



CITY OF DUNWOODY

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MEMORANDUM

To: Honorable Mayor and City Council

From: Michael Smith, Director of Public Works

Date: January 13, 2010

Subject: **City-wide Pavement Evaluation**

Public Works has completed a pavement condition assessment of all of the public streets within the city. The assessment serves two primary purposes:

1. To provide an objective evaluation of the condition of the city's pavement infrastructure and provide the baseline for future maintenance and management of that infrastructure.
2. To provide a complete inventory of pavement area by street with replacement costs and remaining service life. This information is being used by the city's Finance department for asset reporting in the city's financial reports.

The assessment, conducted by IMS Infrastructure Management Services, consisted of surveys of each roadway segment to measure roughness, rut depth and crack condition. The data collected was used to develop a pavement condition index (PCI) ranging from 0 to 100 for each roadway segment. The overview report attached summarizes the methodology and provides a list of roads with corresponding PCI numbers.

Significant findings of the report include:

- The city has 185 centerline miles of roadway with a replacement cost value of \$216 million.
- Although the overall condition of the city's pavement is described as "fair", the majority of the city's pavement is at a point where it is beginning to deteriorate at an accelerated rate due to its age and lack of maintenance.
- Approximately \$2 million per year is needed to maintain the current condition of the overall road system.
- Currently, there is a 13% backlog of roads in "poor" condition. Even at a funding level of \$2 million per year this backlog will remain and may even grow slightly in the first 5 years of the pavement management program.

Public Works anticipates having approximately \$750,000 available for resurfacing in 2010. Based on the results of the pavement condition assessment, the city would need to move towards an annual funding level of \$2.5 to \$3 million in order to improve the overall condition of the system.

1.0 PROJECT DESCRIPTION

1.1 PRINCIPLES OF PAVEMENT MANAGEMENT

Nationwide, billions of dollars have been invested in roadway networks by municipal, state and federal governments. Locally, the City of Dunwoody has in excess of 2,539,000 square yards and 185 miles of paved roads. Preservation of existing road and street systems has become a major activity for all levels of government. There is a shortage of funds to maintain street systems at the state and local government levels. Funds that have been designated for pavements must therefore be used as effectively as possible. One proven method to obtain maximum value of available funds is through the use of a pavement management program. The PavePRO pavement management system was used for the analysis for the City of Dunwoody. Pavement management is the process of planning, budgeting, funding, designing, constructing, monitoring, evaluating, maintaining, and rehabilitating the pavement network to provide maximum benefits for available funds. A pavement management system is a set of tools or methods that assists decision makers in finding optimum strategies for providing and maintaining pavements in a serviceable condition over a given time period.

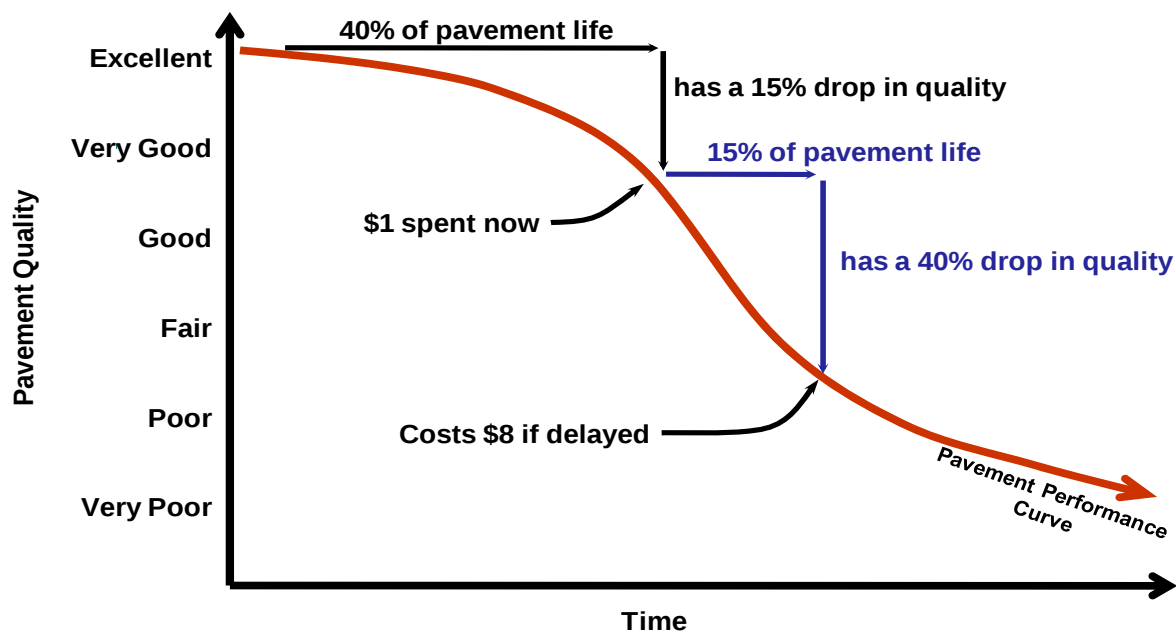


Figure 1 – Pavement Deterioration and Life Cycle Costs

As shown in Figure 1, streets that are repaired when they are in a good condition will cost less over their lifetime than streets that are allowed to deteriorate to a poor condition. Without an adequate routine pavement repair program, streets require more frequent reconstruction, thereby costing millions of extra dollars.

Over time pavement quality drops, until the pavement condition becomes unacceptable. The condition of each street is dependent on many factors – foremost of which are the strength or the roadway structure and traffic loading. The key to a successful pavement management program is to develop a reasonably

accurate performance model of the roadway, and then identify the optimal timing and rehabilitation strategy. The resultant benefit of this exercise is realized by the long term cost savings and increase in pavement quality over time. As illustrated in Figure 1, pavements typically deteriorate rapidly once they hit a specific threshold. A \$1 investment after 40% lifespan is much more effective than deferring maintenance until heavier overlays or reconstruction is required just a few years later.

Once implemented, an effective pavement management system can assist agencies in developing long-term rehabilitation programs and budgets. The key is to develop policies and practices that follow the pavement life cycle curve to delay the inevitable total reconstruction for as long as practical yet still remain within the target zone for cost effective rehabilitation.

That is, as each roadway approaches the steep part of its deterioration curve, apply a remedy that extends the pavement life - at a minimum cost, thereby avoiding costly reconstruction. Thus, the goal of a pavement management system is to identify the optimal level of funding, timing, and renewal strategy agencies should adopt to keep their roadway network at a satisfactory level of service. Figure 2 illustrates the concept of extending pavement life through the application of timely rehabilitation activities.

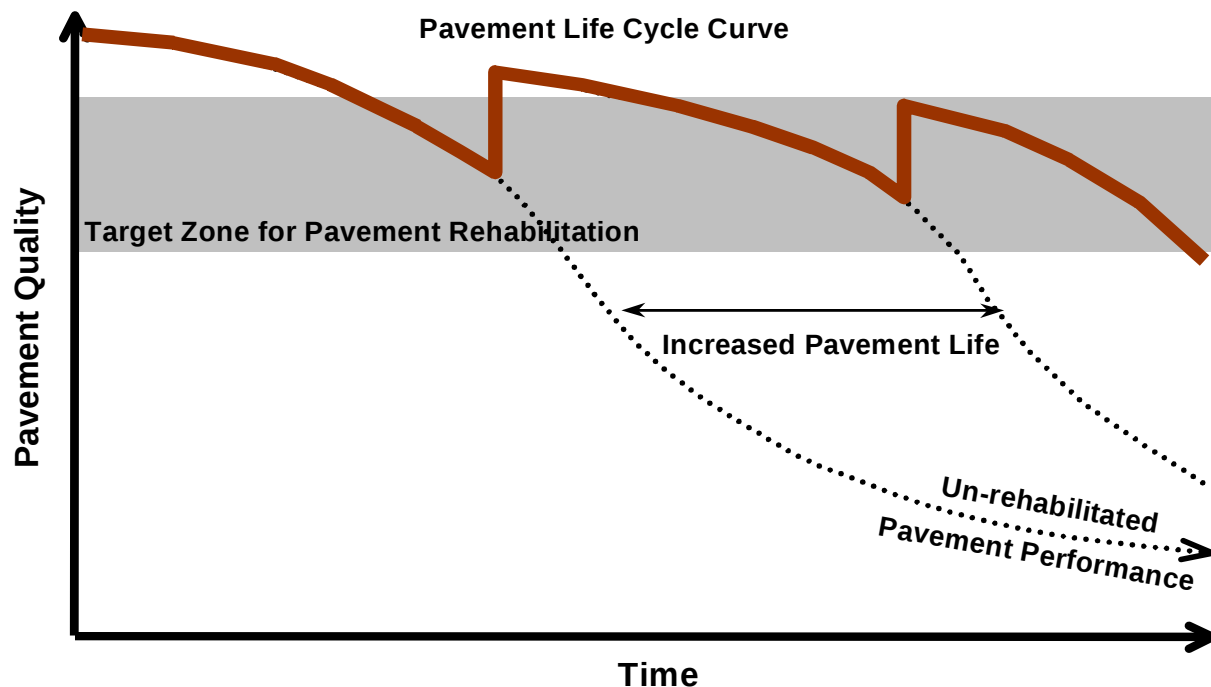


Figure 2 – Pavement Life Cycle Curve

Other functions of a pavement management system include:

- Provide a means to store an accurate inventory of all streets owned and or managed by the agency. An up to date inventory is a crucial foundation to a pavement management information system.
- Provide a means to store roadway and construction history including the year of rehabilitation, pre-rehab pavement condition, costs and activities.
- Assess the effectiveness of maintenance and rehabilitation strategies and new technologies.

- Provide a means to store digital images to provide a visual record of each roadway and its characteristics.
- Act as a central registry of the roadway network that can then be distributed to other utilities to provide a linkage between all right of way assets.

1.2 THE PURPOSE OF PAVEMENT MANAGEMENT

Agencies implement pavement management systems for a variety of reasons:

- The agency desires to use analytical tools and technologies to more effectively manage their assets. This need often comes to the forefront due to rapidly increased costs and rapidly deteriorating pavements.
- In some cases a pavement management system is required in order to qualify for various types of funding.

The Governmental Accounting Standards Board (GASB) Statement 34 now requires agencies that collect taxes for the purpose of managing a long-term, fixed infrastructure assets to either:

- Option #1 (*Standard Method*) - Implement financial-accounting controls to effectively depreciate and plan for replacement of fixed assets, or,
- Option #2 (*Modified Method*) - Implement an asset management system that provides a mechanism to gauge and budget for the long-term rehabilitation/maintenance of an asset.

The study completed on the City's roadway network may be used as the basis for achieving their GASB 34 compliance. In the case of Option #1, this study may be used as the basis for the inventory and valuation of the roadway network. For Option #2, once implemented the study recommendations may form the core of the GASB 34 compliance.

1.3 THE PAVEMENT MANAGEMENT PROCESS

The actual pavement management process involves three unique, but important steps, and is presented graphically in Figure 3. Each activity builds on the previous, until the end result is a prioritized paving and rehabilitation program.

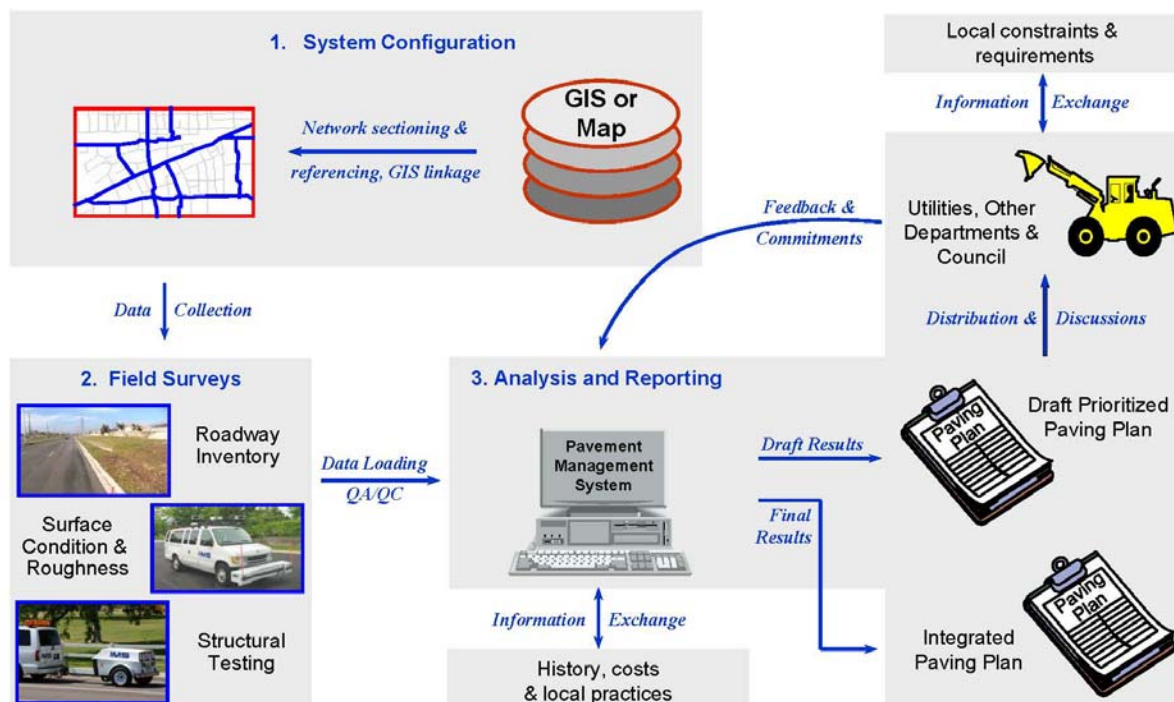


Figure 3 - The Pavement Management Process

The three steps are as follows;

- 1. System Configuration** – this step involves identifying all roadways in the City's network, assigning them a unique identifier, listing their physical characteristics (length, width etc.) and demographic attributes (pavement type, traffic, climatic condition), and linking the network to a Geographic Information System (GIS).
- 2. Field Surveys** – following a set of pre-defined assessment protocols, each roadway in the network is surveyed in order to develop a pavement condition rating or score. The following evaluation criteria are being used for the paved roadway network:
 - **Roughness** – a qualitative score is used to quantify the smoothness of a roadway. Roughness is measured following the industry standard “International Roughness Index” (IRI). It is an open-ended score that measures the vehicular response to traveled surface roughness and reports the value as inches/mile.
 - **Rutting** – measurement of wheel path rut depths by severity and length. Rut depth is a concern for two reasons – if there is insufficient cross slope, they can hold water and thus cause vehicle control problems. They also identify areas of loss of base structural strength.

- Crack Condition – used to qualify and quantify the level of cracking displayed by the road. Crack Condition consists of transverse cracking, longitudinal cracking, block cracking, and edge cracking along with other distresses. It is considered to be an important distress group in assessing the overall structural and surface condition.

All data is being collected and summarized on a block-by-block basis. Confirmation of pavement type, assessment of drainage and shoulder conditions, GPS coordinates, and digital images are also being collected as part of the field surveys.

3. Analysis & Reporting – Data analysis establishes the pavement condition scores. It will be completed in four separate processes as follows:

Step 1 – the results of the surface condition field surveys are being processed for loading into the pavement management software. The software uses a Cracking Condition Score, Rutting Condition Score, and a Roughness Condition Score. The Cracking Condition Score originates from the severity & extent data collected for pavement cracking and is based on a 10 to 100 scale. The Rutting Condition Score originates from the severity & extent data collected for the pavement rutting and is also based on a 10 to 100 scale. The Roughness Condition Score is an index based on the IRI value collected for the pavement and is based on a 10 to 100 scale.

Step 2 – The Cracking Condition Score, Rutting Condition Score, and Roughness Condition Score are combined to generate the Surface Condition Score using 60% of the Cracking Condition Score, 25% of the Rutting Condition Score, and 15% Roughness Condition Score.

Step 3 – In some cases, results obtained from the structural pavement assessment using either a falling weight deflectometer or a dynaflect are linked to each pavement section. The structural analysis is dependent on the traffic loading that each pavement supports, thus necessitating traffic counts percentages, including heavy trucks, for each roadway.

Step 4 – In order to generate the Pavement Condition Index, external factors such as drainage, shoulder condition, and climate are subtracted from the Surface Condition Score. These external factors remove a maximum of fifteen points from the Surface Condition Score.

The analysis is then completed using either a level of service based or approach in which the user specifies a target condition average and the software identifies the required budget, or a budget based approach in which fixed annual budgets are input and the software selects the streets to be rehabilitated.

Options for prioritization of candidates can be based on worst first or can include additional factors such as functional class or traffic.

1.4 PAVEMENT SURFACE CONDITION SURVEY

Acquiring and processing input information is the foundation of pavement management. The City of Dunwoody pavement performance data was collected using a Road Surface Tester to obtain continuous surface condition, rutting, roughness, GPS and digital image data on each of the segments of this project.

Pavement distresses that were included in the survey for asphalt roadways are as follows:

Distress	Description
Roughness	International Roughness Index based score – an assessment of the riding comfort of the roadway converted to a 0 to 100 score. Roughness makes up 1/3 of the overall condition score.
Transverse Profile	Measurement of the average of rut depths along with 2 critical thresholds.
Transverse Cracking	Measurement of transverse cracks quantified by 5 width and 2 depth categories.
Longitudinal Cracking	Measurement of extent and severity of longitudinally oriented cracks.
Alligator Cracking	Measurement of extent and severity of load associated fatigue cracking.
Block Cracking	Measurement of the presence of non-load associated block/map cracking
Edge Cracking	An assessment of the cracks along the roadway edge
Miscellaneous Distresses	An assessment of the any other distress not identified above such as distortion, bleeding, delamination, scaling, unfilled potholes etc.

1.5 UNDERSTANDING THE PAVEMENT CONDITION SCORE

The following illustration compares Pavement Condition Index to commonly used descriptive terms. The divisions between the descriptive terms are not fixed and may vary between functional class and pavement type. They are meant to reflect common perceptions of roadway condition.

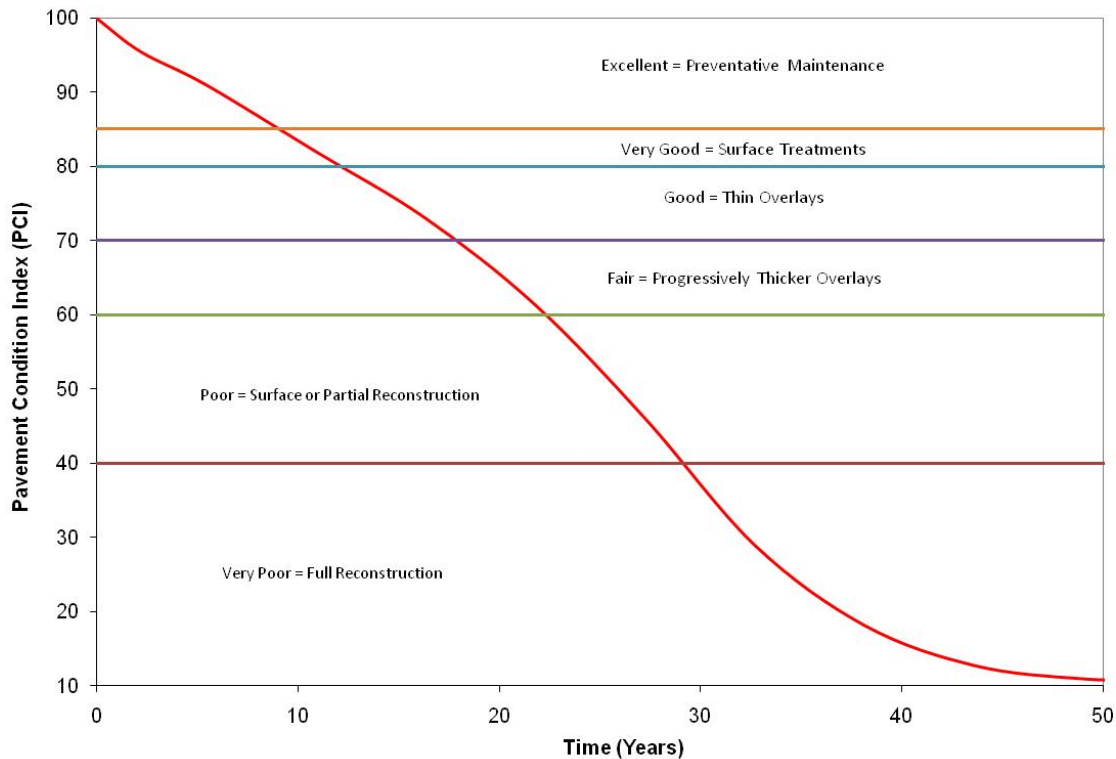


Figure 4 – Understanding the Pavement Condition Index Score

The general idea of what these condition levels mean with respect to remaining life and typical rehabilitation actions is included in the following table:

Pavement Condition Index	Description	Relative Remaining Life	Definition
85 - 100	Excellent	15 to 25 Years	Like new condition – little to no maintenance required
80 – 85	Very Good	12 to 20 Years	Routine maintenance such as patching, crack sealing with surface treatments such as rubber chip seals and micro surfacing
70 – 80	Good	10 to 15 Years	Seal coating required, thin overlay or possible moderate overlay
60 – 70	Fair	7 to 12 Years	Thicker overlays required, surface replacement or base reconstruction possible
40 – 60	Poor	5 to 10 Years	Sections will require very thick overlays, surface replacement, base reconstruction and possible subgrade stabilization
10 - 40	Very Poor	0 to 5 Years	High percentage of full reconstruction

2.0 PAVED NETWORK CONDITION AND FINDINGS

2.1 ROADWAY SECTIONS INVESTIGATED

The intent of this study was to develop a network level management program for the paved roadway system of Dunwoody. At the time of the survey, the network consisted of 149 centerline miles of roadway, broken down into 4 functional classes. Roadways are only asphalt pavement (AC).

	Total Network	Arterial	Collector	Minor Collector	Local
Length (ft):	973,426	113,018	76,981	46,976	549,603
Length (Mi):	149	21.4	14.6	8.9	104.1
Number of Block Sections:	645	46	30	23	546
Area (yd ²):	2,532,622	516,135	326,000	135,106	1,555,381
Percentage of Network:		20.4	12.9	5.3	61.4

The following plot summarizes the total network by area split between functional classifications.

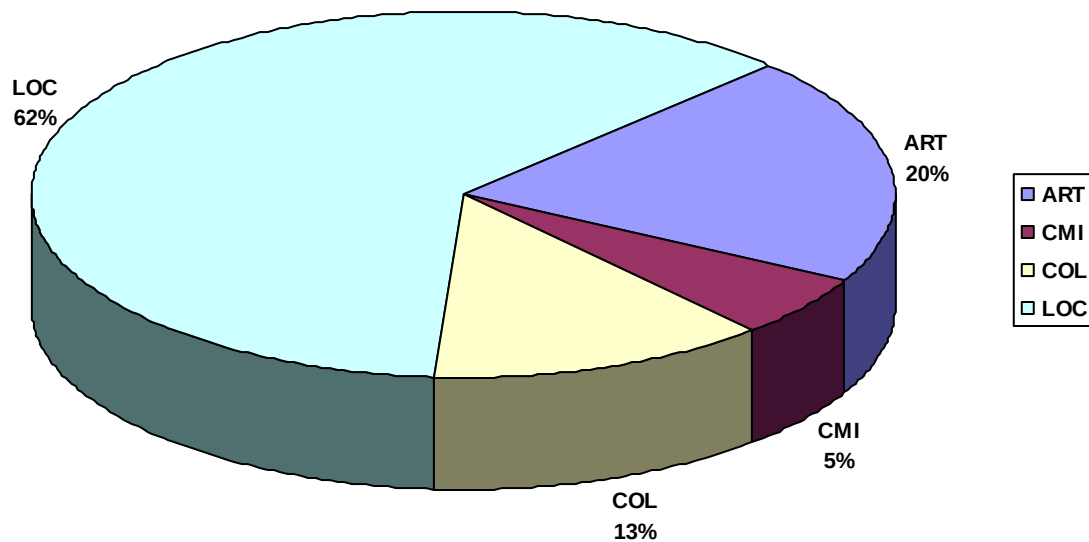


Figure 5 – Network Split by Area and Functional Classification

2.2 PAVED NETWORK PRESENT CONDITION

The street network owned or managed by the City of Dunwoody consists of approximately 149 centerline miles of pavement. At the time of testing, the average condition of the paved network was 69, with streets ranging from a low of 41 to a high of 90.

Figure 6, presented below shows distribution of pavement condition for the roadway network in the City of Dunwoody on a 10 to 100 scale, 10 being worst and 100 being best condition. The roadway network displays atypical pavement condition characteristics when compared to other agencies of similar size and environment. The distribution plot tends to be centered on streets in the 60 to 80 range. Typically a more uniform bell shape curve – with a lower peak falling in the 60 to 65 range is encountered. Meaning the City has fewer streets than expected in the greater than 80 range, while it also has fewer streets in the 50 and below range.

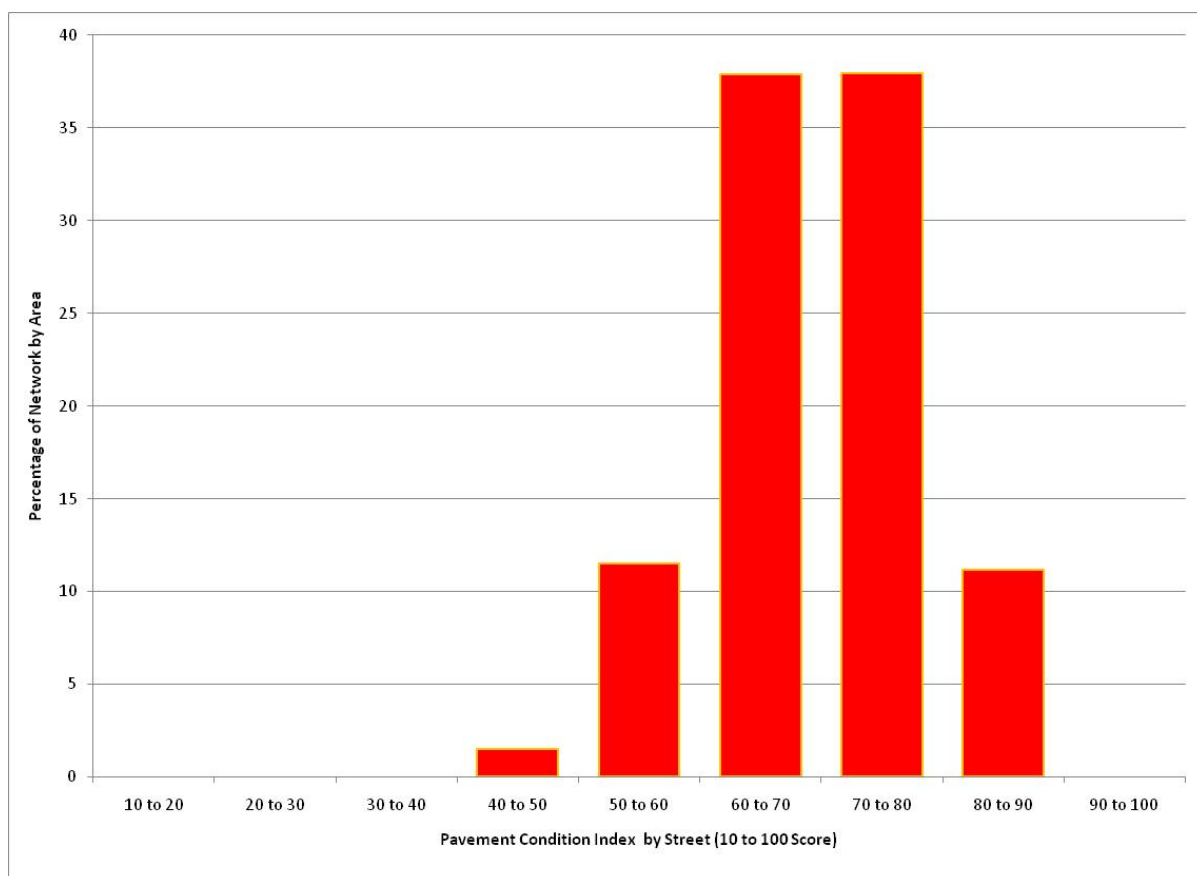


Figure 6 – Paved Network Present Status

This is reflective of a relatively moderately aged network that was built in a relatively tight time frame and often to lower standards than their current use requires. The results also indicate some maintenance efforts have been completed however they also indicate possible deferred maintenance in terms of thickness of overlays that have been applied.

The following graph (figure 7) plots the same pavement condition information, but instead of using the actual pavement condition index value, descriptive terms are used to classify the roadways. From the chart, 3% of the network can be considered in excellent condition with a PCI score greater than 85. These are the like new roads and only require routine maintenance such as minor patching and some

crack sealing. On a typical network, 10% to 15% of the roads are generally rated as excellent. Furthermore, just under 10% of the City of Dunwoody network falls into the very good classification. These are roads that benefit the most from preventative maintenance techniques such as micro-surfacing, slurry seals and localized repairs. If left untreated these roadways will drop in quality to become overlay candidates.

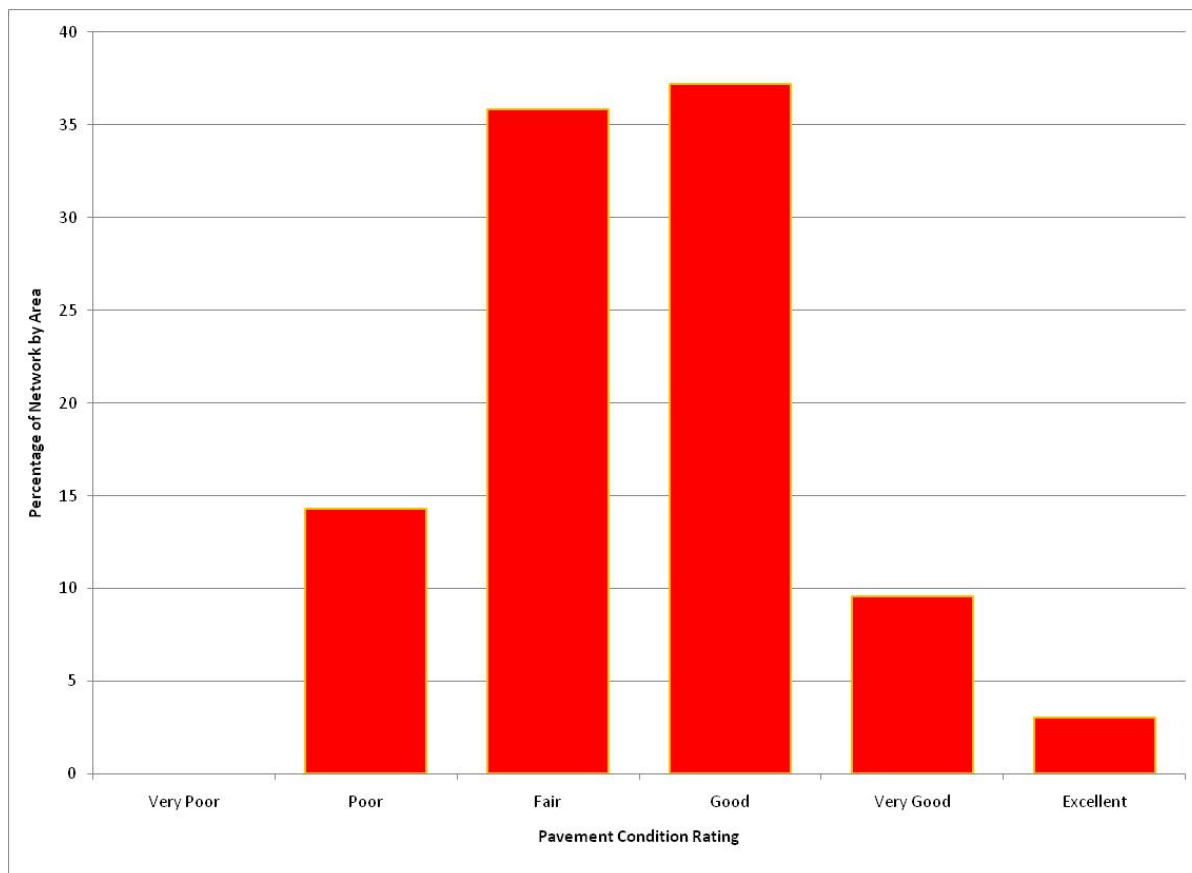


Figure 7 - Network Pavement Condition by Descriptive Classification

73% of the network can be considered in “good” or “fair” condition, representing candidates for progressively thicker overlay based rehabilitation.

These pavements are beginning to deteriorate at an accelerated rate. Some of them can be saved by resurfacing in the near future. Delay would increase the cost of repair significantly for these pavements. In that sense, they are the 'optimal' pavements for repair. If left untreated, they will decline rapidly into reconstruction candidates.

The remaining 14% percent of the network is rated as “poor” or “very poor”, meaning these roadways have failed or are past their optimal due point for overlay based rehabilitation and may require progressively heavier or thicker forms of rehabilitation (such as surface reconstruction) or total reconstruction. Roadways falling progressively into the poor and unacceptable categories (PCI less than 60), should be considered the City’s “backlog” of immediate work to do. These are the roadways that require rehabilitation efforts, in thicker depths, or reconstruction.

2.3 PRESENT CONDITION BY FUNCTIONAL CLASS

The following plot presents the present condition broken down in major roadways (arterials and non-residential collectors) and minor roadways (residential streets and residential collectors).

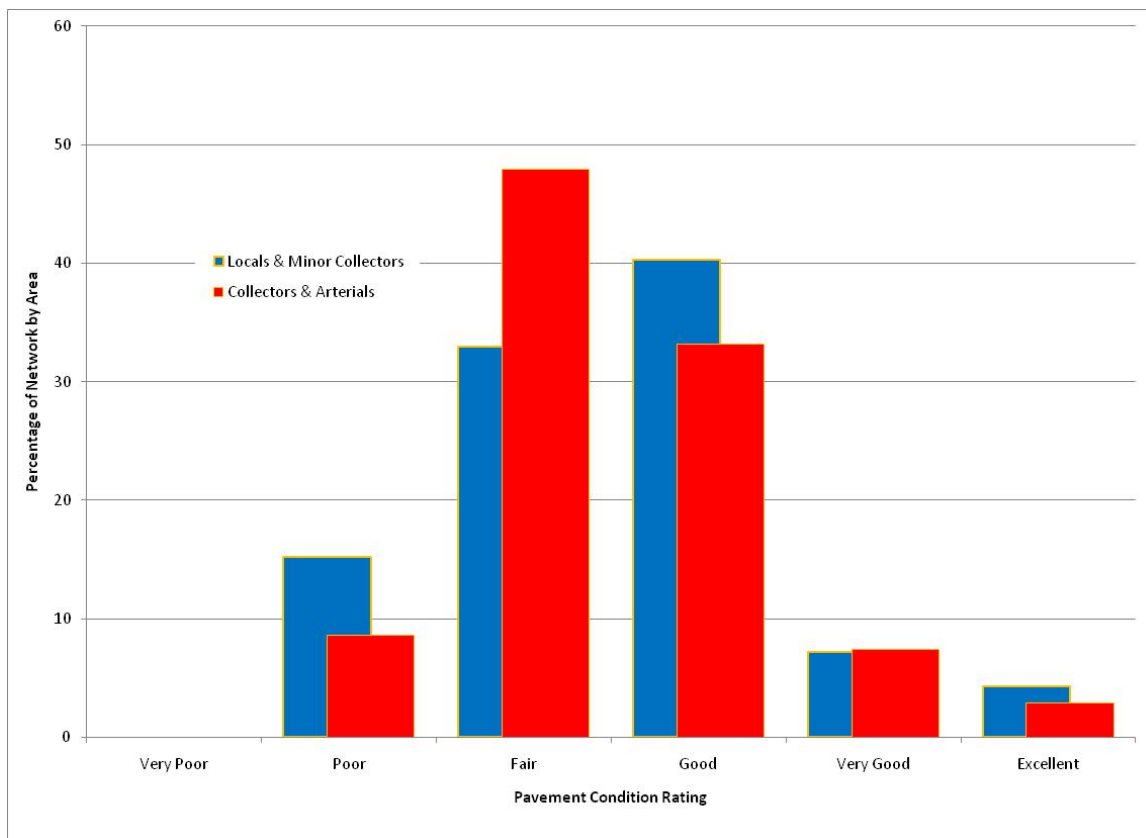


Figure 8 - Network Pavement Condition by Functional Class

As can be seen from the plot, both the major and minor networks display similar condition characteristics, with the major network in slightly better condition with fewer poor roads.

2.4 RECONSTRUCTION BACKLOG

Backlog roadways are those that have dropped in quality that surface based rehabilitation efforts would no longer prove to be cost efficient and require either partial or total reconstruction. Backlog is expressed as the percentage of roads requiring reconstruction as compared to the network totals.

The concept of pavement condition index (PCI) score and backlog must be fully understood in order to develop an effective pavement management program. The PCI score indicates the overall pavement condition and represents the amount of equity in the system and is the value most commonly considered when gauging the overall quality of a roadway network. It may also be used to define a desired level of service – that is an agency may wish to develop a pavement management program such that in 5 years the overall network score meets a set minimum value. It is the backlog however, that defines the amount of work an agency is facing and is willing to accept in the future. Further, it is the combination of the two that presents the true picture of the condition of a roadway network, and conversely defines improvement goals.

Generally a backlog of 10% to 20% of the overall network is considered manageable from a funding point of view – a target value of less than 15% would be considered ideal. A backlog below 10%, while certainly desirable from a service perspective, may represent a non-optimal expenditure of funds if rehabilitation dollars are limited. Backlogs approaching 20% and above tend to become unmanageable unless aggressively checked through larger rehabilitation programs.

With the City of Dunwoody's current reconstruction backlog at 14%, the City's short term objectives needs to focus on developing an effective overlay program to minimize the number of roadways that will deteriorate into reconstruction candidates.

3.0 REHABILITATION PLAN AND BUDGET DEVELOPMENT

3.1 PAVEMENT MANAGEMENT METHODS

All pavement management systems require user inputs in order to establish real world budgets and rehabilitation plans. The keys among these inputs are:

- Whether to be a budget driven or level of service driven agency.
- Whether to focus on doing a worst first or prioritized based rehabilitation plan.
- Length of design period – either 5 or 10 years
- Desired level of service at the end of the design period.
- Desired backlog at the end of the design period.

There are many ways to manage a given pavement network. The pavement management program used for the City of Dunwoody has two general methods that can be run with different parameters to achieve a variety of scenarios. The first method, called “Level Analysis”, allows the user to select a desired level of service to maintain while the program reports the associated annual budget. In this method the average condition of the network is brought to a selected level by rehabilitating streets from low condition to high condition. However, the streets are not usually done in a worst first order. Instead, the cost benefit of each strategy is considered so that an optimum strategy at an optimum time can be performed. The second method, called “Budget Analysis”, allows the user to select a fixed budget for each year while the program reports the associated level of service. In this method the streets are selected optimally while staying within the budget constraints. In some cases the optimum strategy or the timing of rehabilitation for a particular street will be altered to fit within a particular budget. Each of the above inputs affects the final budget and rehabilitation program in a variety of manners.

For Dunwoody, the following targets and approach are suggested:

***Maintain the network average condition score between 70 and 75,
that is keep the network average in the good rating category.***

Keep the backlog below 15% and minimize the number of reconstruction candidates.

Attempt to hit the PCI target within 5 years and the backlog target in 10 years.

***Use a prioritized worst-first approach in which the major roadways are given preference over minor roadways –
this will ensure the “big ticket items” are prevented from become reconstruction candidates.***

***Dedicate 10% of the budget to capture local roads that are not selected as candidates due to their low priority, but
warrant rehabilitation based on their condition.***

3.2 REHABILITATION UNIT RATES

The base costs and assumptions used to develop the rehabilitation unit rates are as follows:

- No allowances for City overhead, landscaping, signage, or signal improvements.
- 15% allowance for traffic control, engineering and inspections and contingencies.
- Minimum overlay thickness = 1.5", maximum overlay thickness = 3.5". Milling will be selected on-site and either be edge or full width.
- No allowance for ADA compliance or sidewalk improvements.
- \$0.25/yd2 allowance for striping and pavement markings.
- Restrict local roads to surface based rehabilitation – "Deep Patch and Pave".

Rehabilitation	Arterials (\$/yd2)	Collectors (\$/yd2)	Minor Collectors (\$/yd2)	Residentials (\$/yd2)
Surface Treatments (slurries/microsurfacing)	3.25	3.00	2.75	2.75
1.0" Mill and 1.5" AC Overlay	12.75	12.25	11.75	11.75
1.5" Mill and 2.0" AC Overlay	13.25	12.75	12.25	12.25
2.0" Mill and 2.5" AC Overlay	13.75	13.25	12.75	12.75
2.5" Mill and 3.0" AC Overlay	14.25	13.75		
3.0" Mill and 3.5" AC Overlay	14.75			
Deep Patch and Pave		16.75	15.75	15.75
Full Reconstruction	50.75	45.00		

3.3 DO NOTHING, FIX ALL AND BUDGET ANALYSIS COMPARISON

The following plot presents the "Fix All" and "Do Nothing" options against the present condition.

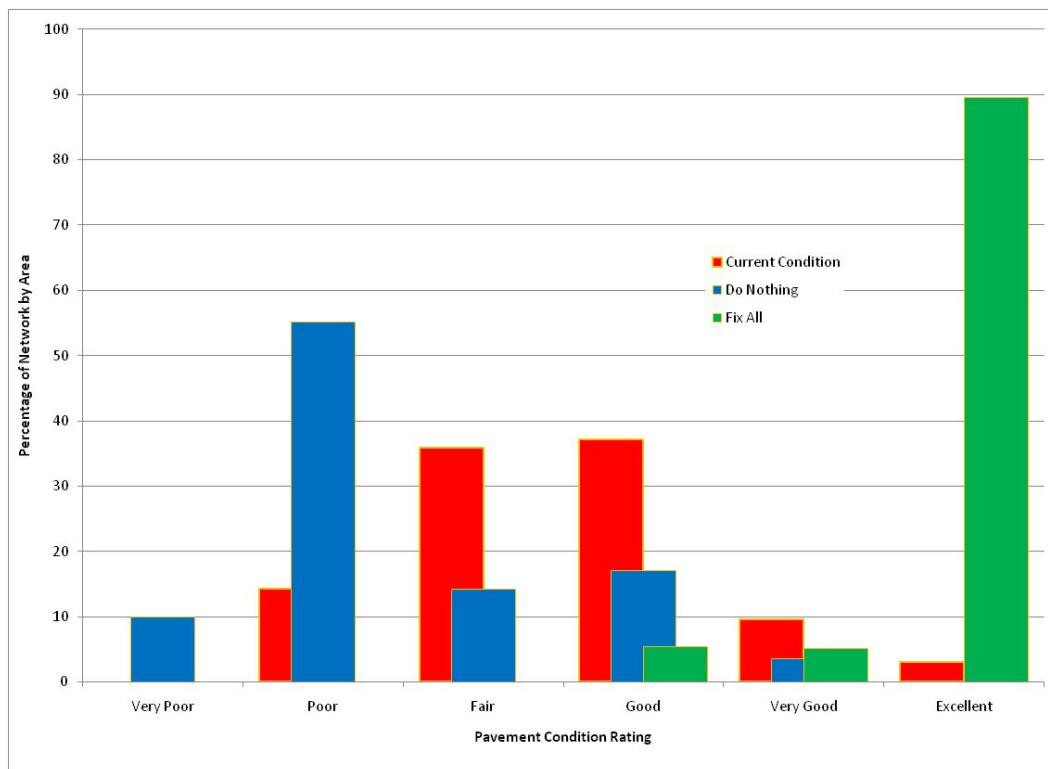


Figure 9 – Do Nothing and Fix All Options Compared Against Current Condition

The cost to theoretically rehabilitate all roadways in City of Dunwoody, to a like new condition is approximately \$23.5M and results in a network PCI score of 91 with no backlog (new pavement is considered to be between 85 and 95). This assumes unlimited funding is available and all roadways are rehabilitated in their optimal year. Obviously this is an unreasonable expectation for level of service and funding, however it does identify an upper limit of potential expenditure.

It is projected that if no rehabilitation or maintenance is done, the network PCI will drop from its current level of 69 to 55 within 5 years and increase the backlog to 65%.

The net gain in network average condition for the Fix All option is 22 points ($91 - 69 = 22$). Dividing this gain into the Fix All total of \$23.5M yields approximately \$1.1M per point gained. Thus the Do Nothing option can be estimated to remove over \$14M in equity from the system $\{(69-55)*1.1 = 15.5\}$, while the cost to maintain the network at a 69 is only \$11.5M.

3.4 BUDGET ANALYSIS

A total of 15 budget scenarios were assessed for Dunwoody. The starting PCI is for 2009 and the Final PCI is 2014. The results of the fifteen programs are plotted in figure 10 and presented in the following table.

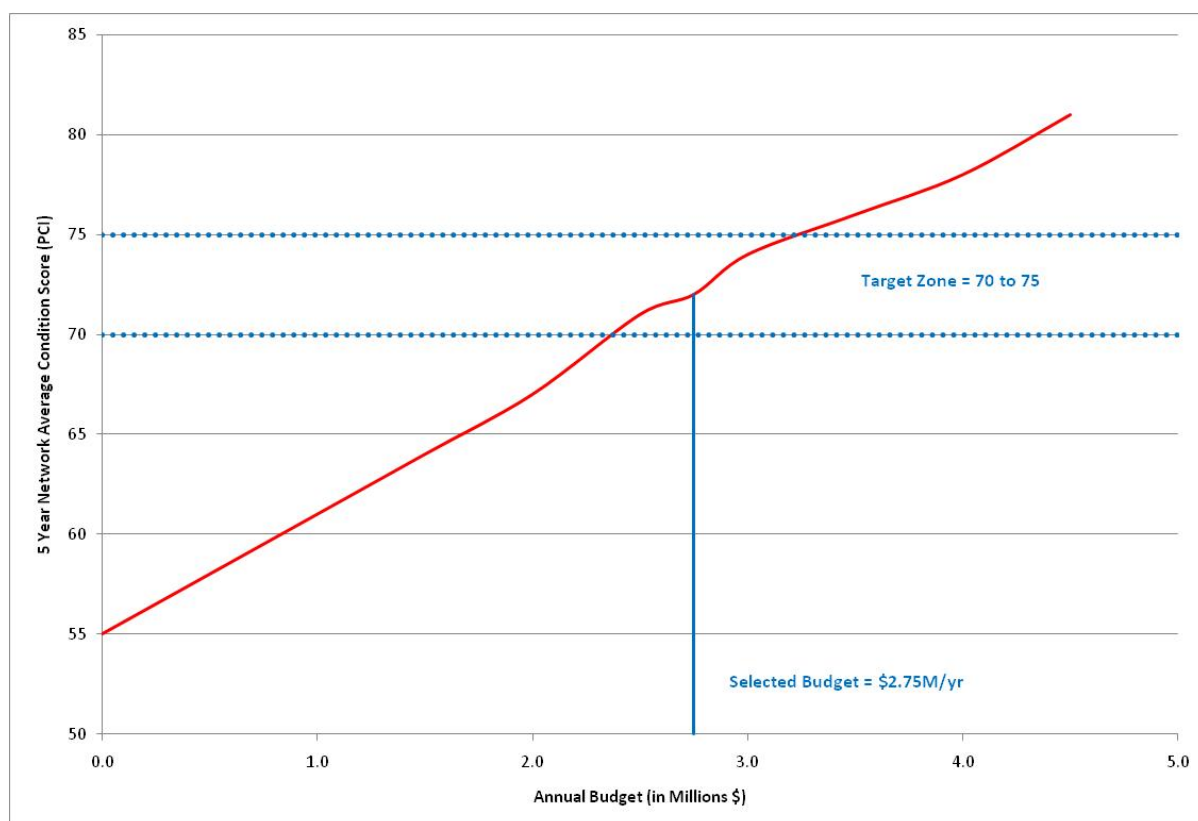


Figure 10 – Annual Budget Versus 5 Year Network Average Pavement Condition Index

Budget Scenario	Starting PCI	Annual \$	Final PCI	PCI Change	Final Backlog
Do Nothing	69	0.0	55	-14	65
\$500K Annual	69	0.5	58	-11	61
\$1.00M Annual	69	1.0	61	-8	55
\$1.50M Annual	69	1.5	64	-5	53
\$2.00M Annual	69	2.0	67	-2	42
\$2.50M Annual	69	2.5	71	2	34
\$2.75M Annual	69	2.8	72	3	31
\$3.00M Annual	69	3.0	74	5	27
\$3.50M Annual	69	3.5	76	7	20
\$4.00M Annual	69	4.0	78	9	14
\$4.50M Annual	69	4.5	81	12	5
\$1.0M By User Benefit	69	1.0	61	-8	53
\$2.0M By User Benefit	69	2.0	66	-3	40
\$2.75M By User Benefit	69	2.8	71	2	32
Fix All	69	23.5	91	22	0

An annual budget between \$ 2.5 and \$3.0 million dedicated to roadway rehabilitation is required to achieve the target PCI of between 70 and 75 within 5 years and maintain the backlog below 15% within 10 years.

For the purpose of producing a single 5 year pavement management plan, an annual budget of \$2.75M was used and is presented under separate cover to the City.

3.5 NETWORK RECOMMENDATIONS AND COMMENTS

The following recommendations are presented to City of Dunwoody as an output from the pavement analysis, and must be read in conjunction with the attached reports.

1. The as-measured pavement condition score at year end 2009, as well as the current network average score for the city is 69. The backlog is 14%.
2. The City should adopt a policy statement identifying the desired level of service and acceptable amount of backlog. We suggest a PCI target of 70 to 75, with a backlog of no more than 15%.

An annual budget between \$2.5 and \$3.0 million dedicated to roadway rehabilitation is required to achieve the target PCI of between 70 and 75 within 5 years and maintain the backlog below 15% within 10 years.

3. The City should review the recommended program to aggregate stretches of road that have differing years of rehabilitation but are in close geographic proximity to each other.
4. Any streets that are to be rehabilitated due to widening or underground utility repairs should be added to the scenarios as "Must Do" streets.
5. The City should continue a proactive approach to pavement management, focusing on early intervention and maintaining their existing investments in pavements. This would allow the City to maintain the quality of their system with little increase in backlog – in order to achieve this with limited funding, some reconstruction candidates may get postponed in favor of multiple overlay projects.

6. The full suite of proposed rehabilitation strategies should be reviewed prior to finalization of these budgets as they can have a large effect on the analysis. This analysis focused on the primary activities of slurry seals, overlays and reconstruction. The City may wish to expand the overlay strategies to include progressively thicker overlays based on decreasing PCI scores.
7. GASB 34 compliance may be achieved by adopting the recommendations and budget contain herein.
8. The City should consider developing an ongoing program to maintain the pavement and right of way asset management system such that it can continue to be used to effectively manage the City's roadway assets. Maintenance of the asset management system should consist of:
 - Updating the pavement condition information either every 3 years, or completing 1/3 of the network annually. This will allow the City to update their roadway inventory, GIS data and pavement condition data on a routine basis.
 - An estimated budget of \$125 to \$150/mile (inclusive of surface distress data collection and processing, and data loading) may be used to cover the annual surveys.

The analyses and recommendations presented in this report are based upon the data obtained from the Client and other information discussed in this report. This report has been prepared for the exclusive use of our client for specific application to the project discussed and has been prepared in accordance with generally accepted pavement engineering practices. No warranty, expressed or implied, is provided. In the event that any information furnished to us, as outlined in this report, is inaccurate or changes, the conclusions and recommendations contained in this report shall not be considered valid unless the changes are reviewed and the conclusions of this report modified or verified in writing by the pavement engineer.

City of Dunwoody
Street Inventory and Condition Summary

Street	SubStreet	Starting Block	Street Name	From	To	Length (ft)	Width (ft)	Area (yd2)	Class	AADT (vpd)	SurfType	Category	IRI (mm/m)	RoughCON	RutCON	CrackCON	EnvCON	SurfCON	PaveCON	Rating
0002	001	001	ADAMS RD	PEELER RD	END	2,188	26	6,199	LOC	500	AC	25	4.6	69	81	78	96	77	77	Good
0003	001	001	ADAMS WALK	ADAMS RD	END	561	28	1,745	LOC	500	AC	25	5.9	62	78	99	96	88	86	Excellent
0004	001	001	AMBERLY CT N	AMBERLY WAY	END	538	23	1,375	LOC	500	AC	25	6.5	60	74	20	96	40	43	Poor
0555	001	001	AMBERLY CT S	END	AMBERLY WAY	406	23	1,038	LOC	500	AC	25	4.6	67	80	50	96	60	61	Fair
0005	001	001	AMBERLY DRIVE	BINGHAMTON DR	SUDBURY RD	1,478	27	4,434	LOC	500	AC	25	4.7	68	74	53	96	61	62	Fair
0006	001	001	AMBERLY WAY	SUDBURY RD	AMBERLY CT N	413	23	1,055	LOC	500	AC	25	5.6	65	69	58	96	62	63	Fair
0007	001	001	ANDALUSIA CT	ANDALUSIA TRL	END	281	23	718	LOC	500	AC	25	9.3	40	46	73	96	61	62	Fair
0008	001	001	ANDALUSIA PL	ANDALUSIA TRL	END	132	23	337	LOC	500	AC	25	6.1	52	69	76	96	71	71	Good
0009	001	001	ANDALUSIA TRL	ANDOVER DR	END	1,387	23	3,545	LOC	500	AC	25	6	60	74	56	96	61	61	Fair
0010	001	001	ANDOVER CT	ANDOVER DR	END	208	23	532	LOC	500	AC	25	5.5	63	74	78	96	75	74	Good
0011	001	001	ANDOVER DR	DUNKERRIN LN	END	1,658	25	4,606	LOC	500	AC	25	6	60	74	47	96	56	57	Poor
0012	001	001	ARNAUD CT	VERNON SPRINGS	END	558	30	1,860	LOC	500	AC	25	7.8	42	74	54	96	57	58	Poor
0013	001	001	ARRIE WAY	SUMAC DR	END	914	24	2,437	LOC	500	AC	25	7.6	59	65	45	96	52	54	Poor
0014	001	001	ASBURY COMMONS	BARCLAY DR	END	772	18	1,544	LOC	500	AC	25	9.2	27	38	73	96	57	58	Poor
0015	001	001	ASHFORD CENTER N	ASHFORD DUNWOOD	ASHFORD CENTER	934	48	5,012	COL	2500	AC	15	8.2	43	69	82	92	73	67	Fair
0016	001	001	ASHFORD CENTER PKWY	WOMACK RD	ASHFORD DUNWOOD	2,993	54	17,991	COL	2500	AC	15	6.9	55	57	72	92	66	60	Fair
0556	001	001	ASHFORD CLUB DR	VALLEY VIEW RD	END	1,415	23	3,616	LOC	500	AC	25	4	75	83	79	96	80	79	Good
0017	001	001	ASHFORD DUNWOOD	SOUTH CITY LIMIT	HAMMOND DR	1,657	110	20,215	ART	10000	AC	05	3.9	75	75	72	88	73	67	Fair
0017	002	004	ASHFORD DUNWOOD	HAMMOND DR	PERIMETER CENTE	1,211	108	14,492	ART	10000	AC	05	4.7	68	72	93	88	84	76	Good
0017	003	006	ASHFORD DUNWOOD	PERIMETER CENTE	ASHFORD PKWY	3,753	69	28,565	ART	10000	AC	05	3.6	79	78	94	88	88	80	Very Good
0017	004	010	ASHFORD DUNWOOD	ASHFORD PKWY	TRAILRIDGE WAY	3,736	63	26,235	ART	10000	AC	05	2.8	84	82	93	88	89	81	Very Good
0018	001	001	ASHFORD LN	END	MANGET CT	406	25	1,128	LOC	500	AC	25	11	47	74	86	96	77	76	Good
0019	001	001	ASHFORD PKWY	ALDER AVE	ASHFORD DUNWOOD	1,445	29	4,656	LOC	500	AC	25	4.1	73	81	99	96	90	88	Excellent
0020	001	001	ASHFORD WALK	MANGET WAY	END	320	20	711	LOC	500	AC	25	8.1	41	42	91	96	71	71	Good
0557	001	001	ASHLEY TRCE	DUNWOODY CLUB D	END	548	30	1,827	LOC	500	AC	25	5.9	67	82	76	96	76	75	Good
0022	001	001	ASHMONT CT	MOUNT VERNON RD	END	508	25	1,411	LOC	500	AC	25	6.3	55	74	37	96	49	51	Poor
0023	001	001	ATCHESON LN	DUNWOODY STATIO	END	928	29	2,990	LOC	500	AC	25	6.3	60	73	79	96	75	74	Good
0024	001	001	AURORA CT	ROBERTS DR	END	1,214	24	3,237	LOC	500	AC	25	4.8	66	85	50	96	61	62	Fair
0025	001	001	AURORA LN	AURORA CT	CORONATION DR	482	24	1,285	LOC	500	AC	25	5.1	62	67	52	96	57	58	Poor
0558	001	001	AUSTIN GLEN CT	AUSTIN GLEN DR	END	109	25	303	LOC	500	AC	25	16	10	45	86	96	64	64	Fair

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0026	001	001	AUSTIN GLEN DR	ROBERTS DR	END	1,042	25	2,894	LOC	500	AC	25	7.7	48	55	88	96	74	73	Good
0027	001	001	BALL MILL CT	BALL MILL RD	END	1,129	24	3,011	LOC	500	AC	25	4.3	75	82	59	96	67	67	Fair
0559	001	001	BALL MILL RD	TROWBRIDGE DR	END	1,224	24	3,264	LOC	500	AC	25	6	61	70	66	96	66	66	Fair
0028	001	001	BARCLAY DR	N PEACHTREE RD	PEACHFORD RD	2,960	27	8,880	LOC	500	AC	25	3.9	76	76	61	96	68	68	Fair
0029	001	001	BARCROFT WAY	WOODSONG DR	WITHMERE WAY	574	24	1,531	LOC	500	AC	25	6.9	60	74	75	96	73	73	Good
0030	001	001	BAYNHAM DR	HALLFORD DR	END	713	31	2,456	LOC	500	AC	25	5.1	71	74	60	96	65	65	Fair
0031	001	001	BEAUMONT LN	TILLY MILL RD	END	528	24	1,408	LOC	500	AC	25	5.4	62	83	87	96	82	81	Very Good
0032	001	001	BEND CREEK CT	END	END	389	24	1,037	LOC	500	AC	25	5.9	55	81	78	96	75	75	Good
0033	001	001	BEND CREEK RD	DUNWOODY CLUB D	DUNWOODY CLUB D	2,796	24	7,456	LOC	500	AC	25	3.2	81	84	72	96	76	75	Good
0034	001	001	BEND CREEK WAY	BEND CREEK RD	BEND CREEK CT	337	24	899	LOC	500	AC	25	9.8	52	78	75	96	72	72	Good
0035	001	001	BENTBROOK CT	BENTBROOK DR	END	492	24	1,312	LOC	500	AC	25	6.1	58	70	42	96	51	53	Poor
0036	001	001	BENTBROOK DR	LAKESIDE DR	BENTBROOK CT	822	24	2,192	LOC	500	AC	25	6.1	56	72	39	96	50	52	Poor
0037	001	001	BETHESDA CT	BETHESDA TRAIL	END	310	23	792	LOC	500	AC	25	7.7	42	64	58	96	57	58	Poor
0038	001	001	BETHESDA TRAIL	OLD SPRING HOUS	CHATEAU CLUB	819	23	2,093	LOC	500	AC	25	9	45	64	72	96	65	66	Fair
0039	001	001	BIDDLE CT	MOUNT VERNON WA	END	842	27	2,526	LOC	500	AC	25	5.1	68	79	74	96	74	73	Good
0040	001	001	BINGHAMTON CT	END	BINGHAMTON DR	208	25	578	LOC	500	AC	25	6.2	55	77	53	96	59	60	Fair
0041	001	001	BINGHAMTON DR	TILLY MILL RD	END	1,270	25	3,528	LOC	500	AC	25	3.9	75	84	75	96	77	76	Good
0042	001	001	BISHOP HOLLOW CT	BISHOP HOLLOW R	END	294	24	784	LOC	500	AC	25	16	16	51	76	96	61	62	Fair
0043	001	001	BISHOP HOLLOW RD	CONGRESS CIRCLE	OLD SPRING HOUS	1,271	24	3,389	LOC	500	AC	25	7.5	52	60	64	96	61	62	Fair
0044	001	001	BLYTH CT	PARLIAMENT WAY	END	617	24	1,645	LOC	500	AC	25	7.4	65	83	78	96	77	76	Good
0045	001	001	BOGANS LAKE PAT	SHERIDAN LN	END	967	27	2,858	LOC	500	AC	25	5.4	72	79	84	96	81	80	Very Good
0046	001	001	BORDEAU CT	VERDON DR	END	508	24	1,355	LOC	500	AC	25	8.6	53	75	29	96	44	46	Poor
0047	001	001	BRADDOCK CT	DUNWOODY CLUB D	END	261	24	696	LOC	500	AC	25	12	31	65	71	96	63	64	Fair
0048	001	001	BRAFFERTON WAY	TILLY MILL RD	END	350	23	894	LOC	500	AC	25	9.3	36	76	75	96	70	70	Good
0049	001	001	BRANCH WATER CT	OAK TRAIL DR	END	343	24	915	LOC	500	AC	25	6	56	79	84	96	78	77	Good
0050	001	001	BRANDY TURK WAY	HAPPY HOLLOW RD	MARY BRIGGS CT	1,297	24	3,459	LOC	500	AC	25	3.6	78	76	57	96	65	65	Fair
0051	001	001	BRANDYWINE CT	VERMACK RD	END	535	31	1,843	LOC	500	AC	25	9.7	41	71	56	96	58	59	Poor
0052	001	001	BRENDON CT	BRENDON DR	END	459	31	1,581	LOC	500	AC	25	5.4	63	79	69	96	70	70	Good
0053	001	001	BRENDON DR	N PEACHTREE RD	DAVANTRY DR	2,838	24	7,568	LOC	500	AC	25	3.8	76	79	42	96	56	57	Poor
0054	001	001	BRIARLEIGH CLOS	BRIARLEIGH WAY	END	396	32	1,408	LOC	500	AC	25	5.1	69	70	73	96	72	72	Good
0055	001	001	BRIARLEIGH WAY	BROOKE RIDGE DR	END	1,195	27	3,572	LOC	500	AC	25	5.6	64	79	81	96	77	76	Good
0056	001	001	BRIDLE PATH CT	EQUESTRIAN WAY	END	185	41	843	LOC	500	AC	25	8.4	46	82	69	96	69	69	Fair

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0057	001	001	BRIERS NORTH DR	TILLY MILL RD	END	1,406	23	3,593	LOC	500	AC	25	4.4	71	76	86	96	81	80	Very Good
0058	001	001	BRIERWOOD PL	BRIERS NORTH DR	END	389	23	994	LOC	500	AC	25	7.1	56	61	80	96	72	72	Good
0059	001	001	BROMPTON CT	MOUNT VERNON WA	END	403	24	1,075	LOC	500	AC	25	7.7	53	72	74	96	70	70	Good
0061	001	001	BROOKE FARM CT	BROOKE FARM DR	END	594	29	1,914	LOC	500	AC	25	6.6	66	82	88	96	83	82	Very Good
0062	001	001	BROOKE FARM DR	DUNWOODY CLUB D	LITTLEBROOKE DR	2,036	24	5,429	CMI	1000	AC	25	4.8	68	78	67	96	69	66	Fair
0062	002	004	BROOKE FARM DR	LITTLEBROOKE DR	CDS EAST END	2,452	25	6,866	LOC	500	AC	25	6.2	57	67	70	96	67	67	Fair
0063	001	001	BROOKE FARM TRL	BROOKE FARM DR	END	267	29	860	LOC	500	AC	25	13	36	63	62	96	58	59	Poor
0060	001	001	BROOKE RIDGE DR	DUNWOODY CLUB D	BROOKE RIDGE DR	288	42	1,350	COL	2500	AC	15	8.8	35	61	89	92	73	67	Fair
0064	001	001	BROOKELAKE DR	END	LITTLEBROOKE TE	1,703	24	4,541	LOC	500	AC	25	7.9	48	75	80	96	74	74	Good
0065	001	001	BROOKHURST DR	N PEACHTREE RD	END	3,143	24	8,381	LOC	500	AC	25	4.5	71	83	78	96	78	77	Good
0066	001	001	BROUGHTON CT	VERNON OAKS DR	END	482	31	1,660	LOC	500	AC	25	7.2	53	58	49	96	52	54	Poor
0067	001	001	BRUNNING CT	WATERFORD DR	END	795	28	2,473	LOC	500	AC	25	5.5	64	77	62	96	66	66	Fair
0068	001	001	BUCKLEY CT	RIVERGLENN CIR	END	218	24	581	LOC	500	AC	25	6	58	73	79	96	74	73	Good
0069	001	001	BUCKLINE CIRCLE	BUCKLINE CROSSI	END	597	26	1,725	LOC	500	AC	25	5.2	68	78	81	96	79	78	Good
0070	001	001	BUCKLINE CROSSI	CHAMBLEE DUNWOO	END	1,603	26	4,631	LOC	500	AC	25	3.6	79	81	80	96	81	79	Good
0071	001	001	BUCKLINE CT	BUCKLINE CROSSI	END	495	26	1,430	LOC	500	AC	25	5.6	61	74	82	96	77	76	Good
0072	001	001	BUCKLINE WAY	BUCKLINE CROSSI	END	224	24	597	LOC	500	AC	25	15	35	59	92	96	75	74	Good
0073	001	001	BUNKY LN	BUNKY WAY	END	591	29	1,904	LOC	500	AC	25	8.1	57	86	71	96	73	73	Good
0074	001	001	BUNKY WAY	MARTINA DR	END	3,119	25	8,560	LOC	500	AC	25	4.1	75	86	77	96	79	78	Good
0075	001	001	BURLINGAME DR	KINGSLAND DR	END	568	24	1,515	LOC	500	AC	25	5.9	57	80	51	96	59	60	Fair
0076	001	001	BURNHAM CT	FONTAINEBLEAU D	END	419	24	1,117	LOC	500	AC	25	6.1	58	67	61	96	62	63	Fair
0077	001	001	CAMBRIDGE DR	WOMACK RD	COURTLEIGH DR	1,905	25	5,292	LOC	500	AC	25	4.3	71	74	67	96	69	69	Fair
0077	002	003	CAMBRIDGE DR	COURTLEIGH DR	CHAMBLEE DUNWOO	2,274	25	6,317	LOC	500	AC	25	4.5	76	84	75	96	77	76	Good
0078	001	001	CAMBRIDGE TRACE	ADAMS RD	END	300	24	800	LOC	500	AC	25	8.8	31	76	87	96	76	75	Good
0079	001	001	CARDOVA POINTE	CHARDONNAY CT	END	112	24	299	LOC	500	AC	25	10	23	84	90	96	79	78	Good
0080	001	001	CARNABY CT	MOUNT VERNON WA	END	749	27	2,280	LOC	500	AC	25	4	76	77	73	96	74	73	Good
0081	001	001	CEDAR CHASE	MOUNT VERNON RD	END	620	24	1,653	LOC	500	AC	25	4.8	67	85	59	96	67	67	Fair
0082	001	001	CEDARHURST DR	WOMACK RD	MOUNT VERNON WA	1,908	25	5,300	LOC	500	AC	25	4.9	65	74	91	96	83	82	Very Good
0083	001	001	CENTER DR	CHAMBLEE DUNWOO	END	561	23	1,434	LOC	500	AC	25	6	62	77	68	96	70	70	Good
0084	001	001	CENTRAL PKWY	CROWN POINTE PK	END	317	48	1,698	LOC	500	AC	25	6.4	62	69	77	96	73	72	Good
0085	001	001	CHADWELL CT	CHADWELL LN	END	347	26	1,002	LOC	500	AC	25	6.8	55	43	54	96	51	53	Poor
0086	001	001	CHADWELL LN	N SPRINGS DR	KINGS DOWN CIRC	785	26	2,268	LOC	500	AC	25	4.4	72	85	65	96	71	71	Good

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0087	001	001	CHALET CT	FONTAINEBLEAU D	END	360	33	1,320	LOC	500	AC	25	9.1	46	70	61	96	61	62	Fair
0880	001	001	CHAMBLEE DUNWOO	SOUTH CITY LIMIT	COTILLION DR	851	58	5,475	ART	10000	AC	05	3.8	76	68	77	88	75	68	Fair
0880	002	005	CHAMBLEE DUNWOO	COTILLION DR	PEELER RD	3,426	36	13,818	ART	10000	AC	05	4.2	73	71	75	88	74	67	Fair
0880	003	008	CHAMBLEE DUNWOO	PEELER RD	VERMACK PL	696	39	2,977	ART	10000	AC	05	4.6	68	58	78	88	71	65	Fair
0880	004	010	CHAMBLEE DUNWOO	VERMACK PL	PINE ACRES CT	2,204	33	8,057	ART	10000	AC	05	3	84	73	83	88	81	74	Good
0880	005	015	CHAMBLEE DUNWOO	PINE ACRES CT	NERINE CIRCLE	3,261	29	10,399	ART	10000	AC	05	2.9	83	76	77	88	78	71	Good
0880	006	021	CHAMBLEE DUNWOO	NERINE CIRCLE	MOUNT VERNON RD	2,802	44	13,543	ART	10000	AC	05	5.1	67	69	81	88	76	69	Fair
0880	007	025	CHAMBLEE DUNWOO	MOUNT VERNON RD	ROBERTS DR	2,733	49	15,001	ART	10000	AC	05	4.4	73	73	76	88	74	68	Fair
0880	008	029	CHAMBLEE DUNWOO	ROBERTS DR	HARRIS CIRCLE	2,337	29	7,634	ART	10000	AC	05	2.3	89	83	93	88	90	82	Very Good
0880	009	034	CHAMBLEE DUNWOO	HARRIS CIRCLE	SPALDING DR	2,481	38	10,393	ART	10000	AC	05	2.5	89	84	91	88	89	81	Very Good
0089	001	001	CHANEL CT	DUNWOODY KNOLL	END	257	35	999	LOC	500	AC	25	7.6	51	74	50	96	57	58	Poor
0560	001	001	CHARDONNAY CT	VALLEY GLEN RD	ASHFORD GLEN RD	2,749	24	7,331	LOC	500	AC	25	4.1	74	81	86	96	83	82	Very Good
0090	001	001	CHARMANT PL	WINTERS CHAPEL	END	944	28	2,958	LOC	500	AC	25	7.3	48	75	50	96	56	57	Poor
0091	001	001	CHATEAU CLUB	END	END	396	24	1,056	LOC	500	AC	25	7.4	50	77	99	96	86	84	Very Good
0092	001	001	CHATEAU CT	CHATEAU DR	END	244	24	651	LOC	500	AC	25	11	28	54	54	96	50	52	Poor
0093	001	001	CHATEAU DR	N SPRINGS DR	CHAMBLEE DUNWOO	3,718	26	10,741	LOC	500	AC	25	4.1	73	79	68	96	71	71	Good
0094	001	001	CHERRING DR	PEELER RD	TILLY MILL RD	1,666	25	4,554	LOC	500	AC	25	6	61	73	50	96	58	59	Poor
0095	001	001	CHERRING LN	CHERRING DR	PEELER RD	1,238	24	3,301	LOC	500	AC	25	9.2	32	69	55	96	55	56	Poor
0096	001	001	CHERRY HILL LN	PEELER RD	EIDSON RD	1,059	26	3,059	LOC	500	AC	25	6.3	57	75	74	96	72	72	Good
0097	001	001	CHESTNUT FOREST CT	HAPPY HOLLOW RD	END	1,000	27	3,022	LOC	500	AC	25	6.2	54	78	53	96	59	60	Fair
0098	001	001	CHESTNUT FOREST LN	CHESTNUT FOREST	END	508	24	1,355	LOC	500	AC	25	7.7	45	78	55	96	59	60	Fair
0099	001	001	CHESTNUT RIDGE	WOMACK RD	END	1,726	27	5,082	LOC	500	AC	25	4.3	72	80	72	96	74	74	Good
0100	001	001	CHRISTOPHER CT	FONTAINEBLEAU D	END	389	24	1,037	LOC	500	AC	25	6.3	57	69	33	96	46	48	Poor
0101	001	001	CLARIDGE CT	SUDBURY RD	END	261	23	667	LOC	500	AC	25	9.9	47	56	54	96	54	55	Poor
0102	001	001	CLARIDGE SQ	DUNWOODY CLUB D	END	611	24	1,629	LOC	500	AC	25	12	26	62	75	96	65	65	Fair
0103	001	001	CLUB FOREST CT	TROWBRIDGE DR	END	277	24	739	LOC	500	AC	25	5.5	63	72	77	96	74	73	Good
0104	001	001	COACH LN	MILE POST DR	END	383	32	1,362	LOC	500	AC	25	9.1	55	76	72	96	71	71	Good
0105	001	001	COLDSTREAM DR	TILLY MILL RD	HAPPY HOLLOW RD	2,835	24	7,560	LOC	500	AC	25	3.9	77	80	65	96	71	71	Good
0106	001	001	CONCORD PL	MARTINA DR	END	231	36	924	LOC	500	AC	25	10	22	56	69	96	59	60	Fair
0107	001	001	CONGRESS CIRCLE	OLD GEORGETOWN	OLD SPRING HOUS	1,168	23	2,985	LOC	500	AC	25	5.4	68	82	98	96	90	88	Excellent
0108	001	001	CONGRESS CT	CONGRESS CIRCLE	CONGRESS CIRCLE	363	16	645	LOC	500	AC	25	9.1	30	52	83	96	67	67	Fair
0109	001	001	CONOVER DR	WOMACK RD	SPRINGFIELD DR	887	25	2,464	LOC	500	AC	25	5.4	63	83	77	96	76	75	Good

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0110	001	001	CORNERS COVE	VERMACK RD	END	330	24	880	LOC	500	AC	25	6.5	51	75	66	96	66	66	Fair
0111	001	001	CORNERS CT	CORNERS DR	END	446	24	1,189	LOC	500	AC	25	7.2	46	82	49	96	57	58	Poor
0112	001	001	CORNERS DR	MOUNT VERNON RD	VERMACK RD	1,283	24	3,421	LOC	500	AC	25	5.2	62	73	64	96	66	66	Fair
0113	001	001	CORONATION CT	CORONATION DR	END	396	24	1,056	LOC	500	AC	25	6.1	51	75	52	96	58	59	Poor
0114	001	001	CORONATION DR	SPALDING DR	END	2,406	24	6,416	LOC	500	AC	25	4.2	72	81	50	96	61	62	Fair
0115	001	001	COURTLEIGH DR	CAMBRIDGE DR	SPRINGFIELD DR	974	25	2,706	LOC	500	AC	25	4.5	74	82	76	96	77	76	Good
0116	001	001	CREEKVIEW COVE	COURTLEIGH DR	END	419	29	1,350	LOC	500	AC	25	8.3	38	62	82	96	70	70	Good
0117	001	001	CROWN POINTE PK	MEADOW LANE RD	PERIMETER CENTER W	1,211	48	6,405	COL	6219	AC	15	4.4	72	84	75	88	76	70	Good
0118	001	001	DAMON CT	VERNON SPRINGS	END	1,060	28	3,239	LOC	500	AC	25	7.3	52	75	62	96	64	65	Fair
0119	001	001	DAMON PL	DAMON CT	END	251	38	1,060	LOC	500	AC	25	10	28	69	71	96	64	64	Fair
0120	001	001	DARTFORD DR	BRENDON DR	TILLY MILL RD	964	25	2,678	LOC	500	AC	25	7.5	57	65	83	96	75	74	Good
0121	001	001	DAVANTRY CT	DAVANTRY DR	END	287	36	1,148	LOC	500	AC	25	9.9	51	53	66	96	60	61	Fair
0122	001	001	DAVANTRY DR	SEATON DR	N PEACHTREE RD	1,973	24	5,261	LOC	500	AC	25	5.2	68	68	67	96	67	68	Fair
0123	001	001	DELLROSE CT	DELLROSE DR	END	409	40	1,818	LOC	500	AC	25	8.9	49	60	69	96	64	64	Fair
0124	001	001	DELLROSE DR	END	END	1,320	30	4,327	LOC	500	AC	25	6.4	56	73	55	96	59	60	Fair
0125	001	001	DELVERTON CT	DELVERTON DR	END	479	31	1,650	LOC	500	AC	25	4.7	74	84	82	96	81	80	Very Good
0126	001	001	DELVERTON DR	END	N PEACHTREE RD	2,703	26	7,839	LOC	500	AC	25	5.1	68	77	62	96	67	67	Fair
0127	001	001	DEVEREUX CT	VERNON SPRINGS	END	307	35	1,194	LOC	500	AC	25	11	31	54	70	96	60	61	Fair
0128	001	001	DEVONSHIRE CT	DEVONSHIRE RD	DEVONSHIRE RD	525	18	1,050	LOC	500	AC	25	5.5	60	68	72	96	69	69	Fair
0129	001	001	DEVONSHIRE RD	END	KINGS DOWN RD	2,260	25	6,278	LOC	500	AC	25	4.3	71	88	78	96	80	79	Good
0130	001	001	DEVONSHIRE WAY	KINGS DOWN RD	DEVONSHIRE RD	739	26	2,135	LOC	500	AC	25	5.9	60	76	81	96	76	75	Good
0131	001	001	DUNBROOKE LN	ROBERTS DR	END	653	25	1,814	LOC	500	AC	25	4.6	73	76	88	96	82	81	Very Good
0132	001	001	DUNHAVEN CT	DUNHAVEN RD	END	261	24	696	LOC	500	AC	25	7.9	44	49	76	96	64	64	Fair
0133	001	001	DUNHAVEN RD	BROOKHURST DR	E KINGS POINT C	1,069	24	2,851	LOC	500	AC	25	8.5	46	57	76	96	67	67	Fair
0134	001	001	DUNKERRIN LN	DUNOVER CIR	ANDOVER DR	1,056	23	2,699	LOC	500	AC	25	6.1	60	72	57	96	61	62	Fair
0135	001	001	DUNOVER CIR	TILLY MILL RD	SHARON VALLEY C	2,337	23	5,972	LOC	500	AC	25	4.8	70	81	63	96	68	68	Fair
0136	001	001	DUNRIDGE CT	VERNON LAKE DR	END	393	24	1,048	LOC	500	AC	25	11	42	68	57	96	58	59	Poor
0137	001	001	DUNWOODY CLUB C	DUNWOODY CLUB D	END	947	24	2,525	LOC	500	AC	25	4.5	73	83	93	96	87	85	Excellent
0138	001	001	DUNWOODY CLUB CROSSIN	MOUNT VERNON WA	END	1,105	26	3,241	LOC	500	AC	25	6.4	57	67	65	96	64	65	Fair
0561	001	001	DUNWOODY CLUB D	WEST CITY LIMIT	BEND CREEK RD	3,950	30	13,167	ART	10000	AC	05	2.8	84	87	73	88	78	71	Good
0561	002	006	DUNWOODY CLUB D	BEND CREEK RD	BALL MILL RD	4,091	30	13,637	ART	10000	AC	05	2.9	84	89	76	88	80	73	Good
0561	003	009	DUNWOODY CLUB D	BALL MILL RD	JETT FERRY RD	3,947	31	13,683	ART	10000	AC	05	3.1	85	84	72	88	77	71	Good

Street	SubStreet	Starting Block	Street Name	From	To	Length (ft)	Width (ft)	Area (yd2)	Class	AADT (vpd)	SurfType	Category	IRI (mm/m)	RoughCON	RutCON	CrackCON	EnvCON	SurfCON	PaveCON	Rating
0561	004	013	DUNWOODY CLUB D	JETT FERRY RD	SAFFRON DR	878	42	4,058	ART	10000	AC	05	4.9	72	77	62	88	67	62	Fair
0561	005	014	DUNWOODY CLUB D	SAFFRON DR	ASHLEY CT	3,037	42	14,240	ART	10000	AC	05	4	74	74	74	88	74	68	Fair
0561	006	017	DUNWOODY CLUB D	ASHLEY CT	HAPPY HOLLOW RD	3,274	32	11,677	ART	10000	AC	05	3.2	81	74	70	88	72	66	Fair
0561	007	020	DUNWOODY CLUB D	HAPPY HOLLOW RD	WINTERS CHAPEL	2,693	32	9,635	ART	10000	AC	05	4	74	67	58	88	62	57	Poor
0139	001	001	DUNWOODY GLEN	TILLY MILL RD	END	858	25	2,383	LOC	500	AC	25	6	66	81	77	96	76	75	Good
0140	001	001	DUNWOODY HOLLOW	HAPPY HOLLOW RD	END	1,040	27	3,120	LOC	500	AC	25	4.4	72	82	86	96	83	82	Very Good
0141	001	001	DUNWOODY JCT	MILE POST DR	END	396	32	1,408	LOC	500	AC	25	7.8	57	77	80	96	76	75	Good
0142	001	001	DUNWOODY KNOLL	DUNWOODY KNOLL	END	231	37	950	LOC	500	AC	25	11	35	65	78	96	68	68	Fair
0143	001	001	DUNWOODY KNOLL	CHAMBLEE DUNWOO	ROBERTS DR	1,636	24	4,363	LOC	500	AC	25	6	64	82	67	96	70	70	Good
0144	001	001	DUNWOODY PARK	SHALLOWFORD RD	CHAMBLEE DUNWOO	2,257	24	6,019	LOC	500	AC	25	4.4	73	64	68	96	68	68	Fair
0145	001	001	DUNWOODY PARK N	DUNWOODY PARK	END	644	24	1,717	LOC	500	AC	25	8.9	36	49	61	96	54	55	Poor
0146	001	001	DUNWOODY PARK S	COTILLION DR	DUNWOODY PARK	1,238	24	3,301	LOC	500	AC	25	5.1	71	74	82	96	78	77	Good
0562	001	001	DUNWOODY RD	CHAMBLEE DUNWOO	SPALDING DR	1,119	25	3,108	LOC	500	AC	25	4.3	72	82	83	96	81	80	Very Good
0147	001	001	DUNWOODY SQUARE	VERMACK RD	END	264	24	704	LOC	500	AC	25	12	31	51	47	96	46	48	Poor
0148	001	001	DUNWOODY STATIO	MOUNT VERNON RD	MILE POST DR	1,611	25	4,475	LOC	500	AC	25	5.1	70	85	77	96	78	77	Good
0149	001	001	DUNWOODY VILLAG	MOUNT VERNON RD	MOUNT VERNON RD	2,204	41	9,967	LOC	500	AC	25	5.2	64	70	56	96	61	61	Fair
0150	001	001	DUNWOODY WALK	CHAMBLEE DUNWOO	END	640	24	1,707	LOC	500	AC	25	7.3	54	73	81	96	75	74	Good
0151	001	001	DURRETT COVE	DURRETT DR	END	561	24	1,496	LOC	500	AC	25	7.4	69	74	62	96	66	66	Fair
0152	001	001	DURRETT CT	DURRETT DR	END	353	24	941	LOC	500	AC	25	5.6	60	65	45	96	52	54	Poor
0153	001	001	DURRETT DR	TROWBRIDGE DR	BALL MILL CT	1,894	24	5,051	LOC	500	AC	25	3.7	78	85	66	96	73	72	Good
0154	001	001	DURRETT WAY	WOODSONG DR	DURRETT DR	1,478	24	3,941	LOC	500	AC	25	4.3	77	80	33	96	52	54	Poor
0155	001	001	E KINGS POINT C	N PEACHTREE RD	STONINGTON RD	2,300	24	6,133	CMI	1000	AC	25	3.8	75	86	83	96	83	78	Good
0155	002	005	E KINGS POINT C	STONINGTON RD	KINGS POINT DR	1,657	24	4,419	CMI	1000	AC	25	3.1	81	88	81	96	83	78	Good
0156	001	001	E MADISON DR	TILLY MILL RD	E MADISON DR	1,683	23	4,301	LOC	500	AC	25	4.5	71	73	97	96	87	85	Excellent
0157	001	001	E SUDBURY CT	SUDBURY RD	END	439	23	1,122	LOC	500	AC	25	4.4	70	75	95	96	86	84	Very Good
0158	001	001	EASTHAM CT	EASTHAM DR	END	221	32	786	LOC	500	AC	25	12	38	83	100	96	87	85	Excellent
0159	001	001	EASTHAM DR	ASHFORD CENTER	END	600	29	1,920	LOC	500	AC	25	4.5	69	70	93	96	83	82	Very Good
0160	001	001	EIDSON RD	ANDOVER DR	END	997	25	2,769	LOC	500	AC	25	9.3	44	60	49	96	51	53	Poor
0160	002	002	EIDSON RD	PEELER RD	CHERRY HILL LN	337	16	599	LOC	500	AC	25	6.1	56	63	75	96	69	69	Fair
0161	001	001	ELLISBURY DR	KINGS POINT DR	RIVERGLENN CIR	838	24	2,235	LOC	500	AC	25	4.3	70	80	73	96	75	74	Good
0162	001	001	EQUESTRIAN CT	EQUESTRIAN WAY	END	231	38	975	LOC	500	AC	25	9.6	32	34	67	96	53	55	Poor
0163	001	001	EQUESTRIAN WAY	PEELER RD	END	1,040	26	2,993	LOC	500	AC	25	5.5	63	82	75	96	75	75	Good

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0164	001	001	FENHURST PL	N PEACHTREE RD	END	1,165	27	3,495	LOC	500	AC	25	4.8	76	80	72	96	74	73	Good
0165	001	001	FIRTH LN	COLDSTREAM DR	END	914	28	2,844	LOC	500	AC	25	4.1	75	80	57	96	65	65	Fair
0166	001	001	FLEUR DE LIS CT	END	FONTAINEBLEAU D	852	27	2,594	LOC	500	AC	25	8.9	43	58	41	96	45	48	Poor
0167	001	001	FLEUR DE LIS PL	FONTAINEBLEAU D	WINDWOOD CT	1,960	25	5,444	LOC	500	AC	25	3.6	78	82	77	96	79	78	Good
0168	001	001	FLEUR DE LIS WA	FONTAINEBLEAU D	FLEUR DE LIS CT	1,076	24	2,869	LOC	500	AC	25	7.4	56	77	55	96	61	62	Fair
0169	001	001	FLINTSHIRE CT	SHARON VALLEY C	END	578	24	1,541	LOC	500	AC	25	5.7	58	75	70	96	69	69	Fair
0170	001	001	FONTAINEBLEAU CT	HAPPY HOLLOW RD	WEST END CDS	488	30	1,627	LOC	500	AC	25	9.1	52	81	82	96	77	76	Good
0171	001	001	FONTAINEBLEAU DR	FONTAINEBLEAU WAY	WEST END CDS	914	25	2,539	LOC	500	AC	25	4.8	67	79	64	96	69	69	Fair
0171	002	003	FONTAINEBLEAU DR	KINGSLAND DR	HAPPY HOLLOW RD	2,304	25	6,400	LOC	500	AC	25	4.4	72	79	43	96	56	58	Poor
0171	003	007	FONTAINEBLEAU DR	HAPPY HOLLOW RD	FONTAINEBLEAU WAY	3,277	25	9,103	CMI	1000	AC	25	4.5	69	84	56	96	65	62	Fair
0171	004	014	FONTAINEBLEAU WAY	WINTERS CHAPEL	FONTAINEBLEAU D	231	25	642	CMI	1000	AC	25	10	31	52	63	96	56	54	Poor
0172	001	001	FOREST SPRINGS CT	FOREST SPRINGS	CDS NORTH END	851	25	2,364	LOC	500	AC	25	6.9	55	74	73	96	71	71	Good
0173	001	001	FOREST SPRINGS DR	MOUNT VERNON RD	TROWBRIDGE DR	2,570	25	7,139	CMI	1000	AC	25	3.5	78	80	61	96	69	65	Fair
0173	002	004	FOREST SPRINGS DR	TROWBRIDGE DR	END	729	25	2,025	LOC	500	AC	25	6.1	56	77	60	96	64	64	Fair
0174	001	001	FOUR OAKS CT	PEELER RD	END	739	27	2,201	LOC	500	AC	25	6.9	58	76	64	96	65	65	Fair
0175	001	001	FOUR OAKS DR	END	END	1,851	26	5,347	LOC	500	AC	25	5.1	65	78	49	96	59	59	Poor
0176	001	001	FOX HOLLOW CT	KINGSLAND DR	END	561	29	1,808	LOC	500	AC	25	6.9	51	76	48	96	55	56	Poor
0177	001	001	FOXBORO LN	HAPPY HOLLOW RD	END	591	29	1,904	LOC	500	AC	25	8.6	40	52	53	96	50	52	Poor
0178	001	001	FOXCREEK CT	KINGSGLEN CT	END	337	24	899	LOC	500	AC	25	7.8	42	60	49	96	51	53	Poor
0179	001	001	FOXWOOD CT	KINGSLAND DR	END	281	24	749	LOC	500	AC	25	11	30	56	73	96	63	64	Fair
0180	001	001	FRAMONS CT	WOMACK RD	END	706	29	2,275	LOC	500	AC	25	6.2	69	86	89	96	85	83	Very Good
0181	001	001	FRONT ROYAL CT	LURAY DR	END	337	34	1,273	LOC	500	AC	25	8.2	39	68	51	96	53	55	Poor
0182	001	001	GALLERY CT	DUNWOODY KNOLL	END	231	39	1,001	LOC	500	AC	25	8.2	35	50	66	96	57	58	Poor
0183	001	001	GEORGETOWN CT	OLD SPRING HOUS	END	396	24	1,056	LOC	500	AC	25	7.1	46	74	84	96	76	75	Good
0185	001	001	GLAZE DR	PEELER RD	END	2,765	24	7,373	LOC	500	AC	25	5	71	75	77	96	75	74	Good
0186	001	001	GLENBONNIE CT	GLENBONNIE DR	END	323	34	1,220	LOC	500	AC	25	11	36	60	72	96	63	64	Fair
0187	001	001	GLENBONNIE DR	COLDSTREAM DR	PEELER RD	1,198	24	3,195	LOC	500	AC	25	4.4	73	78	66	96	70	70	Good
0188	001	001	GLENRICH CT	END	GLENRICH DR	409	24	1,091	LOC	500	AC	25	4.9	67	83	98	96	90	88	Excellent
0189	001	001	GLENRICH DR	WITHAM DR	ROBERTS DR	2,439	24	6,504	LOC	500	AC	25	3.8	79	85	84	96	83	82	Very Good
0190	001	001	GOODCHILD CT	BOGANS LAKE PAT	END	538	30	1,793	LOC	500	AC	25	4.2	74	81	90	96	85	83	Very Good
0191	001	001	GRAMERCY CT	MOUNT VERNON RD	END	756	24	2,016	LOC	500	AC	25	7.5	54	90	82	96	80	79	Good
0192	001	001	GRENOBLE CT	FONTAINEBLEAU D	END	257	35	999	LOC	500	AC	25	11	32	62	53	96	52	54	Poor

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0193	001	001	HALLFORD CT	HALLFORD DR	END	333	43	1,591	LOC	500	AC	25	7.6	50	74	81	96	74	73	Good
0194	001	001	HALLFORD DR	LEIDEN CT	TROWBRIDGE DR	2,284	24	6,091	LOC	500	AC	25	3.7	78	77	64	96	69	69	Fair
0195	001	001	HAMMOND DR	ASHFORD DUNWOOD	WEST CITY LIMIT	1,921	26	5,528	ART	10000	AC	05	5.2	68	79	91	88	85	77	Good
0195	002	002	HAMMOND DR	WEST CITY LIMIT	END	2,063	26	5,937	ART	10000	AC	05	3.3	80	83	92	88	88	80	Very Good
0196	001	001	HAPPY HOLLOW RD	PEELER RD	COLDSTREAM DR	1,402	31	4,767	COL	2500	AC	15	2.9	86	89	99	92	94	86	Excellent
0196	002	005	HAPPY HOLLOW RD	COLDSTREAM DR	CHESTNUT FOREST	1,791	32	6,408	COL	2500	AC	15	2.5	87	89	99	92	94	86	Excellent
0196	003	008	HAPPY HOLLOW RD	CHESTNUT FOREST	DUNWOODY CLUB D	3,749	31	13,038	COL	2500	AC	15	2.6	86	89	97	92	93	85	Excellent
0197	001	001	HARRIS CIRCLE	CHAMBLEE DUNWOODY (N)	CHAMBLEE DUNWOOD\	1,366	24	3,643	LOC	500	AC	25	6.8	57	73	70	96	69	69	Fair
0198	001	001	HATHBURN CT	MANHASSET COVE	END	762	29	2,455	LOC	500	AC	25	6.2	60	77	69	96	70	70	Good
0199	001	001	HAVERSTRAW CT	HAVERSTRAW DR	END	178	24	475	LOC	500	AC	25	11	35	72	89	96	77	76	Good
0200	001	001	HAVERSTRAW DR	HUNTINGTON CIR	BROOKHURST DR	766	24	2,043	LOC	500	AC	25	6.4	63	76	72	96	71	71	Good
0201	001	001	HEATHERDALE LN	COLDSTREAM DR	END	2,171	25	6,127	LOC	500	AC	25	4.2	74	81	46	96	60	60	Fair
0202	001	001	HENSLEY DR	VANDERLYN DR	TRUMBULL DR	1,752	24	4,672	LOC	500	AC	25	5.2	63	70	38	96	50	52	Poor
0203	001	001	HIDDEN BRANCHES	HIDDEN BRANCHES	HIDDEN BRANCHES	3,092	24	8,245	LOC	500	AC	25	3.2	81	81	53	96	65	65	Fair
0204	001	001	HIDDEN BRANCHES	HIDDEN BRANCHES	END	264	24	704	LOC	500	AC	25	15	27	60	40	96	43	46	Poor
0206	001	001	HIDDEN BRANCHES	WINDING BRANCH	HIDDEN BRANCHES	317	25	881	LOC	500	AC	25	5.4	65	77	80	96	77	76	Good
0564	001	001	HIDDEN BRANCHES	HIDDEN BRANCHES	END	271	35	1,054	LOC	500	AC	25	13	39	61	65	96	60	61	Fair
0205	001	001	HIDDEN BRANCHES DR	MOUNT VERNON RD	TRAILRIDGE LN	1,343	24	3,581	CMI	1000	AC	25	4.7	67	83	73	96	75	71	Good
0205	002	004	HIDDEN BRANCHES DR	TRAILRIDGE LN	TWIN BRANCHES W	1,617	25	4,456	CMI	1000	AC	25	4.5	70	73	66	96	69	65	Fair
0205	003	007	HIDDEN BRANCHES DR	TWIN BRANCHES W	WINDING BRANCH	1,459	24	3,891	CMI	1000	AC	25	3.2	80	84	69	96	74	70	Good
0207	001	001	HIDDEN RIDGE LN	HIDDEN BRANCHES	END	746	24	1,989	LOC	500	AC	25	4.6	70	65	53	96	59	60	Fair
0208	001	001	HOLLAND CT	TILLY MILL RD	END	772	28	2,402	LOC	500	AC	25	10	48	75	96	96	84	82	Very Good
0209	001	001	HOLLISTON CT	HOLLISTON RD	END	205	23	524	LOC	500	AC	25	13	39	50	44	96	45	47	Poor
0210	001	001	HOLLISTON RD	LAURELWOOD RD	END	1,300	23	3,322	LOC	500	AC	25	5.3	63	73	72	96	71	71	Good
0211	001	001	HOLLY BANK CIRC	ROBERTS DR	END	2,894	25	8,039	LOC	500	AC	25	3	83	87	76	96	80	79	Good
0212	001	001	HOLLY OAK PLACE	CHAMBLEE DUNWOO	END	719	26	2,077	LOC	500	AC	25	8.1	41	65	64	96	61	62	Fair
0213	001	001	HOUGHTON CT N	END	VERNON LAKE DR	389	24	1,037	LOC	500	AC	25	5.9	73	80	78	96	78	77	Good
0214	001	001	HOUGHTON CT S	VERNON LAKE DR	END	366	24	976	LOC	500	AC	25	11	48	64	73	96	67	67	Fair
0215	001	001	HOWLAND CT	TROWBRIDGE DR	END	251	24	669	LOC	500	AC	25	6.7	49	42	85	96	69	69	Fair
0216	001	001	HUNTERS BRANCH	WINDING BRANCH	END	789	24	2,104	LOC	500	AC	25	6.4	58	62	76	96	70	70	Good
0565	001	001	HUNTERS BRANCH	HIDDEN BRANCHES	END	459	24	1,224	LOC	500	AC	25	4.4	71	72	77	96	75	74	Good
0217	001	001	HUNTINGTON CIR	BROOKHURST DR	STONINGTON RD	3,149	25	8,747	LOC	500	AC	25	3.7	76	72	69	96	71	71	Good

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0218	001	001	HUNTINGTON HALL	PEELER RD	END	617	29	1,988	LOC	500	AC	25	8.2	46	61	65	96	61	62	Fair
0219	001	001	INDEPENDENCE SQ	CHAMBLEE DUNWO	PEELER RD	950	24	2,533	LOC	500	AC	25	8.9	46	63	73	96	67	67	Fair
0220	001	001	JETT FERRY RD	MOUNT VERNON RD	DUNWOODY CLUB D	964	29	3,106	LOC	500	AC	25	6	67	76	83	96	79	78	Good
0221	001	001	JOBERRY CT	CHESTNUT RIDGE	END	182	42	849	LOC	500	AC	25	13	12	41	44	96	38	41	Poor
0222	001	001	JOEL CT	JOEL PL	END	360	32	1,280	LOC	500	AC	25	7.6	62	80	53	96	61	62	Fair
0223	001	001	JOEL LN	FONTAINEBLEAU D	JOEL PL	637	25	1,769	LOC	500	AC	25	9.5	45	68	55	96	57	58	Poor
0224	001	001	JOEL PL	END	CHARMANT PL	1,049	26	3,065	LOC	500	AC	25	6.6	54	75	47	96	55	56	Poor
0001	001	001	JONES MILL RD	WINTERS CHAPEL	END	1,142	24	3,045	LOC	500	AC	25	8.6	37	39	48	96	44	46	Poor
0566	001	001	JONES MILL RD N	WINTERS CHAPEL	END	1,624	24	4,331	LOC	500	AC	25	3.4	79	84	94	96	89	87	Excellent
0225	001	001	KELLOGG CIRCLE	N SPRINGS DR	KELLOGG SPRINGS	2,039	24	5,437	LOC	500	AC	25	4.1	75	86	67	96	73	73	Good
0226	001	001	KELLOGG SPRINGS	N SPRINGS DR	KELLOGG CIRCLE	1,587	24	4,232	LOC	500	AC	25	4.6	71	79	76	96	76	75	Good
0241	001	001	KILT CT	COLDSTREAM DR	END	323	33	1,184	LOC	500	AC	25	6.3	61	69	62	96	63	64	Fair
0227	001	001	KIM PL	END	RENFROE LAKE DR	231	29	744	LOC	500	AC	25	8	43	74	75	96	70	70	Good
0228	001	001	KIMBLEWICK COVE	MOUNT VERNON WA	END	343	24	915	LOC	500	AC	25	8.6	40	75	58	96	60	61	Fair
0229	001	001	KINGS DOWN CIRC	N SPRINGS DR	N SPRINGS DR	3,641	27	10,721	LOC	500	AC	25	3.7	76	86	74	96	77	76	Good
0230	001	001	KINGS DOWN CT	KINGS DOWN CIRC	END	294	26	849	LOC	500	AC	25	6.5	52	66	63	96	62	63	Fair
0231	001	001	KINGS DOWN RD	CHAMBLEE DUNWO	KINGS DOWN CIRC	3,211	26	9,276	LOC	500	AC	25	4.5	69	73	78	96	75	75	Good
0232	001	001	KINGS DOWN WAY	N SPRINGS DR	KINGS DOWN CIRC	469	26	1,355	LOC	500	AC	25	8.9	54	68	48	96	54	55	Poor
0233	001	001	KINGS POINT CT	KINGS POINT DR	END	238	26	688	LOC	500	AC	25	6.4	51	75	73	96	70	70	Good
0234	001	001	KINGS POINT DR	BROOKHURST DR	N PEACHTREE RD	3,155	24	8,413	LOC	500	AC	25	4.2	71	85	70	96	74	73	Good
0235	001	001	KINGSFIELD CT	E KINGS POINT C	END	508	24	1,355	LOC	500	AC	25	8.3	56	64	71	96	67	67	Fair
0236	001	001	KINGSGATE CT	KINGSGATE DR	END	353	24	941	LOC	500	AC	25	5	66	71	85	96	78	77	Good
0237	001	001	KINGSGATE DR	E KINGS POINT C	BROOKHURST DR	1,386	24	3,696	LOC	500	AC	25	4.9	77	75	94	96	87	85	Excellent
0238	001	001	KINGSGLEN CT	HAPPY HOLLOW RD	END	1,383	24	3,688	LOC	500	AC	25	3.7	78	82	78	96	79	78	Good
0239	001	001	KINGSLAND CT	HAPPY HOLLOW RD	END	756	28	2,377	LOC	500	AC	25	7.2	53	66	46	96	52	53	Poor
0240	001	001	KINGSLAND DR	KINGSLAND CT	CDS EAST END	3,248	26	9,311	LOC	500	AC	25	4.3	72	84	58	96	66	67	Fair
0242	001	001	LAKE COVE	LAKE VIEW CLUB	END	231	24	616	LOC	500	AC	25	10	33	66	90	96	76	75	Good
0243	001	001	LAKE VIEW CLUB	DUNWOODY CLUB C	END	716	28	2,251	LOC	500	AC	25	11	45	69	88	96	77	76	Good
0244	001	001	LAKEBROOK CT	LAKESIDE DR	END	762	28	2,371	LOC	500	AC	25	5.9	63	84	67	96	71	71	Good
0245	001	001	LAKELAND WOODS	WOMACK RD	END	469	36	1,876	LOC	500	AC	25	7.6	52	75	77	96	73	73	Good
0246	001	001	LAKESIDE DR	PEELER RD	BENTBROOK DR	1,234	24	3,291	LOC	500	AC	25	5.3	69	85	72	96	75	74	Good
0246	002	002	LAKESIDE DR	BENTBROOK DR	CDS SE END	3,567	24	9,314	LOC	500	AC	25	5.5	62	77	65	96	68	68	Fair

Street	SubStreet	Starting Block	Street Name	From	To	Length (ft)	Width (ft)	Area (yd2)	Class	AADT (vpd)	SurfType	Category	IRI (mm/m)	RoughCON	RutCON	CrackCON	EnvCON	SurfCON	PaveCON	Rating
0567	001	001	LAKESPRINGS CIR	LAKESPRINGS DR	END	175	41	797	LOC	500	AC	25	9.9	35	48	56	96	51	53	Poor
0247	001	001	LAKESPRINGS CT	LAKESPRINGS DR	END	528	31	1,819	LOC	500	AC	25	7.6	46	70	56	96	58	59	Poor
0248	001	001	LAKESPRINGS DR	END	LAKESPRINGS WAY	3,372	25	9,367	LOC	500	AC	25	4.4	76	87	93	96	89	87	Excellent
0249	001	001	LAKESPRINGS WAY	END	TILLY MILL RD	776	29	2,466	LOC	500	AC	25	6.2	64	82	85	96	81	80	Very Good
0250	001	001	LAURELWOOD RD	END	TILLY MILL RD	2,984	23	7,626	LOC	500	AC	25	3.7	77	84	96	96	90	88	Excellent
0251	001	001	LAYFIELD CT	LAYFIELD DR	END	185	24	493	LOC	500	AC	25	9.6	33	65	81	96	70	70	Good
0252	001	001	LAYFIELD DR	MOUNT VERNON RD	END	1,191	24	3,176	LOC	500	AC	25	3	82	89	89	96	88	86	Excellent
0253	001	001	LEDGEWOOD DR	RIVERGLENN CIR	DUNOVER CIR	525	24	1,400	LOC	500	AC	25	8.9	49	62	67	96	63	64	Fair
0254	001	001	LEEDS CT	END	WOMACK RD	2,043	24	5,448	LOC	500	AC	25	3.4	82	83	80	96	81	80	Very Good
0255	001	001	LEEDS WAY	CAMBRIDGE DR	LEEDS CT	426	25	1,183	LOC	500	AC	25	5.1	63	79	65	96	69	69	Fair
0256	001	001	LEIDEN CT	END	END	1,673	24	4,461	LOC	500	AC	25	3.8	76	79	45	96	59	59	Poor
0257	001	001	LEISURE CT	LEISURE DR	END	244	24	651	LOC	500	AC	25	7.2	43	64	50	96	53	55	Poor
0258	001	001	LEISURE DR	N PEACHTREE RD	DELVERTON DR	2,050	23	5,171	LOC	500	AC	25	5.8	63	76	65	96	67	67	Fair
0259	001	001	LEISURE LAKE DR	LEISURE DR	DELVERTON DR	2,181	24	5,816	LOC	500	AC	25	3.8	77	88	67	96	74	73	Good
0260	001	001	LEISURE LN	LEISURE DR	END	937	27	2,811	LOC	500	AC	25	5.8	59	73	53	96	59	60	Fair
0261	001	001	LITTLEBROOKE CI	LITTLEBROOKE DR	END	191	40	849	LOC	500	AC	25	8.8	40	57	62	96	58	59	Poor
0262	001	001	LITTLEBROOKE CT	LITTLEBROOKE DR	END	297	24	792	LOC	500	AC	25	8.8	41	51	62	96	56	57	Poor
0263	001	001	LITTLEBROOKE DR	BROOKE FARM DR	BROOKELAKE DR	931	24	2,483	CMI	1000	AC	25	4.4	69	71	86	96	80	75	Good
0263	002	002	LITTLEBROOKE DR	BROOKELAKE DR	END	1,241	27	3,668	LOC	500	AC	25	4.9	67	75	90	96	83	82	Very Good
0264	001	001	LITTLEBROOKE LN	LITTLEBROOKE TE	END	422	31	1,454	LOC	500	AC	25	11	28	72	56	96	56	57	Poor
0265	001	001	LITTLEBROOKE RD	LITTLEBROOKE DR	END	175	40	778	LOC	500	AC	25	12	26	24	54	96	42	45	Poor
0266	001	001	LITTLEBROOKE TE	BROOKE FARM DR	BROOKELAKE DR	297	34	1,122	LOC	500	AC	25	8.3	36	69	72	96	66	66	Fair
0267	001	001	LITTLEBROOKE TR	BROOKELAKE DR	END	548	24	1,461	LOC	500	AC	25	8.5	59	69	70	96	68	68	Fair
0268	001	001	LITTLEBROOKE WA	BROOKELAKE DR	END	611	29	1,969	LOC	500	AC	25	8.7	43	62	44	96	48	50	Poor
0269	001	001	LOST MINE TRL	END	TILLY MILL RD	439	20	976	LOC	500	AC	25	8.2	58	68	82	96	75	74	Good
0270	001	001	LURAY CT	LURAY DR	END	964	27	2,892	LOC	500	AC	25	11	31	63	62	96	58	59	Poor
0271	001	001	LURAY DR	PEELER RD	END	1,442	27	4,294	LOC	500	AC	25	3.9	81	83	77	96	79	78	Good
0272	001	001	LYTHAM CT	OXFORD CHASE WA	END	281	36	1,124	LOC	500	AC	25	5.9	58	69	74	96	71	71	Good
0273	001	001	MACBAIN LN	COLDSTREAM DR	MACLAREN CIR	1,030	24	2,747	LOC	500	AC	25	9.7	39	70	55	96	56	58	Poor
0274	001	001	MACLAREN CIR	HAPPY HOLLOW RD	MACBAIN LN	1,973	24	5,261	LOC	500	AC	25	3.6	77	86	88	96	86	84	Very Good
0275	001	001	MADISON CMNS	TILLY MILL RD	END	578	25	1,606	LOC	500	AC	25	7.1	57	82	94	96	85	83	Very Good
0276	001	001	MADISON PLACE L	BINGHAMTON DR	END	571	23	1,459	LOC	500	AC	25	8.6	42	56	79	96	68	68	Fair

Street	SubStreet	Starting Block	Street Name	From	To	Length (ft)	Width (ft)	Area (yd2)	Class	AADT (vpd)	SurfType	Category	IRI (mm/m)	RoughCON	RutCON	CrackCON	EnvCON	SurfCON	PaveCON	Rating
0277	001	001	MAGNOLIA WALK C	CHAMBLEE DUNWOO	END	399	20	887	LOC	500	AC	25	13	22	66	95	96	77	76	Good
0278	001	001	MANGET CT	MANGET WAY	ASHFORD LN	611	28	1,901	LOC	500	AC	25	8.4	61	76	89	96	82	81	Very Good
0279	001	001	MANGET WAY	CHAMBLEE DUNWOO	ASHFORD WALK	1,208	25	3,356	LOC	500	AC	25	5.8	58	73	56	96	60	61	Fair
0280	001	001	MANHASSET COVE	MOUNT VERNON WA	END	1,673	27	5,000	LOC	500	AC	25	4.9	69	84	67	96	71	71	Good
0281	001	001	MANHASSET CT	SOUTH END	MANHASSET FARM CT	904	27	2,662	LOC	500	AC	25	5.5	59	77	52	96	59	60	Fair
0282	001	001	MANHASSET DR	MANHASSET COVE	MOUNT VERNON RD	2,406	25	6,683	LOC	500	AC	25	4.2	72	72	67	96	68	68	Fair
0283	001	001	MANHASSET FARM CT	EAST END	WEST END	624	27	1,893	LOC	500	AC	25	8.2	44	65	34	96	43	45	Poor
0284	001	001	MANHASSET PL	MANHASSET DR	END	815	24	2,173	LOC	500	AC	25	6.5	53	69	85	96	76	75	Good
0285	001	001	MANNING FARMS C	ROBERTS DR	END	2,214	24	5,904	LOC	500	AC	25	4.5	70	76	81	96	78	77	Good
0286	001	001	MANOR OAKS CT	ROBERTS DR	END	881	24	2,349	LOC	500	AC	25	4.7	69	79	98	96	89	87	Excellent
0287	001	001	MARSTON RD	END	END	1,158	28	3,603	LOC	500	AC	25	5.2	66	83	83	96	81	80	Very Good
0288	001	001	MARSTON WAY	MARSTON RD	END	162	24	432	LOC	500	AC	25	5	66	80	91	96	84	82	Very Good
0289	001	001	MARTINA DR	WITHAM DR	GLENRICH DR	1,237	25	3,436	LOC	500	AC	25	3.6	78	87	84	96	84	82	Very Good
0290	001	001	MARTINA WAY	END	END	1,376	28	4,204	LOC	500	AC	25	4.6	69	81	67	96	71	71	Good
0291	001	001	MARY BRIGGS CT	END	LAKESIDE DR	799	28	2,477	LOC	500	AC	25	6.6	65	82	50	96	60	61	Fair
0292	001	001	MEADOW LANE RD	PERIMETER CENTER E	ASHFORD DUNWOOD	3,135	54	18,915	COL	6206	AC	15	5.3	64	70	80	88	75	68	Fair
0292	002	004	MEADOW LANE RD	ASHFORD DUNWOOD	CROWN POINTE PK	2,099	48	11,148	COL	6235	AC	15	5.3	64	75	73	88	72	66	Fair
0293	001	001	MEADOWCREEK CT	MOUNT VERNON WA	END	620	29	1,998	LOC	500	AC	25	4.4	72	76	60	96	65	65	Fair
0294	001	001	MEADOWCREEK DR	MOUNT VERNON WA	END	3,366	25	9,313	LOC	500	AC	25	5.4	66	77	68	96	70	70	Good
0295	001	001	MEADOWCREEK LN	MEADOWCREEK DR	END	551	29	1,775	LOC	500	AC	25	4.9	66	78	70	96	72	72	Good
0296	001	001	MEADOWLAKE DR	MOUNT VERNON RD	TRUMBULL DR	1,696	25	4,711	LOC	500	AC	25	4.1	79	78	66	96	71	71	Good
0297	001	001	MEADOWLAKE LN	MEADOWLAKE DR	LAKESPRINGS DR	1,478	25	4,106	LOC	500	AC	25	4.3	72	79	69	96	72	72	Good
0298	001	001	MILE POST DR	DUNWOODY STATIO	DUNWOODY STATIO	1,987	24	5,299	LOC	500	AC	25	2.8	84	83	71	96	76	75	Good
0298	002	005	MILE POST DR	DUNWOODY STATIO	ATCHESON LN	2,659	24	7,091	LOC	500	AC	25	4.1	78	82	75	96	77	76	Good
0299	001	001	MILL BROOK DR	CONOVER DR	COURTLEIGH DR	2,115	25	5,875	LOC	500	AC	25	3.7	76	79	73	96	75	74	Good
0300	001	001	MILL GATE CT	BEND CREEK RD	END	462	24	1,232	LOC	500	AC	25	5.5	64	76	43	96	54	55	Poor
0301	001	001	MILL GATE DR	GLENRICH DR	MILL TRACE DR	766	24	2,043	LOC	500	AC	25	5.5	67	73	63	96	66	66	Fair
0302	001	001	MILL GLEN CT	MILL GLEN DR	END	492	24	1,312	LOC	500	AC	25	9.5	57	85	77	96	76	75	Good
0303	001	001	MILL GLEN DR	ROBERTS DR	MILL GATE DR	1,865	25	5,181	LOC	500	AC	25	5.8	62	72	64	96	66	66	Fair
0304	001	001	MILL RACE CT	MILL TRACE DR	END	373	24	995	LOC	500	AC	25	10	36	62	54	96	53	55	Poor
0305	001	001	MILL SHIRE LN	MILL GLEN DR	DUNWOODY CLUB D	1,109	25	3,081	LOC	500	AC	25	9.1	45	55	58	96	55	56	Poor
0306	001	001	MILL STREAM CT	WOMACK RD	END	373	24	995	LOC	500	AC	25	7.8	43	71	89	96	78	77	Good

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0307	001	001	MILL TRACE CT	MILL TRACE DR	END	251	24	669	LOC	500	AC	25	6.4	54	64	83	96	74	73	Good
0308	001	001	MILL TRACE DR	DUNWOODY CLUB D	BEND CREEK RD	3,072	24	8,192	LOC	500	AC	25	5.6	65	68	66	96	66	67	Fair
0309	001	001	MOCKWELL CT	VERNON NORTH DR	END	366	34	1,383	LOC	500	AC	25	7.3	50	75	87	96	78	77	Good
0310	001	001	MONTCLAIR CT	MARSTON RD	END	211	35	821	LOC	500	AC	25	4.6	69	69	84	96	78	77	Good
0311	001	001	MOUNT VERNON FO	WICKFORD WAY	END	307	32	1,092	LOC	500	AC	25	15	21	57	52	96	48	50	Poor
0312	001	001	MOUNT VERNON PL	TILLY MILL RD	MOUNT VERNON RD	1,779	25	4,942	LOC	500	AC	25	4.5	70	71	68	96	69	69	Fair
0313	001	001	MOUNT VERNON RD	WEST CITY LIMIT	HIDDEN BRANCHES	716	31	2,426	ART	10000	AC	05	3.6	78	86	77	88	79	72	Good
0313	002	004	MOUNT VERNON RD	HIDDEN BRANCHES	TRAILRIDGE WAY	3,040	30	10,133	ART	10000	AC	05	3.3	80	82	74	88	77	70	Good
0313	003	008	MOUNT VERNON RD	TRAILRIDGE WAY	NANDINA LN	1,125	61	7,600	ART	10000	AC	05	2.8	85	79	81	88	81	74	Good
0313	004	009	MOUNT VERNON RD	NANDINA LN	CHAMBLEE DUNWOO	366	57	2,318	ART	10000	AC	05	8.1	52	58	60	88	59	54	Poor
0313	005	010	MOUNT VERNON RD	CHAMBLEE DUNWOO	MOUNT VERNON WA	3,123	47	16,378	ART	10000	AC	05	2.8	85	80	72	88	75	69	Fair
0313	006	014	MOUNT VERNON RD	MOUNT VERNON WA	MANHASSET DR	1,749	34	6,568	ART	10000	AC	05	3.5	78	87	83	88	83	76	Good
0313	007	017	MOUNT VERNON RD	MANHASSET DR	WELLESLEY LN	4,683	37	19,460	ART	10000	AC	05	2.7	86	77	73	88	76	69	Fair
0313	008	025	MOUNT VERNON RD	WELLESLEY LN	SAFFRON DR	2,307	38	9,638	ART	10000	AC	05	3.2	81	78	72	88	75	68	Fair
0314	001	001	MOUNT VERNON WA	VERNON SPRINGS	MOUNT VERNON RD	1,198	25	3,328	CMI	1000	AC	25	6.1	74	73	65	96	69	65	Fair
0314	002	003	MOUNT VERNON WA	MOUNT VERNON RD	MEADOWCREEK DR	2,552	25	7,089	CMI	1000	AC	25	2.9	83	89	82	96	84	79	Good
0314	003	010	MOUNT VERNON WA	MEADOWCREEK DR	WITHMERE WAY	3,124	25	8,678	CMI	1000	AC	25	3.1	84	83	75	96	79	74	Good
0317	001	001	N PEACHTREE CT	N PEACHTREE RD	END	528	29	1,701	LOC	500	AC	25	11	29	51	48	96	46	48	Poor
0318	001	001	N PEACHTREE RD	SOUTH CITY LIMIT	COTILLION DR	617	87	5,957	COL	2500	AC	15	6.9	52	64	72	92	67	61	Fair
0318	002	005	N PEACHTREE RD	COTILLION DR	PEACHFORD RD	2,241	35	8,740	COL	2500	AC	15	3.5	79	76	69	92	72	66	Fair
0318	003	008	N PEACHTREE RD	PEACHFORD RD	TILLY MILL RD	3,859	34	14,621	COL	2500	AC	15	3.4	80	75	51	92	62	56	Poor
0318	004	029	N PEACHTREE RD	TILLY MILL RD	WELTON PL	426	36	1,704	CMI	1000	AC	25	5.5	62	77	48	96	57	55	Poor
0318	005	030	N PEACHTREE RD	WELTON PL	DELVERTON DR	2,362	32	8,451	CMI	1000	AC	25	3.2	81	90	81	96	84	78	Good
0318	006	035	N PEACHTREE RD	DELVERTON DR	N PEACHTREE WAY	3,035	30	10,117	CMI	1000	AC	25	4.2	76	88	81	96	82	77	Good
0318	007	040	N PEACHTREE RD	N PEACHTREE WAY	MOUNT VERNON RD	3,581	30	11,937	CMI	1000	AC	25	3.2	82	88	83	96	84	79	Good
0319	001	001	N PEACHTREE WAY	N PEACHTREE RD	END	1,614	26	4,663	LOC	500	AC	25	5	74	79	62	96	68	68	Fair
0315	001	001	N SPRINGS CT	KINGS DOWN CIRC	END	1,640	26	4,738	LOC	500	AC	25	4.5	73	83	77	96	78	77	Good
0316	001	001	N SPRINGS DR	CHAMBLEE DUNWOO	KINGS DOWN WAY	2,195	25	6,000	LOC	500	AC	25	4.2	73	86	84	96	83	81	Very Good
0316	002	005	N SPRINGS DR	KINGS DOWN WAY	END	1,656	26	4,784	LOC	500	AC	25	7.9	59	71	73	96	70	71	Good
0320	001	001	NANDINA LN	CHAMBLEE DUNWOO	MOUNT VERNON RD	535	24	1,427	LOC	500	AC	25	4.2	71	65	65	96	66	66	Fair
0321	001	001	NERINE CIRCLE	CHAMBLEE DUNWOO	CHAMBLEE DUNWOO	2,162	24	5,765	LOC	500	AC	25	6	58	81	68	96	70	70	Good
0322	001	001	NORTHBROOKE CIR	NORTHBROOKE LN	END	515	28	1,602	LOC	500	AC	25	4.8	68	66	80	96	74	73	Good

Street	SubStreet	Starting Block	Street Name	From	To	Length (ft)	Width (ft)	Area (yd2)	Class	AADT (vpd)	SurfType	Category	IRI (mm/m)	RoughCON	RutCON	CrackCON	EnvCON	SurfCON	PaveCON	Rating
0323	001	001	NORTHBROOKE LN	END	VILLAGE NORTH C	604	28	1,866	LOC	500	AC	25	6.3	65	76	87	96	81	80	Very Good
0324	001	001	NORTHCHESTER CT	MOUNT VERNON RD	END	957	25	2,658	LOC	500	AC	25	4.7	70	84	69	96	73	73	Good
0325	001	001	NORWALK RD	RIVERGLENN CIR	RIVERGLENN CIR	743	24	1,981	LOC	500	AC	25	5.7	60	63	69	96	67	67	Fair
0326	001	001	OAK TRAIL CT	OAK TRAIL DR	END	366	32	1,301	LOC	500	AC	25	7.3	48	71	91	96	80	79	Good
0327	001	001	OAK TRAIL DR	TRAILRIDGE WAY	TRAILRIDGE WAY	1,515	25	4,208	LOC	500	AC	25	5.2	70	80	75	96	76	75	Good
0328	001	001	OAKHURST WALK	WOMACK RD	END	482	24	1,285	LOC	500	AC	25	12	40	41	95	96	73	73	Good
0329	001	001	OAKPOINTE PL	CHAMBLEE DUNWOO	END	921	27	2,763	LOC	500	AC	25	5.1	64	76	90	96	83	82	Very Good
0330	001	001	OLD BRANCH CT	TWIN BRANCHES W	END	488	29	1,572	LOC	500	AC	25	11	48	65	62	96	61	62	Fair
0331	001	001	OLD BROOKE LN	BROOKE FARM DR	END	459	31	1,581	LOC	500	AC	25	12	29	62	66	96	59	60	Fair
0332	001	001	OLD BROOKE PT	BROOKE FARM DR	END	198	40	880	LOC	500	AC	25	11	41	80	75	96	71	71	Good
0333	001	001	OLD GEORGETOWN	END	END	1,707	24	4,552	LOC	500	AC	25	5.7	61	75	70	96	70	70	Good
0334	001	001	OLD ORCHARD CT	SHARON VALLEY C	END LOOP	713	25	1,981	LOC	500	AC	25	7.4	51	70	78	96	72	72	Good
0335	001	001	OLD SPRING HOUS	OLD SPRING HOUS	OLD SPRING HOUS	373	16	663	LOC	500	AC	25	11	30	61	75	96	65	65	Fair
0336	001	001	OLD SPRING HOUSE LN	CHAMBLEE DUNWOODY RD	BETHESDA TRAIL	2,149	26	6,208	LOC	500	AC	25	3.3	80	85	88	96	86	84	Very Good
0336	002	006	OLD SPRING HOUSE LN	BETHESDA TRAIL	OLD GEORGETOWN	2,205	26	6,370	LOC	500	AC	25	4	75	81	86	96	83	82	Very Good
0337	001	001	OLD WOODALL CT	DUNWOODY CLUB D	END	449	24	1,197	LOC	500	AC	25	9.2	38	58	85	96	71	71	Good
0338	001	001	OLDE VILLAGE CT	OLDE VILLAGE RU	END	1,066	25	2,961	LOC	500	AC	25	8.1	45	59	71	96	64	64	Fair
0339	001	001	OLDE VILLAGE LN	PEELER RD	OLDE VILLAGE RU	2,241	24	5,976	LOC	500	AC	25	4.3	73	79	66	96	70	70	Good
0340	001	001	OLDE VILLAGE RU	END	VERMACK RD	2,739	25	7,608	LOC	500	AC	25	4.5	69	80	54	96	63	64	Fair
0341	001	001	ORLEANS CT	ROCHELLE DR	END	634	24	1,691	LOC	500	AC	25	6.2	59	60	56	96	57	58	Poor
0342	001	001	ORLEANS DR	ROCHELLE DR	END	1,066	24	2,843	LOC	500	AC	25	4.9	68	83	74	96	76	75	Good
0343	001	001	ORLEANS WAY	CHATEAU DR	END	211	24	563	LOC	500	AC	25	7	47	58	82	96	71	71	Good
0344	001	001	OXFORD CHASE WA	MOUNT VERNON RD	OXFORD CHASE WAY	3,571	25	9,919	LOC	500	AC	25	4.7	69	80	84	96	81	79	Good
0345	001	001	PARLIAMENT DR	VERMACK RD	LEEDS CT	862	24	2,299	LOC	500	AC	25	5.5	66	81	70	96	72	72	Good
0346	001	001	PARLIAMENT WAY	PARLIAMENT DR	VERMACK RD	1,501	24	4,003	LOC	500	AC	25	4	73	77	79	96	78	77	Good
0347	001	001	PEACHFORD RD	N SHALLOWFORD RD	DUNBAR DR	2,278	30	7,644	COL	2500	AC	15	5	68	68	74	92	71	65	Fair
0347	002	005	PEACHFORD RD	DUNBAR DR	N PEACHTREE RD	2,085	36	8,247	COL	2500	AC	15	3.9	75	73	78	92	76	70	Good
0348	001	001	PEACHTREE NORTH	N PEACHTREE RD	END	667	24	1,779	LOC	500	AC	25	5.9	68	65	61	96	63	64	Fair
0349	001	001	PEELER MILL CT	VILLAGE MILL RD	END	568	29	1,830	LOC	500	AC	25	6.8	62	83	73	96	74	73	Good
0350	001	001	PEELER RD	WINTERS CHAPEL	LAKESIDE DR	2,584	24	6,948	COL	2500	AC	15	3.2	81	84	96	92	91	83	Very Good
0350	002	004	PEELER RD	LAKESIDE DR	TILLY MILL RD	3,445	30	11,483	COL	2500	AC	15	2.8	86	84	96	92	92	84	Very Good
0350	003	010	PEELER RD	CHAMBLEE DUNWOODY RD	ADAMS RD	3,175	30	10,583	COL	2500	AC	15	3.5	80	79	69	92	73	67	Fair

Street	SubStreet	Starting Block	Street Name	From	To	Length (ft)	Width (ft)	Area (yd2)	Class	AADT (vpd)	SurfType	Category	IRI (mm/m)	RoughCON	RutCON	CrackCON	EnvCON	SurfCON	PaveCON	Rating
0350	004	016	PEELER RD	ADAMS RD	N PEACHTREE RD	3,884	27	11,695	COL	2500	AC	15	3	83	83	79	92	81	73	Good
0351	001	001	PERIMETER CENTER E	ASHFORD DUNWOOD	LINCOLN PKWY	3,092	48	16,353	COL	2500	AC	15	4	75	81	74	92	76	69	Fair
0351	002	002	PERIMETER CENTER E	LINCOLN PKWY	ASHFORD DUNWOOD	3,323	51	18,941	COL	2500	AC	15	4.3	72	82	69	92	73	66	Fair
0352	001	001	PERIMETER CENTER N	MEADOW LANE RD	ASHFORD DUNWOOD	789	24	2,104	COL	2500	AC	15	7.9	41	61	39	88	45	42	Poor
0353	001	001	PERIMETER CENTER PKWY	PERIMETER CENTER W	HAMMOND DR	2,693	70	20,856	COL	6234	AC	15	3.7	77	79	93	88	87	79	Good
0353	002	002	PERIMETER CENTER PKWY	HAMMOND DR	SOUTH CITY LIMIT	1,719	70	13,275	COL	6221	AC	15	3.1	83	81	89	88	86	79	Good
0354	001	001	PERIMETER CENTER PL	PERIMETER CENTE	MEADOW LANE RD	1,911	48	10,171	COL	6246	AC	15	5.6	67	73	64	88	67	61	Fair
0355	001	001	PERIMETER CENTER W	ASHFORD DUNWOOD	CROWN POINTE PK	3,313	70	25,841	ART	10000	AC	05	3.2	81	84	61	88	70	63	Fair
0355	002	004	PERIMETER CENTER W	CROWN POINTE PK	WEST CITY LIMIT	396	70	3,067	ART	10000	AC	05	4.1	79	78	55	88	64	58	Poor
0356	001	001	PERNOSHAL CT	CHAMBLEE DUNWOO	END	1,436	30	4,787	LOC	500	AC	25	3.7	79	75	80	96	79	78	Good
0357	001	001	PINE ACRES CT	CHAMBLEE DUNWOO	END	663	24	1,768	LOC	500	AC	25	5.7	65	78	78	96	76	75	Good
0358	001	001	PINE BARK CIRCL	HIDDEN BRANCHES	HIDDEN BRANCHES	1,532	24	4,085	LOC	500	AC	25	5.8	58	73	71	96	69	69	Fair
0359	001	001	PINE BARK CT	HIDDEN BRANCHES	END	267	24	712	LOC	500	AC	25	14	30	83	65	96	65	65	Fair
0360	001	001	PINE BARK LN	WINDING BRANCH	END	221	39	958	LOC	500	AC	25	10	27	55	59	96	53	55	Poor
0361	001	001	PINE BRANCH POI	PINE BARK CIRCL	END	535	30	1,783	LOC	500	AC	25	8.6	43	74	72	96	69	69	Fair
0362	001	001	PINE BRANCHES C	PINE BARK CIRCL	END	413	28	1,285	LOC	500	AC	25	7.5	55	74	65	96	66	66	Fair
0363	001	001	POPLAR LAKE TRL	END	LAKESIDE DR	574	24	1,531	LOC	500	AC	25	4.9	67	81	96	96	88	86	Excellent
0364	001	001	POPPLEFORD LN	OXFORD CHASE WA	END	502	30	1,673	LOC	500	AC	25	8.3	62	76	84	96	78	77	Good
0365	001	001	PRESTWOOD CT	BRENDON DR	END	284	35	1,104	LOC	500	AC	25	9.5	50	75	88	96	79	78	Good
0366	001	001	PROMONTORY CT	MILE POST DR	END	488	30	1,627	LOC	500	AC	25	5.8	59	70	68	96	67	67	Fair
0367	001	001	PULLMAN CT	MILE POST DR	END	287	24	765	LOC	500	AC	25	9	49	63	80	96	71	71	Good
0368	001	001	PYRENEES CT	ANDOVER DR	END	208	23	532	LOC	500	AC	25	6.7	59	62	83	96	74	73	Good
0369	001	001	QUEENSBOROUGH D	CORONATION DR	END	1,393	24	3,715	LOC	500	AC	25	3.3	82	78	57	96	66	66	Fair
0370	001	001	RALSTON CT	WITHMERE WAY	END	254	24	677	LOC	500	AC	25	15	19	43	54	96	46	48	Poor
0371	001	001	REDBARK PL	REDSTONE LN	END	281	35	1,093	LOC	500	AC	25	9.8	49	75	73	96	70	70	Good
0372	001	001	REDBARK WAY	REDSTONE LN	END	937	24	2,499	LOC	500	AC	25	5.2	72	87	99	96	92	90	Excellent
0373	001	001	REDCLIFF CT	DELVERTON DR	END	604	29	1,946	LOC	500	AC	25	4.6	71	85	82	96	81	80	Very Good
0374	001	001	REDCLIFF WAY	HEATHERDALE LN	DELVERTON DR	630	25	1,750	LOC	500	AC	25	4.4	72	79	62	96	68	68	Fair
0375	001	001	REDFIELD CIRCLE	REDFIELD LN	END	858	27	2,574	LOC	500	AC	25	8.6	60	82	60	96	65	65	Fair
0376	001	001	REDFIELD CT	REDFIELD RIDGE	REDFIELD TER	1,370	25	3,806	LOC	500	AC	25	4.1	73	79	71	96	73	73	Good
0377	001	001	REDFIELD DR	REDFIELD LN	REDFIELD RD	1,472	24	3,925	LOC	500	AC	25	6.9	56	61	57	96	58	59	Poor
0378	001	001	REDFIELD LN	REDFIELD RD	END	1,050	27	3,150	LOC	500	AC	25	6.6	53	72	48	96	55	56	Poor

Street	SubStreet	Starting Block	Street Name	From	To	Length (ft)	Width (ft)	Area (yd2)	Class	AADT (vpd)	SurfType	Category	IRI (mm/m)	RoughCON	RutCON	CrackCON	EnvCON	SurfCON	PaveCON	Rating
0379	001	001	REDFIELD RD	END	END	2,241	27	6,623	LOC	500	AC	25	5.4	63	69	69	96	68	68	Fair
0380	001	001	REDFIELD RIDGE	REDFIELD RD	END	2,215	26	6,448	LOC	500	AC	25	4.1	79	80	66	96	71	71	Good
0568	001	001	REDFIELD TER	END	END	1,307	28	4,066	LOC	500	AC	25	5.5	60	83	76	96	75	75	Good
0381	001	001	REDSTONE LN	REDFIELD RD	REDSTONE TERRAC	1,350	28	4,140	LOC	500	AC	25	4.6	73	87	73	96	76	76	Good
0382	001	001	REDSTONE TERRAC	REDSTONE LN	END	472	30	1,573	LOC	500	AC	25	6.6	58	81	89	96	83	82	Very Good
0383	001	001	RENFROE LAKE DR	TILLY MILL RD	KIM PL	726	25	2,017	LOC	500	AC	25	6.2	62	75	76	96	74	73	Good
0384	001	001	RESTON CT	WITHMERE WAY	END	462	24	1,232	LOC	500	AC	25	9.5	31	66	62	96	58	59	Poor
0385	001	001	RIDGELOCK CT	SUMAC DR	END	739	28	2,299	LOC	500	AC	25	5.9	67	82	73	96	74	73	Good
0386	001	001	RIDGEMONT RD	KINGS DOWN RD	END	416	26	1,202	LOC	500	AC	25	6.1	69	80	70	96	73	73	Good
0569	002	002	RIDGEVIEW RD (N)	MOUNT VERNON RD	SOUTH END	1,558	29	5,020	LOC	500	AC	25	6.4	63	76	96	96	86	84	Very Good
0569	001	001	RIDGEVIEW RD (S)	MEADOW LANE RD	CUSTIS CT	970	29	3,126	LOC	500	AC	25	3.9	77	86	86	96	84	82	Very Good
0387	001	001	RIVERGLENN CIR	N PEACHTREE RD	ELLISBURY DR	4,047	25	11,242	LOC	500	AC	25	3.2	81	80	85	96	83	82	Very Good
0388	001	001	RIVERGLENN CT	RIVERGLENN CIR	END	436	24	1,163	LOC	500	AC	25	6.9	50	65	85	96	75	74	Good
0389	001	001	ROBERTS DR	CHAMBLEE DUNWO	DUNBROOKE LN	3,168	34	11,862	ART	10000	AC	05	3.2	81	81	69	88	74	68	Fair
0389	002	006	ROBERTS DR	DUNBROOKE LN	NORTH CITY LIMIT	3,312	34	12,475	ART	10000	AC	05	2.6	86	81	71	88	76	69	Fair
0390	001	001	ROCHELLE CT	ROCHELLE DR	END	690	24	1,840	LOC	500	AC	25	8.3	52	59	65	96	61	62	Fair
0391	001	001	ROCHELLE DR	END	OLD SPRING HOUS	3,541	26	10,230	LOC	500	AC	25	3.9	80	80	79	96	79	79	Good
0392	001	001	ROTHERHAM WAY	OXFORD CHASE WA	END	492	30	1,640	LOC	500	AC	25	11	55	71	79	96	74	73	Good
0393	001	001	SAFFRON CT	N PEACHTREE RD	END	248	24	661	LOC	500	AC	25	9.9	32	79	75	96	70	70	Good
0394	001	001	SAFFRON DR	MOUNT VERNON RD	N PEACHTREE RD	2,303	25	6,397	LOC	500	AC	25	4.6	72	74	76	96	75	74	Good
0395	001	001	SAFFRON WAY	SAFFRON DR	END	386	24	1,029	LOC	500	AC	25	6.9	50	80	62	96	65	65	Fair
0396	001	001	SANCROFF CT	N PEACHTREE RD	END	452	31	1,557	LOC	500	AC	25	6.5	52	67	63	96	63	64	Fair
0397	001	001	SANDELL COURT	SANDELL DR	END	251	36	1,004	LOC	500	AC	25	7.5	40	78	83	96	75	74	Good
0398	001	001	SANDELL DR	N PEACHTREE RD	TILLY MILL RD	2,212	24	5,899	LOC	500	AC	25	8.1	51	65	62	96	61	62	Fair
0399	001	001	SANDELL WAY	SANDELL DR	END	254	24	677	LOC	500	AC	25	11	30	63	61	96	57	58	Poor
0400	001	001	SANLEE LN	SUMAC DR	END	894	27	2,682	LOC	500	AC	25	8.4	46	72	40	96	49	51	Poor
0401	001	001	SANTA FE STATIO	MILE POST DR	END	264	36	1,056	LOC	500	AC	25	9.9	40	59	65	96	59	60	Fair
0402	001	001	SEATON DR	SANDELL DR	BRENDON DR	3,067	24	8,179	LOC	500	AC	25	4.6	69	71	68	96	69	69	Fair
0403	001	001	SEATON WAY	SANDELL DR	SEATON DR	1,086	24	2,896	LOC	500	AC	25	7.4	49	74	68	96	66	66	Fair
0404	001	001	SHADOW BEND	CHAMBLEE DUNWO	SHADOW CT	769	24	2,051	LOC	500	AC	25	5.3	71	87	84	96	83	82	Very Good
0405	001	001	SHADOW CT	END	END	581	34	2,163	LOC	500	AC	25	6	67	84	77	96	77	76	Good
0406	001	001	SHADOW GLEN CT	WOMACK RD	END	1,445	26	4,174	LOC	500	AC	25	6.2	67	75	78	96	76	75	Good

Street	SubStreet	Starting Block	Street Name	From	To	Length (ft)	Width (ft)	Area (yd2)	Class	AADT (vpd)	SurfType	Category	IRI (mm/m)	RoughCON	RutCON	CrackCON	EnvCON	SurfCON	PaveCON	Rating
0570	001	001	SHALLOWFORD RD	COTILLION DR	DUNWOODY PARK	2,769	49	14,953	ART	10000	AC	05	3.8	76	70	84	88	79	72	Good
0570	002	004	SHALLOWFORD RD	DUNWOODY PARK	PEELER RD	1,485	46	7,640	ART	10000	AC	05	4.3	71	71	77	88	75	68	Fair
0407	001	001	SHARON VALLEY C	END	END	2,331	23	5,957	LOC	500	AC	25	6.8	52	63	50	96	54	55	Poor
0408	001	001	SHELBORNE DR	END	STONINGTON CIR	849	24	2,264	LOC	500	AC	25	6.3	68	77	99	96	89	87	Excellent
0409	001	001	SHERIDAN LN	NORTH END	SOTH END	1,122	29	3,565	LOC	500	AC	25	4.7	69	77	73	96	73	73	Good
0410	001	001	SIRONN CT	HOLLY OAK PLACE	END	617	24	1,645	LOC	500	AC	25	6.7	53	75	69	96	68	68	Fair
0411	001	001	SPALDING CLUB C	SPALDING DR	END	366	24	976	LOC	500	AC	25	6.5	52	64	75	96	69	69	Fair
0412	001	001	SPALDING DR	WEST CITY LIMIT	CHAMBLEE DUNWOO	3,122	26	9,054	COL	2500	AC	15	2.7	85	78	92	92	87	80	Very Good
0412	002	002	SPALDING DR	CHAMBLEE DUNWOO	NORTH CITY LIMIT	1,634	26	4,793	COL	2500	AC	15	4.4	71	54	56	92	58	53	Poor
0571	001	001	SPENDER TRCE	SPALDING DR	END	1,010	24	2,693	LOC	500	AC	25	4.9	67	73	62	96	65	65	Fair
0413	001	001	SPRING MILL COV	TILLY MILL RD	END	809	25	2,247	LOC	500	AC	25	6.5	56	82	78	96	75	74	Good
0414	001	001	SPRINGFIELD CT	SPRINGFIELD DR	END	535	31	1,843	LOC	500	AC	25	5.1	66	74	85	96	79	78	Good
0415	001	001	SPRINGFIELD DR	CHAMBLEE DUNWOO	SUMMERFORD DR	3,307	25	9,186	LOC	500	AC	25	6.5	56	66	67	96	65	66	Fair
0416	001	001	SPRINGSIDE POIN	END	DEVONSHIRE RD	149	22	364	LOC	500	AC	25	6.2	54	73	76	96	72	72	Good
0417	001	001	SPRINGVALE CIRC	DEVONSHIRE RD	END	512	23	1,308	LOC	500	AC	25	6.6	64	83	76	96	76	75	Good
0418	001	001	ST ANDREWS CIRC	CHAMBLEE DUNWOO	END	865	24	2,307	LOC	500	AC	25	3.7	79	78	81	96	80	79	Good
0419	001	001	STAPLETON CT	STAPLETON DR	END	624	24	1,664	LOC	500	AC	25	3.7	79	80	82	96	81	80	Very Good
0420	001	001	STAPLETON DR	TROWBRIDGE DR	END	1,614	24	4,304	LOC	500	AC	25	4.7	71	86	77	96	79	78	Good
0421	001	001	STARCROSS CT	N PEACHTREE RD	END	320	24	853	LOC	500	AC	25	9.5	44	65	69	96	64	64	Fair
0422	001	001	STONEHENGE CT	END	ANDALUSIA TRL	562	23	1,436	LOC	500	AC	25	9.5	51	66	81	96	73	72	Good
0423	001	001	STONEHENGE DR	LAURELWOOD RD	STONEHENGE CT	1,217	23	3,110	LOC	500	AC	25	4.3	73	86	61	96	69	69	Fair
0424	001	001	STONEHENGE PL	STONEHENGE DR	END	257	23	657	LOC	500	AC	25	6.2	61	66	67	96	66	66	Fair
0425	001	001	STONEHENGE WAY	STONEHENGE DR	END	221	23	565	LOC	500	AC	25	6.7	51	54	64	96	59	60	Fair
0426	001	001	STONEHOUSE CT	OXFORD CHASE WA	END	221	38	933	LOC	500	AC	25	7.4	44	67	77	96	70	70	Good
0427	001	001	STONINGTON CIR	STONINGTON RD	SHELBORNE DR	1,617	26	4,671	LOC	500	AC	25	3.6	78	83	99	96	92	89	Excellent
0428	001	001	STONINGTON RD	TILLY MILL RD	E KINGS POINT C	2,139	25	6,037	LOC	500	AC	25	3.7	77	80	66	96	71	71	Good
0429	001	001	STRASBURG CT	LURAY DR	END	413	24	1,101	LOC	500	AC	25	10	37	64	43	96	47	49	Poor
0430	001	001	STRATHAM DR	MOUNT VERNON RD	END	1,304	24	3,477	LOC	500	AC	25	4.5	68	80	36	96	52	54	Poor
0431	001	001	SUDBURY RD	END	LAURELWOOD RD	2,105	23	5,379	LOC	500	AC	25	4.4	72	77	60	96	67	67	Fair
0432	001	001	SUMAC DR	WINTERS CHAPEL	END	1,502	24	4,005	LOC	500	AC	25	3.4	79	85	61	96	69	69	Fair
0433	001	001	SUMMERFORD CT	SUMMERFORD DR	END	581	30	1,937	LOC	500	AC	25	8.5	47	53	64	96	59	60	Fair
0434	001	001	SUMMERFORD DR	SPRINGFIELD DR	WOMACK RD	2,515	25	6,986	LOC	500	AC	25	4.3	76	74	71	96	73	72	Good

Street	SubStreet	Starting Block	Street Name	From	To	Length (ft)	Width (ft)	Area (yd2)	Class	AADT (vpd)	SurfType	Category	IRI (mm/m)	RoughCON	RutCON	CrackCON	EnvCON	SurfCON	PaveCON	Rating
0435	001	001	SUMMERSET DR	WITHMERE WAY	MOUNT VERNON WA	1,231	24	3,283	LOC	500	AC	25	5.4	65	68	75	96	72	72	Good
0436	001	001	SUMMERSET LN	ADAMS RD	END	769	29	2,478	LOC	500	AC	25	6.7	53	74	72	96	69	69	Fair
0437	001	001	TAMASSEE CT	N PEACHTREE RD	END	723	28	2,249	LOC	500	AC	25	6.5	62	76	58	96	63	64	Fair
0438	001	001	TAMWORTH CT	TROWBRIDGE DR	END	1,030	24	2,747	LOC	500	AC	25	8.1	49	65	54	96	56	57	Poor
0439	001	001	TENNILLE CT	HALLFORD DR	END	373	39	1,616	LOC	500	AC	25	10	45	65	38	96	46	48	Poor
0542	001	001	THE WOODSONG	WOODSONG DR	END	257	20	571	LOC	500	AC	25	10	35	60	57	96	54	55	Poor
0440	001	001	THORNHILL CT	VERNON RIDGE DR	END	406	25	1,128	LOC	500	AC	25	7.2	55	63	69	96	65	65	Fair
0441	001	001	TICHENOR CT	VERNON OAKS DR	END	422	32	1,500	LOC	500	AC	25	8.8	44	71	51	96	55	56	Poor
0442	001	001	TILLINGHAM CT	TILLY MILL RD	END	508	25	1,411	LOC	500	AC	25	7.8	67	76	76	96	75	74	Good
0443	001	001	TILLY MILL RD	RIDGEWAY DR	MADISON CMNS	2,281	40	10,214	ART	10000	AC	05	4.9	69	69	42	88	53	49	Poor
0443	002	006	TILLY MILL RD	MADISON CMNS	BRIERS NORTH DR	1,126	32	3,954	ART	10000	AC	05	3.6	76	69	65	88	68	62	Fair
0443	003	009	TILLY MILL RD	BRIERS NORTH DR	PEELER RD	1,921	32	6,766	ART	10000	AC	05	3	83	82	73	88	77	70	Good
0443	004	012	TILLY MILL RD	PEELER RD	N PEACHTREE RD	1,815	26	5,223	ART	10000	AC	05	3.3	80	75	75	88	76	69	Fair
0443	005	014	TILLY MILL RD	N PEACHTREE RD	WOMACK RD	3,248	35	12,451	ART	10000	AC	05	3.1	82	78	85	88	82	75	Good
0443	006	018	TILLY MILL RD	WOMACK RD	LAKESPRINGS WAY	2,340	33	8,632	ART	10000	AC	05	2.1	90	81	88	88	87	79	Good
0443	007	023	TILLY MILL RD	LAKESPRINGS WAY	MOUNT VERNON RD	2,518	32	9,009	ART	10000	AC	05	2.5	88	81	86	88	85	77	Good
0444	001	001	TOLLESON CT	TROWBRIDGE DR	END	521	24	1,389	LOC	500	AC	25	7.6	58	75	68	96	68	68	Fair
0445	001	001	TOPEKA CT	ATCHESON LN	END	297	34	1,122	LOC	500	AC	25	15	31	52	80	96	66	66	Fair
0446	001	001	TRAILRIDGE CT	HIDDEN BRANCHES	END	191	24	509	LOC	500	AC	25	6.8	48	60	83	96	72	72	Good
0447	001	001	TRAILRIDGE DR	TRAILRIDGE LN	DUNWOODY STATIO	809	24	2,157	LOC	500	AC	25	4.5	72	86	82	96	82	81	Very Good
0448	001	001	TRAILRIDGE LN	HIDDEN BRANCHES	END	1,472	25	4,089	LOC	500	AC	25	4.1	74	83	64	96	70	70	Good
0449	001	001	TRAILRIDGE PASS	TRAILRIDGE PL	TRAILRIDGE LN	878	24	2,341	LOC	500	AC	25	3.7	77	85	67	96	73	73	Good
0450	001	001	TRAILRIDGE PL	TRAILRIDGE DR	END	614	30	2,019	LOC	500	AC	25	6.2	59	85	78	96	77	76	Good
0451	001	001	TRAILRIDGE WAY	MOUNT VERNON RD	HIDDEN BRANCHES	1,660	25	4,611	LOC	500	AC	25	6.5	59	71	82	96	76	75	Good
0452	001	001	TRAPNELL CT	VERNON LAKE DR	END	198	24	528	LOC	500	AC	25	8.3	36	60	32	96	40	43	Poor
0453	001	001	TRAPNELL DR	FOREST SPRINGS	VERNON LAKE DR	726	24	1,936	LOC	500	AC	25	5.1	65	75	74	96	73	73	Good
0454	001	001	TROTTERS COVE	MOUNT VERNON WA	END	538	23	1,375	LOC	500	AC	25	10	35	70	70	96	65	65	Fair
0455	001	001	TROWBRIDGE COVE	TROWBRIDGE DR	END	512	23	1,308	LOC	500	AC	25	5.3	63	74	78	96	75	74	Good
0456	001	001	TROWBRIDGE CT	TROWBRIDGE DR	END	337	24	899	LOC	500	AC	25	8.2	45	80	67	96	67	67	Fair
0457	001	001	TROWBRIDGE DR	EAST END	HALLFORD DR	730	25	2,028	LOC	500	AC	25	4.6	72	70	54	96	61	61	Fair
0457	002	003	TROWBRIDGE DR	HALLFORD DR	DURRETT DR	2,699	25	7,497	CMI	1000	AC	25	4.6	68	70	48	96	57	54	Poor
0457	003	010	TROWBRIDGE DR	DURRETT DR	FOREST SPRINGS	2,162	25	6,006	CMI	1000	AC	25	3.6	77	81	51	96	63	60	Fair

Street	SubStreet	Starting Block	Street Name	From	To	Length (ft)	Width (ft)	Area (yd2)	Class	AADT (vpd)	SurfType	Category	IRI (mm/m)	RoughCON	RutCON	CrackCON	EnvCON	SurfCON	PaveCON	Rating
0457	004	014	TROWBRIDGE DR	FOREST SPRINGS	LEIDEN CT	1,587	25	4,408	CMI	1000	AC	25	3.9	74	81	61	96	68	65	Fair
0458	001	001	TROWBRIDGE PLAC	TROWBRIDGE DR	END	502	24	1,339	LOC	500	AC	25	7.4	47	72	61	96	62	63	Fair
0459	001	001	TROWBRIDGE WAY	TROWBRIDGE DR	END	535	24	1,427	LOC	500	AC	25	5.7	64	79	80	96	77	76	Good
0460	001	001	TRUMBULL CT	TRUMBULL DR	END	640	25	1,778	LOC	500	AC	25	4.5	70	76	63	96	67	67	Fair
0461	001	001	TRUMBULL DR	STRATHAM DR	VANDERLYN DR	2,165	25	6,014	LOC	500	AC	25	3.3	79	76	58	96	65	66	Fair
0462	001	001	TWIN BRANCHES W	HIDDEN BRANCHES	OAK TRAIL DR	1,250	25	3,472	LOC	500	AC	25	6.1	64	75	86	96	80	79	Good
0463	001	001	TYNDALL CT	END	VERNON OAKS DR	327	25	908	LOC	500	AC	25	9.7	54	74	59	96	62	63	Fair
0464	001	001	VALLEY GLEN WAY	CHARDONNAY CT	END	541	24	1,443	LOC	500	AC	25	5.1	65	82	89	96	84	82	Very Good
0465	001	001	VALLEY VIEW CT	VALLEY VIEW RD	END	1,538	24	4,101	LOC	500	AC	25	4.8	70	72	86	96	80	79	Good
0466	001	001	VALLEY VIEW MAN	VALLEY VIEW RD	END	248	24	661	LOC	500	AC	25	14	23	78	92	96	78	77	Good
0467	001	001	VALLEY VIEW RD	ASHFORD DUNWOOD	CHAMBLEE DUNWOO	3,660	25	10,167	CMI	1000	AC	25	6.9	53	66	74	96	69	65	Fair
0468	001	001	VAN EYCK WAY	SPENDER TRCE	END	977	24	2,605	LOC	500	AC	25	3.5	78	77	65	96	70	70	Good
0469	001	001	VANCROFT CT	TROWBRIDGE DR	END	442	25	1,228	LOC	500	AC	25	6.9	61	88	63	96	69	69	Fair
0470	001	001	VANDERLYN DR	EAST END	VERMACK RD	2,339	24	6,237	LOC	500	AC	25	3.5	78	81	41	96	56	58	Poor
0471	001	001	VERDON CT	VERDON DR	END	241	38	1,018	LOC	500	AC	25	11	32	69	29	96	40	43	Poor
0472	001	001	VERDON DR	END	ROBERTS DR	2,537	24	6,878	LOC	500	AC	25	3.7	77	82	68	96	73	73	Good
0473	001	001	VERMACK CT	VERMACK RD	END	1,066	25	2,961	LOC	500	AC	25	4.6	71	73	47	96	57	58	Poor
0474	001	001	VERMACK PL	CHAMBLEE DUNWOO	END	597	25	1,658	LOC	500	AC	25	7.5	45	86	76	96	74	73	Good
0475	001	001	VERMACK RD	MANHASSET DR	WOMACK RD	2,864	32	10,119	COL	2500	AC	15	4.4	74	78	75	92	76	69	Fair
0475	002	007	VERMACK RD	WOMACK RD	CHAMBLEE DUNWOO	4,379	32	15,375	COL	2500	AC	15	3.3	80	82	78	92	79	72	Good
0476	001	001	VERMACK RIDGE	VERMACK RD	END	1,132	24	3,019	LOC	500	AC	25	8	56	67	47	96	53	55	Poor
0477	001	001	VERNON LAKE DR	MOUNT VERNON RD	DUNRIDGE CT	1,099	24	2,931	CMI	1000	AC	25	5	64	81	48	96	58	56	Poor
0477	002	003	VERNON LAKE DR	DUNRIDGE CT	TROWBRIDGE DR	2,070	24	5,520	CMI	1000	AC	25	3.2	81	83	69	96	74	70	Good
0478	001	001	VERNON NORTH DR	MOUNT VERNON WA	END	2,680	26	7,772	LOC	500	AC	25	5.6	61	65	71	96	68	68	Fair
0479	001	001	VERNON OAKS DR	LEEDS CT	MOUNT VERNON RD	2,801	25	7,781	LOC	500	AC	25	5.3	63	79	48	96	58	59	Poor
0480	001	001	VERNON OAKS WAY	MOUNT VERNON RD	MOUNT VERNON RD	766	24	2,043	LOC	500	AC	25	4.6	68	83	99	96	90	88	Excellent
0481	001	001	VERNON RIDGE CL	VERNON NORTH DR	END	604	29	1,946	LOC	500	AC	25	7.8	59	85	66	96	70	70	Good
0482	001	001	VERNON RIDGE CT	VERNON RIDGE DR	END	340	25	944	LOC	500	AC	25	9	32	51	76	96	63	64	Fair
0483	001	001	VERNON RIDGE DR	MOUNT VERNON RD	VERNON NORTH DR	1,449	25	4,025	LOC	500	AC	25	4.8	68	72	70	96	70	70	Good
0484	001	001	VERNON SPRINGS	VERNON OAKS DR	WOMACK RD	2,238	25	6,217	LOC	500	AC	25	3.3	80	77	81	96	80	79	Good
0485	001	001	VERNON VILLAGE	VERNON NORTH DR	END	254	36	1,016	LOC	500	AC	25	7.5	50	86	99	96	89	87	Excellent
0486	001	001	VERNON WAY CT	MOUNT VERNON WA	END	201	38	849	LOC	500	AC	25	8.4	50	58	77	96	68	68	Fair

Street	SubStreet	Starting Block	Street Name	From	To	Length (ft)	Width (ft)	Area (yd2)	Class	AADT (vpd)	SurfType	Category	IRI (mm/m)	RoughCON	RutCON	CrackCON	EnvCON	SurfCON	PaveCON	Rating
0487	001	001	VILLAGE CREEK C	VILLAGE CREEK D	END	640	29	2,062	LOC	500	AC	25	3.8	78	76	84	96	81	80	Very Good
0488	001	001	VILLAGE CREEK D	OLDE VILLAGE LN	WOMACK RD	2,211	24	5,896	LOC	500	AC	25	3.8	76	89	84	96	84	82	Very Good
0489	001	001	VILLAGE CT	VILLAGE MILL RD	END	604	28	1,879	LOC	500	AC	25	7.4	64	82	76	96	76	75	Good
0490	001	001	VILLAGE DR	CHAMBLEE DUNWO	LAKE VILLAGE DR	2,348	24	6,261	LOC	500	AC	25	3.6	78	82	86	96	84	82	Very Good
0491	001	001	VILLAGE MILL DR	VILLAGE MILL RD	END	142	24	379	LOC	500	AC	25	12	35	79	83	96	75	74	Good
0492	001	001	VILLAGE MILL RD	PEELER RD	END	1,308	26	3,721	LOC	500	AC	25	4.4	73	78	69	96	72	72	Good
0493	001	001	VILLAGE NORTH C	END	END	1,495	28	4,651	LOC	500	AC	25	4.3	75	81	81	96	80	79	Good
0494	001	001	VILLAGE NORTH R	ADAMS RD	VILLAGE NORTH C	733	25	2,036	LOC	500	AC	25	3.8	76	84	77	96	78	77	Good
0495	001	001	VILLAGE SPRINGS	END	END	1,013	22	2,476	LOC	500	AC	25	5.7	62	80	82	96	79	78	Good
0496	001	001	VILLAGE SPRINGS	DEVONSHIRE RD	DEVONSHIRE RD	1,987	23	5,078	LOC	500	AC	25	5.9	59	74	64	96	66	66	Fair
0497	001	001	VINTAGE LN	HUNTINGTON CIR	END	343	24	915	LOC	500	AC	25	7.4	54	60	48	96	52	54	Poor
0498	001	001	W FONTAINEBLEAU	HAPPY HOLLOW RD	END	393	31	1,354	LOC	500	AC	25	18	34	70	48	96	51	53	Poor
0499	001	001	W FONTAINEBLEAU	HAPPY HOLLOW RD	FONTAINEBLEAU DR	1,188	25	3,300	LOC	500	AC	25	3.5	80	83	74	96	77	76	Good
0500	001	001	W MADISON DR	END	TILLY MILL RD	545	23	1,393	LOC	500	AC	25	6.1	60	80	98	96	88	86	Excellent
0501	001	001	W SUDBURY CT	END	SUDBURY RD	558	23	1,426	LOC	500	AC	25	4.6	74	75	74	96	75	74	Good
0502	001	001	WATERFORD CT	WATERFORD DR	END	505	31	1,739	LOC	500	AC	25	8.6	38	67	57	96	57	58	Poor
0503	001	001	WATERFORD DR	DUNWOODY CLUB D	END	2,465	26	7,094	LOC	500	AC	25	3.8	76	86	90	96	87	85	Excellent
0504	001	001	WATERTON CT	N PEACHTREE RD	END	370	24	987	LOC	500	AC	25	11	43	67	63	96	61	62	Fair
0505	001	001	WELLESLEY LN	MOUNT VERNON RD	END	343	35	1,330	LOC	500	AC	25	4.9	64	76	78	96	75	74	Good
0506	001	001	WELLESLEY TRACE	WELLESLEY LN	END	561	30	1,870	LOC	500	AC	25	4.9	65	78	81	96	78	77	Good
0507	001	001	WELLSHIRE LN	WELLSHIRE PL	END	1,076	24	2,869	LOC	500	AC	25	5.6	73	81	40	96	55	56	Poor
0508	001	001	WELLSHIRE PL	MOUNT VERNON RD	END	953	24	2,541	LOC	500	AC	25	4.4	71	85	60	96	68	68	Fair
0509	001	001	WELTON PL	N PEACHTREE RD	END	1,129	27	3,387	LOC	500	AC	25	6.2	59	65	49	96	54	55	Poor
0510	001	001	WESTOVER PLANTA	TILLY MILL RD	END	736	25	2,044	LOC	500	AC	25	5.3	62	79	69	96	71	71	Good
0511	001	001	WHITEHALL POINT	END	END	1,122	24	2,992	LOC	500	AC	25	4.4	73	75	88	96	82	81	Very Good
0512	001	001	WHITEHALL WALK	WHITEHALL POINT	WHITEHALL POINT	782	24	2,085	LOC	500	AC	25	4.7	76	79	96	96	89	87	Excellent
0513	001	001	WHITEWOOD CT	WITHAM DR	END	422	32	1,500	LOC	500	AC	25	6.2	57	63	62	96	62	63	Fair
0514	001	001	WHITFIELD DR	SEATON DR	END	155	24	413	LOC	500	AC	25	12	22	50	80	96	64	64	Fair
0515	001	001	WICKENBY CT	END	WOMACK RD	541	24	1,443	LOC	500	AC	25	5.9	61	77	82	96	78	77	Good
0516	001	001	WICKFORD WAY	MOUNT VERNON RD	WOMACK RD	1,762	25	4,894	LOC	500	AC	25	8.1	50	69	52	96	55	56	Poor
0517	001	001	WICKLIFFE CT	KINGS POINT DR	END	264	24	704	LOC	500	AC	25	7.8	47	58	71	96	64	64	Fair
0518	001	001	WILDER CT	VERNON LAKE DR	END	792	24	2,112	LOC	500	AC	25	3.6	79	78	68	96	72	72	Good

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0519	001	001	WILLIAM CT	HAPPY HOLLOW RD	END	492	28	1,531	LOC	500	AC	25	11	51	64	69	96	65	65	Fair
0520	001	001	WINDHAVEN CT	WOMACK RD	END	1,257	25	3,492	LOC	500	AC	25	7.9	56	78	70	96	70	70	Good
0522	001	001	WINDING BRANCH	WINDING BRANCH	END	429	32	1,525	LOC	500	AC	25	6.4	53	72	80	96	74	73	Good
0523	001	001	WINDING BRANCH	WINDING BRANCH	HIDDEN BRANCHES	1,851	24	4,936	LOC	500	AC	25	4	79	83	73	96	77	76	Good
0524	001	001	WINDING BRANCH	WINDING BRANCH	END	749	28	2,330	LOC	500	AC	25	6.6	54	76	79	96	74	73	Good
0521	001	001	WINDING BRANCH CIR	PINE BARK LN	PINE BARK LN	3,753	24	10,008	LOC	500	AC	25	3.6	77	83	74	96	77	76	Good
0525	001	001	WINDING RIDGE C	WINDING BRANCH	END	446	28	1,388	LOC	500	AC	25	6.8	59	74	59	96	63	64	Fair
0526	001	001	WINDON CT	HEATHERDALE LN	END	521	30	1,737	LOC	500	AC	25	5.9	57	83	54	96	62	63	Fair
0527	001	001	WINDWOOD CT	END	HAPPY HOLLOW RD	1,290	27	3,927	LOC	500	AC	25	3.1	82	81	82	96	82	80	Very Good
0528	001	001	WINDWOOD DR	PEELER RD	END	584	24	1,557	LOC	500	AC	25	9	59	77	62	96	66	66	Fair
0529	001	001	WINTER ROSE CT	WINTERS CHAPEL	END	1,393	25	3,869	LOC	500	AC	25	5.3	67	83	86	96	82	81	Very Good
0530	001	001	WINTERBOURNE CT	OXFORD CHASE WA	END	182	47	950	LOC	500	AC	25	6.8	53	62	86	96	75	74	Good
0531	001	001	WINTERHAVEN CT	WINTERS CHAPEL	END	1,313	26	3,793	LOC	500	AC	25	5.4	66	85	75	96	76	75	Good
0532	001	001	WINTERS CHAPEL	NORTH CITY LIMIT	CHARMANT PL	2,149	32	7,569	ART	10000	AC	05	3	82	69	61	88	66	60	Fair
0532	002	004	WINTERS CHAPEL	CHARMANT PL	PEELER RD	3,053	33	11,296	ART	10000	AC	05	2.8	84	77	61	88	69	63	Fair
0532	003	007	WINTERS CHAPEL	PEELER RD	RIDGEWAY DR	4,013	50	22,294	ART	10000	AC	05	3	83	79	73	88	76	70	Good
0533	001	001	WITHAM DR	ROBERTS DR	END	2,205	25	6,125	LOC	500	AC	25	3.8	75	72	66	96	69	69	Fair
0534	001	001	WITHMERE CT	WITHMERE WAY	END	201	45	1,005	LOC	500	AC	25	8.4	35	54	61	96	55	56	Poor
0535	001	001	WITHMERE LN	END	WITHMERE WAY	1,396	26	4,064	LOC	500	AC	25	5.5	62	78	65	96	68	68	Fair
0536	001	001	WITHMERE WAY	CDS WEST END	MOUNT VERNON WA	2,221	27	6,614	LOC	500	AC	25	4.5	70	74	62	96	66	66	Fair
0536	002	004	WITHMERE WAY	MOUNT VERNON WA	MOUNT VERNON WA	2,608	24	6,955	LOC	500	AC	25	6.7	57	67	75	96	70	70	Good
0537	001	001	WOMACK RD	CHAMBLEE DUNWO	VERMACK RD	4,724	30	15,484	COL	2500	AC	15	2.9	84	82	86	92	85	78	Good
0537	002	010	WOMACK RD	VERMACK RD	TILLY MILL RD	4,961	34	18,521	COL	2500	AC	15	3.2	81	83	90	92	87	79	Good
0538	001	001	WOOD HOLLOW DR	HAPPY HOLLOW RD	END	1,373	27	4,119	LOC	500	AC	25	4.9	68	82	81	96	79	78	Good
0539	001	001	WOODSONG CT	WOODSONG TRAIL	END	1,010	24	2,693	LOC	500	AC	25	5.2	70	70	50	96	58	59	Poor
0540	001	001	WOODSONG DR	WOODSONG TRAIL	END	1,442	24	3,845	LOC	500	AC	25	4	75	81	58	96	66	66	Fair
0541	001	001	WOODSONG TRAIL	DUNWOODY CLUB D	DUNWOODY CLUB D	2,518	24	6,715	LOC	500	AC	25	6.2	67	71	59	96	63	64	Fair
0543	001	001	WYNTERCREEK CIR	MEADOWCREEK DR	END	201	38	849	LOC	500	AC	25	11	28	83	82	96	74	73	Good
0544	001	001	WYNTERCREEK CT	MEADOWCREEK DR	END	1,053	27	3,159	LOC	500	AC	25	4.7	73	85	81	96	81	80	Very Good
0545	001	001	WYNTERCREEK DR	MEADOWCREEK DR	END	970	27	2,910	LOC	500	AC	25	5	66	79	64	96	68	68	Fair
0546	001	001	WYNTERCREEK LN	WYNTERCREEK DR	END	1,043	26	3,013	LOC	500	AC	25	5.6	65	74	54	96	61	62	Fair
0547	001	001	WYNTERCREEK RD	WYNTERCREEK DR	ROBERTS DR	1,145	24	3,053	LOC	500	AC	25	5.4	65	73	51	96	59	60	Fair

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0548	001	001	WYNTERCREEK WAY	MEADOWCREEK DR	END	884	26	2,554	LOC	500	AC	25	6	65	79	72	96	73	73	Good
0549	001	001	WYNTERHALL CIRC	WYNTERHALL LN	END	254	35	988	LOC	500	AC	25	17	18	56	49	96	46	48	Poor
0550	001	001	WYNTERHALL CT	WYNTERHALL LN	END	617	28	1,920	LOC	500	AC	25	5.8	61	75	58	96	62	63	Fair
0551	001	001	WYNTERHALL DR	CHAMBLEE DUNWO	WYNTERHALL LN	1,950	24	5,200	LOC	500	AC	25	3.4	80	84	72	96	77	76	Good
0552	001	001	WYNTERHALL LN	END	END	1,792	26	5,097	LOC	500	AC	25	3.7	77	87	68	96	74	73	Good
0553	001	001	WYNTERHALL WAY	WYNTERHALL LN	WYNTERHALL DR	901	24	2,403	LOC	500	AC	25	6.4	68	73	69	96	70	70	Good
0554	001	001	YARMOUTH CT	CARNABY CT	END	201	41	916	LOC	500	AC	25	8.7	40	86	91	96	82	81	Very Good