vehicle weights, water, salt/brine, and general aging. Implementing a pavement management plan is a very important tool for the Borough. This plan gives an in-depth breakdown of the condition of each Borough owned street as well as providing recommended repairs, maintenance suggestions, and delivering cost estimates. The old approach of "fix the worst, first" has resulted to a budgetary burden. Reconstructing failed streets are necessary but as the focus is on these failed streets, many of our roads that are mediocre are not being maintained which will result in a future failure. "The cost benefits of a sound pavement preservation program can be seen in Figure 1. Spending one dollar on preservation treatments can eliminate or delay the need to spend up to ten times as much on rehabilitation or reconstruction costs."-C.S. Davidson

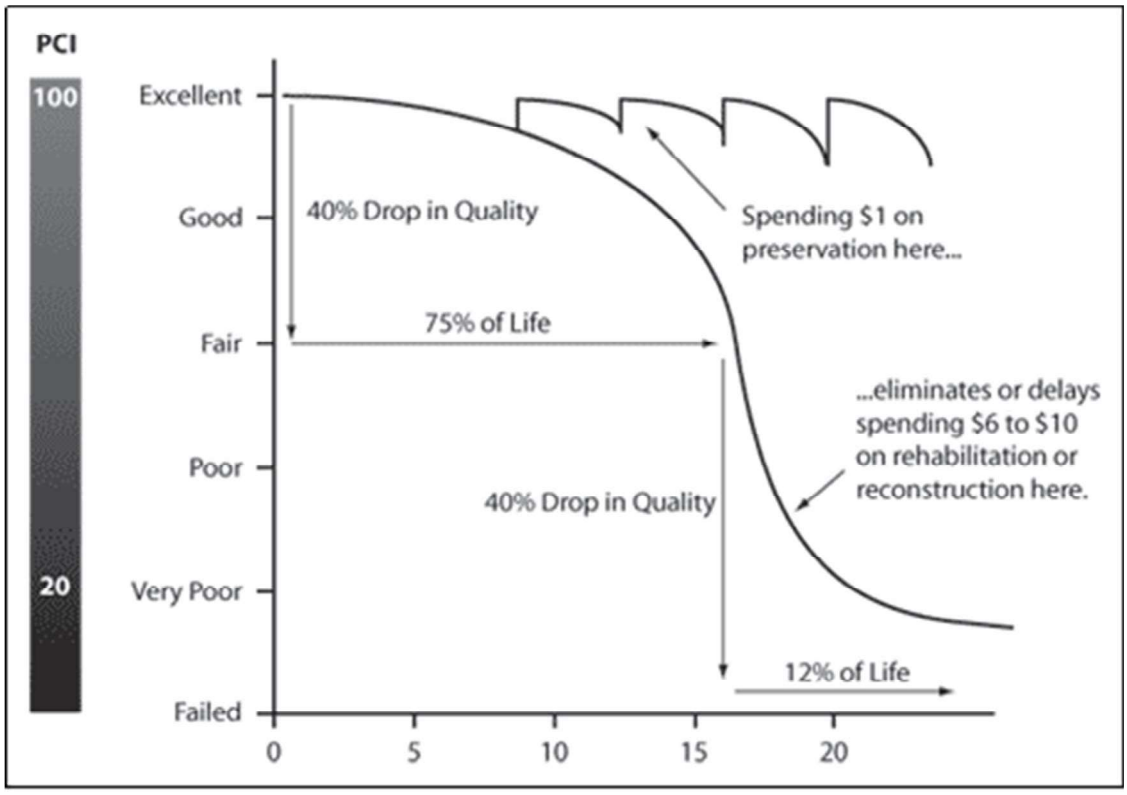


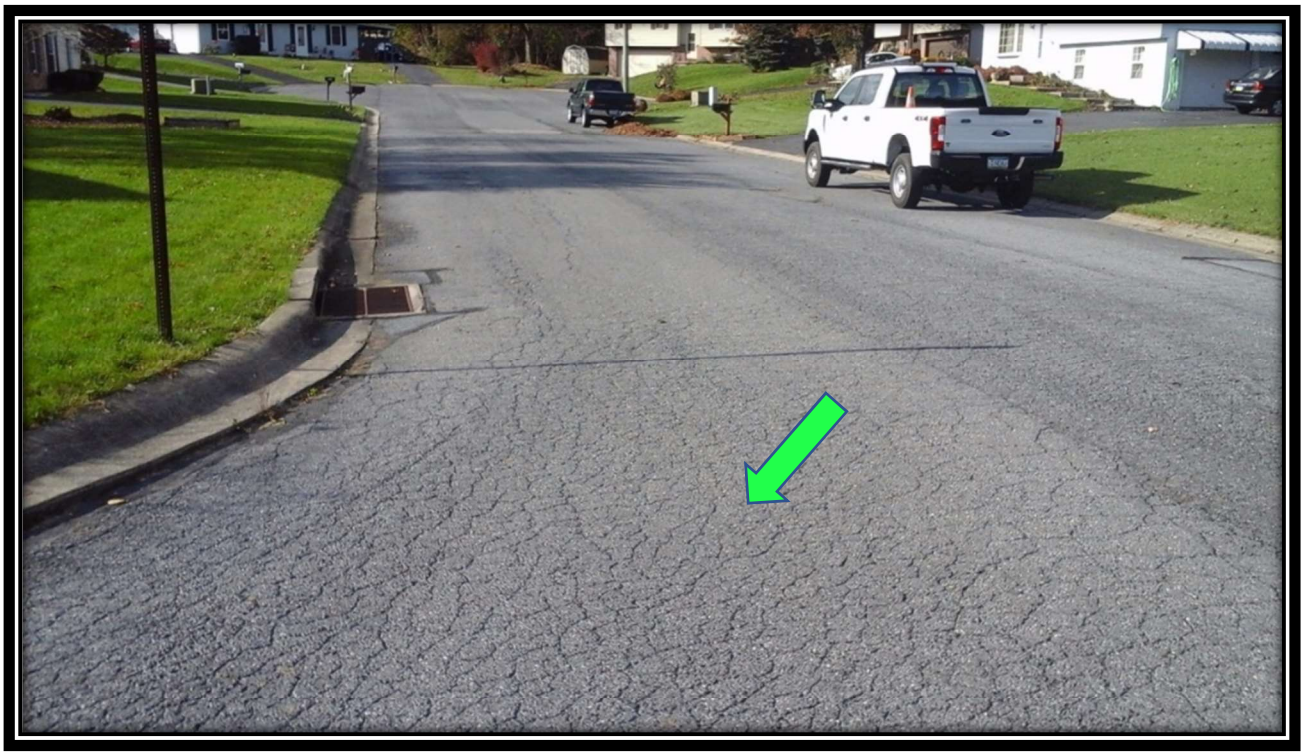
Figure 1 – Pavement Distress Curve (FHWA & C.S. Davidson)

During our inspections, streets were rated based on the following conditions; alligator cracking, longitudinal cracking, transverse cracking, rutting, and patching. Age of the surface of the street, drainage, amount of traffic, curbs, sidewalks, repairs and maintenance items were documented and considered as well. With these items considered, we have ranked the Borough streets accordingly.

Types of Pavement Distresses

Fatigue Cracking (Alligator Cracking)

Fatigue cracking is also known as alligator cracking due to the look alike pattern of an alligator. Fatigue cracking is caused by excessive deflection of the pavement, saturated bases or subbase, and/or repeated loads that exceed the load carrying capacity of the pavement.



Bernhard Avenue

Solution: Remove and replace base and wearing course. If water is the cause, remove wet material and install drainage as needed. Reconstruction of the road is an alternative repair for some pavements with long stretches of fatigue (alligator) cracking.

Longitudinal Cracking

Cracks running in the direction of traffic are longitudinal cracks. Center line or lane cracks are caused by inadequate bonding during construction or reflect cracks in underlying pavement. Longitudinal cracks in the wheel path indicate fatigue failure from heavy vehicle loads. Cracks within one foot of the edge are caused by insufficient shoulder support, poor drainage, or frost action.

Birchland Avenue

Solution: Filling and sealing cracks will reduce moisture penetration and prevent further subgrade weakening. Multiple longitudinal cracks in the wheel path or pavement edge indicate a need for strengthening with an overlay or reconstruction.

Transverse Cracking

A crack at approximately right angles to the center line is a transverse crack. They are often regularly spaced. The cause is movement due to temperature changes and hardening of the asphalt with aging. If not properly sealed and maintained, secondary or multiple cracks develop parallel to the initial crack. The crack edges can further deteriorate by raveling and eroding the adjacent pavement.

Orchard Road

Solution: Prevent water intrusion and damage by sealing cracks. An extra preventative repair for transverse and longitudinal cracking is to apply a micro-surface or seal coat application to further expand the life of the road.

Rutting

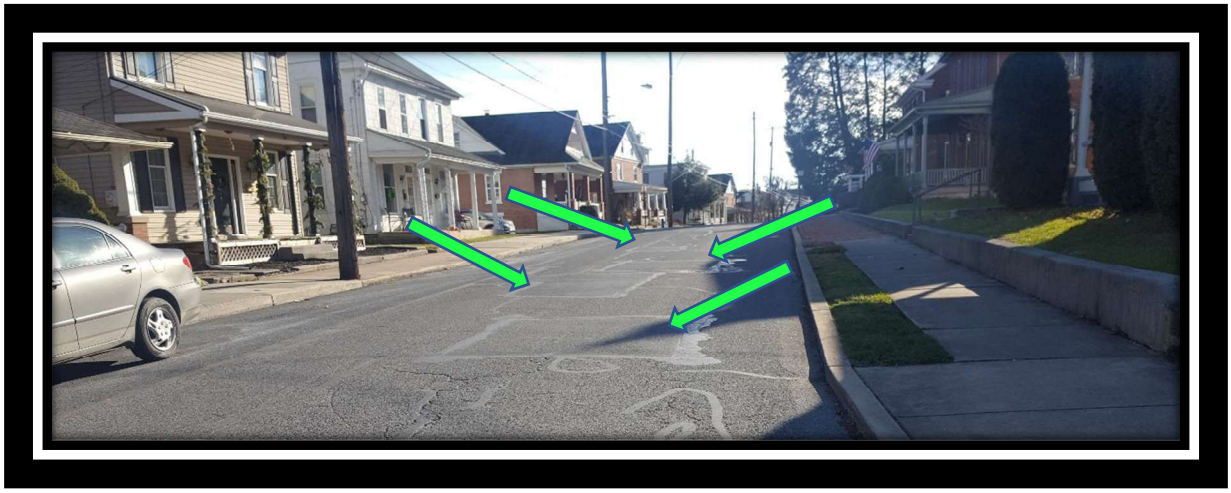
Rutting is displacement of material, creating channels in wheel paths. It is caused by traffic compaction or displacement of unstable material. Severe rutting (over 2”) may be caused by base or subgrade consolidation.

E. Donegal Street

Solution: Repair minor rutting with overlays. Severe rutting requires milling the old surface or reconstructing the roadbed before resurfacing.

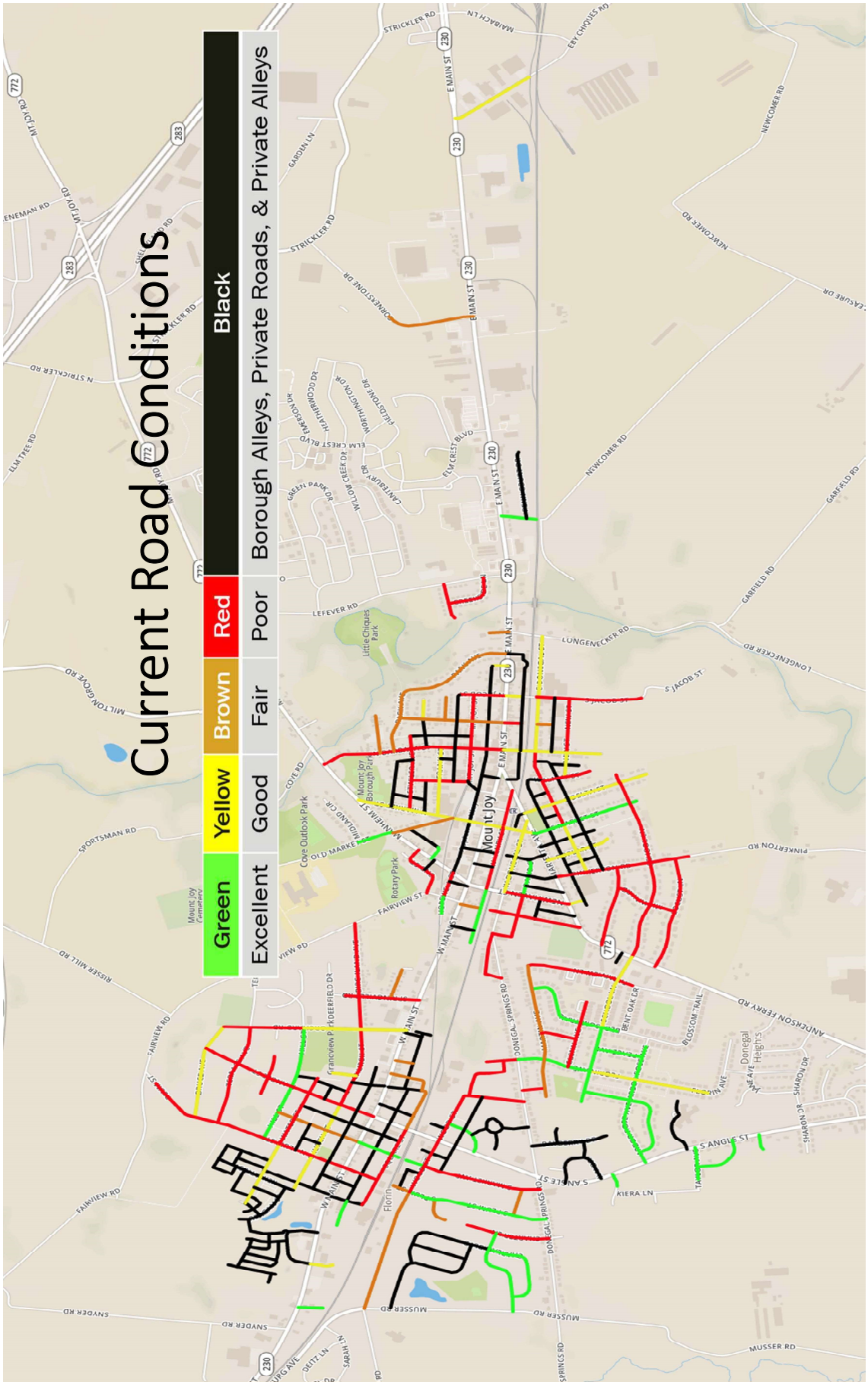
Patches

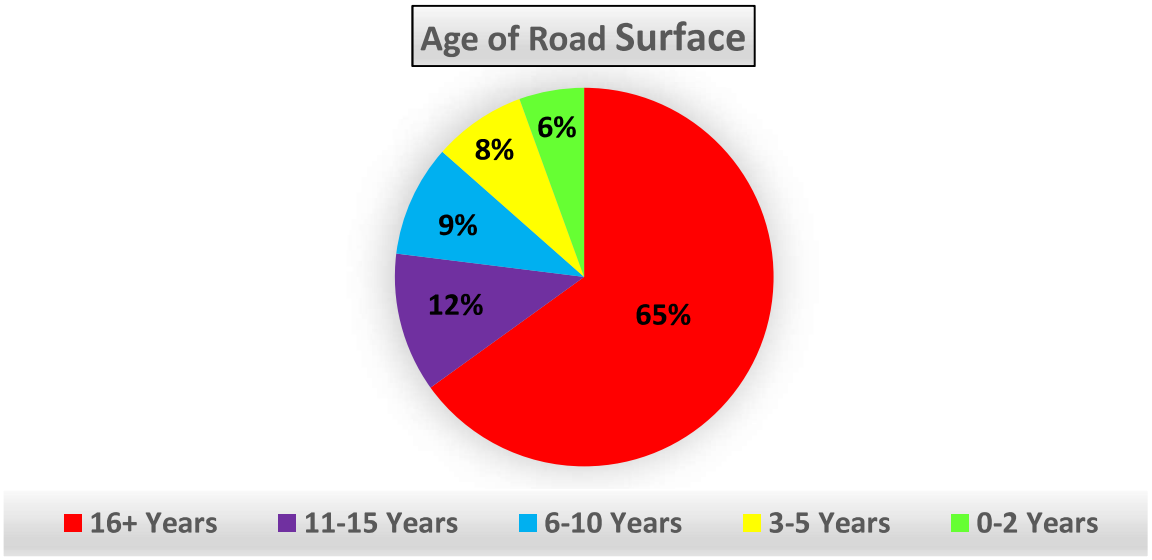
Original surface repaired with new asphalt patch material. This indicates a pavement defect or utility excavation which has been repaired. Patches with cracking, settlement or distortions indicate underlying causes remain.



S. Barbara Street

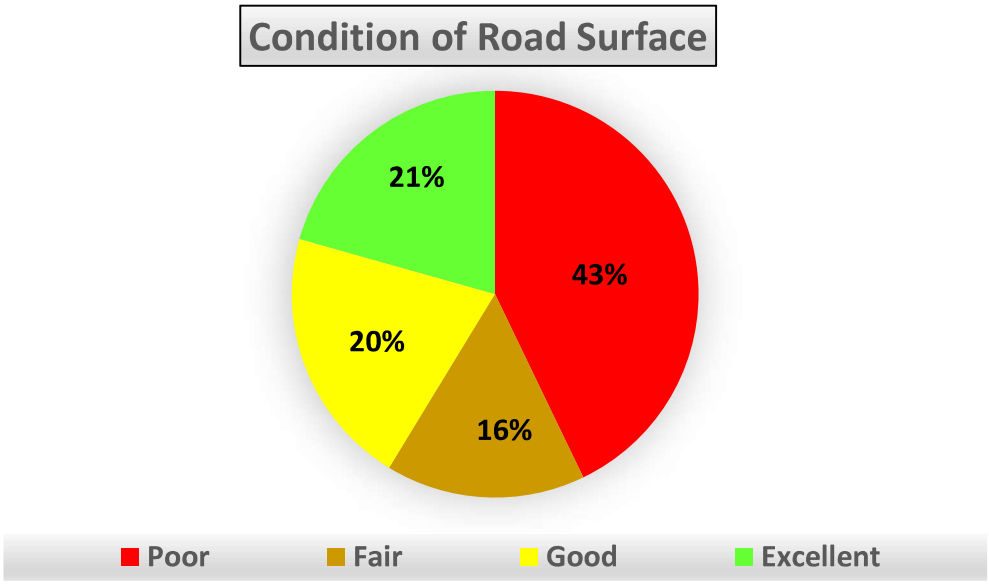
Solution: Recycling or reconstruction are required when extensive patching shows distress.


Current Road Conditions
Green
Excellent
Yellow
Good
Brown
Fair
Red
Poor
Black
Borough Alleys, Private Roads, & Private Alleys
Mount Joy
E MAIN ST
W MAIN ST
STRICKLER RD
LEFEVER RD
LONGENECKER RD
GARFIELD RD
NEWCOMER RD
SPORTSMAN RD
FAIRVIEW RD
SNYDER RD
MUSSER RD
PINKERTON RD
ANDERSON FERRY RD
S ANGLE ST
S JACOB ST
Little Chiques Park
Mount Joy Borough Park
Cove Outlook Park
Rotary Park
Donegal Heights



Age of road surface relates to the last time that a road segment has been surfaced or resurfaced. Whether it be a seal coat or a brand-new wearing course. Many of the roads that staff inspected showed little to no signs of preventative maintenance improvements to help extend the life of the roadways. Ex: Micro-surfacing or Oil & Chip

	# of Segments	Length (miles)	Surface (SY)	% of Total Surface
0-2 Years	7	1.25	18,984.9	6%
3-5 Years	10	1.38	23,375.9	8%
6-10 Years	12	2.79	45,918.9	9%
11-15 Years	15	2.53	49,244.1	12%
16+ Years	82	14.72	241,144.1	65%
	126 Segments	*22.65 Miles*	*378,667.9 SY*	*100%*



Due to the older age of the roads, their quality and conditions have worsened as the years passed. Preventative measures (Micro-surfacing or Oil & Chip) to help extend the life of the roads will likely be diminished due to the severe damage.

	# of Segments	Length (miles)	Surface (SY)	% of Total Surface
Excellent	26	4.15	73,180.9	21%
Good	26	4.93	91,395.0	20%
Fair	20	3.12	51,114.9	16%
Poor	54	10.45	162,977.1	43%
	126 Segments	*22.65 Miles*	*378,667.9 SY*	*100%*

Pavement Repairs and Preservations

Crack Sealing

Crack sealing is one of the best preventative maintenance practices. Crack sealing is a method in which hot sealant is applied to working cracks to prevent water intrusion. Pavement cracks develop due to expansion and contraction caused by temperature fluctuation. These cracks allow water to penetrate the pavement base and sub-base materials, causing pavement elements to lose structural integrity. Crack sealing can extend the life of the road if it is regularly maintained. This is also an excellent cost-effective measure. Crack sealing is ineffective on fatigue (alligator) cracking.

Base Repair

Base repair includes the removal of old pavement, base and subgrade. During this process, any wet base/subgrade material must be corrected. Before new material is added, the edges of the area of work must be primed. Then new material is added, compact thoroughly, straight edge the patch, and ensure ride ability.

Micro-Surface/Oil & Chip

Micro-surfacing:

Micro-surfacing is a cold-mix paving system, not a hot applied asphalt pavement. The material consists of small aggregate, asphalt emulsion, water and mineral fillers, and is generally applied in a 3/8" thick layer. Micro-surfacing applies a durable asphalt seal to roads that have begun to show signs of aging and minor distress. By retarding the surface's natural breakdown, this process extends the pavement's lifespan 7 to 10 years. Roadways that have deteriorated beyond a certain point are generally not good candidates for this process. The quick setting emulsion generally permits traffic on the finished surface within 1 to 2 hours after application.

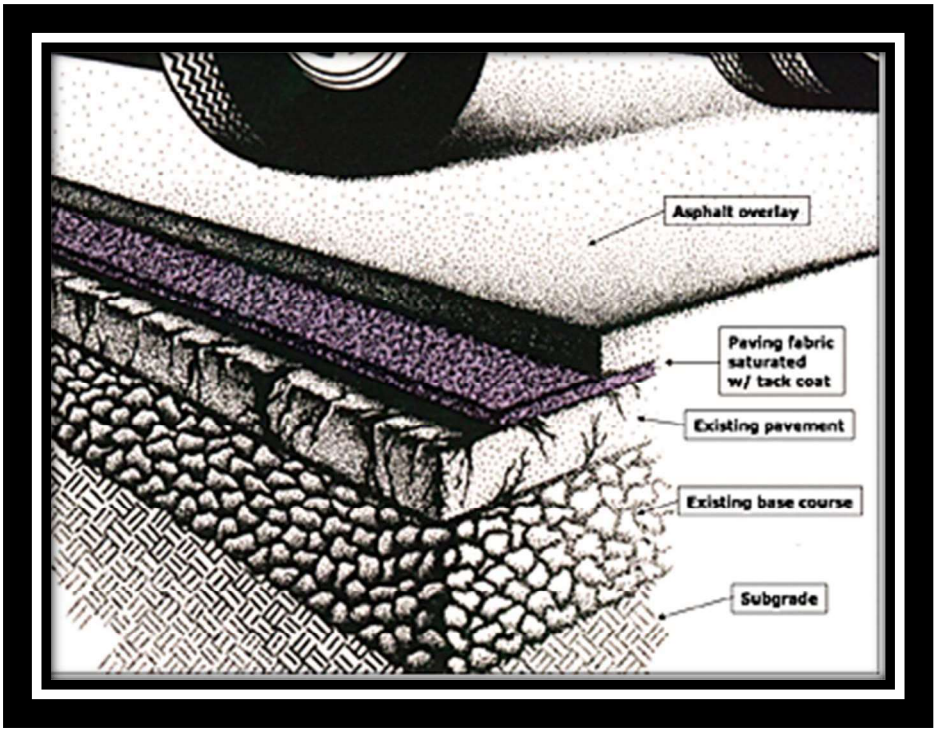
Oil & Chip:

Chip Sealing uses the same ingredients as asphalt concrete paving, but the construction method is different. With chip seals, a thin film of heated asphalt liquid is sprayed on the road surface, followed by the placement of small aggregates ("chips"). The chips are then compacted to

orient the chips for maximum adherence to the asphalt, and excess stone is swept from the surface. The ingredients of hot mix asphalt and chip seals are the same; only the construction methods are different. A double chip seal will result to a 5 to 7-year life span.

Mill, Fabric, and Overlay

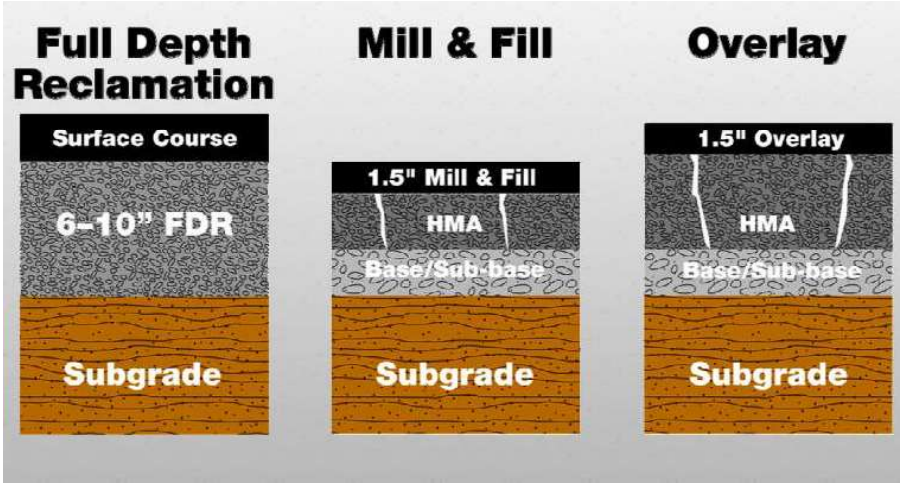
Asphalt overlay is a paving method of applying a new layer of asphalt to a deteriorating surface. Rather than tearing up an old asphalt surface entirely, an asphalt overlay project will use the existing layers as a base for the new asphalt pavement. Some asphalt surfaces with severe damage like rutting, potholes, large cracks, and expansions will need to be milled before an overlay is applied. An asphalt overlay geotextile, or paving fabric, is designed to hold a tack coat and withstand the extreme temperatures associated with paving. It functions by creating a moisture barrier between the old asphalt layer and the overlay, decreasing introduction of water into the base, reducing the effects of reflective cracking and aiding in the flexibility of the pavement. Life expectancy is between 8-15 years depending on traffic volume, climate, and drainage.



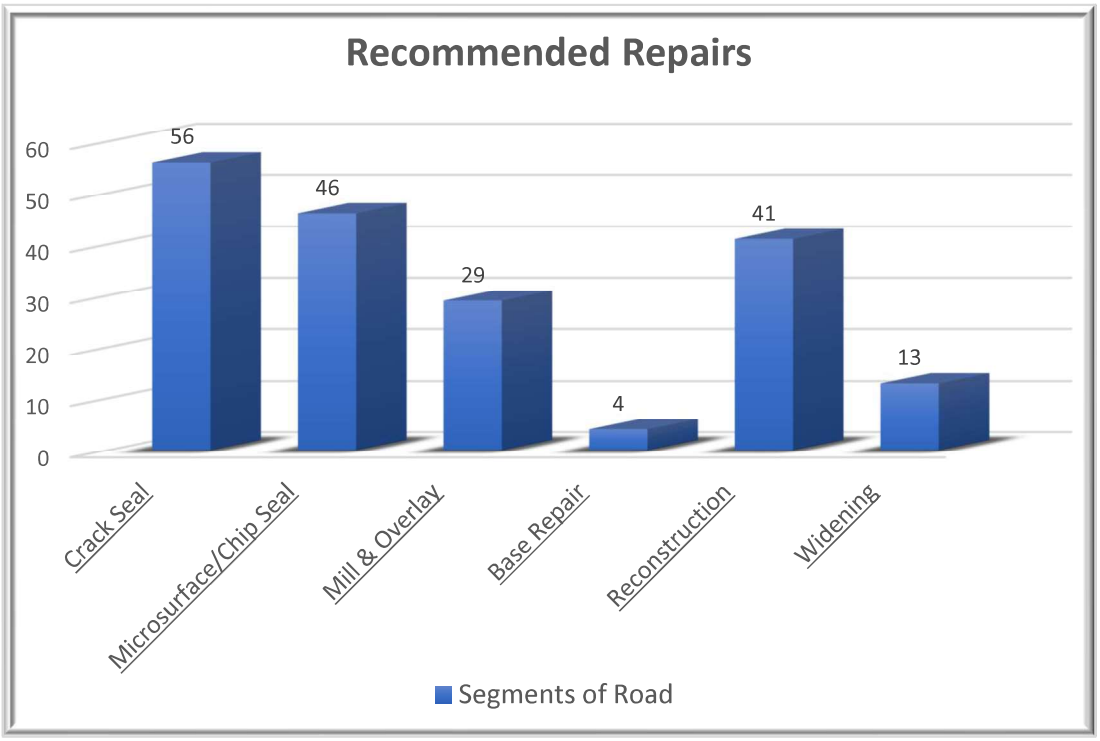
Reconstruction

A Full Depth Reclamation (FDR) is a pavement rehabilitation technique in which the damaged pavement and underlying materials are uniformly crushed, pulverized or blended, resulting in a stabilized base course (SBC); further stabilization may be obtained using available additives such as cement, calcium chloride, and emulsified asphalt. FDR is an excellent option when

discussions of road reconstruction are on the table. Because the materials are reused in the process, this eliminates the need for truck to haul new material in. Reflective crack issues are reduced, and crown/cross slopes are easily restored. This is a long-term cost-effective process because the main issues that our current roads have are weak bases, through FDR, this is addressed. This in term, reduces future maintenance costs.



Once inspections were complete, staff suggested a repair/remedy for each road to extend the surface's lifespan. The following chart breaks down these recommended repairs.



Curb and Sidewalk

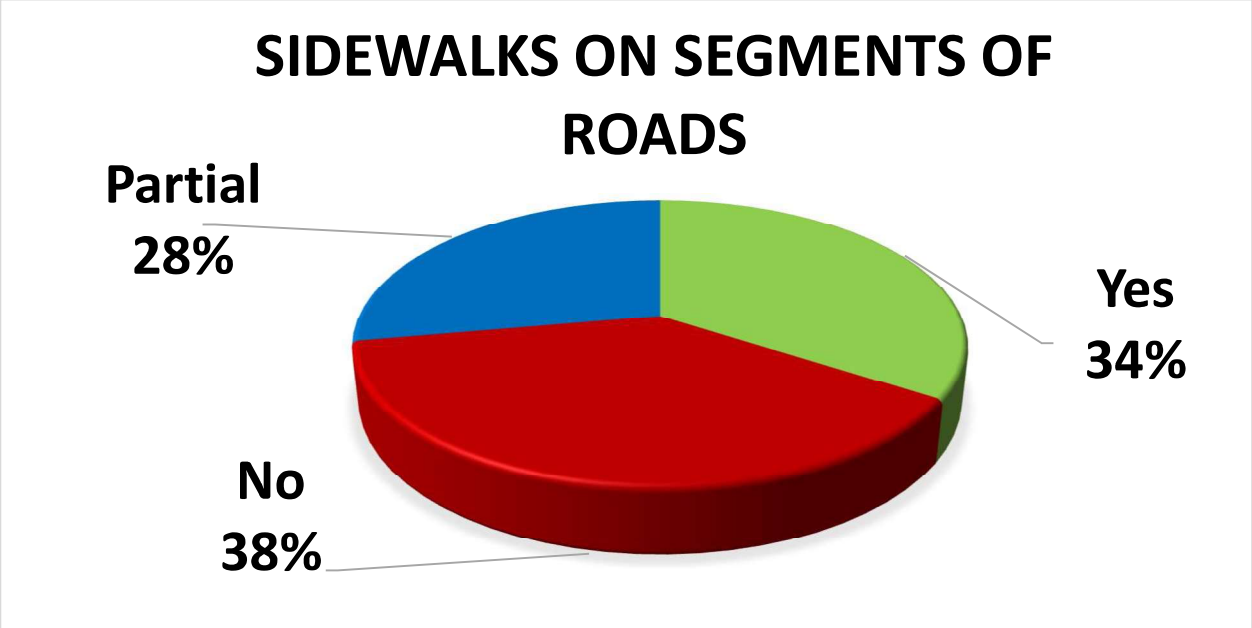
§ 232-58. Responsibility of property owners.
[Amended 2-7-2000 by Ord. No. 556]

The owner or owners of all lots fronting or abutting upon any public street or alley shall construct, lay, set and maintain in good repair and condition, satisfactory to Borough Council or its designee, the respective sidewalks and curbs in front of or alongside their respective lots according to the elevations, grade, width, height and slope which are now or hereafter established by the Borough and of the materials and specifications hereinafter prescribed.

§ 232-63. Nonconforming curbs and sidewalks.
[Amended 2-7-2000 by Ord. No. 556, 6-1-2009 by Ord. No. 6-09]

A. *Curb and sidewalk replacement along state highways. Prior to the bituminous concrete overlay or reconstruction on any state highway route within the Borough, the Borough shall require, upon 120 days' written notification to the property owner, that a curb and/or sidewalk that does not have a normal life expectancy of more than five years or that does not meet current ADA and/or Borough specifications be replaced or installed. In addition, if the curb does not have a minimum exposed surface as required by PennDOT, it must be replaced.*

B*. Curb and sidewalk replacement not along state highways. Prior to street improvements, the Borough shall require, upon 120 days' written notification to the property owner, that a curb and/or sidewalk be replaced that does not have a normal life expectancy of more than five years or that does not meet current ADA and/or Borough specifications…*



As road segments are improved, so will the installation of approved ADA ramps, sidewalks, and curbs. This will help promote safe and accessible walkability throughout the Borough while promoting healthy lifestyles.

"Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are altered to provide curb ramps where street level pedestrian walkways cross curbs. This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities. An alteration is a change that affects or could affect the usability of all or part of a building or facility. Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect. Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations." **-FHWA ruling on resurfacing from July 2013**

Paving Policy

The purpose for adopting a paving policy is to help promote safe streets, preserve the life of the streets, compiling budget methods, making connections throughout the Borough, and to provide a standard of operation for planning road maintenance. This policy will assist staff on the proper steps to achieve these goals.

Considerations

- This is a planning document, so all costs and estimates and road scheduling is not set in stone and could be subject to change. This document is to bring awareness to the current conditions of streets and how we can improve them
- Engineering costs have not been factored as well as installation of drainage. Every segment of road is unique and requires different designs which makes budgeting long term improbable
- Road scheduling has been determined by staff recommendations. Roads have been selected by current condition of the street, type of maintenance remedy needed, and what makes financial sense
- Staff will be performing yearly crack sealant to scheduled roads
- Staff will perform yearly reviews of upcoming street restorations as well as a full depth inspection of each street every 5 years
- Staff will share road maintenance schedule with the Authority as well as other utility companies
- Liquid Fuels funds alone are not sufficient to maintain the Borough's road improvement needs. So, staff recommends increasing the road maintenance budget or set monies aside for road maintenance

APPENDIX A

INVENTORY & RESULTS

Roadway Name	Curbs	Sidewalks	Length	Width	Sq. Feet	Sq. Yds	Age	Drainage	Rating	Alligator	Longitudal	Transverse	Rutting	Patching	General Comments	Date Inspected
2ND ST	No	No	685	20	13700	1522.2	16+ Years	Poor	Poor	High	Low	Low	Medium	High	Widening, re-routing, and reconstruction	11/16/2017
ARBOR ROSE AVE	Yes	Yes	2024	34	68816	7646.2	16+ Years	Excellent	Excellent	None	Low	None	None	None	Crack seal and Micro-surfacing	11/16/2017
BAILEY LN	Yes	Yes	811	34	27574	3063.8	3-5 Years	Excellent	Excellent	None	None	None	None	None	Micro-surface	11/21/2017
BERNHARD AVE	Yes	No	641	31	19871	2207.9	16+ Years	Good	Poor	High	Medium	Medium	Low	Low	Scratch, fabric, and overlay	11/16/2017
BIRCHLAND AVE	No	No	1763	22	38786	4309.6	16+ Years	Poor	Poor	Medium	High	High	Low	Medium	Widen, overlay, and drainage	11/21/2017
BLOSSOM TRL	Yes	Yes	1547	34	52598	5844.2	16+ Years	Good	Good	None	Medium	Low	None	None	Crack seal and Micro-surfacing	11/16/2017
BRIDGE BLVD	Yes	Yes	667	33	22011	2445.7	0-2 Years	Excellent	Excellent	None	None	None	None	None	Micro-surface	11/21/2017
BRUCE AVE	No	No	1585	18	28530	3170.0	0-2 Years	Poor	Good	None	None	None	High	None	Overlay 3-5 years, reconstruction in future	11/21/2017
CEDAR LN	No	No	515	19	9785	1087.2	11-15 Years	Good	Fair	Low	Medium	Low	None	Low	Crack seal immediately and overlay	11/16/2017
CHARLAN BLVD	Yes	Yes	1309	34	44506	4945.1	3-5 Years	Excellent	Excellent	None	None	None	None	None	Micro-surface	11/21/2017
CHARTER LN	Yes	Yes	1137	30	34110	3790.0	16+ Years	Poor	Poor	High	High	High	High	Medium	Reconstruction needed as well as drainage	11/30/2017
CHESTNUT ST	No	No	211	24	5064	562.7	16+ Years	Good	Good	Low	None	None	None	High	Crack seal	12/7/2017
CHOCOLATE AVE	Yes	Yes	747	34	25398	2822.0	16+ Years	Good	Poor	High	Medium	Medium	Low	High	Mill, fabric, and overlay	11/30/2017
CHURCH ST (from Keinath to N Plum)	Yes	Yes	625	34	21250	2361.1	16+ Years	Good	Good	None	Low	Low	None	Medium	Crack seal and micro surfacing	12/6/2017
CHURCH ST (from N Angle to Orchard)	Yes	Partial	1314	34	44676	4964.0	16+ Years	Good	Poor	Medium	Medium	Medium	None	Medium	Crack seal, micro surfacing	12/6/2017
CHURCH ST (from N Plum to N Angle)	Yes	Yes	924	34	31416	3490.7	16+ Years	Good	Good	None	Low	Low	None	Medium	Crack seal and micro surfacing	12/6/2017
COLONY LN	Yes	Partial	445	30	13350	1483.3	16+ Years	Good	Fair	High	Low	Medium	None	Low	Mill, fabric, overlay	11/30/2017
COLUMBIA AVE (from Pinkerton to S Market)	Yes	Yes	850	34	28900	3211.1	16+ Years	Good	Good	Low	Medium	None	None	Low	Seal coat/micro surface	11/30/2017
COLUMBIA AVE (from S Market to S Barbara)	Yes	Yes	1296	34	44064	4896.0	16+ Years	Fair	Poor	High	Medium	Low	Low	Low	Mill, fabric, overlay, and drainage	11/30/2017
CONCORD ST	Yes	No	763	25	19075	2119.4	16+ Years	Good	Poor	High	Medium	Medium	Low	Medium	Mill fabric overlay	12/1/2017
CORNERSTONE DR	Yes	Yes	1200	34	40800	4533.3	6-10 Years	Good	Fair	None	High	Low	None	Low	Micro surfacing /seal coat, Crack sealing	12/1/2017
CREEKSIDE LN	Yes	No	774	30	23220	2580.0	11-15 Years	Good	Poor	Medium	High	Medium	None	Medium	Mill fabric overlay Crack seal	12/1/2017
DAVID ST (from New Haven to W Donegal)	Yes	Partial	971	21	20391	2265.7	11-15 Years	Good	Poor	High	Medium	Medium	None	Medium	Mill overlay fabric, treat like an alley from lumber to churc	12/1/2017
DAVID ST (from S Comfort Alley to New Haven)	Yes	No	604	21	12684	1409.3	6-10 Years	Good	Excellent	None	None	None	None	None	Micro surfacing or seal coat	12/1/2017
DELTA ST (from Marietta Ave to Cul-De-Sac)	No	Partial	1768	34	60112	6679.1	11-15 Years	Fair	Good	Low	Low	Low	None	Low	Seal coat/micro surfacing	11/30/2017
DETWILER AVE	Yes	Yes	1221	25	30525	3391.7	16+ Years	Fair	Poor	Low	High	Medium	None	High	Mill, fabric, and overlay Crack seal	12/6/2017
E DONEGAL ST (from Marietta to Market)	Yes	Yes	178	30	5340	593.3	11-15 Years	Good	Good	None	Medium	None	None	None	Crack seal & Microsurface	1/10/2018

Roadway Name	Curbs	Sidewalks	Length	Width	Sq. Feet	Sq. Yds	Age	Drainage	Rating	Alligator	Longitudal	Transverse	Rutting	Patching	General Comments	Date Inspected
E DONEGAL ST (from Longenecker to Barbara)	Yes	Partial	1903	34	64702	7189.1	16+ Years	Good	Good	None	Medium	Low	None	Low	Base repair, Crack seal, micro surfacing	12/6/2017
E HENRY ST	No	No	628	18	11304	1256.0	16+ Years	Fair	Poor	High	High	High	High	High	Train station reconstruction project	12/6/2017
EBY CHIQUES RD	No	No	1213	24	29112	3234.7	16+ Years	Good	Good	None	Low	None	Low	None	Suggest widening, crack seal	12/6/2017
ELLA DR	Yes	Yes	256	34	8704	967.1	3-5 Years	Excellent	Excellent	None	None	None	None	None	Crack seal and micro surfacing	12/6/2017
FARMINGTON WAY	Yes	Partial	1503	34	51102	5678.0	3-5 Years	Excellent	Excellent	None	None	None	None	None	Crack seal and micro surfacing	12/6/2017
FARMVIEW LN	Yes	Partial	1461	34	49674	5519.3	16+ Years	Good	Poor	High	High	High	Low	High	FDR	12/6/2017
FLORIN AVE (from dead end to DSR)	Yes	No	428	31	13268	1474.2	16+ Years	Fair	Poor	Medium	Medium	Medium	Low	Medium	Crack seal and micro surfacing, possible mill fabric overlay	12/6/2017
FLORIN AVE (from DSR to School Ln)	Yes	Yes	998	30	29940	3326.7	3-5 Years	Good	Excellent	None	None	None	None	Low	Crack seal and micro surfacing	12/6/2017
FLORIN AVE (from School Ln to Borough Line)	Yes	Yes	1629	34	55386	6154.0	16+ Years	Good	Good	High	Low	None	None	None	Crack seal and micro surfacing	12/6/2017
FRANK ST	Yes	Partial	1134	26	29484	3276.0	16+ Years	Good	Good	None	Low	None	None	Medium	Crack seal and micro surfacing	12/6/2017
FREDERICK ST	No	No	314	21	6594	732.7	16+ Years	Good	Good	None	Low	Low	None	Low	Crack seal	12/6/2017
GLENN AVE (from DSR to Martin Ave)	Yes	Yes	300	30	9000	1000.0	16+ Years	Fair	Poor	Medium	High	High	Low	Medium	FDR along w/ Martin Ave	12/6/2017
GLENN AVE (from Florin to Blossom Trail)	Yes	Yes	1110	30	33300	3700.0	16+ Years	Good	Poor	Low	Medium	Medium	Low	Medium	Mill, fabric, overlay, micro surfacing, Crack seal	12/6/2017
GRANDVIEW CIR	Yes	No	313	34	10642	1182.4	16+ Years	Excellent	Good	Low	Low	None	None	None	Crack seal and micro surfacing	12/7/2017
HEMP ST	No	No	222	12	2664	296.0	16+ Years	Poor	Poor	Medium	High	Medium	Low	High	Mill overlay fabric	12/7/2017
HILL ST (from N Angle to Orchard)	Yes	Partial	986	18	17748	1972.0	6-10 Years	Excellent	Excellent	None	Low	None	None	None	Crack seal and micro surfacing	12/7/2017
HILL ST (from N Plum to N Angle)	Yes	Partial	935	18	16830	1870.0	6-10 Years	Excellent	Excellent	None	Low	None	None	None	Crack seal and micro surfacing	12/7/2017
HOPEWELL ST (from 772 to Fairview)	No	No	418	17	7106	789.6	16+ Years	Fair	Poor	High	Medium	Medium	Low	High	Mill overlay fabric	12/7/2017
HOPEWELL ST (from Old Stand By to Fairview)	No	No	279	17	4743	527.0	6-10 Years	Good	Excellent	None	None	None	None	None	Crack seal	12/7/2017
ICE ST	No	No	219	24	5256	584.0	6-10 Years	Excellent	Excellent	None	None	None	None	Low	Crack seal	12/7/2017
JASMINE AVE	Yes	Yes	208	33	6864	762.7	3-5 Years	Excellent	Excellent	None	None	None	None	None	Crack seal and micro surfacing	12/6/2017
JOY AVE	No	No	264	22	5808	645.3	16+ Years	Good	Fair	Low	Low	None	None	High	Crack seal and micro surfacing	12/6/2017
LAUVER DR	No	No	328	12	3936	437.3	3-5 Years	Excellent	Excellent	None	None	None	None	None	Crack seal	12/13/2017
LEMON ST	No	No	239	15	3585	398.3	16+ Years	Good	Fair	Medium	Medium	Low	None	Medium	Reconstruction planned	12/7/2017
LIBERTY CT	Yes	Yes	423	30	12690	1410.0	16+ Years	Good	Fair	High	Medium	Low	None	Low	Mill fabric overlay	12/13/2017
LOCUST LN	Yes	Partial	1854	34	63036	7004.0	16+ Years	Fair	Poor	High	High	Medium	None	High	Reconstruction and take core samples	12/13/2017
LUMBER ST (from 772 to dead end)	Yes	Partial	1238	20	24760	2751.1	16+ Years	Good	Poor	High	High	Medium	Low	Low	Mill fabric and overlay	12/13/2017

Roadway Name	Curbs	Sidewalks	Length	Width	Sq. Feet	Sq. Yds	Age	Drainage	Rating	Alligator	Longitudal	Transverse	Rutting	Patching	General Comments	Date Inspected
LUMBER ST (from W Main to W Henry)	Yes	Yes	275	20	5500	611.1	16+ Years	Good	Fair	Medium	Medium	Low	None	None	FDR	12/13/2017
MARTIN AVE (from dead end to Florin)	Yes	Yes	630	30	18900	2100.0	16+ Years	Good	Fair	Medium	Medium	Low	None	Low	Reconstruction	12/13/2017
MARTIN AVE (from Florin to Farmview)	Yes	Yes	1580	34	53720	5968.9	16+ Years	Good	Fair	Medium	Medium	Low	None	Medium	Micro surfacing and reconstruction	12/13/2017
MIDWAY RD	Yes	Partial	869	34	29546	3282.9	16+ Years	Fair	Poor	High	High	Medium	None	Low	Reconstruction	12/13/2017
MOUNT JOY ST	Yes	Yes	1444	33	47652	5294.7	16+ Years	Good	Poor	Medium	Medium	Medium	Low	High	Mill overlay fabric	12/7/2017
N ANGLE ST (from Bruce to Terrace)	No	No	494	19	9386	1042.9	16+ Years	Good	Poor	High	High	Medium	Low	High	Reconstruction	12/13/2017
N ANGLE ST (from Hill to Main)	No	Partial	1687	26	43862	4873.6	16+ Years	Good	Poor	High	High	Medium	Medium	High	Reconstruction	12/13/2017
N ANGLE ST (from Terrace to Hill)	No	No	833	36	29988	3332.0	16+ Years	Good	Poor	High	High	Medium	Medium	High	Reconstruction	12/13/2017
N BARBARA ST (from 772 to Detwiler)	Yes	Partial	1236	28	34608	3845.3	16+ Years	Good	Poor	Medium	Medium	Low	Low	High	Mill overlay fabric	12/7/2017
N BARBARA ST (from Detwiler to E Main)	Yes	Yes	1232	28	34496	3832.9	16+ Years	Good	Poor	Medium	Low	Low	Low	High	Mill overlay fabric	12/7/2017
N HIGH ST	No	Partial	1413	32	45216	5024.0	16+ Years	Good	Fair	Low	Medium	None	None	High	Crack seal and Microsurface	12/7/2017
N JACOB ST	Yes	Partial	636	25	15900	1766.7	16+ Years	Fair	Poor	Medium	Medium	Low	None	High	Overlay Crack seal	12/18/2017
N MARKET AVE	Yes	Partial	1195	36	43020	4780.0	16+ Years	Good	Fair	Low	High	Low	None	Low	Crack sealing. Overlay	12/18/2017
N MARKET ST	Yes	Yes	3064	33	101112	11234.7	6-10 Years	Excellent	Good	None	Low	None	None	Low	Crack seal and Microsurface	12/18/2017
N PLUM ST (from Pleasure to Borough Line)	No	No	1258	18	22644	2516.0	16+ Years	Poor	Poor	High	High	High	Medium	Medium	Reconstruction	12/18/2017
N PLUM ST (from W Main to Pleasure Rd)	Yes	Partial	1719	29	49851	5539.0	16+ Years	Poor	Poor	High	High	Low	Low	High	Reconstruction	12/18/2017
NEW HAVEN ST (from 772 to Oak Aly)	Yes	No	214	34	7276	808.4	16+ Years	Good	Good	Medium	Low	Low	None	None	Base repair	12/18/2017
NEW HAVEN ST (from W Donegal to 772)	Yes	Yes	885	34	30090	3343.3	16+ Years	Good	Poor	High	High	High	Medium	High	Reconstruction	12/18/2017
NEW ST (from S Barbara to S Jacob)	No	No	895	28	25060	2784.4	16+ Years	Poor	Poor	High	Medium	High	None	Low	Reconstruction & widening	12/18/2017
NEW ST (from Walnut to S Barbara)	Yes	Partial	410	28	11480	1275.6	11-15 Years	Good	Good	Low	Low	None	None	None	Crack Seal and Microsurface	12/18/2017
NEWCOMER RD	Yes	Partial	473	19	8987	998.6	0-2 Years	Excellent	Excellent	None	None	None	None	None	Crack seal when needed and Microsurface	12/18/2017
OLD MARKET ST (from 772 to Borough Line)	No	Partial	480	32	15360	1706.7	0-2 Years	Excellent	Excellent	None	None	None	None	None	Crack Seal and Microsurface	12/18/2017
OLD MARKET ST (from N Market to 772)	Yes	Yes	845	25	21125	2347.2	16+ Years	Good	Fair	Low	Medium	None	None	Medium	Crack seal & micro surfacing	12/18/2017
ORANGE ST	No	No	617	17	10489	1165.4	16+ Years	Poor	Fair	High	Low	Low	Low	Low	Reconstruction & widening	12/18/2017
ORCHARD RD (from Bruce to Hill)	No	No	1075	20	21500	2388.9	16+ Years	Poor	Poor	High	Medium	Low	None	High	Reconstruction & widening	12/18/2017
ORCHARD RD (from Hill to W Main)	Yes	Yes	1384	36	49824	5536.0	11-15 Years	Good	Good	None	Medium	None	None	None	Crack sealing micro surfacing	12/18/2017
PARK AVE	No	No	2633	21	55293	6143.7	6-10 Years	Fair	Fair	Low	Low	None	Low	Medium	FDR	12/27/2017

Roadway Name	Curbs	Sidewalks	Length	Width	Sq. Feet	Sq. Yds	Age	Drainage	Rating	Alligator	Longitudal	Transverse	Rutting	Patching	General Comments	Date Inspected
PEACE AVE	Yes	Yes	636	34	21624	2402.7	11-15 Years	Good	Excellent	None	None	None	None	None	Crack seal and micro surfacing	12/28/2017
PINE ST	No	No	625	21	13125	1458.3	16+ Years	Fair	Fair	Medium	Low	Low	None	High	Micro surfacing	12/28/2017
PINKERTON RD	No	No	1820	18	32760	3640.0	16+ Years	Poor	Poor	High	High	High	Medium	High	FDR	12/28/2017
POPLAR ST	Yes	Yes	889	34	30226	3358.4	16+ Years	Good	Good	None	Low	None	None	Low	Crack seal & micro surfacing	12/27/2017
RICHLAND LN	No	No	1314	25	32850	3650.0	16+ Years	Fair	Poor	Medium	Medium	High	Medium	Low	FDR	12/27/2017
ROSE PETAL LN	Yes	Yes	1782	34	60588	6732.0	11-15 Years	Good	Excellent	None	Low	None	None	None	Crack seal and Microsurface	12/28/2017
S BARBARA ST	Yes	Yes	1304	34	44336	4926.2	11-15 Years	Good	Good	Low	Low	Low	None	Low	Micro surfacing and Crack seal	12/27/2017
S HIGH ST (from E Donegal to South Aly)	Yes	Yes	214	29	6206	689.6	11-15 Years	Fair	Fair	High	Low	Low	None	None	Mill overlay	12/27/2017
S HIGH ST (from E Main to Sassafras Aly)	Yes	Partial	223	33	7359	817.7	16+ Years	Fair	Poor	High	Medium	Medium	Low	Medium	Mill and overlay	12/27/2017
S JACOB ST (from dead end to Borough Line)	Yes	Partial	1418	37	52466	5829.6	16+ Years	Poor	Poor	High	High	High	High	High	FDR	12/27/2017
S JACOB ST (from E Main to Sassafras Aly)	Yes	Yes	222	37	8214	912.7	16+ Years	Good	Good	Low	Low	None	None	Low	Mill and overlay	12/28/2017
S MARKET AVE (from dead end to Wood)	Yes	Yes	262	20	5240	582.2	3-5 Years	Excellent	Excellent	None	None	None	None	None	Crack Seal	12/28/2017
S MARKET AVE (from W Main to dead end)	Yes	Yes	589	34	20026	2225.1	11-15 Years	Excellent	Excellent	None	None	None	None	None	Crack sealing	12/27/2017
S MARKET AVE (from Wood to DSR)	Yes	Partial	1617	20	32340	3593.3	16+ Years	Fair	Poor	Medium	Medium	Medium	Medium	High	FDR	12/28/2017
S MARKET ST (from 230 to 772)	Yes	Yes	660	36	23760	2640.0	16+ Years	Good	Good	Low	Medium	None	Low	None	Mill overlay	12/27/2017
S MARKET ST (from 772 to dead end)	Yes	Partial	1483	36	53388	5932.0	6-10 Years	Good	Excellent	None	Low	None	None	None	Crack seal and Microsurface	12/27/2017
S MELHORN DR	Yes	No	305	33	10065	1118.3	11-15 Years	Excellent	Good	None	Low	None	None	Low	Crack Seal	12/28/2017
S PLUM ST (from dead end to Wood)	Yes	Partial	238	32	7616	846.2	16+ Years	Fair	Fair	Low	Low	Low	Low	Low	Mill and overlay	12/28/2017
S PLUM ST (from Wood to DSR)	Yes	Yes	1906	32	60992	6776.9	0-2 Years	Excellent	Excellent	None	None	None	None	None	Crack Seal & micro surfacing	12/28/2017
S PLUMB ST (from W Main to Square St)	No	Partial	693	22	15246	1694.0	16+ Years	Fair	Poor	Low	Medium	None	Medium	High	FDR	12/27/2017
SCHOOL LN (from 772 to Pinkerton)	Yes	No	1630	32	52160	5795.6	16+ Years	Good	Poor	High	High	High	Low	High	FDR	12/27/2017
SCHOOL LN (from Blossom Trail to 772)	Yes	Partial	1247	40	49880	5542.2	11-15 Years	Good	Good	Medium	Low	None	None	Low	Base repair & micro surfacing & Crack seal	12/27/2017
SCHOOL LN (from dead end to Blossom Trail)	Yes	No	1258	40	50320	5591.1	11-15 Years	Good	Excellent	None	Low	None	None	None	Crack seal and Microsurface	12/27/2017
SCHOOL LN (from Pinkerton to S Market)	Yes	No	1027	22	22594	2510.4	16+ Years	Poor	Poor	High	Medium	High	Medium	High	FDR	12/27/2017
SCHOOL LN (from S Market to dead end)	No	No	509	22	11198	1244.2	16+ Years	Poor	Poor	High	High	High	Medium	High	FDR	12/27/2017
SELLER LN	No	No	427	15	6405	711.7	3-5 Years	Good	Excellent	None	Low	None	None	None	Crack seal	12/28/2017
SPRINGVILLE RD	No	No	998	20	19960	2217.8	16+ Years	Fair	Poor	High	Medium	High	None	Medium	Mill and overlay	12/28/2017

Roadway Name	Curbs	Sidewalks	Length	Width	Sq. Feet	Sq. Yds	Age	Drainage	Rating	Alligator	Longitudal	Transverse	Rutting	Patching	General Comments	Date Inspected
SQUARE ST (from dead end to S Angle bridge)	No	Partial	1397	18	25146	2794.0	16+ Years	Fair	Poor	High	Low	Low	High	Low	FDR	12/27/2017
SQUARE ST (from S Angle bridge to Orange)	No	No	725	18	13050	1450.0	16+ Years	Good	Fair	Low	Low	Low	Low	High	Crack sealing and Microsurface	12/27/2017
STAUFER CT	Yes	No	583	30	17490	1943.3	16+ Years	Good	Poor	High	Medium	Medium	None	High	FDR	1/10/2018
SUNSET AVE	Yes	Yes	474	30	14220	1580.0	16+ Years	Good	Poor	High	High	Medium	None	High	FDR	1/10/2018
TAYLOR AVE	Yes	Yes	535	34	18190	2021.1	0-2 Years	Excellent	Excellent	None	None	None	None	None	Crack seal and Microsurface	1/10/2018
TERRACE AVE	Yes	No	1660	29	48140	5348.9	16+ Years	Fair	Poor	High	Medium	Medium	None	Low	FDR	1/10/2018
W DONEGAL ST (from both sides of DSR)	Yes	Partial	906	30	27180	3020.0	16+ Years	Fair	Poor	High	Medium	Low	Low	High	Drainage, FDR	1/10/2018
W DONEGAL ST (from New Haven to Market)	Yes	Yes	1038	30	31140	3460.0	6-10 Years	Excellent	Good	None	Low	None	None	Low	Crack Seal & Microsurface	1/10/2018
W HENRY ST (from dead end to New Haven)	No	No	933	18	16794	1866.0	0-2 Years	Excellent	Excellent	None	None	None	None	None	Crack Seal	1/10/2018
W HENRY ST (from New Haven to S Market)	No	No	1035	18	18630	2070.0	16+ Years	Poor	Poor	High	High	High	Low	High	Current train station project	1/10/2018
WALNUT ST	No	No	660	19	12540	1393.3	16+ Years	Poor	Poor	High	High	Medium	None	Medium	FDR	1/10/2018
WATER ST (from Alden to N Plum)	No	Partial	1088	24	26112	2901.3	3-5 Years	Good	Good	None	Medium	None	None	None	Crack seal and Microsurface	1/10/2018
WATER ST (from N Angle to dead end)	No	No	275	18	4950	550.0	6-10 Years	Fair	Poor	High	Medium	Medium	None	Low	FDR	1/10/2018
WATER ST (from N Plum to N Angle)	No	Partial	932	18	16776	1864.0	16+ Years	Fair	Poor	Medium	Medium	Low	Low	Medium	FDR and widen	1/10/2018
WOOD ST (from Chocolate to Florin)	No	No	944	10	9440	1048.9	16+ Years	Poor	Poor	High	High	Low	Low	Low	FDR	1/10/2018
WOOD ST (from Musser to S Plum)	Yes	Partial	2039	34	69326	7702.9	6-10 Years	Fair	Fair	Medium	Medium	Low	None	Low	FDR	1/10/2018
WOOD ST (from S Plum to Chocolate)	Yes	Partial	1817	34	61778	6864.2	16+ Years	Poor	Poor	High	High	Medium	None	High	FDR	1/10/2018
ZIEGLER ST	No	No	381	30	11430	1270.0	16+ Years	Good	Fair	Medium	Low	Low	None	Medium	Crack seal. Mill fabric overlay	1/10/2018

APPENDIX B

RECOMMENDED REPAIRS

2ND ST (685 ft. x 20 ft., 1522.2 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2035
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
Widening (without bituminous course)	100	$		
		$		
Total as of February 12th, 2018		$	-	
ARBOR ROSE AVE (2024 ft. x 34 ft., 7646.2 SY) - 16+ Years - Excellent	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2020
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
BAILEY LN (811 ft. x 34 ft., 3063.8 SY) - 3-5 Years - Excellent	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2021
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
BERNHARD AVE (641 ft. x 31 ft., 2207.9 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Base Repair (with bituminous course)	0.5	$		2019
Mill & Overlay (1-1/2" depth)	100	$		
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
Total as of February 12th, 2018		$	-	
BIRCHLAND AVE (1763 ft. x 22 ft., 4309.6 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2032
Paving Fabric	100	$		
Leveling Course	100	$		
Widening (without bituminous course)	100	$		
		$		
Total as of February 12th, 2018		$	-	
BLOSSOM TRL (1547 ft. x 34 ft., 5844.2 SY) - 16+ Years - Excellent	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2020
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
BRIDGE BLVD (667 ft. x 33 ft., 2445.7 SY) - 0-2 Years - Excellent	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2021
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
BRUCE AVE (1585 ft. x 18 ft., 3170.0 SY) - 0-2 Years - Good	% of Area		Amount	Projected Year
Oil & Chip (double application)	100	$		2026/2033
Full Depth Reclamation (10" without bituminous course)	100	$		
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
Widening (without bituminous course)	100	$		
Total as of February 12th, 2018		$	-	
CEDAR LN (515 ft. x 19 ft., 1087.2 SY) - 11-15 Years - Fair	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2032
Mill & Overlay (1-1/2" depth)	100	$		
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
Total as of February 12th, 2018		$	-	
CHARLAN BLVD (1309 ft. x 34 ft., 4945.1 SY) - 3-5 Years - Excellent	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2021
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	

CHARTER LN (1137 ft. x 30 ft., 3790.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2024
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
CHESTNUT ST (211 ft. x 24 ft., 562.7 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2033
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
CHOCOLATE AVE (747 ft. x 34 ft., 2822.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2033
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
CHURCH ST (from Keinath to N Plum) (625 ft. x 34 ft., 2361.1 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2018
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
CHURCH ST (from N Angle to Orchard) (1314 ft. x 34 ft., 4964.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2018
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
CHURCH ST (from N Plum to N Angle) (924 ft. x 34 ft., 3490.7 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2018
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
COLONY LN (445 ft. x 30 ft., 1483.3 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2032
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
COLUMBIA AVE (from Pinkerton to S Market) (850 ft. x 34 ft., 3211.1 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2026
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
COLUMBIA AVE (from S Market to S Barbara) (1296 ft. x 34 ft., 4896.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2026
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
CONCORD ST (763 ft. x 25 ft., 2119.4 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2029
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	

CORNERSTONE DR (1200 ft. x 34 ft., 4533.3 SY) - 6-10 Years - Fair	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2034
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
CREEKSIDE LN (774 ft. x 30 ft., 2580.0 SY) - 11-15 Years - Poor	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2034
Mill & Overlay (1-1/2" depth)	100	$		
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
Total as of February 12th, 2018		$	-	
DAVID ST (from New Haven to W Donegal) (971 ft. x 21 ft., 2265.7 SY) - 11-15 Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	75	$		2034
Paving Fabric	75	$		
Leveling Course	75	$		
Crack Sealing (done by Borough)	25	$		
		$		
Total as of February 12th, 2018		$	-	
DAVID ST (from S Comfort Alley to New Haven) (604 ft. x 21 ft., 1409.3 SY) - 6-10 Years - Excellent	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2033
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
DELTA ST (from Marietta Ave to Cul-De-Sac) (1768 ft. x 34 ft., 6679.1 SY) - 11-15 Years - Good	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2024
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
DETWILER AVE (1221 ft. x 25 ft., 3391.7 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2029
Mill & Overlay	100	$		
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
Total as of February 12th, 2018		$	-	
E DONEGAL ST (from Longenecker to Barbara) (1903 ft. x 34 ft., 7189.1 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Base Repair (with bituminous course)	0.1	$		2026
Crack Sealing (done by Borough)	5	$		
Microsurface	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
E DONEGAL ST (from Marietta to Market) (178 ft. x 30 ft., 593.3 SY) - 11-15 Years - Good	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2024
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
E HENRY ST (628 ft. x 18 ft., 1256.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Roadway reconstruction included in train station construction	100	$		When construction is complete
		$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
EBY CHIQUES RD (1213 ft. x 24 ft., 3234.7 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2018
		$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	

ELLA DR (256 ft. x 34 ft., 967.1 SY) - 3-5 Years - Excellent	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2021
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
FARMINGTON WAY (1503 ft. x 34 ft., 5678.0 SY) - 3-5 Years - Excellent	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2021
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
FARMVIEW LN (1461 ft. x 34 ft., 5519.3 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2025
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
FLORIN AVE (from dead end to DSR) (428 ft. x 31 ft., 1474.2 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay	100	$		2038
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
FLORIN AVE (from DSR to School Ln) (998 ft. x 30 ft., 3326.7 SY) - 3-5 Years - Excellent	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2020
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
FLORIN AVE (from School Ln to Borough Line) (1629 ft. x 34 ft., 6154.0 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2020
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
FRANK ST (1134 ft. x 26 ft., 3276.0 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2027
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
FREDERICK ST (314 ft. x 21 ft., 732.7 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2033
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
GLENN AVE (from DSR to Martin Ave) (300 ft. x 30 ft., 1000.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2025
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
GLENN AVE (from Florin to Blossom Trail) (1110 ft. x 30 ft., 3700.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	60	$		2020/2026
25mm Base Course (3" depth for FDR)	60	$		
9.5mm Wearing Course (1-1/2" depth)	60	$		
Crack Sealing (done by Borough)	5	$		
Microsurface	40	$		
Total as of February 12th, 2018		$	-	

GRANDVIEW CIR (313 ft. x 34 ft., 1182.4 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2028
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
HEMP ST (222 ft. x 12 ft., 296.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2035
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
HILL ST (from N Angle to Orchard) (986 ft. x 18 ft., 1972.0 SY) - 6-10 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2028
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
HILL ST (from N Plum to N Angle) (935 ft. x 18 ft., 1870.0 SY) - 6-10 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2028
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
HOPEWELL ST (from 772 to Fairview) (418 ft. x 17 ft., 789.6 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2033
Paving Fabric	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
HOPEWELL ST (from Old Stand By to Fairview) (279 ft. x 17 ft., 527.0 SY) - 6-10 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2018
		$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
ICE ST (219 ft. x 24 ft., 584.0 SY) - 6-10 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2018
		$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
JASMINE AVE (208 ft. x 33 ft., 762.7 SY) - 3-5 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2021
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
JOY AVE (264 ft. x 22 ft., 645.3 SY) - 16+ Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2035
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
LAUVER DR (328 ft. x 12 ft., 437.3 SY) - 16+ Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2018
		$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	

LEMON ST (239 ft. x 15 ft., 398.3 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
** Road reconstruction planned by the Legion*	100	$		When construction is complete
		$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
LIBERTY CT (423 ft. x 30 ft., 1410.0 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2032
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
LOCUST LN (1854 ft. x 34 ft., 7004.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2027
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
LUMBER ST (from 772 to dead end) (1238 ft. x 20 ft., 2751.1 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2034
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
LUMBER ST (from W Main to W Henry) (275 ft. x 20 ft., 611.1 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2038
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
MARTIN AVE (from dead end to Florin) (630 ft. x 30 ft., 2100.0 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2025
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
MARTIN AVE (from Florin to Farmview) (1580 ft. x 34 ft., 5968.9 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	60	$		2020/2025
25mm Base Course (3" depth for FDR)	60	$		
9.5mm Wearing Course (1-1/2" depth)	60	$		
Crack Seal (done by Borough)	5	$		
Microsurface	40	$		
Total as of February 12th, 2018		$	-	
MIDWAY RD (869 ft. x 34 ft., 3282.9 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2028
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
MOUNT JOY ST (1444 ft. x 33 ft., 5294.7 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2029
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
N ANGLE ST (from Bruce to Terrace) (494 ft. x 19 ft., 1042.9 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2019
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	

N ANGLE ST (from Hill to Main) (1687 ft. x 26 ft., 4873.6 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2019
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
N ANGLE ST (from Terrace to Hill) (833 ft. x 36 ft., 3332.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2019
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
N BARBARA ST (from 772 to Detwiler) (1236 ft. x 28 ft., 3845.3 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2029
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
N BARBARA ST (from Detwiler to E Main) (1232 ft. x 28 ft., 3832.9 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2029
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
N HIGH ST (1413 ft. x 32 ft., 5024.0 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2028
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
N JACOB ST (636 ft. x 25 ft., 1766.7 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2029
Mill & Overlay (1-1/2" depth)	100	$		
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
Total as of February 12th, 2018		$	-	
N MARKET AVE (1195 ft. x 36 ft., 4780.0 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2032
Mill & Overlay (1-1/2" depth)	100	$		
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
Total as of February 12th, 2018		$	-	
N MARKET ST (3064 ft. x 33 ft., 11234.7 SY) - 6-10 Years - Good	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2027
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
N PLUM ST (from Pleasure to Borough Line) (1258 ft. x 18 ft., 2516.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2018
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
N PLUM ST (from W Main to Pleasure Rd) (1719 ft. x 29 ft., 5539.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2030
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	

NEW HAVEN ST (from 772 to Oak Aly) (214 ft. x 34 ft., 808.4 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Base Repair (with bituminous)	0.1	$		2018
		$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
NEW HAVEN ST (from W Donegal to 772) (885 ft. x 34 ft., 3343.3 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2018
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
NEW ST (from S Barbara to S Jacob) (895 ft. x 28 ft., 2784.4 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation	100	$		2036
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
Widening (without bituminous course)	100	$		
		$		
Total as of February 12th, 2018		$	-	
NEW ST (from Walnut to S Barbara) (410 ft. x 28 ft., 1275.6 SY) - 11-15 Years - Good	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2026
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
NEWCOMER RD (473 ft. x 19 ft., 998.6 SY) - 0-2 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2028
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
OLD MARKET ST (from 772 to Borough Line) (480 ft. x 32 ft., 1706.7 SY) - 0-2 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2027
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
OLD MARKET ST (from N Market to 772) (845 ft. x 25 ft., 2347.2 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2027
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
ORANGE ST (617 ft. x 17 ft., 1165.4 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2035
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
Widening (without bituminous course)	100	$		
		$		
Total as of February 12th, 2018		$	-	
ORCHARD RD (from Bruce to Hill) (1075 ft. x 20 ft., 2388.9 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2031
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
Widening (without bituminous course)	100	$		
		$		
Total as of February 12th, 2018		$	-	
ORCHARD RD (from Hill to W Main) (1384 ft. x 36 ft., 5536.0 SY) - 11-15 Years - Good	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2031
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	

PARK AVE (2633 ft. x 21 ft., 6143.7 SY) - 6-10 Years - Fair	% of Area		Amount	Projected Year
Oil & Chip (double application)	100	$		2027/2037
Full Depth Reclamation (10" without bituminous course)	100	$		
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
Widening (without bituminous course)	100	$		
Total as of February 12th, 2018		$	-	
PEACE AVE (636 ft. x 34 ft., 2402.7 SY) - 11-15 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2020
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
PINE ST (625 ft. x 21 ft., 1458.3 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2033
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
PINKERTON RD (1820 ft. x 18 ft., 3640 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2020
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
Widening (without bituminous course)	100	$		
		$		
Total as of February 12th, 2018		$	-	
POPLAR ST (889 ft. x 34 ft., 3358.4 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2024
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
RICHLAND LN (1314 ft. x 25 ft., 3650.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2028
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
ROSE PETAL LN (1782 ft. x 34 ft., 6732.0 SY) - 11-15 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2020
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
S BARBARA ST (1304 ft. x 34 ft., 4926.2 SY) - 11-15 Years - Good	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2026
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
S HIGH ST (from E Donegal to South Aly) (214 ft. x 29 ft., 689.6 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2036
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
S HIGH ST (from E Main to Sassafras Aly) (223 ft. x 33 ft., 817.7 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2038
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	

S JACOB ST (from dead end to Borough Line) (1418 ft. x 37 ft., 5829.6 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2036
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
S JACOB ST (from E Main to Sassafras Aly) (222 ft. x 37 ft., 912.7 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2038
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
S MARKET AVE (from dead end to Wood) (262 ft. x 20 ft., 582.2 SY) - 3-5 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2038
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
S MARKET AVE (from W Main to dead end) (589 ft. x 34 ft., 2225.1 SY) - 11-15 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2035
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
S MARKET AVE (from Wood to DSR) (1617 ft. x 20 ft., 3593.3 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2024
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
S MARKET ST (from 230 to 772) (660 ft. x 36 ft., 2640.0 SY) - 16+ Years - Good	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2034
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
S MARKET ST (from 772 to dead end) (1483 ft. x 36 ft., 5932.0SY) - 6-10 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2024
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
S MELHORN DR (305 ft. x 33 ft., 1118.3 SY) - 11-15 Years - Good	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2018
		$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
S PLUM ST (from dead end to Wood) (238 ft. x 32 ft., 846.2 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2038
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
S PLUM ST (from Wood to DSR) (1906 ft. x 32 ft., 6776.9 SY) - 0-2 Years - Excellent	% of Area		Amount	Projected Year
Crack Seal (done by Borough)	5	$		2028
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	

S PLUMB ST (from W Main to Square St) (693 ft. x 22 ft., 1694.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2035
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
SCHOOL LN (from 772 to Pinkerton) (1630 ft. x 32 ft., 5795.6 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2023
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
SCHOOL LN (from Blossom Trail to 772) (1247 ft. x 40 ft., 5542.2 SY) - 11-15 Years - Good	% of Area		Amount	Projected Year
Base Repair (done by Borough)	0.1	$		2022
Crack Sealing (done by Borough)	5	$		
Microsurface	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
SCHOOL LN (from dead end to Blossom Trail) (1258 ft. x 40 ft., 5591.1 SY) - 11-15 Years - Excellent	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2022
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
SCHOOL LN (from Pinkerton to S Market) (1027 ft. x 22 ft., 2510.4 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2023
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
SCHOOL LN (from S Market to dead end) (509 ft. x 22 ft., 1244.2 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2023
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
Widening (without bituminous course)	100	$		
		$		
Total as of February 12th, 2018		$	-	
SELLER LN (427 ft. x 15 ft., 711.7SY) - 3-5 Years - Excellent	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2018
		$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
SPRINGVILLE RD (998 ft. x 20 ft., 2217.8 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Mill & Overlay (1-1/2" depth)	100	$		2032
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
SQUARE ST (from dead end to S Angle bridge) (1397 ft. x 18 ft., 2794.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2035
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
SQUARE ST (from S Angle bridge to Orange) (725 ft. x 18 ft., 1450.0 SY) - 16+ Years - Fair	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2035
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	

STAUFER CT (583 ft. x 30 ft., 1943.3 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2034
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
SUNSET AVE (474 ft. x 30 ft., 1580.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2026
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
TAYLOR AVE (535 ft. x 34 ft., 2021.1 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2021
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
TERRACE AVE (1660 ft. x 29 ft., 5348.9 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2031
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
W DONEGAL ST (from New Haven to Market) (1038 ft. x 30 ft., 3460.0 SY) - 11-15 Years - Good	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5			2033
Microsurface	100			
Total as of February 12th, 2018		$	-	
W DONEGAL ST (from both sides of DSR) (906 ft. x 30 ft., 3020.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2034
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
W HENRY ST (from dead end to New Haven) (933 ft. x 18 ft., 1866.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2028
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
W HENRY ST (from New Haven to S Market) (1035 ft. x 18 ft., 2070.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Roadway reconstruction included in train station construction	100	$		When construction is complete
		$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	
WALNUT ST (660 ft. x 19 ft., 1393.3 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2026
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
WATER ST (from Alden to N Plum) (1088 ft. x 24 ft., 2901.3 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2030
Microsurface	100	$		
		$		
		$		
		$		
Total as of February 12th, 2018		$	-	

WATER ST (from N Angle to dead end) (275 ft. x 18 ft., 550.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2030
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
WATER ST (from N Plum to N Angle) (932 ft. x 18 ft., 1864.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2030
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
Widening (without bituminous course)	100	$		
		$		
Total as of February 12th, 2018		$	-	
WOOD ST (from Chocolate to Florin) (944 ft. x 10 ft., 1048.9 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2038
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
WOOD ST (from Musser to S Plum) (2039 ft. x 34 ft., 7702.9 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2022
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
WOOD ST (from S Plum to Chocolate) (1817 ft. x 34 ft., 6864.2 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Full Depth Reclamation (10" without bituminous course)	100	$		2021
25mm Base Course (3" depth for FDR)	100	$		
9.5mm Wearing Course (1-1/2" depth)	100	$		
		$		
		$		
Total as of February 12th, 2018		$	-	
ZIEGLER ST (381 ft. x 30 ft., 1270.0 SY) - 16+ Years - Poor	% of Area		Amount	Projected Year
Crack Sealing (done by Borough)	5	$		2033
Mill & Overlay (1-1/2" depth)	100	$		
Paving Fabric	100	$		
Leveling Course	100	$		
		$		
Total as of February 12th, 2018		$	-	

APPENDIX C

PLANNING

Mount Joy Borough

Recommended Repairs by Year

(adjusted with 3% inflation rate)

Pavement Maintenance Plan 2018

2018

Road Segment	Total SY	Total Cost
NEW HAVEN ST (from W Donegal to 772)	3,343.3	
N PLUM ST (from Pleasure to Borough Line)	2,516.0	
CHURCH ST (from Keinath to N Plum)	2,361.1	
CHURCH ST (from N Angle to Orchard)	4,964.0	
CHURCH ST (from N Plum to N Angle)	3,490.7	
Total as of February 12th, 2018	16,675.1	$ -
Micro-Surface or Oil & Chip		
Full Depth Reclamation		
Mill & Overlay		

2019

Road Segment	Total SY	Total Cost
N ANGLE ST (from Bruce to Terrace)	1,042.9	
N ANGLE ST (from Terrace to Hill)	3,332.0	
N ANGLE ST (from Hill to Main)	4,873.6	
BERNHARD AVE	2,207.9	
Total as of February 12th, 2018	11,456.4	$ -
Micro-Surface or Oil & Chip		
Full Depth Reclamation		
Mill & Overlay		

2020

Road Segment	Total SY	Total Cost
PINKERTON RD	3,640.0	
ARBOR ROSE AVE	7,646.2	
ROSE PETAL LN	6,732.0	
PEACE AVE	2,402.7	
BLOSSOM TRL	5,844.2	
FLORIN AVE (from School Ln to Borough Line)	6,154.0	
MARTIN AVE (from Florin to Farmview)	2,387.6	
GLENN AVE (from Florin to Blossom Trail)	1,480.0	
FLORIN AVE (from DSR to School Ln)	3,326.7	
Total as of February 12th, 2018	39,613.4	$ -
Micro-Surface or Oil & Chip		
Full Depth Reclamation		
Mill & Overlay		

2021

Road Segment	Total SY	Total Cost
WOOD ST (from S Plum to Chocolate)	6,864.2	
FARMINGTON WAY	5,678.0	
CHARLAN BLVD	4,945.1	
ELLA DR	967.1	
BAILEY LN	3,063.8	
TAYLOR AVE	2,021.1	
JASMINE AVE	762.7	
BRIDGE BLVD	2,445.7	
Total as of February 12th, 2018	26,747.70	$ -
Micro-Surface or Oil & Chip		
Full Depth Reclamation		
Mill & Overlay		

2022

Road Segment	Total SY	Total Cost
WOOD ST (from Musser to S Plum)	7,702.9	
SCHOOL LN (from dead end to Blossom Trail)	5,591.1	
SCHOOL LN (from Blossom Trail to 772)	5,542.2	
Total as of February 12th, 2018	18,836.2	$ -
Micro-Surface or Oil & Chip		
Full Depth Reclamation		
Mill & Overlay		

2023

Road Segment	Total SY	Total Cost
SCHOOL LN (from 772 to Pinkerton)	5,795.6	
SCHOOL LN (from Pinkerton to S Market)	2,510.4	
SCHOOL LN (from S Market to dead end)	1,244.2	
Total as of February 12th, 2018	9,550.2	$ -
Micro-Surface or Oil & Chip		
Full Depth Reclamation		
Mill & Overlay		

Mount Joy Borough

Recommended Repairs by Year

(adjusted with 3% inflation rate)

Pavement Maintenance Plan 2018

2024

Road Segment	Total SY	Total Cost
CHARTER LN	3,790.0	
S MARKET AVE (from Wood to DSR)	3,593.3	
POPLAR ST	3,358.4	
S MARKET ST (from 772 to dead end)	5,932.0	
DELTA ST (from Marietta Ave to Cul-De-Sac)	6,679.1	
E DONEGAL ST (from Marietta to Market)	593.3	
Total as of February 12th, 2018	23,946.1	$ -
Micro-Surface or Oil & Chip		
Full Depth Reclamation		
Mill & Overlay		

2025

Road Segment	Total SY	Total Cost
FARMVIEW LN	5,519.3	
MARTIN AVE (from Florin to Farmview)	3,581.3	
MARTIN AVE (from dead end to Florin)	2,100.0	
GLENN AVE (from DSR to Martin Ave)	1,000.0	
Total as of February 12th, 2018	12,200.6	$ -
Micro-Surface or Oil & Chip		
Full Depth Reclamation		
Mill & Overlay		

2026

Road Segment	Total SY	Total Cost
SUNSET AVE	1,580.0	
GLENN AVE (from Florin to Blossom Trail)	2,220.0	
COLUMBIA AVE (from Pinkerton to S Market)	3,211.1	
COLUMBIA AVE (from S Market to S Barbara)	4,896.0	
WALNUT ST	1,393.3	
S BARBARA ST	4,926.2	
E DONEGAL ST (from Longenecker to Barbara)	7,189.1	
NEW ST (from Walnut to S Barbara)	1,275.6	
BRUCE AVE	3,170.0	
Total as of February 12th, 2018	29,861.3	$ -
Micro-Surface or Oil & Chip		
Full Depth Reclamation		
Mill & Overlay		

2027

Road Segment	Total SY	Total Cost
LOCUST LN	7,004.0	
PARK AVE	6143.7	
FRANK ST	3,276.0	
N MARKET ST	11,234.7	
OLD MARKET ST (from 772 to Borough Line)	1,706.7	
OLD MARKET ST (from N Market to 772)	2,347.2	
Total as of February 12th, 2018	31,712.3	$ -
Micro-Surface or Oil & Chip		
Full Depth Reclamation		
Mill & Overlay		

2028

Road Segment	Total SY	Total Cost
RICHLAND LN	3,650.0	
MIDWAY RD	3,282.9	
N HIGH ST	5,024.0	
S PLUM ST (from Wood to DSR)	6,776.9	
HILL ST (from N Angle to Orchard)	1,972.0	
HILL ST (from N Plum to N Angle)	1,870.0	
GRANDVIEW CIR	1,182.4	
W HENRY ST (from dead end to New Haven)	1,866.0	
NEWCOMER RD	998.6	
Total as of February 12th, 2018	26,622.8	$ -
Micro-Surface or Oil & Chip		
Full Depth Reclamation		
Mill & Overlay		

2029

Road Segment	Total SY	Total Cost
N BARBARA ST (from 772 to Detwiler)	3,845.3	
N BARBARA ST (from Detwiler to E Main)	3,832.9	
DETWILER AVE	3,391.7	
CONCORD ST	2,119.4	
MOUNT JOY ST	5,294.7	
N JACOB ST	1,766.7	
Total as of February 12th, 2018	20,250.7	$ -
Micro-Surface or Oil & Chip		
Full Depth Reclamation		
Mill & Overlay		

2030

Road Segment	Total SY	Total Cost
N PLUM ST (from W Main to Pleasure Rd)	5,539.0	
WATER ST (from N Plum to N Angle)	1,864.0	
WATER ST (from N Angle to dead end)	550.0	
WATER ST (from Alden to N Plum)	2,901.3	
Total as of February 12th, 2018	10,854.3	$ -

Micro-Surface or Oil & Chip
Full Depth Reclamation
Mill & Overlay

2031

Road Segment	Total SY	Total Cost
ORCHARD RD (from Bruce to Hill)	2,388.9	
ORCHARD RD (from Hill to W Main)	5,536.0	
TERRACE AVE	5,348.9	
Total as of February 12th, 2018	13,273.8	$ -

Micro-Surface or Oil & Chip
Full Depth Reclamation
Mill & Overlay

2032

Road Segment	Total SY	Total Cost
BIRCHLAND AVE	4,309.6	
CEDAR LN	1,087.2	
SPRINGVILLE RD	2,217.8	
COLONY LN	1,483.3	
LIBERTY CT	1,410.0	
N MARKET AVE	4,780.0	
Total as of February 12th, 2018	15,287.9	$ -

Micro-Surface or Oil & Chip
Full Depth Reclamation
Mill & Overlay

2033

Road Segment	Total SY	Total Cost
BRUCE AVE	3,170.0	
CHOCOLATE AVE	2,822.0	
ZIEGLER ST	1,270.0	
PINE ST	1,458.3	
FREDERICK ST	732.7	
HOPEWELL ST (from 772 to Fairview)	789.6	
CHESTNUT ST	562.7	
DAVID ST (from Comfort Alley to New Haven)	1,409.3	
W DONEGAL ST (from New Haven to Market)	3,460.0	
Total as of February 12th, 2018	15,674.6	$ -

Micro-Surface or Oil & Chip
Full Depth Reclamation
Mill & Overlay

2034

Road Segment	Total SY	Total Cost
STAUFER CT	1,943.3	
CREEKSIDE LN	2,580.0	
CORNERSTONE DR	4,533.3	
LUMBER ST (from 772 to dead end)	2,751.1	
S MARKET ST (from 230 to 772)	2,640.0	
W DONEGAL ST (from both sides of DSR)	3,020.0	
DAVID ST (from New Haven to W Donegal)	2,265.7	
Total as of February 12th, 2018	19,733.4	$ -

Micro-Surface or Oil & Chip
Full Depth Reclamation
Mill & Overlay

2035

Road Segment	Total SY	Total Cost
2ND ST	1,522.2	
HEMP ST	296.0	
JOY AVE	645.3	
SQUARE ST (from dead end to S Angle bridge)	2,794.0	
SQUARE ST (from S Angle bridge to Orange)	1,450.0	
ORANGE ST	1,165.4	
S PLUMB ST (from W Main to Square St)	1,694.0	
S MARKET AVE (from W Main to dead end)	2,225.1	
Total as of February 12th, 2018	11,792.0	$ -

Micro-Surface or Oil & Chip
Full Depth Reclamation
Mill & Overlay

2036

Road Segment	Total SY	Total Cost
S JACOB ST (from dead end to Borough Line)	5,829.6	
S HIGH ST (from E Donegal to South Aly)	689.6	
NEW ST (from S Barbara to S Jacob)	2,784.4	
Total as of February 12th, 2018	9,303.6	$ -

Micro-Surface or Oil & Chip	
Full Depth Reclamation	
Mill & Overlay	

2037

Road Segment	Total SY	Total Cost
PARK AVE	6,143.7	
Total as of February 12th, 2018	6,143.7	$ -

Micro-Surface or Oil & Chip	
Full Depth Reclamation	
Mill & Overlay	

2038

Road Segment	Total SY	Total Cost
FLORIN AVE (from dead end to DSR)	1,474.2	
LUMBER ST (from W Main to W Henry)	611.1	
S HIGH ST (from E Main to Sassafras Aly)	817.7	
S JACOB ST (from E Main to Sassafras Aly)	912.7	
S PLUM ST (from dead end to Wood)	846.2	
S MARKET AVE (from dead end to Wood)	582.2	
WOOD ST (from Chocolate to Florin)	1,048.9	
Total as of February 12th, 2018	6,293.0	$ -

Micro-Surface or Oil & Chip	
Full Depth Reclamation	
Mill & Overlay	