
Pavement Management Plan

2024

TABLE OF CONTENTS

Key Definitions	5
Executive Summary	6
Background	9
Street Network	9
Engineering	10
Street Maintenance	10
Current Approach	10
Management	12
Pavement Condition Index Methodology	12
Pavement Management Methods	14
Pavement Deterioration	15
Existing Pavement Condition	16
Modeling	19
Pavement Management Modeling and Funding	19
City-Wide Average PCI Modeling	23
Strategy	25
Integrated Pavement Management Strategy	25
Integration of Water Distribution and Wastewater Collection	25
Municipal State Aid (MSA) Streets and Funding	29
Integrated Pavement Management Strategy Implementation	30
Best Practices	30
References	31
Appendix	32

KEY DEFINITIONS

Functional classification system: A hierarchical system that classifies roads based on their purpose, ranging from local streets to principal arterials.

Infrastructure Trust Fund (ITF): One of the funds used for maintaining existing streets and adjacent pedestrian facilities in Burnsville.

Infrastructure Trust Fund Levy: The City Council annually appropriates money to the ITF from a tax levy or other available sources. The Levy is authorized by City Ordinance.

Integrated Pavement Management Strategy:
An approach that aligns street pavement management with the replacement and maintenance of underground infrastructure, such as water distribution and sewer systems.

Municipal State Aid (MSA): Financial aid provided by the Minnesota Department of Transportation for maintaining city-designated Municipal State Aid streets. The State Aid system was created by Minnesota State Statute 162.09.

Pavement Condition Index (PCI): A numerical scale from 0 (worst) to 100 (best) used to rate the condition of street pavements based on surface distress.

Pavement Management Plan (PMP): A formal strategy to maintain and improve the city's street infrastructure using various maintenance techniques, aimed at maximizing lifespan at minimum cost.

Preventive Maintenance: Regular, smaller-scale interventions like crack sealing and pothole patching to extend the life of a pavement.

Reconstruction: Complete replacement of a street, including all pavement layers, base, subgrade, and related infrastructure like sidewalks and curbs.

Reclamation: A method where the existing pavement and base are ground up and reused, often followed by resurfacing with new pavement.

Rehabilitation (Mill & Overlay): A method of pavement management that involves removing the top layer of pavement and replacing it with a new surface layer.

Stormwater Utility Fund: A fund dedicated to stormwater management, including the removal and replacement of curbs and catch basins.

Street Reclamation Project: A pavement management project focused on replacing the

entire pavement section of a roadway, with potential sub-base corrections.

Street Reconstruction Project: A major pavement management project where both surface pavement and underground utilities (like water mains and stormwater systems) are replaced or improved.

Street Rehabilitation Project: A pavement management project aimed at replacing only the top portion of a pavement section to extend its life without needing full reconstruction.

Vitrified Clay Pipe (VCP): A type of pipe used in older wastewater systems, susceptible to cracking and root intrusion but durable if lined properly.

Wastewater Collection System: A system of pipes that collect and transport sewage from buildings to treatment facilities, often made from clay, concrete, or PVC.

Water Distribution System: Infrastructure that provides water to homes and businesses through a network of pipes, typically made from materials like cast iron, ductile iron, or PVC.

EXECUTIVE SUMMARY

The pavement management plan guides the systematic evaluation of the city's street network to maximize the pavement lifespan, at minimum long-term cost, by performing the proper maintenance and improvement measures at the appropriate time.

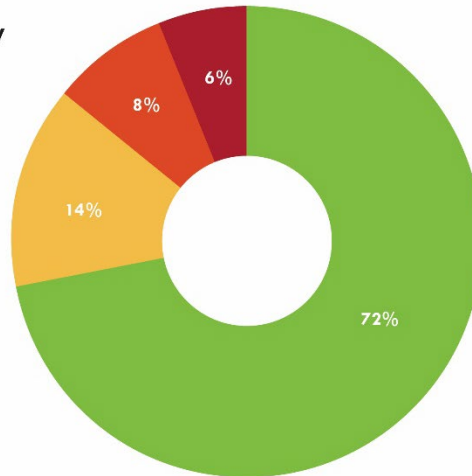
Planning, building, operating, and maintaining infrastructure that supports the experience everyday of residents, businesses, and visitors is an essential function of local government. The Burnsville Public Works Department is responsible for several different infrastructure systems including pavement management of city streets. The surface condition of pavement is critical for overall ride quality, safety of all users, and plays a key role in the appearance of the city. Burnsville conducts a pavement condition index rating of all city streets every three years. Based on the 2023 Pavement Condition Index assessment, the citywide average PCI is 78.

To maintain this existing citywide average, significant investments will need to be made in pavement maintenance. Also of note, the city currently has 13 miles of pavement that is rated as "critical" and 19 miles of "poor". Based on the total mileage of city streets, the current

mileage of streets in critical and poor condition is approximately double what a sustainable rate of mileage would be with the currently adopted plan. The recommended goal for the citywide pavement rating is 75 and no more than 11.3 miles (5%) of the street system in critical condition. Recognizing the funding reality for pavement management and the connection between different horizontal infrastructure assets in the city, this Pavement Management Plan looks beyond just pavement and takes a systems-approach to problem solving.

This Pavement Management Plan takes into consideration not only pavement, but also incorporates horizontal infrastructure assets including water distribution, wastewater collection, and stormwater management. All these essential infrastructure assets generally exist within the same physical space as the roads. As such, impacts (whether planned or unplanned) to one system also have cascading impact on the others. Because of this link between horizontal infrastructure systems, long term assessment and planning cannot be done in a silo. The foundation for this integrated systems approach to horizontal infrastructure planning is laid out within this Pavement Management Plan.

PCI Mileage by Condition Category



Fundamentally, the Pavement Condition Index rating will drive the scheduling of when streets are scheduled for various types of pavement management methods. The exact method of pavement management will be determined based on the condition assessment of the water distribution network, wastewater collection system, and stormwater management facilities within the given street area.

Funding for overall infrastructure management in the City of Burnsville comes from a wide range of sources including property taxes, special assessments, utility fees, Municipal State Aid, bonding, and grants. By utilizing the integrated-systems approach to infrastructure management, this also provides the opportunity to align funding sources in a way that maximizes the funding towards actual construction while also supporting long-term financial planning efforts.

Finally, in addition to setting the foundation for long-term capital planning, this Pavement Management Plan also incorporated operational considerations for regular street maintenance activities. The result of this entire

life-cycle planning and integrated systems approach is a framework that accounts for funding, capital projects, and regular maintenance/operations across four different infrastructure systems (pavement, water distribution, wastewater collection, and stormwater management). This intentional and coordinated approach to infrastructure management will serve the city for generations to come and help carry out the City's vision that Burnsville is a vibrant city, boldly leading and welcoming to all.

PURPOSE

The purpose of a formal Pavement Management Plan (PMP) is to establish and maintain a consistent definition and procedure for the application of various strategies to maximize the pavement condition of city streets in the most economical and efficient manner. The Pavement Management Plan provides the framework, together with horizontal infrastructure project coordination, to inform capital and operational budgeting processes.

GOAL

The goal of this Pavement Management Plan is to maintain the City's transportation infrastructure system in a safe and fiscally responsible manner. To do so, the Public Works Department will monitor, measure and evaluate the surface condition of all paved streets at least every three years. The condition will be indicated by a Pavement Condition Index (PCI). The purpose of the PCI is to have a consistent and repeatable method for assessing pavement. The PCI scale is from 100 (best) to 0 (worst) and is used to indicate the general condition of a pavement section. The existing citywide average PCI of 78.

Staff propose a goal of maintaining a average PCI across the city of not less than 75. Staff believe the existing funding level and keeping the PCI above 70 which a "good" pavement management rating is achievable. Additional consideration will be given to the mileage of paved streets in critical condition such that no more than 5% of the city's system will be in critical condition (PCI below 30). The 5% critical was determined based on looking at the total city street mileage, assuming a 30-year useful lifespan and what the average mileage would be needed per year at this rate while also considering available resources. Additional

consideration was included to acknowledge there is a significant amount of critical condition pavement within the city and the citywide average PCI is expected to decrease based on the current approach to pavement management. The goal of this Pavement Management Plan is to integrate pavement management with the maintenance and replacement of horizontal infrastructure (water distribution, wastewater collection, and stormwater management) with the pavement management methods. Thus, fully maximizing the resources put into maintaining and replacing these various infrastructure assets.

ACKNOWLEDGEMENT

As part of the development of this Pavement Management Plan, the document was peer-reviewed by the following professionals.

- Deb Heiser, Director of Engineering, St. Louis Park, MN
- Matt Saam, Director of Public Works, Apple Valley, MN
- Paul Ohme, Director of Public Works, Lakeville, MN
- Russ Matthys, Director of Public Works, Eagan, MN
- Will Manchester, Director of Public Works, Minnetonka, MN

BACKGROUND

The city has approximately 227 centerline miles streets to maintain. The vast majority of which are asphalt roads with a negligible number of concrete roads for planning purposes. A Pavement Management Program (PMP) was initiated in about 1990 to provide an objective technical method of evaluating and cataloging the condition of streets. In 2017, the city automated this process using a contractor to provide a more consistent analysis. All city streets are rated every three years, with the most recent rating occurring in 2023. This rating value or Pavement Condition Index (PCI) is then used to assist staff in formulating the recommended approach to rebuilding or maintaining streets.

STREET NETWORK

Burnsville is a second-tier suburb outside the I-494 beltway and south of the Minnesota River. Important regional roadways that pass through or run adjacent to the city are I-35W, I-35E, CSAH 42 and Trunk Highway (TH) 13. Trunk Highway 77 (Cedar Avenue) passes through Burnsville's northeast corner. Cities adjacent to Burnsville are Savage, Lakeville, Apple Valley, Eagan, and Bloomington (across the Minnesota River).

Roadways are classified based on which level of government has jurisdiction over the facility. The three levels of government that have

roadway jurisdiction are the State of Minnesota (MnDOT), Dakota County, and the City of Burnsville. MnDOT regulates and maintains the Interstate and Trunk Highway (TH) system (15 centerline miles with Burnsville City Limits). Dakota County regulates and maintains the County State Aid Highway (CSAH) and County Road (CR) system (17 centerline miles within the Burnsville City Limits). The city regulates and maintains its local streets, including Municipal State Aid (MSA) streets (227 miles).

The functional classification system is the creation of a roadway and street network which collects and distributes traffic from neighborhood streets to collector roadways to arterials and ultimately the Metropolitan Highway System. Roads are placed into categories based on the degree to which they provide access to adjacent land versus provide higher-speed mobility. Functional classification is a cornerstone of transportation planning. Within this approach, roads are located and designed to perform to their designated function.

The functional classification system used in the City of Burnsville conforms to the Metropolitan Council standards⁴. The functional classification system separates roadways into four types of street classifications: principal arterials, minor arterials, collectors, and local streets. These classifications address the function of state, county, and city streets from a standpoint of the

safe and efficient movement of traffic through Burnsville while providing satisfactory access to residents and businesses located within the city.

ENGINEERING

The Engineering Division oversees long-term capital planning and construction projects of a variety of infrastructure assets, including pavement management. The Engineering Division has nine full time staff members, an Assistant City Engineer, and City Engineer. In addition to pavement management projects, the Engineering Division is also responsible for right of way management, stormwater project management, special assessments, construction inspection, development-related activities, traffic safety, and a variety of other project management responsibilities.

STREET MAINTENANCE

The Street Maintenance Division oversees the regular operation and maintenance of the city's transportation network. The Streets Division has ten full time staff members, three crew leaders, one superintendent, and a full-time trainee. In addition to street maintenance activities, this division is also responsible for operating and maintaining the stormwater management infrastructure in the city. In 2023, the Streets Division responded to 179 'See, Click, Fix' requests for pothole or street damage, in addition to normal maintenance operations.

CURRENT APPROACH

Since the original 1990 Pavement Management Plan, the city has split the original Pavement Management Program into two parts: a Pavement Management Plan which takes a strategic look at forecasting and guiding the funding needed to manage the city's street

pavement infrastructure needs; and a Street Improvement Program which is the primary method of implementing the Pavement Management Plan in collaboration with the city's utility infrastructure replacement needs. The collaborative implementation of pavement replacement and utility replacement is done through projects directed by the Street Improvement Program; these projects are referred to as Street Improvement Projects.

Each year, city staff work to determine a final recommendation for the scope of the next year's projects. The staff then recommends what type of improvement should be done to each street. Staff uses the PCI rating in conjunction with several other criteria (e.g., age of the street, traffic volume, watermain conditions) to make this determination. Around 80 percent of the streets within Burnsville were constructed during the 1960s, 1970s and 1980s (about 180 miles out of the 227 total miles of streets). Bituminous streets have an expected life of 30 to 70 years depending on the soils, initial construction materials, traffic volume and weight, and the regular maintenance approaches used. The overarching goal of a pavement management plan is to have well-constructed and maintained streets that last beyond fifty years.

As noted previously, most of the streets in the city were constructed over a span of three decades (1960's through 1980's). The result of this original construction timeline means that most streets will reach the end of their useful life in a similar time span, depending on pavement management methods that have been used. Planning for this reality, in conjunction with the pavement maintenance and construction projects

that have taken place, is the function of a pavement management plan.

Since 1990 and the original Pavement Management Plan, the city has reconstructed approximately 120 miles of streets and has rehabilitated approximately 45 miles. The rate of street improvement projects over the last 5 years is approximately 7.5 miles per year. At the current rate of street improvement projects,

each street segment would have an improvement programmed every 30 years (227 miles or 7.5 miles per year) which is consistent with the expected useful life of the pavement. The proactive Integrated Pavement Management Strategy proposed in this plan builds off the current approach, while taking lessons learned and enhanced data modeling to take a comprehensive approach to horizontal infrastructure management.

MANAGEMENT

PAVEMENT CONDITION INDEX METHODOLOGY

All public infrastructure has a limited lifespan. The specific lifespan of each type of infrastructure is influenced by factors such as design standards, construction methods, materials, usage intensity, and environmental conditions.

The condition of a section of pavement is rated based on a Pavement Condition Index (PCI) method which is the most widely used method for assessing pavement in the industry. The purpose of the PCI is to have a consistent and repeatable method for assessing pavement. The

PCI scale is from 100 (best) to 0 (worst) and is used to indicate the general condition of a pavement section. The below categories provide a general frame of reference for the pavement condition based on the PCI score. Of note, while PCIs are helpful for monitoring trends overtime for a given agency, care should be used when comparing PCIs between different agencies. The reason that care should be used when comparing PCIs between different cities is due to the methodology with which the scoring was determined for each individual city. Figure 1 provides a breakdown of what the PCI score ranges indicate from a pavement condition standpoint.

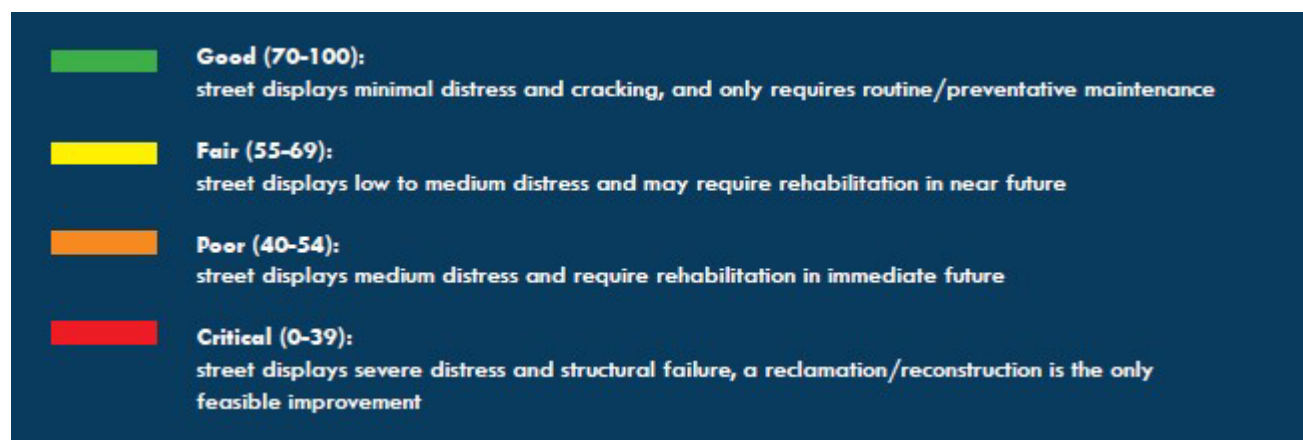


Figure 1: PCI Score Ranges

2024 SAMPLE STREET PHOTOS BY PCI SCORE



100 PCI (Portland Avenue, north of 130th Street)



76 PCI (5th Avenue, north of 130th Street)



65 PCI (1st Avenue, north of 130th Street)



56 PCI (Highclere Drive, north of 130th Street)



42 PCI (Parkwood Drive, north of 130th Street)



33 PCI (Eagle Ridge Circle, west of Eagle Ridge Drive)

PAVEMENT MANAGEMENT METHODS

The City of Burnsville incorporates several different methods for pavement management. These different methods are grouped based on overarching goals for the given pavement based on its condition rating. These groupings are reconstruction, reclamation, rehabilitation, and preventive maintenance. Each of these maintenance strategies have their own life cycle as well as playing a part in extending the life of the overall pavement section. Preventative Maintenance strategies are performed on an as-needed basis as a part of the annual operating budget. The other maintenance and improvement strategies are more long-term structural improvements and are primarily funded through a combination of the Infrastructure Trust Fund levy (IT), Municipal State Aid (MSA), and/or special assessments to benefiting properties.

The following sections outline the various construction methods for pavement management. The Public Works Department has prepared a Public Works Project Communication Methods document that outlines the various communications methods that may be incorporated into projects based on applicability. The applicable methods are incorporated into the project schedule developed for each major project.

Reconstruction: will be defined as a project whereby all meaningful elements of a street are analyzed for removal and replacement. These include curb and gutter, bituminous or concrete pavement, gravel base, subgrade replacement as necessary, and items appurtenant to these elements. Spot replacement of sidewalk and portions of driveways may be replaced with the

project. One new aspect of Reconstruction projects will be the integration of a “saw and seal” in the pavement after paving. Saw and seals are very similar to joints in concrete that are intended to effectively control where future cracking will occur. Additionally, this saw and seal approach aligns with the crack sealing method that is part of the Preventative Maintenance method discussed below.

Reclamation: will be defined as a project whereby the pavement, gravel base and other roadway items are reclaimed or replaced. These elements include bituminous or concrete pavement, gravel base and subgrade replacement as necessary, spot replacement of concrete curb and gutter, sidewalk, and portions of driveways. Similar to Reconstruction projects, Reclamation projects may also include saw and seals.

Rehabilitation: Rehabilitation projects consist of milling to remove the top portion of the existing pavement and then paving a new surface. In addition to the pavement work, the projects will include spot repair concrete curb and gutter, replacement of sidewalk panels if needed, and depending on the location, stormwater repairs and watermain gate valve work. Rehabilitation projects will generally take place when extensive underground utility work and full depth replacement of the pavement is not necessary, but resurfacing of the pavement is required.

Preventive Maintenance: is defined as work that involves a level of effort less than the previous groupings. Preventative maintenance in the city of Burnsville includes, but not be limited to, street sweeping, crack sealing, pothole patching, isolated location mill and patching,

and asphalt overlays. The intent of Preventative Maintenance is to extend the life of the pavement or address immediate needs that could accelerate pavement deterioration. These activities are designed to align the street needs with long-term planning for rehabilitation, reclamation, or reconstruction projects.

PAVEMENT DETERIORATION

Pavement deterioration occurs over time and the rate of deterioration can vary based on several factors including temperature, water penetration into pavement, freeze/thaw cycles, traffic volume, and traffic weight. The role of the various pavement management methods is to maximize the cost/benefit of the pavement. Figure 2 provides a general pavement

deterioration curve over time and represents the role that Preventative Maintenance and Rehabilitation efforts have in improving pavement conditions. One thing to note on Figure 2 is that the Reactive Maintenance (Preventive Maintenance efforts applied well beyond their appropriate timeframe) line is intended to show that once the PCI of a given section of road deteriorates beyond a certain point, the resources put into the Reactive Maintenance approaches have a very short benefit and will require consistent attention because at that point the pavement needs to be either reclaimed or reconstructed. Put another way, once a pavement is past a certain PCI rating, it is not cost effective to continue preventative maintenance measures.

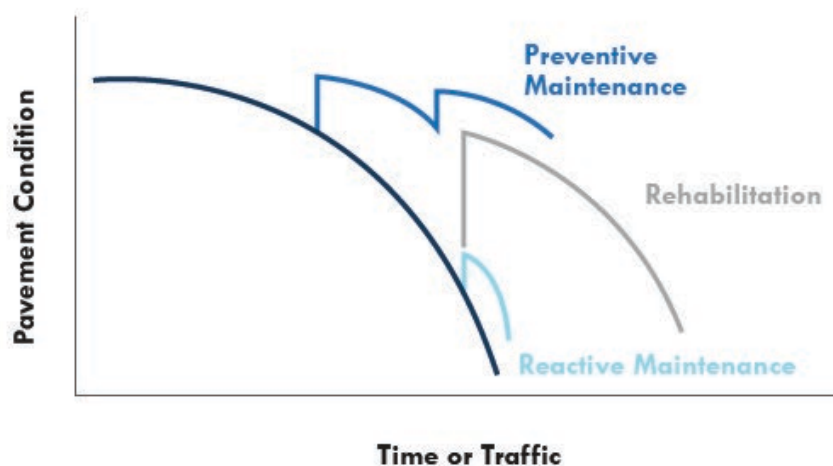


Figure 2: Pavement Degradation Curve

While Figure 2 is a good representative graphic of pavement deterioration, it is important to provide some context as it relates to Burnsville. A reclamation project is an end of pavement life approach that is approximately twice the cost of a rehabilitation (mill & overlay) project; and a reclamation will reset the pavement condition back to a of PCI 100. A

rehabilitation is middle pavement life approach that will add approximately 25-years of lifespan to the pavement in the first implementation, and approximately 20-years in the second. By programming two rehabilitations during a street's pavement lifespan, the overall full pavement life is extended to 70 years total. By not programming rehabilitations and instead

letting the pavement deteriorate to a critical condition (PCI under 40) thus requiring a reclamation or reconstruction, the total pavement lifespan is considerably less than 70 years for typical residential streets. These two different approaches are roughly the same capital improvement cost, but the approach of two rehabilitations extends the pavement lifespan by at least 10 years or 17%. One important item to note is that these anticipated lifespans are based on typical residential streets. Higher traffic volume, commercial/industrial use areas, and other traffic factors (such as vehicle weight) will reduce the expected lifespan of streets.

Another factor to consider is the impact to the public through the different approaches. Rehabilitations have the following benefits over reclamations.

- During a rehabilitation, roadway users are driving on a milled surface which is not dusty or as rough as a reclaimed surface.
- A rehabilitation project can be completed in less than one month, compared to two or three months for a reclamation project.

- The rehabilitation occurs before the pavement is in critical condition which means roadway users are avoiding experiencing wear and tear on their vehicles and an uncomfortable riding experience due to a poor condition street in the years prior to a reclamation.

EXISTING PAVEMENT CONDITION

In 2023, all city streets were assessed and given a PCI rating. The PCI rating for each street has been mapped and is included in Appendix 1 and accessible electronically through VueWorks. The city's road network currently maintains an overall average PCI of 78. A majority of the city has a good PCI with 164 miles of streets at a PCI of 70 or better. This score reflects the effectiveness of previous proactive pavement maintenance strategies and is by industry standards a good PCI score. Industry standards typically indicated that roads with 70-100PCI are in good condition, 40-69 PCI are in poor to fair condition and good candidates for rehabilitation and maintenance strategies, while roads with 0-39 PCI are no longer maintainable and should be reclaimed or fully reconstructed. Figure 3 provides a breakdown of all city streets based on the 2023 pavement rating.

PCI Mileage by Condition Category

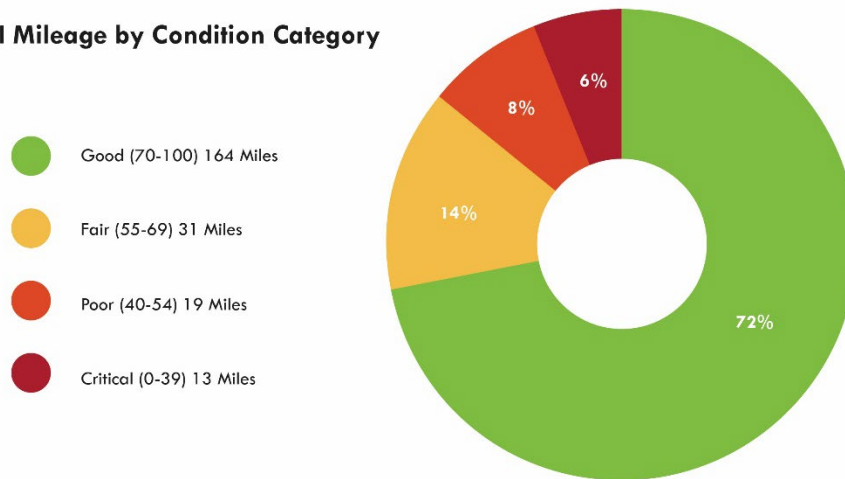


Figure 3: Citywide Pavement Condition

One nuance with the PCI is that it is based on surface appearance. Asphalt skim patch overlays (inch or less in thickness), which are temporary, reactive actions to pavement failure can artificially inflate the PCI of a given road segment and thus increase average citywide PCI because the street may appear to be in good condition on the surface when it is in poor condition below. Little to no structural strength is provided by skim patching and it is used entirely to address poor surface conditions.

While the majority of Burnsville's street system is in relatively good condition, as indicated by the average PCI score of 78, 13 miles of streets are in critical condition and in need of reclamation (or reconstruction). The 13 miles of streets currently in critical condition exceeds staff's recommended goal of critical condition

streets not exceeding 11.3 miles (5%) of the street system. Additionally, 19 miles of streets are in fair to poor condition that should be scheduled for a rehabilitation before further deterioration of these streets requires them to undergo a reconstruction or reclamation. The below table summarizes the cost needed, by pavement condition, to increase the pavement score to 100 for the poor and critical condition streets. Streets in fair and good condition are not expected to have an immediate investment needed. That said, as noted earlier, based on an average street lifespan of 30 years for 227 miles, each year an additional seven miles of streets would be added to the mileages noted below. Without a change in approach to pavement management, it is expected to see an increase in critical roads and additional expenses to maintain the roads.

Pavement Condition	Pavement Score Range	Mileage	Cost Per Mile (2024 dollars)	Total Cost (2024 dollars)
Critical	0 to 39	13	\$825,000	\$10,725,000
Poor	40 to 54	19	\$425,000	\$8,075,000
Total		32		\$18,800,000

Construction costs have increased gradually over the last two decades and have increased rapidly since 2021 (see Figure 4). Due to the increase in costs and other factors, the miles of

streets improved with the City’s Street Improvement Program decreased each year (Figure 5).

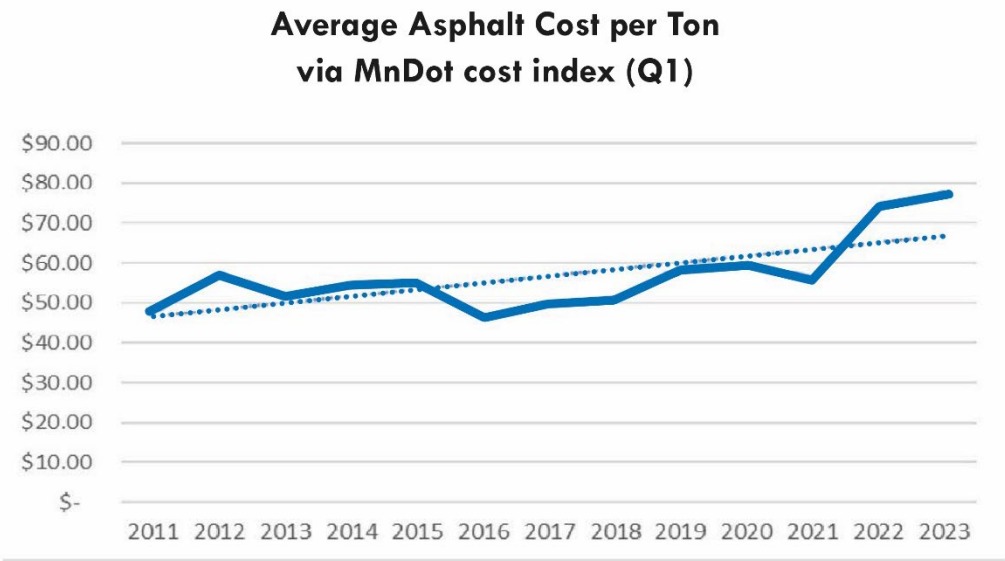


Figure 4: Average Asphalt Prices Per Ton



Figure 5: Miles Of Streets Rehabilitated, Reclaimed, or Reconstructed (2011-2024)

MODELING

PAVEMENT MANAGEMENT MODELING AND FUNDING

Understanding the substantial amount of critical and poor condition streets, and the costs to improve those streets as summarized in the previous section, further analysis was performed to determine potential paths forward. The analysis focused on the overall amount of critical and poor condition streets as well as the costs associated with improving those streets and the feasibility of annual investments to support said costs.

To better model and analyze future pavement conditions and investment needs, it is best to separate the 227 miles of streets that the city is responsible for into two categories: MSA streets (45 miles) and non-MSA streets (182 miles). MSA streets are the highest traffic volume streets that the city is responsible for and they often include features such as off-street trails and sidewalks, medians, traffic signals, and are wider than the typical residential street which results in more pavement area per mile and therefore cost more per mile. MSA streets also have their own funding source (Municipal State Aid) that is not able to be used on the city's non-MSA streets which make up the majority of the city's street network. Funding for non-MSA streets is generated by the ITF levy via property tax, and special assessments. MSA funding levels for MSA streets is guided by the

state of Minnesota. MSA streets are also funded by special assessments and can be funded by ITF however current practice is to only fund MSA streets with MSA funding and special assessments.

MSA streets are held to different standards and experience different lifecycle improvements when compared to residential (non-MSA) streets. It is less feasible to perform Reconstruction and Reclamation on MSA streets due to the traffic volumes and subsequent impacts to roadway users and adjacent businesses; this is not the case with residential streets. MSA streets have Rehabilitations programmed before pavement conditions dictate that a Rehabilitation would not be feasible. Currently the city's MSA streets are being adequately funded by MSA funding and special assessments, as evident by the ability to perform Rehabilitations on these streets. Residential streets, on the other hand, are not currently having Rehabilitations programmed.

The reason for the lack of Rehabilitation projects on residential streets is due to the high volume of critical condition streets that are not feasible candidates for a Rehabilitation, instead these critical condition streets must be programmed for a Reclamation or Reconstruction as underground utility replacement dictates. The volume of critical condition streets has led to a "worst first"

approach to programming street improvements, which results in higher costs and lower pavement life overall.

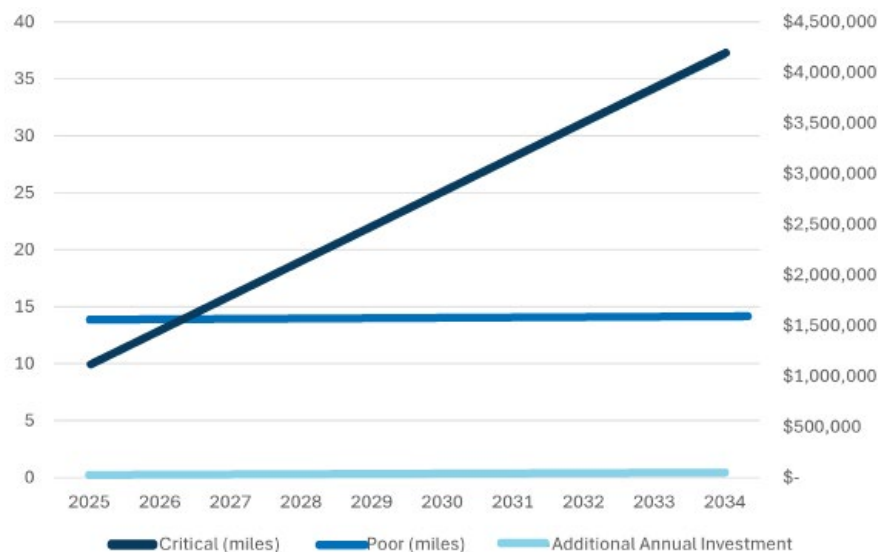
Given the complexities of MSA streets and their unique funding source, the following analysis was performed on the 182 miles of non-MSA streets to forecast their future conditions and the investments needed to achieve this plan's goal. Due to the variability of pavement and the many factors that contribute to a pavement's expected life, assumptions must be made to forecast a large quantity of data like the 182 miles of non-MSA streets in this analysis. The assumptions and input constraints are:

- A useful pavement life expectancy of 30 years and a total life expectancy of 35 years
- An equal distribution of pavement conditions across the 182-mile network
- 4% annual inflation for costs and funding levels
- Ten miles of non-MSA streets are in critical condition and 14 miles are in poor condition

- Two miles of critical condition streets are to be reconstructed each year for watermain replacement, assume any additional critical condition streets will undergo reclamation
- Constraint of \$4,500,000 available investment in 2025
- Steady pavement deterioration such that 5 miles per year go from fair to poor condition, and 5 miles per year go from poor to critical condition (182 miles over 35 years, 5 miles per year)

SCENARIO 1: INCREASING CRITICAL MILES (CURRENT)

This scenario best represents the current trajectory of the city's pavement program. The current program uses reclamation and reconstruction. This approach would add rehabilitation and result in 2 miles of critical condition streets being reconstructed and 5 miles of poor condition streets being rehabilitated. The current amount of annual investment is \$4,500,000. The current approach is not keeping up with pavement deterioration and therefore the miles of streets in critical and poor condition continue to increase over time.



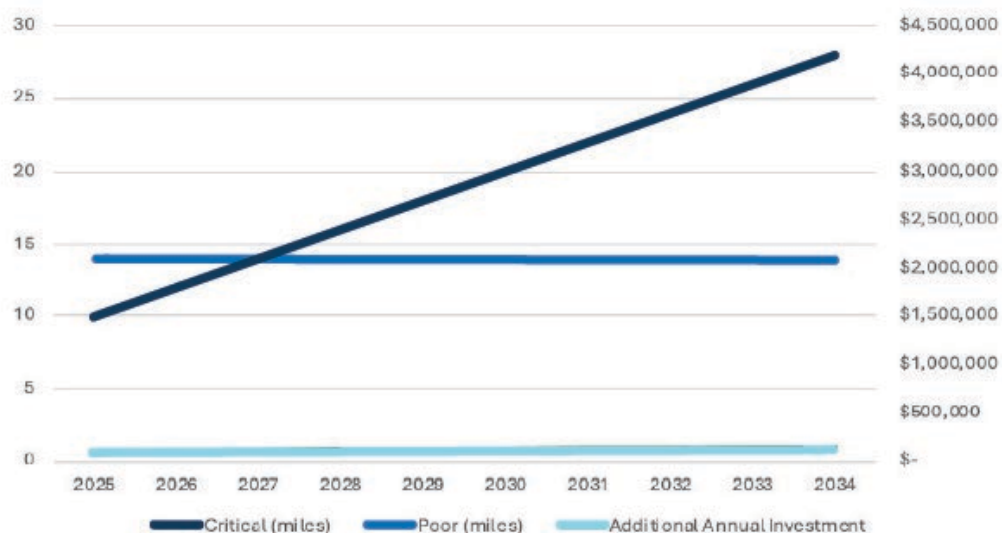
Approach	Miles
Reconstruction	2
Rehabilitation	5
Annual investment (year 1)	\$4,500,000

The result of scenario 1 is that in 10 years there will be approximately 40 miles of critical condition streets and 14 miles of poor condition streets.

SCENARIO 2: ONE LESS CRITICAL MILE (EXPANDED UTILITY FUNDING)

This scenario is similar to scenario 1 however, it assumes that the additional street costs incurred to reconstruct a street as dictated by watermain replacement would be funded by the appropriate utility funds. Said another way, scenario 2 assumes that all the available funding (\$4,500,000 annually inflated) is used

for either reclamation of critical condition streets or rehabilitation of poor condition streets. This results in the ability to improve 3 miles of critical condition streets per year and rehabilitate 5 miles of poor condition streets per year. Scenario 2 is able to annually improve 1 more mile than scenario 1, but it still is not able to keep up with pavement deterioration overall.



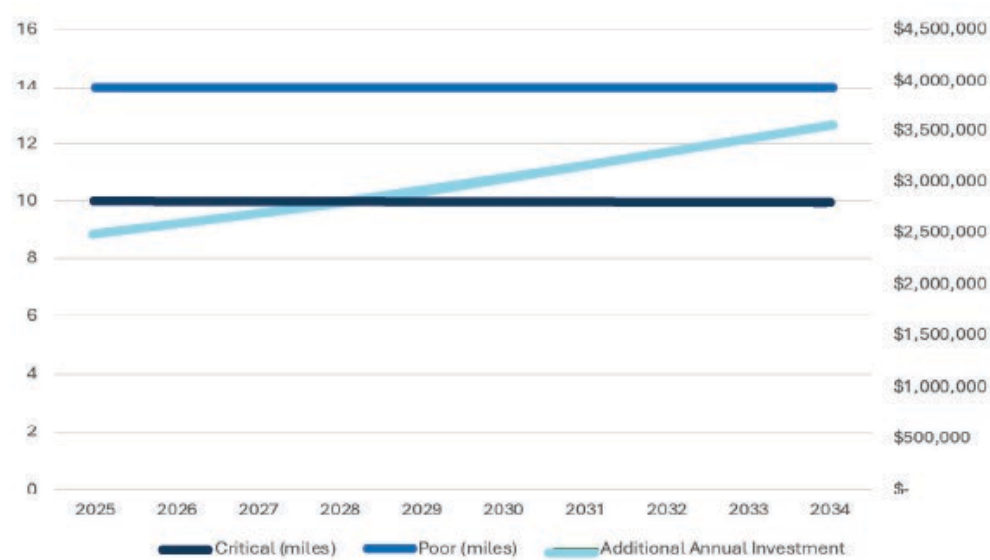
Approach	Miles
Reconstruction	2
Reclamation	1
Rehabilitation	5
Annual investment (year 1)	\$4,500,000

The result of scenario 2 is that in 10 years there will be approximately 30 miles of critical condition streets and 14 miles of poor condition streets.

SCENARIO 3: MAINTAIN CRITICAL MILES

This scenario shows the additional investment needed to keep up with pavement deterioration

and keep the total miles of critical and poor condition streets at the current level. An additional investment of \$2,500,000 annually inflated is needed to reconstruct 2 miles and reclaim 3 miles of critical condition streets per year and rehabilitate 5 miles of poor condition street per year. The total initial annual investment for scenario 3 is \$7,000,000.



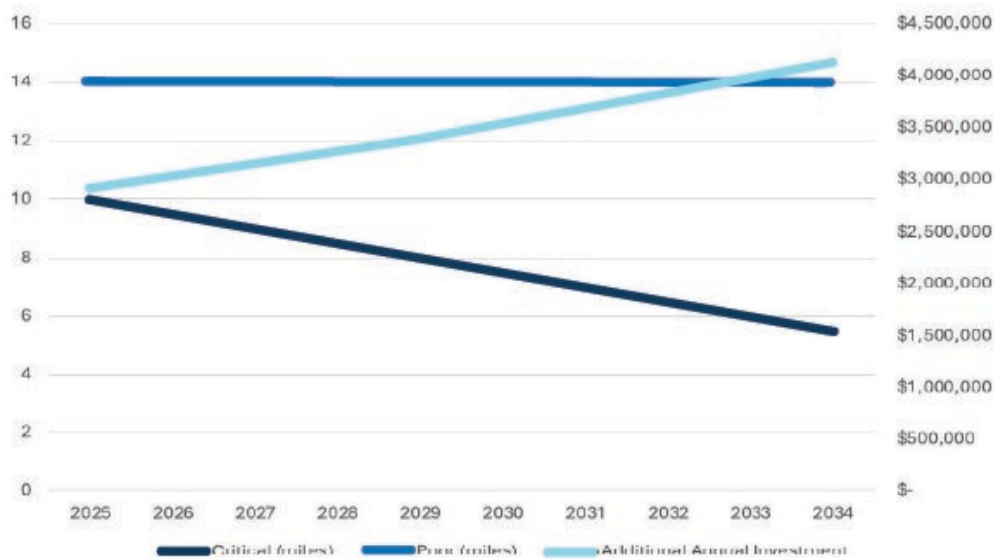
Approach	Miles
Reconstruction	2
Reclamation	3
Rehabilitation	5
Annual investment (year 1)	\$7,000,000

The result of scenario 3 is that the miles of critical and poor condition streets are not increasing or decreasing. Note that the 10 miles of critical condition streets would not meet the recommended goal later in this document.

SCENARIO 4: DECREASE CRITICAL MILES

This scenario demonstrates the additional investment needed to address the miles of

critical condition streets and achieve one of the primary goals of the pavement management plan. An additional investment of \$2,900,000 annually inflated is needed to reconstruct 2 miles and reclaim 3.5 miles of critical condition streets per year and rehabilitate 5 miles of poor condition street per year. The total initial annual investment for scenario 4 is \$7,400,000.



Approach	Miles
Reconstruction	2
Reclamation	3.5
Rehabilitation	5
Annual investment (year 1)	\$7,400,000

The result of scenario 4 is that after 10 years, the miles of critical streets in the city is down to 5 and in alignment with the recommended goal.

CITY-WIDE AVERAGE PCI MODELING

To better forecast the citywide average PCI and assess alignment with the recommended average citywide PCI goal of 75, staff developed the intelligent pavement management model within the city's asset management software, VueWorks. The intelligent pavement management model strategically selects the appropriate and most cost-effective pavement improvement (rehabilitation or reclamation) to obtain the highest network average PCI within a given funding constraint. Note that reconstruction was not incorporated into the intelligent model

because reconstruction is a higher cost per mile and the intelligent model would not select reconstruction when only modeling for the most cost-effective pavement improvement.

Reconstruction is driven by the need to replace underground utilities which could not be adequately captured in the model. The model is not able to account for the additional complexities of MSA streets and therefore the investment levels shown do not represent the total investments inclusive of MSA funding. This model was run to better understand and convey the impact of different funding levels on the average Pavement Condition Index of all city streets.

If comparing the average PCI generated from the Burnsville model to other cities, this should be done with care and only broad

generalizations drawn. While PCI is a useful tool for comparing street pavement conditions, some agencies do this in-house while others use contractors to independently assess the PCI. The PCI data is the baseline pavement rating that is

used for the modeling. The average PCI forecasted by the intelligent model should be considered as a method of forecasting future pavement condition trends for a constrained amount of investment.

STRATEGY

INTEGRATED PAVEMENT MANAGEMENT STRATEGY

Street Improvement Projects are currently funded through a combination of ITF funding, MSA, special assessments, stormwater utility, sanitary sewer utility, and water utility funds. Under the integrated pavement management strategy, funding from these five different sources will be appropriately aligned with project coordination efforts to maximize the cost/benefit ratio of projects. Of note, the proposed funding for reconstruction, reclamation, and rehabilitation projects does not require a change to the current special assessment or ITF policies. The benefiting properties would continue to be assessed up to 40% of the street construction costs.

Staff propose an approach that would contain ITF expenditures be only used for maintenance of existing streets and pedestrian facilities adjacent to the streets, and not studies or other non-street construction activities. For the ITF levy funding to be financially stable over the long term, construction of new street and pedestrian facilities should be funded through grants or non-ITF fund sources. This section outlines the various project classifications that would be used under this integrated strategy.

Based on the cost/benefit analysis and strategic planning with Engineering and Street Divisions,

the Maintenance Overlay project type that the city has used since 2014 will not be used as part of the proposed approach. The Maintenance Overlays were thin mill and overlays that were sometimes done in conjunction with water main replacement projects, separate from the Reconstruction projects. Moving forward, intentional planning will be done to coordinate watermain replacement projects with streets that need reclamation or reconstruction. This intentional and coordinated approach will better maximize available funding and not result in a road being half brand new (where the water main was replaced) and half thin mill and overlaid which results in different pavement degradation curves.

INTEGRATION OF WATER DISTRIBUTION AND WASTEWATER COLLECTION

The integration of water distribution and wastewater collection systems into the pavement management plan is better contextualized by visualizing the various materials in existence throughout the city. Certain types of materials have shorter service lives than others. Incorporating replacement of those underground horizontal infrastructure assets into the Pavement Management Plan is vital to fully maximize the benefit of all resources that go into infrastructure management. A future

horizontal infrastructure study is planned which will integrate with this pavement management plan. Appendices 2 and 3 show maps of water distribution and wastewater collection systems, by material type.

Also taken into consideration as part of the Integrated Pavement Management Strategy and Capital Improvement Planning process is the rehabilitation (by lining) of the Vitrified Clay Pipe (VCP) sanitary sewer mains in the city. VCP has numerous joints that are subjected to inflow and infiltration, as well as root intrusion. The plan being evaluated calls for the lining of the VCP sewer at a rate such that the vast majority of VCP will not exceed 70-80 years since original installation, which is a bit longer than the 50-60 year assumption for VCP service life. From a water distribution perspective, this Integrated Pavement Management Strategy and Capital Improvement Planning process allows staff to target a replacement rate of 1% per year so that water main will be replaced on a 100-year lifecycle. The water and sewer replacement needs will be further studied in future horizontal infrastructure assessments.

STREET RECONSTRUCTION PROJECTS

Street Reconstruction projects are driven by the need to replace underground utilities, primarily watermain, due to the age of the infrastructure and related deterioration. Sanitary sewer mains may be replaced as part of these projects, but only in situations where the sanitary sewers cannot be lined. A typical residential street in Burnsville has the sanitary sewer main running below the center of the street which allows for the manholes to not be in the drive lanes. The watermain alignment is shifted to one side of the street or the other based on a variety of

potential reasons. Due to the watermain being shifted to one side of the street or the other, the excavation needed to replace a watermain on typical residential streets results in one of the curblines being removed.

Whenever curblines are removed from a street, this provides the project team the opportunity to address stormwater management concerns, such as water ponding by adjusting the height of the street, even slightly. However, when these actions are taken to provide for improved stormwater management, the curb on the other side of the roads needs to be removed as well. Removal of both curbs is needed so that when replaced, both curblines are symmetric as it is preferred that all typical residential streets have a normal crown (high point) in the center of the road.

The primary purpose of curb lines is for stormwater management, to convey the water to stormwater catch basins. As such, it makes sense for the stormwater utility fund to cover the costs of curb removal and replacement. In the past, the ITF fund had been used to cover the costs associated with curb removal and replacement. The challenge with this approach is that by doing so, the available funding for pavement management techniques is considerably reduced. Looking at previous street improvement projects and the corresponding project budgets, the Stormwater Utility fund can adequately fund these appropriate alignments in funding strategy.

Along that same approach, since watermain replacement (generally) is the catalyst for a street reconstruction project, as compared to just a reclamation where all the pavement is removed and replaced, the proposed funding strategy for future street reconstruction projects

utilizes the Water and Sewer Utility fund for the project costs that are incurred due to the watermain replacement (or sanitary sewer if applicable). Examples of this include the excavation to access the watermain (or sanitary sewer main), replacement of the water infrastructure-related items, and restoration up to the road base. This approach will have an impact on the Water and Sewer Utility rates.

The proposed funding sources for the Street Reconstruction Projects are the same as existing which include: Water and sanitary sewer utility funds; Stormwater utility funds; Infrastructure Trust Fund levy (or property tax levy); Municipal State Aid funds; and special assessments.

This proposed funding structure for Street Reconstruction Projects aligns the funding sources with the type of work being done. As it relates to pavement management, the ITF fund is more effectively used directly for pavement replacement, which is in alignment with the intent of the fund. The proposed funding strategy will reduce the impact to ITF fund for reconstruction projects by approximately 30%. Proactive, intentional efforts to coordinate utility replacement, or rehabilitation, with street improvement projects not only supports responsible fiscal and asset management, but also allows for more effective infrastructure management projects. Also of notable importance, this approach results in a better experience for the community because of the consistency in communication and expectations from the public works staff providing in-house project management from the planning phases through construction to project end. The coordination between the underground utility infrastructure needs and surface pavement

needs results in the respective funds being apportioned appropriately within the street improvement projects.

STREET RECLAMATION PROJECTS

Street Reclamation projects are driven by the need to replace the entire pavement section of a roadway, and potentially some sub-base correction. Depending on needs, some stormwater management infrastructure may also be replaced as part of these projects. Primarily, the stormwater infrastructure being replaced would be spot curb replacements based on deteriorated curbs, settlements, or to address unintended low spots that hold water. Water and sewer components of these projects would not be a regular occurrence but could happen on a very limited scale based on a specific issue that needed to be addressed.

As noted previously, the primary purpose of curb lines is for stormwater management, to convey the water to stormwater catch basins. As such, it makes sense for the stormwater utility fund to cover the costs of any curb removal and replacement. In the past, the ITF expenditures had been used to cover the costs associated with curb removal and replacement. The challenge with this approach is that by doing so, the available funding for pavement management techniques is considerably reduced. Looking at previous street improvement projects and the corresponding project budgets, the Stormwater Utility fund can adequately fund these appropriate alignments in funding strategy with a minor impact to stormwater utility rates. Similarly, any excavation work needed to address the stormwater infrastructure, such as new stormwater structures or pipes, would be paid for out of the Stormwater Utility fund. The

removal and replacement of the pavement section would be paid for through the ITF fund.

The proposed funding sources for Street Reclamation Projects are stormwater utility funds; Infrastructure Trust Fund; State Aid funds; and special assessments. The proposed funding strategy will reduce the impact to ITF expenditures for reclamation projects by approximately 15%. This proposed funding structure for Street Reclamation Projects better aligns the funding sources with the work being done. As it relates to pavement management, the ITF fund is more effectively used directly for street pavement replacement, which is in alignment with the intent of the fund. Proactive, intentional efforts to coordinate utility replacement, or rehabilitation, with street improvement projects not only supports responsible fiscal and asset management, but also allows for more effective infrastructure management projects.

STREET REHABILITATION (MILL & OVERLAY) PROJECTS

Street Rehabilitation projects are driven by the need to replace the top portion pavement section of a roadway, and potentially limited sub-base correction. Depending on needs, some stormwater management infrastructure may also be replaced as part of these projects. Primarily, the stormwater infrastructure being replaced would be spot curb replacements based on deteriorated curbs, settlements, or to address unintended low spots that hold water. The impact on utility rates would need to be considered in conjunction with the project

funding approach. Water and sewer components of these projects would not be a regular occurrence but could happen on a very limited scale based on a specific issue that needed to be addressed.

As noted previously, the primary purpose of curb lines is for stormwater management, to convey the water to stormwater catch basins. As such, it makes sense for the stormwater utility fund to cover the costs of any curb removal and replacement.

The proposed funding sources for Street Rehabilitation Projects are stormwater utility funds; Infrastructure Trust Fund; State Aid funds; and special assessments. The proposed funding strategy will reduce the impact to ITF expenditures for rehabilitation projects by approximately 10%. This proposed funding structure for Street Rehabilitation Projects better aligns the funding sources with the work being done. As it relates to pavement management, the ITF fund is more effectively used directly for pavement replacement, which is in alignment with the intent of the fund. Proactive, intentional efforts to coordinate utility replacement, or rehabilitation, with street improvement projects not only supports responsible fiscal and asset management, but also allows for more effective infrastructure management projects.

To convey the integrated funding strategy to align funding with its intended use within the Street Improvement Projects, the 2024 Street Improvement Project was analyzed as an example:

Cost category	Funds	2024 CIP budgeted amount	2024 Bid Costs with existing funding strategy	2024 Bid Costs with integrated funding strategy
Street	ITF/MSA/Special Assessments	\$4,023,000	\$3,990,000	\$3,260,000
Water	Water Utility	\$2,700,000	\$1,840,000	\$2,240,000
Storm	Stormwater Utility	\$679,000	\$448,000	\$778,000
Sanitary	Sewer Utility	\$370,000	\$200,000	\$200,000
	Total	\$7,772,000	\$6,478,000	\$6,478,000

Figure 6: 2024 Street Improvement Project costs (existing and integrated funding)

PREVENTATIVE MAINTENANCE

Preventative Maintenance efforts are funded through Street Maintenance Division sources, primarily property taxes, which is separate from ITF fund and does not use Special Assessments. Based on Burnsville's and other city's experience with sealcoating, this method of preventive maintenance will not be used going forward. The funding that had been used for sealcoating will be put toward additional crack sealing and small mill and pave projects on commercial, industrial, and high-volume roads. Crack sealing is done early in a pavement life to inject a material into cracks so that water does not penetrate the cracks and accelerate the deterioration of the pavement. The small mill and paving jobs will be used to address isolated pavement issues until the entire segment of road can be addressed as part of a regularly scheduled street improvement project.

important to keep State Aid roads in good condition due to the volume of traffic on them, and it is important to minimize impacts and disruption to the businesses typically found along State Aid roads. MSA funds are used for a variety of needs including projects on our State Aid routes, local matches to county and state projects, traffic signal replacement, and construction of multi-modal projects.

As such, MSA funds will be integrated into long term planning, but the exact use, timeline, and amount will depend on several other factors. The current average PCI of the City's MSA street network is 70, which is considerably lower than the Citywide average PCI of 78. The lower PCI of MSA streets is partially explained by the common occurrence that MSA street improvements are delayed to better align with regional projects that impact MSA streets.

MUNICIPAL STATE AID (MSA) STREETS AND FUNDING

Municipal State Aid (MSA) funding is provided by the Minnesota Department of Transportation and is only eligible to be used on designated State Aid roads in the city; these are generally higher-volume, wider city streets. State Aid roads are also maintained in a more constrained and costly manner because it is

To ensure that MSA street conditions are adequately maintained and improved as needed, it is recommended to prioritize MSA funding to the allocation of MSA streets and replacement of existing infrastructure. Staff are also considering the employment of new and cost-effective strategies such as micro-surfacing on MSA streets. The role of MSA funding in the implementation of the Integrated Pavement

Management Strategy is on a project-by-project basis as appropriate but aligned with the overall goals of citywide pavement preservation.

INTEGRATED PAVEMENT MANAGEMENT STRATEGY IMPLEMENTATION

With the Integrated Pavement Management Strategy approach outlined, which incorporates both pavement condition and underground utility replacement considerations to inform the type of project constructed, the recommended improvement programming is targeted to rehabilitate approximately 5 miles, reclaim 3.5 miles, and reconstruct 2 miles of streets per year (Scenario 4). This proactive and integrated approach to overall horizontal infrastructure management is consistent with efforts to maintain an acceptable citywide average PCI, while also addressing those streets that have current PCI's below 40.

BEST PRACTICES

Based on the goals identified and analysis provided in this plan, the following best practices and pavement management strategies are recommended for implementation.

1. Plan and program (into the CIP) pavement rehabilitation projects on street segments in fair condition (PCI 55-69) such that the improvements are performed while the pavement is in poor condition (PCI 40-54). If rehabilitation projects are not done while the pavement is in poor or fair condition, the street segment must be programmed for a reclamation or reconstruction project which significantly increases costs and impact to the community.
2. Prioritize infrastructure trust fund resources towards street improvement program projects.
3. Plan and program improvements to all street segments in critical conditions such that the improvements are performed within 5 years. Plan and program improvements to all street segments in poor condition such that the improvements are performed within 10 years. Implementing this approach ensures that temporary/emergency thin overlays will not need to be performed by the Street Maintenance Division.
4. Coordinate underground utility replacement as outlined in the integrated pavement management strategy such that pavement is not allowed to deteriorate to critical condition unless it is being intentionally planned for reconstruction because of underground utility replacement needs.
5. Fundamentally, the staff recommendation is that the goal should be an average PCI of 75 or higher and not more than 5% of the city streets are rated with a PCI below 39.

REFERENCES

1. Burnsville 2024 Comprehensive Plan
<https://www.burnsvillemn.gov/434/2040-Comprehensive-Plan-Update>
2. Figure 1: City of San Diego, CA
<https://www.sandiego.gov/sites/default/files/2024-01/pavement-management-plan-report.pdf>
3. Figure 2:
<https://yellowstonepavementsolutions.com/services/pavement-analysis/>
4. Minnesota Department of Transportation. Distress Identification Manual.
https://edocs-public.dot.state.mn.us/edocs_public/DMResUltSet/download?docId=26580272
5. Metropolitan Council Functional Roadway Classification [website](#).
6. City of Apple Valley, MN <https://ci.apple-valley.mn.us/303/Street-Maintenance-Potholes>
7. City of Bloomington, MN
<https://www.bloomingtonmn.gov/eng/pavement-management-program-pmp>
8. City of Credit River, MN
<https://www.creditriver-mn.gov/government/departments/pavement-management>
9. City of Eagan, MN
<https://cityofeagan.com/public-works-documents-reports#plans>
10. City of Edina, MN
<https://www.edinamn.gov/361/Street-Reconstruction-Projects>
11. City of Lakeville, MN
<https://www.lakevillemn.gov/266/Pavement-Preservation>
12. City of Minneapolis, MN
<https://www2.minneapolismn.gov/media/content-assets/www2-documents/departments/wcmstp-193216.pdf>
13. City of Ramsey, MN
<https://conservancy.umn.edu/server/api/core/bitstreams/f7e30a3b-814a-48b2-8ed8-350565d111ab/content#:~:text=State%20of%20Road%20Financing%20in%20Minnesota&text=There%20are%20many%20benefits%20to,of%20Minnesota%20Cities%20C%202020>
14. City of Savage, MN
<https://www.cityofsavage.com/departments/engineering>
15. City of St Louis Park, MN
<https://www.stlouisparkmn.gov/government/departments-divisions/engineering/capital-improvement-plan>
16. City of Woodbury, MN
<https://www.woodburymn.gov/301/Pavement-Management>

APPENDIX

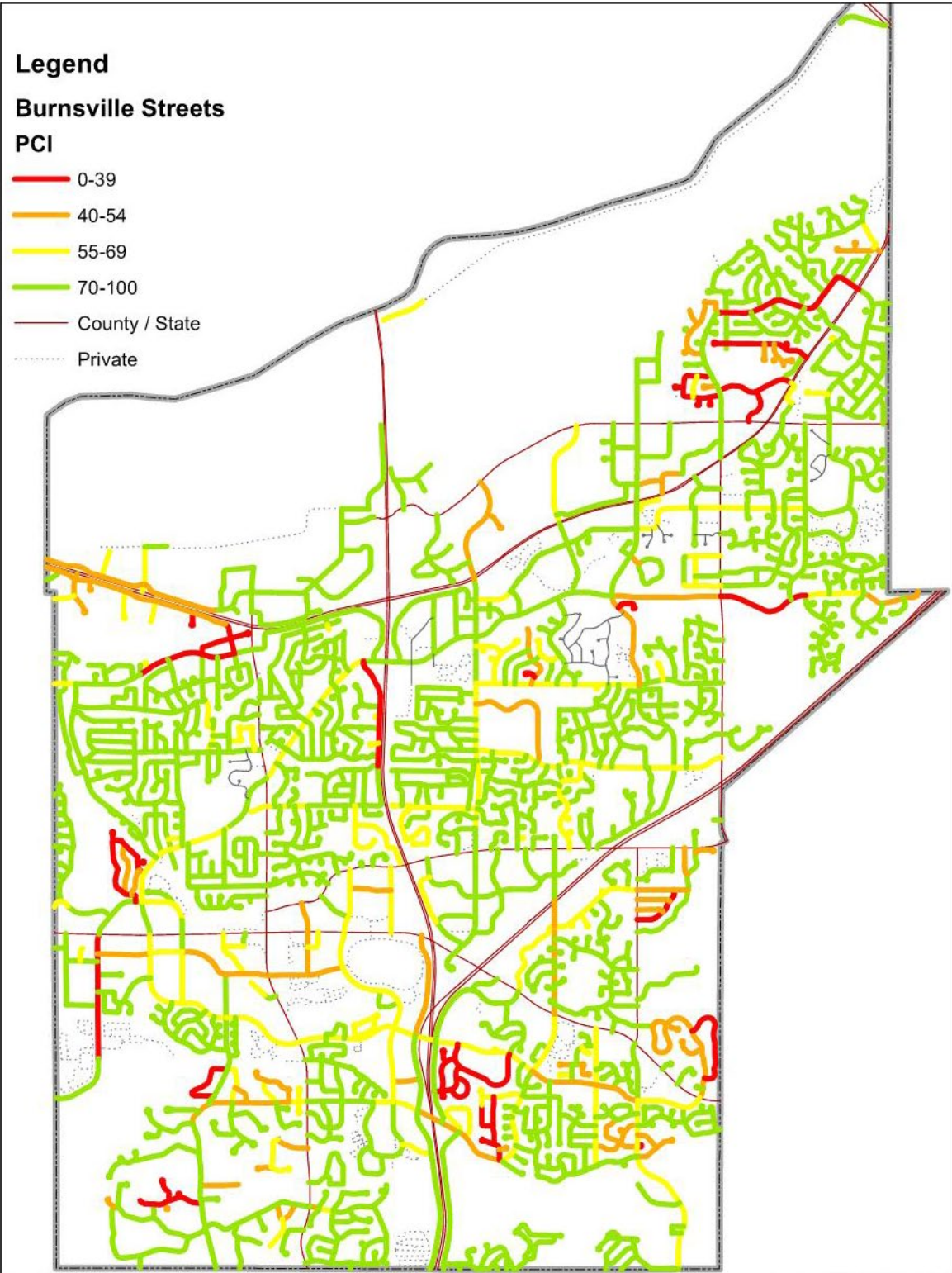
2023 Pavement Condition Index Rating.....33

City Water Mains by Material.....34

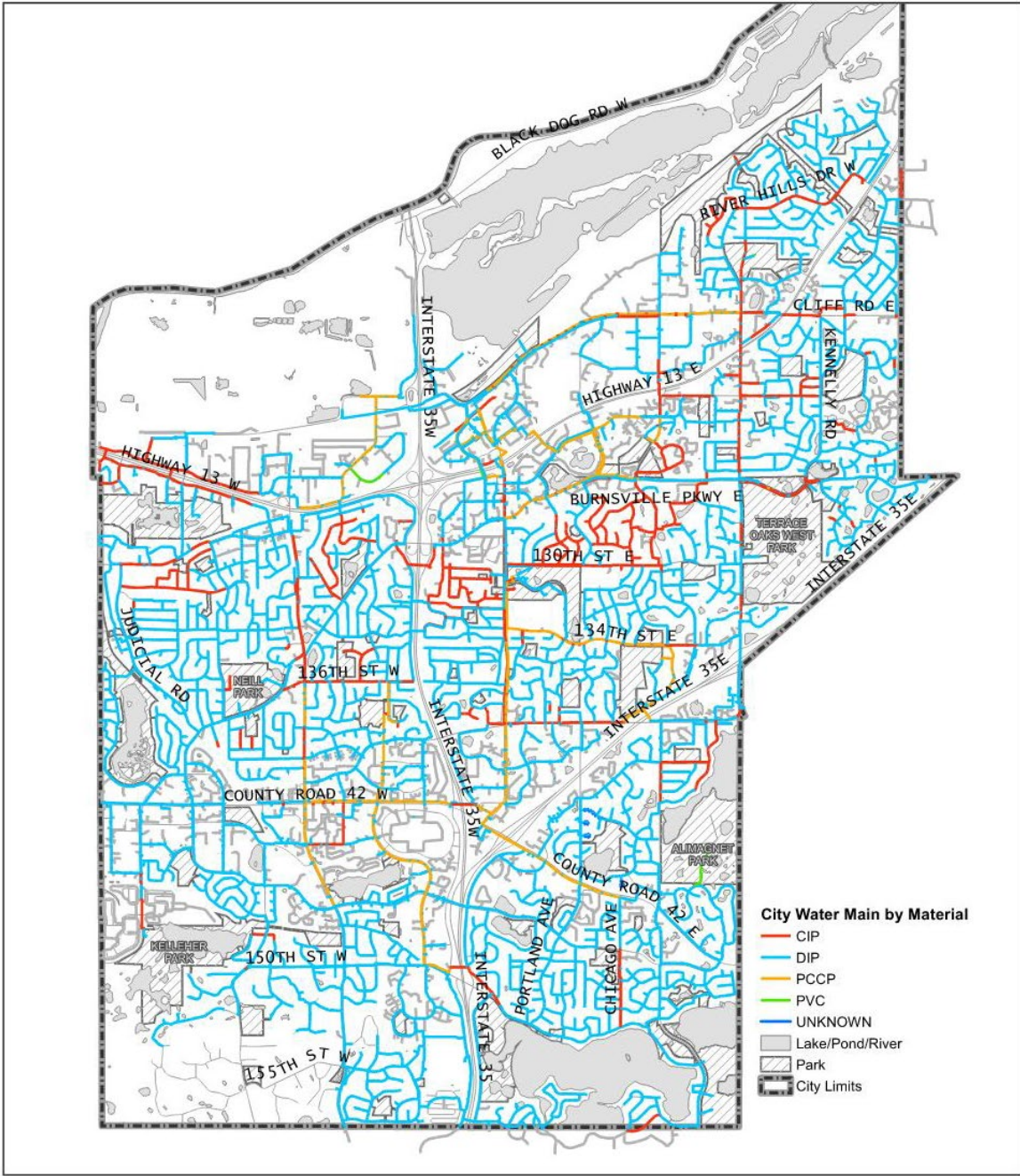
City Wastewater Sewer Mains by Material.....35

Street Pavement Segments by PCI.....36

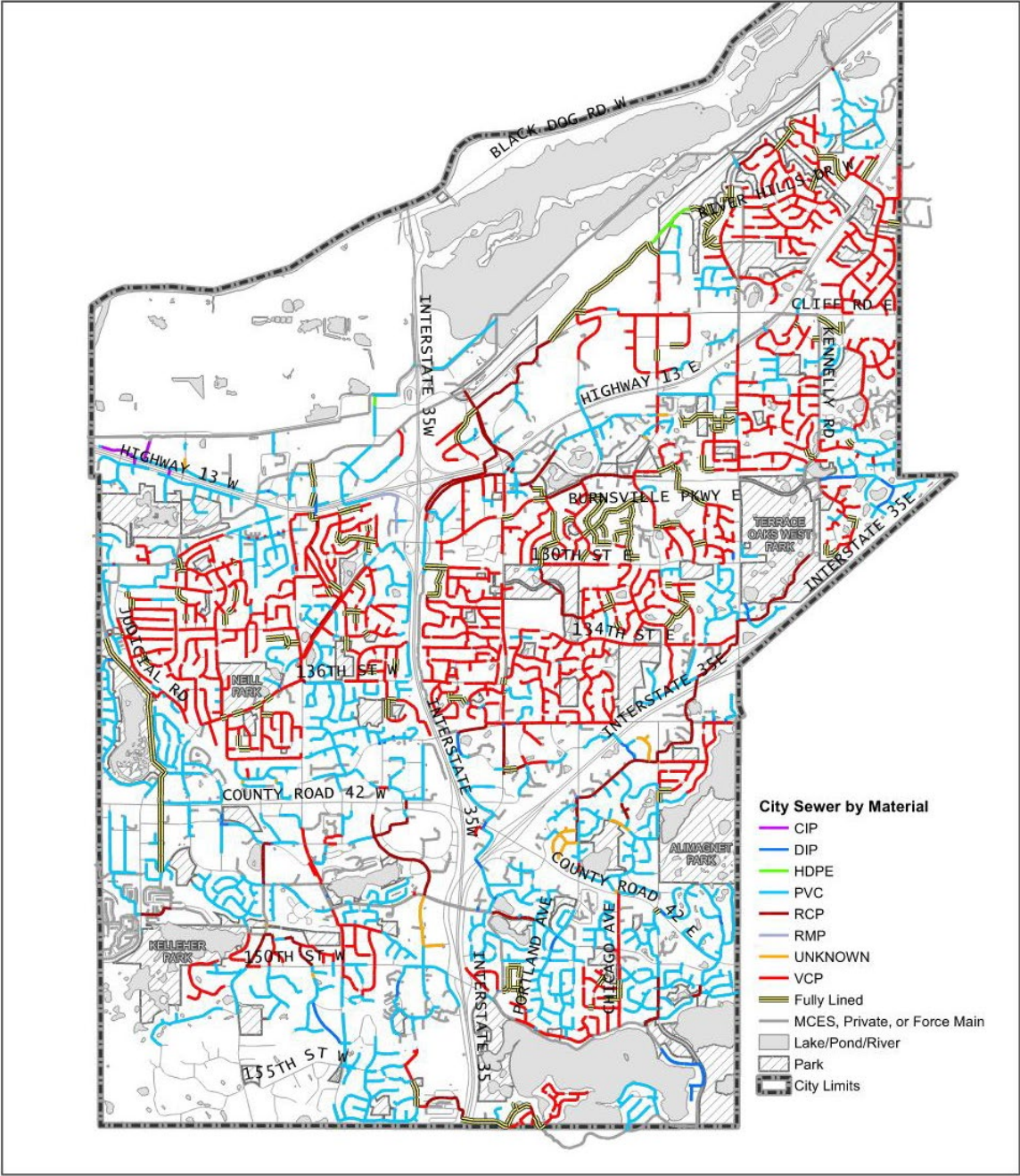
2023 PAVEMENT CONDITION INDEX RATING



CITY WATER MAINS BY MATERIAL TYPE



CITY WASTEWATER SEWER MAINS BY MATERIAL TYPE



STREET PAVEMENT SEGMENTS BY PCI

Name	PCI	Segment start	Segment end	Year built	Year recon	Material	Width (feet)	Length (miles)	Class	Construction type	MSA
126TH ST W	86	Kenwood Tr	630' E of Kenwood Tr	2014	2014	Bituminous	43	0.119	Major	Rehab	Commercial/Industrial
KENWOOD TR	94	HWY 13 RAMP	126TH STREET	2014	2014	Bituminous	80	0.118	Major	Rehab	Commercial/Industrial
123RD ST W	100	Dupont Ave	Cliff Rd	2022	2022	Bituminous	32	0.192	Major	Rehab	MSA
126TH ST W	87	630' E of Kenwood Tr	Dupont Ave	1986	1986	Bituminous	37	0.199	Major	Rehab	MSA
12TH AVE	92	1000' North of Hwy 13	Cliff Rd	1973	2009	Bituminous	47	0.271	Major	Rehab	MSA
12TH AVE	93	Hwy 13	1000' North of Hwy 13	1973	1992	Bituminous	62	0.189	Major	Rehab	MSA
130TH ST E	58	Nicollet Ave	Parkwood Dr	1966	1998	Bituminous	37	0.972	Minor	Rehab	MSA
130TH ST E	91	Parkwood Dr	County Rd 11	1977	1977	Bituminous	41	0.502	Minor	Rehab	MSA
134TH ST E	66	4th Ave	Lakeview Dr	1972	1972	Bituminous	41	0.595	Minor	Rehab	MSA
134TH ST E	66	Nicollet Ave	4th Ave	1970	2000	Bituminous	41	0.445	Minor	Rehab	MSA
134TH ST E	62	Lakeview Dr	County Rd 11	1977	1977	Bituminous	41	0.470	Minor	Rehab	MSA
136TH ST W	83	Irving Ave	Aldrich Ave	1991	1994	Bituminous	33	0.440	Minor	Rehab	MSA
136TH ST W	55	County Rd 5	Irving Ave	1988	1988	Bituminous	38	0.244	Minor	Rehab	MSA
140TH ST W	51	Burnhaven Dr	Aldrich Ave	1996	1996	Bituminous	48	0.245	Minor	Recon	MSA
145TH ST E	85	Grand Ave	Plymouth Ave E	1989	1989	Bituminous	41	0.226	Minor	Rehab	MSA
150TH ST W	74	Greenhaven Dr	County Rd 5	1986	1986	Bituminous	44	0.390	Major	Rehab	MSA
150TH ST W	66	Burnhaven Dr	Greenhaven Dr	1985	1985	Bituminous	53	0.121	Major	Rehab	MSA
150TH ST W	64	County Rd 5	Deerwood Dr	1955	1955	Bituminous	37	0.112	Minor	Rehab	MSA
150TH ST W	53	Deerwood Dr	Wildwood Dr	1955	1955	Bituminous	40	0.336	Minor	Rehab	MSA
150TH ST W	45	Wildwood Dr	Judicial Rd	1955	1955	Bituminous	33	0.135	Minor	Rehab	MSA
155TH ST W	88	Crest Dr	Judicial Rd	1987	2009	Bituminous	24	0.479	Minor	Rehab	MSA
155TH ST W	88	County Rd 5	Crest Dr	1987	2009	Bituminous	29	0.199	Minor	Rehab	MSA
ALDRICH AVE	84	136th St W	Knob Hill Rd	1991	1994	Bituminous	28	0.231	Minor	Rehab	MSA
ALDRICH AVE	68	County Rd 42	County Rd 38	1990	1990	Bituminous	54	0.391	Minor	Rehab	MSA
ALDRICH AVE	38	Knob Hill Rd	Burnsville Pkwy	1991	2001	Bituminous	28	0.651	Minor	Rehab	MSA
BUCK HILL RD	40	Co Rd 42	Southcross Drive	1974	1974	Bituminous	48	0.618	Minor	Rehab	MSA
BUCK HILL RD	100	Southcross Drive	Crystal Lake Rd	1974	1974	Bituminous	48	0.451	Minor	Rehab	MSA
BUCKHILL RD	100	150th St W	Greenhaven Dr	1994	1994	Bituminous	47	0.276	Minor	Rehab	MSA
BURNHAVEN DR	74	Greenhaven Dr	150th St W	1995	1995	Bituminous	33	0.270	Minor	Rehab	MSA
BURNHAVEN DR	58	McAndrews Rd	County Rd 42	1972	1972	Bituminous	49	0.379	Minor	Rehab	MSA
BURNHAVEN DR	55	Southcross Dr	150th St W	1980	1980	Bituminous	50	0.445	Minor	Rehab	MSA
BURNHAVEN DR	65	County Rd 42	Southcross Dr	1976	1976	Bituminous	50	0.793	Minor	Rehab	MSA
BURNSVILLE PKY E	48	Parkwood Dr	County Rd 11	1971	1971	Bituminous	54	0.647	Major	Rehab	MSA
BURNSVILLE PKY E	36	County Rd 11	Parc Dr	1987	1987	Bituminous	36	0.549	Major	Rehab	MSA
BURNSVILLE PKY E	94	Nicollet Ave	Portland Ave	1968	2010	Bituminous	49	0.647	Major	Rehab	MSA
BURNSVILLE PKY E	94	Portland Ave	Parkwood Dr	1968	2010	Bituminous	49	0.236	Major	Rehab	MSA
BURNSVILLE PKY W	36	2100'E City Lin	County Rd 42	1988	1988	Bituminous	37	0.742	Major	Rehab	MSA
BURNSVILLE PKY W	87	City Limits (Savage)	2100'E City Limits	1988	1988	Bituminous	33	0.398	Major	Rehab	MSA
BURNSVILLE PKY W	71	County Rd 42	Southcross Dr	1987	1987	Bituminous	37	0.352	Major	Rehab	MSA
BURNSVILLE PKY W	69	County Rd 5	Aldrich Ave	1981	1988	Bituminous	50	0.918	Major	Rehab	MSA
BURNSVILLE PKY W	81	Aldrich Ave	Nicollet Ave	1998	2010	Bituminous	49	0.711	Major	Rehab	MSA
BURNSVILLE PKY W	69	Southcross Dr	200'E Steven Rd	1987	1987	Bituminous	53	0.773	Major	Rehab	MSA
BURNSVILLE PKY W	70	200'E Steven Rd	County Rd 5	1987	1987	Bituminous	56	0.371	Major	Rehab	MSA
CHICAGO AVE S	59	Southcross Dr	County Rd 42	1975	1975	Bituminous	41	0.337	Minor	Rehab	MSA
CHOWEN AVE	50.1	Hwy 13	S End	1991	1991	Bituminous	37	0.276	Minor	Recon	MSA
CRYSTAL LAKE RD W	51	Buck Hill Rd	Maple Island Rd	1986	1986	Bituminous	54	0.273	Major	Rehab	MSA

STREET PAVEMENT SEGMENTS BY PCI

CRYSTAL LAKE RD W	46	Maple Island Rd	Crystal Lake Cr	1986	1986	Bituminous	37	0.330	Major	Rehab	MSA
CRYSTAL LAKE RD W	62	Burnhaven Dr	Buck Hill Rd	1986	1986	Bituminous	53	0.159	Major	Rehab	MSA
DUPONT AVE	85	Cliff Rd	126th St W	1975	1975	Bituminous	37	0.588	Major	Rehab	MSA
FAIRVIEW DR	98	Nicollet Ave	225' south of Nicollet Blvd	2014	2014	Bituminous	27	0.313	Minor	Recon	MSA
Fairview Drive	86	225' south of Nicollet Blvd	Nicollet Blvd	1974	1974	Bituminous	36	0.053	Minor	Recon	MSA
GRAND AVE	85	Southcross Dr	145th St	1987	1987	Bituminous	30	0.411	Minor	Rehab	MSA
GREENHAVEN DR	64	Burnhaven Dr	Buck Hill Rd	1995	1995	Bituminous	33	0.185	Minor	Rehab	MSA
HIGHLAND DR	87	Upton Ave	County Rd 5	1968	2018	Bituminous	38	0.506	Minor	Rehab	MSA
JUDICIAL RD	40	150th St W	Woods Tr	1947	2009	Bituminous	32	0.162	Minor	Rehab	MSA
JUDICIAL RD	89	Southcross Dr	150th Street	1982	2011	Bituminous	41	0.550	Minor	Rehab	MSA
JUDICIAL RD	83	Williams Dr	Burnsville Pkwy	1976	2007	Bituminous	37	1.227	Minor	Rehab	MSA
JUDICIAL RD	94	155th St W	Alcana Ln	1947	2009	Bituminous	25	0.258	Minor	Rehab	MSA
JUDICIAL RD	82	Woods Tr	Alcana Ln	1947	2009	Bituminous	25	0.375	Minor	Rehab	MSA
KENNELLY RD	75	Burnsville Pkwy	Cliff Rd	1975	2000	Bituminous	27	1.082	Minor	Rehab	MSA
LAC LAVON DR	56	Bluebill Bay Rd	Crystal Lake Rd	1983	1983	Bituminous	41	0.794	Minor	Rehab	MSA
LAC LAVON DR	86	County Rd 42	375'S County Rd 42	1985	1985	Bituminous	46	0.119	Minor	Rehab	MSA
LAC LAVON DR	71	375'S County Rd 42	Southcross Dr	1985	1985	Bituminous	44	0.228	Minor	Rehab	MSA
LAC LAVON DR	67	Crystal Lake Rd	Southcross Dr	1985	1985	Bituminous	41	0.335	Minor	Rehab	MSA
NICOLLET AVE	77	130th St E	Hwy 13	1970	1992	Bituminous	48	0.625	Major	Rehab	MSA
NICOLLET AVE	68	Timberland Dr	130th St E	1970	1992	Bituminous	50	0.460	Major	Rehab	MSA
NICOLLET AVE	65	Timberland Dr	Meadow Circle S	1970	1970	Bituminous	49	0.406	Major	Rehab	MSA
NICOLLET AVE	52	Cliff Rd	Hwy 13	1982	1982	Bituminous	54	0.649	Major	Rehab	MSA
NICOLLET AVE S	85	Meadow Circle S	County Rd 42	1978	1978	Bituminous	60	0.795	Major	Rehab	MSA
NICOLLET BLVD E	86	Portland Ave	Nicollet Ave	1974	1974	Bituminous	48	0.512	Minor	Rehab	MSA
PARKWOOD DR	96	County Rd 38	134th St E	1983	2015	Bituminous	41	0.716	Minor	Rehab	MSA
PARKWOOD DR	87	134th St E	130th St E	1970	2012	Bituminous	41	0.605	Minor	Rehab	MSA
PARKWOOD DR	42	Burnsville Pkwy	130th St E	1967	1967	Bituminous	41	0.588	Minor	Rehab	MSA
PARKWOOD DR	87	Burnsville Pkwy	Travelers Tr E	1967	1967	Bituminous	41	0.437	Minor	Rehab	MSA
PARKWOOD DR	90	Travelers Tr E	Hwy 13	1969	1969	Bituminous	41	0.166	Minor	Rehab	MSA
PLYMOUTH AVE	85	145th St	County Rd 42	1989	1989	Bituminous	55	0.102	Minor	Rehab	MSA
PLYMOUTH AVE S	68	Co Rd 42	Portland Ave	1989	1989	Bituminous	36	0.517	Minor	Rehab	MSA
PORTLAND AVE	68	Interlachen Ln	Crystal Lake Cr	1983	1983	Bituminous	41	0.442	Major	Rehab	MSA
PORTLAND AVE	71	Southcross Dr	Interlachen Ln	1985	1985	Bituminous	47	0.157	Major	Rehab	MSA
PORTLAND AVE	66	County Rd 42	Southcross Dr	1985	1985	Bituminous	53	0.376	Minor	Rehab	MSA
PORTLAND AVE	51	Evergreen Dr	County Rd 42	1977	1977	Bituminous	56	0.521	Minor	Rehab	MSA
PORTLAND AVE	63	Hwy 13 E	Cliff Rd E	1978	1978	Bituminous	35	0.634	Minor	Rehab	MSA
PORTLAND AVE	86	Hwy 13	Travelers Tr E	1984	1984	Bituminous	53	0.131	Minor	Rehab	MSA
PORTLAND AVE	86	Burnsville Pkwy	Travelers Tr E	1984	1984	Bituminous	41	0.308	Minor	Rehab	MSA
PORTLAND AVE	100	35E	Nicollet Blvd	1974	1974	Bituminous	56	0.147	Minor	Rehab	MSA
PORTLAND AVE	49	Evergreen Dr	35E	1974	1974	Bituminous	56	0.152	Minor	Rehab	MSA
PORTLAND AVE	100	Nicollet Blvd	County Rd 38	1974	1974	Bituminous	56	0.157	Minor	Rehab	MSA
RIVER HILLS DR	70	Cliff Rd	Hwy 13	1967	2005	Bituminous	37	0.931	Minor	Rehab	MSA
RIVER HILLS DR	99	Kennelly Rd	Red Oak Cir South	1971	2020	Bituminous	37	0.450	Minor	Rehab	MSA
RIVER HILLS DR	91	Red Oak Cir South	Cliff Rd	1971	1996	Bituminous	37	0.400	Minor	Rehab	MSA
RIVER HILLS DR W	91	Hwy 13 E	Cliff Rd E	1973	2019	Bituminous	50	0.214	Major	Rehab	MSA
RIVER HILLS DR W	34	Raleigh Dr	Hwy 13	1963	1997	Bituminous	37	0.972	Minor	Rehab	MSA
RIVER HILLS DR W	95	117th St E	Raleigh Dr	1972	2019	Bituminous	41	0.508	Minor	Rehab	MSA

STREET PAVEMENT SEGMENTS BY PCI

RIVER HILLS DR W	94	Cliff Rd	117th St E	1972	2019	Bituminous	54	0.188	Minor	Rehab	MSA
SOUTHCROSS DR	62	Judicial Rd	Rosemount Dr	1984	1984	Bituminous	53	0.288	Minor	Rehab	MSA
SOUTHCROSS DR	62	Burnhaven Dr	County Rd 5	1985	1985	Bituminous	53	0.590	Minor	Rehab	MSA
SOUTHCROSS DR	60	County Rd 5	Judicial Rd	1986	1986	Bituminous	53	0.491	Minor	Rehab	MSA
SOUTHCROSS DR	58	Rosemount Dr	Gene Happe Way	1985	1985	Bituminous	53	0.426	Minor	Rehab	MSA
SOUTHCROSS DR E	46	Portland Ave	Lac Lavon Dr	1985	1985	Bituminous	58	0.669	Major	Rehab	MSA
SOUTHCROSS DR E	67	Lac Lavon Dr	Co Rd 42	1986	1986	Bituminous	54	0.400	Major	Rehab	MSA
SOUTHCROSS DR W	61	Carriage Ln	Burnhaven Dr	1981	1981	Bituminous	66	0.392	Minor	Rehab	MSA
SOUTHCROSS DR W	62	Carriage Lane (West)	Portland Avenue	1984	1984	Bituminous	59	0.488	Minor	Rehab	MSA
SOUTHCROSS DR W	83	Burnsville Pkwy	County Rd 42	1987	1987	Bituminous	53	0.207	Minor	Rehab	MSA
SOUTHCROSS DR W	58	Gene Happe Way	County Rd 42	1985	1985	Bituminous	53	0.109	Minor	Rehab	MSA
UPTON AVE	82	Highland Dr	Burnsville Pkwy	1968	2018	Bituminous	41	0.566	Minor	Rehab	MSA
WILLIAMS DR	91	Morgan Ave	County Rd 5	1987	2014	Bituminous	54	0.112	Minor	Rehab	MSA
WILLIAMS DR	21	Upton Ave	Morgan Ave	1987	1987	Bituminous	53	0.407	Minor	Rehab	MSA
WILLIAMS DR	74	Judicial Rd	Willow Creek Rd	1987	2016	Bituminous	53	0.395	Minor	Rehab	MSA
WILLIAMS DR 2	26	Willow Creek Rd	Upton Avenue	1987	1987	Bituminous	53	0.191	Minor	Rehab	MSA
WILLIAMS DR 4	69	Bridge Deck (Savage border)	Judicial Rd	1987	1987	Bituminous	53	0.127	Minor	Rehab	MSA
10TH AVE S	90	County Rd 42	146th St E	1978	2016	Bituminous	42	0.081	Minor	Recon	Residential
112TH ST E	75	River Hills Dr	E End	1964	2004	Bituminous	27	0.097	Local	Recon	Residential
114TH ST E	82	Sibley Dr	River Hills Dr	1963	2008	Bituminous	27	0.289	Local	Recon	Residential
115TH ST E	30	19th Ave	Hwy 13	1972	1972	Bituminous	27	0.557	Local	Recon	Residential
115TH ST E	20	19th Ave	W End	1972	1972	Bituminous	27	0.109	Local	Recon	Residential
115TH ST E	90	12th Ave	Rupp Dr	1978	2013	Bituminous	37	0.126	Minor	Recon	Residential
116TH ST E	100	River Hills Dr	W End	1975	2019	Bituminous	26	0.143	Local	Recon	Residential
116TH ST E	94	12th Ave	Rupp Dr	1976	2013	Bituminous	36	0.125	Minor	Recon	Residential
117TH ST E	69	River Hills Dr	W End	1966	2003	Bituminous	33	0.156	Local	Recon	Residential
117TH ST E	31	River Hills Dr W	Hwy 13 E	1972	1972	Bituminous	33	0.464	Minor	Recon	Residential
11TH AVE S	86	143rd St E	N End	1976	2012	Bituminous	27	0.202	Local	Recon	Residential
11TH AVE S	92	144th St E	143rd St E	1976	2016	Bituminous	27	0.190	Local	Recon	Residential
120TH ST E	95	Riverwood Dr	12th Ave	1967	2009	Bituminous	33	0.143	Minor	Recon	Residential
121ST ST E	100	Allen Dr	Kennelly Rd	1969	2023	Bituminous	27	0.123	Local	Recon	Residential
121ST ST E	99	23rd Ave	24th Ave	1984	2019	Bituminous	26	0.122	Local	Recon	Residential
121ST ST E	100	Hwy 13	County Rd 11	1980	2020	Bituminous	32	0.189	Minor	Recon	Residential
121ST ST W	93	35W Frontage Rd	E End	1977	2019	Bituminous	33	0.245	Minor	Recon	Residential
122ND ST E	61	County Rd 11	Kennelly Rd	1971	1971	Bituminous	37	0.504	Minor	Rehab	Residential
122ND ST E	66	Parkwood Dr	County Rd 11	1970	1970	Bituminous	37	0.583	Minor	Rehab	Residential
123RD ST E	32	17th Ave	County Rd 11	1977	1977	Bituminous	27	0.155	Local	Recon	Residential
123RD ST E	87	County Rd 11	24th Ave	1977	2018	Bituminous	27	0.434	Local	Recon	Residential
124TH ST W	95	Washburn Ave	675' East of Washburn Ave	2012	2012	Bituminous	39	0.128	Minor	Recon	Residential
125TH ST CDS E	100	125th St E	N End	1973	2023	Bituminous	27	0.060	Local	Recon	Residential
125TH ST E	97	Nicollet Ave	Burnsville Pkwy	2002	2002	Bituminous	21	0.191	Local	Recon	Residential
125TH ST E	83	County Rd 11	Kennelly Rd	1975	2003	Bituminous	27	0.450	Local	Recon	Residential
125TH ST E	100	Kennelly Rd	E End	1971	2023	Bituminous	27	0.562	Local	Recon	Residential
125TH ST E CDS W	100	125th St E	N End	1973	2023	Bituminous	27	0.073	Local	Recon	Residential
126TH ST E	86	33rd Ave	E CDSs	1984	2003	Bituminous	27	0.260	Local	Recon	Residential
126TH ST E	90	33rd Ave	S End	1984	2003	Bituminous	27	0.115	Local	Recon	Residential
126TH ST W	88	Frontage Rd Cul-De-Sac	Kenwood Tr	2014	2014	Bituminous	37	0.167	Major	Rehab	Residential

STREET PAVEMENT SEGMENTS BY PCI

126TH ST W	100	Nicollet Ave	Pillsbury Ave	1989	2003	Bituminous	22	0.119	Minor	Recon	Residential
126TH STREET CT E	87	126th St E	S End	1984	2003	Bituminous	27	0.079	Local	Recon	Residential
129TH ST E	60	Nicollet Ave	1st Ave	1964	1998	Bituminous	27	0.224	Local	Recon	Residential
12TH AVE	87	Cliff Rd	115th St E	1975	2013	Bituminous	41	0.381	Major	Recon	Residential
130TH ST CT E	90	130th St E	N End	1978	2011	Bituminous	27	0.107	Local	Recon	Residential
130TH ST E CDS	64	130th St E	S End	1966	1966	Bituminous	93	0.056	Local	Recon	Residential
131 1/2 ST W	97	132nd St W	Irving Ave	1963	1999	Bituminous	27	0.082	Local	Recon	Residential
131ST ST E	88	Walnut Dr	Lakeview Dr	1965	2014	Bituminous	27	0.303	Local	Recon	Residential
131ST ST E	91	Parkwood Dr	E End	1970	2016	Bituminous	27	0.242	Local	Recon	Residential
131ST ST W	93	Co Rd 5	Irving Ave	1963	1999	Bituminous	27	0.151	Local	Recon	Residential
132ND CIR E	90	132nd St E	S End	1967	2014	Bituminous	27	0.061	Local	Recon	Residential
132ND PL W	99	Humboldt Ave	Girard Ave	1966	2015	Bituminous	27	0.063	Local	Recon	Residential
132ND ST E	87	Walnut Dr	Lakeview Dr	1967	2014	Bituminous	29	0.389	Local	Recon	Residential
132ND ST E	87	Lakeview Dr	Parkwood Dr	1965	2014	Bituminous	28	0.364	Local	Recon	Residential
132ND ST W	90	Beard Ave	York Ave	1960	1990	Bituminous	27	0.291	Local	Recon	Residential
132ND ST W	91	131 1/2 St W	Irving Ave	1963	1999	Bituminous	38	0.183	Local	Recon	Residential
134TH ST W	84	Judicial Rd	York Ave	1973	2006	Bituminous	27	0.289	Local	Recon	Residential
134TH ST W	86	134th St W	N End	1973	2006	Bituminous	27	0.066	Local	Recon	Residential
134TH ST W	85	134th St W	S End	1973	2006	Bituminous	27	0.067	Local	Recon	Residential
135TH ST E	87	1st Ave	Oakland Dr	1965	2011	Bituminous	27	0.443	Local	Recon	Residential
135TH ST W	85	York Ave	Washburn Ave	1971	2007	Bituminous	27	0.308	Local	Recon	Residential
135TH ST W	89	Washburn Ave	Upton Ave	1971	2007	Bituminous	27	0.116	Local	Recon	Residential
136TH ST E	70	Oakland Dr	Oakland Dr	1973	2005	Bituminous	27	0.320	Local	Recon	Residential
136TH ST W	62	Nicollet Ave	W End	1959	2004	Bituminous	27	0.524	Local	Recon	Residential
136TH ST W	66	Burnsville Pkwy	County Rd 5	1958	1958	Bituminous	40	0.134	Minor	Rehab	Residential
137TH 1/2 ST W	95	W Preserve Blvd	W End	1987	2013	Bituminous	27	0.110	Local	Recon	Residential
137TH PL W	95	137th St W	N End	1979	2019	Bituminous	27	0.102	Local	Recon	Residential
137TH ST E	87	County Rd 11	W End	1985	2012	Bituminous	40	0.045	Local	Recon	Residential
137TH ST W	95	Irving Ave	E End	1979	2019	Bituminous	27	0.101	Local	Recon	Residential
138TH ST W	84	Shirley Dr	County Rd 5	1959	2018	Bituminous	27	0.068	Local	Recon	Residential
138TH ST W	95	County Rd 5	James Ave	1978	2019	Bituminous	26	0.121	Local	Recon	Residential
139TH ST W	94	James Ave	Fremont Ave	1980	2019	Bituminous	27	0.370	Local	Recon	Residential
139TH ST W	94	Fremont Ave	N End	1980	2019	Bituminous	27	0.194	Local	Recon	Residential
139TH ST W	89	Thomas Ave	Steven Rd	1960	2013	Bituminous	27	0.215	Local	Recon	Residential
140TH ST CDS	93	140th St W	N End	1978	2019	Bituminous	27	0.053	Local	Recon	Residential
140TH ST CDS	92	140th St W	S End	1978	2019	Bituminous	26	0.060	Local	Recon	Residential
140TH ST CDS	94	140th St W	S End	1978	2019	Bituminous	26	0.083	Local	Recon	Residential
140TH ST E	54	County Rd 11	Frontier Ln	1966	2001	Bituminous	27	0.302	Local	Recon	Residential
140TH ST W	95	140th St W	S End	1978	2019	Bituminous	27	0.062	Local	Recon	Residential
140TH ST W	96	140th St W	N End (1300-1408)	1978	2019	Bituminous	27	0.056	Local	Recon	Residential
140TH ST W	86	Co Rd 5	McAndrews Rd	1978	2019	Bituminous	27	0.399	Local	Recon	Residential
140TH ST W	100	Thomas Ave	Co Rd 5	1959	2013	Bituminous	27	0.454	Local	Recon	Residential
141ST ST E	47	County Rd 11	Whiterock Rd	1966	2001	Bituminous	28	0.158	Local	Recon	Residential
141ST ST W	97	Burnhaven Dr	McAndrews Rd	1991	1991	Bituminous	41	0.209	Minor	Recon	Residential
142 1/2 ST	68	Newton Ave	Morgan Ave	2004	2004	Bituminous	33	0.118	Minor	Recon	Residential
143RD CIR	73	Burnsville Pkwy	E End	1992	1992	Bituminous	27	0.166	Minor	Recon	Residential
143RD CT E	96	143rd St E	N End	1978	2012	Bituminous	27	0.079	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

143RD CT E	84	143rd St E	N End	1979	2012	Bituminous	27	0.112	Local	Recon	Residential
143RD LN E	90	11th Ave	143rd St E	1978	2012	Bituminous	27	0.108	Local	Recon	Residential
143RD ST	47	Judicial Rd	Newton Ave	2004	2004	Bituminous	41	0.104	Minor	Rehab	Residential
143RD ST E	92	Portland Ave	143rd Ct E	1983	2012	Bituminous	27	0.206	Local	Recon	Residential
143RD ST E	80	143rd Ct E	Co Rd 11	1983	2000	Bituminous	27	0.342	Local	Recon	Residential
143RD ST E	94	143rd St E	S End	1979	2012	Bituminous	27	0.100	Local	Recon	Residential
143RD ST W	54	Co Rd 5	Burnhaven Dr	1977	1977	Bituminous	37	0.449	Minor	Rehab	Residential
143RD ST W	54	Newton Ave	Co Rd 5	1989	1989	Bituminous	37	0.150	Minor	Rehab	Residential
144TH ST E	92	Park Ave	11th Ave	1978	2016	Bituminous	27	0.104	Local	Recon	Residential
145TH CT E	90	145th St E	S End	1977	2016	Bituminous	27	0.095	Local	Recon	Residential
145TH ST E	94	Park Ave	Portland Ave	1977	2016	Bituminous	27	0.408	Local	Recon	Residential
145TH ST E	95	County Rd 11	Park Ave	1978	2016	Bituminous	27	0.172	Local	Recon	Residential
145TH ST W	71	Ewing Ave	Burnsville Pkwy	1980	1980	Bituminous	37	0.187	Minor	Recon	Residential
146TH ST E	89	County Rd 11	Forest Park Ln	1987	1987	Bituminous	41	0.093	Local	Recon	Residential
146TH ST E	90	Park Ave	County Rd 11	1978	2016	Bituminous	42	0.241	Minor	Recon	Residential
149TH ST W	100	Hillside Ln	County Rd 5	1959	2021	Bituminous	27	0.082	Local	Recon	Residential
14TH AVE	98	Parkwood Dr	Aspen Dr	1970	2016	Bituminous	27	0.206	Local	Recon	Residential
151ST ST E	93	Oakland Ave	Chicago Ave	1963	2017	Bituminous	27	0.232	Local	Recon	Residential
152ND ST E	89	Portland Ave	Tyacke Dr	1977	2017	Bituminous	27	0.129	Local	Recon	Residential
152ND ST E	95	Park Ave	Chicago Ave	1963	2017	Bituminous	27	0.153	Local	Recon	Residential
152ND ST W	50.1	County Rd 5	W End	1992	1992	Bituminous	24	0.195	Local	Recon	Residential
153RD ST E	94	Tyacke Dr	Crystal Dr W	1977	2017	Bituminous	27	0.159	Local	Recon	Residential
155TH ST W	82	Fremont Ave	Bryant Ave	1981	2016	Bituminous	27	0.248	Local	Recon	Residential
155TH ST W	53	County Rd 5	Pavement Change (430' E)	1966	1966	Bituminous	27	0.057	Local	Recon	Residential
155TH ST W	60	Pavement Change (430' E)	Fremont Ave	1966	2016	Bituminous	27	0.086	Local	Recon	Residential
156TH ST E	100	Bluebill Bay Rd	Logarto Ln	1975	2019	Bituminous	27	0.197	Local	Recon	Residential
156TH ST W	94	Kaymar Ln	Fremont Ave	1966	2016	Bituminous	27	0.140	Local	Recon	Residential
156TH ST W	100	County Rd 5	James Ave	1972	1972	Gravel	20	0.086	Local	Recon	Residential
157TH ST E	100	Logarto Ln	Bluebill Bay Rd	1974	2019	Bituminous	27	0.123	Local	Recon	Residential
158TH ST W	89	Bryant Ave	County Rd 5	1983	2016	Bituminous	27	0.470	Local	Recon	Residential
16TH AVE	83	130th St E	N End	1978	1978	Bituminous	27	0.399	Local	Recon	Residential
16TH AVE	100	122nd St E	121st St E	1980	2020	Bituminous	32	0.148	Minor	Recon	Residential
17TH AVE	73	122nd St E	S. End	1986	2000	Bituminous	27	0.256	Local	Recon	Residential
18TH AVE	86	18th Ave	W End	1978	2011	Bituminous	27	0.087	Local	Recon	Residential
18TH AVE	84	130th St E	Apple View Ln	1978	2011	Bituminous	27	0.188	Local	Recon	Residential
19TH AVE	84	River Hills Dr	S End	1964	2008	Bituminous	27	0.214	Local	Recon	Residential
19TH AVE	80	River Hills Dr	Territorial Ct	1964	2008	Bituminous	27	0.114	Local	Recon	Residential
1ST AVE	100	Travelers Tr E	S End	2002	2002	Bituminous	21	0.099	Local	Recon	Residential
1ST AVE	65	130th St E	N End	1964	1998	Bituminous	27	0.410	Local	Recon	Residential
1ST AVE	88	Nicollet Ave	134th St E	1974	2000	Bituminous	27	0.345	Local	Recon	Residential
1ST AVE S	29	245'S Interlachen	Stevens Ave	1963	1963	Bituminous	27	0.187	Local	Recon	Residential
1ST AVE S	64	N End	245'S Interlachen	1986	1986	Bituminous	27	0.125	Local	Recon	Residential
22ND AVE	44	115th St E	S End	1976	1976	Bituminous	27	0.130	Local	Recon	Residential
23RD AVE	96	123rd St E	S End	1977	2018	Bituminous	27	0.055	Local	Recon	Residential
23RD AVE	99	123rd St E	E End	1977	2018	Bituminous	27	0.121	Local	Recon	Residential
23RD AVE	46	115th St E	S End	1972	1972	Bituminous	27	0.146	Local	Recon	Residential
23RD AVE	43	23rd Ave	W End	1972	1972	Bituminous	27	0.061	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

23RD AVE	43	23rd Ave	E End	1972	1972	Bituminous	27	0.084	Local	Recon	Residential
23RD AVE	99	122nd St E	121st St E	1984	2019	Bituminous	27	0.099	Local	Recon	Residential
24TH AVE	100	122nd St E	121st St E	1984	2019	Bituminous	26	0.105	Local	Recon	Residential
24TH AVE	100	24th Ave	W End	1972	2023	Bituminous	27	0.062	Local	Recon	Residential
24TH AVE	100	Villaburne Dr	122nd St E	1972	2023	Bituminous	27	0.324	Local	Recon	Residential
24TH AVE	100	24th Ave	E End	1972	2023	Bituminous	26	0.099	Local	Recon	Residential
26TH AVE	87	Christansen Ct	S End	1964	2008	Bituminous	27	0.091	Local	Recon	Residential
27TH AVE	85	River Hills Dr	N End	1964	2002	Bituminous	27	0.545	Local	Recon	Residential
27TH PL	79	27th Ave	E End	1964	2002	Bituminous	27	0.079	Local	Recon	Residential
2ND AVE	73	130th St E	Eagle Ridge Dr	1964	1998	Bituminous	26	0.275	Local	Recon	Residential
31ST AVE	91	Pinehurst Dr	125th St E	1985	1985	Bituminous	26	0.155	Local	Recon	Residential
31ST AVE	81	Country Wood Dr	Riverwoods Ln	1973	2008	Bituminous	26	0.101	Local	Recon	Residential
33RD AVE	89	Burnsville Pkwy	125th St E	1984	2003	Bituminous	27	0.136	Local	Recon	Residential
4TH AVE	93	Brandywine Dr	135th St E	1976	2011	Bituminous	27	0.221	Local	Recon	Residential
4TH AVE	88	135th St E	134th St E	1972	2011	Bituminous	27	0.110	Local	Recon	Residential
5TH AVE	76	130th St E	Whitewood Dr	1964	1998	Bituminous	27	0.152	Local	Recon	Residential
ABBOTT CIR	87	Williams Dr	N End	1977	2003	Bituminous	27	0.083	Local	Recon	Residential
ACADIA CT	100	Parc Dr	W End	1968	2001	Bituminous	27	0.079	Local	Recon	Residential
ACORN CIR	72	Great Oaks Dr	N End	1987	1987	Bituminous	27	0.099	Local	Recon	Residential
ALCANA LN	47	Judicial Rd	E End	1998	1998	Bituminous	20	0.224	Local	Recon	Residential
ALDRICH AVE	59	Aldrich Ave	W End	1991	1991	Bituminous	27	0.057	Local	Recon	Residential
ALIMAGNET PKY	82	County Rd 11	N End	1975	2010	Bituminous	27	0.454	Local	Recon	Residential
ALLEN DR	100	122nd St E	Kennelly Rd	1969	2023	Bituminous	27	0.211	Local	Recon	Residential
ALLEN DR	100	Villaburne Dr	122nd St E	1972	2023	Bituminous	27	0.466	Local	Recon	Residential
ALPINE CIR	87	158th St W	Bryant Ave	1983	2016	Bituminous	27	0.306	Local	Recon	Residential
AMES DR	84	County Rd 5	405'W County Rd 5	1963	1976	Bituminous	32	0.077	Local	Recon	Residential
AMES DR	55	405'W County Rd 5	1430'W County Rd 5	1963	2006	Bituminous	33	0.107	Local	Recon	Residential
APPLE VIEW LN	82	S End	E End	1974	2011	Bituminous	26	0.659	Local	Recon	Residential
APRIL PL	100	Maywood Dr	W End	1988	2021	Bituminous	27	0.061	Local	Recon	Residential
ARBOR LN	81	Pleasant Pl	Nicollet Ave	1961	1993	Bituminous	27	0.351	Local	Recon	Residential
ARDEN CIR	77	Oakland Dr	N End	1972	2005	Bituminous	27	0.074	Local	Recon	Residential
ASPEN DR	90	Lakeview Dr	Parkwood Dr	1966	2014	Bituminous	28	0.270	Local	Recon	Residential
ASPEN DR	100	Parkwood Dr	14th Ave	1978	2016	Bituminous	25	0.125	Local	Recon	Residential
ASPEN DR CDS	99	Aspen Dr	S End	1978	2016	Bituminous	25	0.061	Local	Recon	Residential
ASTON CIR	82	Evergreen Dr	Evergreen Dr	1987	1987	Bituminous	27	0.425	Local	Recon	Residential
ASTON PL	72	Aston Cr	E End	1987	1987	Bituminous	27	0.075	Local	Recon	Residential
AUTUMN PL	100	Springhill Dr	W End	1985	2021	Bituminous	27	0.121	Local	Recon	Residential
AZALEA PL	95	W Preserve Blvd	W End	1987	2013	Bituminous	27	0.060	Local	Recon	Residential
BARBARA LN	84	Beard Ave	York Ave	1960	2006	Bituminous	27	0.272	Local	Recon	Residential
BAYPOINT DR	44	Summerset Ln	Summerset Ln	1985	1985	Bituminous	27	0.213	Local	Recon	Residential
BEARD AVE	85	132nd St W	Highland Dr	1960	2006	Bituminous	27	0.125	Local	Recon	Residential
BEARD AVE S	67	N Hwy 13 Frontage Rd	N End	1992	1992	Bituminous	33	0.158	Minor	Recon	Residential
BIG OAK DR	82	Co Rd 5	Manor Dr	1966	2001	Bituminous	26	0.180	Local	Recon	Residential
BIRCHWOOD CT	90	Timberland Dr	S End	1959	2010	Bituminous	27	0.073	Local	Recon	Residential
BIRCHWOOD LN	85	Unique Dr	Harold Dr	1961	1992	Bituminous	27	0.066	Local	Recon	Residential
BIRCHWOOD LN	85	Timberland Dr	Unique Dr	1961	2010	Bituminous	27	0.106	Local	Recon	Residential
BIRNAMWOOD CT	77	Birnamwood Dr	N End	1970	2004	Bituminous	27	0.097	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

BIRNAMWOOD DR	74	Birnamwood Dr	Birnamwood Dr	1974	1974	Bituminous	27	0.454	Local	Recon	Residential
BIRNAMWOOD DR	53	Parkwood Dr	Birnamwood Dr	1974	1974	Bituminous	42	0.071	Local	Recon	Residential
BIRNAMWOOD DR	93	Parkwood Dr	Birnamwood Ct	1998	2004	Bituminous	36	0.059	Local	Recon	Residential
BLACK DOG RD	100	Cedar Ave	Bridge (1540' West of Cedar Av	1982	1982	Bituminous	24	0.292	Local	Recon	Residential
BLACK DOG RD W	68	35W	Bridge (1360' East of 35W)	1977	1977	Bituminous	24	0.258	Local	Recon	Residential
BLACK HILLS DR	100	Eagle Bluff Dr	Eagle Bluff Dr	1987	2020	Bituminous	27	0.271	Local	Recon	Residential
BLUEBILL BAY RD	84	157th St E	Lac Lavon Dr	1973	1973	Bituminous	27	0.273	Local	Recon	Residential
BLUEBILL BAY RD	75	S End	157th St E	1973	1973	Bituminous	27	0.369	Local	Recon	Residential
BLUEBILL BAY RD	99	Bluebill Bay Rd	E End	1973	2019	Bituminous	19	0.048	Local	Recon	Residential
BLUFF CT	92	Territorial Dr	W End	1964	2008	Bituminous	27	0.065	Local	Recon	Residential
BOULDER BLVD	74	Judicial Rd	W End	1987	1987	Bituminous	41	0.198	Local	Recon	Residential
BRANCH CIR.	87	Valley View Dr	N End	2008	2008	Bituminous	24	0.051	Local	Recon	Residential
BRANDYWINE DR	84	Krestwood Dr	S End	1972	2011	Bituminous	27	0.198	Local	Recon	Residential
BRIAR CT	93	Valley Dr	Girard Ave	1964	2009	Bituminous	27	0.120	Local	Recon	Residential
BROOKVIEW DR	74	Judicial Rd	Upton Ave	1973	1990	Bituminous	26	0.672	Local	Recon	Residential
BROOKVIEW DR	99	Upton Ave	Penn Ave	1974	2016	Bituminous	27	0.124	Local	Recon	Residential
BROWN LN	95	Valley View Rd	Loop Rd N	1998	1998	Bituminous	17	0.084	Local	Recon	Residential
BRYANT AVE	80	Knob Hill Rd	136th St W	1972	1995	Bituminous	27	0.213	Local	Recon	Residential
BRYANT AVE CT	87	Bryant Ave	S End	1981	2016	Bituminous	27	0.067	Local	Recon	Residential
BRYANT AVE S	91	155th St W	E End	1963	2016	Bituminous	28	0.208	Local	Recon	Residential
BRYANT AVE S	89	155th St W	Bryant Ave Ct	1983	2016	Bituminous	27	0.347	Local	Recon	Residential
BRYANT LN	87	McAndrews Rd	S End	1984	2019	Bituminous	27	0.168	Local	Recon	Residential
BRYANT PL	100	136th St	E End	1988	2022	Bituminous	27	0.167	Local	Recon	Residential
BRYCE CT	100	Parc Dr	S End	1968	2001	Bituminous	27	0.075	Local	Recon	Residential
BUCK HILL RD	100	875'S 150th St	S End	1994	1994	Bituminous	37	0.701	Minor	Rehab	Residential
BURKARDS DR	49	Buck Hill Rd	Burnhaven Dr	1980	1980	Bituminous	36	0.158	Minor	Recon	Residential
BURNCREST CT	96	134th St E	W End	1977	2011	Bituminous	27	0.109	Local	Recon	Residential
BURNELL PK DR	100	Judicial Rd	Southcross Dr	1979	2022	Bituminous	27	0.388	Local	Recon	Residential
BURNGARTEN DR	61	Irving Ave	County Rd 42	1978	1978	Bituminous	27	0.142	Minor	Recon	Residential
BURNSVILLE PKY E	46	33rd Ave	E End	1987	1987	Bituminous	29	0.369	Major	Rehab	Residential
BURNSVILLE PKY E	55	Parc Dr	33rd Ave	1985	1985	Bituminous	29	0.347	Major	Rehab	Residential
BUTTERNUT LN	90	Butternut Ln	S End	1983	2011	Bituminous	27	0.082	Local	Recon	Residential
BUTTERNUT LN	85	Portland Ave	Butternut Ln	1978	2011	Bituminous	27	0.136	Local	Recon	Residential
BUTTERNUT LN	95	Butternut Ln	Tyacke Dr	1978	2017	Bituminous	27	0.180	Local	Recon	Residential
CAMBRIDGE CT	91	Hayes Dr	N End	1993	1993	Bituminous	27	0.259	Local	Recon	Residential
CARLSBAD CT	100	Parc Dr	E End	1968	2001	Bituminous	27	0.099	Local	Recon	Residential
CARRIAGE LN	26	Southcross Dr	Southcross Dr	1978	1978	Bituminous	27	0.620	Local	Recon	Residential
CARRIAGE PLACE DR	15	Grand Ave	Carriage Ln	1978	1978	Bituminous	27	0.335	Local	Recon	Residential
CARTIER AVE	76	Cliff Rd	Selkirk Dr	1966	2004	Bituminous	27	0.159	Local	Recon	Residential
CARVER CT	72	River Hills Dr	Radisson Dr	1963	2002	Bituminous	27	0.489	Local	Recon	Residential
CEDAR LN	99	Myrtle Dr	E End	1973	2021	Bituminous	27	0.113	Local	Recon	Residential
CEDARBRIDGE AVE	55	County Rd 13	Hayes Dr	1988	1988	Bituminous	33	0.192	Local	Recon	Residential
CEDARBRIDGE AVE	75	Hayes Dr	Chelsea Ct	1988	1988	Bituminous	27	0.122	Local	Recon	Residential
CHALET CT	91	158th St W	N End	1983	2016	Bituminous	27	0.100	Local	Recon	Residential
CHANDLER CT	85	Cedarbridge Ave E	W End	1988	1988	Bituminous	27	0.170	Local	Recon	Residential
CHATEAU CIR	76	Oakland Dr	E End	1972	2005	Bituminous	27	0.089	Local	Recon	Residential
CHATEAULIN LN	93	14th Ave	E End	1970	2016	Bituminous	27	0.114	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

CHATHAM CT N	93	Hayes Dr	N End	1993	1993	Bituminous	27	0.117	Local	Recon	Residential
CHATHAM CT S	89	Hayes Dr	S End	1993	1993	Bituminous	27	0.123	Local	Recon	Residential
CHELSEA CT	85	Cedarbridge Ave	W End	1988	1988	Bituminous	27	0.105	Local	Recon	Residential
CHERRY CT	100	Cherry Ln	E End	1988	2021	Bituminous	27	0.104	Local	Recon	Residential
CHERRY LN	100	County Rd 5	188'S Orchard Dr	1988	2021	Bituminous	27	0.205	Local	Recon	Residential
CHERRY LN	100	150th St W	Orchard Dr	1984	2021	Bituminous	25	0.165	Local	Recon	Residential
CHESTNUT CIR	93	Chestnut Dr	S End	1978	2017	Bituminous	27	0.139	Local	Recon	Residential
CHESTNUT DR	90	Tyacke Dr	Southcross Dr	1982	2017	Bituminous	27	0.352	Local	Recon	Residential
CHICAGO AVE S	60	Crystal Lake Rd	Southcross Dr	1975	1975	Bituminous	41	0.482	Minor	Rehab	Residential
CHICAGO DR	53	W End	E End	1984	1984	Bituminous	27	0.333	Local	Recon	Residential
CHIPPEWA LN	59	S Skyline Dr	N Skyline Dr	1972	2003	Bituminous	27	0.176	Local	Recon	Residential
CHRISTENSEN CT	84	114th St E	E End	1964	2008	Bituminous	27	0.126	Local	Recon	Residential
CIRCLE DR	73	Valley Dr	Irving Ave	1958	1999	Bituminous	27	0.513	Local	Recon	Residential
CIRCLE DR	76	Valley Dr	E End	1958	1999	Bituminous	27	0.115	Local	Recon	Residential
CIRCLE HIGH DR	91	County Rd 5	Circle High Dr	1991	1991	Bituminous	23	0.617	Local	Recon	Residential
CIRCLE LN	92	Circle Dr	Valley Dr	1958	2009	Bituminous	27	0.264	Local	Recon	Residential
CIVIC CENTER PKWY	53	Nicollet Ave	134th St	1988	1988	Bituminous	36	0.733	Minor	Recon	Residential
CLARK ST	80	River Hills Dr	E End	1964	2004	Bituminous	27	0.128	Local	Recon	Residential
CLIFF RD W	79	Dupont Ave	Embassy Rd	1958	1979	Bituminous	23	0.157	Major	Rehab	Residential
CLIFTON AVE	91	Hayes Dr	Cambridge Ct	1993	1993	Bituminous	27	0.125	Local	Recon	Residential
CLINTON PL	92	135th St E	S End	1965	2006	Bituminous	27	0.109	Local	Recon	Residential
COBBLESTONE LN	70	Nicollet Ave	Grand Ave	1979	1979	Bituminous	33	0.246	Minor	Rehab	Residential
COLFAX AVE	83	Knob Hill Rd	136th St W	1972	1995	Bituminous	27	0.213	Local	Recon	Residential
COMMONWEALTH DR	88	134th St E	County Rd 11	1989	2018	Bituminous	27	0.467	Local	Recon	Residential
COMMUNITY DR	100	County Rd 38	Nicollet Blvd	1974	1974	Bituminous	30	0.221	Minor	Recon	Residential
CONNELLY CIR	93	Connelly Dr	W End	1985	2019	Bituminous	26	0.118	Local	Recon	Residential
CONNELLY DR	100	121st St E	Highland View Ave	1985	2019	Bituminous	31	0.159	Local	Recon	Residential
CORONADO CT	24	Rio Loma Ln	W End	1985	1985	Bituminous	27	0.086	Local	Recon	Residential
CORPORATE CENTER DR	71	Ewing Ave	Burnsville Pkwy	2004	2004	Bituminous	29	0.188	Minor	Recon	Residential
CORPORATE CENTER DR	74	Ewing Ave	City Limits	2004	2004	Bituminous	29	0.066	Minor	Recon	Residential
CORPORATE CENTER DR	40	Burnsville Pkwy	Southcross Dr	1995	1995	Bituminous	30	0.313	Minor	Rehab	Residential
CORPORATE CENTER LN	67	Corporate Center Dr	N End	2004	2004	Bituminous	27	0.079	Local	Recon	Residential
COUNTRY LN	90	County Rd 38	N End	1959	2011	Bituminous	27	0.259	Local	Recon	Residential
COUNTRY PL	90	Country Ln	Country Ln	1974	2011	Bituminous	27	0.244	Local	Recon	Residential
COUNTRY VIEW BLVD	88	Country View Ln	County Rd 11	1974	2011	Bituminous	27	0.142	Local	Recon	Residential
COUNTRY VIEW CT	95	Country View Dr	N End	1974	2011	Bituminous	27	0.083	Local	Recon	Residential
COUNTRY VIEW DR	86	Co Rd 11	W End	1974	2011	Bituminous	27	0.228	Local	Recon	Residential
COUNTRY VIEW LN	94	Country View Dr	N End	1974	2011	Bituminous	27	0.305	Local	Recon	Residential
COUNTRY WOOD DR	88	Country Wood Dr	N End	1972	2008	Bituminous	27	0.072	Local	Recon	Residential
COUNTRY WOOD DR	82	125th St E	125th St E	1972	2008	Bituminous	27	0.280	Local	Recon	Residential
COUNTRY WOOD DR CDS	87	Country Wood Dr	S End	1972	2008	Bituminous	29	0.052	Local	Recon	Residential
COURT PL	93	Williams Dr	Judicial Rd	1987	2015	Bituminous	27	0.621	Local	Recon	Residential
CRATER CT	100	Parc Dr	S End	1968	2001	Bituminous	27	0.074	Local	Recon	Residential
CREST DR	49	155th St W	155th St W	1988	1988	Bituminous	21	0.222	Local	Recon	Residential
CREST DR	69	Crest Dr	S End	1988	1988	Bituminous	24	0.188	Local	Recon	Residential
CRESTMOUNT LN	100	Westcliffe Dr	Judicial Rd	1984	2022	Bituminous	27	0.346	Local	Recon	Residential
CRESTRIDGE DR	76	County Rd 38	S End	1978	2009	Bituminous	27	0.235	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

CROWN HILL CT	93	Travelers Tr E	S End	1998	1998	Bituminous	27	0.087	Local	Recon	Residential
CRYSTAL DR E	93	Crystal Dr W	Crystal Lake Rd	1966	2017	Bituminous	27	0.094	Local	Recon	Residential
CRYSTAL DR W	93	Crystal Lake Rd	Crystal Dr E	1966	2017	Bituminous	27	0.219	Local	Recon	Residential
CRYSTAL LAKE RD CDS	95	Crystal Lake Rd	S End	1983	2017	Bituminous	27	0.053	Local	Recon	Residential
CRYSTAL LAKE RD E	75	Lac Lavon Dr	W End	1973	1973	Bituminous	27	0.300	Local	Recon	Residential
CRYSTAL LAKE RD E	71	Crystal Lake Rd	E End	1978	1978	Bituminous	27	0.161	Local	Recon	Residential
CRYSTAL LAKE RD E	92	Tyacke Dr	Chicago Ave	1977	2017	Bituminous	27	0.377	Local	Recon	Residential
CRYSTAL LAKE RD E	80	Chicago Ave	Lac Lavon Dr	1962	2017	Bituminous	41	0.247	Minor	Rehab	Residential
CRYSTAL LAKE RD W	56	Maple Island Rd	Eileen Cr	1986	1986	Bituminous	23	0.147	Local	Recon	Residential
CRYSTAL LAKE RD W	100	150th St W	Park Entrance	1989	2021	Bituminous	27	0.273	Local	Recon	Residential
CRYSTAL LAKE RD W	100	Co. Rd. 5	Park Entrance	1959	2021	Bituminous	27	0.268	Local	Recon	Residential
CRYSTAL LAKE TER	93	153rd St E	N End	1977	2017	Bituminous	27	0.110	Local	Recon	Residential
CRYSTAL VIEW CIR	34	Stevens Ave	W End	1960	1960	Bituminous	27	0.103	Local	Recon	Residential
DAKOTA CT	86	Radisson Dr	S End	1963	1997	Bituminous	27	0.113	Local	Recon	Residential
DALLY ST	81	Martin Ave	Lac Lavon Dr	1945	1973	Bituminous	16	0.057	Local	Recon	Residential
DALRIDGE CIR	96	Kennelly Rd	E End	1976	2000	Bituminous	26	0.118	Local	Recon	Residential
DANA DR	87	Highland Dr	York Ave	1969	2006	Bituminous	27	0.303	Local	Recon	Residential
DANA DR	84	Xerxes Ave	Upton Ave	1966	2007	Bituminous	27	0.167	Local	Recon	Residential
DANA DR	89	Upton Ave	Highland Dr	1960	2008	Bituminous	27	0.190	Local	Recon	Residential
DAVIDS CT	50.1	Loop Rd S	N End	1984	1984	Bituminous	29	0.095	Local	Recon	Residential
DEERWOOD DR	52	N End	150th St W	1955	1955	Bituminous	27	0.364	Local	Recon	Residential
DIAMOND DR	85	Burnsville Pkwy	S End	1987	1987	Bituminous	27	0.282	Local	Recon	Residential
DONEGAL DR	87	Arbor Ln	E End	1961	1993	Bituminous	27	0.055	Local	Recon	Residential
DUPONT AVE	93	Vista Dr	Burnsville Pkwy	1955	2009	Bituminous	27	0.241	Local	Recon	Residential
DUPONT AVE	96	N Hwy 13 Frontage Rd	126th St W	1975	2022	Bituminous	37	0.131	Minor	Recon	Residential
DUPONT AVE S	84	158th St W	S End	1983	2016	Bituminous	25	0.037	Local	Recon	Residential
EAGLE BLUFF CIR	99	Black Hills Dr	W End	1987	2020	Bituminous	27	0.103	Local	Recon	Residential
EAGLE BLUFF DR	99	Black Hills Dr	Black Hills Dr	1987	2020	Bituminous	27	0.208	Local	Recon	Residential
EAGLE RIDGE CIR	33	Eagle Ridge Dr	W End	1964	1994	Bituminous	27	0.086	Local	Recon	Residential
EAGLE RIDGE DR	50	130th St E	N End	1964	1994	Bituminous	27	0.377	Local	Recon	Residential
EAGLE RIDGE DR	86	Burnsville Pkwy	Travelers Tr E	1973	1973	Bituminous	49	0.161	Minor	Recon	Residential
EARLE SHORES LN	100	Earle Way	Southcross Dr	1992	2021	Bituminous	27	0.046	Local	Recon	Residential
EARLE WAY	100	Crystal Lake Rd	Crystal Lake Rd	1992	2021	Bituminous	27	0.441	Local	Recon	Residential
EARLEY LAKE CUR	64	Southcross Dr	Earley Lake Pl	2000	2000	Bituminous	27	0.183	Local	Recon	Residential
EARLEY LAKE PL	69	Earley Lake Cv	E End	2000	2000	Bituminous	27	0.280	Local	Recon	Residential
EARLEY SHORES LN	71	Southcross Dr	Southcross Dr	1992	1992	Bituminous	27	0.234	Local	Recon	Residential
ECHO DR	42	Whiterock Rd	County Rd 11	1966	2001	Bituminous	28	0.195	Local	Recon	Residential
ECHO PARK LN	73	County Rd 11	County Rd 11	1987	1987	Bituminous	27	0.428	Local	Recon	Residential
EILEEN CIR E	60	Crystal Lake Rd	Crystal Lake Rd	1957	1957	Bituminous	27	0.326	Local	Recon	Residential
ELIZABETH LN	99	Woodland Dr	S End	1959	2012	Bituminous	27	0.101	Local	Recon	Residential
ELM CIR	99	Upton Ave	W End	1973	2016	Bituminous	31	0.065	Local	Recon	Residential
ELM DR	88	134th St E	Lakeview Dr	1969	2014	Bituminous	28	0.156	Local	Recon	Residential
ELM LN	94	Upton Ave	Highland Dr	1968	2016	Bituminous	27	0.158	Local	Recon	Residential
EMBASSY RD	84.9	Cliff Rd	1725' north of Cliff RD	1958	1958	Bituminous	28	0.327	Local	Recon	Residential
EMBASSY RD	100	1725'N Cliff Rd	N End	1999	1999	Gravel	24	0.206	Local	Recon	Residential
EMERSON CT	100	136th St W	N End	1991	2022	Bituminous	27	0.234	Local	Recon	Residential
EMERSON LN	77	Knob Hill Rd	Fremont Pl	1972	1995	Bituminous	27	0.088	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

ESTATES TRL	79	Wildwood Rd	E End	1983	1983	Bituminous	27	0.153	Local	Recon	Residential
ESTATES TRL	76	Estates Tr	E End	2000	2000	Bituminous	27	0.144	Local	Recon	Residential
EVERGREEN CIR	71	Evergreen Dr	S End	1980	1980	Bituminous	27	0.096	Local	Recon	Residential
EVERGREEN CT	69	Evergreen Dr	S End	1980	1980	Bituminous	27	0.118	Local	Recon	Residential
EVERGREEN DR	68	Evergreen Dr	S End	1980	1980	Bituminous	27	0.049	Local	Recon	Residential
EVERGREEN DR	58	Portland Ave	County Rd 11	1979	1979	Bituminous	40	0.576	Minor	Rehab	Residential
EVERGREEN DR CDS	65	Evergreen Dr	N End	1985	1985	Bituminous	27	0.048	Local	Recon	Residential
EWING AVE	72	1315'S Cy Rd 42	145th St W	1979	1979	Bituminous	37	0.423	Minor	Recon	Residential
EXECUTIVE BLVD	84	Burnhaven Dr	Regent Ln	1980	2018	Bituminous	31	0.117	Minor	Recon	Residential
EXPLORER CT	89	Radisson Dr	W End	1964	2008	Bituminous	27	0.139	Local	Recon	Residential
FAIRVIEW DR	100	Nicollet Blvd	County Rd 38	1974	1974	Bituminous	30	0.266	Minor	Recon	Residential
FELLOWSHIP LN	73	Parkwood Dr	N End	1970	2015	Bituminous	27	0.068	Local	Recon	Residential
FIELDCREST LN	100	Crestmount Ln	Hillshire Ln	1984	2022	Bituminous	27	0.154	Local	Recon	Residential
FOREST CIR	88	158th St W	Fremont Ave	1983	2016	Bituminous	27	0.294	Local	Recon	Residential
FOREST GLEN CT	98	Forest Glen Dr	S End	1992	2020	Bituminous	27	0.128	Local	Recon	Residential
FOREST GLEN DR	96	Aldrich Ave	N End	1992	2020	Bituminous	27	0.254	Local	Recon	Residential
FOREST PARK LN	50	146th St E	E End	1986	1986	Bituminous	27	0.204	Local	Recon	Residential
FOXPOINT CIR	50	Foxpoint Rd	N End	1979	1979	Bituminous	27	0.081	Local	Recon	Residential
FOXPOINT RD	51	Cedarbridge	W End	1979	1979	Bituminous	27	0.305	Local	Recon	Residential
FREMONT AVE	95	Girard Ave	Lacota Ln	1966	2015	Bituminous	27	0.305	Local	Recon	Residential
FREMONT AVE	95	139th St W	McAndrews Rd	1980	2019	Bituminous	27	0.086	Local	Recon	Residential
FREMONT AVE S	88	158th St W	155th St W	1966	2016	Bituminous	27	0.326	Local	Recon	Residential
FREMONT AVE S	74	155th St W	Rivage Ln	2003	2003	Bituminous	24	0.127	Local	Recon	Residential
FREMONT CT	93	Fremont Ave	W End	1983	2016	Bituminous	27	0.124	Local	Recon	Residential
FREMONT PL	77	Holly Ln	Colfax Ave	1972	1995	Bituminous	27	0.163	Local	Recon	Residential
FRIENDSHIP LN	96	140th St W	Co Rd 5	1978	2013	Bituminous	27	0.538	Local	Recon	Residential
FRIENDSHIP LN	98	Friendship Ln	E End	1978	2013	Bituminous	27	0.103	Local	Recon	Residential
FRIENDSHIP LN	99	Friendship Ln	N End	1978	2013	Bituminous	27	0.094	Local	Recon	Residential
FRIENDSHIP LN	97	Friendship Ln	N End	1978	2013	Bituminous	27	0.095	Local	Recon	Residential
FRONTAGE RD	74	117th St E	115th St E	1992	1992	Bituminous	31	0.194	Local	Recon	Residential
FRONTAGE RD	71	Co Rd 5	131st St W	2002	2002	Bituminous	17	0.103	Local	Recon	Residential
FRONTAGE RD W	83	Burnsville Pky W	12550 Frontage Rd W	1987	1987	Bituminous	27	0.480	Minor	Recon	Residential
FRONTIER CT	100	Co Rd 11	N End	1993	1993	Bituminous	37	0.120	Local	Recon	Residential
FRONTIER LN	82	County Rd 11	County Rd 11	1966	1992	Bituminous	28	0.720	Local	Recon	Residential
GALTIER DR	86	River Hills Dr	Hwy 13	1966	2008	Bituminous	27	0.153	Local	Recon	Residential
GALTIER DR	75	Hwy 13	River Hills Dr	1964	2003	Bituminous	27	0.237	Local	Recon	Residential
GALTIER DR	70	Galtier Dr	N End	1965	2004	Bituminous	27	0.049	Local	Recon	Residential
GALTIER DR	76	Selkirk Dr	River Hills Dr	1965	2004	Bituminous	27	0.576	Local	Recon	Residential
GALTIER PL	84	Galtier Dr	W End	1964	2008	Bituminous	27	0.079	Local	Recon	Residential
GARFIELD AVE	97	Valley High Rd	136th St W	1959	2012	Bituminous	27	0.218	Local	Recon	Residential
GARNET CT	82	Diamond Dr	E End	1987	1987	Bituminous	27	0.089	Local	Recon	Residential
GARRISON CT	68	Aldrich Ave	W End	1979	1979	Bituminous	27	0.074	Local	Recon	Residential
GATEWAY BLVD	43	Pleasant Ave	Burnsville Pkwy	1988	2003	Bituminous	41	0.321	Minor	Recon	Residential
GENE HAPPE WAY	67	Southcross Dr	Rosemount Dr	2004	2004	Bituminous	29	0.193	Minor	Rehab	Residential
GENEVA BLVD	82	Innsbrook Ln	W End	1987	2012	Bituminous	27	0.332	Local	Recon	Residential
GIRARD AVE	79	Burnsville Pky	Briar Ct	1979	2009	Bituminous	26	0.094	Local	Recon	Residential
GIRARD AVE	98	Girard Ave	E End	1968	2015	Bituminous	28	0.075	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

GIRARD AVE	97	Girard Ave	W End	1964	2015	Bituminous	28	0.072	Local	Recon	Residential
GIRARD AVE	93	Burnsville Pkwy	Lacota Ln	1968	2015	Bituminous	27	0.437	Local	Recon	Residential
GIRARD CT	99	Girard Ave	E End	1974	2015	Bituminous	27	0.047	Local	Recon	Residential
GLACIER CT	100	Parc Dr	S End	1968	2001	Bituminous	27	0.076	Local	Recon	Residential
GLENVIEW DR	80	Brookview Dr	Brookview Dr	1963	1990	Bituminous	26	0.342	Local	Recon	Residential
GRAMSEY PL	81	Lac Lavon Dr	N End	1984	1984	Bituminous	27	0.279	Local	Recon	Residential
GRAND AVE	81	Heritage Cr N	Pleasant Pl	1971	1993	Bituminous	27	0.180	Local	Recon	Residential
GRAND AVE	99	Woodland Dr	136th St W	1959	2012	Bituminous	27	0.139	Local	Recon	Residential
GRAND AVE	62	136th St W	Oakwood Cv	1964	2004	Bituminous	27	0.258	Local	Recon	Residential
GRAND AVE	71	Southcross Dr	Crystal Lake Rd	1981	1981	Bituminous	29	0.499	Minor	Rehab	Residential
GRAND AVE	85	Cobblestone Ln	Nicollet Ave	1979	1979	Bituminous	34	0.218	Minor	Rehab	Residential
GRAND AVE	63	Nicollet Blvd	Cobblestone Ln	1979	1979	Bituminous	33	0.323	Minor	Rehab	Residential
GRAND AVE	85	145th St E	Co Rd 42	1989	1989	Bituminous	30	0.176	Minor	Rehab	Residential
GRANDVIEW CT	81	130th St E	N End	1978	1978	Bituminous	27	0.131	Local	Recon	Residential
GREAT OAKS DR	80	County Rd 11	E End	1987	1987	Bituminous	27	0.469	Local	Recon	Residential
GREENHAVEN DR	72	150th St W	Burnhaven Dr	1987	1987	Bituminous	33	0.543	Minor	Rehab	Residential
GREENHAVEN LN	77	Greenhaven Dr	Greenhaven Dr	1988	1988	Bituminous	33	0.394	Local	Recon	Residential
GREENRIDGE LN	100	Hillshire Ln	Hillshire Ln	1985	2022	Bituminous	27	0.255	Local	Recon	Residential
GREENWOOD DR	93	Co Rd 5	900' East of Co Rd 5	1976	2014	Bituminous	27	0.170	Minor	Recon	Residential
HAMILTON ST	60.1	Chowen Ave	W End	1991	1991	Bituminous	31	0.122	Local	Recon	Residential
HAMPSHIRE PL	71	Southampton Dr	W End	1988	1988	Bituminous	27	0.128	Local	Recon	Residential
HARMONY CIR	99	Hennen Rd	Williams Dr	1955	2020	Bituminous	27	0.243	Local	Recon	Residential
HAROLD DR	79	Unique Dr	Nicollet Ave	1961	1992	Bituminous	27	0.481	Local	Recon	Residential
HARRIET AVE	44	Burnsville Pkwy	S End	1970	1996	Bituminous	37	0.123	Local	Recon	Residential
HAYES CT	86	Hayes Dr	W End	1964	2002	Bituminous	27	0.187	Local	Recon	Residential
HAYES DR	92	27th Ave	Cedarbridge Ave	1993	1993	Bituminous	27	0.396	Local	Recon	Residential
HAYES DR	88	27th Ave	27th Ave	1964	2002	Bituminous	27	0.412	Local	Recon	Residential
HEATHER CRST	85	W Preserve Blvd	W End	1987	2013	Bituminous	27	0.057	Local	Recon	Residential
HEATHER HILLS DR	87	Parkwood Dr	134th St E	1981	1998	Bituminous	27	0.309	Local	Recon	Residential
HEMLOCK DR	82	Unique Dr	Timberland Dr	1961	1992	Bituminous	27	0.204	Local	Recon	Residential
HENNEN RD	99	Williams Dr	W End	1972	2020	Bituminous	27	0.201	Local	Recon	Residential
HERITAGE CIR N	86	Heritage Cr S	Nicollet Ave	1961	1993	Bituminous	27	0.089	Local	Recon	Residential
HERITAGE CIR N	81	Grand Ave	Heritage Circle S	1961	1993	Bituminous	27	0.276	Local	Recon	Residential
HERITAGE CIR S	80	Grand Ave	Heritage Cr N	1961	1993	Bituminous	27	0.337	Local	Recon	Residential
HIGH DR	42	Frontier Ln	County Rd 11	1966	2001	Bituminous	27	0.166	Local	Recon	Residential
HIGHCLERE DR	56	130th St E	N End	1985	2000	Bituminous	27	0.146	Local	Recon	Residential
HIGHLAND DR	100	York Ave	Upton Ave	1973	2021	Bituminous	32	0.247	Minor	Rehab	Residential
HIGHLAND DR	83	Judicial Rd	Beard Ave	1969	2006	Bituminous	28	0.103	Minor	Rehab	Residential
HIGHLAND DR	100	Beard Ave	York Avenue	1973	2021	Bituminous	28	0.234	Minor	Rehab	Residential
HIGHLAND VIEW AVE	98	Horizon Rd	N End	1966	2019	Bituminous	27	0.570	Local	Recon	Residential
HIGHLAND VIEW CIR	100	Highland View Ln	S End	1968	2019	Bituminous	27	0.090	Local	Recon	Residential
HIGHLAND VIEW LN	99	Horizon Rd	Kennelly Rd	1968	2019	Bituminous	27	0.193	Local	Recon	Residential
HIGHPOINT CUR	78	Longview Dr	W End	1986	1986	Bituminous	26	0.407	Local	Recon	Residential
HIGHVIEW DR	91	132nd St E	Aspen Dr	1967	2014	Bituminous	27	0.267	Local	Recon	Residential
HILLCREST CT	89	Hillcrest Ln	W End	1965	2011	Bituminous	27	0.074	Local	Recon	Residential
HILLCREST LN	95	135th St E	134th St E	1965	2011	Bituminous	27	0.200	Local	Recon	Residential
HILLOWAY CIR	91	Fremont Ave	E End	1983	2016	Bituminous	27	0.222	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

HILLSHIRE LN	100	Southcross Dr	Westcliffe Dr	1984	2022	Bituminous	27	0.255	Local	Recon	Residential
HILLSIDE CT	100	Crystal Lake Rd	N End	1992	2021	Bituminous	27	0.054	Local	Recon	Residential
HILLSIDE LN	100	Crystal Lake Rd	Orchard Dr	1959	2021	Bituminous	27	0.289	Local	Recon	Residential
HILLTOP RD	90	Circle Dr	N End	1957	2009	Bituminous	29	0.188	Local	Recon	Residential
HOLLOW PARK CT	100	West Park Dr	S End	1992	2022	Bituminous	27	0.118	Local	Recon	Residential
HOLLOW PARK LN	100	Burnsville Pkwy	West Park Dr	1992	2022	Bituminous	27	0.190	Local	Recon	Residential
HOLLY LN	82	Knob Hill Rd	Colfax Ave	1972	1995	Bituminous	27	0.166	Local	Recon	Residential
HORIZON CIR	100	Horizon Rd	W End	1968	2019	Bituminous	26	0.073	Local	Recon	Residential
HORIZON DR	85	Cliff Rd	Ryan Cr	1979	1979	Bituminous	37	0.140	Minor	Recon	Residential
HORIZON DR	58	Ryan Cr	Hwy 13 E	1979	1979	Bituminous	32	0.157	Minor	Recon	Residential
HORIZON LN	100	Highland View A	Horizon Rd	1966	2019	Bituminous	27	0.066	Local	Recon	Residential
HORIZON PL	97	Connelly Dr	W End	1985	2019	Bituminous	27	0.136	Local	Recon	Residential
HORIZON RD	100	Highland View Ave	Cliff Rd E	1966	2019	Bituminous	27	0.378	Local	Recon	Residential
HUMBOLDT AVE	98	Burnsville Pkwy	Lacota Ln	1968	2015	Bituminous	27	0.389	Local	Recon	Residential
HWY 13 FRONTAGE RD N	95	County Rd 5	1800 Hwy 13 W	1991	2014	Bituminous	36	0.128	Minor	Recon	Residential
HWY 13 FRONTAGE RD N	92	Dupont Ave	Hwy 13	1991	2014	Bituminous	33	0.139	Minor	Recon	Residential
HWY 13 FRONTAGE RD N	85	#1800 N Hwy 13 Frontage	Dupont Ave	1991	1991	Bituminous	34	0.247	Minor	Recon	Residential
HWY 13 FRONTAGE RD S	88	Greenwood Dr	12550 Frontage Rd W	1993	2014	Bituminous	28	0.484	Minor	Recon	Residential
HWY 13 FRONTAGE ROAD	62	Parkwood Dr	East End	1967	2007	Bituminous	27	0.157	Minor	Recon	Residential
HWY 13 SERVICE RD	52	Washburn Ave S	W End	1992	1992	Bituminous	33	0.614	Minor	Recon	Residential
HWY 13 SERVICE RD	47	95'W Oliver Ave	Washburn Ave	1992	1992	Bituminous	33	0.474	Minor	Recon	Residential
HWY 13 SERVICE RD	51	Glenhurst Ave	270'W Zenith Ave	1991	1991	Bituminous	33	1.125	Minor	Recon	Residential
HWY 13 SERVICE RD	81	95' w of Oliver Ave	Frontage Road Cul-De-Sac	2014	2014	Bituminous	37	0.083	Minor	Recon	Residential
HWY 13 SERVICE RD	99	Portland Ave	Riverwood Dr	1979	2020	Bituminous	31	0.509	Minor	Rehab	Residential
HWY 13 SERVICE RD C-D-S	93	126TH ST	EAST END	2014	2014	Bituminous	37	0.051	Local	Recon	Residential
I-35W E FRONTAGE RD	91	Cliff Rd	450' N 121st St	1991	1991	Bituminous	36	0.261	Minor	Recon	Residential
INNSBROOK CIR	86	Innsbrook Ln	S End	1987	2012	Bituminous	27	0.079	Local	Recon	Residential
INNSBROOK LN	79	Southcross Dr	Geneva Blvd	1987	2012	Bituminous	27	0.407	Local	Recon	Residential
INTERLACHEN LN	82	Southcross Dr	E End	1984	1984	Bituminous	27	0.289	Local	Recon	Residential
INTERLACHEN RD	59	Portland Avenue	1st Ave	1985	1985	Bituminous	27	0.246	Local	Recon	Residential
INTERLACHEN RD	88	Chestnut Dr	Portland Ave	1984	2017	Bituminous	27	0.161	Local	Recon	Residential
IRIS CIR	78	W Preserve Blvd	W End	1987	2013	Bituminous	27	0.096	Local	Recon	Residential
IRVING AVE	97	Burnsville Pkwy	Lacota Ln	1964	2015	Bituminous	27	0.243	Local	Recon	Residential
IRVING AVE	99	136th St W	Irving Ln	1979	2019	Bituminous	27	0.248	Local	Recon	Residential
IRVING AVE	93	James Ave	Burnsville Pkwy	1963	1999	Bituminous	27	0.361	Local	Recon	Residential
IRVING AVE	45	County Rd 42	143rd St W	1991	1991	Bituminous	37	0.259	Minor	Rehab	Residential
IRVING AVE	47	McAndrews Rd	County Rd 42	1991	1991	Bituminous	41	0.178	Minor	Rehab	Residential
IRVING LN	91	James Ave	N End	1979	2019	Bituminous	27	0.227	Local	Recon	Residential
ISLE ROYALE CT	100	Parc Dr	S End	1968	2001	Bituminous	27	0.184	Local	Recon	Residential
IVY TER	97	W Preserve Blvd	N End	1987	2013	Bituminous	27	0.078	Local	Recon	Residential
JAMES AVE	100	156th St W	S End	1972	1972	Gravel	20	0.189	Local	Recon	Residential
JAMES AVE	87	131st St W	Woodhill Rd	1960	2009	Bituminous	31	0.149	Local	Recon	Residential
JAMES AVE	98	Burnsville Pkwy	Lacota Ln	1978	2015	Bituminous	27	0.170	Local	Recon	Residential
JAMES AVE	93	138th St W	140th St W	1978	2019	Bituminous	27	0.152	Local	Recon	Residential
JAMES AVE	98	136th St W	138th St W	1978	2019	Bituminous	26	0.387	Local	Recon	Residential
JAMES AVE	100	136th St	N End	1988	2022	Bituminous	27	0.155	Local	Recon	Residential
JAMES CT	98	James Ave	W End	1978	2019	Bituminous	27	0.100	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

JAMES PL	92	James Ave	W End	1978	2019	Bituminous	26	0.165	Local	Recon	Residential
JOPLIN AVE	100	Maple Island Rd	175'S Maple Island Rd	1980	2019	Bituminous	28	0.032	Local	Recon	Residential
JOSEPH ST	84	Lac Lavon Dr	W End	1945	1973	Bituminous	16	0.070	Local	Recon	Residential
JUDICIAL LOOP	83	Judicial Rd	Judicial Rd	1988	2007	Bituminous	27	0.124	Local	Recon	Residential
JUDICIAL RD	70	Judicial Rd	S End	1988	2007	Bituminous	26	0.054	Local	Recon	Residential
JUDICIAL RD	80	13532 Judicial Rd	13512 Judicial Rd	1976	2007	Bituminous	26.666	0.063	Local	Rehab	Residential
JUDICIAL RD	75	Rosemount Dr	Co Rd 42	1980	2007	Bituminous	49	0.104	Minor	Rehab	Residential
JUDICIAL RD	74	Southcross Dr	1370'N Southcross Dr	1980	1980	Bituminous	41	0.258	Minor	Rehab	Residential
JUDICIAL RD	65	Burnsville Pkwy	445'N County Rd 42	2004	2004	Bituminous	41	0.301	Minor	Rehab	Residential
JUDICIAL RD	73	County Rd 42	445'N County Rd 42	1985	2007	Bituminous	41	0.084	Minor	Rehab	Residential
JUDICIAL RD	52	Rosemount Dr	143rd St W	1980	2004	Bituminous	41	0.308	Minor	Rehab	Residential
JUDICIAL RD	96	155th St W	City Line	1940	2009	Bituminous	25	0.246	Minor	Rehab	Residential
KAYMAR LN	90	155th St W	E End	1966	2016	Bituminous	27	0.202	Local	Recon	Residential
KEATING AVE	73	Galtier Dr	S End	1966	2003	Bituminous	27	0.308	Local	Recon	Residential
KEATING CIR	64	Keating Ave	N End	1966	2003	Bituminous	26	0.063	Local	Recon	Residential
KEATING CT	75	Keating Ave	E End	1966	2003	Bituminous	27	0.140	Local	Recon	Residential
KELLER LAKE DR	88	170'E Sunrise L	Southcross Dr	1986	1986	Bituminous	27	0.343	Local	Recon	Residential
KELLER LAKE RD	47	Lac Lavon Dr	E End	1985	1985	Bituminous	27	0.279	Local	Recon	Residential
KELLER LN	48	Keller Lake Rd	Lac Lavon Dr	1986	1986	Bituminous	27	0.146	Local	Recon	Residential
KENNELLY CT	82	Kennelly Rd	W End	1976	2000	Bituminous	27	0.092	Local	Recon	Residential
KENNELLY PL	100	Kennelly Rd	South End	1990	2023	Bituminous	26	0.182	Local	Recon	Residential
KENNELLY RD	83	Kennelly Rd	E End	1984	2000	Bituminous	27	0.063	Local	Recon	Residential
KENTWOOD CT	78	Galtier Dr	W End	1965	2004	Bituminous	27	0.088	Local	Recon	Residential
KENWOOD TR	85	126TH STREET	OLIVER AVE	2007	2007	Bituminous	36	0.148	Minor	Rehab	Residential
KINGS CT	91	155th St W	S End	1978	1978	Bituminous	25	0.129	Local	Recon	Residential
KNOB HILL LN	80	Knob Hill Rd	W End	1972	1995	Bituminous	27	0.125	Local	Recon	Residential
KNOB HILL RD	78	136th St W	Aldrich Ave	1972	1995	Bituminous	27	0.487	Local	Recon	Residential
KNOLL CIR E	88	1st Ave	E End	1979	2017	Bituminous	27	0.103	Local	Recon	Residential
KNOLL CIR W	92	1st Ave	W End	1977	2017	Bituminous	27	0.085	Local	Recon	Residential
KNOLL LN	84	Nicollet Ave	1st Ave	1974	2000	Bituminous	27	0.082	Local	Recon	Residential
KNOX CIR S	100	Knox Dr	S End	1988	2022	Bituminous	27	0.167	Local	Recon	Residential
KNOX DR	91	136th St W	Co Rd 5	1980	2019	Bituminous	27	0.249	Local	Recon	Residential
KNOX DR	100	Burnsville Pkwy	136th St W	1988	2022	Bituminous	27	0.305	Local	Recon	Residential
KRESTWOOD DR	58	Krestwood Dr	E End	1984	2000	Bituminous	27	0.060	Local	Recon	Residential
KRESTWOOD DR	78	Krestwood Dr	E End	1984	2000	Bituminous	27	0.064	Local	Recon	Residential
KRESTWOOD DR	78	County Rd 38	1st Ave	1976	2000	Bituminous	27	0.526	Local	Recon	Residential
LAC LAVON CT	28	Lac Lavon Dr	E End	1985	1985	Bituminous	27	0.058	Local	Recon	Residential
LACOTA CIR	90	Lacota Ln	N End	1968	2015	Bituminous	26	0.092	Local	Recon	Residential
LACOTA LN	93	Slater Ln	Burnsville Pkwy	1983	2017	Bituminous	27	0.266	Local	Recon	Residential
LACOTA LN	93	Burnsville Pkwy	E End	1964	2015	Bituminous	27	0.580	Local	Recon	Residential
LADY BIRD LN	100	Dupont Ave	901 Lady Blrd Ln	1969	2017	Bituminous	37	0.257	Minor	Recon	Residential
LADY BIRD LN	82	Dupont Ave	771 Lady Bird Ln	1969	1969	Bituminous	37	0.321	Minor	Recon	Residential
LADY BIRD LN	94	901 Lady Bird Ln	771 Lady Blrd Ln	1969	2016	Bituminous	37	0.154	Minor	Recon	Residential
LADY BIRD LN	91	Dupont Ave	W End	1969	1969	Bituminous	37	0.101	Minor	Recon	Residential
LAKE CT	80	River Hills Dr	W End	1964	2005	Bituminous	27	0.068	Local	Recon	Residential
LAKEVIEW DR	87	134th St E	130th St E	1965	2014	Bituminous	27	0.643	Local	Recon	Residential
LANNON CT	45	River Hills Dr	W End	1985	1985	Bituminous	27	0.119	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

LARC INDUSTRIAL BLVD	94	12th Ave	Cliff Rd E	1970	1970	Bituminous	37	0.376	Minor	Recon	Residential
LASSEN CT	100	Parc Dr	W End	1968	2001	Bituminous	27	0.076	Local	Recon	Residential
LAVON LN	82	Chicago Ave	Gramsey Pl	1984	1984	Bituminous	27	0.276	Local	Recon	Residential
LEAD ST	93	Crystal Lake Rd	Rushmore Dr	1962	2017	Bituminous	27	0.147	Local	Recon	Residential
LEISURE CT	99	Leisure Ln	S End	1966	2015	Bituminous	27	0.042	Local	Recon	Residential
LEISURE LN	95	Fremont Ave	Aldrich Ave	1966	2015	Bituminous	27	0.227	Local	Recon	Residential
LEWIS CT	79	112th St E	S End	1964	2004	Bituminous	27	0.122	Local	Recon	Residential
LODGE CIR	46	Hwy 13 S	S End	1973	1973	Bituminous	33	0.087	Minor	Recon	Residential
LOGARTO LN	77	157th St E	Bluebill Bay Rd	1974	1974	Bituminous	27	0.215	Local	Recon	Residential
LONDON CT	79	27th Ave	W End	1964	2002	Bituminous	27	0.138	Local	Recon	Residential
LONDON DR	76	River Hills Dr	27th Ave	1964	2002	Bituminous	27	0.263	Local	Recon	Residential
LONGVIEW DR	80	130th St E	S End	1983	1983	Bituminous	27	0.355	Local	Recon	Residential
LOOP RD N	92	Davids Ct	Loop Rd S	1998	1998	Bituminous	24	0.517	Local	Recon	Residential
LOOP RD S	98	Judicial Rd	Davids Ct	1998	1998	Bituminous	24	0.918	Local	Recon	Residential
LOOP RD S	100	LOOP RD S	LAKEVILLE BORDER	1965	1965	Gravel	12	0.068	Local	Recon	Residential
LOTUS LN	85	Skyview Dr	132nd St W	1973	1990	Bituminous	27	0.061	Local	Recon	Residential
LUCERNE CIR	78	155th St W	N End	2003	2003	Bituminous	24	0.138	Local	Recon	Residential
LYNDALE CIR	99	Burnsville Pkwy	S End	1964	2015	Bituminous	27	0.069	Local	Recon	Residential
MANOR BLVD E	60	Highland Dr	W Manor Blvd	1975	2001	Bituminous	27	0.237	Local	Recon	Residential
MANOR BLVD W	65	Manor Blvd E	Manor Dr	1975	2001	Bituminous	27	0.153	Local	Recon	Residential
MANOR DR	79	Penn Ave	Manor Dr	1963	2001	Bituminous	27	0.094	Local	Recon	Residential
MANOR DR S	83	Highland Dr	Manor Dr	1966	2001	Bituminous	27	0.099	Local	Recon	Residential
MANOR DR S	81	Manor Dr S	Co Rd 5	1966	2001	Bituminous	27	0.280	Local	Recon	Residential
MAPLE ISLAND CT	95	Maple Island Rd	E End	1984	1984	Bituminous	27	0.156	Local	Recon	Residential
MAPLE ISLAND RD	91	Maple Island Rd	Oak Shore Dr	1961	2019	Bituminous	27	0.230	Local	Recon	Residential
MAPLE ISLAND RD	81	Oak Shore Dr	Oak Shore Dr	1961	1961	Bituminous	27	0.190	Local	Recon	Residential
MAPLE ISLAND RD	89	Maple Island Rd	Entire Loop	1961	1961	Bituminous	27	0.979	Local	Recon	Residential
MAPLE ISLAND RD	94	Crystal Lake Rd	City Limits	1995	2016	Bituminous	30	0.861	Minor	Rehab	Residential
MARCIA ANN LN	97	Loop Rd N	E End	1998	1998	Bituminous	23	0.204	Local	Recon	Residential
MARCIN HL	100	Nicollet Ave	Marcin Ln	1986	2023	Bituminous	26	0.334	Local	Recon	Residential
MARCIN LN	80	Krestwood Dr	W End	1965	2006	Bituminous	27	0.160	Local	Recon	Residential
MARION DR	100	Cedar Ln	Highland Dr	1973	2021	Bituminous	27	0.151	Local	Recon	Residential
MARTIN AVE	88	Joseph St	Dally St	1945	1973	Bituminous	16	0.037	Local	Recon	Residential
MARY ANN LN	87	Northern Dr	Nicollet Ave	1961	2010	Bituminous	27	0.119	Local	Recon	Residential
MAYO DR	79	Arbor Ln	N End	1961	1993	Bituminous	27	0.077	Local	Recon	Residential
MAYWOOD DR	100	Lac Lavon Dr	Lac Lavon Dr	1988	2021	Bituminous	27	0.286	Local	Recon	Residential
MCANDREWS RD CDS	91	McAndrews Rd	N End	1984	2019	Bituminous	27	0.046	Local	Recon	Residential
MCLEOD ST	79	River Hills Dr	Galtier Dr	1965	2004	Bituminous	27	0.176	Local	Recon	Residential
MCLEOD ST	74	Keating Ave	River Hills Dr	1966	2003	Bituminous	27	0.178	Local	Recon	Residential
MEAD CT	100	Parc Dr	N End	1968	2001	Bituminous	26	0.081	Local	Recon	Residential
MEADOW ACRES PL	85	Meadow Cr N	S End	1963	1995	Bituminous	27	0.142	Local	Recon	Residential
MEADOW CIR N	81	Meadow Cr S	Nicollet Ave	1963	1995	Bituminous	27	0.291	Local	Recon	Residential
MEADOW CIR S	77	Meadow Cr N	Nicollet Ave	1963	1995	Bituminous	27	0.204	Local	Recon	Residential
MELODY LN	76	Chippewa Ln	County Rd 11	1972	2003	Bituminous	27	0.150	Local	Recon	Residential
MESA VERDE CT	100	Parc Dr	W End	1968	1991	Bituminous	27	0.087	Local	Recon	Residential
MICHELLE CIR	27	123rd St E	S End	1977	1977	Bituminous	27	0.082	Local	Recon	Residential
MILLPOND AVE	38	Cliff Rd E	117th St E	1972	1972	Bituminous	33	0.217	Minor	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

MIRADA CT	38	Rio Loma Ln	S End	1985	1985	Bituminous	27	0.081	Local	Recon	Residential
MOCCASIN CT	94	W Preserve Blvd	W End	1987	2013	Bituminous	27	0.106	Local	Recon	Residential
MORGAN AVE	100	Williams Dr	Black Hills Dr	1987	2020	Bituminous	32	0.080	Local	Recon	Residential
MORGAN AVE	100	Friendship Ln	S End	1963	2013	Bituminous	27	0.032	Local	Recon	Residential
MORGAN AVE	17	Burnsville Pkwy	Highland Dr	1974	1974	Bituminous	26	0.484	Local	Recon	Residential
MORGAN AVE	16	Hwy 13 Frontage Rd	Williams Dr	1977	1977	Bituminous	37	0.188	Minor	Recon	Residential
MORGAN AVE	76	Co Rd 42	142 1/2 St	1991	1991	Bituminous	33	0.081	Minor	Recon	Residential
MORGAN CT	27	Morgan Ave	N End	1988	1988	Bituminous	27	0.055	Local	Recon	Residential
MORGAN PL	100	Black Hills Dr	S End	1987	2020	Bituminous	27	0.101	Local	Recon	Residential
MUIR LN	83	16th Ave	S End	1985	1985	Bituminous	27	0.232	Local	Recon	Residential
MYRTLE DR	99	Highland Dr	N End	1973	2021	Bituminous	27	0.209	Local	Recon	Residential
MYSTIC LN	81	Skyline Dr S	125th St E	1975	2003	Bituminous	27	0.097	Local	Recon	Residential
NEWTON AVE	67	143rd St W	570' N of 143rd	1996	1996	Bituminous	27	0.108	Minor	Rehab	Residential
NEWTON AVENUE	59	570' N of 143rd (C1214)	Co Rd 42	2004	2004	Bituminous	41	0.178	Minor	Rehab	Residential
NICOLLET BLVD E	97	Portland Ave	E End	1985	1985	Bituminous	37	0.174	Minor	Recon	Residential
NICOLLET BLVD W	85	County Rd 38	200' South of Grand Ave.	1987	1987	Bituminous	33	0.156	Minor	Rehab	Residential
NICOLLET BLVD W	85	200' South of Grand Ave.	Nicollet Ave	1997	1997	Bituminous	33	0.287	Minor	Rehab	Residential
NICOLLET CT	90	County Rd 42	S End	1980	1980	Bituminous	27	0.165	Local	Rehab	Residential
NICOLLET LN	94	Timberland Dr	136th St W	1959	2012	Bituminous	27	0.287	Local	Recon	Residential
NORTHERN DR	78	Arbor Ln	Harold Dr	1961	1993	Bituminous	27	0.037	Local	Recon	Residential
NORTHERN DR	85	Harold Dr	Woodcrest Dr	1961	2010	Bituminous	26	0.144	Local	Recon	Residential
NORWAY CIR	91	31st Ave	N End	1985	1985	Bituminous	27	0.068	Local	Recon	Residential
NORWAY PT	91	31st Ave	S End	1985	1985	Bituminous	26	0.091	Local	Recon	Residential
OAK CUR	86	Maple Island Rd	220'S Maple Island Rd	1961	1961	Bituminous	27	0.046	Local	Recon	Residential
OAK LEAF CIR	72	122nd St E	S End	1976	1976	Bituminous	27	0.100	Local	Recon	Residential
OAK LEAF CT	23	122nd St E	S End	1977	1977	Bituminous	27	0.142	Local	Recon	Residential
OAK LEAF LN	24	Oak Leaf Ct	E End	1977	1977	Bituminous	27	0.076	Local	Recon	Residential
OAK RIDGE CIR	100	Oak Ridge Ct E	S End	1989	2021	Bituminous	27	0.071	Local	Recon	Residential
OAK RIDGE CT E	100	Crystal Lake Rd	S End	1989	2021	Bituminous	27	0.148	Local	Recon	Residential
OAK RIDGE CT W	100	Crystal Lake Rd	S End	1989	2021	Bituminous	27	0.132	Local	Recon	Residential
OAK RUN LN	81	Portland Ave	Portland Ave	1987	1987	Bituminous	27	0.196	Local	Recon	Residential
OAK SHORE DR	84	Oak Shore Dr	Maple Island Rd	1961	1961	Bituminous	27	0.103	Local	Recon	Residential
OAK SHORE DR	80	Maple Island Rd	Maple Island Rd	1961	1961	Bituminous	27	0.247	Local	Recon	Residential
OAK SHORE DR	89	Oak Shore Dr	N End	1961	1961	Bituminous	27	0.065	Local	Recon	Residential
OAK SHORE DR S	84	Maple Island Rd	340'S Maple Isl	1988	1988	Bituminous	27	0.068	Local	Recon	Residential
OAKLAND AVE	95	440'E Chestnut Dr	S End	1963	2017	Bituminous	27	0.280	Local	Recon	Residential
OAKLAND AVE	80	Chestnut Dr	440'E Chestnut Dr	1963	2011	Bituminous	27	0.083	Local	Recon	Residential
OAKLAND CIR	100	Oakland Dr	E End	1964	2019	Bituminous	27	0.063	Local	Recon	Residential
OAKLAND DR	87	134th St E	N End	1969	2014	Bituminous	27	0.324	Local	Recon	Residential
OAKLAND DR	68	County Rd 38	134th St E	1972	2005	Bituminous	27	0.777	Local	Recon	Residential
OAKLAND DR	100	130th St E	Portland Ave	1964	2019	Bituminous	27	0.115	Local	Recon	Residential
OAKLAND LN	91	4th Ave	Oakland Dr	1976	2011	Bituminous	27	0.203	Local	Recon	Residential
OAKWOOD CUR	59	Grand Ave	W End	1964	2004	Bituminous	26	0.338	Local	Recon	Residential
OAKWOOD DR	38	Judicial Rd	Judicial Rd	1955	1955	Bituminous	27	0.430	Local	Recon	Residential
OLD CO RD 34 PL	16	Williams Dr	E End	1978	1978	Bituminous	27	0.355	Minor	Recon	Residential
OLIVER AVE	86	Highland Dr	Penn Ave	1963	2008	Bituminous	27	0.185	Local	Recon	Residential
OLIVER AVE	78	Penn Ave	Highland Dr	1974	2002	Bituminous	27	0.085	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

OLIVER AVE	100	Terrace Dr	Williams Dr	1979	2020	Bituminous	32	0.172	Local	Recon	Residential
OLIVER AVE	100	Terrace Dr	S End	1989	2020	Bituminous	27	0.152	Local	Recon	Residential
OLIVER AVE	78	Kenwood Tr	860' west of Kenwood Tr	2007	2007	Bituminous	27	0.164	Minor	Rehab	Residential
OLIVER AVE S	100	N Hwy 13 Frontage Rd	N End	1986	2022	Bituminous	34	0.251	Minor	Recon	Residential
OMEARA CT	90	Judicial Rd	E End	1985	1985	Bituminous	29	0.128	Local	Recon	Residential
ORCHARD DR	100	150th St W	County Rd 5	1960	2021	Bituminous	27	0.381	Local	Recon	Residential
ORCHARD DR	100	Crystal Lake Rd	150th St W	1959	2021	Bituminous	27	0.227	Local	Recon	Residential
ORCHARD PL	92	137 1/2 St W	S End	1987	2013	Bituminous	26	0.063	Local	Recon	Residential
ORIOLE CT	27	Valley View Rd	N End	1984	1984	Bituminous	31	0.160	Local	Recon	Residential
OVERLOOK RD	97	Vista Dr	S End	1955	2009	Bituminous	27	0.064	Local	Recon	Residential
PARC DR	71	Burnsville Pkwy	Rainier Ct	1968	1993	Bituminous	27	0.585	Local	Recon	Residential
PARK AVE S	88	Park Ave	E End	1978	2012	Bituminous	27	0.072	Local	Recon	Residential
PARK AVE S	95	Park Ave	W End	1978	2012	Bituminous	27	0.106	Local	Recon	Residential
PARK AVE S	89	Park Ave	S End	1977	2012	Bituminous	27	0.131	Local	Recon	Residential
PARK AVE S	92	143rd St E	Evergreen Dr	1978	2012	Bituminous	27	0.536	Local	Recon	Residential
PARK AVE S	74	143rd St E	145th St E	1992	2000	Bituminous	27	0.211	Local	Recon	Residential
PARK AVE S	92	W End	151st St E	1974	2017	Bituminous	27	0.263	Local	Recon	Residential
PARK AVE S	95	Rushmore Dr	151st St E	1963	2017	Bituminous	27	0.156	Local	Recon	Residential
PARK PL	94	Park Ave	N End	1980	2012	Bituminous	27	0.169	Local	Recon	Residential
PARKRIDGE KNL	100	Westcliffe Dr	W End	1985	2022	Bituminous	27	0.085	Local	Recon	Residential
PARKSIDE CIR	77	Oakland Dr	W End	1972	2005	Bituminous	27	0.090	Local	Recon	Residential
PARKWAY PL	100	Kennelly Rd	W End	1972	1993	Bituminous	27	0.071	Local	Recon	Residential
PARKWOOD CT	17	Parkwood Pl	W End	1993	1993	Bituminous	27	0.080	Local	Recon	Residential
PARKWOOD DR CDS	96	Parkwood Dr	E End	1970	2012	Bituminous	27	0.048	Local	Recon	Residential
PARKWOOD LN	95	Parkwood Dr	N End	1987	2015	Bituminous	27	0.328	Local	Recon	Residential
PARKWOOD PL	19	122nd St E	S End	1993	1993	Bituminous	27	0.145	Local	Recon	Residential
PARSON HILL DR	87	Parson Hills Dr	E End	1989	1989	Bituminous	27	0.197	Local	Recon	Residential
PENN AVE	65	Brookview Dr	Highland Dr	1963	2002	Bituminous	27	0.350	Local	Recon	Residential
PENN AVE	86	Highland Dr	S End	1974	2008	Bituminous	27	0.198	Local	Recon	Residential
PENN AVE	88	Williams Dr	Brookview Dr	1978	2017	Bituminous	27	0.274	Local	Recon	Residential
PENN CIR	77	Penn Ave	N End	1963	2002	Bituminous	27	0.072	Local	Recon	Residential
PERROT LN	83	Galtier Dr	River Hills Dr	1965	2004	Bituminous	27	0.155	Local	Recon	Residential
PERROT LN	82	Galtier Dr	Selkirk Dr	1966	2004	Bituminous	27	0.071	Local	Recon	Residential
PERSHING CIR	100	Bluebill Bay Rd	Bluebill Bay Rd	1973	2019	Bituminous	21	0.111	Local	Recon	Residential
PHEASANT RUN	35	Woodview Dr	Portland Ave	1966	1966	Bituminous	27	0.512	Local	Recon	Residential
PILLSBURY AVE	77	Burnsville Pkwy	Travelers Tr W	1964	2011	Bituminous	37	0.280	Minor	Recon	Residential
PIN OAK CT	89	Valley View Dr	N End	2008	2008	Bituminous	24	0.079	Local	Recon	Residential
PINE RIDGE RD	91	Willow Ln	131st St E	1965	2014	Bituminous	27	0.357	Local	Recon	Residential
PINEHURST DR	94	Burnsville Pkwy	N End	1985	1985	Bituminous	27	0.167	Local	Recon	Residential
PIONEER DR	85	River Hills Dr W	Southview Dr	1963	2009	Bituminous	27	0.188	Local	Recon	Residential
PLEASANT AVE	20	Burnsville Pkwy	S End	1970	1970	Bituminous	36	0.072	Local	Recon	Residential
PLEASANT AVE	84	121st St W	S End	1979	2019	Bituminous	27	0.091	Minor	Recon	Residential
PLEASANT AVE	91	Travelers Tr W	Burnsville Pkwy	1977	2012	Bituminous	37	0.341	Minor	Recon	Residential
PLEASANT LN	98	Woodland Dr	136th St W	1959	2012	Bituminous	27	0.129	Local	Recon	Residential
PLEASANT LN	71	136th St W	Grand Ave	1964	2004	Bituminous	27	0.242	Local	Recon	Residential
PLEASANT PL	83	Heritage Cr S	Grand Ave	1971	1993	Bituminous	27	0.167	Local	Recon	Residential
PLYMOUTH AVE	85	Innsbrook Ln	145 St	1987	1987	Bituminous	27	0.125	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

PORTLAND AVE	97	County Rd 38	N End	1973	2017	Bituminous	27	0.098	Local	Recon	Residential
PORTLAND AVE	99	Whitewood Dr	Burnsville Pkwy	1968	2019	Bituminous	32	0.404	Minor	Recon	Residential
PORTLAND AVE	100	130th St E	Whitewood Dr	1964	2019	Bituminous	27	0.196	Minor	Recon	Residential
PORTLAND AVE CDS	96	Portland Ave	W End	1984	1984	Bituminous	27	0.056	Local	Recon	Residential
PORTLAND AVE CDS	99	Portland Ave	W End	1984	1984	Bituminous	27	0.079	Local	Recon	Residential
PORTLAND AVE CDS	95	Portland Ave	W End	1982	1982	Bituminous	27	0.056	Local	Recon	Residential
PORTLAND AVE CT	83	Portland Ave	E End	1977	1977	Bituminous	27	0.100	Local	Recon	Residential
PORTLAND AVE S	77	Portland Ave	W End	1984	2009	Bituminous	27	0.087	Local	Recon	Residential
PORTLAND AVE S	77	Portland Ave	W End	1984	2009	Bituminous	27	0.101	Local	Recon	Residential
PORTLAND AVE S	82	Portland Ave	W End	1984	2009	Bituminous	27	0.080	Local	Recon	Residential
PORTLAND AVE S	80	Portland Ave	W End	1983	2009	Bituminous	27	0.102	Local	Recon	Residential
PORTLAND CIR	100	Portland Ave	W End	1968	2019	Bituminous	27	0.105	Local	Recon	Residential
PORTLAND CT	100	Portland Ave	W End	1968	2019	Bituminous	27	0.090	Local	Recon	Residential
PORTLAND MEWS	87	Portland Ave	E End	1978	1978	Bituminous	27	0.084	Local	Recon	Residential
PORTLAND PL	83	Portland Ave	E End	1978	1978	Bituminous	27	0.076	Local	Recon	Residential
PRAIRIE ROSE WAY	95	Glenhurst Ave	Rose Bluff Blvd	2014	2014	Bituminous	26	0.080	Local	Recon	Residential
PRESCOTT CT	88	Hayes Dr	N End	1964	2002	Bituminous	27	0.064	Local	Recon	Residential
RADISSON CT	90	Radisson Dr	S End	1963	1997	Bituminous	27	0.113	Local	Recon	Residential
RADISSON DR	87	River Hills Dr	114th St E	1964	2008	Bituminous	27	0.189	Local	Recon	Residential
RADISSON DR	74	River Hills Dr	River Ct	1963	1997	Bituminous	27	0.384	Local	Recon	Residential
RAINIER CIR	100	Rainier Ct	W End	1968	2001	Bituminous	27	0.085	Local	Recon	Residential
RAINIER CT	100	Parc Dr	N End	1968	2001	Bituminous	27	0.131	Local	Recon	Residential
RALEIGH CT	53	Raleigh Dr	N End	1964	1964	Bituminous	27	0.098	Local	Recon	Residential
RALEIGH DR	51	River Hills Dr	River Hills Dr	1964	1964	Bituminous	27	0.541	Local	Recon	Residential
RALEIGH DR CDS	53	Raleigh Dr	S End	1975	1975	Bituminous	27	0.058	Local	Recon	Residential
RALEIGH DR CDS	74	Raleigh Dr	W End	1964	1964	Bituminous	27	0.062	Local	Recon	Residential
RAVOUX AVE	82	McLeod St	Perrot Ln	1965	2004	Bituminous	27	0.187	Local	Recon	Residential
RAVOUX CT	72	Ravoux Ave	N End	1965	2004	Bituminous	27	0.058	Local	Recon	Residential
RAYMAR CT	16	Morgan Ave	W End	1974	1974	Bituminous	27	0.144	Local	Recon	Residential
RED OAK CIR N	95	Red Oak Cr N	N End	1972	1997	Bituminous	27	0.110	Local	Recon	Residential
RED OAK CIR N	93	River Hills Dr	Red Oak Cr S	1972	1997	Bituminous	27	0.355	Local	Recon	Residential
RED OAK CIR S	91	Red Oak Cr S	E End	1972	1997	Bituminous	27	0.067	Local	Recon	Residential
RED OAK CIR S	92	Red Oak Cr N	River Hills Dr	1972	1997	Bituminous	27	0.216	Local	Recon	Residential
RED OAK CT N	91	Red Oak Cr S	N End	1972	1997	Bituminous	27	0.128	Local	Recon	Residential
RED OAK CT S	92	Red Oak Cr S	N End	1972	1997	Bituminous	27	0.216	Local	Recon	Residential
REGENT LN	95	Executive Blvd	Burnhaven Dr	1980	2018	Bituminous	31	0.100	Minor	Recon	Residential
RIDGE RD	89	Wentworth Ave	Woodland Dr	1959	2012	Bituminous	27	0.133	Local	Recon	Residential
RIDGEWOOD CT	88	River Hills Dr	N End	1963	2009	Bituminous	27	0.150	Local	Recon	Residential
RIO LOMA LN	18	Rio Loma Dr	River Hills Dr	1985	1985	Bituminous	27	0.273	Local	Recon	Residential
RIO LOMA LN	16	Rio Loma Ln	River Hills Dr	1986	1986	Bituminous	27	0.223	Local	Recon	Residential
RIVAGE LN	75	Fremont Ave	E End	2003	2003	Bituminous	24	0.173	Local	Recon	Residential
RIVER CT	74	Territorial Dr	N End	1963	1997	Bituminous	27	0.059	Local	Recon	Residential
RIVER HILLS CIR	91	River Hills Dr	N End	1972	1997	Bituminous	27	0.083	Local	Recon	Residential
RIVER HILLS DR W C-D-S	95	River Hills Dr	W End	1975	2019	Bituminous	27	0.058	Local	Recon	Residential
RIVER HILLS DR W C-D-S	95	River Hills Dr	E End	1975	2019	Bituminous	27	0.078	Local	Recon	Residential
RIVER HILLS DR W C-D-S	97	River Hills Dr	E End	1975	2019	Bituminous	27	0.049	Local	Recon	Residential
RIVER RIDGE BLVD	85	790'W Nicollet	Cliff Rd	1968	2010	Bituminous	40	0.525	Major	Rehab	Residential

STREET PAVEMENT SEGMENTS BY PCI

RIVER RIDGE CIR N	91	River Ridge Blvd	River Ridge Blvd	1963	2010	Bituminous	41	0.301	Minor	Recon	Residential
RIVER RIDGE CT	85	River Ridge Blvd	E End	1972	2010	Bituminous	26	0.171	Minor	Recon	Residential
RIVER RIDGE LN	78	River Ridge Blvd	Nicollet Ave	1968	1998	Bituminous	44	0.142	Major	Rehab	Residential
RIVER WOODS LN	85	Kennelly Rd	River Hills Dr	1972	2008	Bituminous	26	0.488	Local	Recon	Residential
RIVERWOOD CIR	95	Riverwood Dr	W End	1967	2009	Bituminous	33	0.082	Minor	Recon	Residential
RIVERWOOD DR	98	Riverwood Dr	W End	1967	2009	Bituminous	33	0.087	Minor	Recon	Residential
RIVERWOOD DR	93	12th Ave	Cliff Rd	1967	2009	Bituminous	37	0.483	Minor	Recon	Residential
RIVERWOOD DR	51	12th Ave	Riverwood Dr	2000	2000	Bituminous	25	0.154	Minor	Rehab	Residential
RIVERWOOD DR	53	Hwy 13 E	90 Degree Bend by substation	2000	2000	Bituminous	25	0.224	Minor	Rehab	Residential
RIVERWOOD DR	99	90 Degree bend by substation	River Hills Dr W	1990	2019	Bituminous	33	0.348	Minor	Rehab	Residential
RODEO DR	67	Rio Loma Ln	Rio Loma Dr	1986	1986	Bituminous	27	0.127	Local	Recon	Residential
ROLLING OAKS RD	39	River Hills Dr	W End	1971	1971	Bituminous	27	0.147	Local	Recon	Residential
ROSE BLUFF BLVD	92	Williams Dr	White Rose Ave	2014	2014	Bituminous	28	0.178	Local	Recon	Residential
ROSEMOUNT DR	69	Judicial Rd	Southcross Dr	1980	1980	Bituminous	41	0.306	Minor	Rehab	Residential
ROSEWOOD LN	100	Springhill Dr	Southcross Dr	1985	2021	Bituminous	27	0.067	Local	Recon	Residential
RUPP DR	91	116th St E	N End	1979	2013	Bituminous	37	0.313	Minor	Recon	Residential
RUSHMORE CRES	79	Rushmore Dr	Rushmore Dr	1986	1986	Bituminous	27	0.274	Local	Recon	Residential
RUSHMORE CT	79	Rushmore Dr	N End	1986	1986	Bituminous	27	0.088	Local	Recon	Residential
RUSHMORE DR	85	Chicago Ave	Park Ave	1963	2017	Bituminous	27	0.147	Local	Recon	Residential
RUSHMORE DR	44	Lac Lavon Dr	Chicago Ave	1986	1986	Bituminous	27	0.392	Local	Recon	Residential
RUSHMORE DR	77	Lac Lavon Dr	Keller Lake Dr	1986	1986	Bituminous	27	0.421	Local	Recon	Residential
RUSHMORE DR	78	Keller Lake Dr	Sunrise Ln	1986	1986	Bituminous	27	0.258	Local	Recon	Residential
SABLE DR	84	Burnsville Pkwy	E End	1987	1987	Bituminous	27	0.349	Local	Recon	Residential
SALEM PL	78	Terrace Dr	Brookview Dr	1958	2006	Bituminous	27	0.118	Local	Recon	Residential
SANDY LN	60	150th St W	N End	1955	1955	Bituminous	27	0.106	Local	Recon	Residential
SCENIC HWY	47	Timber Ridge Dr	S End	2000	2000	Bituminous	27	0.111	Local	Recon	Residential
SCENIC LN	100	155th St W	S End	1962	1962	Gravel	14	0.280	Local	Recon	Residential
SCHOOLCRAFT RD	92	Woods Ln	Radisson Dr	1963	1997	Bituminous	27	0.273	Local	Recon	Residential
SCOTT ST	74	Shady Ln	139th St W	1960	1994	Bituminous	27	0.132	Local	Recon	Residential
SCOUT CIR	89	Radisson Dr	S End	1964	2008	Bituminous	27	0.102	Local	Recon	Residential
SELKIRK AVE	76	Selkirk Dr	N End	1966	2004	Bituminous	27	0.092	Local	Recon	Residential
SELKIRK DR	74	River Hills Dr	Perrot Ln	1966	2004	Bituminous	27	0.417	Local	Recon	Residential
SELKIRK DR	78	River Hills Dr	W End	1968	2003	Bituminous	27	0.146	Local	Recon	Residential
SELKIRK PL	76	Selkirk Dr	E End	1966	2004	Bituminous	27	0.069	Local	Recon	Residential
SEQUOIA CT	100	Parc Dr	E End	1968	2001	Bituminous	27	0.075	Local	Recon	Residential
SHADY LN	93	Thomas Ave	E End	1960	2013	Bituminous	26	0.107	Local	Recon	Residential
SHARON LN	52	150th St W	Wildwood Rd	1955	1955	Bituminous	27	0.123	Local	Recon	Residential
SHAWNEE LN	64	Vincent Ave	Upton Ave	1962	2006	Bituminous	27	0.085	Local	Recon	Residential
SHEFFIELD CT	82	Sheffield Ln	S End	1986	1986	Bituminous	27	0.112	Local	Recon	Residential
SHEFFIELD LN	82	Highpoint Cv	County Rd 11	1983	1983	Bituminous	26	0.086	Local	Recon	Residential
SHELLY LN	78	139th St W	N End	1960	1994	Bituminous	27	0.082	Local	Recon	Residential
SHERIDAN AVE	25	S Hwy 13 Frontage Rd	S End	1975	1975	Bituminous	33	0.100	Minor	Recon	Residential
SHERWOOD PL	64	Southampton Dr	E End	1988	1988	Bituminous	27	0.094	Local	Recon	Residential
SHIRLEY DR	87	Steven Rd	Susan Ln	1959	2018	Bituminous	27	0.694	Local	Recon	Residential
SIBLEY CT	86	Sibley Dr	W End	1964	2008	Bituminous	27	0.151	Local	Recon	Residential
SIBLEY DR	87	River Hills Dr	114th St E	1964	2008	Bituminous	27	0.170	Local	Recon	Residential
SIBLEY ST	88	Glenhurst Ave	S Hwy 13 Frontage Rd	1974	1974	Bituminous	27	0.094	Minor	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

SIERRA CT	18	Rio Loma Ln	S End	1985	1985	Bituminous	27	0.079	Local	Recon	Residential
SIOUX CT	82	Territorial Dr	E End	1963	2002	Bituminous	27	0.151	Local	Recon	Residential
SKYLINE DR	80	Skyline Dr S	Skyline Dr N	1972	2003	Bituminous	27	0.170	Local	Recon	Residential
SKYLINE DR N	68	Skyline Dr	County Rd 11	1972	2003	Bituminous	27	0.211	Local	Recon	Residential
SKYLINE DR S	73	County Rd 11	125th St E	1972	2003	Bituminous	27	0.372	Local	Recon	Residential
SKYLINE DR S	56	Skyline Dr	County Rd 11	1972	2003	Bituminous	27	0.219	Local	Recon	Residential
SKYVIEW DR	90	Judicial Rd	E End	1980	1990	Bituminous	27	0.388	Local	Recon	Residential
SLATER LN	93	West End	Burnsville Pkwy	1983	2017	Bituminous	27	0.314	Local	Recon	Residential
SOUTHAMPTON DR	77	Chicago Dr	Chicago Ave	1988	1988	Bituminous	27	0.201	Local	Recon	Residential
SOUTHCROSS DR CDS	65	Southcross Dr	N End	1981	1981	Bituminous	27	0.044	Local	Recon	Residential
SOUTHCROSS LN	64	Southcross Ln	W End	1984	1984	Bituminous	27	0.106	Local	Recon	Residential
SOUTHCROSS LN	75	Southcross Dr	Chicago Dr	1984	1984	Bituminous	27	0.103	Local	Recon	Residential
SOUTHPOINTE CT	21	Southpointe Cv	N End	1978	1978	Bituminous	27	0.110	Local	Recon	Residential
SOUTHPOINTE CUR	26	Carriage Ln	Carriage Pl Dr	1978	1978	Bituminous	27	0.242	Local	Recon	Residential
SOUTHVIEW DR	93	River Hills Dr	N End	1963	2009	Bituminous	27	0.198	Local	Recon	Residential
SOUTHWIND DR	53	Gramsey Pl	Lac Lavon Dr	1986	1986	Bituminous	27	0.329	Local	Recon	Residential
SPRINGHILL DR	100	Maywood Dr	Chicago Ave	1985	2021	Bituminous	27	0.276	Local	Recon	Residential
ST MORITZ CT	76	155th St W	S End	2003	2003	Bituminous	24	0.147	Local	Recon	Residential
STEVEN RD	98	Burnsville Pkwy	140th St W	1959	2013	Bituminous	27	0.337	Local	Recon	Residential
STEVENS AVE S	32	Crystal Lake Rd	Interlachen Rd	1963	1963	Bituminous	27	0.395	Local	Recon	Residential
STEVENS CT	42	Stevens Ave	E End	1978	1978	Bituminous	27	0.081	Local	Recon	Residential
SUMAC LN	100	Scenic Ln	E End	1962	1962	Gravel	12	0.145	Local	Recon	Residential
SUMMERSET LN	31	River Hills Dr	W End	1985	1985	Bituminous	27	0.237	Local	Recon	Residential
SUMMIT LN	100	County Rd 38	E End	1960	2023	Bituminous	27	0.157	Local	Recon	Residential
SUMMIT OAKS CIR	87	Summit Oaks Dr	W End	1986	1986	Bituminous	27	0.071	Local	Recon	Residential
SUMMIT OAKS CT	40	Summit Oaks Dr	N End	1986	1986	Bituminous	27	0.194	Local	Recon	Residential
SUMMIT OAKS DR	43	146th Street E	County Rd 42	1987	1987	Bituminous	27	1.015	Local	Recon	Residential
SUMMIT RIDGE CIR	77	Co Rd 42	E End	1987	1987	Bituminous	27	0.094	Local	Recon	Residential
SUNFLOWER CT	92	W Preserve Blvd	W End	1987	2013	Bituminous	27	0.057	Local	Recon	Residential
SUNNYSIDE CIR	100	Westcliffe Dr	W End	1985	2022	Bituminous	27	0.108	Local	Recon	Residential
SUNRISE CT	83	Sunrise Ln	W End	1986	1986	Bituminous	27	0.133	Local	Recon	Residential
SUNRISE LN	81	Keller Lake Dr	North End	1986	1986	Bituminous	27	0.178	Local	Recon	Residential
SUNSET LAKE CIR	29	Sunset Lake Dr	N End	1987	1987	Bituminous	27	0.089	Local	Recon	Residential
SUNSET LAKE CT	27	Sunset Lake Dr	E End	1987	1987	Bituminous	27	0.069	Local	Recon	Residential
SUNSET LAKE DR	35	Burnsville Pkwy	Burnsville Pkwy	1989	1989	Bituminous	27	0.751	Local	Recon	Residential
SUNSET LN	79	Upton Ave	Brookview Dr	1963	1990	Bituminous	27	0.343	Local	Recon	Residential
SUSAN LN	87	Shirley Dr	Shirley Dr	1959	2018	Bituminous	27	0.216	Local	Recon	Residential
SWANSON CIR	87	Portland Ave	E End	1978	2017	Bituminous	27	0.141	Local	Recon	Residential
TAMARACK LN	85	19th Ave	Sibley Dr	1964	2008	Bituminous	27	0.235	Local	Recon	Residential
TAYLOR PL	84	Unique Dr	S End	1961	2010	Bituminous	27	0.082	Local	Recon	Residential
TERRACE CIR	95	Terrace Dr	S End	1972	2017	Bituminous	27	0.085	Local	Recon	Residential
TERRACE DR	94	Upton Ave	Oliver Ave	1972	2017	Bituminous	27	0.367	Local	Recon	Residential
TERRACE DR	100	Oliver Ave	Black Hills Dr	1987	2020	Bituminous	27	0.083	Local	Recon	Residential
TERRACE DR	90	Sunset Ln	Upton Ave	1959	2006	Bituminous	27	0.200	Local	Recon	Residential
TERRACE DR	93	Terrace Dr	S End	1959	2006	Bituminous	26	0.073	Local	Recon	Residential
TERRITORIAL CT	86	19th Ave	E End	1964	2008	Bituminous	27	0.062	Local	Recon	Residential
TERRITORIAL DR	83	Territorial Ct	Sioux Ct	1964	2008	Bituminous	27	0.248	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

TERRITORIAL DR	77	Sioux Ct	River Ct	1963	2002	Bituminous	27	0.188	Local	Recon	Residential
TETON CT	93	Parc Dr	E End	1968	1993	Bituminous	27	0.076	Local	Recon	Residential
THISTLE LN	92	W Preserve Blvd	W End	1987	2013	Bituminous	27	0.091	Local	Recon	Residential
THOMAS AVE	92	Brookview Dr	Elm Ln	1968	2016	Bituminous	27	0.231	Local	Recon	Residential
THOMAS AVE	98	Burnsville Pkwy	140th St W	1960	2013	Bituminous	27	0.262	Local	Recon	Residential
THOMAS CIR	99	Thomas Ave	S End	1968	2016	Bituminous	27	0.064	Local	Recon	Residential
THOREAU DR	33	Pheasant Run	Parkwood Dr	1969	1969	Bituminous	27	0.426	Local	Recon	Residential
TIFFANY CT	83	Burnsville Pkwy	W End	1987	1987	Bituminous	27	0.179	Local	Recon	Residential
TIMBER RIDGE CT	57	Timber Ridge Dr	E End	2000	2000	Bituminous	27	0.144	Local	Recon	Residential
TIMBER RIDGE DR	58	Scenic Highway	152nd St W	2000	2000	Bituminous	27	0.182	Local	Recon	Residential
TIMBERLAND DR	81	Hemlock Dr	Nicollet Ave	1959	2010	Bituminous	27	0.555	Local	Recon	Residential
TRAVELERS TRL E	65	Nicollet Ave	Eagle Ridge Dr	1973	1992	Bituminous	54	0.225	Minor	Rehab	Residential
TRAVELERS TRL E	97	Stratford Lane	Parkwood Dr	1984	1984	Bituminous	41	0.144	Minor	Rehab	Residential
TRAVELERS TRL E	94	Portland Ave	Stratford Lane	1984	1984	Bituminous	41	0.290	Minor	Rehab	Residential
TRAVELERS TRL E	84	Eagle Ridge Dr	Portland Ave	1984	1984	Bituminous	53	0.458	Minor	Rehab	Residential
TRAVELERS TRL W	82	TRAVELERS TRL W	South End (C-D-S)	2008	2008	Bituminous	23	0.069	Local	Rehab	Residential
TRAVELERS TRL W	78	Pillsbury Ave	Nicollet Ave	1979	2011	Bituminous	32	0.169	Minor	Rehab	Residential
TRAVELERS TRL W	90	Pleasant Ave	Burnsville Pkwy	1987	1987	Bituminous	27	0.525	Minor	Rehab	Residential
TRAVELERS TRL W	86	Pleasant Ave	Pillsbury Ave	1979	2012	Bituminous	32	0.132	Minor	Rehab	Residential
TYACKE DR	93	Crystal Lake Rd	Chestnut Dr	1978	2017	Bituminous	27	0.560	Local	Recon	Residential
UNIQUE DR	80	Harold Dr	Hemlock Dr	1961	1992	Bituminous	27	0.162	Local	Recon	Residential
UNIQUE DR	79	Hemlock Dr	Birchwood Ln	1961	1992	Bituminous	27	0.107	Local	Recon	Residential
UPPER WOOD WAY	84	Wood Way	Portland Ave	1987	1987	Bituminous	27	0.337	Local	Recon	Residential
UPTON AVE	91	Upton Ave	W End	1978	2018	Bituminous	27	0.077	Local	Recon	Residential
UPTON AVE	89	Upton Ave	W End	1978	2018	Bituminous	27	0.077	Local	Recon	Residential
UPTON AVE	93	Williams Dr	Terrace Dr	1968	2018	Bituminous	27	0.189	Minor	Rehab	Residential
UPTON AVE	89	Terrace Dr	Highland Dr	1964	2018	Bituminous	27	0.407	Minor	Rehab	Residential
VALLEY CT	85	114th St E	E End	1964	2008	Bituminous	27	0.160	Local	Recon	Residential
VALLEY DR	89	Vista Dr	Valley Dr	1958	2009	Bituminous	27	0.113	Local	Recon	Residential
VALLEY DR	78	Hwy 13 Frontage Rd	Dupont Ave	1958	1999	Bituminous	27	0.473	Local	Recon	Residential
VALLEY HIGH RD	90	W End	Nicollet Ln	1959	2012	Bituminous	27	0.486	Local	Recon	Residential
VALLEY LN	50.1	Valley View Rd	S End	1987	1987	Bituminous	30	0.066	Local	Recon	Residential
VALLEY VIEW DR	81	Judicial Rd	W End	1998	1998	Bituminous	15	0.405	Local	Recon	Residential
VALLEY VIEW DR	86	Pin Oak Ct	S End	2008	2008	Bituminous	24	0.237	Local	Recon	Residential
VALLEY VIEW RD	29	Brown Ln	W End	1940	1940	Bituminous	17	0.089	Local	Recon	Residential
VALLEY VIEW RD	24	Judicial Rd	Brown Ln	1940	1940	Bituminous	20	0.299	Local	Recon	Residential
VICTORIA LN	40	Frontier Ln	E End	1975	2001	Bituminous	27	0.135	Local	Recon	Residential
VIEWCREST CIR	77	Viewcrest Ln	E End	1985	1985	Bituminous	27	0.100	Local	Recon	Residential
VIEWCREST LN	55	150th St W	Deerwood Dr	1955	1955	Bituminous	27	0.168	Local	Recon	Residential
VIEWCREST LN	81	150th St W	S End	1995	1995	Bituminous	27	0.283	Local	Recon	Residential
VIKING DR	73	130th St E	E End	1964	1998	Bituminous	27	0.265	Local	Recon	Residential
VILLABURNE CT	100	Villaburne Dr	W End	1972	2023	Bituminous	27	0.106	Local	Recon	Residential
VILLABURNE DR	100	125th St E	Kennelly Rd	1972	2023	Bituminous	27	0.333	Local	Recon	Residential
VINCENT AVE	77	Burnsville Pkwy	S End	1963	2006	Bituminous	27	0.114	Local	Recon	Residential
VINCENT AVE	62	S Hwy 13 Frontage Rd	S End	1984	1984	Bituminous	41	0.126	Minor	Recon	Residential
VINCENT AVE S	82	Burnsville Pkwy	Washburn Ave	1966	2006	Bituminous	27	0.266	Local	Recon	Residential
VINCENT CIR	71	Washburn Ave	Judicial Rd	1976	2006	Bituminous	27	0.199	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

VISTA DR	89	Dupont Ave	W End	1958	2009	Bituminous	27	0.215	Local	Recon	Residential
VIVIAN DR	99	Marian Dr	Highland Dr	1973	2021	Bituminous	27	0.133	Local	Recon	Residential
WALDEN CT	30	Parkwood Dr	E End	1987	1987	Bituminous	27	0.151	Local	Recon	Residential
WALNUT CIR	88	Walnut Dr	E End	1965	2014	Bituminous	27	0.064	Local	Recon	Residential
WALNUT DR	70	Oakland Dr	134th St E	1981	2005	Bituminous	27	0.097	Local	Recon	Residential
WALNUT DR	88	134th St E	131st St E	1965	2014	Bituminous	28	0.369	Local	Recon	Residential
WASHBURN AVE	79	Burnsville Pkwy	135th St W	1971	2006	Bituminous	27	0.301	Local	Recon	Residential
WASHBURN AVE	85	Dana Dr	135th St W	1971	2007	Bituminous	27	0.320	Local	Recon	Residential
WASHBURN AVE S	63	N Hwy 13 Frontage Rd	N End	1980	1980	Bituminous	45	0.272	Minor	Recon	Residential
WASHBURN CT	66	Williams Dr	N End	1991	2003	Bituminous	27	0.073	Local	Recon	Residential
WASHBURN DR	85	Washburn Ave	S End	1971	2007	Bituminous	27	0.105	Local	Recon	Residential
WASHBURN LN	88	Washburn Ave	N End	1971	2007	Bituminous	26	0.082	Local	Recon	Residential
WELCOME CT	17	Welcome Ln	W End	1966	1966	Bituminous	27	0.086	Local	Recon	Residential
WELCOME LN	85	131st St E	130th St E	1965	2014	Bituminous	28	0.200	Local	Recon	Residential
WELCOME LN	35	130th St E	Thoreau Dr	1967	1967	Bituminous	27	0.396	Local	Recon	Residential
WELLINGTON CRES	67	136th St W	N End	1963	2005	Bituminous	26	0.389	Local	Recon	Residential
WELLINGTON CRES E	63	Wellington Cs	S End	1961	2005	Bituminous	27	0.407	Local	Recon	Residential
WENTWORTH AVE	93	Valley High Rd	Woodland Dr	1959	2012	Bituminous	27	0.083	Local	Recon	Residential
WENTWORTH AVE	84	Meadow Cr S	McAndrews Rd	1963	1995	Bituminous	27	0.138	Local	Recon	Residential
WENTWORTH PL	86	Meadow Cr N	S End	1963	1995	Bituminous	27	0.074	Local	Recon	Residential
WEST PARK DR	100	Hollow Park Ln	Southcross Dr	1992	2022	Bituminous	27	0.505	Local	Recon	Residential
WEST PRESERVE BLVD	82	141st St W	City Limits	1987	2013	Bituminous	27	0.724	Local	Recon	Residential
WEST PRESERVE BLVD	70	Burnsville Pkwy	550' East of City Limit	1987	1987	Bituminous	38	0.282	Minor	Recon	Residential
WEST PRESERVE BLVD	59	550' East of City Limits	City Limits (w/141st St)	2006	2006	Bituminous	38	0.104	Minor	Recon	Residential
WESTCLIFFE CT	100	Westcliffe Dr	E End	1984	2022	Bituminous	27	0.051	Local	Recon	Residential
WESTCLIFFE DR	100	Southcross Dr	Southcross Dr	1984	2022	Bituminous	27	0.685	Local	Recon	Residential
WESTCLIFFE PL	100	Westcliffe Dr	E End	1984	2022	Bituminous	27	0.050	Local	Recon	Residential
WHITE OAK DR	35	Summit Oaks Dr	Summit Oaks Dr	1987	1987	Bituminous	27	0.571	Local	Recon	Residential
WHITE ROCK RD	34	140th St E	County Rd 11	1966	2001	Bituminous	28	0.321	Local	Recon	Residential
WHITE ROSE AVE	94	Glenhurst Ave	Rose Bluff Blvd	2014	2014	Bituminous	28	0.177	Local	Recon	Residential
WHITEWOOD DR	65	Portland Ave	N End	1968	1998	Bituminous	27	0.243	Local	Recon	Residential
WILDWOOD CT	77	Wildwood Rd	N End	1988	1988	Bituminous	27	0.242	Local	Recon	Residential
WILDWOOD RD	56	Judicial Rd	150th St W	1955	1955	Bituminous	27	0.251	Local	Recon	Residential
WILDWOOD RD	79	150th St W	S End	1987	1987	Bituminous	27	0.371	Local	Recon	Residential
WILDWOOD TRL	78	Wildwood Rd	220'W Wildwood	1994	1994	Bituminous	27	0.170	Local	Recon	Residential
WILLA CT	59	150th St W	S End	1995	1995	Bituminous	27	0.100	Local	Recon	Residential
WILLIAMSBURG CUR	27	Carriage Pl Dr	Carriage Pl Dr	1978	1978	Bituminous	27	0.246	Local	Recon	Residential
WILLOW CREEK RD	77	Williams Dr	south property line of #12900	1990	2003	Bituminous	12	0.057	Local	Recon	Residential
WILLOW LANE CIR	91	Willow Ln	N End	1965	2014	Bituminous	27	0.052	Local	Recon	Residential
WILLOW LN	89	134th St E	Lakeview Dr	1965	2014	Bituminous	27	0.251	Local	Recon	Residential
WIND CAVE CT	100	Parc Dr	E End	1968	2001	Bituminous	27	0.212	Local	Recon	Residential
WINDSOR CT	100	Travelers Tr E	S End	1998	1998	Bituminous	27	0.112	Local	Recon	Residential
WOOD LAKE CT	51	Nicollet Ave	S End	1981	1981	Bituminous	37	0.146	Minor	Recon	Residential
WOOD WAY	80	Portland Ave	Upper Wood Way	1987	1987	Bituminous	27	0.230	Local	Recon	Residential
WOODCREST DR	85	Birchwood Ln	Nicollet Ave	1961	2010	Bituminous	27	0.224	Local	Recon	Residential
WOODHILL RD	89	Valley Dr	E End	1958	2009	Bituminous	27	0.439	Local	Recon	Residential
WOODHILL RD	93	Valley Dr	Irving Ave	1958	2009	Bituminous	27	0.371	Local	Recon	Residential

STREET PAVEMENT SEGMENTS BY PCI

WOODHILL RD	68	Woodhill Rd	north property line of #1237	2006	2006	Bituminous	27	0.030	Local	Recon	Residential
WOODLAND DR	92	Garfield Ave	Nicollet Ln	1959	2012	Bituminous	27	0.436	Local	Recon	Residential
WOODLAWN CT	16	Welcome Ln	E End	1966	1966	Bituminous	27	0.079	Local	Recon	Residential
WOODS LN	82	19th Ave	Zebulon Pike Ave	1963	2008	Bituminous	27	0.193	Local	Recon	Residential
WOODS TRL	80	Judicial Rd	W End	1977	1977	Bituminous	27	0.400	Local	Recon	Residential
WOODS TRL N	75	Judicial Rd	W End	1985	1985	Bituminous	27	0.260	Local	Recon	Residential
WOODS TRL S	82	Woods Tr	W End	1977	1977	Bituminous	27	0.174	Local	Recon	Residential
WOODVIEW CT	29	Woodview Dr	N End	1966	1966	Bituminous	27	0.106	Local	Recon	Residential
WOODVIEW DR	13	Portland Ave	Welcome Ln	1966	1966	Bituminous	26	0.249	Local	Recon	Residential
WOODVIEW LN	26	Woodview Dr	Thoreau Dr	1969	1969	Bituminous	26	0.135	Local	Recon	Residential
WREN CT	8	Valley View Rd	N End	1984	1984	Bituminous	37	0.047	Local	Recon	Residential
XERXES AVE	86	Dana Dr	135th St W	1971	2007	Bituminous	26	0.264	Local	Recon	Residential
XERXES AVE	45	Sunset Lake Dr	Sunset Lake Dr	1989	1989	Bituminous	27	0.158	Local	Recon	Residential
YORK AVE	79	132nd St W	Highland Dr	1960	2006	Bituminous	27	0.121	Local	Recon	Residential
YORK AVE	84	Highland Dr	W End	1971	2006	Bituminous	27	0.372	Local	Recon	Residential
YORK AVE	53	Sunset Lake Dr	Sunset Lake Dr	1987	1987	Bituminous	27	0.299	Local	Recon	Residential
ZEBULON PIKE AVE	76	Schoolcraft Rd (I0428)	Schoolcraft Rd	1963	2008	Bituminous	27	0.241	Local	Recon	Residential
ZENITH AVE S	55	S Hwy 13 Frontage Rd	S End	1984	1984	Bituminous	37	0.187	Minor	Recon	Residential

